

APPENDIX 29A

COMMENTS AND RESPONSE REPORT (PRE-APPLICATION SCOPING PHASE)

COMMENTS AND RESPONSE REPORT DRAFT SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT

(P10 OF FARM 724, RE OF FARM 724, P23 OF FARM 724, P7 OF FARM 942, RE OF FARM 474, P3 OF FARM 474 AND P4 OF FARM 474)

JULY 2024



CAPE
WINELANDS • AERO



Opened 13 November 2023
At PHS Consulting offices

No.	Name & Presenting unit	Issue/ Concern	Response
Pre-Application Scoping Phase			
1 & 7	Pierre Briel - Briel & Associates (Pty) Ltd	<p><u>Letter to DMRE from Briel & Associates received via email on the 8th of November 2023:</u></p> <p>1. APPLICATION FOR A CLOSURE CERTIFICATE IN TERMS OF SECTION 43(4) OF THE MINERAL AND PETROLEUM RESOURCES DEVELOPMENT ACT, 28 OF 2002 ON BEHALF OF COROBRIK (PTY) LTD OVER THE REMAINDER OF JOOSTENBERG VLAKTE (NOW PORTION 23), NO 724 AND THE REMAINDER OF JOOSTENBERGS KLOOF 474, MAGISTERIAL DISTRICT CAPE TOWN, WESTERN CAPE PROVINCE.</p> <p>We refer to the above matter and confirm that we have been appointed by Corobrik (Pty) Ltd to formally submit an application for a closure certificate in accordance with Section 43(4) of the Mineral and Petroleum Resources Development Act, 28 of 2002 (MPRDA). The application pertains to the remainder of Joostenberg Vlake (now Portion 23), No. 724, and the Remainder of Joostenbergs Kloof 474, located in the Magisterial District of Cape Town, Western Cape Province, under DMRE reference WC30/5/1/2/2/311MR.</p> <p>As required by the MPRDA, the closure plan will provide for the rehabilitation of the open clay quarry, in accordance with the provisions stipulated for the cessation of mining activities. The closure plan will ensure compliance with all relevant regulations and standards set forth by the MPRDA for the closure process.</p> <p>Furthermore, the closure plan will be structured to align with the anticipated development of the Cape Winelands Airport and the engineering design specifications provided by the property developer. It encompasses a detailed strategy for mitigating any potential environmental impacts and ensuring the sustainable restoration of the affected area. All rehabilitation work will be conducted by the property developer as part of its bulk earth works. A letter confirming the above arrangement will be obtained and supplied to the DMRE as soon as possible.</p> <p>We confirm that a joint site visit will be arranged with your office, the mining right holder, and the developer to facilitate a thorough assessment, ensuring</p>	<p>1. The communication from the IAP to DMRE confirms that the closure procedure is in process running concurrent with the EIA.</p>

		that the rehabilitation efforts undertaken on-site meet all the stipulated closure requirements.	
		<p><u>Email dated 8 November 2023:</u></p> <p>1. We acknowledge receipt of your application together with annexures as contained on your website. Kindly register Briel & Associates as an interested and affected party on behalf of the landowner and mining right holder (Corobrik (Pty) Ltd). We request that you keep in contact with our office to ensure that our closure application for the mining right is in line with your scoping and final EIA reports.</p>	<p>1. The EAP notes this comment. Briel & Associates on behalf of Corobrik (Pty) Ltd has been registered as an IAP for the NEMA process. Ongoing communication will be maintained to ensure that the mining rights closure application remains in line with the scoping and EIA process.</p>
2	Sonja Warnich-Stemmet: Environmental and Heritage Management Branch-Northern Region, Environmental Management Department, Spatial Planning and Environment Directorate	<p><u>Email dated 7 November 2023:</u></p> <p>1. Thank you for your email communication below, this office confirms receipt.</p>	<p>1. This comment is noted.</p>
3 & 58	Renier Smith: Garden Cities NPC (RF)	<p><u>Email dated 7 November 2023:</u></p> <p>1. We acknowledge receipt of your Notice of Public Participation Process for the proposed expansion of the CW airstrip and as such will most certainly register as an I&AP and we will forward you our concerns/comments/objections in due course once we have had an opportunity to review the Pre-Application Scoping Report.</p>	<p>1. This comment is noted. Garden Cities has been registered as an IAP for the NEMA process.</p>

	<p><u>Email received dated 7 December 2023:</u></p> <p>2. Further to your notification, dated the 7th Nov 2023, regarding the Proposed Expansion of Cape Winelands Airfield; referenced Draft Pre-application Scoping report for Public Participation (DEA&DP ref: 16/3/3/6/7/2/A5/20/2209/23), please find attached Garden Cities' letter of objection (dated the 05th Dec 2023) for formal submission to PHS Consulting, the latter being self-explanatory.</p> <p>We have also enclosed the attachments which would accommodate the letter as supporting information.</p> <p>Kindly ensure that Garden Cities is registered as an I&AP (Interested and Affected Party) and also record our initial objections clearly for record purposes.</p> <p><u>Letter received via email on the 7th of December 2023:</u></p> <p>3. Further to your formal/advertised notification for the Scoping/EIA process and the associated Public Participation Process, relating to the various activities listed to facilitate a phased development to increase the existing Fisantekraal Airfield (aka CWA) and develop a runway with orientation 01-19 and a length of 3.5kms and the initial retention and refurbishment of a secondary cross runway with an orientation of 14-32 and length of 700m; with a phased supporting landside and airside infrastructure development, based on market demand, Garden Cities wish to:</p> <ul style="list-style-type: none"> • Register as an I&AP • Lodge a formal objection based on the following reasons and concerns. <p>4. Historical background and associated concerns:</p> <p>Our initial concerns are linked to the formalization of the airstrip's zoning and possible impacts same posed, as a direct result of this process and was based on both the process followed prior to the decision, as well as the implications of the decision on Garden Cities, our landholdings and our Greenville Development.</p> <p>The City of Cape Town's Municipal Planning Tribunal had granted the rezoning and consent approval. The reasons provided for the approval, did not acknowledge the existence of Greenville Garden City, and nor did it acknowledge the situation whereby the future development of the airport may have significant impacts on the development rights of Greenville Garden City and the current and future landowners of this large-scale, integrated, mixed use human settlement.</p> <p>As we stated in our Objection letter, dated 6 August 2020 (attached for ease of reference), Garden Cities find it problematic that in the 22 page LUM</p>	<p>2. The comment is noted by the EAP. Garden Cities is registered as IAP as per EAP email dated 7 November 2023. All comments received by IAPs are recorded by the EAP in a Comments and Responses report.</p> <p>3. The comment is noted. Garden Cities is registered as IAP as per EAP email dated 7 November 2023.</p> <p>4. Historical background and associated concerns</p> <p>The Fisantekraal Aerodrome, as CWA was formerly known, has now been operational for 81 years without interruption. Portion 4 of Farm 474 Joostenbergs Kloof (114.1516ha) and Portion 10 of Farm 724 Joostenbergs Vlake (36.1295ha) make up the 150ha existing airport site. The State created these two portions by subdividing Agricultural land in a bespoke configuration to specifically accommodate an aerodrome. The State was not bound by the zoning scheme under the previous Constitution and the site was never rezoned. The State imposed a condition of title that "the property shall be and/or remain to function as a public aerodrome and shall be used solely as a public aerodrome and/or for related purposes" when the property was sold into private ownership in 1993. This condition is adhered to as the use as an aerodrome is continuing to date without interruption. The City of Cape Town formally</p>
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		<p>motivation report for the Fisantekraal Airfield, there is NO mention of Greenville Garden City.</p> <p>Garden Cities are the developers of Greenville Garden City and Erf 4 (this Erf alone constituting 384.6499 ha) Greenville Garden City is situated immediately to the south of the Fisantekraal Airfield.</p> <p>The LUM motivation report also failed to mention the fact that Garden Cities have secured significant land use rights for Greenville Garden City. These land use rights were secured following a full environmental, heritage and town planning application process, and include:</p> <ul style="list-style-type: none"> - 14 652 residential opportunities (State-assisted, finance linked & market) - 375 000sqm business GLA - 352 000sqm industrial GLA. <p>Garden Cities are in the process of developing Greenville in a phased manner and have to date developed over 2,575 (as Nov 2023) state-assisted houses. We have also developed Places of Worship, Educational Facilities, Clinis, Retail Facilities, etc.</p> <p>It is concerning that the applicant for the Fisantekraal Airfield was either: 1. Not aware of Greenville Garden City and its development rights; which they have confirmed they were very much aware of Greenville’s approved Conceptual Layout and, or 2. Chose to not include this important fact in the LUM application; knowing that it poses severe and restrictive limitations in terms of future residential, educational and other zoning uses.</p> <p>In either of the above situations, we are of the opinion that this was a fundamental flaw in the LUM application and subsequent decision.</p> <p>We also find it concerning that the City’s decision letter, dated 12 November 2020, the 9 ‘reasons for decision’ continues to ignore the existence of Greenville Garden City, with statements such as “is not incompatible with surrounding agricultural land uses”. We would have thought that the points raised by Garden Cities in our objection letter would have been noted, discussed, and then adequately addressed as part of the ‘reasons for decision’. In the absence of any reference to this issue, we find the City’s decision letter to be flawed.</p> <p>The planning for the Greenville Garden City landholdings took place over a number of years, in a joint manner together with the City of Cape Town. At this time, the City’s position with regard to the Fisantekraal Airfield was as follows: “... it can be expected that the land surrounding the airfield, in future be taken up by mainly residential uses. It is therefore concluded that the airfield should not remain in its present location, and any future applications relating to</p>	<p>determined the existing use as an “airport” in terms of section 37(8) of the MPBL. Subsequently, the lawful existing use rights were rezoned to Transport Zone 1 with a consent for airport. No additional rights were applied for, nor granted, other than what could and was already exercised since 1943. Therefore, opposing at the time of application was not rational. The City’s Appeal Authority dismissed the appeal by Garden Cities on 09 February 2021, and the Municipal Planning Tribunal’s decision to unanimously approve the rezoning and consent stands.</p> <p>The EAP takes note of the number of residential opportunities and business and industrial GLA and the statement that Garden Cities finds the cities’ decision letter flawed. The previous LUM application and subsequent decision by CoCT does not form part of the scope of the current EIA process, because the previous process was concluded. This is a new application to be evaluated on current grounds.</p> <p>In stating the number of residential opportunities and business and industrial GLA, Garden Cities are implying that the development of the airport has a negative effect on all these rights. In Phase 4 of the application, which is where Garden Cities say they are most affected, there are 3600 residential opportunities, and it is clear from their site plan that none of the industrial or business GLA is located near Phase 4. No further precinct plans have been submitted showing changes as defined in clause 6.6 of the Garden Cities EA to inform the EIA, with all the industrial development shown in Phase 5, located approximately 4 kilometres away from the end of the planned main runway for CWA.</p> <p>Municipal planning is a local government competency in terms of Schedule 4, Part B of the Constitution. The City of Cape Town is the decision-maker, and the Garden Cities MPBL appeal was managed in accordance with the Municipal Planning By-law. A decision was made after the process was concluded whereby Garden Cities was involved.</p> <p>The Garden Cities MPBL appeal was considered and not upheld due to the lack of merit in the arguments now repeated. The applicant’s comprehensive rebuttal of the rezoning appeal by Garden Cities is on record with the City. The municipality is Constitutionally the competent authority in municipal planning matters, and not the Provincial Government. It therefore serves no purpose to use the current Environmental Authorisation process to debate a previously approved rezoning further. Should Garden Cities not agree with the CoCT decision,</p>
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		<p>aviation uses should not be positively considered.” (Draft Northern District Plan (August 2009).</p> <p>The draft Cape Town Spatial Development Framework (August 2009) stated that: “All general aviation from Fisantekraal should be relocated to Atlantis.”</p> <p>The approved Northern District Plan (October 2012) went further to state: “The land use rights for the airfield to operate has however lapsed ... (and) that provision needs to be made elsewhere for such a facility.”</p> <p>This clear and unequivocal planning and policy context facilitated the land use layout for Greenville Garden City and was one of the imperatives for the development being approved by the Western Cape Government’s Department of Environmental Affairs and Development Planning in December 2012. A copy of the Approval letter and Conceptual Layout is attached.</p> <p>Garden Cities are of the opinion that any decision which confirms land use rights for the Fisantekraal airfield has the potential to impact extremely negatively on the approved land use rights that have been granted for Greenville Garden City.</p> <p>We find it disingenuous that the Greenville Conceptual Plan is referenced (App-23-CWA-Spatial-Planning-and-land-use-status, page 28) as lapsed plan; however in our mind the status of this plan is very much intact and merely implies that the rezoning is attended too as well when the LUM application is submitted to undertake the required subdivision of each future Phase of the development. The Concept Plan; Urban Edge; Agricultural Land (Act 70 of 70); the District Plan, Urban Development Designation and basket of rights cannot lapse, as this plan was approved by various authorities including the Western Cape Government, National Department of Agriculture and the City of Cape Town as an all-encompassing project.</p> <p>Extract (App-23-CWA-Spatial-Planning-and-land-use-status, page 28):</p>	<p>it should have reviewed the CoCT appeal decision in the High Court three years ago.</p> <p>The spatial development frameworks that Garden Cities refer to has been replaced with a new MSDF and Northern District Plan. The error in the 2012 plan has been corrected. A spatial development framework cannot grant or remove land use rights.</p> <p>A Zoning Scheme Extract issued by City of Cape Town on 07 June 2022, states that Erf 4 Greenville is zoned as “AGRICULTURAL ZONE (AG)”, and we can only assume that rates and taxes based on agricultural tariffs have been paid and further notes that:</p> <p>“The rezoning of Erf 4, Greenville Garden City, issued under cover of the enclosed letter dated 3 December 2012, has lapsed. No submission has been made for the subdivision of Erf 4 within the 5-year period allowed.”</p> <p>Currently Erf 4 is used for intensive agriculture. It is understood by the applicant that Garden Cities is considering their development options for Erf 4 within the context of the airport development. The applicant considers Garden Cities as a key and important provider of infrastructure in the area and will ensure that every effort is made to achieve successful integration between the respective developments.</p> <p>In this regard and to this end Garden Cities and the applicant have been in active engagements to understand the impact of the two developments on each other. Once the impact has been fully understood there is an intention between the two parties to work towards a successful integration of the two developments. The process is still in it’s early stages but the applicant is confident that agreement will be reached with Garden Cities on an outcome that will be to the satisfaction of both parties.</p> <p>Discussions are ongoing, in the meantime, Garden Cities comments are noted and the impact of the CWA proposal on the surrounding properties will be considered in the EIA process. The comments received will allow the professional team to advise how neighbouring land use and the proposed CWA can potentially be integrated.</p>
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This very large new town is conceptualised to be developed in phases and the first phases have been implemented, infrastructure and top structures developed starting on the eastern side with its Phase 1.

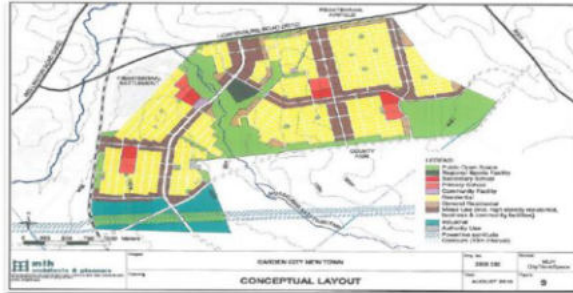


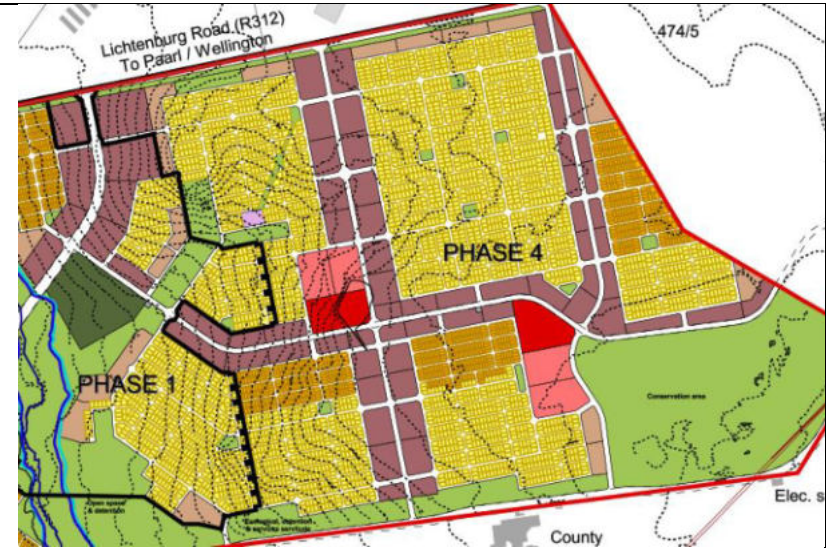
Fig. 17. Conceptual Layout Greenville
MLH architects and planners dated August 2010.
(source: Zoning Scheme Extract issued by City of Cape Town on 07 June 2022)

Erf 4, approximately 384 ha in extent, is directly to the south of Cape Winelands Airport, only separated by Lichtenberg Road (see Fig. 14). The 2010 Conceptual Layout envisaged Mixed Use (including high density residential, business and community facilities), residential, schools and open space.

As set out in the section under Existing Zoning, the Zoning Scheme Extract issued by City of Cape Town on 07 June 2022, states that Erf 4 Greenville is zoned as "AGRICULTURAL ZONE (AG)" and further notes that:

"The rezoning of Erf 4, Greenville Garden City, issued under cover of the enclosed letter dated 3 December 2012, has lapsed. No submission has been made for the subdivision of Erf 4 within the 5-year time period allowed."

And in any event, this land use management decision was limited to the existing airfield and runways and not the currently envisaged regional airport.



Feedback relating to various Reports:

CWA Initial Comments

5. Airport Access, traffic congestion and infrastructure constraints:

5.1. Should access from Lichtenburg Road (R312 / MR213) be considered, the following need to be noted and considered by the applicant:

- No infrastructure such as streetlights, traffic signals or sidewalks on Lichtenburg Road.
- Current state of Lichtenburg Road and how it will be impacted during construction and operational phase.
- Small bridge over the eastern tributary of the Mosselbank (at Braam's farm) will have to be upgraded to make allowance for increased traffic.
- There is a lot of foot traffic on Lichtenburg Road as majority of the community members walk to their workplace. Side walks/ walking amenities will need to be incorporated into road design.
- Increased taxis in the area transporting staff will add stress to the current taxi routes.
- Stray cattle from informal farmers are a concern on Lichtenburg Road. There have been a few accidents involving cattle on that road.
- NOTE: It is likely that Province may require that road widening be implemented on the CWA property to accommodate long-term traffic volumes.

5.2. Access from Klipheuwel Road (R302 / MR188)

- No infrastructure such as streetlights, traffic signals or sidewalks on Klipheuwel road.
- Very dangerous road with multiple accidents:
 - <https://www.iol.co.za/capeargus/news/two-die-and-another-injured-in-industrial-accident-ata-klipheuwel-farm-94aa63a5-08e3-4a6d-a02e-1a150bbb53ed>
 - <https://www.news24.com/news24/southafrica/news/newly-engaged-cape-town-couple-andtheir-daughter-3-die-in-head-on-collision-20211129>
 - <https://www.arrivealive.mobi/news.aspx?i=63772&s=1&page=13>
 - <https://www.arrivealive.mobi/news.aspx?i=55956&s=1&page=two-injured-in-a-road-crash-in-klipheuwel>

5.3. R312 and R304 Intersection

5. Airport Access, traffic congestion and infrastructure constraints:

The comments are noted by the EAP.

5.1 – 5.3. These aspects will be addressed in the Transport Impact Assessment.

Extensive consultation will be held with the City of Cape Town and the Western Cape Government in establishing the infrastructure requirements for all modes of transport for the proposed CWA expansion. These will need to be planned in collaboration with all the future developments in the area (including Greenville) as these will also have a significant transport impact in the immediate area and surrounds. It must also be noted that Greenville is conditioned to upgrade certain intersections to traffic signals and with streetlighting for each phase of the development.

5.4 The comment is noted. All final road designs will be in accordance with national and local standards, designed by a registered professional in roadway geometric and safety design.

As with the Greenville conditions, the appropriate allowance to establish a 4-lane dual carriageway cross section will be recognised in the planning. This should be shared on both sides of the road unless adequate motivation is provided to not make this possible.

The proposed expansion project for CWA is subject to various national and international standards of design and safety, which must be adhered to by the applicant. The safety of surrounding communities form part of these considerations.

		<ul style="list-style-type: none"> • No infrastructure such as streetlights, traffic signals or sidewalks on Klipheuwel road. • Very dangerous road with multiple accidents: <ul style="list-style-type: none"> - https://www.dailyvoice.co.za/news/three-year-old-girl-dies-after-car-disobeys-stop-sign11539830 <p>5.4. With the upgrade of the airstrip, it's important to consider the safety of not only your clients but also the safety of the current residents and future residents of Greenville Garden City and surrounds.</p> <p>6. Electricity Supply</p> <p>6.1. The use of renewable resources is always encouraged and a good solution to the energy crises.</p> <p>6.2. Biodigesters on the other hand has a host of other concerns such as</p> <ul style="list-style-type: none"> • Produces odorous gases such as hydrogen sulphide and ammonia. • Water demands and potential runoff of polluted water. • Noise from pumps and generators. • Transport of Feedstock (additional strain on roads) <p>6.3. Bulk fuel storage</p> <ul style="list-style-type: none"> • Bulk fuel storage facilities should have robust spill containment systems to prevent fuel spills from reaching the surrounding environment. • Facilities must have well-defined spill response plans in place, including the availability of appropriate spill response equipment and trained personnel to minimize the impact of any spills that may occur. • Leak detection - Regular monitoring and maintenance of storage tanks and associated piping can help identify potential issues before they escalate. • Soil contamination due to leaks and how it will impact the identified wetlands. • Air emission – designs need to incorporate venting systems to reduce harmful vapours into the atmosphere. • Maintain accurate records of fuel storage, handling, and disposal activities to demonstrate compliance with environmental regulations. <p>7. Water Supply</p> <p>7.1. Borehole development - "Strategy for water supply entails a phased approach using ground water as a supply source in the short term up until municipal infrastructure can either supplement the groundwater supply or in the case of the Muldersvlei line be the sole source of supply."</p>	<p>6. Electricity Supply</p> <p>6.1 The comment is noted by the EAP. The proposed expansion of CWA is considering the use of solar PV and a Biodigester as renewable energy sources.</p> <p>6.2 The concerns re odour, water demand and potential pollution, noise, and transport of feedstock are noted and will be considered as part of the Impact Assessment Phase for the proposed project.</p> <p>6.3 The comments re bulk fuel storage are noted by the EAP. The final design and management measures for the proposed bulk fuel storage on site will be determined in the Impact Assessment Phase of the project.</p> <p>7. Water Supply</p> <p>7.1. The EAP notes the comments on the water supply for the proposed project. The consulting Engineers Zutari will model the final water</p>
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		<ul style="list-style-type: none"> • How long is the short term for solely using borehole water for such as big facility, considering that most of the farms surrounding the airstrip is reliant on borehole water and no plans for aquifer recharge and the sustainability of surrounding boreholes? • Construction activities may lead to soil erosion and sedimentation in nearby water bodies, affecting water quality and aquatic ecosystems. • Increased water demand for construction and operational needs may strain local water resources, impacting both human and ecological requirements. <p>8. Sewage Management and Treatment</p> <ul style="list-style-type: none"> • Fisantekraal WWTW is already under immense stress to the growing population in Fisantekraal and Greenville and Bella Riva’s construction must also be taken cognisance of. The pump station would not be able to handle the capacity, especially as it’s not functional during loadshedding and causes sewer lines and manholes to overflow and spill into local rivers. • Considering the above, Option 2 with on-site treatment is preferred. <p>9. Security and social issues</p> <ul style="list-style-type: none"> • Fisantekraal is already a high crime area with very limited policing resources and the increase in local crime is a concern. • Taxi’s violence, strikes and protests is prevalent in the area. How will the applicant deal with these social pressures as major roads to the airport will be impacted. <ul style="list-style-type: none"> - https://24hournews.co.za/please-note-protesting-on-r304-r312-the-alleged-reason-forprotesting/ - https://ewn.co.za/2019/06/13/city-meets-with-fisantekraal-residents-after-protest - https://www.groundup.org.za/article/fisantekraal-residents-want-build-their-own-homes/ - https://www.news24.com/news24/southafrica/news/lives-of-poor-and-working-class-people-upended-by-violent-taxi-strike-20230804 - https://www.thesouthafrican.com/news/durbanville-protests-why-cape-town-traffic-latest-13-june/ <p>10. Noise Pollution</p> <ul style="list-style-type: none"> • Currently the Greenville area is quite peaceful in terms of noise pollution, especially when standing at the Mosselbank River. Small aircraft can be heard once and a while. 	<p>demand vs the supply. Borehole water may remain part of the supply for the lifecycle of the project, Municipal supply will form part of the mix.</p> <p>The concerns re construction activities and increased water demand will be addressed through the Impact Assessment phase of the proposed project and through the WULA process.</p> <p>8. Sewage Management and Treatment</p> <p>The EAP takes note of the preferred on-site treatment. The Fisantekraal WWTW is proposed to be expanded within the coming years, which would create additional treatment capacity. The option of treatment at Fisantekraal WWTW will remain as an alternative.</p> <p>9. Security and social issues</p> <p>The EAP takes note of the concerns raised regarding security and social issues. The concern re crime in Fisantekraal and taxi violence/strikes/protests is noted. Potential Socio-economic impacts such as taxi violence/strikes/protests are identified in the Socio-economic Scoping report and will be assessed in the Impact Assessment phase of the proposed project.</p> <p>10. Noise Pollution</p> <p>The EAP takes note of the comments.</p>
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- Construction activities and ongoing air traffic will contribute to elevated noise levels, disrupting the peace and tranquillity of surrounding Greenville community.
- Increased noise can have adverse effects on the well-being of residents, leading to sleep disturbances and other health issues.
- Increased noise levels will have a negative impact on property values and house sales as residents would not want to invest in areas with high noise and traffic areas, impacting Garden Cities financially, but also our main objective of providing housing to low-income families.

11. Air Quality and Emissions

- Construction activities release dust and particulate matter, degrading air quality and posing health risks to residents.
- Aircraft emissions, including pollutants like nitrogen oxides, can contribute to air pollution, potentially causing respiratory problems and other health issues.
- Increased air pollution levels will have a negative impact on property values and house sales as residents would not want to invest in areas with high pollution levels, impacting Garden Cities financially, but also our main objective of providing housing to low-income families.

12. CWA Valley-Bottom Wetlands and Ecology

12.1. We do not agree with wetland offsetting approach as Garden Cities had to earmark hectares of valuable housing property to be retained for conservation. As developers we had to alter our plans and incorporated wetlands and areas of ecological importance, and the applicant should be evaluated against the same standards. Some of the key problems with offsetting is:

- Net Loss vs. No Net Loss – There is scepticism about whether biodiversity offsetting truly achieves "no net loss" of biodiversity. Some argue that the replacement of lost biodiversity may not be equivalent in terms of ecological value and function.
- Site Selection and Equivalency - Selecting appropriate offset sites that are ecologically equivalent to the impacted site can be challenging. Ensuring that the offset compensates adequately for the loss is a complex task and requires thorough assessment.
- Time Lag - Biodiversity offset projects often take time to establish and mature. There may be a time lag between the impact and the realization of the offset benefits, during which the affected biodiversity is not adequately protected.

The impacts of noise will be addressed in the Specialists reports as part of the Impact Assessment phase of the EIA process when noise cones applicable to the CWA and surrounds will be made available.

11. Air Quality and Emissions

The comments and concerns raised re air quality are noted by the EAP.

The impacts on air quality will be addressed in the Specialists reports as part of the Impact Assessment phase of the EIA process.

12. CWA Valley-Bottom Wetlands and Ecology

The EAP takes note of the comments and concerns raised.

12.1. The determination of wetland offsetting will form part of the WULA and EIA process and will be run concurrent with the EIA process. Specialists will assess the requirements for offset and reports will be shared with registered IAPs as part of the EIA and WULA process.

- Permanence - There are doubts about the permanence of offset projects. If the offset measures fail or are not maintained in the long term, the intended benefits may not be sustained.
- Additionality - is concern that some offset projects may not represent true "additional" conservation efforts. If the offset activities would have occurred anyway without the development project, the offset may not be providing genuine conservation gains.
- Monitoring and Enforcement - Effective monitoring and enforcement mechanisms are crucial for the success of biodiversity offsetting. In some cases, these mechanisms may be lacking, leading to uncertainties about the success of offset projects.
- Cumulative Impacts - Biodiversity offsetting often deals with individual projects, but there is a concern that the cumulative impacts of multiple developments in an area may not be adequately addressed through offsetting measures.
- Lack of Standardization - There is a lack of standardized methodologies for assessing biodiversity impacts and determining offset requirements. This lack of consistency can lead to varying degrees of success and accountability.
- Financial Assurance - Ensuring that sufficient financial resources are allocated for the establishment and maintenance of offset projects is essential. Without proper funding, the long-term success of biodiversity offsetting may be compromised.

12.2. Furthermore, the construction and operation of a new airport in proximity to wetlands can have significant and potentially detrimental impacts on these sensitive ecosystems.

- Wetlands are often rich in biodiversity and provide habitat for a variety of plant and animal species. The construction of an airport can result in the direct loss of wetland habitat, leading to the displacement or loss of species that depend on these environments.
- The alteration of land for airport construction can disrupt natural hydrological patterns, affecting water flow and potentially leading to changes in wetland water levels.
- Runoff from the airport, containing pollutants such as sediment, oil, and chemicals, may degrade the water quality of nearby wetlands, impacting aquatic ecosystems.
- Airports typically have extensive impervious surfaces such as runways, taxiways, and parking lots, which can increase surface runoff during

12.2. The comments and concerns re the proposed project are noted. The proposed project is for the proposed expansion of an existing airport in proximity to wetlands as identified by Freshwater Ecological specialists. Impact assessment of the proposed project on the wetlands will form part of the Impact Assessment Phase of the proposed project.

rainfall events. This can lead to increased sedimentation and nutrient loading in wetland areas.

- Aircraft operations and associated infrastructure can introduce noise and disturbance, affecting the behavior and reproductive success of wildlife in wetland areas.
- Some species, particularly those sensitive to human disturbance, may be displaced or experience stress due to the increased human activity associated with airport operations.
- Construction activities and increased human presence associated with the airport can facilitate the introduction of invasive plant and animal species to wetlands, outcompeting native species and altering ecosystem dynamics.
- Wetlands play a crucial role in climate regulation, sequestering carbon and providing resilience against extreme weather events. The alteration and disturbance caused by airport construction can compromise the ability of wetlands to adapt to climate change.

13. Garden Cities Conservation Areas

13.1. Although not noted in the applicants reports, it is important to note that Garden Cities has several core conservation areas on their landholding.

- Eastern Tributary of the Mosselbank River
- Seep Wetlands
- Depression Wetlands
- Terrestrial Corridor

14. Airport development and Livestock farming

14.1. Garden Cities has active tenants on its landholdings which actively farms with livestock and particularly cattle and we are concerned about the following impacts:

- Noise Disturbance - Construction and ongoing airfield activities will generate elevated noise levels, which may stress livestock. Noise-related stress can affect animal behaviour, feeding patterns, and overall well-being.
- Animal Behaviour and Productivity - Livestock, particularly sensitive species like poultry and dairy cattle, may be negatively affected by changes in their environment. This can result in altered behaviour, reduced reproductive success, and changes in milk or egg production.

13. Garden Cities Conservation Areas

The comment is noted by the EAP.

13.1. The following core conservation areas are taken note of:

- Eastern Tributary of the Mosselbank River
- Seep Wetlands
- Depression Wetlands
- Terrestrial Corridor

14. Airport development and Livestock farming

The comments and concerns raised are noted by the EAP.

The listed impacts are noted and will be considered in the Impact Assessment Phase of the proposed project. Where appropriate the various specialist reports will incorporate detail on the impacts identified and assessed. County Fair has lodged comments that will be addressed, a poultry specialist was appointed to evaluate these aspects.

- Dust and Air Quality - Construction activities can contribute to the generation of dust, affecting air quality in the vicinity of the airfield. Dust exposure can lead to respiratory issues in livestock, impacting their health and productivity.
- Traffic and Access Issues - Increased vehicular traffic associated with the airfield, including construction-related vehicles and airport staff commuting, will create traffic congestion at the entrance to our farms. This may pose challenges for transporting livestock and accessing farming facilities.
- Water Resource Concerns - Construction activities and increased human presence can lead to changes in water runoff patterns, as well as increased demand for borehole water, potentially affecting water sources for livestock. Changes in water quality or availability can impact the health of the animals.
- Biosecurity Risks - The introduction of new infrastructure and people associated with the airfield can pose biosecurity risks to livestock farms. Increased human traffic may increase the likelihood of introducing diseases to the farm.
- Visual and Aesthetic Impact - Changes in the visual landscape due to the construction and presence of the airfield may have psychological effects on both livestock and farm workers.
- Visual disturbances can contribute to stress in animals.

15. Over-Arching Garden Cities concerns affecting our Greenville landholdings and its existing rights.

15.1. Noise Cones

- NOTE: Despite requesting access to this critical information on a number of occasions, Garden Cities, have not received it, this information playing a pivotal role in the decision-making process.
- The noise cones are of huge concern and impacts vast extents of our landholdings in terms of:
 - Land already forming part of the Greenville approval with existing rights in place.
 - Future landholdings; which was acquired for future growth of Greenville; which is now also impacted on in terms of various land uses.
- The extents of noise cones results in various land uses which can no longer be considered and single residential, incremental housing, general residential housing in its various forms, community facilities

15. Over-Arching Garden Cities concerns affecting our Greenville landholdings and its existing rights.

The concerns raised are noted by the EAP.

- 15.1. Please note Garden Cities can't apply noise cones of another airport to this application, which leads to speculation and inaccurate conclusions. The generation of noise cones for the proposed project forms part of the impact assessment phase and will be shared with registered IAPs for comment during the Impact Assessment Phase.

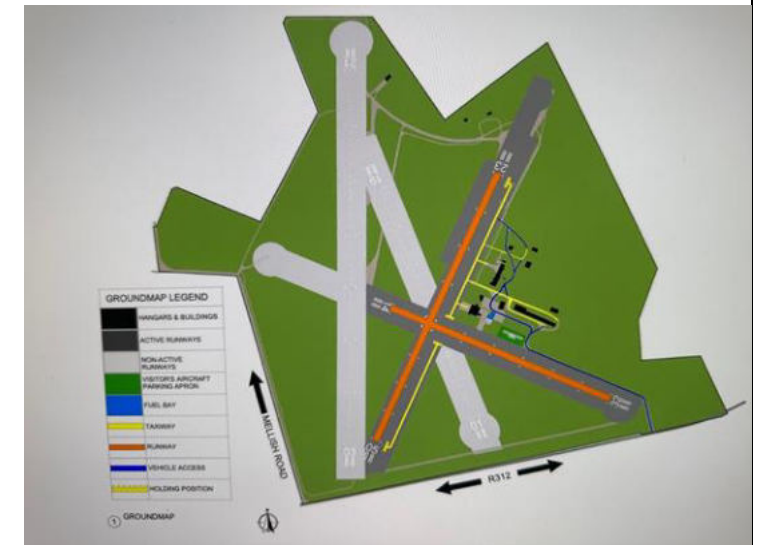
The project is currently in the Scoping Phase where the assessment of impacts can't be addressed or collapsed. These noise cones will be made available to aid decision making.

(such as educational/schools, etc.) and others will be impacted and rendered sterile within these limiting noise cone zones. This resulting in a monotonous and singular type of development of industrial and commercial entities, not catering for a true mixed-use development and not taking into account the 'live, work & play' approach and most definitely not relating to the densification approach of the City of Cape Town's, Densification Policy, Transit Orientated Development Policy and the overall MSDF (Metropolitan Spatial Development Framework) & DSDF (District Spatial Development Framework) recently updated and adopted by the City of Cape Town (January 2023).

- d) Garden Cities as a 104-year young established development company has also taken the approach of developing social and community orientated developments; catering for all spheres of land uses and people to ensure community cohesion, creating a sense of being. The further development of Greenville will hugely impacted on by this proposed upgrade of the Fisantekraal Airstrip will not allow for the full development of a mixed use development as planned and anticipated, but rather lends itself towards the old traditional development of low cost housing developments dumped adjacent to an array of industrial development.
- e) Industrial developments will take years to develop; or at least for the take-up of the quantum of industrial development that will be the resultant of the limited land uses as a resultant of the proposed CWA and its associated noise cones and other limitations and less desirable residential land-uses.

The Fisantekraal Aerodrome, as CWA was formerly known, has now been operational for 81 years without interruption.

The existing CWA has existing noise impacts associated with four runways built and commissioned in 1943 at the time of opening the airport. Whilst rights are in place to operate all four runways at any and all times only two runways are active at this point in time, please refer to the following diagram:



In the new proposed development the proposal is to cull two of the four runways, those runways being:

- 03-21
- 05-23

As a general note, and prior to reaching full assessment stage, it will be important to note at this time that the two runways, eventually a third i.e. 14-32, being terminated through what is proposed will have a positive impact in that it moves flight paths and noise away from the biggest and central portion of the planned Greenville development.

		<p>15.2. Noise Cones resulting in main land use being industrial in nature.</p> <p>a) Based on our engagements with Cape Winelands Aero, it is clear that the developer acknowledges the limitations as a direct result of the anticipated noise cones; but feel comfortable in alluding to the fact that 'Garden Cities' landholdings' will only increase in value; however</p> <ol style="list-style-type: none"> i. Garden Cities is not concerned in the increase of land value as our main ethos and mission statement is that of providing affordable housing for the wider sphere of people and not that of chasing profits and maximizing land values. ii. We have also researched the take-up of industrial land in close proximity to Lanseria (after 49 years) & CTI (Cape Town International, after 69 years) and in both these instances limited industrial development has occurred with Lanseria having approximately 82 ha being depicted; of which not all the land is even being utilized and CTI depicting approximately 80ha (Airport City), 105ha (Boquinar Industrial) and another 86 ha (Industrial featuring), the latter total of 271 ha, not even totally developed and a large portion not airport related, but merely created due to its original location, adjacent to the N2. iii. In terms of the CWA, the following should also be noted regarding industrial land: <ol style="list-style-type: none"> 1. Existing industrial areas in close proximity to Fisantekraal (Fisantekraal Industrial Park) and others which to date have shown no to little development interest. 2. Greenville's existing industrial area in future Phase 4, under the powerline and being the most suitable location for same. 3. CWA's various acquisition of land parcels; of which only a small portion will be utilized for the actual proposed airport, the remainder all being earmarked for future industrial uses. 	<p>In addition to that runway 01-19 will be retained and realigned further east, again displaced away from the main Greenville development.</p> <p>The impacts on land uses, the change in Garden Cities' proposed development and limited land uses are noted and will be included in the Impact Assessment Phase for the proposed project.</p> <p>15.2. Please note Garden Cities can't apply noise cones of another airport to this application, as it leads to speculation and inaccurate conclusions. The generation of noise cones for the proposed project form part of the impact assessment and will be shared with registered IAPs for comment during the Impact Assessment Phase.</p> <p>The EAP has been informed by the developer that it has, outside of the EIA process, been in ongoing engagements and communication with surrounding neighbours, landowners and other developers, including Garden Cities, over the last 2-3 years. It is furthermore understood that a number of one-on one engagements have happened over the last two to three years between the developer and Garden Cities, both at Executive and Board level.</p> <p>It is understood that these engagements and communication have been taking place in the spirit of building positive relationships with the surrounding neighbours, at a practical level dealing with matters of common interest i.e. future plans, access, security and areas of collaboration. Again, all of this is happening outside of the recognised and formal EIA process currently underway.</p> <p>Potential impacts listed by Garden Cities regarding increase in land value, take up of industrial land are noted. Impacts will be assessed in the Impact Assessment Phase of the proposed project.</p> <p>The EAP notes the comments re existing industrial areas near Fisantekraal, Greenville's Phase 4 industrial area.</p> <p>The proposed expansion of the CWA incorporates 7 cadastrals (refer Figure 3 of pre-application Scoping report):</p> <ul style="list-style-type: none"> • Portion 23 of Farm 724, • RE of Farm 724,
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4. Greenville's future phases which would have to consider industrial land, as a only potential and viable land use as a direct result of the proposed airport, yet again, delivering further industrial land.
5. All of the above industrial land resulting in massive stagnation of any residential opportunities in this part of the land and over catering for industrial land of which the take-up would take many many years to materialize into any real opportunities.
6. We have serious concerns and reservations as to the viability and suitability of the extensive industrial land created as a direct result of the proposed airport; the City and Province, then yet again, not delivering on the housing shortage that was anticipated and approved in terms of the Greenville development.

- Portion 10 of Farm 724
- Portion 4 of Farm 474,
- RE of Farm 474,
- Portion 7 of Farm 942,
- Portion 3 of Farm 474.

The current 150ha CWA site covers two cadastrals (Portion 10 of Farm 724 and Portion 4 of Farm 474).

The proposed development will extend across the five additional surrounding cadastrals, combining the seven cadastrals of 885ha in total size. The area of study, however, will comprise a 470ha footprint of the 885ha.

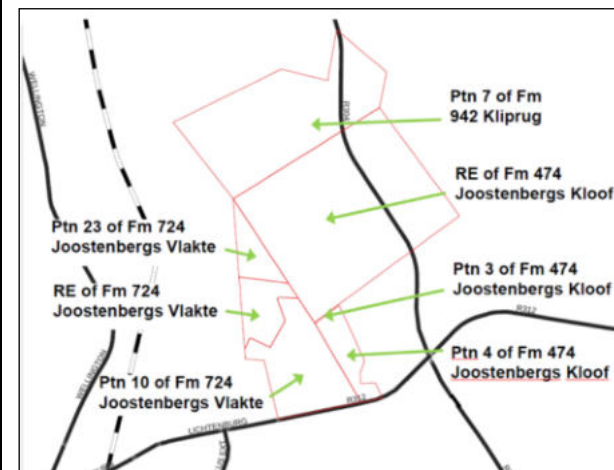


Figure 3 of Pre-application Scoping report indicating 7 cadastrals that form part of the CWA application.

Note the entire cadastral area will not entail development – parts of P7/942 and RE/474 will be outside the proposed development area and remain agricultural (shown as greyed out area in figure 4 below).

15.3. Further threats such as noise pollution and height restrictions in a similar way curtail the original development and anticipated land uses even further, rendering vast tracks of previously approved land sterile.

15.4. The realization of the CWA would also pose substantial impacts on the provision of bulk infrastructure and more so the bulk infrastructure which was planned and gradually rolled out to cater for Greenville and its mixed land use approach, the bulk potentially being taken up by the bulk requirements suggested by the CWA development and clarity will have to be obtained and clearly addressed in terms of bulk water, sewerage,



Figure 4 of Pre-application Scoping report indicating proposed development area in relation to remainder of cadastrals (greyed out)

15.3. The comments re noise pollution and height restriction are noted by the EAP. Potential impacts listed by Garden Cities will be assessed in the Impact Assessment Phase of the proposed project.

15.4. The comments re bulk infrastructure are noted by the EAP. Potential impacts listed by Garden Cities will be assessed in the Impact Assessment Phase of the proposed project.

stormwater and road infrastructure, as well as bulk electrical requirements; the latter than issue that Garden Cities has very hard and invested mass amounts of funding to ensure that future bulk electrical infrastructure and supply would be available.

15.5. Decreasing of land values in existing developments and areas with newly created flights paths and loss of tranquillity of the area.

16. Conclusion

We are extremely concerned regarding the proposed CWA and the resultant impacts it will have on Greenville Garden City, and the layout that has been endorsed by the relevant authorities as part of the 10-year authorization process. The location of this airport is unsuitable in its present location and would strongly believe that other alternative locations should be considered as a more suitable and less invasive solution to the existing landscape, existing in-hand approvals and surrounding land-uses.

*Please note attachments which accommodate the letter as supporting information have been included in this report within Appendix B

15.5. The comments re decrease of land values in existing developments and areas with newly created flights paths and loss of tranquillity of the area are noted by the EAP. Potential impacts listed by Garden Cities will be assessed in the Impact Assessment Phase of the proposed project.

16. Conclusion

The comments and concerns raised are noted by the EAP. Potential impacts listed by Garden Cities will be assessed in the Impact Assessment Phase of the proposed project. Alternatives are considered in line with the required guidelines.

The contents of Appendix B is noted by the EAP.

4	Johann Terblanche: CoCT	<p><u>Email dated 8 November 2023:</u></p> <p>1. An email was received indicating receipt of notification of IAPs and notifying additional officials.</p>	<p>1. This communication is noted.</p>
5	Rahab Ramukhesa: Department of Agriculture, Land Reform & Rural Development - Directorate: Land and Soil Management	<p><u>Email dated 8 November 2023:</u></p> <p>1. Good day, these mail serve to confirm receipt the notice as indicated. Please add my office admin Mr Phawulwethu Cengani as cc for all communication for my office. His office line 021 944 1424.</p>	<p>1. This comment is noted. The contact details for Mr Phawulwethe Cengani are noted and he will be cc'd into all future communication.</p>
6 & 148	Brandon Layman: Western Cape Department of Agriculture: Land Use Management	<p><u>Email dated 8 November 2023:</u></p> <p>1. Please note that this office is bound by the government filing system which is currently in physical file format as approved by the Auditor General. The transition to electronic filing is slow and must be according to government protocols. The provincial department responsible for our electronic storage/filing etc. is in process to develop that. As solution to the cost of printing hard copies and lack of electronic filing system on our side (as discussed above) we decided the best option is to give you as consultants the option for a CD or USB as alternative to hard copy. The main difference between a CD or USB is storage. A hard copy, CD or USB is the "store". Email or we-transfer needs to be printed to be stored physically as we do not have an approved filing system available in the cloud or other network. CD or USB we can still put on a physical file.</p>	<p>1. The EAP takes note of this communication. A USB with the project information was provided to the Department of Agriculture on the 8th of November 2023.</p>
		<p><u>Letter received via email on 17 January 2024:</u></p> <p>Pre-Application Draft Environmental Scoping Report – Proposed Expansion of The Cape Winelands Airport: Division Paarl. Portion 10 Of The Farm No 724, Portion 23 Of The Farm No 724, Portion 7 Of The Farm No 942, Remainder Of The Farm No 474, Portion 3 Of The Farm No 474, Portion 4 Of The Farm No 474</p> <p>Your application of November 2023 has reference.</p> <p>1. The proposed expansion of the Cape Winelands Airports will result in part of the expansion to fall outside of the urban edge on land that is currently utilized for the cultivation of Canola, small grains and planted pastures, according to Cape Farm Mapper.</p> <p>2. The Western Cape Department of Agriculture: Land Use Management has no objection to the proposed expansion of the Cape Winelands Airports.</p>	<p>1. This comment is noted.</p> <p>2. This comment is noted.</p>

		<p>3. Please note:</p> <ol style="list-style-type: none"> a. Kindly quote the above-mentioned reference number in any future correspondence in respect of the application b. The Department reserves the right to revise initial comments and request further information based on the information received. 	<p>3. This comment is noted and will be complied with. The reference number 20/9/2/5/4/360 will be used for future communication.</p>
8, 51 & 97	Sean Bradshaw: Airports Company South Africa	<p><u>Email dated 8 November 2023</u></p> <ol style="list-style-type: none"> 1. Please include me on the I&AP register to receive future communications. 	<ol style="list-style-type: none"> 1. This comment is noted. Sean Bradshaw has been registered as an IAP for the NEMA process.
		<p><u>Email dated 6 December 2023</u></p> <ol style="list-style-type: none"> 1. As discussed, would it be possible for us to get an extension to submit comments by 13th December next week? 	<p><u>Email response provided on 6 December 2023:</u></p> <ol style="list-style-type: none"> 1. As agreed telephonically you can submit your comments by close of business on Wednesday 13 December 2023.
		<p><u>Letter received via email on the 8th of December 2023</u></p> <ol style="list-style-type: none"> 1. The Draft Pre-Application Scoping Report dated November 2023, appendices and letter informing I&APs of the above project, dated 7th of November 2023 refers. The Airports Company South Africa (ACSA) hereby submits comments as per the joint public participation process. 2. We would hereby like to provide a brief background of Airports Company South Africa and Cape Town International Airport (CTIA) as a pre-amble to our responses contained in this report: ACSA is consistently recognised as a leading global airports operator. The ACSA network has an essential role to play in supporting national efforts to recover from the COVID-19 pandemic and other, more recent, external events and to rebuild economic activity. ACSA has embedded an integrated, collaborative, and sustainable approach to transforming our business, our people, society, and the management of the natural environment within our strategy and business model. As a state-owned entity, ACSA is aligned with the National Development Plan, and we regard transformation — both within our organisation and in society as a whole — as fundamental to our value-creation story. CTIA hosts the Parliament of South Africa and is located on the coast in the southwest of the country. In 2019, the airport handled approximately 11 million passengers. The airport serves a diverse route network which covers intercontinental destinations in Europe, North America, the Middle East, Asia, South America, as well as a wide range of domestic destinations. 	<ol style="list-style-type: none"> 1. The comments submitted by ACSA is acknowledged by the EAP. 2. The background provided by ACSA as pre-amble to the responses provided is acknowledged by the EAP.

CTIA is seen as an important contributor to the economy of the City of Cape Town (CoCT). An economic study calculated that the estimated total impact of the airport lies within the range of 2.1% and 4.5% of total Cape Town GDP and between 1.6% and 2.9% of total Cape Town employment.

CTIA is also an award-winning airport. The Skytrax World Airport Awards are made based on a customer satisfaction survey conducted in 500 airports around the world. CTIA has achieved the following; Best Airports in Africa: Cape Town International, Best Regional Airport in Africa, Cleanest Airport in Africa, as well as Best Airport Staff in Africa. OAG tracks and recognises On-Time-Performance in airports around the world. CTIA ranks 16th on the OAG top 20 list for On-Time-Performance.

The airport further met the requirements for Airport Carbon Accreditation at Level 2, which recognises a reduction in the carbon emissions on a year-on-year basis.

CTIA has recorded good growth, especially in international passenger volumes. This was driven by a robust recovery in the number of international passengers flying directly into Cape Town, supported by the city's highly active tourism marketing programme. CTIA has however not yet fully recovered to pre-pandemic passenger volumes. The annual passenger throughput capacity for CTIA is 14 million passengers, with a total of 8,385,595 passengers processed in Financial Year 2022/2023.

3. We submit the following comments related to the Draft Pre-Application Scoping Report:

3.1. Page 34:

"The proposed development and expansion of Cape Winelands Airport will see it upgraded from a general flying airfield into a commercial airport capable of facilitating long-haul, wide-body flights by airlines and unscheduled operators from across the world. Cape Winelands Airport will serve multiple roles within the aviation sector, most notably:

- *Scheduled Airline Services for domestic and international passenger and cargo operations,*
- *General Aviation for domestic and international, unscheduled, and private operations,*
- *Alternate Airport for fuel planning purposes and environmental savings,*
- *Reliever Airport, adding redundancy and diversion capability for aircraft in the region."*

Our response:

3. The EAP notes the comments submitted by ACSA:

3.1 The requirement of the National Airport Development Plan for the applicant to demonstrate its ability to comply with all relevant regulatory requirements, including: *"Requirements of the Department of Environmental Affairs, including a Basic Assessment Report or an Environmental Impact Assessment (EIA) and ROD, as may be applicable to a new or expansion of an existing airport."* is acknowledged. The CWA is in process with the required EIA in terms of NEMA and additional regulatory requirements.

Port of entry

It, however, needs to be noted that the decision by Cabinet to rationalize the ports of entry and restricting the number of international airports to ten was made more than two decades ago. The geo-political and socioeconomic landscapes have changed considerably since 1998 and future international license applications

To effectively address border control issues, the Cabinet decided in 1998 to rationalize the ports of entry. This decision restricted the number of international airports to ten. At present these airports are distributed among the nine provinces of South Africa, with two in Gauteng (National Civil Aviation Policy 2017). According to the NADP (National Airport Development Plan 2015 and 2019) several criteria must be met, to achieve international airport status, which includes a comprehensive feasibility study with specific emphasis on economic and financial viability and sustainability. The National Airport Development Plan specifically states that when an application for international status is made, the applicant must demonstrate its ability to comply with all relevant regulatory requirements, including: "Requirements of the Department of Environmental Affairs, including a Basic Assessment Report or an Environmental Impact Assessment (EIA) and ROD, as may be applicable to a new or expansion of an existing airport."

According to the NADP, "when an airport (national or domestic) is approached by an airline to accommodate scheduled flights, and where the airport does not at that point provide facilities and services for scheduled flights, the airport must apply to SACAA's aviation security division for designation. The airport will then have to comply with additional security requirements as prescribed. Identification of national airports is therefore a demand-driven process, based on interest from scheduled operators."

The information made available for the Proposed Expansion of Cape Winelands Airport does not indicate if an application was made or approval was obtained from the SACAA for scheduled services. The relevant Government Department must determine if the necessary approvals must first be obtained before the environmental approval process can commence.

Noting that the airport plans to serve both domestic and international airlines and passengers, the developer/applicant must liaise with the National Department of Transport and the South African Civil Aviation Authority as Interested and Affected Parties to comply with their requirements, as well as the Border Management Authority, the Department of Home Affairs, and the Minister of Police in terms of the National Key Points Act / Critical Infrastructure Protection Act.

will have to be considered against the ever dynamic, changing and competitive environment in which South Africa operates.

CWA is aware and mindful of the recent establishment of the BMA as the new single and competent authority in terms of border management and control. Furthermore, there has been and still is a period of transition, as much as opportunities for formal engagements have been limited with the BMA during their recent establishment; it is anticipated to happen in the near future. In the interim there have been a number of informal introductions and discussions with the BMA Leadership at industry events and forums in recent months and weeks.

International licence application

The international licence application is a separate regulatory process to that of the EIA. CWA is aware of both the process and requirements as set out in the international application guideline and will comply accordingly.

DoT and SACAA form part of the IAP list already. Border Management Authority, the Department of Home Affairs, and the Minister of Police are central to the International Licence Application process and will be consulted accordingly.

Airport designation

CWA is aware of the requirement to apply for designation and has had several engagements with SACAA regarding the application process and requirements related to designation. CWA will comply with all regulatory requirements.

National engagements

CWA has formulated a structured stakeholder engagement programme. CWA has already engaged with several key stakeholders and authorities, including the National Department of Transport and the South African Civil Aviation Authority. CWA is committed to consulting and engaging all relevant stakeholders and

3.2. Page 37:

Our response:

The report states that DEA&DP Western Cape is confirmed as the Competent Authority in terms of section 24C of NEMA (National Environmental Management Act) The report makes regular reference to being an international airport (CWA currently does not have international airport rights), which requires the input and services of National Government. Since the airport intends traversing national boundaries, the necessary approvals must be obtained from the National Minister of Transport.

Furthermore, Section 24(c)(2) of the NEMA states:

"(2) The Minister must be identified as the competent authority in terms of subsection (1), unless otherwise agreed to in terms of section 24C (3), if the activity—

(c) has a development footprint that falls within the boundaries of more than one province or traverses international boundaries;

The CWA development plans to process scheduled domestic and international traffic which will cross provincial boundaries and also transverse international boundaries. The Minister of Forestry, Fisheries, and Environment must therefore be recognised as the Competent Authority.

authorities as CWA advances its various applications and has been doing so since 2021.

3.2 The comment is noted. The pre-application draft Scoping report does not make any reference to the current CWA being an international airport, rather it states that the proposed expanded CWA, once authorised, will be an international airport. The current CWA is not an international airport.

Competent authority (CA)

Initial clarification enquiry on the CA was lodged through IQ@dffe.gov.za on 15 February 2022 provided the following response:

"The 3 Listing Notices of the EIA Regulations do not list specific developments, or categories of developments, such as aviation projects, but rather particular listed or specified activities, which may be triggered by a proposed development.

The WC: DEA&DP correctly pointed out that it is section 24C of the Act that determines the competent authority for a listed or specified activity, which is triggered by a proposed development, based on a number of aspects such as geographical location, sensitive environments, constitutional mandates and functions, international conventions or instruments that the country acceded to etc.

If indeed none of the criteria listed in section 24C (3) apply to the listed or specified activities in question and the applicant is not one of the organisations listed in the provision, then the competent authority would be the provincial authority responsible for environmental affairs.

You are however advised to provide the information (confirming the above) to the DEADP for further guidance and confirmation."

			<p>This response was then sent to DEA&DP (keagan-leigh.adriaanse@westerncape.gov.za; zaahir.toefy@westerncape.gov.za) for additional enquiry resulting in the following response:</p> <p><i>“The DFFE advice and the advice provided in my email below are in agreement.</i></p> <p><i>As you have stated, according to your screening the proposed development does not fall within the scope listed in Section 24(c)(2) of the NEMA.</i></p> <p><i>Since the proponent/applicant will be a private entity, the Competent Authority would be this Department.”</i></p> <p>Another request for clarification on the CA was sent to DEA&DP (Eldon van Boom) dated 8 February 2024 and a response received on 28 February 2024:</p> <p><i>“Section 24C (2)(c) of NEMA states “The Minister must be identified as the competent authority in terms of subsection (1) if the activity - ... has a development footprint that falls within the boundaries of more than one province or traverses international boundaries”. Further, “development footprint, in respect of land, means any evidence of its physical transformation as a result of the undertaking of any activity”.</i></p> <p><i>Our understanding of these two provisions confirms that this province is the competent authority, because the physical footprint of the airport is limited to the boundaries of the City of Cape Town and the Western Cape and the applicant is a private entity and not a statutory body.”</i></p> <p>As the proposed development is not one identified by the Minister by notice in the Gazette; will not take place within a protected area; and the Applicant is not an organ of state, ACSA relies on the submission that the Airport’s “development footprint” will “fall within the boundaries of more than one province or [will] traverse international boundaries” (that is, section 24C(2)(c)).</p> <p>The definition of “development footprint” contained in NEMA, means “in respect of land, ...any evidence of its physical transformation as a result of the undertaking of any activity”. The</p>
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3.3. Page 93 & 94:

Our response:

We note that the report emphasizes that the CoCT MSDF (2023) supports the move of General Aviation (GA) to Cape Winelands airport.

This MSDF (2023), however, does not provide support for scheduled commercial aircraft operations at Cape Winelands Airport.

We support the relocation of light general aviation to CWA, but not high-performance General Aviation like fixed wing, jet engine aircraft. High performance (jet engine) General Aviation does not have an adverse effect on runway capacity at CTIA or increase the risk of runway closures. General Aviation service providers who use jet engine / high performance aircraft provide complementary services at CTIA. This is common at major airports. ACSA has recently developed a GA focused strategy which explores infrastructure and capacity development to support the growing demand for larger, high performance General Aviation aircraft at CTIA.

GA which includes private, charter, mercy, and training movements at CTIA, comprises on average 30% of all air traffic movements at the airport. Smaller aircraft (ICAO code A — B) comprise more than 35% of all GA

definition of “footprint” does not contemplate anything other than a physical change in land, in this case, to the land on which the Airport will be established and does not encompass the secondary “footprint” of the aeroplanes that may take off from, or land at, the Airport and which may cross provincial or national boundaries in doing so. DEA&DP is the Competent Authority to determine the Application because the Airport’s development footprint, as defined in NEMA, will not traverse provincial or international boundaries, and thus it is not necessary for the Minister to be the CA, and in addition there is no evidence to suggest that it has been agreed between her and the MEC that she will be the Competent Authority in these circumstances. There is also no merit in the argument that the Minister of Transport is the Competent Authority for determining the Application.

Based on the above the EAP will continue with the application to DEA&DP as the CA.

3.3 The comment is noted by the EAP.

Alignment to CoCT MSDF (2023)

Correct, the MSDF does support GA at CWA, but the MSDF is silent on scheduled commercial aircraft operations at CWA. There is no indication in the MSDF that it does not support scheduled commercial aircraft operations at Cape Winelands Airport.

The Strategic Intent of Policy 5.1 speaks to both airport precincts and policy 5.2 as well. See below:

Strategic intent

P5.1 Land use decision making to consider the **leveraging of large-scale economic investments in airport precincts** and supporting transport infrastructure, with employment-generating land uses.

P5.2 Support **land use intensification of land uses at CTIA and the Winelands Airport that enhance Cape Town’s aviation-enabled**

movements. CWA may then serve as a viable second option for the movement of light general aviation aircraft and relieve capacity for commercial traffic as well as high- performance GA.

The scoping report must provide a definition for General Aviation (GA) and expand on the types of GA. It is necessary to differentiate between light GA and high-performance GA (business aviation jets and air charters). It is important to provide a definition for General Aviation and to differentiate between the different types of General Aviation, such as Training Schools, Crop Spraying, Fire Fighting, Business Aviation or Air Charters.

The relocation of FBOs from CTIA, which manage categories of GA, will have a negative impact on the operations of the airport because they provide an important management service for non-scheduled flights. Large international airports (such as Heathrow) also support services which use jet engines / high performance aircraft, which do not reduce runway capacity.

competitive advantage. Maintain a network of airfields used for civil aviation purposes, such as Morningstar.

Relocation of GA to CWA

The GA market will, based on their requirements and needs, as well as the value proposition determine where they wish to operate from, be that CTIA, CWA or any other airport. This is purely a market decision, driven by market demands. To promote growth in the marketplace, both airports will play a very important role to unlock growth, economic development and the sustainability of the aviation industry at large. This is best practice and evident in most thriving cities globally.

Definition of GA

The General Aviation market is made up of a variety of operations, generally classified as unscheduled. These include both domestic and international operations, typically using smaller aircraft compared to scheduled commercial operations. It includes both light GA and high-performance GA.

ICAO defines general aviation as “All civil aviation aircraft operations except for scheduled commercial transport.”

Aviation in general is rapidly evolving given innovation, technology advancements and sustainability considerations and adaptability and responsiveness will be key towards meeting these changing demands.

It is not necessary to differentiate between the different sub-classes within GA because the market will decide where their services are best placed, be it at CTIA, CWA or both.

3.4. Page 99:

"CWA as a designated airport will generate its own traffic, facilitating domestic and international scheduled airline services and performing a complementary role to the existing Cape Town International Airport and the region by providing an injection of needed capacity (specifically during peak hours)."

Our response:

CTIA has sufficient capacity to process current passenger volumes, and the projected growth of air traffic and passengers for the foreseeable future. It is therefore important to note that CTIA is not at its maximum capacity and can grow to 45 million passengers per annum (current passenger numbers are just below 10 million passengers). Additional capacity at CTIA will be provided in line with demand. CTIA is proceeding with several major projects to increase its capacity in the next 5 years. The projects include a new runway, and additional terminal passenger processing capacity for both international and domestic flights. This statement (2.4) is therefore incorrect and must be withdrawn to ensure that ambiguity is not created with respect to capacity at CTIA or in the region.

The NADP also states that when submitting an application for an international airport, the applicant should be able to demonstrate: "1) The presence of significant unmet market demand for international air services and its ability to meet such demand and 2) that the market demand could not be met by the development and/or improvement of land transport to an existing international airport.". This scoping report does not demonstrate that there is an unmet market demand and as we will highlight, CTIA has sufficient current and future capacity to meet the demand for all international air services.

3.4 The comment regarding CTIA sufficient capacity is noted. ACSA indicates that CTIA can grow to 45MPPA. The quoted annual passenger volume of 45MPPA, however refers to the airport's theoretical capacity when it reaches its ultimate capacity in line with the airport master plan. An airport master plan merely guides holistic and integrated development.

We note ACSA's expansion plans to increase capacity in the next 5 years. It highlights CTIA's need to expand to deliver additional capacity.

As for CTIA's expansion in line with the airport master plan beyond 5 years:

To reach the capacity of 45MMPA, CTIA will require a new second parallel runway (in addition to the new realigned runway), multiple terminal expansions, apron development, and so forth. None of these carry development rights or regulatory approvals at this stage. These development programmes will be subject to development planning and regulatory processes. The outcome of these development planning processes will then take broader considerations and impacts into account such as road access, bulk services, safety, noise, informal settlements, etc.

It is therefore premature for ACSA to say that CTIA can grow to 45MPPA, when the required rights and regulatory approvals have not been obtained to substantiate such a statement.

Unmet market demand

The international licence application is a separate application process outside the scope of the EIA. CWA's industry consultation has shown that there is unmet demand. CWA notes the requirements and will comply accordingly in that process.

3.5. Page 101:

"Alternate airport for fuel planning and environmental savings."

Our response:

The Draft Pre-application report states that CWA will, amongst others, serve the role as an "alternate" airport.

It is important to recognise that airlines will select alternative diversion airports based on a range of criteria; one criterion being the likelihood of weather conditions impacting on the diversion and primary airport simultaneously, which is a likely scenario for CWA and FACT. The EIA should provide detailed weather studies and runway conditions at both airports to uphold this case for a diversion airport. Airlines also designate suitable diversion airports based on operational planning, technical, crew and other support requirements. The scoping report has not confirmed which airlines may select CWA as a suitable diversion airport.

The total number of diversions for major events over the past 3 years was less than 30 against arrival aircraft volumes of just under 122 000 movements (Jan 2021 to Nov 2023).

In terms of diversions, international airlines designate optimal airports on route and ACSA has four airports within its network that can easily accommodate wide body diversions into CTIA, these being ORTIA, KSIA, BFIA and UIA. The coastal airports of George and CDSIA also serve as domestic diversion airports.

The report does not indicate what the implications will be if the airport is unavailable for diversions due to unforeseen incidents at CWA.

It must be noted that CTIA has an approved Master Plan that makes provision for two new parallel runways, providing adequate capacity and redundancy to meet future demand. The Master Plan must be considered in terms of the future overall traffic movements into Cape Town and especially the airspace implications. Airspace design, the design and operation of CWA must not negatively impact noise, flight efficiency nor capacity at CTIA. Our analysis shows that the complexity in the airspace will negate the benefits derived from fuel savings.

CWA must also indicate what or where alternative supplies of JET A1 fuel will be sourced from, noting that if CWA is dependent on current existing sources of fuel, it may exacerbate current fuel supply and storage issues in the region.

3.5 The comment is noted.

Alternate airport for fuel planning and environmental savings

CWA agrees that airlines will select an alternate for fuel planning and diversion purposes based on a range of criteria. CWA has worked closely with the airline industry to ensure that these criteria are met. The airlines are best positioned to determine whether an airport meets their criteria.

ACSA indicated that only 30 diversions took place from FACT across 122,000 movements, ie 0.01%. This implies that 99.9% of movements did not require a diversion. From a diversion planning eligibility perspective, CWA performed an assessment using FACT's METAR reports and determined that the weather would only have restricted CWA from being planned as an alternate in <5% of movements into Cape Town, ie CWA would have met the suitability criteria for selection as an alternate in over 95% of flights into FACT.

ACSA does not consider diversion distance(s) in their list of diversion criteria. Distance to an alternate airport for a diversion is a direct determinant of the quantum of reserve fuel to be carried on board each flight. Changing the declared alternate airport from ORTIA/FAOR to CWA/FAWN (for example) results in a substantial reduction in possible diversion distance, from 1271km to 25km. CWA will be the closest operational alternate to CTIA and is therefore the most optimal alternate from a fuel planning perspective, enabling a reduction in carried reserve fuel, and therefore take-off weight.

This take-off weight reduction leads to fuel consumption savings and therefore environmental savings. The reduced take-off weight also allows for additional payload to be carried on board (pax or cargo), providing an additional layer of optimisation and financial sustainability for airlines.

Designating CWA/FAWN as the preferred alternate airport offers significant operational advantages, including improved fuel efficiency and augmented payload capacity, with associated cost

3.6. Page 293: Coexistence of Cape Winelands Airport and Cape Town International Airport

Our response:

This section appears to assume that the two airports (CWA and CTIA) can co-exist. We support the development of CWA to support and grow light General Aviation.

We however do not support the development of CWA into an airport which processes scheduled commercial domestic and international traffic for the following reasons:

- We believe that the two airports will compete for the same scheduled commercial domestic and international traffic and will therefore not be financially sustainable.
- The City of Cape Town collectively processes significantly lower scheduled commercial passenger volumes (10 million passengers) as

savings and environmental benefits, therefore improving the global business case for flying into Cape Town as a region.

The recommendation to designate CWA/FAWN as the primary alternate diversion airport for a flight is supported by robust evidence of operational advantages, emphasising positive impacts on both economic and environmental aspects of air travel.

An airport master plan merely guides holistic and integrated development. To reach the 45MPPA capacity, CTIA will have to embark on several development programmes, all of which will be subject to development planning processes. The outcome of these development planning processes will inform whether the airport will actually be able to deliver the quoted capacity as it will then take broader considerations and impacts into account such as road access, bulk services, safety, noise, etc.

Fuel supply, including the supply of Jet A-1 fuel will be secured through supply agreements, which naturally include confidentiality clauses, standard to aviation industry practises. With CWA expanding the market and providing its own storage, the buying power of Cape Town as a region will improve which will actually alleviate fuel supply and storage issues in the region, not exacerbate issues.

3.6 The comments are noted by the EAP.

Co-Existence of CWA and CTIA

ACSA's comments largely centres around CTIA's sustainability with little reference to broader sustainability imperatives such as sustainability of the industry and the environment.

Financial Sustainability

The regulatory framework as outlined in the Airports Company Act 1993, protects ACSA by granting a commercial return on assets and thus, as long as no unnecessary investments in infrastructure are made, the airports will always be sustainable.

compared to major cities like Johannesburg (22 million pax) and New York (110 million passengers) which can sustain a main airport and a secondary airport.

- CTIA and ACSA are still recovering from the devastating effects of COVID and its debt burden grew during the COVID-19 pandemic. It is therefore important to ensure that ACSA can grow passenger traffic at its airports, realise the benefit from past investments in additional capacity and remain sustainable.
- CTIA has not fully recovered to the pre-COVID-19 passenger volumes and the airport is generating lower revenue as compared to 2019.
- The passenger projections in the figure below highlight that the airport will only fully recover to 2019 passenger volumes during Financial Year 2025/26.

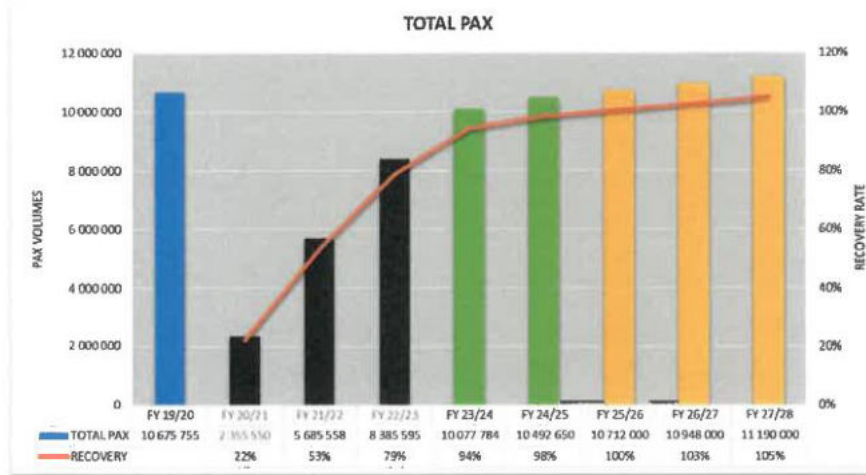


Figure 1 – Passenger forecast at Cape Town International Airport

- Due to the higher debt levels, lower passenger volumes and planned investment programmes, the airport must focus on sustained growth in passenger and air traffic growth to remain sustainable. Any dilution of traffic into CTIA will be a major risk to these planned investment programmes and to continued investment at CTIA.
- The airspace conflict and restrictions will in our initial analysis (as explained later in this response) create inefficiencies in the airspace and in movements into Cape Town International Airport. CWA will impact the airspace and procedures into CTIA given the proximity

The regulatory framework can be explained as follows:

1. Sustainability of airports is not a one-dimensional issue related to traffic volume only. In fact, it plays a minor role. Many factors contribute to the sustainability of an airport. The most important factor is the matching of infrastructure investments and operational requirements to the traffic demand.
2. More than 80% of an airports input costs are usually of a fixed nature following an investment in infrastructure.
3. CTIA's latest infrastructure investments date to approximately 2010 with no major investments since. It has been 13 years, which means that most of CTIA's capital costs have already been paid for by (or recovered from) users and that it finds itself in an earn out phase, i.e. where the returns in excess of cost are being collected. This should be true even if the impact of COVID-19 is taken into account. The ACSA revenue model is based on airport charges that remunerate the ACSA asset base (which include CTIA) at a commercial rate of return. This means that the CTIA invested asset base will always be remunerated as long as infrastructure investments are driven by traffic demand for CTIA airport.
4. The impact that CWA will have on CTIA traffic demand will be reflected in the demand forecasts for CTIA. The demand forecasts determine future infrastructure development plans. CWA and CTIA will develop its unique traffic demand profile over time based on the needs of airport users. Each airport's response may therefore be different to satisfy those demands. This would be for the benefit of all airport users, i.e. airlines, passengers, cargo operators, etc.
5. As mentioned above, revenue is not an indicator of performance or sustainability. The argument is that over time, the assets to be remunerated through airport charges reduces in value (through depreciation) and thus lower and

between the two aerodromes. This will reduce the capacity and efficiency of CTIA. This could also potentially result in a higher noise footprint at CTIA, inefficient flight paths and increased fuel burn for airlines flying into CTIA.

- It is important to recognize that CTIA has a Master Plan that includes two new runways. This Master Plan has been approved by the Department of Transport and must be considered in terms of the future overall traffic movements into Cape Town and especially the airspace implications. We are deeply concerned that the scoping report does not recognise the first New Realigned Runway which has an approved EIA, the proposed flight paths and considers that this runway is currently part of our 5-year development plan. The scoping report also does not recognise the CTIA Master Plan and the second new runway. The fact that this scoping report does not fully consider the full development of CTIA, and implications, indicates that there is a real risk that the development of the CWA runway will negatively impact CTIA and potentially halt future development at CTIA.
- The CTIA investment programme also includes the planned construction of a new international terminal, a new domestic arrivals terminal and additional Airbridges and a second new runway. These programmes are planned to commence in a phased approach from 2025 to 2027. Significant additional capacity will therefore be injected into CTIA in the short term. The investment decisions which trigger these projects are all based on passenger and ATM forecast projections as highlighted in Figure 1 above.

lower revenues are needed to allow the airport to earn commercial returns.

6. Traffic growth is not a contributing factor to ACSA's airports' sustainability. The ACSA funding model as determined by the economic regulator ignores traffic volumes (it was mentioned above that traffic volume is an input to infrastructure investment plans only) but rather determines a revenue requirement based on ACSA's asset base. Traffic volume has an impact on unit pricing only and only if ACSA invests in inefficient assets.

As long as ACSA optimises its funding model by investing in assets that are needed (from its own specific demand) it can never be unsustainable.

Competition for the same pool of demand

1. The assumption is that competition between CWA and CTIA will be for the same pool of demand. The effect of competition is the broadening of service offerings and an increase of efficiencies which would lead to an increase in overall demand. The beneficiaries of competition will thus be the airport users from both a service offering and pricing perspective.
2. CWA should be welcomed as a positive development to provide the needed new capacity of demand growth as it reduces the burden on CTIA / ACSA and the industry.
3. Further to the above, the existence of CWA as a closer planning alternate airport for fuel planning and diversion purposes enables significant and immediate improvements to airline economics that will not only assist ACSA in maintaining current air services to CTIA, but in addition will open new markets previously not feasible routes.

To oppose CWA's plans on the grounds that ACSA has mentioned is not in the best interest of the industry and the end users.

It is stated that does not support the development of CWA into an airport which processes scheduled commercial domestic and international traffic for the following reasons as ACSA believes that

			<p>the two airports will compete for the same scheduled commercial domestic and international traffic and will therefore not be financially sustainable.</p> <p>By encouraging competition, competition law fosters more efficient markets, lower prices, greater consumer choice, and better quality products and services.</p> <p>Competition in a free market economy is critically important, this includes competing fairly with competitors, customers and suppliers, alike.</p> <p>Competition benefits both businesses and consumers. It shows companies where they need to improve; encourage organisations to strive for greater efficiency, become more innovative, more productive, and be better businesses, in other words ultimately satisfying unmet demand.</p> <p>Compliance to applicable regulations and legislation</p> <p>CWA is committed to the Rule of Law in South Africa, supported by a transparent legal system. This system includes a clear set of laws, accessible to all literate persons, strong enforcement structures and an independent judiciary. This inter alia, facilitates fair market competition and meeting the changing needs/demands of customers and stakeholders, whilst contributing to the socio and economic growth of our country.</p> <p>As such, CWA will ensure that all activities meet applicable regulatory requirements on a national and local level. Where no regulations exist, CWA will endeavour to set appropriate standards based on industry best practice.</p> <p>Airspace conflicts and restrictions:</p> <p>No evidence is provided by ACSA to support their statements relating to airspace conflict and restrictions. It is CWA's view that existing procedures for FACT would not be amended to result in additional track miles. Existing procedures can be enhanced to further reduce noise and fuel burn by applying the latest PBN principles of Continuous Climb and Continuous Descent Operations (CCO/CDO).</p>
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			<p>The CONOPS demonstrates the ability of each airport to operate independently. On the basis that both airports can operate independently demonstrates that expansion plans for FACT will not be impacted.</p> <p>A high-level review of the FACT arrival and departure tracks over FAWN indicates there is sufficient distance to permit independent operations between the two airports. Aircraft arriving and departing FACT permit sufficient vertical separation for aircraft to depart and arrive FAWN.</p> <p>The NACO CONOPS report demonstrates how the FAWN procedures could be adapted to merge with FACT traffic routes in the short term. The concept IFP designs are feasible and demonstrate the capability of PANS-OPS design criteria to achieve solutions to complex airspace designs.</p> <p>As capacity demands on airspace grow, the route structure can be adapted to separate the routes laterally. The adoption of vertical and lateral separation can easily be developed within the capability of the PBN requirements post 2030; and as described with respect to the ICAO Global Air Navigation Plan (GANP) and the South African National Airspace Master Plan.</p> <p>It should be noted that ATNS contributed to the development of the CONOPS, as the designated and acknowledged ANSP, they have not identified any airspace constraints to capacity with both airports in operations.</p> <p>Examples of near-airport environments in high-capacity airspace provides sufficient evidence that the close proximity of FAWN to FACT should not impact the current and future aspirations of both airports. The examples provided are based on differing runway alignments and environments.</p> <p>Recognition of AMP element: realigned runway:</p> <p>Runway Orientation refers to the magnetic bearing or compass heading of the runway's centre line. Changing the existing runway orientation from 01/19 to 18/36 involves rotating the runway</p>
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counterclockwise by 10 degrees. This adjustment does not have a significant impact on air traffic management procedures.

In fact, rotating the current north-oriented runway (Runway 01) to Runway 36 effectively increases the distance from take-off on Runway 36 at CTIA to a point where the flight path intersects the CWA runway centre line. This extension provides departing flights with additional time to climb, allowing them to reach higher altitudes than originally considered in response to Airspace Conflicts mentioned elsewhere.

Page 60 and 61 of the CONOPS v1.0 describe the New Realigned Runway development plans at FACT and show illustrations of the runway design and the conceptual routes for the new RWY 36. It should be noted that the New Realigned Runway's flight procedures have not been published and were therefore not available.

General

Managing two airports in proximity with similar runway orientations is relatively easier compared to managing airports with different runway configurations for several reasons:

Similar runway orientations often lead to shared or common airspace procedures and routes. Pilots and air traffic controllers can apply standardized arrival and departure routes, reducing complexity in coordinating and managing air traffic as the traffic flows are largely in the same direction and not crossing.

With similar runway orientations, air traffic controllers find it easier to coordinate and manage aircraft movements, as they deal with comparable traffic patterns and procedures, affording better decision-making, which leads to improved safety.

Pilots navigating between two airports with similar runway orientations can follow similar flight paths and procedures. This reduces the need for significant adjustments and enhances predictability.

Noise abatement procedures can be more consistent between two airports with similar runway orientations, as flight paths and altitude profiles may align more closely, making it easier to implement and communicate noise mitigation strategies.

3.7. Page 340:

The document recognizes the following:

"The proposed increase of flight activity at CWA, and particular the introduction of scheduled commercial operations, will likely affect the flight operations at nearby aerodromes (including civil aviation aerodromes, AFB Ysterplaat and CTIA), "

Our response:

This is a key point because we also understand that the development of CWA into a scheduled commercial domestic and international airport will have a negative impact on the sustainability of other airports. Our analysis indicates that there will be airspace conflict now and into the future, which will risk the future development of CTIA and also other surrounding airfields. Detailed Airspace Design Studies need to be completed to determine the impact and the magnitude thereof. The Airspace Study

Recognition of the second parallel runway:

CWA recognises the development rights ACSA has obtained for the new realigned runway. CWA has therefore taken the new realigned runway into account in CWA's planning processes. ACSA has however not obtained any development rights for the second parallel runway, and to this end, CWA will not be considering the second parallel runway when impacts are assessed as part of the EIA process. It is CWA's position that this should form part of CTIA's EIA and planning processes when CTIA decides to trigger development of the second parallel runway as would be expected from any other developer.

3.7 The EAP takes note of the comments.

Airspace conflicts

Air traffic control procedures and complimentary designed routes provide suitable separation for departing and arriving flights between CTIA and CWA, well above international standards. Analysing the flight paths and climb performance of flights reveals no dependency between operations at the two airports. The following support the independence of the airports:

- For departures from CTIA's Runway 01, the flight route crosses north of the CWA runway at least 14,000 feet above potential CWA flights, ensuring required separation. No operational dependencies exist in these scenarios.

must consider the full future masterplan of CTIA which includes the construction of a first and second new runway.
 Please also note that ACSA operates as a Cluster of airports. The sustainability of airports like George, Kimberley and Upington airport are dependent on the sustainability of ACSA and Cape Town International Airport. CTIA provides management services and general support to the local airports around the major regional airport. Lower profitability and sustainability at CTIA will have a direct negative impact on the local airports.

4. The following comments relate to Appendix 12: Socio-economic Scoping Report:

The socio-economic impact report focuses only on the immediate surrounding areas and communities. The terms of reference and scope of works for this study needs to study the "needs and desirability" and the socio-economic impact of building another international airport in such close proximity to an already highly developed airport city that is CTIA. CTIA already creates direct and indirect employment opportunities for thousands of people and businesses. The negative impact of diluting this economic engine to the region around CTIA needs to be assessed in detail.

- For departures from RWY 19 (CTIA), there are no crossing flight paths with flights departing CWA.
- In the event of simultaneous take - offs from CTIA and CWA, the lateral separation will be more than 9 nautical miles (nm, minimum separation is 5 nm)
- Normal air traffic control techniques are employed to maintain separation with ad-hoc flights.

Regarding arrivals, for runway 01 at CTIA, flights cross Cape Winelands Airport at FL75 (~7,500 feet), sustaining a minimum altitude separation of 7,000 feet from flights at CWA, compared to the minimum separation of 1,000 feet. For Runway 19 arrivals, there is no intersecting of arrival tracks as the arrival routes are split. CTIA arrival routes pass south of CWA maintaining a 10,000-foot altitude difference.

Overall, the outlined procedures demonstrate a commitment to ensuring safe and well-separated operations between the two airports.

The airspace impact assessment and NASCOM processes are where consideration will be given to the impacts of CWA's operations on other surrounding airfields and airports.

The comment that ACSA operates as a cluster of airports with the sustainability of George, Kimberley and Upington airports dependant on the sustainability of ACSA and CTIA is noted.

4 The comment is noted.

Dilution of economy

The issue of dilution is misconstrued in the context the term is used. The premise for any argument of dilution is the capacity of CTIA to serve demand from the travelling public. If CTIA is near full capacity, which appears to be the case currently based on CTIA's planned 5-year development programme, then "dilution" is unlikely to occur and any increase in capacity will be considered additional. The appropriate term to consider in place of dilution is additionality, which exists where an intervention (introduction of a new airport) causes economic agents

4.1. Page 10 & 11

" .it is envisaged that the bulk of all GA currently at the Cape Town International Airport (CTIA) could relocate to CWA as they struggle to compete for take-off/landing slots at CTIA due to the sheer volume of airline operations".

Our response:

We support the relocation of light general aviation to CWA, but not high-performance General Aviation like fixed wing, jet engine aircraft.

High performance (jet engine) General Aviation does not have an adverse effect on runway capacity at CTIA or increase the risk of runway closures. General Aviation service providers who use jet engine / high performance aircraft provide complementary services at CTIA. This is common at major airports. ACSA has also recently developed a GA focused strategy which explores infrastructure and capacity development to support the growing demand for larger, high performance General Aviation aircraft at CTIA.

GA which includes private, charter, mercy and training movements at CTIA comprises on average 30% of all air traffic movements at the airport. Smaller aircraft (ICAO code A — B) comprise more than 35% of all GA movements. CWA may then serve as a viable second option for the

(travellers and others) to take actions (i.e. not frequenting CTIA) that they would not have taken in the absence of a new airport. If CTIA is not operating at full capacity, then this may be caused by external factors, not a lack of demand.

It is the market that creates the demand and subsequently drives the supply and hence the “economic engine”. It is prudent that ACSA also acknowledges that “an already highly developed airport city” exists. It is therefore unclear how the case can be made or implied for a reduction in capacity that would deny CTIA the factors of production such as employment.

Notwithstanding, these are impacts that will be considered and addressed in the impact assessment phase of the EIA process.

4.1. The comment is noted.

ICAO defines general aviation as “All civil aviation aircraft operations except for scheduled commercial transport.”

The GA market will, based on their requirements and needs, as well as the value proposition determine where they wish to operate from, be that CTIA, CWA or any other airport. This is purely a market decision, driven by market demands. To promote growth in the marketplace, both airports will play a very important role to unlock growth, economic development and the sustainability of the aviation industry at large. This is best practice and evident in most thriving cities globally.

movement of light general aviation aircraft and relieve more capacity for Commercial and high-performance GA aircraft at CTIA.
The scoping report must provide a definition for General Aviation (GA) and expand on the types of GA. Differentiate between light GA and high-performance GA (business aviation jets and air charters) and as stated above, confirm the types of General Aviation aircraft and operations which should relocate to CWA to improve capacity at CTIA.

4.2. Page 1 1:

"Scheduled Commercial Traffic: CWA will be positioning itself as a secondary airport in Cape Town that offers connectivity for specific market segments and a faster processing time than the Cape Town International Airport (CTIA). CWA is further well-positioned to serve as a diversion airport for domestic airlines".

Our response:

CTIA is an award-winning airport which caters for all market segments, currently processing passengers within world-class standards. International Air Transport Association (IATA) processing standards for international departures and arrivals is 55 minutes. Currently CTIA processes international departing passengers within 34 minutes and international arriving passengers within 42 minutes. CTIA also performs better than the IATA domestic processing standards of 35 minutes, by processing domestic departing passengers within 30 minutes and domestic arriving passengers within 27 minutes. The average On-Time-Performance which measures the departure time of aircraft is 87% and CTIA is rated the 16th best airport in the world for On-Time departures.

In conclusion, the airport processing times are world class and delivers an efficient level of service to passengers and improves the efficient use of available infrastructure and capacity. The statement on "faster processing times" has therefore not been substantiated. Please also note that all airports that accommodate similar passenger traffic are subjected to standard regulated passengers checks and processes.

The report should expand on the "specific market segments" comment, specifically related to scheduled commercial traffic. It is unclear as to the benefits of a secondary airport in this regard and what market segments will be served by this airport as compared to CTIA. Cape Town International Airport caters for all domestic and international market segments and connects the region to almost all continents and key

4.2 The comment is noted.

destinations. Current route development plans and initiatives will continue to grow air traffic into Cape Town International Airport and the region, because of the operations, services and improved connectivity offered at CTIA.

4.3. Page 1 1

"It is a private airport development. In comparison, most international airport developments in Africa are government-funded".

Our response:

Note that all ACSA owned and managed international airports, including Cape Town International Airport are commercial entities, are self-funded, and not government funded nor funded by the South African taxpayer.

Our revenue is generated from aeronautical, non-aeronautical and non-core sources. Aeronautical revenue is derived from regulated charges or tariffs paid by airlines and passengers. This includes fees for aircraft landing, aircraft parking and passenger service charges. Non-aeronautical income is derived from multiple sources that include retail sales, concession fees, property leases, parking fees, hotel operations and advertising. Non-core revenue is derived from equity investments abroad and technical advisory and consultancy services to airports.

Our shareholding is outlined in the image below, extracted from our Integrated Report as published on ACSA's website www.airports.co.za.

4.3 The comment is noted.

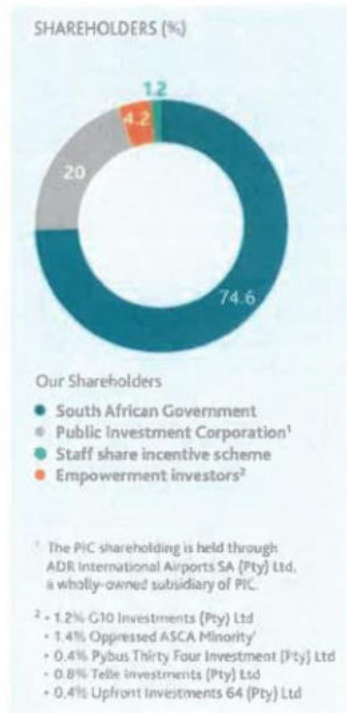


Figure 2 – ACSA shareholding

4.4. Page 11:

"The CWA is considered an "alternate" airport for airlines operating inbound to Cape Town International Airport (CTIA) as defined by the International Civil Aviation Organisation (ICAO), specifically from the perspective of flight planning and fuel management. "

Our response:

We believe that it is important that the report does not prematurely conclude that all airlines will use CWA as an "alternate airport". Airlines will select a suitable diversion airport for a variety of reasons based on their internal operational processes and procedures. We recommend that the report should highlight that some airlines "may use" the airport as a diversion airport and that the number of airlines who will select the airport must be investigated further.

Given the proximity between CWA and CTIA, it is unlikely that there will be any significant advantage in weather conditions to designate CWA as

4.4 The comment is noted by the EAP.

The Scoping report will reflect that CWA can be considered an "alternate" airport for airlines operating inbound to Cape Town International Airport (CTIA) as defined by the International Civil Aviation Organisation (ICAO), specifically from the perspective of flight planning and fuel management.

There is a host of criteria that an airline considers when selecting an airport as an alternate. CWA has worked closely with the airline sector to ensure that these criteria will be met.

The comment on meteorological conditions at CWA and CTIA is noted, however it is addressed in two ways:

a diversion airport for CTIA, and vice versa. The Air Quality Baseline study terms of reference (DDA) include: "collect local meteorological data and determine meteorological conditions in the project area", however the data presented in this report is for CTIA and not CWA. Given the surrounding topography at CWA, it is more likely that fog conditions are more prevalent at CWA compared to CTIA. Local weather conditions at CWA must be collected and presented or simulated by an independent specialist to compare local weather conditions between the two airports, and to determine the assumptions about diversion suitability based on weather conditions.

CTIA is already a designated diversion airport for domestic airlines. International wide body operators are also already able to divert on route to CTIA to several airports. George Airport, the closest diversion airport to CTIA at 360 km, has not been upgraded to accommodate wide body international airlines, as it is simply not viable and does not make economic sense given the range of existing diversion options.

In terms of diversions, international airlines designate optimal airports en route and ACSA has four airports within its network that can easily accommodate wide body diversions into CTIA, these being ORTIA, KSIA, BFIA and UIA. The coastal airports of George and CDSIA also serve as domestic diversion airports.

1. Planning for an alternate is a regulatory requirement even in poor weather conditions.
2. ACSA indicated that only 30 diversions took place from FACT across 122,000 movements, i.e. 99.9% of movements did not require a diversion. From an alternate planning eligibility perspective, CWA performed an assessment using FACT's own METAR reports and is satisfied that weather would only have restricted CWA from being planned as an alternate in <5% of movements into Cape Town, i.e. CWA would have met the criteria for selection as an alternate in over 95% of flights into FACT. This is assisted by the use of navigational aids.

The weather's impact on CWA's suitability as an alternate for flights inbound to CTIA is therefore not significant. The benefits of having CWA available for selection as an alternate airport for fuel planning and diversion purposes therefore exists beyond weather-related incidents. This is covered below.

The Air Quality Baseline study presents local meteorological data from the CTIA weather station.

The Civil Aviation Baseline Study (Appendix 17 to the draft Pre-application Scoping report) included the meteorological conditions of the CWA site in terms of temperature, rainfall and wind, which are some of the key conditions relevant to aviation activities.

The comment on CTIA already being a designated diversion airport is noted.

ACSA does not consider diversion distance(s) in their list of diversion criteria. Distance to an alternate airport for a diversion is a direct determinant of the quantum of reserve fuel to be carried on board each flight. By changing the declared alternate airport from ORTIA/FAOR to CWA/FAWN (for example) results in a substantial reduction in possible diversion distance, from 1271km to 25km. CWA will be the closest operational alternate to CTIA and is therefore the most optimal alternate from a fuel planning perspective, enabling a reduction in carried reserve fuel, and therefore take-off weight, and therefore fuel consumption.

The reduction in fuel consumption when CWA/FAWN is declared the alternate varies depending on a number of factors including aircraft type, route, load factors, etc. By way of example, the reserve fuel requirement and therefore take-off weight for a Boeing 777-300ER coming from the Middle East could

4.5. 3. Page 11:

"This reduction in net cost will significantly boost tourism by enabling new route development."

Our response:

We understand that this statement is in the context of the fuel savings which can be derived from selecting CWA as an alternate airport to CTIA. We do not believe that there will be a significant boost to tourism and route development due to fuel savings because as previously explained, a limited number of airlines may select CWA as an alternate diversion airport due to its close proximity to CTIA and due to other operational considerations. Airlines select new routes mainly based on passenger and cargo demand.

CTIA, in partnership with Cape Town Air Access, has a highly successful and award-winning route development programme. Since 2019, 19 new international routes were established, and 23 routes were expanded. 1,5 million seats were added.

A factor in enhancing route development, is increased connectivity at a single airport. The sustainability of the international airlines is supported by good connectivity and short connecting times at an airport. Route

reduce by as much as 10 tonnes, enabling a fuel consumption saving of as much as 4 tonnes per flight.

The reduced take-off weight also allows for additional payload to be carried on board (passengers or cargo). By way of further example, this could increase the payload capacity of a B777-300ER flight from the US by as much as 20%, providing an additional layer of optimisation and financial sustainability for airlines.

Designating CWA/FAWN as the preferred alternate airport offers significant operational advantages, including improved fuel efficiency and augmented payload capacity, with associated cost savings and environmental benefits, therefore improving the global business case for flying into Cape Town as a region.

The recommendation to designate CWA/FAWN as the primary alternate diversion airport for a flight is supported by robust evidence of operational advantages, emphasising positive impacts on both economic and environmental aspects of air travel.

4.5 The comment is noted by the EAP.

The benefits that will accrue to airlines in terms of fuel savings by designating CWA as their alternate will improve the economics of all flights into Cape Town, including airlines flying into CTIA. With the estimated reduction in fuel uptake and potential increase in payload, this will positively enhance the route profitability of flights into Cape Town as a region. The improved economics will make Cape Town more competitive as a destination as it will not only lead to new entrants, but it will also play a key role in retaining existing routes into Cape Town. As the pressure rises for greater route profitability, CWA will play a pivotal role in enhancing Cape Town's competitiveness as a destination.

As the demands rise on airlines to reduce their carbon footprint, the reduction of carbon emissions by 5% for every flight into Cape Town due to CWA's existence, will also improve the carbon profile and competitiveness of Cape Town as a destination.

development and airline profitability are therefore also supported by consolidating connectivity, connections and routes at a single airport. The continued growth of CTIA is supported by increased connectivity and through offering passengers convenience and connections at a single airport. The majority of international airlines operating into CTIA have interline agreements with domestic carriers to connect international passengers to regional and local destinations. (An interline agreement is a partnership between two airlines which allows passengers ease of bookings and connections between the two airlines.)

4.6. Page 12:

"Integration into existing airspace: CWA falls within the airspace currently used by CTIA. The main runway at CWA is desired to be parallel to the CTIA runway (magnetic bearing of 01/19) so that flight paths arriving at or departing from the Cape Town area do not interfere."

Our response:

It is ACSA's position that the current flight paths of the respective airports will have dependencies and interfere. The CONOPS only considers the flight paths of CTIA's existing Runway 01/19 and does not take into consideration (only acknowledgement of) the new re-aligned runway (18/36) (that already has an approved EIA) and future 2nd parallel runway. While CTIA's existing Runway 01/19 and CWA's proposed new Runway 01/19 may have the same orientation, there will be dependencies due to the close proximity of CTIA and CWA, as well as airspace restrictions imposed due to the surrounding mountain ranges. While the impact will be quantified by an independent study, the dependencies are logical, as aircraft will need to follow the same routes i.e., Cape Town/Durban, Cape Town/Johannesburg, etc. These dependencies and restrictions will reduce CTIA's airspace (TMNCTR) and runway capacity. These dependencies and restrictions will be further compounded when the airspace specialist study (and CONOPS) takes into consideration CTIA's new orientated runways (18/36). In this instance, the flight paths in a southerly direction will be significantly impacted and without doubt result in dependent operations; i.e. aircraft will not be able to depart to the south simultaneously from both airports. The same would apply for aircraft arriving in a northerly direction. An airspace re-design will be required to ensure aircraft safety and that adequate airspace capacity is provided in the short to long-term, which does not

4.6 The comment is noted by the EAP.

An airport master plan merely guides holistic and integrated development. To reach the 45MPPA capacity, CTIA will have to embark on several development programmes (including the future second parallel runway), all of which will be subject to development planning processes. The outcome of these development planning processes will inform whether the airport will be able to deliver the quoted capacity as it will then take broader considerations and impacts into account such as road access, bulk services, safety, noise, etc.

It is CWA's view that existing procedures for FACT would not be amended to result in additional track miles. Existing procedures can be enhanced to further reduce noise and fuel burn by applying the latest PBN principles of Continuous Climb and Continuous Descent Operations (CCO/CDO).

The CONOPS demonstrates the ability of each airport to operate independently. On the basis that both airports can operate independently demonstrates that expansion plans for FACT will not be impacted.

A high-level review of the FACT arrival and departure tracks over FAWN indicates there is sufficient distance to permit independent operations between the two airports. Aircraft arriving and departing FACT permit sufficient vertical separation for aircraft to depart and arrive FAWN.

The NACO CONOPS report demonstrates how the FAWN procedures could be adapted to merge with FACT traffic routes in the short term. The concept IFP designs are feasible and demonstrate the capability of PANS-OPS design criteria to achieve solutions to complex airspace designs.

As capacity demands on airspace grow, the route structure can be adapted to separate the routes laterally. The adoption of vertical and lateral separation can easily be developed within the capability of the PBN requirements post

burden the airline industry with additional operational cost i.e., additional track miles (fuel burn) and emissions.
The New Realigned Runway 18/36 and the second parallel runway at CTIA must be considered in the airspace design and CONOPS to ensure that future operations are not compromised.
Any restrictions and/or capacity constraints on existing and future operations at CTIA will not be supported.
This statement made in the scoping report should therefore be quantified through proper analysis and studies by appropriate independent specialists.

2030; and as described with respect to the ICAO Global Air Navigation Plan (GANP) and the South African National Airspace Master Plan.

It should be noted that ATNS contributed to the development of the CONOPS, as the designated and acknowledged ANSP, they have not identified any airspace constraints to capacity with both airports in operations.

Examples of near-airport environments in high-capacity airspace provides sufficient evidence that the close proximity of FAWN to FACT should not impact the current and future aspirations of both airports. The examples provided differing runway alignments and environments.

Air traffic control procedures and complimentary designed routes provide suitable separation for departing and arriving flights between CTIA and CWA, well above international standards. Analysing the flight paths and climb performance of flights reveals no dependency between operations at the two airports. The following support the independence of the airports:

- For departures from CTIA's Runway 01, the flight route crosses north of the CWA runway at least 14,000 feet above potential CWA flights, ensuring required separation. No operational dependencies exist in these scenarios.
- For departures from RWY 19 (CTIA), there are no crossing flight paths with flights departing CWA.
- In the event of simultaneous take - offs from CTIA and CWA, the lateral separation will be more than 9 nautical miles (nm, minimum separation is 5 nm)
- Normal air traffic control techniques are employed to maintain separation with ad-hoc flights.

Regarding arrivals, for runway 01 at CTIA, flights cross Cape Winelands Airport at FL75 (~7,500 feet), sustaining a minimum altitude separation of 7,000 feet from flights at CWA, compared to the minimum separation of 1,000 feet. For Runway 19 arrivals, there is no intersecting of arrival tracks as the arrival routes are split. CTIA arrival routes pass south of CWA maintaining a 10,000-foot altitude difference.

Airspace dependencies

			<ul style="list-style-type: none">• ICAO defines dependent runways as runways where the minimum distance between their centre lines is 1,035 m (3,400 feet) or less (ICAO Doc 4444 - Air Traffic Management - 16th Edition 2016 - Chapter 6.7). There will be no dependencies between the airports as the centre line for the runways at the two airports are at least 9 nm (16 km) apart, compared to minimum separation of 5 nm (9,25 km) for airborne flights. Flights at the airports will therefore operate independently.• Conventional operations at a two-runway airport are in “mixed mode”, where the one runway is a designated take-off runway and the other a designated landing runway. Given the proposed airport and runway layout, the future runway 36 left will be used for take-off and runway 36 right will be used for landings, for safety reasons. From an air traffic management perspective, this will result in one inbound (arriving) “stream” of air traffic and one outbound (departing) “stream” of air traffic. The air traffic management strategies for coordinating arrivals and departures at CTIA and CWA are described above.• Arrival and departure routes to and from an airport, or multiple airports in one geographical area, are designed to be able to allow for air traffic flows that are independent from each other, i.e. the arriving flights will not cross or interfere with departing flights. The airspace around O R Tambo, Lanseria, Waterkloof, Rand, Grand Central and Wonderboom airports is an example of how busy airports in relatively close proximity to each other can accommodate all types of aircraft performance. No additional strain will be put on the Air Traffic Controllers.• The NLR Fast Time simulation provides evidence of independent operations.
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4.7. Page 27:

"The Traffic Forecast Study prepared by NACO (2023) indicates that the CWA would generate sufficient passenger volumes to enhance its financial feasibility and long-term sustainability, achieving 5 million annual passengers (of which 40% will be international) by 2050. With the CWA envisaged to attract one in every two new passengers (or 50% of all new passengers), it demonstrates significant pent-up market demand for an international service into and from Cape Town. The analyses conducted by the CWA and others demonstrate that this demand can be met with the nature and scope of the planned infrastructure. "

Our response:

A more detailed economic/market study must be conducted to determine if both airports will be financially sustainable in a relatively small market that is limited by their geographical position and by socio-economic factors. CTIA and CWA will essentially compete for the same market, which in normal market conditions should eventually result in lower prices and possibly additional demand, which could sustain two airports in the wider region. However, due to the limited market (geographical position and socio-economic factors) the sustainability of both airports could be threatened with adverse implications for the entire industry and region. In comparison, ORTIA and Lanseria serves a population of approximately 15 million people (Gauteng City Region) in comparison with 6.5 million people in the Western Cape. The Gauteng economy (33% of SA's GDP) is also larger than the Western Cape (14% of SA's GDP) and Kwa-Zulu Natal combined. Therefore, the development of a secondary airport which competes for scheduled commercial aircraft may be premature. The additional operational cost of operating two airports, less efficiently if demand is lower at the airport, and the cost of additional government support resources (if the airport acquires international status) should also be considered. Finally, the aviation industry is still recovering from the Covid-19 Pandemic and passenger volumes have not fully recovered to 2019 passenger volumes. According to IATA, Southern Africa is significantly lagging behind compared to other African regions with a recovery to pre-pandemic levels only expected by 2025.

The scoping report suggests that there is significant pent-up market demand for international services. Cape Town International Airport has a diverse route network which covers inter-continental destinations into Europe, North America, the Middle East, Asia and South America. CTIA has been highly successful in route development.

4.7 The comment is noted.

Competing for the same market

The comparison to ORTIA and Lanseria supports the argument for CWA. The size of the catchment area merely determines the quantum and/or size of infrastructure investment at the two airports, but not the services required. Lower demand merely requires smaller infrastructure investments. The outcome for sustainability will be the same. Therefore, the different service offerings and options available due to the introduction of competition in the Gauteng region are considered to be positive.

It could be argued that Lanseria supports ORTIA rather than competing with it, since ORTIA is not required to provide certain infrastructure investments for services that it is not best suited to do, e.g. point-to-point flights. On the other hand, Lanseria is able to provide these more effectively and efficiently. This means that the airlines and passengers win, whilst ORTIA delivers on its core competencies and Lanseria does the same.

Future investments in assets would be provided by the airport that provides the relevant service. It would allow two airports with different competencies to co-exist and provide a more complete service offering to airlines and passengers than is currently the case. The size of the investments to do this will be smaller than the investments that are made in Gauteng to achieve the same.

Competition in a free market economy is critically important, this includes competing fairly with competitors, customers and suppliers, alike.

Competition benefits both businesses and consumers. It shows companies where they need to improve; encourage organisations to strive for greater efficiency, become more innovative, more productive, and be better businesses, in other words ultimately satisfying unmet demand.

A big factor in enhancing route development is to increase connectivity at a single airport. The sustainability of the international airlines is supported by good connectivity and short connecting times at an airport. Route development and airline profitability are therefore also supported by consolidating connectivity, connections and routes at a single airport. The growth of Cape Town International Airport is supported by increased connectivity and through offering passengers convenience and connections at a single airport.

4.8. Page 31:

"Migration of general aviation activity from CTIA to Cape Winelands Airfield should be supported to promote better operational efficiencies for aviation. Policy 16.9: Support the CTIA to continue providing the national and international aviation function to a limit that is determined by its manageable impact on surrounding land uses (noise impacts)."

Our response:

CWA intends to operate both international and domestic and not only general aviation traffic, which does not support the above-mentioned policy. CWA's proposal to operate domestic and international flights conflicts with the City of Cape Town MSDF, where CTIA is regarded as the designated airport for domestic and international flights, while CWA accommodates General Aviation.

It must be noted that General Aviation comprises aircraft with low and high-performance characteristics. Some of the high-performance aircraft have the same (or better) performance characteristics than domestic/international aircraft. Hence, relocating all General Aviation aircraft from CTIA to CWA will not result in better operational efficiencies for aviation. Furthermore, CTIA is a slot co-ordinated airport and movements and capacity at CTIA is well managed.

It must further be noted that CTIA has facilities to accommodate General Aviation operations and a strategy to support the growth of FBOs and high-performance General Aviation.

5. The following comments relate to Appendix 17, Civil Aviation Baseline and Scoping

Our response:

As previously highlighted, it is ACSA's position that the current flight paths of the respective airports will have dependencies and interfere. The CONOPS only

4.8 The comment is noted.

The CoCT MSDF does support GA at CWA, but the MSDF is silent on scheduled commercial aircraft operations at CWA. There is no indication in the MSDF that it does not support scheduled commercial aircraft operations at Cape Winelands Airport.

5 The comment is noted.

An airport master plan merely guides holistic and integrated development. To reach the 45MPPA capacity, CTIA will have to embark on several development programmes (including for the future parallel

considers the flight paths of CTIA's existing Runway 01/19 and does not consider (only acknowledgement) the new re-aligned runway (18/26) that already has an approved EIA and future 2nd parallel runway.

The scoping report must include and consider the impact that CWA will have on CTIA's existing Runway 01/19, New Realigned Runway 18/36 and the 2nd parallel runway at CTIA.

Furthermore, the scoping must take into consideration the complexity that is created by operating two "international airports" within close proximity of each other, the requirements for additional navigational aids (such as radars, VOR's, etc.) and additional ATS resources which are currently constraint,

This development may add additional strain on the ATC at CTIA and may create additional complexity to the tasks of Air Traffic Controllers. A study should be conducted to determine the airspace impacts and the impact on ATC's and the level of complexity it will introduce to ensure that air traffic remains conflict free.

runway), all of which will be subject to development planning processes. The outcome of these development planning processes will inform whether the airport will be able to deliver the quoted capacity as it will then take broader considerations and impacts into account such as road access, bulk services, safety, noise, etc.

Air traffic control procedures and complimentary designed routes provide suitable separation for departing and arriving flights between CTIA and CWA, well above international standards. Analysing the flight paths and climb performance of flights reveals no dependency between operations at the two airports. The following support the independence of the airports:

- For departures from CTIA's Runway 01, the flight route crosses north of the CWA runway at least 14,000 feet above potential CWA flights, ensuring required separation. No operational dependencies exist in these scenarios.
- For departures from RWY 19 (CTIA), there are no crossing flight paths with flights departing CWA.
- In the event of simultaneous take - offs from CTIA and CWA, the lateral separation will be more than 9 nautical miles (nm, minimum separation is 5 nm)
- Normal air traffic control techniques are employed to maintain separation with ad-hoc flights.

Regarding arrivals, for runway 01 at CTIA, flights cross Cape Winelands Airport at FL75 (~7,500 feet), sustaining a minimum altitude separation of 7,000 feet from flights at CWA, compared to the minimum separation of 1,000 feet. For Runway 19 arrivals, there is no intersecting of arrival tracks as the arrival routes are split. CTIA arrival routes pass south of CWA maintaining a 10,000-foot altitude difference.

Airspace dependencies

ICAO defines dependent runways as runways where the minimum distance between their centre lines is 1,035 m (3,400 feet) or less (ICAO Doc 4444 - Air Traffic Management - 16th Edition 2016 - Chapter 6.7). There will be no dependencies between the airports as the centre line for the runways at the two airports are at least 9 nm (16 km) apart, compared

		<p>6. The following comments relate to Appendix 19: Development of an Airspace CONOPS for CWA</p> <ul style="list-style-type: none"> • The New Realigned Runway at CTIA is acknowledged in the CONOPS, however the future second parallel runway and the CTIA Master Plan must be acknowledged and considered to ensure that the airport can develop to its maximum capacity as per the approved Master Plan. • Aircraft traffic movements are understated, and the data provided by ACSA must be considered. • The ACSA Master Plan (double parallel runway configuration) is approved by the Department of Transport and this airspace design work must not limit the future development of the airport and must 	<p>to minimum separation of 5 nm (9,25 km) for airborne flights. Flights at the airports will therefore operate independently.</p> <p>Conventional operations at a two-runway airport are in “mixed mode”, where the one runway is a designated take-off runway and the other a designated landing runway. Given the proposed airport and runway layout, the future runway 36 left will be used for take-off and runway 36 right will be used for landings, for safety reasons. From an air traffic management perspective, this will result in one inbound (arriving) “stream” of air traffic and one outbound (departing) “stream” of air traffic. The air traffic management strategies for coordinating arrivals and departures at CTIA and CWA are described above.</p> <p>Arrival and departure routes to and from an airport, or multiple airports in one geographical area, are designed to be able to allow for air traffic flows that are independent from each other, i.e. the arriving flights will not cross or interfere with departing flights. The airspace around O.R. Tambo, Lanseria, Waterkloof, Rand, Grand Central and Wonderboom airports are examples of how busy airports in relatively close proximity to each other can accommodate all types of aircraft performance. No additional strain will be put on the Air Traffic Controllers.</p> <p>The NLR Fast Time simulation provides evidence of independent operations.</p> <p>6 The comment is noted by the EAP.</p> <p>ACSA has not obtained any development rights for the second parallel runway, and to this end, CWA cannot consider the second parallel runway at this time when impacts are assessed as part of the EIA. It is CWA’s position that this should form part of CTIA’s EIA and planning processes when CTIA decides to trigger development of the second parallel runway as would be expected from any other developer. The data provided by ACSA will then be considered.</p> <p>As previously stated, air traffic control procedures and complimentary designed routes provide suitable separation for departing and arriving flights between CTIA and CWA, well above international standards.</p>
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ensure that the ultimate Master Plan can be realized. This must be specifically stated and acknowledged as a condition of the Airspace design work being undertaken by the specialists.

- The airspace design must ensure that CTIA can reach its ultimate capacity of 45 million passengers and at least 72 aircraft traffic movements per hour.
- The CWA airspace design must not negatively impact the safety and efficiency of flights into CTIA.
- The operations at CTIA must be totally independent of the operations at CWA in terms of flight movements and airspace.
- Movements into CWA must not restrict any movements into or out of CTIA.
- An initial look at the CONOPS indicates that there is an airspace conflict. Therefore, ACSA is of the view at this stage that it is unlikely that there will be independent operations, as there appears to be crossovers and that aircraft must hold.
- The concern is that airspace conflicts will create inefficiencies and challenges for airlines and ATC, will reduce capacity at CTIA and will also negate the improved efficiencies as claimed by CWA.
- It is required that the CWA airspace operations do not introduce additional or change noise profiles in and around CTIA. This includes maintaining the approved Glide Slope.
- The CONOPS acknowledges that CWA wants to be an alternative diversion airport for airlines to reduce the cost of fuel and improve efficiencies for airlines. In this regard it is therefore important that the airspace design does not introduce inefficiencies to airlines flying into CTIA which will process the large majority of the flights. These inefficiencies may include longer flight tracks, higher fuel burn, etc.
- CTIA must receive priority in terms of flight path routing, noting the number of movements processed and the impact on the majority of airlines and passengers at CTIA.
- A TAAM simulation must be performed confirming that all future airspace demand can be accommodated. The comments stated in the points above must be included in the scope of works to guide the work of the specialists.

Analysing the flight paths and climb performance of flights reveals no dependency between operations at the two airports.

Second Parallel Runway

The comments re the second parallel runway have been responded to above.

The Safety and efficiency of flights into CTIA has been addressed above - CWA flight operations will not impact CTIA traffic.

The analysis performed to date indicate the following:

- CTIA and CWA operations will be independent, as there are very few crossing tracks (flight paths). Where crossing of tracks occurs, significant vertical separation exists.
- There is no airspace conflict and no airport dependencies, and as a result no holding will be required.
- There will be no inefficiencies introduced, no capacity restriction and the anticipated efficiencies achieved by CWA is demonstrated, without any constraint or conditional aspects.
- The noise footprint at CWA will be determined during the impact assessment phase and operations that are contained within the noise contours will be demonstrated. The re-aligning of the runway will require a new glide slope.
- The development of CWA will not alter any arrival / departure routes around CTIA, and no additional fuel burn is to be expected.
- The Fast time simulation is of value to assess evolving traffic patterns with compressed time, exploration of traffic scenarios, and system wide impact assessment. The NLR study delivers clear results with visual evidence of crossing traffic routes and to assess directional flows.

CWA proposes further engagements on the points above as part of the ongoing consultation between CTIA and CWA.

6.1. Page 14:

"Controlled airspace will have to be designed to contain the IFR procedures at FAWN. It is proposed that an A TZ is considered, this A TZ should be aligned with the FACT CTR and will likely range from ground to 2500 FT ALT, the lower level of the FACT TMA A. Standard operating procedures must be developed to ensure efficient transition from the FACT TMA to the FA WN A TZ. Moreover, the FAD 69(A), and potentially other areas, may have to be redesigned in order for the instrument procedures at FAWN to be implemented."

Our response:

Any additions or changes to the existing FACT airspace (TMA/CTR), must take into consideration CTIA's current Runway 01/19 operations, and future 1st Runway 18/36 and 2nd parallel Runway 18/36 operations. The amendments to the airspace must not impose any restrictions and/or reduce capacity on CTIA's current and future operations. All CTIA's Runways mentioned are/will have IFR procedures.

Any restrictions and/or capacity constraints on existing and future operations at CTIA will not be supported.

6.2. Page 14:

"Airspace may impose certain restrictions on the flow of VFR traffic around the Cape Town CTR and FA WN A TZ".

Our response:

Any restrictions and/or capacity constraints on existing and future operations at CTIA will not be supported. Restrictions and capacity constraints on CTIA operations will result in inefficient operations and will negatively impact the aviation industry.

The development of CWA should rather complement the network of airports in South Africa, in support of the National Airport Development Plan.

6.1 The comment is noted by the EAP.

The controlled airspace that will be established at CWA will be a controlled zone (CTR) and will be positioned outside the CTIA controlled airspace, below the existing Cape Town Terminal Airspace (TMA). It will typically abut on the north-eastern corner of the existing CTIA control zone, with no change to the existing CTIA airspace anticipated.

The Cape Winelands Airport's airspace requirements have been shown not to affect either the current Runway 01/19 or the planned Runways 18/36 (Left and Right).

6.2 The comment is noted.

From responses provided to comments from ACSA it has been demonstrated how the two airports can function operationally without any dependency. The interaction between the air routes to and from the two airports has been described and any concern that there may be regarding adverse co-existence has been discussed.

There is no airport dependency, additional flight tracks, delays, holding, additional emissions, capacity constraints, safety degradation, higher fuel burn, as was demonstrated in the NLR Fast Time Simulation.

6.3. Page 15:
"VOR and/or DME equipment may be considered for the airport and will be required if VOR procedures are implemented. In the absence of such procedures, it could be considered for aircraft to make use of already existing equipment in the area. "

Our response:

Please clarify what is meant by "making use of already existing equipment in the area" Is it intended to use FACT VOR/DME?

6.4. Page 20: Airspace Capacity
"Cape Winelands Airport must be developed to ensure there are no dependencies between FACT and FA WN".

Our response:

We have stated that an initial review of the reports indicates that there are likely to be dependencies due to the proximity of FACT and FAWN airspace. A more detailed study should be conducted.

6.5. Page 20: Environment
'The routes for FAWN should have an optimized design to accommodate Continuous Descent Operations (CDO) and Continuous Climb Operation (CCO) as much as possible. With this the impact on the environment will be as small as possible".

Our response:

A cumulative airspace and noise impact study (considering both FACT & FAWN) should be conducted to confirm the above assumption. Schematic overviews make use of runway 19 procedures for FACT. Procedures for the new re-aligned runway and possible procedures for the second new parallel runway should also be considered. The current capacity of the TMA of FACT is reported to be 35 flights per hour. This implies that further investigation is required to establish the

6.3 The comment is noted by the EAP.

ATNS provides a national network of navigation services and facilities in South Africa. It is common practice for air traffic in South Africa, including operations at Cape Winelands Airport, to rely on a comprehensive navigation network that combines traditional and modern technologies. The existing system supports safe and efficient air travel, encompassing enroute navigation, terminal procedures, and collaboration with surrounding regions.

6.4 The comment is noted.

It has been demonstrated how the two airports can function operationally without any dependency. The interaction between the air routes to and from the two airports has been described and any concern that there may be regarding adverse co-existence has been discussed.

There is no basis for allegations of airport dependency, additional flight tracks, delays, holding, additional emissions, capacity constraints, safety degradation, higher fuel burn, as was demonstrated in the NLR Fast Time Simulation.

6.5 The comment is noted.

CCO and CDO: Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) are operational procedures designed to enhance fuel efficiency, reduce emissions, and mitigate noise in the vicinity of airports. The implementation of these procedures at Cape Winelands Airport can contribute to a reduction in the noise footprint. The adoption of Continuous Climb Operations and Continuous Descent Operations at Cape Winelands Airport can significantly contribute to a reduction in the noise footprint, enhancing the airport's compatibility with its surrounding environment.

- **TMA Capacity and ATCO workload:** TMA sectorization and arrivals management are very effective

potential need for an improvement of airspace capacity. It must be noted that when simultaneous peaks occur at FACT and FAWN during the day, additional capacity may be required to accommodate the forecasted traffic. To manage ATCO workload and increased airspace capacity, the following should be considered: sectorization of TMA's; extended arrival management systems; and reduction of separation criteria.

A study needs to be conducted to determine if the above-mentioned TMA FACT is due to the airspace design or due to current navigational aids or due to ATNS's resource constraints.

There is a need to understand how the approach control at FAWN will be managed; will this require using resources based at FACT?

It is stated in the report that keeping IFR traffic outside/below FACT airspace will not be possible. FAWN will need to conduct a study to quantify the impact on FACT, for current FACT runway and the future development of two new runways.

Will FACT's TMA and CTR need to be increased/re-designed for the first New Realigned Runway? ACSA's review highlights that this will need to be increased/ re-designed for the second new parallel RWY.

Will FAWN utilize the existing primary and secondary radar based at FACT?

7. The following comments relate to Appendix 23: Spatial Planning & Land Use Status at CWA & Surrounds
Page 17: Northern District Plan
Our response:
Whilst reference to the Northern District Plan is noted, further clarification and detail must be provided to indicate the specific market needs and economic opportunities for the area, and the metropolitan area.
Furthermore, the referenced table in the CoCT development framework does not reference CWA but rather the CTIA. Reference to support for the CWA within the Northern District Plan appears inaccurate. The reference being:

capacity management initiatives. Reduced separation criteria are also effective but requires the extensive collection of data to support a safety case.

- **Approach Control at CWA:** Traffic transiting the Cape Town TMA will be managed by the approved air navigation service provider for the Cape Town Terminal Airspace, ATNS.
- **IFR Traffic at CWA:** the integration of CWA IFR traffic on the Cape Town TMA and impact thereof on existing operations in the TMA has been described above. See response to 4.
- **Redesign of CT TMA and CTR:**
 - The current CTIA CTR is in the shape of a basic race-course pattern, with some minor modifications. The race-course pattern is aligned to the 01 / 19 runway axis.
 - When the runway axis is changed, it will necessitate a re-design of the CTR.
 - The minor modifications mentioned exist due to specific reasons. The impact of the existing reasons for variations will be considered when designing a new runway-aligned CTR.
- **Primary / Secondary Radar:** ATNS are required to use both primary and secondary radar surveillance in the provision of a radar approach control service in terminal airspaces (TMAs).

- 7 The comments are noted by the EAP.

Northern District Plan

Appendix 23: Spatial Planning & Land Use Status at CWA & Surrounds does not purport to be a motivation for the desirability of the development proposal. It merely records in summary format the existing status of spatial and land-use planning at CWA and its surrounds.

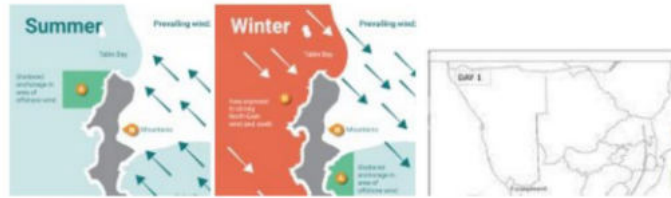
It is not clear which table is referred to in this comment. *Appendix 23: Spatial Planning & Land Use Status at CWA & Surrounds*. Appendix 23 indicates the references to CWA clearly and verbatim. See section 2.1 pp 6-7. The MSDF Policy 5.1 refers to Airport Precincts in the plural and Policy

		<p>"CTIA: Encourage and support the development of the airport as the centre as an 'aero-hub'. " The Northern District Plan does not reference CWA.</p> <p>8. The following comments relate to Appendix 28: CWA Diversion Airport Analysis Page 4: Analysis performed: <i>"The objective of the project is to evaluate the fuel weight savings with the use of CWA as alternate airport at destination instead of current alternate airports (PLZ or JNB) for flights inbound Cape Town International Airport".</i> <u>Our response:</u> It is important to note that airlines select diversions airports for a variety of reasons such as technical support, operational, and crew. We believe that it is important to determine how many airlines (%) are likely to select CWA as a diversion airport. We recommend that the report expands on the likelihood of diversions to CWA during adverse weather conditions at CTIA, and especially expand on the probability of adverse weather conditions impacting both airports. Over the past five years, diversions at CTIA have been relatively minimal, largely due to the fact that CTIA has the required navigational aids which allow international aircraft and domestic aircraft (which the right equipment onboard) to land in adverse weather conditions. The AGL, ILS, and AWOS systems, which are designed to assist in landing aircraft during reduced decision heights and runway visibility conditions, have played a significant role in reducing diversions. Please also note that airlines also decide to divert to alternate airports before arriving in the region, such as for technical reasons. Thus, diversions have been decided before arriving at the aerodrome. In an effort to enhance our operations and reduce the time taken to remove light aircraft from the runway, ACSA has fabricated and procured four aircraft recovery kits. These kits have proven effective, with light aircraft being removed from the runway within a span of 10 to 40 minutes.</p>	<p>5.2 specifically to CWA. Policies 16.5, 16.9, 16.10 and 16.12 refer exclusively to CTIA and is indicated as such in the verbatim quotes in Appendix 23.</p> <p>The evidence does not support the statement that "The Northern District Plan does not reference CWA". The CWA is referenced in the NDP (see Appendix 23, section 3.3 pp 20-12), and receives special attention as one of three designated "New Development Areas" (NDAs).</p> <p>8 The comment is noted by the EAP.</p> <p>CWA's development plans have been informed by industry through various stakeholder engagements and is satisfied that there is sufficient demand for such.</p> <p>Further, ACSA does not acknowledge that the fuel planning for a possible diversion is a regulatory requirement in terms of ICAO and FAA and therefore still takes place regardless of weather - this is to prepare for non-weather-related runway closures. ACSA provided some criteria for selection of an alternate, however, ACSA has omitted a key operational and financial consideration included in the alternate airport selection process:</p> <ul style="list-style-type: none"> - distance to the alternate <p>Changing the declared alternate airport from ORTIA/FAOR to CWA/FAWN (for example) results in a substantial reduction in possible diversion distance, from 1271km to 25km. CWA will be the closest operational alternate to CTIA and is therefore the most optimal alternate from a fuel planning perspective, enabling a reduction in carried reserve fuel, and therefore take-off weight every flight where CWA/FAWN is planned as the declared alternate.</p> <p>The reduction in fuel consumption when CWA/FAWN is declared the alternate varies depending on a number of factors including aircraft type, route, load factors, etc. By way of example, the reserve fuel requirement and therefore take-off weight for a Boeing 777-300ER coming from the Middle East could reduce by as much as 10 tonnes, enabling a fuel consumption saving of as much as 4 tonnes per flight.</p> <p>The reduced take-off weight also allows for additional payload to be carried on board (passengers or cargo). By way of further example, this</p>
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		<p>In summary the total number of diversions for major events over the past 3 years was less than 30 against arrival aircraft volumes of just under 122 000 movements (Jan 2021 to Nov 2023).</p> <p>9. The Airports Company South Africa trusts that these comments will be considered in the best interests of the greater Cape Town, the Western Cape and South African economy and its people.</p> <p>For any future correspondence please email the duly signed and copy the following ACSA personnel:</p> <ul style="list-style-type: none"> • Group Executive Operations — Mr Terence Delomoney — terence.delomoney@airports.co.za 	<p>could increase the payload capacity of a B777-300ER flight from the US by as much as 20%, providing an additional layer of optimisation and financial sustainability for airlines.</p> <p>This indisputably affirms that designating CWA/FAWN as the preferred alternate airport yields substantial operational, financial and ecological advantages, notably in terms of improved fuel efficiency and augmented payload capacity. Asserting this designation not only assures significant cost savings and revenue opportunities but also provides noteworthy environmental benefits. Recommending the integration of CWA/FAWN as the foremost alternate airport for fuel and diversion planning emerges as a compelling and strategic approach for optimizing flight planning and enhancing overall airline operations. This conclusion is supported by the identified operational advantages, underscoring the potential for substantial positive impacts on both the economic and environmental facets of air travel within the CoCT, Western Cape and South African context. Importantly, there is simply no compelling argument against designating CWA as the preferred alternate airport for diversion and fuel planning purposes.</p> <p>Even when considering weather, from diversion planning eligibility perspective, CWA performed an assessment using FACT's METAR reports and is satisfied that weather would only have restricted CWA from being planned as an alternate in <5% of movements into Cape Town, i.e. CWA would have met the criteria for selection as an alternate in over 95% of flights into FACT.</p> <p>9 The comment is noted by the EAP.</p> <p>The two contacts provided will be added to the registered IAP list.</p>
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		<ul style="list-style-type: none"> Regional General Manager Cluster 2 — Mr Mark Maclean — mark.maclean@airports.co.za 	
9	Lutendo Netshilema: Department of Agriculture, Land Reform and Rural Development	<p><u>Email dated 8 November 2023:</u></p> <ol style="list-style-type: none"> Email well received and thank you. These mails acknowledge receipt of the notification below. 	<ol style="list-style-type: none"> This comment is noted.
10, 151 & 159	Alison Muller: Adjacent landowner	<p><u>Email dated 8 November 2023:</u></p> <ol style="list-style-type: none"> Received. <p><u>Email dated 27 November 2023:</u></p> <ol style="list-style-type: none"> There are a few more farmers that are wanting more information and wanting to be contacted. Please include them on all correspondence. Below is my initial response but our own Environmental Consultant may be assisting us in the objections. Basis Of Objection: 3.1. Decrease in use of land for agriculture: These land-use changes cause a large amount of agricultural land in the surrounding area to turn into impervious surfaces, which sparks a series of ecological and environmental problems that are referred to as the spillover effects of airports. One of side effects to our land will be that the <u>surrounding land will become hard surface that does not let water soak into the ground or greatly reduces the amount of water that soaks into the ground.</u> Decrease in average farming income: Studies show that farming income reduces by 45%. While it may be viewed that the average nonfarming income rises, it does not mean that the farmer who owning the agricultural land will have the benefit of the average non-farming income due to the farmers having farming expertise and not airport expertise. https://www.researchgate.net/publication/352537120 <u>The Impact of Airport Construction on Farm Households' Income</u> 	<ol style="list-style-type: none"> Noted. This comment is noted. The contact details of the additional farmers are noted and will be included in all future correspondence. All the information is and will be displayed on the website www.phsconsulting.co.za. Basis of Objection 3.1. The comment is noted. The development should not result in unacceptable reduction of water infiltrating the ground. Various assessments that relate to geo-hydro, agro-ecological, freshwater will inform the stormwater management plan will be developed during the Impact Assessment Phase of the EIA, and will consider runoff, hard surfaces, flow volumes and velocity according to industry best practice and CoCT standards. All registered IAPs will be given the opportunity during the impact Assessment Phase to consider and comment on the proposed stormwater management plan. 3.2. The comment is noted. The Socio-economic Impact Assessment and the Agro-ecological Impact Assessment studies will assess the impacts of the proposed project on the surrounding farming activities during the Impact Assessment Phase of the proposed project.

		<p>3.3. Traffic: Surface transportation traffic patterns may be altered during construction. The R312, R304 and R302 are already high volume traffic roads and construction vehicles travelling from the quarry to the airport will affect the flow of traffic.</p> <p>3.4. Light pollution: Light pollution will affect how plants grow and reproduce. It disrupts their seasonal rhythms, their ability to sense and react to natural light, and their fragile relationship with pollinators. Light pollution affects plants by interfering with photoperiodism. Based on their sensitivity to light, plants are classified as long-day plants, short-day plants and day-neutral plants. The presence of artificial light, beyond natural light hours, can disturb the photoperiods of these plants.</p> <p>3.5. Water pollution: One of the boreholes stated in one of their reports and situated at - 33,7334000, 18,7494000 is a registered borehole on our farm and the fuel and oil emissions will seep into the aquifer and affect our water that feeds animals and waters crops.</p> <p>3.6. Air pollution: Irrelevant of the direction of the wind, the air pollution will affect us, as the planes will land against the wind and take off with the wind. This means that there will always be planes passing behind our residential homes and animal sheds, albeit they are landing or taking off. Airports and aviation generate air pollution through a range of sources: Combustion of aviation fuel – which is mostly composed of kerosene - produces nitrogen oxides (NOx), carbon monoxide (CO), sulphur oxides (SOx), hydrocarbons and particulates.</p> <p>3.7. Noise pollution: Irrelevant of the direction of the wind, the sound pollution will affect us, as the planes will land against the wind and take off with the wind. This mean the planes will be at a level close to the ground behind our residential homes and animal sheds. The wind blows predominantly south to north.</p>	<p>All registered IAPs will be given the opportunity during the impact Assessment Phase to consider and comment on the reports.</p> <p>3.3. The comment is noted. The Traffic Impact Assessment will the impacts of the proposed project on the traffic during the construction and operational phase of the project. The TIA will be developed during the Impact Assessment Phase of the proposed project. All registered IAPs will be given the opportunity during the impact Assessment Phase to consider and comment on the report.</p> <p>3.4. The comment is noted. The VIA will consider the visual impacts of light pollution during the Impact Assessment Phase. The Botanical Impact Assessment and Faunal Impact Assessment reports will assess the impacts on vegetation during the Impact Assessment Phase of the project. All registered IAPs will be given the opportunity during the impact Assessment Phase to consider and comment on the reports.</p> <p>3.5. The comment is noted. The borehole quoted was picked up during the hydro census of all the registered boreholes in the area and will form part of the Geohydrological Impact Assessment during the Impact Assessment phase of the proposed project. All registered IAPs will be given the opportunity during the impact Assessment Phase to consider and comment on the reports.</p> <p>3.6. The comment is noted. The impacts associated with air pollution will be assessed in the Air Quality Impact Assessment during the Impact Assessment Phase of the proposed project. All registered IAPs will be given the opportunity during the impact Assessment Phase to consider and comment on the report.</p> <p>3.7. The comment is noted. The impacts associated with noise will be assessed in the Noise Impact Assessment during the Impact Assessment Phase of the proposed project. All registered IAPs will</p>
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3.8. Devaluation of agricultural farm:

The impact of the value of the farm is material as who is going to buy an agricultural property when planes are landing and taking so close to the residential buildings AND affecting farmlands which are not necessarily seen to the man in the street's naked eye until he is unsuccessful in his agricultural endeavours.

4. The link: <https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/> has the following documents:

be given the opportunity during the impact Assessment Phase to consider and comment on the report.

- 3.8. The comment is noted. The Socio-economic Impact Assessment will assess the effect of property value during the Impact Assessment Phase of the proposed project. All registered IAPs will be given the opportunity during the impact Assessment Phase to consider and comment on the report.

4. The comment is noted.

PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT

Proposed Expansion of existing Cape Winelands Airport
P10/724, RE/724, P23/724, P7/942; RE/474, P3/474 P4/474
DEA&DP Ref No. (Pre-Application): 16/3/3/6/7/2/A5/20/2209/23; DWS Ref No : WU33620
Closing date for comment [8 December 2023](#)

Please select below which document your wish to download:

- CWA Draft Preapp Scoping report 7 Nov 2023
- App 1 EAP CV and Declaration of Independance CWA
- App 2 CWA Geohydrological Scoping
- App 3 CWA Geotechnical
- App 4 CWA Baseline Air Quality
- App 5 CWA Baseline Noise
- App 6 CWA Botanical Baseline

- App 7 CWA Botanical Scoping
- App 8 FEN CWA Freshwater Scoping
- App 9 STS PHS Cape Winelands Airport Part A
- App 10 STS PHS Cape Winelands Airport Part B
- App 11 STS PHS Cape Winelands Airport Part C
- App 12 CWA Socio-economic Scoping
- App 13 Heritage Baseline and Scoping
- App 14 CWA Archaeological Scoping
- App 15 VIA Scoping Report
- App 16 CWA Agro-Ecological Scoping
- App 17 Civil Aviation Baseline and Scoping
- App 18 CWA OLS Report
- App 19 CONOPS CWA 3 Nov 2023
- App 20 CWA Transport Scoping
- App 21 CWA Bulk Engineering services compressed
- App 22 CWA Bulk Electrical Services
- App 23 CWA Spatial Planning and land use status
- App 24 CWA Fuel Master Plan
- App 25 Architectural Design Guidelines CWA
- App 26 CWA EIA SDP and linear coordinates
- App 27 CWA Screening and SSV
- App 28 CWA Diversion Airport Analysis Excerpt

Email received on 5 February 2024:

1. Please can you give us an update?

Email response provided on 6 February 2024:

1. Hope you are well.

We are currently compiling all the comments and responses received during the public participation process.

			As a registered IAP you will be formally notified of the next public participation phase.
		<u>Email received on 7 March 2024:</u> 1. Please update us. When is the next meeting?	<u>Email response provided on 8 March 2024:</u> 1. Thank you for the email. All registered IAPs will be notified of the next round of public participation in due course. Thank you for your patience and understanding in this regard.
WA 1	John Craig: Interested and Affected Party	<u>Whatsapp received on 8 November 2023:</u> 1. Request to be listed as IAP with phone number [REDACTED]	1. This comment is noted. John Craig has been registered as an IAP for the NEMA process.
11	Johan Leibbrandt: Drakenstein Municipality – City Manager	<u>Email dated 9 November 2023:</u> 1. I herewith acknowledge receipt of your email.	1. This comment is noted.
12	Cindy Winter: Drakenstein Municipality – Environmental Management	<u>Email dated 9 November 2023:</u> 1. Is it please possible to send me the link to download the scoping report? We will circulate the report to all the relevant line departments for comments, before sending consolidated comments to you before the due date. <u>Reply received on 9 November 2023:</u> 2. Thank you very much.	<u>Email response provided on 9 November 2023:</u> 1. Please access our website www.phsconsulting.co.za , under the Public Participation tab you will find the project, click on it, and choose which documentation you would like to download. I have also attached the letter sent out with the email communication for referral. Please do not hesitate to contact me should you require additional information.
13	David Delaney: Drakenstein Municipality - Spatial Planning and Environmental Management	<u>Email dated 9 November 2023:</u> 1. Receipt of the above-mentioned notice is acknowledged. Ms. Cindy Winter (Manager: Environmental Management) will provide comment as required in terms of Section 24O(2) and (3) of the National Environmental Management Act within the prescribed 30-day period	1. This comment is noted.
14	Jacqueline Ferreira	<u>Email dated 9 November 2023:</u> 1. Please register me as an Interested and/or Affected Party for the CWA EIA.	1. This comment is noted. Jacqueline Ferreira has been registered as an IAP for the NEMA process.

15	Malcolm Lamour: Drakenstein Municipality - Environmental Management	<p><u>Email dated 9 November 2023:</u></p> <ol style="list-style-type: none"> 1. Please do ignore the earlier email sent regarding the request for comment on this application. This municipality will not be commenting on the application as it does not fall within the jurisdiction of the municipality. Apologies for the error. 2. @amanda@phsconsulting.co.za please do send this application to the relevant official within the City of Cape Town. 	<p><u>Email response provided on 9 November 2023:</u></p> <ol style="list-style-type: none"> 1. Thank you for your notification. I will remove Drakenstein Municipality from the stakeholder's list. 2. The City of Cape Town already forms part of the stakeholders' list and all documentation has been circulated to them.
16 & 150	Clarissa Fransman: CoCT - Spatial Planning and Environment Directorate	<p><u>Email dated 9 November 2023:</u></p> <ol style="list-style-type: none"> 1. As per our telephonic communication, our Metro Spatial and Growth Management Branch has requested an extension to provide comment on the circulated Pre-Application Scoping Report until end of February 2024 to gather the input from the city's senior technical as well as senior political leadership, who is not available up until end January. Could you kindly confirm if the below request can be accommodated, given the tight timeframes of the project. <p><u>Letter received via email on the 7th of December 2023:</u></p> <p>PORTION 10 OF PAARL FARM 724, REMAINDER OF PAARL FARM 724, PORTION 23 OF PAARL FARM 724, PORTION 7 OF PAARL FARM 942, REMAINDER OF PAARL FARM 474, PORTION 3 OF PAARL FARM 474 AND PORTION 4 OF PAARL FARM 474, FISANTEKRAAL: PRE-APPLICATION SCOPING REPORT - PROPOSEDEXPANSION OF CAPE WINELANDS AIRPORT (CWA) - DEA&DP Ref No: 16/3/3/6/7/2/A5/20/2209/23</p> <p>Your correspondence, dated 7 November 2023, the accompanying Notification letter dated 7 November 2023 and the Pre-Application Scoping Report (dated November 2023), pertaining to the proposed expansion of the existing Cape Winelands Airport on Portion 10 of Paarl Farm 724, Remainder of Paarl Farm 724, Portion 23 of Paarl Farm 724, Portion 7 of Paarl Farm 942, Remainder of Paarl Farm 474, Portion 3 of Paarl Farm 474 and Portion 4 of Paarl Farm 474, Fisantekraal, refer.</p> <p>It is recorded that although the commenting period for the above-referenced EIA circulation ended 8 December 2023, an extension was granted to the City of Cape Town (hereafter referred to the City) to provide comment until 30 January 2024.</p> <p>The following technical comment is provided by the relevant City of Cape Town Departments based on the information provided in the Pre-Application Scoping Report (Pre-app SR):</p>	<p><u>Email response provided on 10 November 2023:</u></p> <ol style="list-style-type: none"> 1. You are granted extension for submission of the comments on the Pre-application Scoping report until 31 January 2024. Please advise your Metro Spatial and Growth Management Branch accordingly. If you have any further inputs after 31 January 2024, you are welcome to forward these to me as well, bearing in mind the EIA schedule submitted to DEA&DP, and which was included in the Pre-Application Scoping report. <p>The preamble to the technical comments is noted by the EAP.</p> <p>A request for extension to comment was granted to CoCT from 8 December 2023 to 31 January 2024.</p>

1. Spatial Planning

Spatial Policy: Municipal Spatial Development Framework (MSDF) and the District Spatial Development Framework (DSDF), 2023.

Location of the proposed development within the MSDF Spatial Transformation Areas (STAs)

1.1. The proposed expansion of the CWA falls within two Spatial Transformation Areas, namely the Incremental Growth Area (within the Urban Development Edge [UDE]) and Discouraged Growth Areas [outside of the UDE]); see Figure 1 below in this regard.

1.1.1. The Incremental Growth Areas denote areas where the City and public sector are committed to servicing existing communities and where new development will be subject to infrastructure capacity. The Discouraged Growth Areas (DGAs) include protected areas based on natural and agricultural assets. Urban development is not supported within the DGAs and the City will not prioritise investment in new infrastructure in these areas.

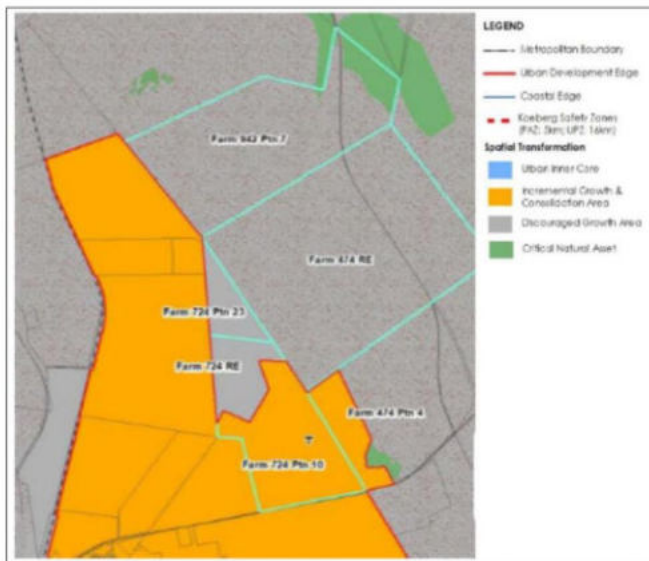


Figure 1: Extract from the MSDF Map 5d with the subject site indicated in teal outline. A portion of the site (Portion 7 of Paarl Farm 942, Portion 4 of Paarl Farm 474, Remainder of Paarl Farm 474, portion of Remainder and Portion 23 of Paarl Farm 724) is located within the DGA, beyond the UDE in an Area of Agricultural significance.

1. Spatial Planning:

1.1 The comment is noted by the EAP.

It is noted the proposed expansion of the CWA falls within two Spatial Transformation Areas, namely the Incremental Growth Area (within the Urban Development Edge [UDE]) and Discouraged Growth Areas [outside of the UDE].

The following cadastrals fall within the Incremental Growth Area:

- Portion 10 of Farm 724
- Portion 4 of Farm 474

The following cadastrals fall within the Discouraged Growth Area:

1. Portion 23 of Farm 724
2. RE of Farm 724
3. Portion 7 of Farm 942
4. RE of Farm 474

It is noted that CoCT will not prioritise investment in new infrastructure in Discouraged Growth Areas.

		<p>1.2. The UDE is a council approved development management tool as part of the MSDF to protect areas of agricultural significance and critical natural assets from development pressures.</p> <p>1.3. The over-riding management consideration is to not permit urban development beyond the UDE line. As such, the portion of the site proposed for development located outside the UDE constitutes a deviation, with site-specific circumstances, as stipulated in section 9(1) of the City of Cape Town Municipal Planning By-Law (MPBL), from MSDF.</p> <p>Development guidance within the Northern District Plan (NDP)</p> <p>1.4. The proposed CWA expansion straddles two sub-districts with the portion located inside the UDE falling within in sub-district 3, and the portion located outside the UDE falling within sub-district 4, see Figure 2 below in this regard. The portion located in sub-district 3 is designated as Urban Development with the eastern portion being Core Biodiversity Area of Coincidence². The portion located in sub-district 4 is designated as Area of Agricultural Significance.</p>	<p>1.2. The comment re UDE is noted.</p> <p>1.3. It is noted that the portion of the proposed development located outside of the UDE is considered a deviation with site specific circumstances.</p> <p>Note the Land Use Planning document attached to the Pre-application Scoping Report acknowledges the UDE.</p> <p>It is the opinion of the Land Use Planner that airports cannot be accommodated within areas of consolidation. The runways with associated noise contours should preferably be in areas of low intensity land use such as outside the urban development edge. Yet the landside development of airports with its role in regional entry port and logistics growth opportunities should be inside the edge. The site-specific circumstances for deviation from the MSDF in respect of the urban development edge and developing partially in an area of discouraged growth will have to be motivated in terms of the Municipal Planning By-law.</p> <p>An application into s.9(1) of the MPBL will be made and advertised together with the rezoning application.</p> <p>1.4. The location of the proposed CWA site in sub-district 3 and 4 is noted by the EAP. It is also noted the portion located in sub-district 3 is designated as Urban Development with the eastern portion being Core Biodiversity Area of Coincidence 2.</p> <p>The portion located in sub-district 4 is designated as Area of Agricultural Significance.</p>
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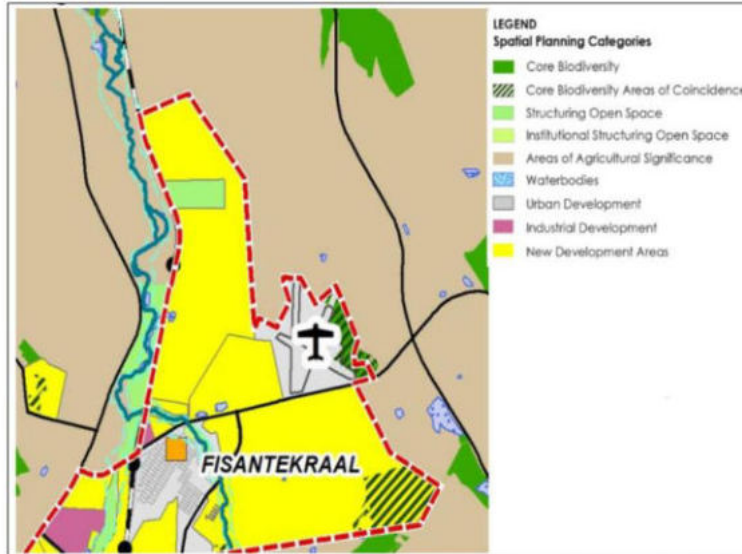


Figure 2: Extract from the Northern District Plan. The proposed CWA expansion straddles two sub-districts with the portion located inside the UDE falling within in sub-district 3 and the portion located outside the UDE falling within sub-district 4.

1.5. Any extension to the existing on-site operations, or application for amendment of approvals (existing) need to follow due process, as may be prescribed. With regard to the portions identified on the Biodiversity Map and SDF Plan areas of high biodiversity value, detailed ground-truthing needs to establish the extent and conservation value of those portions. It is acknowledged that botanical assessments have been conducted in order to address this.

1.5.1. In order to refine the UDE in the area to the north of the R312, Portion 2 of Cape Farm 175 and Portion 9 of Paarl Farm 724 are included inside the UDE, and may be considered for industrial development, together with Portion 1 of Cape Farm 175, in order to increase employment opportunities for the Fisantekraal community. Access onto the R312 needs to be resolved by the applicant prior to development of proposals, which should include pedestrian movement across the R312.

1.6. The Airport Obstacle Limitation Services (AOLS) limit building heights of developments located in proximity to airport flight paths. These

1.5. The comment is noted by the EAP. The proposed expansion project is subject to several application and authorisation processes (including EIA, WULA, Air Emissions Licence) as prescribed and in consultation with the respective government departments.

A Botanical Baseline survey and a Botanical Scoping report was completed as part of the Pre-application Scoping Phase.

The comment re Portion 2 of Cape Farm 175 and Portion 9 of Paarl Farm 724 included inside the UDE, and which may be considered for industrial development, together with Portion 1 of Cape Farm 175, is noted.

1.6. The comment is noted and acknowledged. The proposed expansion is also subject to authorisation by SACAA. SA-CARS 139.01.30 references the responsibility of the aerodrome operator in this regard.

		<p>developments are subject to comment from the South African Civil Aviation Authority.</p> <p>In light of the above, the expansion of existing operations of the CWA application for amendment of approvals (existing) will need to follow due process for deviation from the MSDF and DSDf, as prescribed in the MPBL.</p> <p><u>Additional Information and points for clarification.</u></p> <p>The impact of the proposed development (commercial and aviation hub) on the existing and surrounding communities.</p> <p>1.7. The noise report submitted as part of the pre-scoping study does not model noise that will be generated by the operations of the airport. It only provides an indication of current noise levels within and around the site.</p> <p>1.8. A noise impact assessment will be required as part of the EIA application to determine the effect of noise exposure on communities and surrounding land uses, such as the future Bella Riva residential development to the north east, and the Greenville Garden Cities development in Fisantekraal.</p> <p>1.9. The relevant authority should be consulted with regard to the applicable noise regulations and the type of development (i.e. residential or non-residential) that could be permitted in order to ensure that appropriate mitigation measures are put in place, where necessary.</p> <p>Environmental impact</p> <p>1.10. The site contain medium-sized areas of Terrestrial Critical Biodiversity (CBA) and Degraded Terrestrial Critical Biodiversity (CBA2). These areas are typically part of a network of areas that contribute to reaching national conservation targets.</p> <p>Clarification of the Rezoning of land</p>	<p>The comment is noted. An application in terms of Section 9(1) of the MPBL will be made and advertised together with the rezoning application.</p> <p>1.7. The comment is noted. The Noise Baseline Scoping report provides detail on the baseline noise and identified potential receptors in the CWA vicinity. The noise impact of the proposed project will only be generated for the Impact Assessment Phase of the proposed project.</p> <p>1.8. The comment is noted. The Noise Baseline Scoping report provides detail on the baseline noise and identified potential receptors in the CWA vicinity. The noise impact of the proposed project will only be generated for the Impact Assessment Phase of the proposed project.</p> <p>1.9. The comment is noted. There will be a consultation with the authorities for the confirmation of the applicable noise regulations, in relation to residential and non-residential developments.</p> <p>1.10. The comment is noted. A Botanical Baseline survey and a Botanical Scoping report was completed as part of the Pre-application Scoping Phase. The City of Cape Town’s Biodiversity Network (Holmes et al 2016, 2018 update) indicates that three categories were mapped in the study area. The highest priority is mapped as “CBA1b; Irreplaceable site in fair to good condition”, followed by areas mapped as “CBA2; Irreplaceable area in poor condition”. The majority of the mapping is “No Natural Habitat; irreversibly modified”. It should be noted that the two best quality patches of vegetation in the study area have not been reflected in this mapping, and as a result the Botanist does not strongly support the BioNet mapping in the study area (refer Figure 4 Botanical Scoping report).</p>
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Figure 3: Illustration of the proposed rezoning of the CWA site (yellow depicting the current Airfield site, pink depicting the additional erven and proposed expansion of the CWA and the green depicting the erven to remain agriculture).

1.11. The Pre-Application Scoping Report on page 31 indicates that the green portion in the Figure 3 above will not be rezoned and that the current zoning (Agriculture) will remain. The intended use of this piece of land, and if its use will remain agricultural, needs to be clarified.

Regional Context

1.12. The CWA is located between the three major regional growth centres of Cape Town, Stellenbosch and Drakenstein. It falls within the City of Cape Town municipal boundaries hence the spatial analysis of the scoping reports refers to the City's spatial plans.

1.12.1. The proposed expansion of the existing airport is however classified as a commercial airport, meaning it will have a multifunctional role impacting beyond the City's boundaries. Commercial airports are usually large-scale airports designed to accommodate large volumes of people and cargo transport. Many of these airports are also international airports, controlling the movement of people and cargo across international borders. Hence the need to assess the airport on a regional scale.

1.11. The comment is noted. It is the intention that the area in green (Figure 3 Pre-application Scoping report) will not be rezoned but will remain agricultural.

The use will be in compliance with the existing zoning (Agriculture)

1.12. The comment is noted and acknowledged.

An application in terms of Section 53 of LUPA will be made which will address the national and regional spatial relationships in the context of the Greater Cape Town Urban Spatial Transformation and Economic Transition Region ("GCTR"). Regarding the physical impact on bulk services networks, such as transportation and electricity, these are addressed in the specialist studies.

		<p>1.12.2. Whilst emphasis in terms of land use is focused on the City's spatial plans, the overall impact of the airport's development should be expanded to consider the broader regional, provincial and national context.</p> <p>1.13. In the local context, the Metrorail railway line between the Fisantekraal and Klipheuwel stations is located approximately 1km to the west of the airport site. Opportunity to engage with the Passenger Rail Agency of South Africa (PRASA) to share the future planning of the rail requirements, or planning that would increase the airport and rail efficiencies in supporting economic development must be explored.</p> <p>Role of the airport</p> <p>1.14. The Pre-Application Scoping Report indicates that the ultimate goal is to develop the airfield into a fully commercial airport. A broad definition of what is understood as a commercial airport is broadly stated above (Point 1.11.1). However, the Planning Report to be submitted as part of the EIA process must unpack and provide a clear definition of what is meant for the CWA as a commercial airport and the intended associated uses and scale of development to be clarified.</p> <p>Development phasing</p> <p>1.15. The following is noted in the Pre-Application Scoping Report:</p> <p>“The CWA development will be phased and rolled out between 2027 and 2050.</p> <ul style="list-style-type: none"> • The size of facilities for Phase 1 (and all future phases) will be based on air traffic projections corresponding to “planning activity levels” 1 to 5 for the year that each phase is planned to begin and 	<p>1.13. The comment is noted. CWA and ITS will engage PRASA as recommended.</p> <p>1.14. The comment is noted. The Land Use Planning Report as part of the Pre-application Scoping report, is a status quo report on existing spatial policy and zonings. An application in terms of Section s.53 of LUPA will be made and provide more detail re the commercial airport and the intended associated uses and scale of development. The SDP attached the Pre-application Scoping report also provides more detail on the activities on site and the proposed layout (refer Appendix 26 EIA SDP). As a commercial airport, CWA will facilitate scheduled commercial traffic including domestic and international services. The airport will also facilitate unscheduled general aviation. The opening capacity of the airport is planned to be 1,7MPPA and is envisaged to grow up 5,2MPPA by 2050. The associated developments will include airside, terminal and landside facilities (e.g. parking, etc.) to support this operation. Further aviation uses will also include hangars for general aviation, cargo terminal facilities. MRO facilities and support facilities such as fuel, etc.</p> <p>1.15. The comment is noted by the EAP. The applicant takes note of the costs that may be related to the provision of all required bulk-, link- and reticulation engineering infrastructure services, as well as social and community facility infrastructure (and services) for developments proposed in the DGAs. Consideration has been given to current infrastructure and future requirements in the Bulk Engineering report (Appendix 21 to the Pre-</p>
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		<ul style="list-style-type: none"> • The development of the commercial component will not follow the proposed phasing of the airport, but will be implemented in line with demand as and when it arises.” <p>1.15.1. The developer may be responsible for costs related to the provision of all required bulk-, link- and reticulation engineering infrastructure services, as well as social and community facility infrastructure (and services) for developments proposed in the DGAs. Consideration should thus be given to the current infrastructure as well as future requirements and included in the upcoming Scoping Report/Draft Environment Impact Assessment Report as these may be required as part of the conditions of approval of future land use applications.</p> <p>1.15.2. The Urban Planning and Design Department recommends that the provision for infrastructure be:</p> <p>1.15.2.1. unpacked through a development framework; and</p> <p>1.15.2.2. phased in accordance the demand and what infrastructure will be required at each phase as opposed to having to provide bulk upfront.</p> <p>1.15.3. The phasing plan include a cost benefit analysis of the infrastructure that will be needed for the development as well as a risk analysis based on projected future demand and how the risk will be mitigated by the airport itself or by the City where applicable.</p> <p>2. Development Management Scheme</p> <p>2.1. The previous and current land use rights for the existing airport in terms of the Municipal Planning By-Law’s (MPBL) Development Management Scheme are as follows:</p> <p>2.1.1. The non-conforming use (as set out in Section 37 of the MPBL) was approved on 14 April 2020 for the following reasons:</p> <p>2.1.1.1. The site has been used lawfully as an airport continuously since at least 1 June 1950 without a material interruption.</p> <p>2.1.1.2. The site has been used lawfully as an airport continuously, therefore used from the commencement of this By-Law without an interruption of longer than six months.</p>	<p>Application Scoping report). The requirements have been detailed for the proposed future development, with demand as needed per phase of the development (refer Bulk Engineering report Appendix 21 to the Pre-application Scoping report). The recommendations are noted by the Applicant and will be discussed during the pre-application meetings for the MPBL applications.</p> <p>2. Development Management Scheme</p> <p>2.1 The comment is noted by the EAP.</p> <p>2.1.1 The background information on the non-confirming use authorisation is noted.</p>
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		<p>2.1.2. The rezoning and Council's consent, to align the approved non-conforming usage as an airport, to an appropriate zoning with the same floor area for buildings and installations, without additional land uses or operations to be added.</p> <p>2.1.2.1. The existing CWA has a zoning of Transport Zone 1 (TR1) and an approval for Council's consent to accommodate an airport.</p> <p>2.2. The proposal to extend the existing operations of the CWA will require a Land Use Management application for the amendment of the approved Site Development Plan and the relevant conditions imposed with the approval of the rezoning and consent use.</p> <p>2.2.1. An application will be required for the rezoning, consolidation, consent use and any other application as prescribed for the additional land portions required for the proposed extension.</p> <p>2.3. A formal pre-consultation meeting is required prior to the submission of the land use change application.</p> <p>3. Transport Impact</p> <p><u>Engineering Services Report (Revision G) dated 3 November 2023 as compiled by Zutari</u></p> <p>3.1. Section 5.1.1 on page 17 of the Engineering Services Report, refers to the City of Cape Town's Standards and Guidelines for Roads and Stormwater, Version 1 dated October 2020. The latest document is Version 3.0 dated February 2022. The road cross sections indicated in the Standards and Guidelines document are for typical municipal roads, however the width of pedestrian walkways and Non-Motorized Transport (NMT) facilities may need to be increased in areas where high demand is expected.</p> <p><u>Transport Scoping Report (TSR) dated September 2023 as compiled by ITS Consulting Engineers</u></p> <p>3.2. The TSR refers to the City of Cape Town (CCT) Public Right of Way Plan (PROW) 2017; however, the latest version of the PROW plan is dated 2023. The road classification in the area surrounding the airport however remained the same in the updated plan.</p> <p>3.3. The TSR states that the link volumes indicate that there is currently spare capacity available on Lichtenburg Road, however recent studies have</p>	<p>2.1.2 The background information on the non-confirming use authorisation is noted.</p> <p>2.2 The EAP takes note of this comment, and the Applicant is aware of this requirement. The appointed Town & Regional Planners are aware of this requirement.</p> <p>2.3 A formal pre-consultation meeting prior to the submission of the land use changes is noted and is planned by the Town & Regional Planners and Applicant.</p> <p>3 Transport Impact</p> <p>3.1 The comment is noted. The reference document in the Engineering Services Report (Revision G) will be amended to include the latest version City of Cape Town's Standards and Guidelines for Roads and Stormwater, Version 3.0 dated February 2022. ITS will also review the width of pedestrian walkways and Non-Motorized Transport (NMT) facilities.</p> <p>3.2 The comment is noted by the EAP. The City of Cape Town (CCT) Public Right of Way Plan (PROW) dated 2023 will be included as reference.</p> <p>3.3 The comment is noted and agreed with by the specialist. The existing capacity constraints at the intersection of Klipheuwel and Lichtenburg</p>
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		<p>indicated capacity constraints at intersections to the west of the airport, especially at the intersection of Klipheuwel and Lichtenburg Roads.</p> <p>3.3.1. The limited road reserve of Klipheuwel Road restricts infrastructure upgrades over and above what the developer of Greenville will implement for their development.</p> <p>3.3.2. It is notable that 70% of the airport related vehicle trips are expected to travel through the Klipheuwel/Lichtenburg Road intersection.</p> <p>3.4. The proposal for the Airport to gain access from the west via a proposed class 3 arterial road through the Bella Riva development to Klipheuwel Road via Mellish Road (Provincial Divisional Road 1112) will require a route alignment study. This is required in order to determine the most suitable alignment for this future arterial, as the approved Bella Riva residential development layout does not include this alignment. This route alignment study needs to inter alia, include the proposed relocation of the Rail Station to a position in close proximity to the proposed east-west link.</p> <p>3.5. Access to Provincial roads namely Klipheuwel Road (Provincial Main Road (PMR) 188) and Lichtenburg Road (PMR 213), as well as any road reserve widening required along these roads, need to be consulted and agreed with the Provincial Roads Engineer</p> <p>3.6. The proposed trip generation estimates reflected in Tables 4 and 5 of the TSR need further discussion/clarification with the City's TIA and Development Control Branch prior to the TIA being finalised.</p> <p>3.7. The TSR indicates that cargo operations will be situated to the east of the runway and that any movement of cargo between the east and west of the site will be done internally via internal access roads, as the Western Cape Government will not accept movement along Lichtenburg Road. The CWA Master Plan (Drawing No. 3297_CWA_EIA_PHASE-2 Rev. C) however does not indicate any internal freight road or suggestion of a future freight road to connect the areas to the east of the runway with the development west of the runway.</p> <p>3.8. It is noted that further engagements regarding internal site circulation (private/public road based transport as well as NMT); the movement of</p>	<p>Road is known. This is due to the stop line capacity constraints at the intersection, and not link capacity.</p> <p>The required upgrades and constraints as indicated as part of the Greenville approvals will be indicated in the full TIA.</p> <p>3.4 The comment is noted. Consultation with Bella Riva transport consultants and the CoCT officials will confirm the preferred alignment of this route.</p> <p>3.5 The comment is noted and will be complied with.</p> <p>3.6 The comment is noted and will be complied with. An initial estimation of the first phase construction vehicle trips will be provided in the TIA. A more accurate estimation of the trips will be established as part of the construction management programme. The TIA will also provide alternatives for construction access.</p> <p>3.7 The comment is noted. The operations will be confirmed as the project progresses, and the SDP will be amended.</p> <p>3.8 The comment is noted and will be complied with as part of the formal Scoping and EIA phases of the proposed project.</p>
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		<p>cargo, including discussions regarding future linkages between the rail and cargo will take place as the project unfolds. The development will also attract potentially large numbers of pedestrians from the Fisantekraal and Greenville residential areas to the south of Lichtenburg Road, which needs to be planned for in order to ensure pedestrian safety.</p> <p>3.9. The proposed scope of the full/phased Transport Impact Assessments needs to be based on trip generation, modal split, distribution and assignment and must be determined in line with the methodology described in the Manual for Traffic Impact Studies, DOT Report RR93/635, October 1995. In addition to the requirements of the Manual for Traffic Impact Studies, the TIA's need to address public transport and NMT in line with the CCT Guidelines for the Public Transport Component of Transport Impact Assessments.</p> <p>3.10. The proposed extension of Lucullus Road to the north of Lichtenburg Road, noted in the recommendations as the ultimate road link to the airport, is not part of any current environmental or design process by the City.</p> <p>3.11. The implementation of certain supporting transport infrastructure, including road and rail based public transport services, will be dependent on other private developments, the City, SANRAL and PRASA in future, which needs to be addressed in detail in the TIA for the full development as well as in TIA's for the various phases.</p> <p>3.12. The development is proposed to be rolled out in phases over the medium to long term, and the TIA's will have to indicate the various external transport modes, network elements and services that need to be available in order for each of the proposed phases to be developed.</p> <p>3.13. As the sequence and extent of other developments in the surrounding area are not under the control of the developer, the TIA's need to test and confirm the available transport capacity with each future phase. This is essential in order to determine the required transport infrastructure projects, based on the network performance at the time, providing a more accurate transport solution for each phase, building up to the full airport development.</p>	<p>3.9 The comment is noted. The final approach for the TIA will be confirmed with the CoCT prior to completion.</p> <p>3.10 The comment is noted.</p> <p>3.11 The comment is noted and will be complied with as part of the formal Scoping and EIA phases of the proposed project.</p> <p>3.12The comment is noted.</p> <p>3.13 The comment is noted and will be complied with as part of the formal Scoping and EIA phases of the proposed project.</p>
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		<p>Recommendations</p> <p>3.14. It is recommended that the applicant engage with the City’s Urban Mobility Department, including Provincial and National role players, in order to address the above-mentioned comments, as recommended in the TSR.</p> <p>3.15. In addition to the current input provided, the Urban Mobility Department will provide further detailed comments on the development during the land use application stage, including comments regarding the detail of transport infrastructure required for each development phase at the time of development.</p> <p>4. Energy</p> <p>The City’s Electrical Generation and Distribution Department has advised that the subject properties do not fall within City of Cape Town’s electrical distribution area. As such, comment is to be sought from Eskom as responsible service provider for electrical distribution.</p> <p>5. Waste Management</p> <p>During the construction phase, the contractor must ensure compliance with the Integrated Waste Management By-law 2009 as amended. All waste produced during the construction phase must be transported by an accredited service provider. This must be included/reflected in the future Environmental Management Programme (EMPr).</p> <p>6. Fire and Rescue</p> <p>6.1. A Risk Assessment in terms of the Major Hazard Installation Regulations (No. 47970; dated 31 January 2023) needs to be provided by an Approved Inspection Authority to enable Regulation 14 “Duties of local government” relative to the bulk fuel farm and ancillary services.</p> <p>6.2. Figure 4 below (extract from the Major Hazard Installation Regulations) indicates classification of establishments according to tonnes of product anticipated.</p>	<p>3.14 The comment is noted and will be complied with as part of the formal Scoping and EIA phases of the proposed project.</p> <p>3.15 The comment is noted.</p> <p>4 Energy</p> <p>The comment is noted. Input from ESKOM on the design and provision of electricity to the site has been included in the project, and ESKOM has also been identified as an IAP for the proposed project.</p> <p>5 Waste Management</p> <p>The comment is noted for inclusion in the EMPr to be developed during the Impact Assessment Phase of the proposed project.</p> <p>6 Fire and Rescue</p> <p>6.1 The Comment is noted and a MHI Risk Assessment will be included in the studies for the proposed project. A service provider was appointed.</p> <p>6.2 The comment and extract are noted. The need for a MHI Risk Assessment based on the classification of the proposed fuel installation has been confirmed by the specialist and will be complied with.</p>
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Named substances	UN NUMBER	Quantities in tonnes		
		Column 1 Low Hazard	Column 2 Medium Hazard	Column 3 High Hazard
4-Aminobiphenyl and/or its salts, Benzotrifluoride, Benzidine and/or salts, Bis (chloromethyl) ether, Chloromethyl methyl ether, 1,2-Dibromoethane, Diethyl sulphate, Dimethyl sulphate, Dimethylcarbamoyl chloride, 1,2-Dibromo-3-chloropropane, 1,2-Dimethylhydrazine, Dimethylnitrosamine, Hexamethylphosphoric triamide, Hydrazine, 2-Naphthylamine and/or salts, 4-Nitrodiphenyl and 1,3-Propanesultone				
Petroleum products: gasolines, naphthas, kerosenes (including jet fuels), gas oils (including diesel fuels, home heating oils and gas oil blending streams)	Gas (1075) Crude (1275)	250	2 500	25 000
Boron trifluoride	1008	5	5	20
Hydrogen sulphide	1053	5	5	20
Piperidine	2401	20	50	200

Figure 4: Extract from MHI Regulations 2023 indicating MHI quantities for low, medium and high establishments

7. Health

7.1. The following legislation is to be included under Section 4.1 on Page 51 of the Scoping Report:

- City of Cape Town: Treated Effluent By-Law, 28 October 2009, promulgated 30 June 2010
- City of Cape Town: Environmental Health By-Law, 30 June 2003.

7.2. Water for human consumption must always be compliant with SANS 241 of 2015 in terms of microbiological, physical, aesthetic, and chemical determinants. In this regard, samples must be taken and be analysed at least quarterly, and the records thereof must be kept. This must be included in the future Environmental Management Programme (EMPr).

7 Health

7.1 The comment is noted, and the additional legislation will be included in the Scoping report.

7.2 The comment is noted and will be complied with. The requirement will also be included in the EMPr.

		<p>7.3. The odour, dust, and fly control management mitigation measures for the chicken manure storage before usage in the bio-digester must be indicated in the future EMPr.</p> <p>7.4. Should an onsite Wastewater Treatment Works (WwTW) be preferred, the City of Cape Town: Treated Effluent By-Law 28 October 2009, promulgated 30 July 2010 must be complied with, and the Odour Control Management Plan for the onsite WwTW must be included in the Draft Scoping Report.</p> <p>8. Air Quality</p> <p><u>Construction Phase</u></p> <p>The following conditions provided in terms of the National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004) as amended, and the City of Cape Town Air Quality Management Bylaw 2016, is to be included in the future EMPr.</p> <p>Dust Control Measures</p> <p>8.1. No dust nuisance is to be created during the construction operations and provision must be made for sufficient dust mitigation measures to be implemented.</p> <p>8.2. The activities conducted on site must comply with the provisions set out in terms of Section 26 of the Air Quality Management By-law, which states the following:</p>	<p>7.3 The comment is noted. Management and mitigation measures for odour, dust and fly control will be included in the EMPr.</p> <p>7.4 The comment is noted. If the onsite WWTW is the preferred alternative, the CoCT Treated Effluent bylaw fated 28 October 2009 will be complied with. An odour control management plan for the onsite WWTW will be included in the EMPr during the Impact Assessment Phase, once the preferred alternative has been scoped.</p> <p>8 Air Quality</p> <p>The comment is noted. The EMPr will be compiled as part of the Impact Assessment Phase of the proposed project and the following will be included:</p> <p>The comments in 8.1 to 8.8. are noted. The dust control measures in 8.1 to 8.8 to be included in the EMPr. Requirements and guidelines regarding dust deposition will be adhered to.</p> <p>8.1 Dust mitigation measures to be developed for inclusion in the EMPr.</p> <p>8.2 Prevention and abatement of dust emissions during construction and operation activities on site to be included in the EMPr.</p>
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Dust Emissions:

(1) Any person who conducts any activity or omits to conduct any activity which causes or permits dust emissions into the atmosphere that may be harmful to public health and wellbeing or is likely to cause a nuisance to persons residing or present in the vicinity of such and, activity or premises shall adopt the best practical environmental option to the satisfaction of the authorised official, to prevent and abate dust emissions.

(2) An authorised official may require any person suspected of causing a dust nuisance to submit a dust management plan within the time period specified in the written notice.

(3) The dust management plan contemplated in subsection (2) must:

(a) identify all possible sources of dust within the affected site;

(b) detail the best practicable measures to be undertaken to mitigate dust emissions;

(c) detail an implementation schedule;

(d) identify the person responsible for implementation of the measures;

(e) incorporate a dust fall monitoring plan; and

(f) establish a register for recording all complaints received by the persons regarding dust fall, and for recording follow up actions and responses to the complaints.

(4) The authorised official may require additional measures to be detailed in the dust Management plan.

(5) The dust management plan must be implemented within a time period specified by the authorised official in a written notice.

(6) Failure to comply with the provisions of this section constitutes an offence.

8.3. The use of non-potable water or waterless means of dust suppression is encouraged.

8.4. The conditions stipulated in the National Dust Control Regulations No. 827 (GN. 36974) dated 01 November 2013, as may be amended from time to time; must be adhered to at all times, during all stages of operation.

8.5. Should complaints be received or conditions so warrant, the City's Air Quality Officer will call for the submission and implementation of a Dustfall Monitoring Programme, which will require the submission of monthly dust fall monitoring reports as, called for by the City's Air Quality Officer.

8.6. Monitoring methodology: The method to be used for measuring dust rate and the guideline for locating points must be ASTM D1739:1970, or equivalent method approved by any internationally recognised body.

8.7. The standard for the acceptable dust fall rate is set out in the Table 1 below.

8.3 Non-potable water use for dust suppression or waterless dust suppression will be considered for inclusion in the EMPr.

8.4 The National Dust Control Regulations No. 827 (GN. 36974) dated 01 November 2013, as may be amended from time to time; will be adhered to at all times.

8.5 Monthly dustfall monitoring reports will be provided if a Dustfall Monitoring Programme is required.

8.6 The method for measuring dust rate and the guideline for locating monitoring points will be ASTM D1739:1970.

8.7 The applicable standard in Table 1 is noted.

Table 1: Acceptable dust fall rates

Restriction Areas	Dust fall rate (D) (mg/m ² /day, 30-days average)	Permitted frequency of exceeding dust fall rate
Residential area	D < 600	Two within a year, not sequential months.
Non-residential area	600 < D < 1200	Two within a year, not sequential months.

It should be noted that the National Dust Control Regulations are currently undergoing review and amendments. Once promulgated the applicable methodology and standards to be complied with will need to be adhered to.

8.8. Section 4: Duty of care (Reasonable measures to prevent air pollution) of the National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004) as amended is to be complied with at all times.

Pre-Construction/Commissioning Phase

Atmospheric Emissions Licence (AEL)

8.9. The Pre-Application Draft Environmental Scoping Report indicates that an aviation fuel depot with a design storage capacity of 2000m³ is proposed for the CWA expansion. Furthermore, bulk fuel storage for the generator plant will likely comprise storage of approximately 80m³ of diesel, which will be distributed around the greater CWA site to localized generator backup plant.

8.9.1. The proposed expansion triggers listed activity, Category 2: Petroleum Industry, Subcategory: 2.4: Storage and Handling of Petroleum Products, in terms of Section 21 of the National Environmental Management: Air Quality Act (NEM: AQA, Act 39 of 2004), Listing Notice No. 893, dated 22 November 2013, as amended with Government notice no. 1207, dated 31 October 2018, as described hereunder.

Category: 2	Petroleum Industry, the production of gaseous and liquid fuels as well as petrochemicals from crude oil, coal, gas or biomass.
Sub-category: 2.4	Storage and Handling of Petroleum Products.
Description:	Petroleum products storage tanks and product transfer facilities.
Application:	All permanent immobile liquid storage tanks larger than 1000 cubic meters cumulative tankage capacity at a site.

As such, an application for an Atmospheric Emissions Licence (AEL) in terms of Section 37 (1) of the National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004) as amended, read with Listing Notice No. R 893 dated 22 November

8.8 Reasonable measures to prevent and minimise air pollution as per National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004) as amended, to be complied with.

8.9 The comment is noted.

8.9.1 The proposed fuel installation requires an application for an Atmospheric Emissions Licence based on the listed activity triggers in terms of Section 21 of the National Environmental Management: Air Quality Act (NEM: AQA, Act 39 of 2004).

An application will be made as part of the One Environmental System before the EIA phase starts. The intent is to circulate the AEL Application and AIA as part of the EIA phase of the One Enviro System

2013, as amended, with Government notice no. 1207, dated 31 October 2018, is required.

8.10. The AEL application must be submitted by the EAP via the Department of Forestry, Fisheries and Environment (DFFE) on-line licensing portal, namely the South African Atmospheric Emission Licencing and Inventory Portal (SAAELIP). The portal can be accessed by using the following URL: www.saaelip.environment.gov.za/SAAELIP/home

8.11. The prescribed licence-processing fee will be determined and deemed payable prior to the processing of the application.

8.11.1. The Licence Processing Fee determination will be made in terms of the Regulations Prescribing the AEL Processing Fee 2016, Notice No. 250 dated 11 March 2016 of the National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004), as amended. Payment must only be done once an official invoice has been received from the City of Cape Town.

8.12. An AEL application will only be considered by the Air Quality Management Unit once an Environmental Authorisation in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and Environmental Impact Assessment Regulations, 2014 (as amended), has been granted, by the Competent Authority.

8.13. A diesel driven generator plant is proposed for the facility. In order to determine whether a Section 21 Listed Activity is triggered, the proposed combined generation capacity at the site is required. The upcoming Scoping Report to include the proposed combined generation capacity.

8.14. The Air Quality Management Unit recommends that a communal chimney stack be provided to serve the diesel generator sets.

8.14.1. The communal chimney must be terminated at a safe height, whereby no exhaust emissions will be liable to cause an air pollution nuisance or affect the health and well-being of persons occupying or residing at neighbouring premises.

8.15. Diesel generator exhausts/stacks are to be terminated at a point for emissions not to be drawn into the fresh air intake of any ventilation system or any openable windows used for ventilation purposes of the Data Centre building or any surrounding buildings.

8.10 The comment is noted. The AEL will be submitted via the Department of Forestry, Fisheries and Environment (DFFE) on-line licensing portal SAAELIP however this system is now off-line A submission will be made directly to CoCT.

8.11 The comment is noted.

8.12 The comment is noted. The AEL will be submitted as part of the One Environmental System of which the EIA and the WULA also form part.

8.13 The comment is noted.

The proposed combined generation capacity is 4-MVA and is equivalent to 3,2-MW (MVA rating * 0,8).

8.14 The comment is noted.

8.15 The comment is noted.

		<p>8.16. The Air Quality Management Unit endorses the statement in the Pre-Application Scoping Report that the generators will be specified with exhaust “scrubbers” or if available catalytic convertors to reduce emissions where possible.</p> <p>8.17. It is recommended, where applicable, that the generators be fitted with diesel particulate filters (DPF) to eliminate dark smoke on start-up and during operation.</p> <p>Public Participation Process of AEL application</p> <p>8.18. In terms of Section 38 (3) (a) of NEM: AQA, an applicant must take appropriate steps to bring the AEL application to the attention of relevant organs of state, interested persons and the public.</p> <p>8.18.1. In this regard, a notice must be published in at least two newspapers circulating in the area in which the listed activity is applied for or carried out, requesting comment regarding the application for a 30 calendar day period.</p> <p>8.18.2. A suitably qualified and independent EAP as the contact person to receive any queries or objections must be placed in the advert.</p> <p>8.18.3. In addition to naming and describing the nature and purpose of the application in the notice, the advert must state that a copy of the AEL is available for scrutiny by the public. It is recommended that the online application be completed, saved and printed for viewing by interested parties. The appointed EAP is to manage the process where there is a request to view the AEL application.</p> <p>8.18.4. The EAP is advised to provide a draft copy of the notice/advert to the Air Quality Practitioner dealing with the application at this office, prior to the advert being placed in the media, to check for correctness.</p> <p>8.18.5. Once the commenting period of the public participation process has lapsed, the EAP is to draft a report stating information pertaining to the process, i.e. the publication where the notification was placed, copies of the adverts as printed in the media, a list of comments received, if any, and from whom. Should comments be received, the EAP is to respond to the objector/person commenting, addressing the issues raised and provide a copy of the response in the Public Participation Report.</p>	<p>8.16 The comment is noted.</p> <p>8.17 The comment is noted.</p> <p>8.18</p> <p>8.18.1 The comment is note and will be complied with.</p> <p>8.18.2 The comment is noted and will be complied with.</p> <p>8.18.3 The comment is noted and will be complied with.</p> <p>8.18.4 The comment is noted. Consultation with the Air Quality Practitioner will be ongoing during the process.</p> <p>8.18.5 The comment is noted and will be complied with.</p>
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		<p>Air Quality Specialist Study - Atmospheric Impact Report</p> <p>8.19. Prior to an Atmospheric Impact Report (AIR) being conducted, a “Plan of Study” for the AIR must be submitted to the Air Quality Officer for review and approval. This is required in terms of the Regulations Regarding Air Dispersion Modelling (RRADM), (in terms of the RRADM Code of Practice, Chapter 2.3.8 which states: “a plan of study is required as part of the AEL/EIA application process”).</p> <p>The Air Dispersion Modelling must be conducted in terms of the Atmospheric Dispersion Modelling Regulations. (Regulation No: 533 dated 11 July 2014). The Air Dispersion Modelling of all emission sources must be conducted under maximum consumption rate and production capacity and must take into account aggravated conditions in order to determine and evaluate the impact on air quality and the environment. It is imperative that the atmospheric dispersion modelling (ADM) being undertaken conforms to the following requirements:</p> <p>8.19.1. Sufficient information must be provided to the Authorities to allow for full understanding of the results; and how they were derived. Thus:</p> <p>8.19.2. A description of the input data, including source of data, validity of data and any assumptions must be provided.</p> <p>8.19.3. An electronic copy of all input files required to run the model must be provided together with a hard or electronic copy of the output text file.</p> <p>8.19.4. Various scenarios must be modelled i.e. background existing conditions, normal and abnormal operating conditions as well as high or low production scenarios where applicable.</p> <p>8.19.5. All plotted contours must be overlaid onto a current aerial photograph or topographic map or a street map.</p> <p>8.19.6. Time series plots must also be provided to further support how the conclusions of compliance have been reached.</p> <p>8.19.7. The source site and closest sensitive receptors must be highlighted. Residential areas can also be shown as a single receptor.</p>	<p>8.19 The comment regarding AIR and Air Dispersion Modelling is noted. A “plan of study” will be submitted to the Air Quality Officer for review and approval.</p> <p>8.19.1 The comment is noted.</p> <p>8.19.2 The comment is noted.</p> <p>8.19.3 The comment is noted.</p> <p>8.19.4 The comment is noted.</p> <p>8.19.5 The comment is noted.</p> <p>8.19.6 The comment is noted.</p> <p>8.19.7 The comment is noted.</p>
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		<p>to prevent the emission of any offensive odour caused by any activity on such premises.</p> <p>8.30.1. Malodours associated with the proposed processing of chicken manure are expected, therefore, the storage of the chicken manure and waste must comply with the provisions of Section 35 of the National Environmental Management Air Quality Act 39 of 2004, as amended - "Control of Offensive Odours".</p> <p>8.30.2. An Odour Management Plan must be developed for the mitigation and management of potential odours created during storage and processing odours of chicken manure and other waste.</p> <p>8.31. The following feedback from DEA&DP: Directorate Waste Licencing regarding the waste streams to be utilised for the bio-digester is noted. No Waste Licence application is required for the proposed project. However, CWA will have to register in terms of "National Norms and Standards for the Storage of Waste" (GN926 of 29 November 2013) should the facility have the capacity to store more than 80m³ for hazardous waste and/or 100m³ for general waste at any one time and for a period exceeding 90 days.</p> <p>8.32. The applicant/owner must take all reasonable measures to prevent any noise nuisances caused by any activity on such premises. Decommissioning/Demolition of existing buildings/structures</p> <p>8.33. In the event that decommissioning/ demolition of existing buildings or structures are required, adequate dust mitigation measures must be implemented during the demolition of any such buildings or structures. The dust mitigation measures must be documented in the EMPr.</p> <p>8.34. The Department of Labour as the Competent Authority must be informed of the demolition of any buildings or structures that might contain asbestos. Furthermore, such demolition work is to be conducted in accordance with the Asbestos Abatement Regulations, R1196, promulgated in terms of the Occupational Health and Safety Act, 1993. The demolition work should be conducted by a registered asbestos contractor as required by the Asbestos Abatement Regulations.</p> <p>General</p> <p>8.35. The Cape Winelands Airport Development Baseline Air Quality Report as compiled by DDA Environmental Engineers still refers to the National</p>	<p>8.30.1 The comment is noted and will be complied with.</p> <p>8.30.2 The comment is noted and will be incorporated into the EMPr.</p> <p>8.31 The comment is noted. Registration in terms of "National Norms and Standards for the Storage of Waste" (GN926 of 29 November 2013) is acknowledged and will be complied with.</p> <p>8.32 The comment is noted, and measures will be developed post Impact Assessment and included in the EMPr.</p> <p>8.33 The comment is noted. Dust mitigation measures will be included in the EMPr.</p> <p>8.34 The comment is noted and will be complied with.</p> <p>8.35 The comment is noted and will be corrected in the specialist report.</p>
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Department as Department of Environmental Affairs (DEA). Kindly correct to reflect Department of Forestry, Fisheries and the Environment (DFFE).

9. Noise

Regulatory Framework

9.1. It is worthy to note that in terms of the Regulation 4(1) of the Western Cape Noise Control Regulations PN 200 of 2013, the following noise management control provision is relevant:

“The local authority, or any other authority responsible for considering an application for a building plan approval, business licence approval, planning approval or environmental authorisation, may instruct the applicant to conduct and submit, as part of the application— (a) a noise impact assessment in accordance with SANS 10328 to establish whether the noise impact rating of the proposed land use or activity exceeds the appropriate rating level for a particular district as indicated in SANS 10103; or (b) Where the noise level measurements cannot be determined, an assessment, to the satisfaction of the local authority, of the noise level of the proposed land use or activity.

In terms of Regulation 4(3) of the:

(3) Where the results of an assessment undertaken in terms of sub-regulation (1) indicate that the applicable noise rating levels referred to in that sub-regulation will likely be exceeded, or will not be exceeded but will likely exceed the existing residual noise levels by 5 dBA or more— (a) The applicant must provide a noise management plan, clearly specifying appropriate mitigation measures to the satisfaction of the local authority, before the application is decided; and (b) Implementation of those mitigation measures may be imposed as a condition of approval of the application.”

Cape Winelands Airport Development Baseline Noise Report dated October 2023 as compiled by DDA Environmental Engineers

9.2. The report concludes the following on page 16:

9 Noise

9.1 The comment is noted. A Noise Impact Assessment is included in the plan of study for the Impact Assessment Phase of the proposed project.

The further requirements in terms of Regulation 4(3) are noted.

9.2 The comment is noted.

The main conclusions of the baseline noise monitoring study are:

- The closest residential noise-sensitive receptors to the Cape Winelands Airport operations are the two residential communities of Fisantekraal, towards the west, and Klipheuwel, towards the north.
- The current noise levels at the Fisantekraal residential area exceed the SANS guideline levels for Urban Districts, with the main noise sources being human activities and vehicular traffic on the local road network. The daytime noise level were around 58 dB(A) and the night-time 49 dB(A).
- The current noise levels at the Klipheuwel residential area only reached 41 dB(A) and 38 dB(A) during the day- and night-time respectively, which are well below the guideline levels for Suburban Districts with little road traffic. The main noise sources there are dogs barking and human activities.
- The current noise levels at the Fisantekraal High School, primarily due to the vehicular traffic on the R312, are currently equal to the guideline of 55 dB(A) for Urban Districts.
- The County Fair Poultry Farm is experiencing 54 dB(A) and 39 dB(A) during day- and night-time respectively on its boundary.

Figure 5: Extract from page 16 from the Baseline Noise Report, dated October 2023.

- 9.2.1. It is understood that the initial impact assessment study collected data on the current noise impact caused by the existing airfield and current aircraft operations.
- 9.2.2. Regulation 4(3) seek the interrogation of the impact noise (ambient noise) and whether this exceeds, or is likely to exceed, the residual noise level of the receiving environment. The baseline report do not provide a response or finding on this.
- 9.2.3. The Noise Unit acknowledges the baseline report as a pre-requisite for a detailed impact assessment study, which will determine the impact of the proposed airport (nationally and internationally recognised) on the dynamic receiving environment, which will have certain noise sensitive receptors in future.

- 9.2.1. The comment is noted. The baseline noise study collected data of the current noise environment at the airport site and the surrounding areas.
- 9.2.2. The comment is noted. The noise impact assessment study will investigate the noise impacts of the CWA operations under certain operational scenarios, including the worst-case operational scenario, and compare them against the current noise levels in the various areas, as well as the applicable District noise levels, in accordance with the Western Cape Noise Control Regulations. The current airport maximum authorised operations will also be included in the noise impact assessment study for comparison purposes.
- 9.2.3. The comment is noted. The Noise Impact Assessment will be completed during the Impact Assessment Phase of the proposed project.

	<p>9.3. As such, a Noise Impact Assessment in terms of SANS 10328:2008, 10117:2008 is required to determine/ calculate the noise impact of commercial airport, on to the receiving environment.</p> <p>10. Impact on the existing Fisantekraal Waste Water Treatment Facility</p> <p>The following comment from the City’s Wastewater Treatment Branch do not pertain to treatment capacity for wastewater generated by the proposed CWA expansion, nor to the indicated plans of the applicant to provide onsite wastewater treatment, anaerobic digestion of wastewater sludges and electricity generation etc. Capacity enquiries or comments and packaged Wastewater Treatment Works (WwTW) issues is dealt with via the City’s Water & Sanitation: Water Demand Management Branch (see Section 11 below). The comments provided here are from the perspective of the proposed CWA expansion in proximity to the Fisantekraal WwTW.</p> <p><u>Context</u></p> <p>10.1. The western property boundary of the proposed airport is just over 450m away from the existing inlet works of the Fisantekraal WwTW, and just under 300m away from the WwTW’s eastern property boundary.</p> <p>10.2. The Fisantekraal WwTW was provided in 2012 as a new regional WwTW to cater for wastewater generated within the greater north-eastern region of the City, as well as for the City’s anticipated future growth north, north-east of Durbanville and eastward towards and into Joostenbergvlakte.</p> <p>10.3. Although the Fisantekraal WwTW’s capacity is only 24 MI/d WwTW currently, its capacity is expected to double within the next 20 years and it will ultimately be a large regional WwTW.</p> <p>10.3.1. As example, the Borchers Quarry WwTW is located a similar distance from Cape Town International Airport (CTIA), and was initially provided to serve the then new CTIA. As the Cape Town urban area grew towards, past the CTIA airport property, the WwTW was expanded to cater for the surrounding growth and history indicates that the proximity of a WwTW to a major transport hub like an airport could and does cause a number of issues.</p> <p>Comments</p> <p>10.4. The EIA documentation is to record and acknowledge that the Fisantekraal WwTW is located in very close proximity to the proposed</p>	<p>9.3 The comment is noted. The Noise Impact Assessment will be completed during the Impact Assessment Phase of the proposed project.</p> <p>10 Impact on the existing Fisantekraal Wastewater Treatment Facility</p> <p>The comment is noted.</p> <p>10.1 The comment is noted.</p> <p>10.2 The comment is noted.</p> <p>10.3 The comment on the future expansion of the Fisantekraal WWTW is noted.</p> <p>10.3.1. The comment on the example of Borchers Quarry WWTW is noted.</p> <p>10.4. The comment is noted by the EAP.</p>
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		<p>CWA expansion, and that the WwTW was provided as a regional WwTW, meaning that ultimately it will be expanded to be a large WwTW, significantly larger than it currently is.</p> <p>10.5. The Fisantekraal WwTW is under consideration for a large-scale photovoltaic installation, which would be located on the airport side of the WwTW property. This is to be taken in account, given that the CWA expansion also proposes a photovoltaic facility.</p> <p>10.6. The Fisantekraal WwTW is currently not provided with primary sedimentation, and does not produce primary wastewater sludge (primary sludge presents an increased risk of nuisance vectors).</p> <p>10.6.1. Primary sedimentation may however be provided in future; and</p> <p>10.6.2. Fisantekraal is a potential host Works for a future regional wastewater sludge beneficiation facility. Potential for nuisance (odour) generation / complaints:</p> <p>10.7. By nature of the WwTW, nuisance vectors such as odour may occasionally occur and are unavoidable at times.</p> <p>10.7.1. Due to the currently remote location and lack of neighbouring development, installed odour control measures at Fisantekraal are relatively basic.</p> <p>10.7.2. While the prevailing summer wind conditions may ensure that any potential odours will be blown away from the planned airport location, prevailing winter wind conditions could however blow potential odours directly towards the planned terminal buildings.</p> <p>10.7.3. The applicant is to note this, and engagement with the Water and Sanitation Directorate to this regard will be critical to avoid future issues, and complaints.</p> <p>Bird life</p> <p>10.8. The Fisantekraal WwTW has 13 maturation ponds, which are currently bypassed and only the final pond is in operation. In future, all 13 ponds will be in use. When in use, these ponds attract various birdlife and this potential birdlife risk / impact to be assessed.</p>	<p>10.5. The proposed inclusion of a large-scale PV on the CWA side of the Fisantekraal WwTW is noted.</p> <p>10.6. The comment is noted.</p> <p>10.6.1. The comment that primary sedimentation may be provided in future is noted.</p> <p>10.6.2. The comment re the addition of a possible sludge beneficiation facility in future is noted.</p> <p>10.7. The comment is noted.</p> <p>10.7.1. The comment re basic odour control at Fisantekraal WwTW is noted.</p> <p>10.7.2. The comment re odours and prevailing wind conditions is noted.</p> <p>10.7.3. The comment is noted.</p> <p>10.8. The comment re the 13 maturation ponds attracting birds is noted. A bird strike specialist has been appointed to evaluate possible sites that attract birds the risk and management of bird strikes associated with it.</p>
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		<p>Water demand during construction:</p> <p>10.9. It is not unusual for developers to request treated effluent during the construction phase of large infrastructure projects for both construction activities (e.g. for the runway layer works etc.) as well as for dust suppression. The Fisantekraal WwTW will not be able to provide treated effluent for this purpose, as all treated effluent produced by the Fisantekraal WwTW is contractually allocated elsewhere.</p> <p>Fisantekraal WwTW vehicular and truck access</p> <p>10.10. Access to the Fisantekraal WwTW is via the current Mellish Road, and the proposed upgrade of Mellish Road as initial access to the airport would therefore be of benefit in terms of access to the Fisantekraal WwTW.</p> <p>10.10.1. Currently, in winter, when the existing Mellish Road bridge / low level crossing over the Mosselbank River floods, the only other access to the WwTW is via the Braams Voerkrale access road from the R312 (adjacent to / through the planned airport property).</p> <p>10.10.2. During construction of the proposed upgrade of Mellish Road and the airport, vehicular and truck access to the Fisantekraal WwTW must be maintained at all times for staff and equipment movement. Further, dewatered wastewater sludge is collected from the WwTW by articulated trucks, and dewatered sludge removal from the WwTW cannot be interrupted.</p> <p>10.10.3. The alternate access via the R312 must also remain available to the Fisantekraal WwTW, until the risk of flooding of Mellish Road is alleviated.</p> <p>10.11. Cognisance is to be taken of the following:</p> <p>10.11.1. The initial 700m of the upgraded Mellish Road (to the turnoff to the Fisantekraal WwTW access road) will be used by trucks collecting dewatered wastewater sludges from the Fisantekraal WwTW.</p> <p>10.11.2. As the WwTW grows with time, so will the number of trucks to and from the Fisantekraal WwTW.</p>	<p>10.9. The comment is noted.</p> <p>10.10. The comment is noted.</p> <p>10.10.1. The comment is noted.</p> <p>10.10.2. The comment is noted. The requirement for access during the CWA construction is noted and will be included into the EMPr.</p> <p>10.10.3. The comment is noted and will be included in the EMPr.</p> <p>10.11. The comment is noted.</p> <p>10.11.1. The comment is noted.</p> <p>10.11.2. The comment is noted.</p>
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		<p>10.11.3. Should a future regionalised wastewater sludge beneficiation facility be provided at Fisantekraal, this would also significantly increase the heavy vehicle traffic to and from the WwTW. ESKOM Electricity Supply</p> <p>10.12. The CWA expansion would require a substantial change to the electricity infrastructure of the immediate surrounding, including the Fisantekraal WwTW. It should be noted that while these changes are implemented, an extended electricity outage cannot be accommodated by the WwTW, as this would have a significant impact on the Works ability to treat wastewater as well as on the treated effluent quality of the WwTW. Close liaison with the WwTW operations would therefore be required during these periods.</p> <p>10.13. Should the opportunity exist to provide a more stable and reliable electricity supply to the Fisantekraal WwTW via the new infrastructure for the planned CWA expansion, this would result in less power outages and a lower risk of nuisance vectors from the WwTW. Security during large-scale construction activities related to the airport and associated infrastructure</p> <p>10.14. The anticipated large-scale construction will bring increased pedestrian and vehicular traffic to the area. Theft and vandalism at the Fisantekraal WwTW is currently minimal, however with increased traffic, suitable security arrangements from the applicant/developers are imperative. Stormwater runoff from proposed airport</p> <p>10.15. Stormwater flow in the surrounding area is currently uncontrollable, and has already impacted on WwTW infrastructure during heavy precipitation.</p> <p>10.16. Any stormwater runoff and or infrastructure from the CWA expansion is to be diverted away from the existing WwTW property.</p>	<p>10.11.3. The comment is noted.</p> <p>10.12. The comment is noted and will be included in the EMPr.</p> <p>10.13. The comment is noted, and synergies are to be explored. Security during large-scale construction activities related to the airport and associated infrastructure is noted.</p> <p>10.14. The comment re security concern at the Fisantekraal WWTW is noted.</p> <p>The Cape Winelands Airport (CWA) intends to follow a very pragmatic risk-based model which demands that the outer perimeter surrounding the aerodrome be included in the security model for the airport. As such, the current existing Fisantekraal WwTW will benefit from the additional tactical and strategic overarching process to secure the airport.</p> <p>The CWA will be taking a collaborative approach as it relates to the surrounding communities, with the aim of developing a safe, secure and stable platform in support of the collective community.</p> <p>10.15. The comment is noted.</p> <p>10.16. The comment is noted. The stormwater from the CWA site will be managed according to an approved design and stormwater</p>
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This must be addressed in the Stormwater Management Plan (SWMP).

Future constraints on expansion / operational activities at the Fisantekraal WwTW

10.17. The Fisantekraal WwTW will undergo future expansion / construction projects, and the presence of the proposed CWA expansion cannot limit future expansion and construction activities at the Fisantekraal WwTW. As previously indicated, the Fisantekraal WwTW was planned to be a regional Works, and it will be developed as such. A change in location of current and future treatment capacity is therefore unlikely and indeed untenable.

10.18. Further, the Fisantekraal WwTW is a 24-hour operation, with current high mast lighting to provide security and visibility during the night. Should this in any way influence or interfere with the operation of the airport, this must be taken into account. The WwTW cannot operate without area lighting, and future expansion of the Works are likely to increase the area under high mast lighting.

11. Sewerage and Potable Water Supply

The following overview of the sewer network and bulk services affected and technical requirements to be implemented was provided by the Water Demand Management Branch, based on the City of Cape Town master plan model.

management plan in order to minimise impacts associated with the design.

10.17. The comment is noted.

10.18. The comment on current lighting at the Fisantekraal WWTW is noted.

11. Sewerage and Potable Water Supply

The comment is noted.

Sewage Flow Calculations								
Land use	Average Dry Weather Flow (ADWF)	Unit	PAL 1A	PAL 1B	PAL 2	PAL 3	PAL 4	
Warehousing	Based on 80% of Water use	KL/day	2.774398	2.774398	7.831996	7.631996	7.6319964	
Hotel	Based on 80% of Water use	KL/day	86.4	86.4	86.4	86.4	86.4	
Commercial	Based on 80% of Water use	KL/day	147.8492	184.2592	194.5139	418.0619	486.01223	
Hangers	Based on 80% of Water use	KL/day	7.448	8.456	11.312	13.272	15.588	
Residential	Based on 80% of Water use	KL/day	1.617	1.617	1.617	1.617	1.617	
Wash Facility	Based on 80% of Water use	KL/day	20	20	20	20	20	
Gate House	Based on 80% of Water use	KL/day	0.576	0.576	0.864	0.864	0.864	
Club House	Based on 80% of Water use	KL/day	0.65997	0.65997	1.47597	1.47597	1.4759704	
Total ADWF			Kℓ/day	267.32	304.74	323.81	549.32	599.57
Instantaneous demand			ℓ/s	3.09	3.53	3.75	6.36	6.94
Avg Peak Factor			-	Varies	Varies	Varies	Varies	Varies
Peak Dry Weather Flow (PDWF)			ℓ/s	4.99	5.60	6.00	9.65	10.46
Infiltration @ 15%			ℓ/s	0.75	0.84	0.90	1.45	1.57
Peak Wet Weather Flow (PWWF)			ℓ/s	5.74	6.44	6.90	11.10	12.03

Table 1: Sewer flows as provided by the consultant.

Sewer Reticulation

Drainage area

- 11.1. The proposed development falls within a catchment area, which drains to Fisantekraal WwTW.

11.1. The comment is noted.

Present situation

- 11.2. The current GIS records shows that the site is located on the urban edge and thus sewage services provision in close proximity to the site is limited and existing services are located quite far from the site.
- 11.3. The nearest existing services are found in Fisantekraal and drain to a series of pump stations where the sewage is then either pumped to the Fisantekraal WwTW in the north or Kraaifontein WwTW in the south.

11.2. The comment is noted.

11.3. The comment is noted.



Figure 6: Water and Sewer layout

Bulk Water

- 11.4. No bulk water pipelines or infrastructure under the control of the City of Cape Town's Bulk Water Branch exists in the immediate vicinity of this land.
- 11.5. The City of Cape Town's bulk supply system seems to have sufficient water resource, treatment, bulk storage and conveyance capacity to supply the proposed development.

Wastewater

- 11.6. The proposed development falls within the catchment of Fisantekraal Wastewater Treatment Plant. 472 kl/d sewer flow discharge from this proposed development was previously supported.

Conclusion

- 11.7. There is limited capacity in the existing sewer network to accommodate the proposed development (see water network modelling attached as Appendix A). However, network coverage is limited and conveying the flows to the existing municipal pump station in Fisantekraal and then

11.4. The comment is noted.

11.5. The comment is noted.

11.6. The comment is noted.

11.7. The comment and detail provided in Appendix A is acknowledged.

onward conveyance to the Fisantekraal WwTW cannot be achieved without network expansion towards the east. Based on the engineering service report, a direct route to the Fisantekraal WwTW need to be communicated with Wastewater Branch.

- 11.8. There is sufficient unallocated capacity at the Fisantekraal WwTW to accommodate the proposed development from this site. Water and Sanitation Directorate related Conditions
- 11.9. The Water and Sanitation Department indicated that the following conditions are to be met:
- 11.9.1. Development Contributions may be payable as per the City's Development Contributions Policy.
- 11.9.2. The developer will be responsible for payment of Development Contributions applicable to sewer and water services, before transfer of individual erven will be allowed. Additional Technical Requirements
- 11.10. The water and sewer capacities allocated according to this comment must not be reserved if not taken up before the lesser of 5 years or the approved development period.
- 11.11. Water and Sanitation municipal service designs to be designed according to Departmental Service Standards and be approved prior to construction. These standards can be obtained on the City of Cape Town website.
- 11.12. The applicant must advise the Water and Sanitation Directorate when all conditions have been complied with, in order to have the work inspected.
- 11.13. The owner is responsible for application for the new water metered connection at the standard tariff to the Reticulation District Head. If an existing water meter is not accessible, this will include for the repositioning of the meter.

General/ Disclaimer

1. Information provided is based on best available data.
2. The flows and pressures provided in this comment are theoretical and not measured

11.8. The comment is noted. CoCT is requested to confirm that the full 599KL/day can be accommodated and not the previously supported 472KL/day as in item 10.6.

11.9.

11.9.1. The comment is noted.

11.9.2. The comment is noted.

11.10. The comment is noted.

11.11. The comment is noted and will be complied with.

11.12. The comment is noted and will be complied with.

11.13. The comment is noted and will be complied with.

	<p>12. Catchment and River Management</p> <p>12.1. Taking into consideration the extent and nature of the proposed CWA expansion, a Stormwater Management Master Plan (SWMMP) must be submitted as part of the Environmental Impact Assessment (EIA) process.</p> <p>12.2. The SWMMP must comply with the City of Cape Town's (the City) Stormwater Policies and Bylaw, noted here below:</p> <ul style="list-style-type: none"> • Management of Urban Stormwater Impacts Policy, 27 May 2009 • Floodplain and River Corridor Management Policy, 27 May 2009 • By-Law Relating to Stormwater Management, 30 August 2005 <p>12.3. The City's Stormwater Policies and By-law must be included within the Environmental Management Programme (EMPr) in the Policy and Legislative Context.</p> <p>12.4. Potential risks and impacts identified in the Freshwater Ecologist Report, Fauna Scoping Report and the Botanical Scoping Report must be mitigated.</p> <p>12.5. A Master Landscaping Plan (MLP) must be compiled which correlates with the SWMP and vegetation used within the treatment ponds.</p> <p style="padding-left: 40px;">12.5.1. Ensure that appropriate stormwater vegetation is included into the proposed plant species legend (Bio-Retention cell) as stipulated within the City's "SUSTAINABLE URBAN DRAINAGE SYSTEMS: Landscape and Indigenous Plant Species Guideline, dated 28 February 2011" (Obtainable from the Catchment, Stormwater and River Management Branch), to facilitate implementation of Sustainable Urban Drainage Systems (SUDS) e.g. Bio-Retention areas.</p> <p>12.6. Emergency management procedures must be in place and accessible to address any hydrocarbon spillage (during construction phase, operational phase and closure).</p> <p>12.7. Effluent from the oil separators must drain into the sewer system.</p> <p>12.8. Heavy vehicle use must address the risk of hydrocarbon spills (during construction phase, operational phase and closure).</p>	<p>12. Catchment and River Management</p> <p>12.1. The comment is noted. The stormwater management plan will be developed and submitted for consideration by Registered IAPs as part of the impact Assessment Phase of the EIA.</p> <p>12.2. The comment is noted and will be complied with.</p> <p>12.3. The comment is noted and will be included in the EMPr.</p> <p>12.4. The comment is noted. Impacts assessment and mitigation will form part of the Impact Assessment Phase of the EIA.</p> <p>12.5. The comment is noted.</p> <p style="padding-left: 100px;">12.5.1. The comment is noted.</p> <p>12.6. The comment is noted and will be included in the EMPr.</p> <p>12.7. The comment is noted and will be included in the Stormwater Management Plan.</p> <p>12.8. The comment is noted and will be addressed in the EMPr.</p>
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		<p>12.9. Early spillage detections systems must form part of the aircraft refuelling facilities.</p> <p>12.10. Hazardous substances (hydrocarbons) stored on site during the construction phase, must be stored in a secondary containment area having an impermeable floor and be of sufficient area/volume to contain 110% of the spill volume stored.</p> <p>13. General Report Review Pre-Application Scoping Report</p> <p>13.1. Comments on the Acronyms, Glossary of Terms, Legal Framework and terminology are provided in Appendix B. Need and Desirability (Section 5.2 on Pages 98 - 107)</p> <p>13.2. The Pre-Application Scoping Report did not properly take the impact on biodiversity into account. There is no acknowledgement of the loss of more than 20 ha of Critically Endangered vegetation and all the associated ecosystem services. To indicate that the applicant “intends to adopt environmentally responsible methods in all their operations” is not deemed sufficient.</p> <p>13.3. It is acknowledged that “areas to the west and south of CWA are earmarked for residential development” (Page 107). However, it is questioned to what extent the proposed expansion of the CWA will sterilise residential development opportunities based on increased noise? Sustainability and Climate Change (Section 5.3 on Pages 109 - 122)</p> <p>13.4. The following statement under the Water security and drought readiness section on Page 111 refers: “Landscaping on site will be endemic”. If only plant species that occur naturally in the proposed CWA expansion area are used, it is not clear how landscaping will be maintained? These endemic plants are Renosterveld or fynbos species that are fire-prone and fire-dependent. This is contradictory to the following statement on page 112, which states that “Fire risk management has been identified as one of the key safety considerations for the site.” As such, the term “endemic” needs to be properly qualified.</p> <p>13.5. The following statement under the Reducing water demand section on Page 121 refers: The proposal is “...to decrease the demand on the underlying aquifer”. Which aquifer does this refer to? It is not any of the three major, well known aquifers that occur in the City of Cape Town. Land Use and Zoning (Section 6.4 on Pages 137 - 140)</p>	<p>12.9. The comment is noted. The Apron hydrant feeder pipeline system will be designed with a leak detection / monitoring system.</p> <p>12.10 The comment is noted and will be included in the EMPr.</p> <p>13 General Report Review Pre-Application Scoping Report</p> <p>13.1. The comment is noted.</p> <p>13.2 The comment is noted. The Botanical report (Appendix 7 to the Pre-application Scoping Report) included detail on vegetation type, conservation status and possible loss of vegetation, with biodiversity offsets acknowledged as possible mitigation. Further development of impact assessment will be during the Impact Assessment Phase of the proposed project, inclusive of a Biodiversity Offset report.</p> <p>13.3 The comment is noted. The assessment of possible impacts on residential development opportunities will be during the Impact Assessment phase of the proposed project.</p> <p>13.4 The comment is noted. The landscaping plan will be developed for the site. Fire risk management remains one of the key safety considerations for the site, whichever plant species are used for landscaping.</p> <p>13.5 The comment is noted. There is an underlying fracture aquifer most likely associated with the Tygerberg Formation, as identified by the Geohydrological report (Appendix 2 to the Pre-Application Scoping report).</p>
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		<p>13.6. A legend or the figure heading is to elaborate/clarify what the colours and stars on the map represents (Figure 25 on Page 137), not only in the text. For ease of reference, all maps should be in the same orientation, with north pointing vertically upwards.</p> <p>13.7. The motivation to the Municipal Planning Tribunal to deviate from the SDF (Page 138) should also include why the loss of Core Biodiversity as identified in the MSDF 2022-2027 and Northern DSDF 2022-2027 is justified for the proposed CWA expansion. Overview of the receiving environment (Section 7 on Pages 178 - 293)</p> <p>13.8. The current name for the national department needs to be accurately referenced on Page 178, namely Department of Forestry, Fisheries and Environment (DFFE), not DEA.</p> <p>13.9. Aquifer data from 2002 illustrated on Figure 54 on Page 188 is deemed outdated, and more recent mapping must be used. Further discussion and explanation on this aquifer would be beneficial, since this site does not overlay one of the major aquifers in City of Cape Town.</p> <p>13.10. The baseline noise measurements (Table 28 on Page 209) was taken on Easter Sunday (17 April 2022) and would not appear to give a representative reading for use as a baseline.</p>	<p>13.6 The comment is noted.</p> <p>13.7 The comment is noted. The impact on the biophysical environment is one of the relevant considerations specified in s.99(3) of the MPBL and will be considered and motivated.</p> <p>13.8 The comment is noted and has been corrected.</p> <p>13.9 The comment is noted. There is an underlying fracture aquifer most likely associated with the Tygerberg Formation, as identified by the Geohydrological report (Appendix 2 to the Pre-Application Scoping report). Data as illustrated in Figure 54 on page 188 is deemed relevant and as supplied by DWS. The aquifer yield maps are regional (1:1 000 000 scale), and so are not high-resolution delineations of yield class, but do provide an indication. The mapping is done based on geology, precipitation and NGA borehole yields. This map therefore presents the regional indicative yields, as well as the recent and current yield data available.</p> <p>The aquifer is characterized in the report (in terms of geology, yield, quality, level, and flow direction). Further delineation/mapping of the Groundwater Resource Unit (GRU) is undertaken in the geohydrological assessment in support of the WULA.</p> <p>13.10 The comment is noted. The noise levels were measured over two or three different days at various locations, including one continuous measurement over 8 days at the Fisantekraal community. The latter continuous measurements did not exhibit any significant changes on the 17th. These noise levels are considered representative of the baseline environment, which may include Sundays or public holidays. In addition, the measurement on the 17th can be considered a worst-</p>
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		<p>13.11. “Data from the nationwide plant Red Listing ... (Raimondo et al 2009)” referenced on Page 212 is outdated and should be replaced with the Red List of South African plants 2020.</p> <p>13.12. The references used for Red List of Ecosystems, namely “DEA 2011 and Skowno et al 2019” on Pages 212-213 are outdated and have been replaced by the gazetted Red List Ecosystems 2022.</p> <p>13.13. The data used for the SA Vegetation map (Figure 69 on Page 214) are outdated and should be remapped using the National Vegetation Map 2018.</p> <p>13.14. The end of the figure heading of Figure 69 on Page 214 has been cut short, with part of the reference missing.</p> <p>13.15. The end of the figure heading of Figure 73 on Page 219 is missing.</p> <p>13.16. The Joostenbergskloof Conservation Area should be added to the list of Protected Areas and Conservation Areas on Page 221-222. It is managed by City of Cape Town, is approximately 100 ha in extent, and located roughly 2 km west of the original study area, north-east of the R312 and R304 intersection, bisected by the R312 direction Paarl. This site is an extremely high priority Critical Biodiversity Area that is in urgent need of formal Protected Area status.</p> <p>13.17. The winter rainfall shown in Figure 91 on Page 256 for the province is less than half of that shown in Figures 63 and 93 for the study area. The relevance (to civil aviation) of the provincial data should be explained. Alternatives (Section 8 on Pages 294 - 319)</p> <p>13.18. Only two runway alternatives are proposed, the currently proposed layout alternative and the no-go alternative. It is questioned why another runway alternative was not considered on the site which avoids the identified botanically sensitive areas (see Point 13.36 in this regard). There is also no reference to alternative airport locations investigated</p>	<p>case scenario, as many of the residents were away for the Easter and the ambient noise levels were slightly lower. Additional noise measurements may take place, in order to expand the number of locations and the number of days.</p> <p>13.11 The comment is noted. Amendment to the Scoping report is based on amendments of the individual specialist reports.</p> <p>13.12 The comment is noted. Amendment to the Scoping report is based on amendments of the individual specialist reports.</p> <p>13.13 The comment is noted. Amendment to the Scoping report is based on amendments of the individual specialist reports.</p> <p>13.14 The comment is noted.</p> <p>13.15 The comment is noted.</p> <p>13.16 The comment is noted, and the Joostenbergskloof Conservation Area will be added to the list of Protected Areas and Conservation Areas in the Scoping report.</p> <p>13.17 The comment is noted. Figures included in the Civil Aviation document is relevant to that specialist field.</p> <p>13.18 The comment is noted.</p> <p>CWA followed a systematic approach with regards to runway alternatives which included the following:</p>
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other than the subject property. This does not, in the City's opinion, satisfy the regulatory requirement for the evaluation of alternatives. Scoping of Impacts (Section 9 on Pages 325 - 341)

Step 1: Assess the optimal runway orientation based on prevailing wind conditions to ensure safe operations. Here CWA had to consider:

- a) Safe operations
- b) Efficient operations
- c) International standards and recommendations
- d) Runway orientation (prevailing wind conditions)
- e) Wind coverage
- f) All-weather wind conditions
- g) Runway designation

Step 2: Assess the integration into the Air Traffic Management System. Here CWA had to consider:

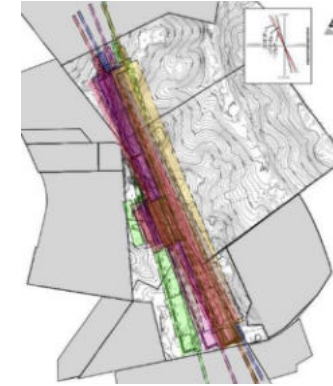
- Existing controlled airspace in the Western Cape
- Existing traffic flow patterns in the Cape Town Terminal Airspace
- Weather
- Topography
- Air Traffic
- Alignment of traffic patterns for proposed runway with existing traffic flow patterns

Step 3: Determine the optimal position of the runway/s on site. Here CWA had to consider:

- Site constraints
- Operational efficiency and safety
- Cost of development (cost to industry)
- Commercial development potential

Once the runway orientation was determined, positioning on site had to be analysed. The runway could not be shifted further west, due to the physical constraints on site, such as the quarry and topography of the site. The runway could not be shifted further east because of landownership boundary constraints. The runway had to maintain an orientation of 01-19 to allow for parallel airspace operations with Cape Town International Airport. Only slight permutations of runway orientations were considered when the on-site analysis was performed, as can be seen in the options below. Notwithstanding all of the key considerations articulated in steps 1-3 above, it was crucial

to maintain an orientation close to 01-19 from a safety and airspace integration perspective.



Refer to figure 17 in the Alternatives Report

Alternative site

The proposed project is for expansion of an existing airport, namely the Cape Winelands Airport (CWA). No alternative site has been considered on the basis that:

- CWA is an operational and licensed airport that has been in existence for 80 years, operating at the current site.
- The land belonging to CWA is already zoned as an airport.
- Most of the application area is already owned by Cape Winelands Airport Ltd or Capewinelands Aero (Pty) Ltd of in companies controlled by it.
- The potential cost of establishing an airport to the proposed project scale at an alternative greenfield site would prove to be excessive given that the current site is already available and could be optimised to accommodate the proposed project.

Therefore there is no feasible and reasonable site / location alternative as this proposed project is for the expansion of an existing airport with existing aviation rights at this site.

In order to assess whether a site-specific deviation of from the MSDF is justifiable (which is a separate application under the MPBL), LiDAR

		<p>13.19. It is questioned what the “hydroseeding requirements” indicated on Page 325 will entail? It is unclear how hydroseeding (the planting procedure that uses a wet slurry of seed and mulch) constitutes “infrastructure”, especially since there is no hydroseeding or other landscaping discussed for landside infrastructure. Plant species to be used in the hydroseed mixture is to be clarified.</p> <p>13.20. The proposed/planned receiving area for Search & Rescue translocated plant material (as indicated on Page 329) is not provided and must be indicated.</p> <p>13.21. There is no buffer proposed between the airside layout and the “very high botanical sensitivity” vegetation in the southern section of the development footprint as illustrated on Figure 139 on Page 332. It is unclear how the “very high botanical sensitivity” vegetation will be protected on site?</p> <p>13.22. The City concurs with the recommendation on Page 332 that “Consultation with a biodiversity offset specialist and CapeNature will be required to draw up and finalise this offset”. Specialist studies ToR for EIA (Section 11.4 on Pages 352 - 358)</p>	<p>and GIS technology were deployed. No alternative site could be identified that complies with all of the following locational criteria:</p> <ul style="list-style-type: none"> • a slope of less than 1 % over 4.3 km and ins the direction of the prevailing winds, • is not in or in close proximity to a nature reserve, • is not in a physically built-up area, or so close that landings and take offs will be problematic. • falls outside of the FACT controlled airspace, • and is outside the KNPS exclusion zones. <p>An airport should ideally be on the urban edge and not some distance outside or way inside the UDE. It needs to be close urban infrastructure, but not in built-up areas. It needs to be accessible to freight and passengers with a well-established multi-directional road network and close to rail. Lastly, the site location is leveraging off an existing airport which is a long-established land-use in this location.</p> <p>13.19 The comment is noted. Hydroseeding refers to the specific mix of plants that are placed on areas adjacent to landing strips and taxiways, that can withstand the jetblast impact and cushion any aircraft that may move over it. It is a legal design requirement and will form part of the landscaping plan to be completed for the Impact Assessment Phase of the EIA.</p> <p>13.20 The comment is noted. The proposed/planned receiving area for Search & Rescue translocated plant material will be indicated in the Impact Assessment Phase of the EIA.</p> <p>13.21 The comment is noted. Buffer development forms part of the Impact Assessment Phase of the EIA.</p> <p>13.22 The comment is noted.</p>
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		<p>13.23. If a biodiversity offset is expected as part of the Botanical Impact Assessment (Pages 353- 354), then it is recommended that a qualified, experienced Biodiversity Offset Specialist be appointed early in the EIA process, because the identification of suitable candidate offset receptor sites and offset calculations can be a lengthy and challenging process. The costs to identify, secure and manage a like-for-like biodiversity offset receptor site in perpetuity will be significant.</p> <p>13.24. The following stated on Page 354, refers: “Applicable mitigation measures will be refined” – it is prudent to establish whether a wetland offset may be expected, and if so, include the appointment of a Wetland Offset Specialist at an early stage.</p> <p>Conclusions and Recommendations (Section 12 on Page 362)</p> <p>13.25. The need for the following specialist studies is warranted and is to be added to the list: Biodiversity Offset Specialist Report and (if applicable) Wetland Offset Specialist Report.</p> <p><u>Botanical Constraints Study, dated 17 August 2020 and Botanical Scoping Report, dated 23 October 2023 as compiled by Nick Helme Constraints Surveys</u></p> <p>13.26. The specialist conducted three site visits, first in August 2020, September 2021 and a follow up in March 2022.</p> <p>13.26.1. The site has not had a fire in the last 12-20 years as noted by the botanical specialist. As such, vegetation senescence is deemed as a limitation as dormant species and species within existing seedbanks cannot be identified, and likely missed.</p> <p>13.26.2. It is noted with concern that the endangered <i>Leucadendron grandiflorum</i> surveyed and identified in June 2021 was found brushcut and dead in the March 2022 survey, for a Species of Conservation Concern.</p> <p>13.26.3. The October 2023 report does not confirm whether the non-flowering <i>Aspalathus</i> found in the August 2020 is the Critically Endangered <i>A. crewiana</i>. This must be confirmed, since the species is currently only known from two other sites, as indicated by the botanical specialist.</p>	<p>13.23 The comment is noted. A suitably qualified Biodiversity Offset specialist will be appointed.</p> <p>13.24 The comment is noted. Wetland offset will be required and a suitably qualified specialist will be appointed.</p> <p>13.25 The comment is noted.</p> <p>13.26</p> <p>13.26.1 The comment is noted. The botanist noted it as a constraint in the specialist report.</p> <p>13.26.2 The comment is noted.</p> <p>13.26.3 The comment is noted. The non-flowering <i>Aspalathus</i> found in August 2020 was confirmed as NOT the Critically Endangered <i>A. crewiana</i>; hence it does not appear in the list of 11 recorded SoCC in the 2023 Botanical report.</p>
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		<p>13.27. The City agrees with the botanical specialist’s recommendation within the October 2023 report: “All areas of Medium, High or Very High botanical sensitivity on site that are not within the development footprints should be conserved as part of any redevelopment of this site (no development and no infrastructure through these areas), and ideally they would also all be ecologically connected via rehabilitated Low sensitivity areas”. However, the current airside layout will impact on 8 medium botanically sensitive, 4 high botanically sensitive and 1 very high botanically sensitive areas. It is questioned whether the airside layout can be repositioned to avoid these botanically sensitive areas, especially since these areas contain Species of Conservation Concern as recorded by the botanical specialist.</p> <p>13.28. The botanical specialist proposed in-situ conservation management for the very high botanically sensitive area and the largest medium botanically sensitive area in the first study, as well as search and rescue of all botanically sensitive areas. However, in the latest study proposed offsite offsets for the removal of the botanically sensitive areas (amounting to 72ha). An offset specialist is to be engaged with to consider if the proposed offsets are deemed appropriate. Specific comments on the Botanical Scoping Report dated 23 October 2023</p> <p>13.29. It is questioned why a more recent aerial photograph of the site was not used (Figure 1a on Page 5). The older photograph pre-dates the invasive alien clearing that took place in March 2021 on the old airfield site and therefore does not provide an accurate reflection.</p> <p>13.30. The plant Red List (Raimondo et al. 2009) information under the Regional Context on page 8 is outdated and must be replaced with the Red List of South African plants 2020.</p> <p>13.31. The following statement regarding the BioNet on Page 9 refers: “the two best quality patches of vegetation in the study area (see Figure 4) have not been reflected in this mapping, and I thus do not strongly support the BioNet mapping in the study area”. If this discrepancy was noted in March 2021, this should have been raised during the public participation period for the MSDF 2023 and Northern DSDP 2023. This information is critical as the Cape Town BioNet is mainstreamed into spatial planning through adoption of the SDFs.</p>	<p>13.27 The comment is noted. The position and design of the airside layout has been optimised and no alternative position is available. Refer Pre-application Scoping report Section 8 and also 3.18 above.</p> <p>13.28 The comment is noted. A suitably qualified Biodiversity Offset specialist will be appointed.</p> <p>13.29 The comment is noted. The specific image was chosen as it maximises the visible difference between cultivated lands and natural or partly natural vegetation.</p> <p>13.30 The comment is noted. That is the correct, original reference citation. 2020 is an online species update, with no updated overall figures.</p> <p>13.31 The comment is noted.</p>
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		<p>13.32. The national threat status for South African vegetation types on Pages 9-10 should be referenced as the gazetted Red List Ecosystems 2023. Various other references also ought to be updated to the latest published versions for an accurate and fair reflection.</p> <p>13.33. The data used in Figure 3 on Page 11 are outdated and should be replaced with the National Vegetation Map 2018 layers.</p> <p>13.34. The recommendation on Page 19 for Search and Rescue is inadequate mitigation for the loss of a substantial area of medium sensitivity Critically Endangered vegetation inside the proposed development footprint. More appropriate mitigation options (in addition to Search and Rescue) for this loss should be proposed.</p> <p>13.35. It is unclear how the required fire and invasive alien management (indicated as a key ecological management interventions required) will take place and be conducted in an ecologically responsible, best-practice manner. Ecological burning is especially questionable for the future of this site; given the lack of fire history and risk that smoke will inhibit aircraft visibility.</p> <p>13.36. It is questioned where within the greater study area will Search and Rescue plant material be relocated to from the very high botanical sensitivity patch of Swartland Silcrete Renosterveld to be lost from the northern development footprint. No other equivalent ferricrete outcrop is shown on the maps provided. Freshwater Ecological Assessment Report, dated October 2023 as compiled by FEN Consulting</p> <p>13.37. The specialist conducted two site visits in January and April 2022, which are drier months. EMD concurs with the specialist that an additional site visit should have been undertaken in the wetter (winter) periods in order to provide a more accurate assessment of freshwater systems in the study area. As such, another site visit in the upcoming winter period should be undertaken.</p>	<p>13.32 The comment is noted. No such reference exists – all are correctly referenced to the 2022 gazette.</p> <p>13.33 The comment is noted. No data is used. It is an extract of the published 2018 vegmap and is thus current.</p> <p>13.34 The comment is noted. Search and Rescue is considered partial mitigation; the preceding paragraph in the Botanical report discussed the need for a biodiversity offset, which will be very significant in terms of mitigation. Mitigation measures are developed as part of the Impact Assessment Phase of the EIA.</p> <p>13.35 The comment is noted. Impact Mitigation and management forms part of the Impact Assessment Phase of the EIA. Measures such as Fire Management will be developed in the EMPr that also forms part of the Impact Assessment Phase of the EIA.</p> <p>13.36 The comment is noted. Development of Biodiversity offsets and other mitigation measures (such as search and rescue) will form part of the Impact Assessment Phase of the EIA.</p> <p>13.37 The comment is noted. FEN Consulting undertook 2 site assessments in January and April 2022. As noted in Section 1.1 and Section 5.2 of the Scoping report, the study area has undergone significant anthropogenic influences as a result of historical mining and agricultural activities and most currently activities associated with the existing airport, which have altered the natural soil profiles and vegetation composition. The freshwater ecosystem delineation as presented in the report is, however, regarded as the best estimate of the boundaries based on the site conditions present at the time of the site visit and are deemed appropriately accurate to guide any future development plans. Although the ideal time for the field assessment would have been in the wet season, the site conditions at the time of the field assessment are considered fair.</p>
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		<p>13.38. The following statement on page 38 refers: “Nevertheless, should a 1 in 100 year floodline be modelled for this area by a suitably qualified specialist, from a legal perspective it would be considered as a watercourse and would enjoy protection under the NWA”. This statement suggests that floodline modelling should be added to the specialist assessments for this application, as potential flooding may be an important consideration in the design and layout of the development footprint.</p> <p>13.39. The proposed Plan of Study on page 58 states the following: “Applicable mitigation measures will be refined”. If a wetland offset is required to mitigate for the loss of the medium sensitivity seep wetland inside the central eastern section of the development footprint, then a wetland offset calculation should be included in the EIA process.</p> <p>13.40. It appears that the Curriculum Vitae (CV) of specialist (Page 72-76) and report authors, Bianca Bleuler and Rabia Mathakutha, have only SACNASP Candidate registration and limited work experience. The Competent Authority should determine whether this adheres to the requirements for specialists according to the published intention to amend the Procedures for the Assessment and Minimum Criteria for Reporting on Identified Environmental Themes in terms of section 24(5) (a), 24(5) (h) and 44 of the National Environmental Management Act, 1998. Faunal and Avifaunal Scoping Phase Assessment Reports dated July 2023 as compiled by Scientific Terrestrial Services (Pty) Ltd</p> <p>13.41. The Botanical Specialist recorded breeding <i>Strongylopus grayii</i> (Clicking Stream Frog) in “two seasonal ponds in old ferricrete excavations” (Botanical Scoping Report page 17). However, there is no mention or recording of this (albeit common) species in this Faunal Scoping Phase Assessment Report.</p> <p>13.42. The correct genus name for Cape Burrowing Scorpion is <i>Opisthacanthus</i> (Page 22 of the Report Part B) is to be corrected.</p> <p>13.43. The faunal specialist’s overall findings indicated a low diversity of mammals, reptiles and invertebrates on site. However, the study</p>	<p>13.38 The comment is acknowledged. From what was found on site, the system in question was not delineated as such, because no evidence of wetland indicators (e.g. vegetation and soil wetness) were found.</p> <p>13.39 The comment is noted.</p> <p>13.40 The comment is noted. The report has however been reviewed by SACNASP accredited specialists who are involved with the project throughout all its phases, including report writing. Refer to the first page of the Scoping report for SACNASP accredited reviewers.</p> <p>13.41 The comment is noted. The faunal specialist has taken note of this and added this species to the faunal report. It is important to note that the faunal and botanical site assessments were undertaken at different times and years. Amphibians have varying lifecycles and inherent predator avoidance behaviour patterns. As such, it is possible that not all species will be recorded during a site assessment. The background investigation of species records for the study area did highlight this species as being known from the region and is presented in Part B, Section 3.3 of the faunal scoping report.</p> <p>13.42 The comment is noted.</p> <p>13.43 The comment is noted.</p>
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		<p>indicated that the Renosterveld and freshwater habitats had higher diversity than the transformed areas and represents valuable habitat and increased availability of food sources for the species that exists. This reiterates the importance of in-situ conservation of these areas and correlates to the botanical specialist's findings.</p> <p>13.44. It is stated by the avifaunal specialist that the increased noise and disturbance impact are likely to increase in intensity with the proposed CWA expansion. The City concurs with this summation. However, given that additional infrastructure (i.e. the proposed stormwater ponds/sewage treatment plant etc.) is proposed with the expansion which would provide roosting and feeding areas, this could potentially attract more bird life. As such, it is imperative that the potential risk is assessed.</p> <p>13.45. The City notes the finding in the avifaunal report that the proposed CWA expansion may affect the population of Blue Crane on the site, which forages and breeds within the subject properties and may lead to a decrease in population productivity.</p> <p>13.46. The Wildlife Management Plan (as recommended in the avifaunal report) is to provide measures on how wildlife/bird strikes could be reduced.</p> <p>13.47. The text within the Specialist declarations on Page 57-58 of Report Part A is to be proof read and edited – the word “June” appears multiple times in inappropriate places on all declarations.</p> <p>13.48. It appears from the Curriculum Vitae (CV) of specialist (Page 59 of Report Part A) and report author, Daryl van der Merwe, that the specialist does not have a registration with a professional natural science body, such as SACNASP, and has only limited work experience. The Competent Authority should determine whether this adheres to the requirements for specialists according to the published Procedures for the Assessment and Minimum Criteria for Reporting on Identified Environmental Themes, January 2020. Recommendations in order to mitigate and/or preserve the existing CBA(s)</p> <p>13.49. All good quality habitat must be protected and managed responsibly on site.</p>	<p>13.44 The comment is noted. Impact assessment forms part of the Impact Assessment phase of the EIA.</p> <p>13.45 The comment is noted.</p> <p>13.46 The comment is noted. Impact assessment and mitigation/management forms part of the Impact Assessment phase of the EIA.</p> <p>13.47 The comment is noted.</p> <p>13.48 The comment is noted. The comment is acknowledged. The report author has a Masters degree in Ornithology (Fitzpatrick Institute of African Ornithology, University of Cape Town) and has undertaken numerous faunal and avifaunal assessments for various developments throughout South Africa. The report was further reviewed by SACNASP accredited specialists who are involved with the project throughout all its phases, including report writing. Refer to the first page of the specialist scoping report for SACNASP accredited reviewers.</p> <p>13.49 The comment is noted.</p>
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		<p>13.50. A sizable portion of the CBA for the Critically Endangered Swartland Silcrete Renosterveld will be heavily impacted, including the loss of medium and high condition vegetation remnants. There must be adequate and appropriate mitigation to ensure protection in perpetuity of this irreplaceable vegetation type. Such mitigation measures must be included in the future EMPr.</p> <p>13.51. A Biodiversity Offset Specialist must be appointed at an early stage in the EIA application process.</p> <p>13.51.1. One high condition remnant was mowed multiple times since the original botanical survey, and the plant species that occurred there making it high condition, is now locally extinct. This is a significant loss, as there are now fewer than 10 plants remaining of that sub-population of <i>Leucospermum grandiflorum</i> (EN). This should be taken into consideration for the biodiversity offset calculation.</p> <p>13.51.2. The other significant plant species on site is <i>Leucadendron verticillatum</i> (CR), of which there were nearly 70 plants recorded originally, but most were brush cut and stump treated leaving less than 20 plants. This should also be taken into consideration for the biodiversity offset calculation.</p> <p>13.52. Habitat that was disturbed during alien clearing and mowing / brush cutting will take some time to recover. Therefore, a botanical specialist should reassess the proposed development footprint in spring 2025.</p> <p>13.52.1. It will be valuable to confirm if any new seedlings of <i>Leucospermum grandiflorum</i> emerge, given that after the first brush cutting of the last three plants, 16 seedlings came up, confirming the presence of a soil-stored seedbank.</p> <p>13.52.2. All <i>Leucospermum grandiflorum</i> seedlings should be protected until a way forward is reached with their habitat.</p> <p>13.53. All recommendations made by the Botanical and Freshwater Specialists must be adhered to.</p> <p>General</p> <p>13.54. The submission of the Construction and Operational Environmental Management Programme (CEMPr and OEMPr) is awaited.</p>	<p>13.50 The comment is noted. Impact assessment and the development of the EMPr forms part of the Impact Assessment Phase of the EIA.</p> <p>13.51 The comment is noted. The need for a Biodiversity Offset Specialist has been identified and the appointment will be made.</p> <p>13.51.1 The comment is noted.</p> <p>13.51.2 The comment is noted.</p> <p>13.52 The comment is noted.</p> <p>13.52.1 The comment is noted.</p> <p>13.52.2 The comment is noted.</p> <p>13.53 The comment is noted.</p> <p>13.54 The comment is noted. The EMPr (CEMPr and OEMPr) will be developed during the Impact assessment phase of the EIA and will be circulated to registered IAPs for comment.</p>
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		<p>13.54.1. The CEMPr is to include full details on the proposed search and rescue operation (as recommended by the botanical specialist).</p> <p>13.54.2. The OEMPr is to include the following:</p> <p>13.54.2.1. The Wildlife Management Plan (as recommended by the faunal specialist).</p> <p>13.54.2.2. An alien and invasive species management plan for the ongoing maintenance of invasive alien species.</p> <p>13.55. The submission of a Glint and Glare Assessment for the proposed solar photovoltaic system is noted and awaited.</p> <p>14. Heritage</p> <p>14.1. The findings of the Heritage Baseline and Scoping Report by Aikman Associates are noted and the recommendation for the need for a Heritage Impact Assessment is deemed acceptable. It is noted that the Heritage Baseline and Scoping Report by Aikman Associates highlighted the need to assess the direct and indirect impacts on the 19th century farmhouse on PA474-RE (Buurmanskraal) & 1950s farmhouse on PA724-0 RE (Patryfontein). This needs to be assessed through a built environment study, which should be incorporated into the integrated Heritage Impact Assessment.</p> <p>14.2. The findings of the Archaeological Scoping Report Redevelopment of the Cape Winelands Airport dated October 2023 by ACRM are noted and the recommendations for no further archaeological mitigation is deemed acceptable.</p> <p>14.3. The findings of the Visual Scoping Report dated September 2023 by FILIA Visual are noted and recommendations are deemed acceptable.</p> <p>14.3.1. The medium to high visual impact to the cultural landscape which not just identifying scenic routes, mature tree avenues, views from historical farms and the placement of the new more larger airport would place itself in the Cape Winelands Cultural Landscape, is of concern.</p>	<p>13.54.1 The comment is noted.</p> <p>13.54.2 The comment is noted.</p> <p>13.55 The comment is noted. The need for a Glint and Glare Assessment has been identified and the specialist will be appointed.</p> <p>14 Heritage</p> <p>14.1 The comment is noted.</p> <p>14.2 The comment is noted.</p> <p>14.3 The comment is noted.</p> <p>14.3.1 The city has identified and created a framework within which to conserve and manage Cultural Landscapes as heritage resources through a variety of mechanisms. These documents and plans focus on finer-grained classifications than that of the more widely applicable “Cape Winelands” landscape context, which is protected by the Protected Areas Act as the Cape Winelands Biosphere Reserve. The proposed is not itself located within a Cultural Landscape (as defined by the City of Cape Town’s Municipal Spatial Development</p>
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			<p>Framework, 2023), but there is a portion of the subject site on the northernmost edge which overlaps with a portion of the Agter-Paarl Paardeberg CL. There are three nearby/surrounding Cultural Landscapes that the VIA will take into consideration during impact assessment: the Agter Paarl/Paardeberg; Joostenberg Vlakte and Durbanville Hills (also Koeberg/Swartland Farms) Cultural Landscapes.</p> <p>Management actions and Mitigation measures will address a range of aspects of the proposed development that may have bearing on the surrounding Cultural Landscapes – refer to items i) – ix) on page 89 of the Visual Scoping report.</p> <p>The Visual Scoping report identifies “change in visual character of the area” as a key concern/issue, including the clearance of vegetation, stark change from current land uses; Construction phase impacts; and the visibility of large structures and service infrastructure within a previously predominantly rural agricultural landscape as potential visual impacts (page 90 of the Visual Scoping report).</p> <p>The Visual Scoping report identifies “intrusion on protected landscapes or scenic resources” as a key concern/issue, including negative effect of views from the R304 (especially from within the Agter-Paarl Paardeberg Cultural Landscape) and effect on sense of place (visibility of lights and masts from within the Cultural Landscapes and from the vantage point of sensitive viewers) as potential visual impacts (page 91 of the Visual Scoping report).</p> <p>The Visual Scoping report also notes that visual impacts will be associated with the contribution of the proposed development to the amount and density of urbanization in the area (a predicted additive and synergistic Cumulative effect) (page 91 of the Visual Scoping report).</p> <p>Key visual concerns to be addressed in the VIA include:</p> <ul style="list-style-type: none">• The effect on the visual amenity of Scenic routes;• The effect on the landscape character and sense of place of the surrounding Cultural Landscapes.
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14.3.2. Mitigation strategies have to be identified and proposed in any future Heritage Impact Assessment and subsequently in any future Site Development Plan(s) and EMPr.

14.4. It is noted that Section 38(1) and (8) of the National Heritage Resources Act, no 25 of 1999 (NHRA), will be triggered by the proposed development. As such, the Section 38(1) Notification of Intent to Development (NID) submission must be completed. It is recommended that the NID submission be submitted to the City's Environmental and Heritage Management Branch for written comment prior to submission to Heritage Western Cape.

15. CONCLUSION

The comments raised in this letter must be addressed and included in the Draft Scoping Report. The Draft Scoping Report must be circulated to the City in order to ensure that these comments are sufficiently addressed.

* Appendixes included in this letter have been included below as appendix C

- The effect on Sensitive receptors who will be viewing the proposed development from within the surrounding Cultural Landscapes;
- The effect on Sensitive receptors who will be travelling on Scenic routes;

14.3.2 The VIA will identify and propose appropriate mitigation strategies, in line with the mitigation hierarchy, which begins with avoidance of impacts.

The development of mitigation measures may be undertaken in collaboration with the project team where the resolution of medium, high or very high visual impacts requires integrated design resolution that may be outside the scope of the visual specialist to resolve.

14.4 The comment is noted.

15 Conclusion

The comment is noted. Comments raised have been addressed and will be included in the Draft Scoping Report or relevant specialist reports where appropriate. The statutory Scoping Report will be circulated to all registered IAPs for comment.

Response to Appendix C1 is provided in text above.

			<p>Response to Appendix C2:</p> <p>The comments are noted for Acronyms and Glossary of terms (pages 21 to 28 in the Pre-application Scoping report) and will be considered and amended as appropriate.</p> <p>The comments are noted for Legal Framework (Section 4 pages 51-96 of Pre-application Scoping report) and will be considered and amended as appropriate.</p> <p>The General comments are noted and will be considered and amended as appropriate.</p>
17, 81 & 114	Thea Jordan & Adri La Meyer: DEADP - Director: Development Facilitation	<p><u>Email dated 10 November 2023:</u></p> <p>1. The above application refers. Please could you forward any relevant shapefiles relating to the application site boundary?</p>	<p><u>Email response provided on 10 November 2023:</u></p> <p>1. Attached please find the proposed development area kmz as requested.</p>
		<p><u>Email dated 8 December 2023:</u></p> <p>1. Ek is gevra om die Departement se kommentaar op die Pre-App SR te koördineër, minus die van die bevoegde gesag (Eldon en sy span). Die voorgestelde ontwikkeling is 'n unieke aansoek en dus wil ons as Dept gekoördineerde kommentaar lewer. Dit is egter 'n "once-off" geval en sal nie die geval vir ander Departementele aansoeke wees nie. Ek moet dus kommentaar saamstel van ons Waste Management, Climate Change, Air Quality Management, Pollution & Chemicals Management, en Spatial Planning Direkorate.</p> <p>Graag wil ek weet of dit moontlik sal wees om jou die kommentaar op Maandag, 11 Desember 2023, te kan stuur asb? Ek hak op die oomblik bietjie vas met my ander werk en is nog besig om die kommentare saam te stel, wat bietjie tyd neem. Ek sal egter alles reg hê vir jou by Maandag. Sal jy asb. my versoek kan toestaan vir 'n verlenging van tyd om kommentaar te kan lewer asb?</p>	<p><u>Email response provided on 8 December 2023:</u></p> <p>Ek verstaan en sal die versoek vir verlenging van tyd om kommentaar te lewer toestaan tot Maandag 11 Desember (translated: <i>I understand and will allow the request for comment extension until Monday 11 December</i>).</p>
		<p><u>Reply received on 8 December 2023:</u></p> <p>Baie dankie vir jou vinnige en positiewe terugvoering. Dit word baie waardeer.</p>	
		<p><u>Letter received via email on 11 December 2023:</u></p> <p>COMMENTS ON THE PRE-APPLICATION SCOPING REPORT AND PLAN OF STUDY FOR ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT ON PORTIONS 10, 23 AND THE REMAINDER OF FARM JOOSTENBERGS VLAKTE NO. 724; PORTIONS 3 AND 4 AND THE REMAINDER OF</p>	

		<p>FARM JOOSTENBERGS KLOOF NO. 474; AND PORTION 7 OF FARM KLIPRUG NO. 942, JOOSTENBERGVLAKTE (DEA&DP PRE-APP REF NO: 16/3/3/6/7/2/A5/20/2209/23)</p> <ol style="list-style-type: none"> 1. The email notification of 07 November 2023 regarding the availability of the Pre-Application Scoping Report (“Pre-App SR”) refers. 2. Various directorates within the Department of Environmental Affairs and Development Planning (“hereinafter referred to as “the Department”) have been identified to provide comments on the PreApp SR, which have been consolidated in this correspondence. It is noted that the Directorate: Development Management (Region 1) of the Department is the competent authority (“CA”) for the listed activities identified in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998”) (“NEMA”) Environmental Impact Assessment (“EIA”) Regulations, 2014 (as amended). 3. Please find comments from various Directorates within the Department, minus that of the CA for the EIA application, on the Pre-App SR dated November 2023 that was available for download from the website of the environmental assessment practitioner (“EAP”). The comments are to be considered in the drafting of the forthcoming Draft Scoping Report (“DSR”), where applicable. The Department further extends its gratitude to the EAP for graciously allowing a time extension on the commenting period of the Pre-App SR. 4. Directorate: Climate Change – Ms Lize Jennings-Boom (Email: Lize.Jennings@westerncape.gov.za; Tel.: (021) 482 0769): <ol style="list-style-type: none"> 4.1. The Pre-App SR includes a short chapter on sustainability and climate change, which includes summaries of the National Climate Change Response White Paper (2011), the revised Western Cape Climate Change Response Strategy: Vision 2050 (2022), and the City of Cape Town Climate Change Action Plan (2022). Page 86 of the Pre-App SR states that the proposed Cape Winelands Airport (“CWA”) expansion project has aligned itself with the national, provincial, and local government vision and strategies of climate change and sustainable development. This Directorate has a few concerns about this statement, as discussed below: <ul style="list-style-type: none"> • Other than discussing how the development is responding to the relevant Strategic Focus Areas of the City of Cape Town’s Climate Change Action Plan, the document does not state how it aligns with the national and provincial vision and strategies of climate change. It is only the summaries that are included. At a national level, only the National Climate Change Adaptation Strategy (2020) is referred to, with no reference made to national mitigation policy, including the Low Emissions Development Strategy 2050 (2020), or how this 	<ol style="list-style-type: none"> 1. The reference is noted. 2. The various directorates to provide comment and Directorate: Development Management (Region 1) as the competent authority is acknowledged. 3. The comment is noted. 4.1. The comment on the alignment of the Pre-application Scoping report with national and provincial vision and strategies of climate change is noted. The requirement to refer to national mitigation policy, inclusive of the Low Emissions Development Strategy 2050 and the response of the proposed development to emissions policy and strategy is noted. <p>A climate change impact assessment will form part of the EIA and will incorporate the required policies, legislation, strategies and how the proposed development aligns with these.</p> <p>The comment is noted. A climate change impact assessment will form part of the EIA and the plan of study for EIA will be amended accordingly.</p>
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		<p>proposed development needs to respond to any emissions policies or legislation.</p> <ul style="list-style-type: none"> Section 5.3 (sustainability and climate change) does include a strong argument from a carbon emissions perspective on why the proposed development should be considered an alternative site for certain international and domestic flights given that less reserve fuel will be required. Any proposal that could realize emission reductions should be considered in more detail. It is therefore recommended that a detailed Climate Change Impact Assessment be undertaken that considers the initial emission reduction exercise and discuss it in more detail. This would allow this Directorate to provide more detailed input into how the proposed development could contribute to emission reductions in the Western Cape. As such, it is recommended that the Plan of Study for EIA be amended to include the undertaking of a Climate Change Impact Assessment. <p>4.2. There is potentially some other climate change – related concerns that could be linked to biodiversity, transport planning, electricity and associated infrastructure, stormwater, infrastructure in general, as well as the cumulative effect that the proposed development could have on the broader area and the potential other activities that may develop around the proposed development and the impacts that these will have. These should either be addressed in the Climate Change Impact Assessment, or within the specialist studies covering these topics.</p> <p>5. Directorate: Spatial Planning – Mr Marek Kedzieja (Email: Marek.Kedzieja@westerncape.gov.za; Tel.: (021) 483 4525):</p> <p>5.1. This Directorate seeks to provide comments on the strategic spatial planning context of the wider precinct within which the proposed project is positioned. It is essential that the spatial context within which the proposal is located, be understood to achieve a comprehensive overview of the developmental pressures surrounding the precinct.</p> <p>5.2. As an outcome of the approval of the Greater Cape Metropolitan Regional Spatial Implementation Framework (2019) (“GCMRSIF”), an Intergovernmental Steering committee was established as a platform for the advancement of strategic spatial alignment with emphasis on precincts and issues which have inter-municipal impacts. The proposed CWA expansion project is located within such a developmental “hotspot” because of a surging dynamic of mixed-use activities and proposals which have transpired in recent years in response to developmental pressures experienced in the broader area. Most significantly, the N1 Corridor</p>	<p>4.2. The comment is noted on additional climate change concerns linked to biodiversity, transport planning, electricity and associated infrastructure, stormwater, infrastructure in general, as well as the cumulative effect that the proposed development could have on the broader area and the potential other activities that may develop around the proposed development and the impacts that these will have. A climate change impact assessment will form part of the EIA and where appropriate specialist studies will also address the listed concerns.</p> <p>5.1. The comment is noted. As part of the SR a Spatial Planning and Land Use report was provided by a Town & Regional planner addressing spatial planning.</p> <p>5.2. The comment is noted.</p>
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between Cape Town and Paarl is seen as a key locus for future development pressures and options. The CWA is regarded as falling within the N1 Corridor and should therefore be considered in this broader context.

5.3. The National Spatial Development Framework (“NSDF”) (2022) identifies nationally significant systems of nodes and corridors, of which the Cape Town National Urban Region is seen as significant from the perspective of national connectivity. The NSDF emphasises that logistics hubs, ports (airports and harbours) and border posts are maintained and timeously expanded to support and strengthen national economic growth to reduce delays at ports. As part of the NSDF, several National Spatial Action Areas (“NSAAs”) were developed, one of which is the Greater Cape Town Urban Spatial Transformation and Economic Transition Region (“GCTR”). The GCTR NSAA includes the following Municipalities: the City of Cape Town, Drakenstein and Stellenbosch. One of the strengths of this NSAA is related to its high levels of intra-regional, national and international connectivity. It could be argued that the expansion of the CWA would further build on this strength.

5.4. The Provincial Spatial Development Framework (2014) (“PSDF”) does not directly speak to the need for an expansion of airport facilities in the Western Cape in the time horizon of the validity of the Plan. The Status Quo Report for the GCMRSIF did include an Aviation Report (Draft 2015) for the Cape Town Functional Region Spatial Development Framework, which was the precursor for the GCMRSIF. The conclusions and recommendations from that report indicate that the National Airports Development Plan stipulates that preference should be given to the expansion and development of existing airports before an alternative site be considered for a new or secondary airport. Said Plan indicates that the existing capacity of the Cape Town International Airport (“CTIA”) should be able to accommodate travel demand for another 30 years. The viability of a multi-Airport System would only be reached once the total passenger demand was in the region of the 27 million annual passenger (“MAP”) limit.

5.5. The CTIA had a capacity of 15 MAP and an ultimate capacity of 40 MAP taking expansion plans into account at the time. These figures will require recalibration against the background of informal dwelling land invasion which may compromise expansion efforts. At the time, the

5.3. The comment is noted.

5.4. The comment is noted. These Frameworks are now 10 years old and new information is available. Passenger and freight capacity is not the only determinant of the need and contribution value of a second civilian commercial airport to a metropolitan city. New issues such as the environmental and economic gains of having a reliever airport are now important considerations where airlines must drastically reduce their carbon footprint and pricing models. This was highlighted in the Diversion Airport Analysis report attached to the Pre-application Scoping report as Appendix 28.

Apart from the above important considerations, the strategic vulnerability of the GCMR is a risk that requires mitigation. Cape Town is effectively an “island” in respect of the global economy, and it is heavily dependent on tourism. Having only one airport to cover this risk (plus business trips and certain categories of freight) is irresponsible.

5.5. The comment is noted.

Agreed. CTIA’s capacity numbers will have to be recalibrated and the timing of CTIA’s proposed 5 year development plans will also have to be

recommendation was to earmark land which could be reserved for an airport development south of Atlantis although the specific cadastral location was not specified.

- 5.6. Significantly, however, is the understanding that the policy thrust of the PSDF is to advance developmental alignment of all infrastructural initiatives which will bring about greater economic growth, sustainability, as well as social and spatial justice. It is against this background that the expansion of the CWA is seen as an infrastructural connectivity enhancement for the greater metropolitan region which has the potential to create economic opportunities for inclusive growth and a wider range of transport options in a part of the metropolitan nexus which is experiencing rapid expansion.
- 5.7. The City of Cape Town Municipal Spatial Development Framework (“MSDF”) (as adopted in January 2023) recognises aviation and the CWA as part of the City’s key economic infrastructure and supports the migration of general aviation activity from the CTIA to CWA to promote better operational efficiencies for aviation. The key issue here is that the MSDF supports complementarity and appropriate land development at

assessed and confirmed against the background of informal dwelling land invasions.

The location close to Atlantis was conceptually indicated in the City’s 2012 MSDF and subsequently removed. That location falls well within the Urgent Protective Action Zone of the Koeberg Nuclear Power Station Restriction Area Overlay Zoning. It would result in additional road capacity issues and, in the unlikely event of a nuclear disaster, close an airport when it is most needed.

The Greater Cape Metro Regional Spatial Implementation Framework – 2027 Baseline Status Quo Report Draft November 2015 states understandably:

Detailed literature on investigations into upgrading Fisantekraal to a commercial airport could not be accessed for this study. Table 26 lists the airports within the city limits and the owner, runway length and usage of each.

At that time (2015) the information was simply not available as the airport was under different ownership.

The GCMRSIF also stated that Ysterplaat Airport is unsuitable due to its proximity to CTIA and that *“Overberg and Stellenbosch are constrained by the surrounding mountains which make it difficult to land and are unfavourable for that reason”*.

5.6 The comment is noted.

5.7 The comment is noted.

In addition to the efficiencies that CWA promote at CTIA due to the relocation of general aviation, CWA will inject broader efficiencies into the aviation system. The existence of CWA as a closer planning alternate

the Cape Winelands Airport to give effect to efficiencies of the CTIA, which would be in alignment with the NSDF approach to existing infrastructure as discussed in paragraph 5.3. above.

5.8. The proposed expansion of the CWA presents an opportunity to increase efficiencies and enhance air transport options for the CTIA as well as the proposed development area. Similarly, it is in a part of the metropolitan nexus which is experiencing significant growth pressures which can potentially benefit from such enhanced air connectivity. The proposal is in alignment with the MSDF within which it is located and brings with it the possibility for inclusive economic growth. The enhancement of air transport options for the CTIA would occur due to providing both emergency and scheduled alternatives for flights to and from the CTIA.

5.9. The proposed infrastructural development is aligned with provincial and regional strategic spatial objectives.

6. Directorate: Development Facilitation – Ms Adri La Meyer (Email: Adri.Lameyer@westerncape.gov.za; Tel.: (021) 483 2887):

6.1. It is noted that there are four existing concrete airstrips of 90m width, which vary in lengths between 700m and 1 500m. The proposed CWA expansion project includes the initial retention and expansion of existing runways 01-19 and 14-32. During phase 2, secondary cross runway 14-32 with a length of 700m will be closed, and the airport will then comprise of one main runway at an orientation of 01-19 with a length of 3 500m. It is not apparent from the Pre-App SR what will happen with existing runways 05-23 and 03-21. Would these runways/airstrips be closed (decommissioned) during Phase 1 of the proposed CWA expansion project? This must be indicated in the DSR.

airport for fuel planning and diversion purposes enables significant and immediate improvements to airline economics that will not only assist ACSA in maintaining current air services to CTIA, but in addition will open new markets previously not feasible routes.

Designating CWA/FAWN as the preferred alternate airport offers significant operational advantages, including improved fuel efficiency and augmented payload capacity, with associated cost savings and environmental benefits, therefore improving the global business case for flying into Cape Town as a region.

The recommendation to designate CWA/FAWN as the primary alternate diversion airport for a flight is supported by robust evidence of operational advantages, emphasising positive impacts on both economic and environmental aspects of air travel.

5.8 The comment is acknowledged.

5.9 The comment is acknowledged.

6.1. The comment is noted. Existing runways 05-23 and 03-21 will be closed and removed during bulk earthworks. Detail on the method of removal, disposal of rubble will be included in the EMPr.

		<p>6.2. Please provide a more legible site layout plan/ site development plan with a legend that clearly indicates the all the listed and specified activities applied for, and their associated structures and infrastructure, including, but not limited to, the following:</p> <ul style="list-style-type: none"> • Commercial/retail service station. • Bulk aviation fuel farm. • Biodigester. • Desalination plant. • New and upgraded roads. • On-site package plant/ sewage works. • Solar photovoltaic (“PV”) facility to be developed on open areas. • Battery energy storage system (“BESS”). • General waste storage and sorting facilities. • Pipeline for the transfer of dangerous goods. <p>6.3. Ideally, the DSR should indicate which farm portion will be utilised for the various components of the proposed CWA expansion project. For example, it is noted that the Uitsig quarry is part of the proposed CWA expansion. On what property is the quarry located and what is the intended use of the quarry in the airport expansion project? The various properties descriptions with the various components should be overlain on the site layout plan.</p> <p>6.4. The Transport Scoping Report must be expanded in the environmental impact assessment (“EIR”) phase to also include an estimated vehicle trip generation during the construction phase.</p> <p>6.5. Please indicate the estimated development footprint of the proposed solar PV facility within the open areas of the airport precinct.</p> <p>6.6. Section 6.7 of the Pre-App SR states that “provision has been made for lead-acid battery energy storage, with Li-Ion batteries to be considered later.” Please indicate the location of the proposed BESS as per paragraph 6.2.8. above and indicate whether the proposed BESS will trigger any EIA listed activities. In addition, the Draft EIA Report must clearly indicate the risks and impacts associated with the BESS.</p>	<p>6.2. The comment is noted. The current SDP provided detail on the location of these activities based on a numbering system in the legend.</p> <p>An amended SDP indicating listed and specified activities applied for will be provided inclusive of the following:</p> <ul style="list-style-type: none"> • Commercial/retail service station. • Bulk aviation fuel farm. • Biodigester. • Desalination plant. • New and upgraded roads. • On-site package plant/ sewage works. • Solar photovoltaic (“PV”) facility to be developed on open areas. • Battery energy storage system (“BESS”). • General waste storage and sorting facilities. • Pipeline for the transfer of dangerous goods. <p>6.3. The comment is noted. The relevant farm portions are indicated in the SDP but have been highlighted in the amended SDP. The intended use of the quarry (located on P23 of Farm 724) is as a stormwater retention facility.</p> <p>6.4. The comment is noted and will be complied with.</p> <p>6.5. The comment is noted. The Electrical Engineering report has been amended to include a SDP with the placement of solar PV indicated.</p> <p>6.6. The comment is noted. The BESS will be located in containers in the landside development area. The Electrical Engineering report has been updated to indicate the configuration of the BESS. The batteries are fully enclosed, fully manufactured units, housed into containerized storage modules. The batteries are individually monitored for over-charge/over-temperature/over-temperature minimizing the risk of individual unit failure. The battery enclosures are all fitted with HVAC cooling and fire</p>
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		<p>6.7. In terms of land use and zoning (section 6.4), reference is made to the Greenville Garden Cities future phases (2030+) and the Bella Riva mixed-use development. The Pre-App SR however fails to indicate what the current land uses and zonings are for the future Greenville Garden Cities, directly opposite the airport and separated by the R312 (Lichtenburg Road). It appears that this area currently comprises of several smallholdings that may be undertaking composting activities as several birds have been observed on these properties. It is imperative that the DSR and Draft EIA Report indicate the current land uses as it has an impact on the outcome of the specialist assessments, especially the Avifaunal Impact Assessment.</p> <p>6.8. The Faunal and Avifaunal Scoping Phase Assessment refer to a Part C (results of the avifaunal field assessment, data analyses and discussion of the preliminary findings) of the Report, but this was not included in the Assessment. Furthermore, the Pre-App SR refers to certain impacts on avifauna not discussed in the Faunal and Avifaunal Scoping Phase Assessment, e.g., “Avifaunal risk linked to the establishment of a freshwater body has been identified and needs to be avoided to avoid bird strikes, and the input from a bird strike specialist will be included in the future design.”</p> <p>6.9. The Botanical Scoping Study with initial ground-thruthing findings must be consulted and used in the Faunal and Avifaunal Impact Assessment. The Botanical Scoping Study has identified areas of botanical sensitivities not indicated in the Faunal and Avifaunal Scoping Phase Assessment. It is important that the various specialist assessments inform one another to provide an accurate impact assessment.</p> <p>6.10. This Directorate supports the implementation of a Biodiversity Offset Report that will identify a possible biodiversity offset site, which needs to be secured in perpetuity. It is recommended that said Biodiversity Offset Report be compiled as part of this application and included with the Draft EIA Report. Ideally the Biodiversity Offset Report should be finalised before the CA issue a decision on the application.</p>	<p>suppression minimizing the risk to operators and the environment. No EIA listed activities are thus triggered by the BESS.</p> <p>The draft EIA report will indicate risks/ impacts associated with the BESS.</p> <p>6.7. The comment is noted. The current land uses and zonings are indicated in the Scoping report under section 6.4.</p> <p>6.8. The comment is noted. The Avifaunal Scoping Phase Assessment Part C was included with the Pre-application Scoping report as Appendix 11. The Pre-App SR refers to impacts on avifauna discussed as part of the Avifaunal Scoping Phase Assessment Part C Section 5 Impact Statement. A birdstrike specialist will provide input in the EIA.</p> <p>6.9. The comment is noted and will be adhered to. The Faunal and Avifaunal specialist mapping of habitats and the Botanical mapping has been aligned.</p> <p>6.10. The comment is noted. The Biodiversity offset report will be included as part of the draft EIA report and will be finalised before the issue of a decision by the CA.</p>
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		<p>6.14. Further to the above, the Directorate: Waste Management indicated the following in their correspondence dated 18 October 2023: “GN No. 1984 does not apply to any infectious animal waste, raw sewage or sewage sludge that does not meet the minimum quality standards for sludge as determined by the Department of Waste and Sanitation in their “National Norms and Standards for Domestic Waste and Sanitation Services”, published as GN No. 982 of 8 September 2017.” It is however noted from the Pre-App SR that the biodigester “can be combined with other sources of waste, including food waste and sewerage. Raw sewerage is normally processed to remove excess water before the “dry waste” is used in a bio-fuel digester.” On page 161 of the Pre-App SR, it is however noted that “The intent is not to feed raw sewage sludge into the biodigester, this will go into the package plant and then the outflow effluent water will be used in the biodigester”. The contradictory statements regarding the use of raw sewage in the biodigester must be clarified in the DSR. Note that if raw sewage will be used as feedstock for the biodigester, then the National N&S for the Treatment of Organic Waste would not apply. Furthermore, raw sewage is classified as hazardous waste and an application for a waste management licence (“WML”) for the treatment of hazardous waste in terms of GN No. 921 of 29 November 2013 (as amended) would have to be submitted to the National Department of Forestry, Fisheries and the Environment. Such WML application must be undertaken concurrently with the Scoping &EIR process for the proposed CWA expansion project.</p> <p>6.15. It is noted that the City of Cape Town is the licensing authority for the atmospheric emission licence (“AEL”) application. Did the City of Cape Town confirm that they are the licensing authority in terms of section 36(5)(d) of the National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004) (“NEM: AQA”)?</p> <p>6.16. It is noted that an on-site sewage treatment package plant will be constructed, which will generate treated sludge/biosolids and treated effluent water. The treated effluent water will be used as a supplementary input liquid in the biodigester to generate electricity. It is however not clear how treated sludge will be disposed of and where. This must be clarified in the DSR. 6.17.</p> <p>6.17. The DSR must clearly indicate which listed activity/ies are applicable to the various facilities required for the storage of dangerous goods in containers. For example, the Pre-App SR lists both activity 51 of Listing Notice 1 and Activity 4 of Listing Notice 2 of the NEMA EIA Regulations,</p>	<p>biodigester. No sewage sludge will be fed into the biodigester. The contradictory statement has been amended in the Scoping report.</p> <p>6.15. The comment is noted. The CoCT has confirmed that it is the licensing authority for the atmospheric emission licence (“AEL”) application.</p> <p>6.16. The comment is noted. Treated wastewater will be used for the biodigester and as irrigation on site. Treated sludge will be removed from site to a licenced waste handling facility (refer 6.14 above).</p> <p>6.17. The comment is noted. The Draft Scoping report will be amended to specify which listed activities are applicable to the various facilities for storage of dangerous goods and will distinguish between facilities that are new and facilities that are expansion.</p>
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		<p>2014 (as amended) as applicable to the proposed commercial/retail service station, additional diesel storage for backup generators, and expansion of the aviation gasoline storage facility. Note that there is a clear distinction between those facilities that are new (i.e., “development”) and those that are existing and require expansion (i.e., “expansion”).</p> <p>6.18. The DSR indicates that “The need for a Glint and Glare assessment with relation to the Solar PV has also been identified and will be included in the formal EIA process” and that “Given the primary function and usage of the site as an airport, any PV Power Source system will be subjected to a Glint and Glare Study to ensure the panels installed will have no impact on air traffic safety.” It is however apparent from the Plan of Study for EIA that a Glint and Glare Assessment will not be undertaken as a specialist assessment. It is further not known if such an assessment will form part of the Visual Impact Assessment. Please clarify.</p> <p>6.19. The Plan of Study for EIA must clearly indicate that the terms of reference for the appointment of specialists must comply, where relevant, with the Procedures for the Assessment and Minimum Criteria for Reporting on identified Environmental Themes in terms of Section 24(5)(a) and (h) and 44 of the National Environmental Management Act, 1998, when applying for Environmental Authorisation (“the Protocols”) published in Government Gazette1.</p> <p>6.20. Please note that there is a distinct difference between “sewage” and “sewerage” which are interchangeably used in the Pre-App SR. Sewage refers to the waste that is discharged, whereas sewerage is the pipe/ connection of pipes where the waste (sewage) is discharged into.</p> <p>7. Directorate: Pollution and Chemicals Management – Mr Gunther Frantz (Email: Gunther.Frantz@westerncape.gov.za; Tel.: (021) 483 2975):</p> <p>7.1. This Directorate supports the Plan of Study for EIA and the associated specialist studies that will inform potential impacts to be assessed during the EIR phase.</p> <p>7.2. This Directorate notes and supports the inclusion of a Geohydrology Impact Assessment as an additional specialist study, given the potential risks to groundwater resources from the proposed bulk fuel storage facilities for the CWA expansion project.</p> <p>7.3. In addition to the above, given the types and total volume of fuel to be stored across three locations within the site, but with reference to the bulk aviation fuel farm, it is not clear if a screening risk assessment has been undertaken to establish if any portion of the facility will constitute a</p>	<p>6.18. The comment is noted. A Glint and Glare assessment with relation to the Solar PV has been identified and will be included in the formal EIA process and will be included in the updated Plan of Study for EIA.</p> <p>6.19. The comment is noted. The Plan of Study for EIA will be amended where required to indicate the ToR for specialists to comply with Procedures for the Assessment and Minimum Criteria for Reporting on identified Environmental Themes in terms of Section 24(5)(a) and (h) and 44 of the National Environmental Management Act, 1998, when applying for Environmental Authorisation.</p> <p>6.20. The comment is noted and the dSR will be amended.</p> <p>7.</p> <p>7.1. The comment is noted.</p> <p>7.2. The comment is noted.</p> <p>7.3. The comment is noted. a Major Hazard Installation risk assessment forms part of the EIA and will be included in the amended Plan of Study for EIA.</p>
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		<p>Major Hazard Installation (“MHI”) or if additional site-specific mitigation measures are required. If so, it is recommended that this assessment (or MHI Assessment) is included as part of the Draft EIA Report, and therefore also mentioned within the Plan of Study for EIA, with the findings and recommendations incorporated into the EIR phase, where appropriate, at a later stage.</p> <p>8. Directorate: Waste Management – Ms Minenhle Mpitimpiti (Email: Minenhle.Mpitimpiti@westerncape.gov.za; Tel.: (021) 483 5546):</p> <p>8.1. With reference to page 76 of the Pre-App SR, please include a short description that relates the proposed development to the specified National N&S for waste management, similarly to how the NEMA EIA listed activities were stated in Table 3.</p> <p>8.2. This Directorate notes that a waste management strategy will be established for the proposed development. It is advisable that the strategy be made binding to all vendors and contractors operating within the development footprint. Further, it must address how general and hazardous waste will be handled, and the associated reporting measures (including the types and quantities generated, stored, recycled, disposed of, etc.) on a regular basis. This information will be required as the waste management facilities will have to register and report on this information on the Department’s Integrated Pollutant and Waste Information System at URL http://ipwis.pgwc.gov.za/ipwis3/dashboard.</p> <p>9. Directorate: Air Quality Management – Mr Mzolisi Benxa/ Mr Deon Stoltz (Email: Mzolisi.Benxa@westerncape.gov.za; Tel.: (021) 483 2388):</p> <p>9.1. The Pre-App SR indicates that the proposed development triggers a listed activity in terms of section 21 of the NEM: AQA, 2004 being Category 2 (Petroleum Industry, the production of gaseous and liquid fuels as well as petrochemicals from crude oil, coal, gas or biomass), Subcategory 2.4: Storage and Handling of Petroleum Products. This activity requires an AEL in terms of NEM: AQA, with the City of Cape Town identified as the licensing authority.</p> <p>9.2. This Directorate notes that the proponent has undertaken a Baseline Air Quality Impact Assessment. Based on the data from three nearby air quality monitoring stations, the baseline study indicates that the area of the proposed development is considered to have good air quality with low concentrations of all relevant air pollutants.</p> <p>9.3. Should the project continue, it is recommended that the EIR phase Air Quality Impact Assessment thoroughly investigates and assesses the operational procedures of the CWA expansion project to determine the</p>	<p>8.</p> <p>8.1. This request is noted and will be complied with in the dSR.</p> <p>8.2. The comment is noted. Waste management will form part of the EMPr, which once authorised by DEA&DP will become part of tender documents for the proposed project and be binding on vendors and contractors. Detail will include how general and hazardous waste will be handled, and the associated reporting measures (including the types and quantities generated, stored, recycled, disposed of, etc.) on a regular basis.</p> <p>9.</p> <p>9.1. The comment is noted and the need for an AEL in terms of NEM: AQA is acknowledged, with the City of Cape Town identified as the licensing authority.</p> <p>9.2. The comment is noted, and the findings acknowledged.</p> <p>9.3. The comment is noted and will be adhered to.</p>
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		<p>potential air quality impacts that could be experienced during the construction and operational phases of the proposed project.</p> <p>9.4. Furthermore, it is recommended that the cumulative air quality impacts emanating from the Fisantekraal wastewater treatment works, Country Fair primary processing plant, Claytile brick factory, and other sources that influence the ambient air quality around the proposed project site, be quantified and included in the Air Quality Impact Assessment.</p> <p>9.5. This Directorate notes that one of the measured noise-sensitive receptors exceeded the SANS level for urban districts, with the main sources identified to be human activities and vehicular traffic. The EIR phase Noise Impact Assessment should thoroughly assess the cumulative impacts of the proposed development and existing sources as this may cause noise nuisance to the adjacent land users.</p> <p>9.6. It is noted that there is a plan to develop new and upgrade existing roads. During the construction phase, dust will be experienced. This Directorate recommends that mitigations measures to monitor and prevent fugitive dust emissions be included in the EIR phase Air Quality Impact Assessment and the forthcoming Environmental Management Programme.</p> <p>10. Please direct any enquiries to the official/s indicated in this correspondence should you require any clarity on any of the comments provided.</p> <p>The Department reserves the right to revise initial comments and request further information based on any information received.</p>	<p>9.4. The comment is noted. The cumulative air quality impacts from these sources will be considered in the Air Quality Study.</p> <p>9.5. The comment is noted. The cumulative air quality impacts from these sources will be considered in the Air Quality Study.</p> <p>9.6. The comment is noted. The Air Quality Impact Assessment will include mitigations measures and a monitoring programme to prevent fugitive dust emissions during construction.</p> <p>10. The requirement is noted.</p> <p>The comment is noted.</p>
18	Zahn Opperman / JH Blanckenberg: JH Blanckenberg (EDMS)Bpk	<p><u>Email dated 10 November 2023:</u></p> <p>1. Please can you register Mr JH Blanckenberg (ID attached) as an interested party. His mobile nr [REDACTED]</p>	<p>1. This comment is noted. Mr JH Blanckenberg has been registered as an IAP for the NEMA process.</p>
19, 152 & 158	Danielle Cronje: Mosselbank River Conservation Team	<p><u>Email dated 13 November 2023:</u></p> <p>1. I am the Director for the Mosselbank River Conservation Team based in Greenville, Fisantekraal and writing on behalf of our volunteers regarding the above-mentioned project. Please could you kindly advise when the community meetings will be held with the local community of Fisantekraal and Greenville detailing the impacts of this project? A copy of the report is also not available at the library. When will this be made available?</p> <p><u>Reply received dated 13 November 2023:</u></p>	<p><u>Email response provided on 13 November 2023:</u></p> <p>1. Thank you for your email. We will register your organisation as an I&AP The EIA process consists of approximately three commenting periods. Public meetings will not be held during this round of consultation, only at an appropriate junction during one of the following rounds. However, we will inform you about that as a registered IAP. A hardcopy of the report was placed at the Fisantekraal library on 8 November 2023 – please see attached proof of placement. We also placed copies of the adverts on the notice board at the library. I have been in contact with the library now and they confirmed the report is still in the</p>

		<p>2. Thank you kindly and sorry for missing your call. I will send you a letter with our initial comments too. Strange, one of my team members was there this morning to ask for it, and they said it wasn't available. Will go check personally too.</p> <p><u>Letter received via email on 7 December 2023:</u></p> <p>1. We are a conservation NPO based in Greenville, Fisantekraal and wish to register as Interested and Affected Parties.</p> <p>1.1. At Mosselbank River Conservation Team (MRCT), our mission is to protect wetlands and promote environmental education. We believe that by working together, we can make a difference in preserving the natural beauty of Mosselbank River and its surrounding wetlands. Our volunteers are passionate about conservation and are dedicated to educating the community about the importance of wetlands in our ecosystem. We strive to create a sustainable future for our community and for generations to come.</p> <p>1.2. As we understand and acknowledge the numerous economic benefits the expansion of the airport will have on the Fisantekraal and Greenville community, we are equally concerned about the negative consequences of the development.</p> <p>2. Community Engagement We are concerned that the expansion is widely publicised, but there has been no prior engagements with the local community. If there has been, it was certainly not with the wider community. Fisantekraal's leadership network is vast, with numerous political influence and request that the applicant will have fair and concise engagement with all residents, businesses and non-profits in the area.</p>	<p>library and available for comment and the adverts on the notice boards are also still available.</p> <p>Please note, subsequent to this email response a public meeting was held on the 8th of May and record is attached as Appendix 33 to the Scoping Report.</p> <p>1. The request to register as IAP has been complied with.</p> <p>1.1. The comment and background is noted.</p> <p>1.2. The comment is noted.</p> <p>2. The concern is noted. Planned PPP during the in-process Scoping and IA phase of the proposed EIA was included and described in the pre-application Scoping report. Engagements between the CWA and the local communities were also held outside the EIA process to serve as information sharing and awareness creation of the proposed project. A meeting was held outside of the EIA process by the CWA team with the Fisantekraal community (facilitated by community leaders) on 30 July 2021, and with the Fisantekraal and Klipheuwel communities (facilitated by community leaders) on 24 October 2023.</p> <p>As described above two formal engagements outside of the EIA process were held:</p> <p>Engagement 1 - Only with members of the Fisantekraal community (30 July 2021)</p> <p>Engagement 2 - Klipheuwel and Fisantekraal community members (24 October 2023)</p>
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3. Noise Pollution

Currently noise pollution is not a huge concern as only light airplanes that fly over the wetland area. Increased noise can have adverse effects on the well-being of residents, leading to sleep disturbances and other health issues. Its always the small communities that have to bare the brunt of the pollution of big developments. The applicant do not have to experience the noise pollution as they do not live in the area as our volunteers do.

4. Air Pollution

The community is surrounded by a few industrial areas, which peaks the pollutions levels to "Unhealthy for sensitive groups" as times. With increased air traffic these pollution levels will certainty increased as Aircraft emissions, including pollutants like nitrogen oxides, can contribute to air pollution, potentially causing respiratory problems and other health issues. To add to that, medical services are limited in the community and residents will not be able to receive treatment locally for respiratory problems and will have to be referred to clinics outside the community. Once again, the developers are benefitting while the community are impacted by the pollution levels.



5. CWA Valley-Bottom Wetlands

On both occasions the ward and PR councillors were present, and they facilitated the engagements.

3. The comment and concern are noted. A Noise Impact Assessment forms part of the EIA process and will be provided to all registered IAPs during the Impact Assessment phase to consider and comment on.

4. The comment is noted. An Air Quality Impact Assessment forms part of the EIA process and will be provided to all registered IAPs during the Impact Assessment phase to consider and comment on.

Efforts should be placed on conserving remnants of wetlands and biodiversity and not Offsetting to benefit developers. Offsetting wetlands have various issues especially when it comes to the quality and standard's of the offset area. Does the off set area have an equivalent in terms of ecological value and function as the original site? Selecting appropriate offset sites that are ecologically equivalent to the impacted site can be challenging. Ensuring that the offset compensates adequately for the loss is a complex task and requires thorough assessment. Furthermore, biodiversity offset projects often take time to establish and mature. There may be a time lag between the impact and the realization of the offset benefits, during which the affected biodiversity is not adequately protected.

6. Biohazards and the local conservation areas.

- The Eastern Tributary of the Mosselbank River is an identified core conservation area and is located approximately 2.3 km from the Airport. Considering that international flights are considered, biohazards is a big concern for our local conservation areas namely:
- Pathogenic microorganisms, such as bacteria, viruses, and fungi that travel with the flights can lead to the spread of infectious diseases among wildlife, plants, and even humans. Pathogens can disrupt ecosystems and decline local wildlife populations
- As farms surround the Airport, Plant diseases and animal infections can lead to reduced agricultural productivity, affecting food security and economic stability. The intentional or unintentional release of biohazards, such as invasive species, can have detrimental effects on our native ecosystems. Invasive species may outcompete native flora and fauna, disrupt ecological balance, and lead to biodiversity loss.

Our teams are working hard to rehabilitate the Mosselbank River by maintaining the weeds and alien vegetation, increasing biodiversity by seeding and planting, erosion control and litter runs. Read more [here](#).

7. Safety and Security

The Greenville and Fisantekraal Community is suffering under the lack of police resources in the area. There is only a satellite police station with one police van monitoring the entire area. With this size of a development, how will safety and security be addresses under the (already) lack of resources? The applicant will be able to privatize their security and protect their own assets, but what about the potential criminal elements stemming from the development and impacting the community's safety? Furthermore, taxi strikes occur regularly and becomes very violent by keeping resident hostage in their own community. The need for additional public transport will have to be well thought out as the

5. The comment is noted. The Botanical Impact Assessment and the Freshwater Ecological report will assess if any wetland or botanical loss will occur post application of the mitigation hierarchy to the proposed project SDP. The Biodiversity offset report and the Freshwater ecological offset report will be shared with registered IAPs as part of the EIA to consider and comment on.

6. The comment and concern re biohazards to the Eastern Tributary of the Mosselbank River and to adjacent farms is noted.

7. The comment is noted. The Socio-economic Impact Assessment will include assessment of potential socio-economic impacts such as crime. Registered IAPs will be afforded the opportunity to consider and comment on the report during the EIA Phase.

	<p>taxi associations will fight for their territories, which will ultimately impact residents.</p> <p>8. Current Road infrastructure The road leading to the airport, Lichtenburg Road, is not in any means in the right condition for increased traffic that would be expected from an airport. Most of Fisantekraal residents walk on that road, but there is no sidewalks, traffic signals, pedestrian crossings or lights. Stray Cattle and dogs is also frequent. How would this road be improved to ensure both pedestrians and motorists are safe? Similar to access from Klipheuwel road. There has been multiple accidents as the road has no street lights for traffic signals.</p> <p>9. We request that proper community meetings and engagements are held with the LOCAL community as we are aware that the applicant is giving presentations to other developers in the area and to council, but yet the Fisantekraal and Greenville community will receive the brunt of the negative impacts of this development. PHS CONSULTING, as the consultants on this project, you must ensure that there are no biases and that you take into account:</p> <ul style="list-style-type: none"> • The limited resources in this community and the education level of residents to understand the risks of this development; • The political influences; • Historical Disinvestments; • Zoning decisions that result in the unequal distribution of environmental burdens; • That this community will be more vulnerable to the environmental hazards; and • Health Disparities and access to proper health care facilities. <p>Policymakers, developers, and community leaders must work collaboratively to promote inclusive development, equitable policies, and community empowerment to break the cycle of disadvantage</p>	<p>8. The comment is noted. The EIA includes a Transport Impact Assessment which will be circulated to registered IAPs for consideration and comment during the Impact Assessment Phase of the proposed project.</p> <p>9. The comment is noted. Please refer to response provided in point 4 above. The Fisantekraal and Greenville community was and will be consulted with.</p>
	<p><u>Email received on 14 February 2024:</u></p> <p>1. Could you kindly provide a timeline when yourself or CWA will be engaging with the community that is right on their doorstep to this project? Making dates public that they are constructing in 2025 is very bold when there has not been one single engagement with the Greenville and Fisantekraal community. The community that will be the most impacted by the development. Yet, meetings are held with more 'prominent' people it seems. We early await the public meeting dates.</p>	<p><u>Email response provided on 16 February 2024:</u></p> <p>1. Thank you for the email.</p> <p>Please note we are still planning the public participation for the statutory Scoping Phase, and even though I am eager to provide you and the Mosselbank River Conservation Team with dates and details, I will only be in a position to do so once the planning is completed.</p>

			<p>We took note of your original query re consultation as raised within the pre-application Scoping Phase and thank you for the comments raised so far.</p> <p>Please note also the article attached to your email and the meeting it refers to is not part of the EIA process for the Proposed Expansion of the Cape Winelands Airport project.</p> <p>Please provide me with more detail on the Greenville community you refer to. Is it in the same proximity to the Fisantekraal community? Can you also provide us with contact persons within these two communities in order to add them to the IAP register?</p>
		<p><u>Email received 6 March 2024:</u></p> <p>1. Apologies for the delay - I was just gathering some contact details.</p> <p>Greenville is a developmental area next to Fisantekraal. There are many Community Based Organisations in the area and a few showed interest in being registered as I&AP. I have cced them in this mail too.</p> <p>Janessa Stockhall Village Action Network jay@v-a-n.co.za</p> <p>Christine le Roux For the Long Run Cannabarrow100@gmail.com</p> <p>Jill and Micheal Corolissen The Father's Heart Jill@thefathersheart.org.za Micheal@thefathersheart.org.za</p> <p>Nellie September Jeroeslam Soup Kitchen nellie.september@gmail.com</p> <p>Antionette Serrone Greenville Soup Kitchen waynishia.antionette5@gmail.com</p> <p>Elizabeth Maans Lizzy's Happy Care Home elizabethmaans76@gmail.com</p>	<p><u>Email response provided on 8 March 2024:</u></p> <p>1. Thank you for all the contact details Danielle</p> <p>No problem - I will add your Garden Cities email address in future as an alternative email.</p> <p>I appreciate the feedback and the new IAPs provided will be registered for the project.</p>

		<p>Durbanville Community Police Forum Louie Storm cpf.durbanville@gmail.com</p> <p>2. Regarding the article - I am confused by the statement that the article has nothing to do with the proposed expansion, when this extract was in the article?</p> <p>According to Wilkinson the EIA process will be completed by the end of this year, with construction taking place from 2025 to '26. The anticipated opening of airport is in 2027.</p> <p>My point is only that after speaking to community leaders and residents, they are unaware of this project and the potential impacts and that communication has been only targeted to certain groups.</p>	<p>2. Please note not to misinterpret my original email sent to you in which I said Please note also the article attached to your email and the meeting it refers to is not part of the EIA process for the Proposed Expansion of the Cape Winelands Airport project.</p> <p>The article you referred to in your original email and from which you clipped below does not form part of the EIA public participation process. Informal meetings that the CWA project team holds with various parties outside of the EIA process may happen and is outside of the EIA formal consultation process. The EAP is not part of this and not even present.</p> <p>Just for your information - Engagements between the CWA project team and the local communities have also been held outside the EIA process. These meetings were held by the CWA project team between 2021 and 2023 with the Fisantekraal and Klipheuwel communities and were facilitated by ward councillors and community representatives.</p> <p>These meetings did not form part of the planned PPP for the EIA process, and the EAP was not present at these meetings.</p> <p>Please also note: Planned PPP during the Scoping and IA phase of the proposed EIA was described in the pre-application Scoping report. Planned PPP will be communicated to all registered IAPs during the Scoping and IA phases of the project, and participation and comments are welcomed.</p> <p>Unfortunately, I will not be able to share these dates with you yet as previously stated as they are still in planning phase. Your understanding and patience are appreciated.</p>
20	Yashke Walters: CapeNature	<p><u>Email dated 14 November 2023:</u></p> <p>1. Please send on Google Earth KML files or QGIS shapefiles of the development footprint.</p>	<p><u>Email response provided on 14 November 2023:</u></p> <p>1. Attached please find the kmz for the development footprint area.</p> <p>Please let me know if you require anything else.</p>

21	Jan Wicht: Durbanville Resident	<u>Email dated 14 November 2023:</u> 1. Please register me as an Interested and Affected Party in the above referenced matter.	1. This comment is noted. Jan Wicht has been registered as an IAP for the NEMA process.
22	Vanessa Stoffels: Chief Directorate Road Planning, Roads Branch Department of Infrastructure	<u>Email dated 15 November 2023:</u> 1. Received your application, our reference Job 30717. The matter is receiving attention and further communication will be addressed to you as soon as circumstances permit.	1. This comment is noted.
23	DEADP EIA Admin: DEADP	<u>Letter received via email on 16 November 2023:</u> ACKNOWLEDGEMENT OF RECEIPT OF THE PRE-APPLICATION SCOPING REPORT ("SR") AND PLAN OF STUDY ("POS") SUBMITTED IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) ("NEMA") AND THE ENVIRONMENTAL IMPACT ASSESSMENT ("EIA") REGULATIONS, 2014 (AS AMENDED) WITH RESPECT TO THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT ON PORTION 10 OF THE FARM NO. 724, THE REMAINDER OF THE FARM NO. 724, PORTION 23 OF THE FARM NO. 724, PORTION 7 OF THE FARM NO. 942, THE REMAINDER OF THE FARM NO. 474, PORTION 3 OF THE FARM NO. 474 AND PORTION 4 OF THE FARM NO. 474, DURBANVILLE 1. The pre-application SR and POS and supporting documentation, received by this Directorate via electronic mail correspondence on 7 November 2023, refer. This letter serves to acknowledge receipt of the abovementioned documentation by this Directorate. This Directorate will provide comment on the pre-application SR and POS within the stipulated timeframe and advise you accordingly. You are reminded that it is an offence in terms of Section 49A of the NEMA for a person to commence with a Listed Activity unless this Directorate has granted an Environmental Authorisation for the undertaking of the activity. This Directorate reserves the right to revise or withdraw its comments and request further information from you based on any information received. Your interest in the future of the environment is greatly appreciated.	1. These comments are noted.
24	Sharon Jones: SRK	<u>Email dated 16 November 2023:</u> 1. Please could you register me on your stakeholder database for the project.	1. This comment is noted. Sharon Jones has been registered as an IAP for the NEMA process.

25	Nelis Bezuidenhout: Power Group	<u>Email dated 20 November 2023:</u> 1. I would like to register as an Interested party for the Cape Winelands Airport project. All my details are in my signature below, but please let me know if you need anything further.	1. This comment is noted. Nelus Bezuidenhout has been registered as an IAP for the NEMA process.
26	Bassie Burger	<u>Email dated 20 November 2023:</u> 1. Thanks for your mail---nothing to comment.	1. This comment is noted.
Phone Call	Esme Erasmus: Tygerburger	<u>Phone call received 20 November 2023:</u> 1. Request to be listed as IAP. E-mail: [REDACTED]	1. This comment is noted. Esme Erasmus has been registered as an IAP for the NEMA process.
27	Larry Eichstadt: RMS	<u>Email dated 27 November 2023:</u> 1. Please register RMS as a stakeholder in the process. 2. Brief comments on certain information noted/scanned; 2.1. The assumptive manner in which waste streams from the project will in future be managed is questionable. 2.2. The treatment of primary sewage sludge does not necessarily fall under Norms and Standards. It is noted that a WML is not being applied for. 2.3. The direct conflict with neighbouring landowners, County Fair and Garden Cities is a potential fatal flaw for the project. <u>Refer to Point 2.5.</u> 2.4. The envisaged project will require significant infrastructure changes in the area which appear to be ignored based on the fact that future changes in the area/s are assumed as given without any alternatives provided if the assumptions are incorrect. <u>Service Provision across the board cannot be based on future planning assumptions without the due consideration of alternatives.</u> 2.5. Please provide a list of stakeholders within the Durbanville area that have been notified and when public meetings/Public Open Days will be held. The PPP makes no mention of any public meetings. At the first public meeting it is important that the respective specialists present their	1. This comment is noted. RMS has been registered as an IAP for the NEMA process. 2.1. The comment is noted. Detailed waste management will be included in the EMPr to be developed in the Impact Assessment Phase of the proposed project. All registered IAPs will have the opportunity to consider and comment on the EMPr. 2.2. The comment is noted. The proposed project scope includes a Wastewater Treatment plant. A Waste Management Licence is not being applied for. 2.3. The comment is noted. It is unclear what the “direct conflict” is that is being referred to. Further reply will be in point 2.5. 2.4. The comment is noted. It is unclear what the “significant infrastructure changes” are. Service provision in terms of potable water (own supply and municipal supply incorporated), electrical (Eskom supply and own supply incorporated) and wastewater treatment (own treatment and municipal treatment incorporated) have been allowed for. Future planning is in consultation with CoCT and incorporates their proposed infrastructure and service provision expansion. 2.5. The comment is noted. Based on the requirements of the POPIA no stakeholders’ details will be shared with another IAP. The proposed PPP included in the pre-application Scoping report listed the requirement for an open house meeting, and a public meeting was

		<p>reports and engage with the public with questions and answers. Based on this aspect the timelines in the PPP document are questionable and cannot be met as the Scoping process will take a lot longer than proposed.</p> <p>2.6. It is assumed that the Socio-Economic impacts and all other impacts associated with such a project will take into account the historical impacts of projects of a similar nature i.e. Lanseria.</p>	<p>held during the pre-application SR on 8 May 2024. Further opportunities for open days and public meetings will be explored in the EIA phase.</p> <p>2.6. The comment is noted. The Socio-economic Impact Assessment will assess the impacts associated with the proposed project during the Impact Assessment Phase of the project. All registered IAPs will have the opportunity to consider the report and comment on it.</p>
		<p><u>Email dated 30 November 2023:</u></p> <p>3. Further to the mail of 27 November 2023 the following needs to be stated and recorded as part of the PPP (public consultation and stakeholder registration process):</p> <p>3.1. It is not considered acceptable or practical to finalise a list of registered stakeholders based on the circulation of only at first notice November/December 2023. Due to the nature of the project and the many concerns that are already being voiced in the public domain it is imperative that a round of public meetings and or public open days are held early in 2024 before any form of a Scoping Report is circulated for further comment.</p> <p>3.2. It goes without saying that the PPP must be facilitated by independent consultants. It is important also that all news items are structured in a way which clearly reflect that the project is “proposed” and the use of the terms “will happen” are avoided.</p> <p>3.3. It is also once again important to emphasise the need for the Lanseria Case Study to be interrogated and which must then form a historical baseline (before and after) for certain specialist studies.</p>	<p>3.1. The comment is noted. The list of registered stakeholders has not been finalised, and registrations are still being recorded and recordings will take place until the final EIA is submitted to DEA&DP. The proposed PPP for the statutory Scoping and IA phases will be finalised in consultation with DEA&DP. The proposed PPP included in the pre-application Scoping report lists the requirement for an open house meeting, and a public meeting was held on 8 May 2024.</p> <p>3.2. The comment is noted. PHS Consulting is the appointed EAP for the proposed project and facilitates all PPP. News items do not form part of the PPP for the EIA and the EAP does not have insight or provide input into articles written by independent news agents and journalists.</p> <p>3.3. The comment is noted. The CWA EIA makes use of aviation industry specialists who informs this process. We would encourage the I&AP to highlight the issues and concerns and parallels the Lanseria case has to the CWA case.</p>
28	Fred Berrange: Durbanville Resident	<p><u>Email dated 30 November 2023:</u></p> <p>1. Since I am a resident of Durbanville I do have the following concerns.</p> <p>1.1. Drop in residential property prices due to the noise and industrial pollution from the expanded airport.</p> <p>1.2. The airspace will compromise recreational aviation, a simple flight from Morningstar to FASH will become problematic. If you have ADSB equipped you could fly through the CTR, the thorn is pilots will need a flight plan and</p>	<p>1.1. The comment is noted. The Noise Impact Assessment, The Air Quality Impact Assessment and the Socio-economic Impact Assessment will assess the impacts during the Impact Assessment Phase of the proposed project. All registered IAPs will have the opportunity to consider the report and comment on it.</p> <p>1.2. The comment is noted. Airspace planning forms an integral part of the proposed project. Please refer to the Civil Aviation and OLS</p>

		<p>the as we know (many recreational pilots don't) a flight plan requires a certain window. This will cause problems.</p> <p>1.3. There are farms surrounding the area and families with Horses and other animals will suffer severely with noise and industrial fallout.</p> <p>2. The expansion of this airport should be carefully thought through as many people/residence and specially animals like Horses, Cows etc. will have a negative impact if this has to proceed.</p>	<p>reports for detail. Morningstar Airfield and Stellenbosch Airfield are registered IAPs for the proposed project.</p> <p>1.3. The comment is noted. The Noise Impact Assessment and The Air Quality Impact Assessment will assess the impacts during the Impact Assessment Phase of the proposed project. All registered IAPs will have the opportunity to consider the report and comment on it.</p> <p>2. The comment is noted.</p>
29	Barbara Gale: Joostenbergvlakte Resident	<p><u>Email dated 30 November 2023:</u></p> <p>1. Thank you so much for returning my call. As discussed, please could you send me the Notification placed in the Tygerburger for the Pre-Application Scoping Phase of the Cape Winelands Airport. I have copied the Joostenbergvlakte Community Forum (JCF) on this email, please send the notification to them as well</p>	<p><u>Emails response provided on 30 November 2023:</u></p> <p>1. Attached please find the advert published in the Tygerburger on the 8th November 2023.</p> <p>As requested, I have copied the Joostenbergvlakte Community Forum (JCF) on this email.</p>
		<p><u>Email dated 1 December 2023:</u></p> <p>2. I will register as an I&AP and submit preliminary comments timeously.</p>	<p>2. This comment is noted. Barbara Gale has been registered as an IAP for the NEMA process</p>
		<p><u>Email dated 8 December 2023:</u></p> <p>3. In response to the Public Participation Notice regarding the Proposed Expansion of the Cape Winelands Airport, I wish to register as Interested and Affected Party, and provide preliminary comments on the pre-application Scoping Report.</p> <p>Name: Dr Barbara Gale Interest: Local Owner/Resident of Erf 309/728 Joostenbergvlakte (██████████), member of, and voluntary Environmental Consultant to, the Joostenbergvlakte Community Forum. I am concerned about the local environment, conservation of the rural/agricultural nature of the area and concern for the degradation of local roads.</p> <p>Contact details: Email: ██████████ (preferred method of communication); Cell: ██████████ (not to be made public).</p> <p>I give consent to my personal details, name, street address and email, being made public, only for the purposes of the Lawful Public Participation Process for this project.</p>	<p>3. Barbara Gale has been registered as an IAP for the EIA process. The comment re concerns is noted. The EIA process allows for the consideration of these concerns within the process by specialists to enable the assessment of potential impacts and the development of management or mitigation measures.</p>

		<p>4. As owner/resident of Erf 309/728 ([REDACTED]) since 1992 (31 years), and member of the Joostenbergvlakte Community Forum (JCF) please accept these preliminary comments on the Proposed Expansion of the Cape Winelands Airport. I am not opposed to the CWA per se, but wish to ensure that:</p> <p>4.1. The proposal to use Lucullus Road for access to the N1 be removed from the plan. I am opposed to the upgrade and widening of Lucullus Road as it will destroy the rural character of Joostenbergvlakte. There are numerous alternative access roads, and more suitable sites for any additional access roads that may be needed.</p> <p>4.2. The Environmental Impacts on surrounding wetlands, water courses and terrestrial/agricultural land be properly assessed and preservation of unique systems be ensured. Conservation of the Critical Biodiversity Area on the eastern boundary is essential.</p> <p>4.3. Potential negative Impacts on the Joostenbergvlakte Cultural Landscape, to the south, be assessed and mitigated.</p> <p>4.4. Potential Environmental Impacts (such as biophysical, socio-economic, noise and traffic) must include the whole of Joostenbergvlakte, south of Fisantekraal, as far south as the N1, East to the R304 and West to the Malmesbury railway line.</p> <p>5. Thank you for your kind cooperation in these matters. Please confirm in writing to [REDACTED] that you have received this email.</p>	<p>4. The comment is noted.</p> <p>4.1. The comment is noted. The Transport Impact Assessment will consider the CoCT future road network plan, which include Lucullus therefore its included. However, the impacts of the proposed road networks and larger network and layout will be considered and all registered IAPs will have the opportunity to consider the report and comment on it during the Impact Assessment phase of the EIA.</p> <p>4.2. The comment is noted. The Freshwater Ecological Impact Assessment and the Botanical Impact Assessment will consider the impacts of the proposed project and all registered IAPs will have the opportunity to consider the reports and comment on it during the Impact Assessment phase of the EIA.</p> <p>4.3. The comment is noted. The Heritage Impact Assessment (inclusive of the Visual Impact Assessment) will consider the impacts of the proposed project and all registered IAPs will have the opportunity to consider the reports and comment on it during the Impact Assessment phase of the EIA.</p> <p>4.4. The comment is noted. Assessment spatial size is dependent on the impact type assessed and will be determined by the specialist in that field.</p> <p>5. The comment is noted. Confirmation was sent by email on 8 December 2023.</p>
30	De Munck Menderoi: DEVAC	<p><u>Email dated 30 November 2023:</u></p> <p>1. Ek het deur die professionele span se verslae gegaan en wil graag weet hoekom 'n Professionele Health & Safety (H&S) Agente verslag nie ingesluit was in so fase 1 "scope" nie. Ek het vermoede dat ek destyds probeer kontak maak het met die klient (Fisantekraal - Cape Winelands Airport) om ons bekend te stel.</p> <p>2. Ter inligting heg ek die "scope of works / services" aan vir 'n H&S Agent wat daarop aandui dat daar in phase 1 van sulke projekte werke is waarop 'n H&S praktiseerder aktief betrokke moet wees. Ons word gewoonlik ingenooi slegs op fase 3-4 en moet dan sekere van hierdie verslae re-engineer of die klient versoek om die Agent op van die werke / dokumentasie te "indemnify" aangesien die verslae nie bestaan nie.</p>	<p><u>E-mail response from EAP 30 November 2023:</u></p> <p>Thank you for the email. I will register you as an IAP and record your comments.</p> <p><u>Response:</u></p> <p>The comments and concerns are noted, and the IAP is registered for the proposed project. The proposed project is currently in the EIA process where various "health & safety" aspects are considered like noise & air quality. H&S</p>

		<p>3. Ons probeer, met baie goeie ondervinding, betrokke raak by fase 1 van projekte, maar agv vroeë praktyke word ons steeds uitgelaat.</p>	<p>is a management item that will resort under the EMPs. Please register as a service provider through the CWA website: https://capewinlands.aero/opportunities/#supp-reg</p>
31	De Munck Menderoi: DEVAC	<p><u>Email to DEADP dated 30 November 2023:</u></p> <p>1. Please see attached correspondence between parties. It is of great concern that the professionals do not include the Construction Health and Safety Practitioners from stage 1 into urban / development planning. The legislative scope of works as set out for Pr. CHSA's include works from stage 1. It is this the DEADP responsibility to request that the Health and Safety report for such projects are also submitted.</p> <p><u>Email response from DEADP dated 6 December 2023:</u></p> <p>2. Thank you for your enquiry (with specific reference to your email of Thursday, November 30, 2023 6:18 PM). It is noted that the appointed Environmental Assessment Practitioner, Ms. Amanda Fritz-Whyte from (PHS Consulting, amanda@phsconsulting.co.za) has registered you as an Interested and Affected Party, meaning that you can participate in the Public Participation Process pertaining to the fol. Pre-application: EXPANSION OF CAPE WINELANDS AIRPORT ON PORTION 10 OF FARM 724, THE REMAINDER OF FARM 724, PORTION 23 OF FARM 724, PORTION 7 OF FARM 942, THE REMAINDER OF FARM 474, PORTION 3 OF FARM 474 AND PORTION 4 OF FARM 474, DURBANVILLE In view of the above, please be informed that you are allowed to provide comments on the abovementioned pre-application process by forwarding it directly to the appointed Environmental Assessment Practitioner. Please note that this Department's Development Management Directorate is currently administering the pre-application process as applicable to the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA") and the Environmental Impact Assessment ("EIA") Regulations, 2014 (as amended)? I trust that you will find this in order.</p> <p><u>Email reply to DEADP dated 6 December 2023:</u></p> <p>3. My comment made was in respect of the standard reports to be included in any application (including pre-application process) and not just specific to the Cape Winelands Airport Development.</p>	<p>1. The EAP notes the communication between the IAP and DEA&DP.</p> <p>2. The comments and concerns are noted. The proposed project is currently in the EIA process where various "health & safety" aspects are considered like noise & air quality. H&S is a management item that will resort under the EMPs. The NEMA Protocols doesn't require a specialist H&S practitioner in the EIA process. Please register as a service provider through the CWA website: https://capewinlands.aero/opportunities/#supp-reg</p>

		<p>In the Health and Safety (H&S) Industry we experience that failing to enforce our participation from phase 1 leads to reverse-engineered H&S documentation at later stages and clients that are required to indemnify H&S practitioners from exclusion of phases.</p> <p>It is at your doorstep that the corrections should be made to ensure that the Health & Safety Practitioner involvement is included in such applications.</p> <p>In fact "HSE" stands for Health, Safety and Environmentals. It is at the end during Construction works that we as H&s practitioners are the enforcers of these "NEMA & EIA", but the system exclude us from the onset.</p> <p>Your guidance be appreciated.</p> <p><u>Email response from DEADP dated 6 December 2023:</u></p> <p>4. Thank you for your response.</p> <p>The NEMA and EIA process is open to all who indicate that they want to register and participate as an Interested and Affected Party.</p> <p>Your general comment for the inclusion of Health & Safety Practitioner(s) from the onset is hereby also noted.</p> <p>However, if you have any other additional comments which specifically relate to the pre-application process regarding the below-mentioned matter, it is hereby maintained that you are welcome to direct such comments to the appointed Environmental Assessment Practitioner, Ms. Amanda Fritz-Whyte from (PHS Consulting, amanda@phsconsulting.co.za)</p> <p>EXPANSION OF CAPE WINELANDS AIRPORT ON PORTION 10 OF FARM 724, THE REMAINDER OF FARM 724, PORTION 23 OF FARM 724, PORTION 7 OF FARM 942, THE REMAINDER OF FARM 474, PORTION 3 OF FARM 474 AND PORTION 4 OF FARM 474, DURBANVILLE</p> <p>I will also request that the Environmental Assessment Practitioner include you in any future Public Participation Processes to be undertaken regarding the abovementioned pre-application, so that your inclusion in the process is ensured/facilitated, as per your general request regarding the inclusion of Health & Safety Practitioner(s).</p> <p>Thank you for your responses and comments provided.</p>	<p><u>E-mail response form EAP 6 December 2023:</u></p> <p>4. Good morning Natasha and De Munck</p> <p>Thank you for the email.</p> <p>The comments will be recorded, and the IAP contact details added to the register.</p>
32	Mike Amira	<p><u>Email dated 30 November 2023:</u></p> <p>1. I read the article and found all the PDF files to download however maybe I am just blind, but I cannot find a section for comment or how to comment? Would appreciate your help</p>	<p><u>Email response provided on 1 December 2023:</u></p> <p>1. Thank you for the email. You are welcome to send all comments to me at this email address, or you can use the voicenote/text to whatsapp option (cell nr: 076 691 0368). Written comments can also be sent for my attention to PO Box 1752, Hermanus, 7200. Please let me know if you need further assistance.</p>

33	Norman Pelman: Developer Joostenbergvlakte	<p><u>Email dated 30 November 2023 @ 12:09 AM:</u></p> <p>1. Please send me the link for public participation to provide comments.</p> <p><u>Reply received on 30 November 2023 @ 08:13 AM:</u></p> <p>2. Yes thanks I saw that. I want to give my positive comments to the city, so I need the link for that?</p> <p><u>Reply Received on 30 November 2023 @ 08:50 AM:</u></p> <p>3. So I would like to express my approval for this development How would I go about it?</p> <p><u>Reply received on 30 November 2023 @10:24 PM:</u></p> <p>4. Thank you I am in favour of the development at the airport and would like to convey my support for same. Erf 725/35 and Erf 735/12(proxy), Paarl Farms, Joostenbergvlakte</p>	<p><u>Email response provided on 30 November 2023 @ 07:47 AM:</u></p> <p>1. The Pre-application Scoping report documentation is available on our website www.phsconsulting.co.za. If you click on the Public Participation tab you will see the project Proposed Expansion of Cape Winelands Airport. If you click on the project name, it will open the folder and you can choose which documents you want to download.</p> <p><u>Email response Provided on 30 November @ 08:34 AM:</u></p> <p>2. The link is to access the documents which provide the background information on the project. Any comments should be sent to me as the independent Environmental Assessment Practitioner (EAP) - I collate all comments received during the public participation process, and these get responded to and shared with all registered IAPs during the Scoping and EIA process. I will register you as an IAP for the project, so you receive all future communications.</p> <p><u>Email response provided on 30 November @08:56 AM:</u></p> <p>3. Any comments you have, positive or negative, or expression of approval or disapproval can be sent to me. It will go into the Comments and Responses report and be dealt with as explained below.</p> <p>4. This comment is noted.</p>
34 & 139	Louis Stanford: South African Hand gliding and	<p><u>Email dated 1 December 2023:</u></p> <p>1. I am the chairman of the South African Hang Gliding and Paragliding Association (SAHPA). SAHPA is the national sporting body approved by the Civil</p>	<p><u>Email response provided on 1 December 2023:</u></p>

<p>Paragliding Association (SAHPA)</p>	<p>Aviation Authority to oversee the sports of paragliding and hang gliding (and powered versions) in South Africa. SAHPA represents the interests of approximately 780 member pilots, and a variable temporary membership of up to 1000 foreign pilots. Our members are expressing concerns about the proposed expansion of Cape Winelands Airport, most importantly in relation to the hang-gliding site at Rondebossie which is within the 5nm radius of Fisantekraal, but also launch sites and flight corridors within a 50km radius (ie. Paarl, Du Toit's Kloof etc). On cursory examination of the proposed expansion, I believe these concerns may be addressed with an operational Letter of Procedure which would serve as an agreement between SAHPA and Air Traffic Control. SAHPA intends to make a comprehensive submission, to ensure that our member concerns are communicated. However, it is the end-of-year deadline crunch. May we request an extension to 14th December 2023?</p>	<p>1. Thank you for the email. I will register you as an IAP for the project, and you may submit your comments by lunchtime on the 14th of December 2023.</p>
	<p><u>Letter received via email on 14 December 2023:</u></p> <ol style="list-style-type: none"> 1. This letter is in response to the Proposal for Expansion of Cape Winelands Airport. It is our understanding that this is the first stage of the Public Participation Process, and therefore anticipate that our submission will be considered and set the tone for future discussion and negotiation. 2. While we share in the public excitement about the proposed airport, SAHPA members are concerned about the potential impact on paragliding and hang gliding operations. In particular, there is a popular hang gliding site which we know as “Rondebossie” which is located just 6km from Fisantekraal airport. This submission therefore refers to the contents of the report reference MD5423-RHD-ZZ-XX-RP-Z-0002 (Aviation Specialist Studies in support of the Environmental Impact Assessment at Cape Winelands Airport), specifically Table 3-2, which excludes references to paragliding and hang gliding activities. 	<ol style="list-style-type: none"> 1. The comments received form part of the public participation in the pre-application Scoping Phase. Further engagement with registered IAPs will be during the statutory Scoping Phase and the Impact Assessment Phase. 2. The comment is noted. The adoption of airspace matters is overseen by NASCOM (National Airspace Committee), the statutory consultative body mandated by the Civil Aviation Regulations (CARS). <p>Pursuant to the above, CWA has already formally engaged outside of the EIA process:</p> <ul style="list-style-type: none"> • NASCOM, • the ATM/CNS Implementation Committee (<i>Air Traffic Management/Communication, Navigation & Surveillance</i>), and • the AARE Working Group (<i>Airspace And Route Efficiency</i>) <p>As advised by the above entities, CWA has subsequently initiated the consultative process, whereby an industry-wide body has been established as mandated by the AARE Working Group specifically to deliberate on CWA’s proposed changes to airspace – duly named the “<i>Cape Winelands Airport Task Force</i>” (CWATF). The SAHPA’s concerns are noted and will be addressed in the NASCOM application process</p>

		<p>3. Background</p> <ul style="list-style-type: none"> • The South African Hang gliding and Paragliding Association (SAHPA) is a statutory body in terms of Part 149 of the Civil Aviation Regulations, with an approval from the Director of Civil Aviation to oversee the sport of Paragliding, Hang Gliding and powered versions thereof. • SAHPA operates with a Manual of Procedures which is approved by the SACAA, as well as a Code of Conduct. • SAHPA is a Non-Profit Company which represents the interests of approximately 780 national members, and between 200 and 1000 temporary foreign members. • SAHPA has registered approximately 310 launch sites with the SACAA, and these are published in the AIP ENR 5.5. • In cases where sites are located very close to airports, SAHPA establishes a Letter of Procedure with the local ATNS. <p>4. Legal status</p> <ul style="list-style-type: none"> • SAHPA member pilots have obtained National Pilot Licences in terms of Part 62 of the Civil Aviation Regulations. • SAHPA members must operate in accordance with SA-CAR Part 91 and SA-CAR Part 94SAHPA members typically operate in Class G airspace and are not required to carry air band radios. • SAHPA member pilots are covered by SAHPA's 3rd Party Liability Aviation Insurance, as required by Section 8(5) of the Civil Aviation Act. <p>5. Economic Impact</p> <ul style="list-style-type: none"> • Paragliding and Hang gliding training operations are conducted in accordance with Part 141, with approximately 35 Declared Training Organisations (DTOs) approved by the SACAA. • There are currently 85 instructors in South Africa, most of whom make a living from paragliding or hang gliding instruction. Most of these instructors are based in the Western Cape, either in the Cape Town and surrounding areas, or in the Garden Route District. 	<p>through the CWATF. The EIA process will record and respond as per regulations.</p> <p>The SAHPA will be included for consultation within the NASCOM process and will also be included as participant of the CWATF accordingly. The EIA process will also record and respond as per regulations.</p> <p>3. The background to SAHPA provided is noted.</p> <p>4. The information on the legal status of SAHPA is noted.</p> <p>5. The economic impact information listed by SAHPA is noted.</p>
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35 & 63	Jenni Davies: Local Resident	<p><u>Email dated 1 December 2023:</u></p> <p>1. The media has advised that we have until 08 December to give feedback about the proposed winelands airport. However, the link provided (https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/)</p>	<p><u>Email response provided on 4 December 2023:</u></p> <p>1. Thank you for your email. The background documentation to the proposed project is provided on our website phsconsulting.co.za (tab public participation and click to download on the appropriate project</p>

		<p>takes you to the below page - there is nowhere that indicates where one can actually comment.</p> <p>Is there perhaps an online comment form to fill in or how does one actually lodge one's feedback? If people only have 1 week to lodge their objections, I urge you to make it easier for concerned parties to do so.</p> <p><u>Reply received dated 4 December 2023:</u></p> <p>2. Thank you for your reply. Please can you register me as an IAP?</p> <p><u>Reply received dated 4 December 2023:</u></p> <p>3. Thank you! So...where do I comment then? Do I write a letter? Is there somewhere to log in? Clearer instructions are required.</p> <p>Is it not possible to spell this out on the website - there are many people out there who are asking the same questions, and I will pass this info on to my neighbourhood group, but why is it so unclear? To be very honest, it raises questions about how much our feedback is actually welcomed.</p>	<p>name) as you have indicated in your email. There is no online comment form or set format for comment. You are requested to register as an IAP with me and lodge comments/ queries before or on the 8th of December 2023.</p> <p><u>Email response provided on 4 December 2023:</u></p> <p>2. I have done so.</p> <p><u>Email response provided on 4 December 2023:</u></p> <p>3. The Pre-Application Scoping Report is available on our website phsconsulting.co.za and a hard copy has been lodged at the Fisantekraal Public Library (021 444 9259) for a 30-day commenting period, from 8 November to 8 December 2023.</p> <p>You are welcome to register and/or provide your written comments on the application. Should you wish to register, individuals are required to send their name and contact details or comments to PHS Consulting at the contact details below. Individuals who need special assistance, may request assistance in recording their comments or objections, at the details below. Alternative, a voicenote can be sent via Whatsapp to the cell number below.</p> <p>EAP Contact Information:</p> <p>PHS CONSULTING (Attention: Amanda Fritz-Whyte)</p> <p>Address: PO Box 1752, Hermanus, 7200</p> <p>Tel: 028 312 1734; Cell: 076 691 0368</p> <p>Email: amanda@phsconsulting.co.za</p> <p>Comments must be sent to PHS Consulting on or before 8 December 2023.</p>
		<p><u>Letter received via email on 7 December 2023:</u></p> <p>1. I hereby lodge opposition to the proposed Winelands Airport, on behalf of my entire family, residents of the Durbanville area since 1987.</p> <p>2. At present, the airfield is small and, therefore, its impact has been negligible. However, as you are well aware, construction and operation of an airport has significant negative environmental, social, and consequences. Although you</p>	<p>1. The comment is noted.</p> <p>2. The comment is noted. The CWA airport is an existing airport with existing impacts. The proposed project is at present in the Scoping Phase and no impact assessment has been completed. The Impact Assessment phase</p>

	<p>have done “impact studies”, I am hesitant to accept their veracity, considering that this region is known for its scenic beauty, agricultural importance, and biodiversity (highly endangered Swartland Shale Renosterveld). Plonking a great big airport on it will put an end to this.</p> <p>3. While we fully understand the argument that this could bring potential job opportunities and potential economic growth, one only has to look at areas around airports in this country and others to know exactly how much prosperity and social improvement they bring to these surrounding areas: not very much at all. Quite the opposite.</p> <p>4. Furthermore, if we look at historical precedent from other airport projects, once the work dries up – which it will because the airport building will be complete and there’s increasing automation of entry-level jobs – these people will no longer have work... but won’t move away. This will increase the severe impoverishment of this area even more. It will also expose the people in the area, particularly those in Fisantekraal, Greenville, Klipheuwel and Mikpunt, and Joostenbergvlakte, to significant levels of noise and pollution which research has shown to have a detrimental effect on health. Which, of course, does not affect “billionaire owner, Rob Hersov” whom, I would imagine, will not be living in the near vicinity and subjected to the effects.)</p> <p>5. Airport director Mark Wilkinson has stated in the press: “Airports are known to have a large catalytic multiplier effect and act as economic engines by stimulating growth, trade, investment, economic activity and most importantly job creation, and Cape Winelands Airport will be no different,” there is already a substantial body of research exploring the NEGATIVE impact of airports on their surrounding areas, including environmental, economic, health, and social, amongst others. In addition, the economic growth is generally NOT within the immediate vicinity of the airport itself since nobody really wants to hang around there... Considering we already have a large international airport not far away, is it really necessary to build another one which will have so much negative impact on the surrounding community? And right on top of an established and growing urban sprawl?</p> <p>The following are some of the reasons relating to these impacts, leading to our objection to this airport:</p> <p>6. Health and social impact on those living around the airport. One of the most studied aspects is the negative impact of airport-related noise and pollution on the health and well-being of residents in nearby communities, usually within about 10km radius.</p> <p>6.1. <u>Noise:</u></p>	<p>will follow on the Scoping Assessment Phase and all registered IAPs will be notified and be afforded the opportunity to consider the studies and provide comment.</p> <p>3. The comment is noted. Potential impacts by the proposed project will be assessed by specialists during the Impact Assessment Phase of the EIA. All registered IAPs will be notified and be afforded the opportunity to consider the studies and provide comment.</p> <p>4. The comment is noted. Potential impacts by the proposed project will be assessed by specialists during the Impact Assessment Phase of the EIA. All registered IAPs will be notified and be afforded the opportunity to consider the studies and provide comment.</p> <p>Rob Hersov ended his involvement with Cape Winelands Airport in all capacities. He stepped down as a director of Cape Winelands Airport earlier this in March 2023. The departure signified a full and complete disassociation from the airport’s operations, management and shareholding. He is still supportive of the airport development, but his other business interests require his full attention.</p> <p>5. The comment is noted. The CWA is proposed to act as an alternate airport for CTIA. The socio-economic Impacts will be assessed during the Impact Assessment Phase of the proposed project and all registered IAPs will be notified and be afforded the opportunity to consider the study and provide comment.</p> <p>6. The comment is noted.</p> <p>6.1. The comment is noted. The Noise Impact Assessment will assess the potential noise impacts of the proposed project during the Impact</p>
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There is also an increase in NO₂ (Nitrogen dioxide), known to damage the respiratory tract) and CO (Carbon monoxide), which reduces the blood's ability to carry oxygen.^{2,4}

Current research indicates that those within a 10km radius of an airport are at increased risk of hospital admissions for respiratory conditions and heart disease, as well as increased incidence of asthma. This is mainly due to the increased CO₂ levels.^{2,5} Children are particularly affected and, given that the area within 10km of the airfield is home to a young, growing population, this is of great concern.

2.1 Brem, BT., Hileman, JI., Madden, P., Miake-Lye, R. et al. White Paper On Air Quality Aviation Impacts On Air Quality: State Of The Science. 2016 h

2.2 Riley K, Cook R, Carr E, Manning B. A Systematic Review of The Impact of Commercial Aircraft Activity on Air Quality Near Airports. City Environ Interact. 2021;11:10.1016/j.cacint.2021.100066. doi: 10.1016/j.cacint.2021.100066. PMID: 34327317; PMCID: PMC8318113.

2.3 Hong, G., Jee, YK. Special issue on ultrafine particles: where are they from and how do they affect us?. Exp Mol Med 52, 309–310 (2020). <https://doi.org/10.1038/s12276-020-0395-z>

2.4 Neelakshi Hudda, Liam W. Durant, Scott A. Fruin, and John L. Durant Impacts of Aviation Emissions on Near-Airport Residential Air Quality. Environmental Science & Technology 2020 54 (14), 8580-8588 DOI: 10.1021/acs.est.0c01859

2.5 Wolfram Schlenker, W. Reed Walker. Airports, Air Pollution, and Contemporaneous Health, The Review of Economic Studies, Volume 83, Issue 2, April 2016, Pages 768–809

6.3. Property Value

The development of airports undeniably impacts property values in the surrounding areas - a consistently negative effect.^{3,1} Homes within the “limited use area” around an airport have lower average prices and are seen as less desirable (they don't sell as fast).^{3,2, 3.3, 3.4}

Nobody likes noise and pollution and, therefore, they will pay less for a home exposed to this on a regular basis. Will there be compensation for homes and business subjected to this situation, as is done in many other countries?

One of the goals of socio-economic development is to ensure the welfare of human beings and support their upliftment. The above seems to present a nett loss when it comes to “the winelands airport”.

3.1 Thanh Ngo, Graham Squires, Michael McCord & Daniel Lo (2023) House prices, airport location proximity, air traffic volume and the COVID-19 effect, Regional Studies. Regional Science, 10:1, 418-438

3.2 Mirosław Betej & Radosław Cellmer & Michał Głuszak, 2020. The Impact of Airport Proximity on Single-Family House Prices—Evidence from Poland. Sustainability, MDPI, vol. 12(19), pages 1-26, September.

6.3. The comment is noted. The Socio-Economic Impact Assessment will assess the potential socio-economic impacts of the proposed project during the Impact Assessment Phase of the proposed project. All registered IAPs will be notified and be afforded the opportunity to consider the study and provide comment.

		<p>3.3 Suksmith, PL., Nitivattananon, V. Aviation Impacts on Property Values and Management: The Case of Suvarnabhumi International Airport. IATSS Research 39 (2015) 58-71</p> <p>3.4 Jud, G.D., Winkler, D.T. The Announcement Effect of an Airport Expansion on Housing Prices. J Real Estate Finan Econ 33, 91–103 (2006).</p> <p>6.4. <u>Social Impacts</u> Constant aircraft noise has a negative social effect on surrounding communities (would you want to play a game of soccer with an aircraft roaring over your head, or try to listen to music or watch TV?). School-age children are significantly impacted through noise causing frequent interruptions of classroom communication and school performance problems ^{4.1}, impaired ability to read and memorise ^{4.2, 4.3}, and decreased motivation to learn ^{4.4}. Within 8km of the Cape Winelands Airport, there are multiple schools, including Fisantekraal Primary and High Schools, Curro Durbanville High School, Meridian Pinehurst, Lofdal Primary, Ekuthuleni Primary, Bloekombos Primary, and Fanie Theron Primary. Once again, it will be the lower income communities in particular that will suffer, as well as the wider community of Durbanville.</p> <p>4.1 De Oliveira Nunes MF, Sattler MA. Aircraft Noise Perception and Annoyance at Schools near Salgado Filho International Airport, Brazil. Building Acoustics. 2006;13(2):159-172.</p> <p>4.2 M.M. Haines, S.A. Stansfeld, R.F.S. Job, B. Berglund, J. Head. Chronic aircraft noise exposure, stress responses, mental health and cognitive performance in school children. Psychol. Med., 31 (2001), pp. 265-277.</p> <p>4.3 S.S. Stansfeld, B. Berglund, I. Lopez-Barrio, P.F. Fischer, E. Öhrström, M.M. Haines, J. Head, S. Hygge, I. van Kamp, B. Berry. Aircraft and road traffic noise and children's cognition and health: a crossnational study. Epidemiology, 365 (2005), pp. 1942-1949</p> <p>4.4 Bullinger M, Hygge S, Evans GW, Meis M, von Mackensen S. The psychological cost of aircraft noise for children. Zentralbl Hyg Umweltmed. 1999 Aug;202(2-4):127-38. PMID: 10507123.</p> <p>7. Road infrastructure and more</p> <p>7.1. Durbanville has an immense problem with increasing expansion not being integrated into existing or planned road and town planning infrastructure. You now propose to place even more burden on these roads. Your aim is to have a passenger terminal able to accommodate 5.2 million passengers annually! Assuming some of these remain airside in transit, there will still be a vast number of people passing landside and travelling to and from the airport. All these vehicles will add their own noise and emissions to the air, congest what are essentially single-lane farm roads,</p>	<p>6.4. The comment is noted. The Socio-Economic Impact Assessment will assess the potential socio-economic impacts of the proposed project during the Impact Assessment Phase of the proposed project. All registered IAPs will be notified and be afforded the opportunity to consider the study and provide comment.</p> <p>7.1. The comment is noted. The Transport Impact Assessment and the Air Quality Impact Assessment will assess the potential air quality and transport impacts of the proposed project during the Impact Assessment Phase of the proposed project. All registered IAPs will be notified and be afforded the opportunity to consider the studies and provide comment.</p>
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and lead to traffic jams. If it isn't integrated, which it does not seem to be, the airport isn't going to suit its intended purpose anyway.

7.2. Furthermore, are you aware that Fisantekraal/Greenville has a high crime rate (and no it is not just due to joblessness which you suggest will be magically solved by the presence of an airport)? There is increasing gang violence, theft, muggings, drug issues, and hijackings. How will you be protecting those travelling to and from the airport, including staff, from this safety threat? Particularly on dark, narrow, single-lane country roads?

8. Tourism impact (and, thus, job impacts)

We are still struggling to recover from the impact of covid lockdown which decimated the tourism industry – which used to make up over 6% of our GDP. Further impacting on this industry by taking away some of what attracts tourists is not an economically sound proposition.

This region is a highly popular tourism destination for international visitors (which, I assume, is why you think building an airport in the middle of it will bring money rolling in). The construction of an airport, and its accompanying flight paths, fuel dumping, air pollution, and the trash which inevitably accompanies airports (just a glance at the area around CPT is a case in point), will impact heavily on tourism, which could actually lead to less job security in this area and around the winelands.

For example, there are several businesses in the vicinity which make their money from tourism –and, in so doing, provide jobs. Groot Phesantekraal, Signal Gun, Rondekuil, and many more rely on the rural nature of this region to attract visitors. I do not see these visitors wanting to get married or have year-end parties under a flight path. Should these places lose business, those people will be out of work. Will you be employing them at the airport too?

It is not just the immediate area that will be impacted, but the winelands as a whole. Our house is under a flight path, even though we are more than 20km from CPT, so I am well aware of just how far-reaching and off-putting this noise can be and, therefore, I know full well what the impact will be on tourism to what is supposed to be a peaceful, rural region.

Perhaps now is not the best time to kick the tourism industry when it's down?

9. Destruction of an important rural and farming region

Aside from damaging the rural and winelands atmosphere, when you have taken over agricultural land, I am concerned about the implications for food production and associated local economy in the area?

Wine and wheat farms, and a mushroom farm are within the immediate vicinity. Where will they go? There are also several chicken farms, beef and dairy cattle farms, equestrian centres, a feed farm, and smallholdings and

7.2. The comment is noted. The Socio-Economic Impact Assessment will assess the potential socio-economic impacts of the proposed project during the Impact Assessment Phase of the proposed project. All registered IAPs will be notified and be afforded the opportunity to consider the study and provide comment.

8. The comment is noted. The Socio-Economic Impact Assessment will assess the potential socio-economic impacts of the proposed project during the Impact Assessment Phase of the proposed project.

The EMPr (Construction and Operational Phase) is also developed during the Impact Assessment Phase of the proposed project.

All registered IAPs will be notified and be afforded the opportunity to consider the study and the EMPr and provide comment.

9. The comment is noted. The Agro-Ecological Impact Assessment will assess the potential agricultural impacts of the proposed project during the Impact Assessment Phase of the proposed project.

Added to this the Noise Impact Assessment will assess the potential noise impacts of the proposed project during the Impact Assessment Phase of the proposed project.

subsistence farmers with goats, pigs, and chickens – to name but a few. Have you considered how the noise and pollution will impact these animals and their production value? Even if this doesn't bother them, as the rural nature of the area is phased out, the farms will eventually be forced to close down, reducing food security and jobs. In a country with massive food insecurity and unemployment, can we really afford this based on the idea of what might be a few jobs at an airport? Will you be compensating the subsistence and small-scale farmers for loss of grazing land and other necessities?

10. Animals (wildlife and domestic)

Airports heavily impact on animals. Wildlife and biodiversity is affected due to habitat loss, eradication or dispersal of wildlife for operational needs, light pollution on nocturnal species like bats (important pollinators) and owls, and noise and air pollution, as well as the behaviour and movements of humans on all species.

Having worked in animal welfare in Fisantekraal for several years, I know there are many wild animals living very nearby. And, yes, I'm sure you've done your "environmental impact studies" but I doubt very sincerely that all has truly been taken into account. Indigenous animals including caracal(rooikat), terrapins, mongoose, Cape serotine bat, reptiles like the Cape cobra, mole snake, rhombic egg eater, skink, and marsh terrapin, angulate tortoises ("rooipens") and leopard tortoises, small antelope, raptors, owls, Cape golden mole, Cape dune mole-rat (only found in South Africa), and hundreds of birds, frogs, guinea fowl, etc. All of these will be chased away and/or wiped out.

Those that do not leave are at high risk of injury and of causing serious damage to aircraft, i.e. wildlife strikes. This also impacts on the safety of the aircraft and those using them. Is your plan to just chase away these animals or somehow "do away" with them in order to keep them clear of the aircraft? With increased road traffic to the airport, there will also be increased traffic accidents with animals wandering onto the road. How will you protect both the aircraft and the fauna - humanely?

In addition, the dogs and cats of the area will be exposed to additional noise and pollution, plus more people will move in in hopes of finding work – bringing even more animals. The local voluntary animal welfare is already stretched extremely thin and will not be able to keep up, thus leading to increased neglect and abuse of the animals which are already in dire circumstances in backyards in the area.

A few studies:

Hasilci, Z., and Bogoclu, M. (2021). Determining the effect of bird parameters on bird strikes to commercial passenger aircraft using the central composite design method. *Int. J. Aeronaut. Astronaut.* 2, 1–8.

All registered IAPs will be notified and be afforded the opportunity to consider the studies and provide comment.

10. The comment is noted. The Freshwater Ecological Impact Assessment, Botanical Impact Assessment, Faunal and Avifaunal Impact Assessment will assess the potential impacts of the proposed project on the vegetation, avifaunal and faunal systems during the Impact Assessment Phase of the EIA. No impact assessment has been completed to date as the proposed project is still in the Scoping Phase.

All registered IAPs will be notified and be afforded the opportunity to consider the studies and provide comment.

Morelli, F., Tryjanowski, P., Ibáñez-Álamo, J.D. et al. Effects of light and noise pollution on avian communities of European cities are correlated with the species' diet. *Sci Rep* 13, 4361 (2023).

Alquezar, Renata & Macedo, Regina. (2019). Airport noise and wildlife conservation: What are we missing? *Perspectives in Ecology and Conservation*. 17. 10.1016/j.pecon.2019.08.003

Klett-Mingo JJ, Pavón I, Gil D (2016) Great tits, *Parus major*, increase vigilance time and reduce feeding effort during peaks of aircraft noise. *Anim Behav* 115: 29–34.

Halfwerk W, Holleman LJM, Lessells CM, Slabbekoorn H (2011) Negative impact of traffic noise on avian reproductive success. *J Appl Ecol* 48: 210–219.

Francis CD, Ortega CP, Cruz A (2009) Noise pollution changes avian communities and species interactions. *Curr Biol* 19: 1415–1419.

Gil D, Honarmand M, Pascual J, Pérez-Mena E, Garcia CM (2015) Birds living near airports advance their dawn chorus and reduce overlap with aircraft noise. *Behav Ecol* 26: 435–443.

Alquezar RD, Tolesano-Pascoli G, Gil D, Macedo R (2020b) Avian biotic homogenization driven by airport-affected environments. *Urban Ecosyst* 23: 507–517.

11. Lastly, I find it deeply concerning that your consulting firm has made it unnecessarily challenging to actually comment on this proposed development – a legal requirement. We've been told to do so but, although the newspapers have directed us to a link, there is nothing there that makes it easy to comment. Instead, we have to jump through hoops to be added to a vaguely described list and no clear information is given. Why did I have to email 3 times to get a clear explanation on how to do so? The majority of people with whom I have spoken, and comments on social media indicate that people still do not know where to lodge their opposition.

This smacks of trying to discourage people from giving their feedback and of lack of transparency, which means that there has, in fact, not been a fair chance to comment.

11. The comment is noted.

We advertised in three newspapers, placed various notice board on all our e-mail address and telephone number was displayed and an easy way to make contact. The background documentation to the proposed project was provided on the PHS Consulting website (tab public participation and click to download on the appropriate project name). There is no online comment form or set format for comment. IAPs were requested to register with the EAP and lodge comments/queries. Registration of IAPs and comments are still received and incorporated into the C&R although the commenting period has closed. Site notices are still up at the CWA site and the hard copy is still in the Fisantekraal library.

Communication the IAP may have received through the media was not from the EAP.

The following contact details have been made available. Comments or objections can be emailed or sent via a voice note or WhatsApp.

EAP Contact Information:

PHS CONSULTING (Attention: Amanda Fritz-Whyte)

Address: PO Box 1752, Hermanus, 7200

Tel: 028 312 1734; Cell: 076 691 0368

		<p>12. Bottom line (if the above was TL;DR): there is a vast and increasing body of research indicating the negative impacts of airport development on a surrounding area which almost certainly outweigh the potential financial benefits of those communities – although not, of course, to the small number of airport owners who will benefit greatly. Given the research, I believe the proposed airport will have far-reaching negative consequences on the very essence of the area, as well as socio-economic, food production, touristic, and health of communities.</p> <p>It is no doubt far too late to stop this planned development, but it is my duty as a resident of this area to speak up - with supporting research - and let it be known that not everyone around here is happy with this development. Far from it.</p>	<p>Email: amanda@phsconsulting.co.za</p> <p>12. The comment is noted.</p> <p>The EIA process assesses all the potential impacts of the proposed project and develops avoidance, mitigation or management strategies to minimise these impacts. Potential impacts are also highlighted by IAPs and not only the team of specialists. The outcome is an Impact Assessment statement which will allow the Competent Authority to make a decision on the proposed project.</p>
36	Dylan Verreyne	<p><u>Email dated 1 December 2023:</u></p> <p>1. I'd like to find out how the public can comment on this development as I can't seem to find an address or document to download from your website.</p>	<p><u>Email response provided on 4 December 2023:</u></p> <p>1. The background documentation to the proposed project is provided on our website phsconsulting.co.za (tab public participation and click to download on the project name – Proposed Expansion of Cape Winelands Airport). All the documentation relating to the proposed project are available for download as individual files.</p> <p>There is no online comment form or set format for comment. You are requested to register as an IAP with me and lodge comments/ queries before or on the 8th December 2023.</p> <p>Please let me know if you need any further assistance.</p>
37	Christa Barnard/H C Barnard: Stellenbosch Resident	<p><u>Email dated 4 December 2023:</u></p> <p>1. Support the new airfield:</p> <ol style="list-style-type: none"> 1. Better traffic dispersal 2. Less congestion 3. Much safer 4. More convenient 	<p>1. This comment is noted.</p>
38, 40 & 110	Stuart Burgess: Stellenbosch Flying Club	<p><u>Email dated 4 December 2023:</u></p> <p>1. I trust that you are well. I only see your email address and not a physical address for the delivery of correspondence relating to your report into the planned development of the Winelands Airport.</p>	<p><u>Email response provided on 4 December 2023:</u></p> <p>1. You are welcome to email your comments to me at this email address and I will confirm receipt.</p>

		<p>Please confirm that you accept submissions by email and if not, please provide an address for physical delivery of hard copy.</p>	
		<p><u>Letter received via email on 4 December 2023:</u></p> <p>1. We write to assert the unequivocal position of the Stellenbosch Flying Club (SFC), the sole managing entity for all operations at Stellenbosch Airfield (FASH). After a careful examination of your proposal, with particular reference to App 19 CONOPS CWA 3 Nov2023 we are not merely expressing an interest but formally requesting our inclusion as an affected stakeholder in line with paragraph 7 of the SACAA Guidelines for Submissions to NASCOM. We acknowledge a previous informal approach from individuals on this matter, but we do not consider it a formal consultation and, therefore, do not recognize it as such. SFC deems it imperative that we participate directly and comprehensively in all airspace design consultations and workshops associated with the Cape Winelands Airport project. Our primary objective is to safeguard our operational interests and ensure that the design aligns with the unique requirements and commercial viability of our flight school. We insist that SFC be added to all relevant discussions and decision-making processes. It is imperative that our organization has a direct and influential role in shaping the airspace design to mitigate any adverse impact on our operations. We will not accept a marginal or passive role in these consultations; rather, we require active and integral participation. This is not a request for collaboration; it is a directive to acknowledge and prioritize the concerns of SFC in the design and implementation of the Cape Winelands Airport project with specific reference to proposed airspace design. Our concerns lie primarily with reference to the proposed changes to the FAD69 A&B. We also need to have absolute clarity on the planned VFR corridors vaguely referred to in the ATNS Final Report Development of an Airspace CONOPS for the Cape Winelands Airport. Unfortunately, in order to safeguard our interests, not complying with this petition may lead to us formally objecting in the NASCOM forum to any proposed airspace designs changes. We anticipate your immediate attention to this request and expect to receive confirmation of our inclusion in all forthcoming airspace design consultations and workshops.</p>	<p>1. The communication from SFC is noted. CWA duly recognises the Stellenbosch Flying Club (SFC) as the managing entity for operations at Stellenbosch Airfield (FASH). SFC's request for inclusion in airspace related matters is noted and will be complied with. The adoption of airspace matters is overseen by NASCOM (National Airspace Committee), the statutory consultative body mandated by the Civil Aviation Regulations (CARs). To date CWA has formally engaged with the following parties outside of the EIA process:</p> <ul style="list-style-type: none"> • NASCOM, • the ATM/CNS Implementation Committee (<i>Air Traffic Management/Communication, Navigation & Surveillance</i>), and • the AARE Working Group (<i>Airspace And Route Efficiency</i>) <p>As advised by the above entities, CWA has subsequently initiated the consultative process, whereby an industry-wide body has been established as mandated by the AARE Working Group specifically to deliberate on CWA's proposed changes to airspace – duly named the "<i>Cape Winelands Airport Task Force</i>" (CWATF). SFC's concerns are noted and will be addressed in the NASCOM application process through CWATF. The EIA process will also record and respond as per regulations. It is recorded that the SFC is already a member of the CWATF and was represented by the SFC Chief Flight Instructor at the CWATF kick-off meeting that was held virtually on 23 March 2023. SFC's continued presence and participation at the CWATF is encouraged and appreciated.</p>
		<p><u>Email dated 11 December 2023:</u></p>	<p><u>Email response provided on 11 December 2023:</u></p>

		<p>1. I have been advised by our member and Stellenbosch resident Mr Pieter Venter that you indicated that the Stellenbosch Flying Club had been contacted directly as a possible I&AP relating to the Cape Winelands Airport project. I wish to advise that this is incorrect as no such direct contact was received. Please be so kind as to provide copy of such correspondence.</p> <p>The only direct contact that the Stellenbosch Flying Club has received in relation to this project is a request for a meeting with the proponents a significant time back, and shortly after their purchase of the Fisantekraal airfield. This meeting was held as requested and focused on the proponent's need to understand the functioning of an airfield and the management thereof and served in no way to facilitate the Stellenbosch Flying Club's understanding of their plans and the implications thereof.</p> <p>There has certainly been no direct contact since the publication of your draft report on 08 November.</p> <p>I would appreciate you recording the above.</p> <p><u>Reply received on 11 December 2023:</u></p> <p>2. We will follow up on our side.</p> <p><u>Reply received on 11 December 2023:</u></p> <p>3. Thank you. Lets leave all in for now.</p>	<p>1. Thank you for your email.</p> <p>The Stellenbosch Airfield (Flying Club) was notified by email on 7 November 2023 to the following address: rikus@reutech.co.za (safety officer). I received an email notification that the email address was incorrect and resent it (see attached) to rikus@stelfly.co.za.</p> <p>I then contacted the club and spoke to the receptionist who advised me to send it to gm@stelfly.co.za for attention Anton, which I then did (see attached and also delivery receipt attached).</p> <p>The notification to the Stellenbosch Flying Club was thus completed on 8 November 2023.</p> <p>Thank you for your comments received on 4 December 2023.</p> <p><u>Email response provided on 11 December 2023:</u></p> <p>2. Thank you Stuart</p> <p>I have added you and the persons copied within the email as IAPs for the project, but if you need additional contact details added to the register (or removed/amended) please let me know.</p> <p>3. The final comment received from SFC is noted and current IAPs listed will remain.</p>
39	Lizel Visagie: Durbanville Resident	<p><u>Email dated 4 December 2023:</u></p> <p>1. How do I register to comment on the Winelands Airport proposal please?</p>	<p><u>Email response provided on 4 December 2023:</u></p> <p>1. The Pre-Application Scoping Report is available on our website phsconsulting.co.za and a hard copy has been lodged at the Fisantekraal Public Library (021 444 9259) for a 30-day commenting period, from 8 November to 8 December 2023.</p> <p>You are welcome to register and/or provide your written comments on the application. Should you wish to register, individuals are required to send their name and contact details or comments to PHS Consulting at the contact details below. Individuals who need special assistance, may request assistance in recording their comments or objections, at the details below. Alternative, a voicenote can be sent via Whatsapp to the cell number below.</p> <p>EAP Contact Information:</p>

		<p><u>Reply provided on 4 December 2023:</u></p> <p>2. I hope this message finds you well. I am writing to express my strong objection to the proposed construction of an airport in our cherished Winelands Urban Area. While I understand the potential economic benefits associated with such a development, I believe there are significant concerns that warrant careful consideration.</p> <p>2.1. Environmental Impact: The Winelands boast a unique ecosystem, and the proposed airport could have adverse effects on our environment. Increased noise pollution, air pollution, and disruption to local wildlife could irreversibly harm the delicate balance that makes our region special.</p> <p>2.2. Cultural and Aesthetic Value: Our Winelands Urban Area is not only an economic hub but also a cultural and aesthetic treasure. The airport's construction could compromise the scenic beauty that attracts residents and visitors alike, impacting the overall charm of our community.</p> <p>2.3. Impact on Agriculture: As the Winelands are renowned for their vineyards and agricultural practices, the airport's development could pose a threat to local farming activities. The potential displacement of valuable agricultural land may have far-reaching consequences on our community's livelihoods.</p>	<p>PHS CONSULTING (Attention: Amanda Fritz-Whyte) Address: PO Box 1752, Hermanus, 7200 Tel: 028 312 1734; Cell: 076 691 0368 Email: amanda@phsconsulting.co.za</p> <p>Comments must be sent to PHS Consulting on or before 8 December 2023.</p> <p><u>Reply to comments received 4 December 2023:</u></p> <p>2. The comment and objection are noted.</p> <p>2.1. The EAP notes the potential impacts listed by the IAP. The specialist studies for the proposed project include Faunal, Avifaunal, Botanical, Freshwater Ecological Impact Assessments. Also included is a Noise Impact Assessment and an Air-Quality Impact Assessment. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>2.2. The comment is noted. The specialist studies for the proposed project includes a Visual Impact Assessment and a Heritage Impact Assessment. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>2.3. The comment is noted. The specialist studies for the proposed project include an Agro-Ecological Impact Assessment and a Socio-economic Impact Assessment to consider potential impacts on farming. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p>
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41	Susan Rheeder: Joostenbergvlakte Resident	<p><u>Email dated 4 December 2023:</u></p> <p>1. The Joostenbergvlakte Community Forum (hereinafter called the JCF), has a lot of residents who are both elderly/do not have access to computers/are not familiar with these processes, etc. Will you allow residents to forward their forms to register as Interested & Affected Parties directly to the JCF? From here we will despatch it to you. Please note that each form will have the full details and email address of the resident, which you can then add to your list. Please confirm soonest.</p>	<p><u>Email response provided 5 December 2023:</u></p> <p>1. You are welcome to send the collated contact details to me to add to the IAP register.</p>
	Joostenbergvlakte Community Forum Registrations – Please refer to Appendix A	<p><u>Form 2 – Winelands Airport Development</u></p> <p>1. Wish to register as an interested and affected party. This development will directly affect me by means of Traffic, Socio-Economic Circumstances, Environmental, Air Quality, Noise nuisance, quality of living, animals.</p>	<p>1. The comment is noted as a standard comment on all registration forms received. The specialist studies for the proposed project include a Noise Impact Assessment, a Socio-economic Impact Assessment, a Transport Impact Assessment, and an Air Quality Impact Assessment amongst others</p>

			to assess potential impacts on noise levels, traffic, socio-economic issues, and air quality. Biophysical impacts are assessed through Freshwater Ecological, Botanical, Faunal, Avifaunal Impact Assessments. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.
42 & 49	Romano Plescica	<p><u>Email dated 5 December 2023:</u></p> <p>1. Hi, we just spoke on the phone about Cape Winelands airport.</p>	<p><u>Email response provided on 5 December 2023:</u></p> <p>1. As requested below information on how to register as IAP and comment on the proposed project:</p> <p>The Pre-Application Scoping Report is available on our website phsconsulting.co.za and a hard copy has been lodged at the Fisantekraal Public Library (021 444 9259) for a 30-day commenting period, from 8 November to 8 December 2023. You are welcome to register and/or provide your written comments on the application. Should you wish to register, individuals are required to send their name and contact details or comments to PHS Consulting at the contact details below. Individuals who need special assistance, may request assistance in recording their comments or objections, at the details below. Alternative, a voicenote can be sent via Whatsapp to the cell number below.</p> <p>EAP Contact Information PHS CONSULTING (Attention: Amanda Fritz-Whyte) Address: PO Box 1752, Hermanus, 7200 Tel: 028 312 1734; Cell: 076 691 0368 Email: amanda@phsconsul@ng.co.za</p> <p>Comments must be sent to PHS Consulting on or before 8 December 2023. Please let me know if you need any further assistance.</p>
		<p><u>Email dated 6 December 2023:</u></p> <p>As per our conversation yesterday, I would like to register my comment on the airport expansion project, please see my letter below.</p> <p>1. As a resident of Durbanville, I am writing to express my profound opposition to the planned expansion and commercialisation of Cape Winelands Airport. My concerns are rooted in the significant environmental and health impacts this development poses. The increase in air and road traffic, coupled with the airport's strategic location, raises serious questions about air quality</p>	<p>1. The comment and opposition to the proposed project is noted. The specialist studies for the proposed project include a Noise Impact Assessment, a Socio-economic Impact Assessment, a Transport Impact Assessment, and an Air Quality Impact Assessment amongst others to assess potential impacts on noise levels, traffic, socio-economic issues, and air quality. Biophysical impacts are assessed through Freshwater Ecological, Botanical, Faunal, Avifaunal Impact Assessments. Potential</p>

		<p>deterioration, noise pollution, and the overall well-being of Durbanville's residents and its environment.</p> <p>2. Impact on Air Quality The expansion is expected to significantly increase air traffic, leading to a rise in air pollution. Studies have shown a direct correlation between airport proximity and elevated levels of pollutants like CO, CO₂, and NO_x. For instance, research near Logan International Airport demonstrated increased pollutant concentrations in nearby residential areas, indicating a similar risk for Durbanville. Such deterioration in air quality can have long-term health impacts on our community. [1] [2]</p> <p>3. Impacts of Noise Pollution Increased aircraft and road traffic will also amplify noise pollution. Studies have linked noise pollution to a range of health issues, including cardiovascular diseases and cognitive disorders. For instance, research related to Brazilian airports has shown that noise pollution adversely affects human health. The expected rise in noise levels in Durbanville due to the airport expansion could therefore pose a significant risk to the health of our community. [3] [4]</p> <p>4. Airport Location and Prevailing Winds The physical location of Cape Winelands Airport, with runways directed towards Durbanville and influenced by prevailing SE winds in summer and NW winds in winter, will likely direct pollution toward our suburban area. This geographical positioning exacerbates the potential impact of air and noise pollution on Durbanville, putting our community at an increased risk.</p> <p>5. Impact on Schools The proximity of schools to the airport raises additional concerns. Studies have shown that air pollution from airports infiltrates nearby schools, impacting the health of children and their academic performance. Moreover, the increased traffic poses significant safety risks for students commuting to and from these schools. [5] [6]</p> <p>6. Conclusion In conclusion, the expansion of Cape Winelands Airport could have substantial environmental and health impacts on Durbanville and its surrounding areas. The evidence from various studies underscores the need to prioritise the health</p>	<p>impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>2. The comment re air quality is noted. An Air Quality Impact Assessment will be completed for the proposed project. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>3. The comment re noise is noted. A Noise Impact Assessment will be completed for the proposed project. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>4. The comment is noted. A Noise Impact Assessment and an Air Quality Impact Assessment will be completed for the proposed project. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>5. The concerns re schools in proximity to the CWA is noted. An Air Quality Impact Assessment and a Transport Impact Assessment will be completed for the proposed project. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>6. The comment is noted. The proposed project is currently being assessed through the EIA process, which will include assessment of potential impacts on the environment, culture, and local communities.</p>
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43	Willene Cordier	<p><u>Email dated 5 December 2023:</u></p> <p>1. The following project has reference: Proposed expansion of the Cape Winelands Airport. DEA&DP reference No: 16/3/3/6/7/2/A5/20/2209/23</p> <p>I have read the subject documents currently on review with regard to the above mentioned project. I do not have specific comments at this stage, however would you be so kind as to add my details to your InAP database and ensure that I receive all updates with regard to the EIA process.</p> <p>This will be greatly appreciated.</p>	<p>1. This comment is noted. Willene Cordier has been registered as an IAP for the NEMA process.</p>
45 & 147	Leon Roos: Local Resident	<p><u>Email received on 5 December 2023:</u></p> <p>1. Please provide me with the contact details to where the comments must be sent to in regards to the expansion of the CWA.</p>	<p><u>Email response provided on 5 December 2023:</u></p> <p>1. Thank you for your email.</p> <p>As requested below information on how to register as IAP and comment on the proposed project:</p> <p>The Pre-Application Scoping Report is available on our website phsconsulting.co.za and a hard copy has been lodged at the Fisantekraal</p>

		<p><u>Email reply received on 5 December 2023:</u></p> <p>2. Thank you for getting back to me. I see I can either just send in my comments or register. Why would I have to register? It also seems like our community wants to do a joint signature. I am engaging with the community and also with our ward cllr. If I do not get enough feedback fast enough; I will send my comments through</p>	<p>Public Library (021 444 9259) for a 30-day commenting period, from 8 November to 8 December 2023.</p> <p>You are welcome to register and/or provide your written comments on the application. Should you wish to register, individuals are required to send their name and contact details or comments to PHS Consulting at the contact details below. Individuals who need special assistance, may request assistance in recording their comments or objections, at the details below. Alternative, a voicenote can be sent via Whatsapp to the cell number below.</p> <p>EAP Contact Information:</p> <p>PHS CONSULTING (Attention: Amanda Fritz-Whyte) Address: PO Box 1752, Hermanus, 7200 Tel: 028 312 1734; Cell: 076 691 0368 Email: amanda@phsconsulting.co.za</p> <p>Comments must be sent to PHS Consulting on or before 8 December 2023.</p> <p>Please let me know if you need any further assistance.</p> <p><u>Email response provided on 5 December 2023:</u></p> <p>2. Some IAPs choose to only register for now and give comments at a later stage during the NEMA process.</p> <p>If you send through comments, you are automatically registered with the details provided as part of your comments.</p>
		<p><u>Letter received via email on 7 December 2023:</u></p> <p>1 Introduction: This document was prepared by Leon Roos in response to the above public comment on the proposed Cape Winelands Airport. In the pursuit of progress and development, the proposal for the Cape Winelands Airport (CWA) stands as a pivotal juncture, demanding a rigorous and transparent examination. This document serves as a comprehensive evaluation and critique of the reports associated with the proposed airport construction, with a focus on fostering a nuanced understanding of its potential impacts.</p>	<p>1. Introduction: The introductory comments are noted.</p>

The proposed CWA development, situated at the intersection of environmental conservation, socioeconomic dynamics, and community well-being, necessitates a meticulous analysis. As an electrical inspector and a qualified master installation electrician, my expertise in ensuring compliance and safety aligns with the need for a thorough scrutiny of the reports' technical intricacies. The critical facets explored herein range from the evaluation of consultant expertise, adherence to international standards, the quality of executive summaries, to the nuanced dimensions of environmental impact and socioeconomic considerations. Each section delves into specific aspects, unravelling both commendable elements and areas that require heightened attention.

This introduction sets the stage for a comprehensive evaluation that goes beyond the technicalities, recognizing the interconnectedness of progress, conservation, and community well-being.

2 Evaluation of Expertise

Assessing the expertise of the consultants enlisted in producing the reports is a critical aspect, as it directly influences the credibility and reliability of the findings. The question of who designates these consultants as experts necessitates thorough examination, and the absence of clear accreditation or representation by the South African National Accreditation System (SANAS) raises noteworthy concerns.

The reports indicate that certain consultants were engaged to provide specialized services, ranging from environmental impact assessments to engineering and aviation fuel master planning. However, the reports fall short in delineating the criteria or credentials that qualify these individuals or entities as experts in their respective fields. It is imperative to establish who, within the regulatory framework or project management, affirms the expertise of these consultants.

In instances where the reports refer to the consultants as experts without transparently presenting their qualifications, certifications, or relevant experience, a significant gap in accountability arises. The lack of clarity regarding the basis for designating them as experts hampers the ability of stakeholders, including the public, to assess the legitimacy of their contributions.

Furthermore, while the noise consultants have a calibration certificate from SANAS, this represents a narrow scope of accreditation. The absence of broader SANAS representation for the other consultants involved in the multidisciplinary assessments is a notable omission. SANAS accreditation is

2. Evaluation of Expertise

The comment regarding evaluation of expertise is noted.

The EIA aims to inform decision-makers of the perceived environmental impacts of the proposed project by providing objective, relevant information concerning the environment. This enables the Competent Authority (DEA&DP) to make an informed decision on the Environmental Application and in the end helps to guide sustainable development. Specialists are an integral part of the EIA process and enable the objective assessment of potential impacts by a suitably qualified individual or team. Over and above the required qualifications each specialist should have, there is also the requirement for relevant experience. Specialists in the field of sciences are required to register with SACNASP, which is a body that verifies the applicable specialist's qualifications, experience, and ongoing development through annual reports. The specialist input in a particular project may consist of inter alia and depending on the Scope of Work (SoW), a field study, reasonable opinion, provision of baseline information, impact assessment and detailed modelling where applicable.

The DFFE Screening tool lists required specialist input based on the project footprint and description loaded. Further studies can be added, as in the case of this project.

		<p>typically associated with rigorous adherence to international standards and best practices, instilling confidence in the competence of accredited entities. To address this, the reports should explicitly outline the qualifications, experience, and certifications of each consultant, elucidating the criteria that deem them experts in their respective domains. Additionally, clarification on the entity or authority endorsing their expertise is crucial for transparency. If SANAS representation is limited to specific consultants, the rationale behind this selectivity should be elucidated to ensure a comprehensive understanding of the overall expertise enlisted for the project.</p> <p>In conclusion, the reports must provide a robust foundation for designating consultants as experts, incorporating transparency and adherence to recognized accreditation standards. This is essential for establishing the legitimacy of their contributions and instilling confidence in the thoroughness and impartiality of the assessments.</p> <p>3 Adherence to ISO Standards in Assessments</p> <p>A critical aspect of evaluating the reports lies in scrutinizing the consultants' commitment to adherence to International Organization for Standardization (ISO) standards, which serve as benchmarks for quality, safety, and reliability in various industries. The reports, encompassing diverse assessments ranging from environmental impact to fuel master planning, demand a meticulous examination of whether ISO standards were rigorously applied.</p> <p>ISO standards provide a globally recognized framework that ensures consistency and excellence in methodologies, procedures, and outcomes. However, the reports, on initial examination, exhibit a notable lack of explicit reference to specific ISO standards relevant to each assessment. This absence raises concerns about the comprehensiveness and robustness of the methodologies employed by the consultants.</p> <p>For transparency and the sake of stakeholders relying on these reports, it is imperative that the consultants clearly state the ISO standards used, or justify any decision not to adhere to particular standards. ISO standards are designed to enhance the reliability and comparability of assessments, making their application crucial, especially in projects of significant public interest, such as the construction of a new airport.</p> <p>A thorough evaluation should delve into whether the consultants explicitly detail their alignment with ISO standards in the respective domains covered in the reports. In cases where ISO standards are not applied, the reports must provide a compelling rationale for such deviations. This transparency ensures that stakeholders, including the general public, can gauge the robustness of the</p>	<p>Specialist reports must comply with the minimum requirements (either through the DFFE Screening tool protocols or Appendix 6 of the NEMA Regulations), inclusive of qualifications, accreditations, and CV.</p> <p>3. Adherence to ISO Standards in Assessments</p> <p>The comment re ISO standards is noted.</p> <p>The assessment criteria and methodology followed by each specialist is based on technical knowledge, scientific principles, industry best practice and experience. No ISO standards are applicable to the Scoping reports produced by specialists at this stage of the proposed project. As the project proceeds, and the need for compliance to ISO standards become apparent, the requirement will be implemented by the specific specialist.</p>
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		<p>assessments and the extent to which internationally accepted best practices were followed.</p> <p>Given the potential impact of the airport construction on the environment, communities, and various facets of daily life, adherence to ISO standards becomes pivotal. It not only safeguards the integrity of the assessments but also enables stakeholders to place explicit trust in the methodologies employed. The absence of clear adherence to ISO standards, as apparent in the reports, poses a significant challenge to the credibility and reliability of the findings and recommendations presented.</p> <p>4 Executive Summary Quality Across Reports</p> <p>The executive summaries of the reports play a pivotal role as they serve as a gateway for stakeholders, including the general public, to grasp the key findings and recommendations without delving into the extensive details of the entire document. The quality of these summaries is, therefore, a critical factor in ensuring accessibility and transparency.</p> <p>However, an overarching concern emerges when evaluating the executive summaries across the reports associated with the proposed airport construction. The summaries, designed to provide a concise overview, exhibit a consistent pattern of poor quality. They lack the clarity, coherence, and comprehensiveness necessary for effective communication of the assessments' core aspects.</p> <p>A robust executive summary should encapsulate the essence of the reports, presenting key insights, potential impacts, and recommended actions in a manner accessible to a diverse audience. Unfortunately, the executive summaries in question fall short of this expectation. They often use technical jargon without adequate explanation, rendering them incomprehensible to stakeholders who may not possess specialized knowledge in the respective domains.</p> <p>Moreover, the executive summaries frequently lack a cohesive narrative flow, making it challenging for readers to follow the logical progression of the assessments. The absence of a clear and concise articulation of the reports' objectives, methodologies, and principal findings hampers the summaries' effectiveness in serving their intended purpose. To rectify this, it is imperative that the consultants revisit and enhance the executive summaries, aligning them with best practices for clear and impactful communication. This involves presenting information in a manner that is accessible to a broad audience, employing plain language without sacrificing the accuracy of the content.</p>	<p>4. Executive Summary Quality Across Reports</p> <p>The comment re the poor quality of executive summaries in specialist reports is noted. Where possible technical jargon will be adjusted, and summaries amended.</p> <p>Please note that impacts are assessed as part of the Impact Assessment Phase which is still to follow.</p>
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The rural landscape targeted for the airport likely sustains a rich array of wildlife, from diverse bird species to mammals and other fauna. Airport construction, with its attendant noise, increased human activity, and altered land use, directly threatens wildlife habitats. This is further explored below.

5.2.1 Avian and Amphibian Concerns

While the reports touch upon the broader impact on wildlife, a more detailed examination of avian and amphibian ecosystems is notable. Avian life, including various bird species, could face disturbances due to increased air traffic and noise pollution. Additionally, alterations in the landscape may disrupt nesting and foraging patterns, leading to potential population declines. Amphibians, particularly sensitive to environmental changes, may experience habitat loss and water contamination. The potential use of water bodies for airport-related activities could introduce pollutants, endangering the delicate balance of these ecosystems. Given the ecological significance of avian and amphibian life, a comprehensive environmental impact assessment must delve deeper into the specific challenges these species might encounter. The absence of such detailed insights in the broader area calls into question the reports' ability to provide a holistic understanding of the environmental consequences of the proposed airport construction.

5.3 Environmental Oversight, Conservation Gaps, and Neglected Surrounding Areas

The documentation regarding the Cape Winelands Airport (CWA) development acknowledges the necessity of considering environmental factors but falls short in assuring the adequacy of proposed mitigation measures. This section critically scrutinizes potential environmental impacts and highlights perceived deficiencies in strategies meant to address these concerns.

5.4 Incomplete Air Quality Assessment

While the reports underscore the significance of maintaining air quality standards, they lack a thorough examination of expected emissions from airport activities. The absence of a comprehensive analysis raises doubts about the efficacy of proposed measures to mitigate air pollution.

Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.

5.2.1. The comment is noted. The specialist studies for the proposed project includes a Faunal and Avifaunal Impact Assessment.

Freshwater Ecological impacts will also be included for assessment in the Impact Assessment Phase of the proposed project.

Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.

5.3. The comment is noted. The Pre-application Scoping Phase does not assess impacts, and this information will only become available when the relevant Impact Assessment studies are completed in the Impact Assessment Phase of the EIA process. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.

5.4. The comment is noted. Impact Assessment studies are completed in the Impact Assessment Phase of the EIA process. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.

Without a detailed understanding of potential pollutants and their sources, assurances regarding air quality preservation in the reports lack substance.

5.5 Insufficient Noise Mitigation for Wildlife

Although noise considerations are briefly acknowledged, the reports do not adequately address potential adverse effects on wildlife, especially avian and amphibian species. The constant noise generated by airport operations can disrupt ecosystems, impacting breeding and survival. The absence of concrete strategies to minimize these disruptions implies a lack of commitment to preserving local biodiversity.

5.6 Unclear Water Management Plans

The reports vaguely mention potential impacts on local water systems but lack a detailed examination of water management plans. Without a clear outline of measures to prevent contamination and manage increased runoff, there is uncertainty about the effectiveness of proposed strategies. This raises concerns about potential degradation of local water bodies and ecosystems due to inadequate planning and mitigation.

5.7 Limited Exploration of Renewable Energy

While the reports acknowledge the importance of sustainability, there is a notable absence of detailed exploration of renewable energy alternatives. The commitment to minimizing the carbon footprint remains unclear, as the reports do not provide concrete steps toward incorporating renewable energy sources. This lack of emphasis on sustainable energy practices raises questions about the airport's commitment to environmentally friendly development.

5.8 Ambiguous Waste Management Strategies

The reports briefly touch on waste management but lack specificity in outlining strategies for minimizing waste generation and proper disposal. Without a clear plan for recycling materials and managing hazardous waste, there is uncertainty about the airport's adherence to waste management regulations. The ambiguity surrounding waste management practices raises concerns about potential environmental impacts and the airport's commitment to responsible waste disposal.

5.5. The comment is noted. Impact Assessment studies are completed in the Impact Assessment Phase of the EIA process. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.

5.6. The comment is noted. The stormwater management strategy is outlined in the Bulk Engineering Report (Appendix 21 to the Pre-application Scoping report). The stormwater management plan and stormwater master plan will be developed as input into the Impact Assessment Phase of the proposed project. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.

5.7. The comment is noted. The renewable energy strategy is outlined in the Electrical Supply report (Appendix 22 to the Pre-application Scoping report). It includes detail on the proposed solar PV, Biodigester, Backup generator, BESS, Eskom supply.

5.8. The comment is noted. The solid waste management strategy was included in the Pre-application Scoping Report (section 6.10). Further detail will be developed in the EMPr during the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies and EMPr.

	<p>5.9 Neglected Surrounding Areas and Endangered Species Despite studies conducted on the specific area earmarked for the Cape Winelands Airport (CWA), a glaring omission is the lack of consideration for the surrounding regions, where endangered species have established habitats, notably the blue heron. This oversight raises critical concerns about the potential impact on fragile ecosystems and protected fauna.</p> <p>5.10 Limited Scope of Impact Studies While the existing reports detail the consequences within the direct vicinity of the proposed airport, the surrounding areas, crucial for the survival of endangered species, have been inadequately addressed. The absence of comprehensive studies in these regions disregards the potential displacement and disturbance of vital species, such as the blue heron, known to inhabit these ecosystems. Quote from APP-10: The acknowledgment from APP-10, stating, "The proposed activities will lead to a reduction in habitat which may increase resource competition in adjacent habitats. Moreover, the proposed airport will cover a large extent within the study area, increasing the scale of edge effects that will be experienced, causing further degradation to the surrounding habitat. The increase in both air and road traffic will increase the likelihood of collisions with fauna," underscores the inadequacy of the current assessments in encompassing the broader ecological impact.</p> <p>5.11 Endangered Species Habitat Reduction The proposed airport activities are predicted to result in a reduction of habitat, directly impacting endangered species like the blue heron. The lack of consideration for these adjacent habitats raises alarm about the potential escalation of resource competition and habitat degradation, as highlighted by APP-10.</p>	<p>5.9. The comment is noted. The specialist studies for the proposed project includes a Faunal and Avifaunal Impact Assessment.</p> <p>Freshwater Ecological impacts will also be included for assessment in the Impact Assessment Phase of the proposed project.</p> <p>Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>5.10. The comment is noted. The specialist studies for the proposed project includes a Faunal and Avifaunal Impact Assessment.</p> <p>Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>5.11. This comment is a repeat of a previous comment but is noted.</p> <p>The specialist studies for the proposed project includes a Faunal and Avifaunal Impact Assessment.</p> <p>Potential impacts (including those on the habitat of bird species such as the blue heron) for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p>
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	<p>5.12 Scale of Edge Effects The reports acknowledge the scale of edge effects but fail to delve into the magnitude of this impact on surrounding habitats. The proposed airport's extensive coverage amplifies the potential edge effects, contributing to the degradation of ecosystems beyond the immediate construction site.</p> <p>5.13 Traffic-Related Fauna Collisions The increase in both air and road traffic, as highlighted by APP-10, raises concerns about elevated risks of collisions with fauna. The potential threats to species like the blue heron due to heightened traffic, inadequately addressed in the reports, signify a significant gap in the assessment of environmental impact.</p> <p>5.14 Socioeconomic Impact on Mikpunt and Klipheuwel with Traffic and Infrastructure Considerations The proposed airport's socioeconomic impact, as highlighted in the reports, predominantly centers on new infrastructure, yet it seemingly neglects the potential repercussions for existing communities like Mikpunt and Klipheuwel, located approximately 6.8 km from the proposed airport site.</p> <p>5.15 New Infrastructure vs. Existing Communities While the reports touch upon the creation of new infrastructure, such as the airport itself, there's a discernible tendency to downplay or overlook the potential socioeconomic effects on nearby established communities. Mikpunt and Klipheuwel, situated in close proximity to the proposed airport, are likely to witness substantial changes in their social and economic dynamics.</p>	<p>5.12. Edge effects from part of all the specialists cumulative impact analysis. The comment is noted as a repeat of a previous comment. The specialist studies for the proposed project includes a Faunal and Avifaunal Impact Assessment, which includes habitat considerations.</p> <p>Potential impacts (including those on the habitat of bird species such as the blue heron) for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>5.13. The comment is noted as a repeat of a previous comment. The specialist studies for the proposed project includes a Faunal and Avifaunal Impact Assessment, which includes habitat considerations.</p> <p>Potential impacts (including those on the habitat of bird species such as the blue heron) for the proposed project will be assessed in the Impact Assessment Phase of the EIA. A bird strike specialist will also inform the EIA process. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>5.14. The comment is noted. The Socio-economic Impact Assessment will consider impacts related to the existing surrounding communities. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>5.15. The comment is noted as a repeat of the comment in 5.14.</p>
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		<p>5.16 Existing Infrastructure Strain The reports should delve deeper into the impact on existing infrastructure in these communities. The anticipated surge in traffic and demand for services has the potential to strain local resources, significantly affecting the daily lives of residents. Schools, healthcare facilities, and other amenities may experience increased pressure, necessitating a comprehensive evaluation with proposed solutions to mitigate any adverse effects.</p> <p>5.17 Traffic Impact and Road Infrastructure The reports should provide a thorough assessment of the expected traffic impact on the road infrastructure connecting Mikpunt, Klipheuwel, and the proposed airport. Increased vehicular movement may lead to road degradation, congestion, and safety concerns. The strain on rural roads and inadequate infrastructure to handle heightened traffic needs explicit attention.</p> <p>5.18 Economic Impact on Residents An inclusive socioeconomic report should offer a comprehensive analysis of the existing economic activities in Mikpunt and Klipheuwel. It should scrutinize potential disruptions to local businesses, farms, and overall livelihoods. Moreover, the report should address the economic burden on residents, including potential increases in living costs, taxes, and other financial obligations resulting from the proposed airport.</p> <p>5.19 Community Engagement and Consultation Community engagement and consultation processes are pivotal, demanding transparency and inclusivity. The reports should outline robust measures taken to involve residents of Mikpunt and Klipheuwel in the decision-making process. Ensuring that their concerns, needs, and perspectives are not only heard but also integrated into the decision-making process is essential. The current oversight in addressing the specific impact on Mikpunt and Klipheuwel, particularly concerning traffic, road infrastructure, and economic considerations, raises questions about the comprehensiveness of the socioeconomic report. A more inclusive analysis is imperative for a holistic understanding of the proposed airport's socioeconomic impact on existing communities and their associated infrastructures.</p>	<p>5.16. The comment is noted. The Socio-economic Impact Assessment will consider impacts related to the existing surrounding communities and existing amenities. The Transport Impact Assessment will consider impacts related to the planned and existing road infrastructure. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>5.17. The comment is noted. The Transport Impact Assessment will consider impacts related to the planned and existing road infrastructure. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>5.18. The comment is noted. The Socio-economic Impact Assessment will consider impacts related to the existing surrounding communities including existing farms, businesses. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>5.19. The comment is noted. The planned PPP for the Scoping and IA phases of the EIA are inclusive of interaction with local communities.</p>
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	<p>6 Potential Rise in Crime and Impact on Security The reports on the proposed airport development seem to lack a comprehensive evaluation of the potential rise in crime and its consequent impact on security, particularly in the surrounding rural areas. This oversight is critical, given the current low crime rates in these regions.</p> <p>6.1 Current Security Landscape The rural areas under consideration presently enjoy relatively low crime rates. The introduction of an airport and the associated influx of people, vehicles, and activities can disrupt this delicate equilibrium. The reports should thoroughly analyze the existing security landscape, highlighting the strengths and vulnerabilities of the current setup.</p> <p>6.2 Potential for Crime Uptick Increased population density and economic activities linked to the airport can attract criminal elements seeking to exploit the new opportunities. The reports should delve into the potential for a rise in various types of crimes, including theft, vandalism, and other offenses, and propose strategies to counteract these threats effectively.</p> <p>6.3 Police Presence and Response The capacity of the local South African Police Service (SAPS) to handle the potential surge in crime needs detailed consideration. The reports should address whether the current SAPS resources are adequate for the increased demands, both in terms of personnel and infrastructure. Additionally, the potential response time to incidents in the rural areas affected by the airport development should be thoroughly evaluated.</p> <p>6.4 Mitigation Strategies A robust plan for crime prevention and security enhancement should be an integral part of the airport development. This includes not only measures to prevent criminal activities within the airport premises but also strategies to secure the surrounding rural areas effectively. Adequate lighting, surveillance systems, and community involvement are aspects that need explicit attention.</p> <p>6.5 Community Safety Concerns</p>	<p>6. Potential Rise in Crime and Impact on Security The comment is noted. The Socio-economic Impact Assessment will consider impacts related to the existing surrounding communities including crime. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>6.1. The comment is noted and will be considered by the CWA team for integration into their security strategy in future.</p> <p>6.2. The comment is noted. The Socio-economic Impact Assessment will consider impacts related to the existing surrounding communities including crime. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>6.3. The comment is noted. The Socio-economic Impact Assessment will consider impacts related to the existing surrounding communities including crime. The evaluation of SAPS resources will be addressed through the local security structures before onset of any construction activities on site. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>6.4. The comment is noted. The recommendation will be included in the EMP for the proposed project.</p> <p>6.5. The comment is noted. The Socio-economic Impact Assessment will consider impacts related to the existing surrounding communities including crime. The planned PPP during the Scoping and EIA phases</p>
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Residents in rural areas often choose these locations for their safety and peaceful living. The reports should acknowledge and address the legitimate concerns of the community regarding their safety and security.

7 Social and Economic considerations

The proposed construction of the Cape Winelands Airport (CWA) introduces significant social and economic concerns that warrant careful consideration. This section critically examines potential disruptions to communities, the impact on rural living, and the broader economic landscape.

7.1 Disruption to Rural Living

The serene charm of rural living faces a substantial threat with the advent of the airport. The anticipated surge in traffic, accompanied by noise and pollution, poses a direct challenge to the peaceful coexistence of rural communities. While the reports acknowledge these potential disruptions, they fall short in providing a thorough exploration of the extent of the impact on residents' daily lives.

The surge in traffic can lead to congestion on rural roads, longer commute times, and heightened risks, highlighting potential inadequacies in existing road networks. The reports need to offer more in-depth insights into the social and economic consequences of these disruptions, addressing concerns about road infrastructure and accessibility for rural communities.

7.2 Crime Uptick and Security Challenges

As mentioned earlier, current low crime rates in rural areas may face an escalation with the establishment of the airport. The reports lack a comprehensive discussion of potential strain on law enforcement resources and fail to outline robust plans for mitigating the increased risk of criminal activities.

The anticipated rise in population density and traffic may attract criminal elements, necessitating a more detailed examination of potential security challenges. The reports should provide concrete strategies to safeguard the safety and security of rural communities in the face of potential crime upticks.

of the proposed project may also create the opportunity for the local communities to raise concerns re safety and security.

7. Social and Economic considerations

7.1. The comment is noted as a repeat of a previous comment 5.17. The Transport Impact Assessment will consider impacts related to the planned and existing road infrastructure. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.

7.2. The comment is noted as a repeat of a previous comment 6.2.

The Socio-economic Impact Assessment will consider impacts related to the existing surrounding communities including crime. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.

	<p>7.3 Economic Impact on Existing Businesses While the reports mention new infrastructure, they overlook the potential economic ramifications for existing businesses, especially in areas like Mikpunt and Klipheuwel. Local resources, including schools and healthcare facilities, may experience strain, impacting the operations of established businesses. A thorough socioeconomic analysis should delve into the existing economic activities, assessing potential disruptions to local businesses and farms. Transparent community engagement processes must be outlined, ensuring the concerns of these existing businesses are integral to the decision-making process.</p> <p>7.4 Traffic Impact and Road Infrastructure The projected surge in traffic demands a meticulous examination of its impact on rural road infrastructure. The reports should offer detailed plans for upgrading or expanding infrastructure to accommodate increased traffic flow, yet such insights are lacking. The absence of clear proposals for road infrastructure upgrades raises doubts about the feasibility of handling the expected rise in vehicle movements. A comprehensive examination of potential traffic impacts and detailed plans for road infrastructure upgrades is imperative for a robust evaluation of the proposed airport.</p> <p>7.5 Rise in Cost of Living The rise in population density coupled with potential increases in living costs necessitates a closer examination. The reports should delve into the potential impacts on housing affordability, property taxes, and overall living expenses for rural families. An economic analysis should transparently communicate how the proposed airport might contribute to changes in the cost of living for residents. This information is vital for residents to make informed decisions about their future in these rural communities</p> <p>8 Public participation and transparency The cornerstone of responsible and democratic decision-making lies in robust public participation processes and transparency. This section critically assesses the adequacy of public engagement in the planning and decision-making stages of the Cape Winelands Airport (CWA) development, emphasizing the need for transparency.</p>	<p>7.3. The comment is noted as a repeat of previous comments 5.16 and 5.18. The Socio-economic Impact Assessment will consider impacts related to the existing surrounding communities, businesses, farms, and existing amenities. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>7.4. The comment is noted. The Transport Impact Assessment will consider impacts related to the planned and existing road infrastructure. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>7.5. The comment is noted. The Socio-economic Impact Assessment will consider impacts related to the existing surrounding communities, businesses, farms, and existing amenities. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p> <p>8. Public participation and transparency</p>
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	<p>8.1 Accessibility of Information Transparency hinges on the accessibility of information to the public. The reports acknowledge the complexity of the documentation and the technical nature of the content, raising concerns about the public's ability to comprehend the details effectively. A comprehensive strategy for making information more accessible, perhaps through simplified summaries is crucial for meaningful public participation. While the reports may fulfill technical requirements, they fall short in ensuring that the general public, who may be directly impacted, can readily engage with and comprehend the implications of the proposed airport construction. A commitment to providing easily digestible information is paramount for fostering inclusive participation.</p> <p>8.2 Inclusivity in Decision-Making The reports should elaborate on the extent to which diverse stakeholders, especially local communities and environmental groups, have been involved in the decision-making process. A lack of inclusivity raises questions about the legitimacy of the decisions made and the consideration given to the perspectives of those directly affected. Transparent communication regarding stakeholder engagement, the incorporation of community feedback, and the adjustment of plans in response to concerns are essential elements in ensuring a fair and inclusive decision-making process. The reports must provide a comprehensive account of the steps taken to include diverse voices.</p> <p>8.3 Community Concerns Addressed Public participation is not merely a procedural requirement but a platform for addressing and incorporating community concerns. The reports should explicitly outline how identified concerns raised by the public have been addressed and integrated into the planning process. In cases where community concerns have not been adequately addressed, a transparent account of the reasons for such decisions should</p>	<p>8.1. The comment is noted. The planned PPP during the Scoping and IA Phases of the EIA are inclusive of public engagements where IAPs can interact with the CWA team, the EAP and the specialists. Technical queries can also be raised directly with the EAP, who will then endeavour to provide feedback from the specialist if required.</p> <p>8.2. The comment is noted. Three periods of 30-day public participation are afforded during the EIA process (pre-application scoping, statutory scoping and impact assessment phases). IAPs are invited through direct communication (emails), notice boards, adverts in local newspapers, hard copy in Fisantekraal library, to register and provide comment. The planned PPP during the Scoping and IA Phases of the EIA are inclusive of public engagement where IAPs can interact with the CWA team, the EAP and the specialists. All comments received are recorded and responded to in a Comments and Responses report, which together with the IAP register, is provided to DEA&DP as part of their decision-making process. Where comments or concerns were included in specialist reports or in the Scoping/ Impact Assessment/ EMPr reports it is indicated.</p> <p>8.3. The comment is noted. All comments received are recorded and responded to in a Comments and Responses report, which together with the IAP register, is provided to DEA&DP as part of their decision-making process. Where comments or concerns were included in specialist reports or in the Scoping/ Impact Assessment/ EMPr reports it is indicated.</p>
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be provided. Clarity on the resolution of community concerns is vital for maintaining trust in the decision-making process.

8.4 Independent Review and Validation

Transparency is further bolstered through independent review and validation of the reports. The absence of clear indications of external expert evaluations in the documentation raises questions about the independence and objectivity of the findings.

To enhance transparency, the reports should provide details on any external reviews conducted, ensuring that a diverse set of experts has scrutinized the methodologies, findings, and proposed mitigation measures. Independent validation is a cornerstone in affirming the credibility of the reports.

8.5 Timely and Responsive Communication:

Transparency is not a static state but a dynamic process that necessitates timely and responsive communication. The reports should detail the mechanisms in place for ongoing communication with the public, especially in addressing emerging concerns or providing updates on the project's status.

A commitment to regular and responsive communication, perhaps through public forums or online platforms, reinforces transparency and demonstrates a willingness to engage with the public throughout the various stages of the airport development.

9 Conclusion

In the meticulous scrutiny of the proposed Cape Winelands Airport (CWA) development, this comprehensive assessment underscores critical considerations that warrant profound reflection and, more importantly, public input. The multifaceted dimensions of environmental impact, socioeconomic

8.4. The comment is noted. Specialists are required to be independent and include a declaration of this in each of their reports. External review will be introduced once it is identified by the EAP or DEA&DP as a requirement.

8.5. The comment is noted.

Three periods of 30-day public participation are afforded during the EIA process (pre-application scoping, statutory scoping and impact assessment phases). IAPs are invited through direct communication (emails), notice boards, adverts in local newspapers, hard copy in Fisantekraal library, to register and provide comment.

The planned PPP during the Scoping and IA Phases of the EIA are inclusive of public engagement where IAPs can interact with the CWA team, the EAP and the specialists.

All comments received are recorded and responded to in a Comments and Responses report, which together with the IAP register, is provided to DEA&DP as part of their decision-making process. Where comments or concerns were included in specialist reports or in the Scoping / Impact Assessment / EMPr reports it is indicated.

9. Conclusion

The comment is noted, and the input acknowledged. The concerns listed again have been addressed in responses above.

The opposition against the construction of the proposed CWA is noted. The EIA process has various stages, and the extent of the comments are

		<p>implications, security concerns, and transparency in decision-making collectively paint a complex canvas that demands meticulous attention. The reports, though commendable in their scope, reveal noteworthy gaps and oversights that could significantly impact the well-being of both the environment and the communities affected. From the ambiguity surrounding consultant expertise to the inadequacies in addressing the potential rise in crime and the nuanced socioeconomic impact on existing communities, these observations illuminate areas where further scrutiny and refinement are imperative.</p> <p>Particularly, the potential environmental repercussions, from incomplete air quality assessments to the neglect of surrounding areas and endangered species, necessitate a recalibration of strategies to ensure a harmonious coexistence between progress and conservation. The proposed airport's impact on rural living and existing infrastructure, coupled with the potential risks to community safety, further accentuate the need for a meticulous and transparent evaluation.</p> <p>As we navigate the intricacies of this proposed development, it is incumbent upon all stakeholders, regulatory bodies, and the public to engage collaboratively. The essence of democratic decision-making lies in the inclusivity of diverse perspectives, and this document stands as a voice of the public.</p> <p>In accordance with the principles of transparent governance and responsible development, the regulatory framework governing public comments becomes a cornerstone.</p> <p>My comment as whole, based on the various reports and as a resident of the Mikpunt community, am against the construction of a second airport barely 30 minutes from another airport.</p>	<p>all covered under a specialist discipline scope that will present and assess the expected impacts.</p>
		<p><u>Email received on 17 January 2024:</u></p> <ol style="list-style-type: none"> 1. Please can you inform me of the process. My knowledge is that the project was approved based on the impact studies and all of these reports. However the entire project is not approved until all the comments have been addressed and a few other things that need to be in place. The reason why I am asking is there are 100s of articles saying that it is a done deal. And by done deal meaning there are no other requirements to be filled. 	<p><u>Email response provided on 17 January 2024:</u></p> <ol style="list-style-type: none"> 1. The proposed project is still in the Scoping and EIA pre-application phase. The first round of public participation ran from 8 November to 8 December 2023. The formal Scoping and EIA application phase is proposed to commence in 2024, once all comments received during the pre-application phase have been considered and incorporated into the project and specialist studies where appropriate, and the formal application has been lodged with DEA&DP.

			<p>Registered I&APs and relevant State Departments and Organs of State will have another opportunity to comment on the Draft Scoping Report as well as on the draft Impact Assessment report during their respective 30-day commenting periods within the formal process.</p> <p>All comments received from IAPs and the responses will be included in the final EIR, which will then be submitted to the DEA&DP for their decision making.</p> <p>For further clarity on the project schedule and timelines please refer to Table 51 in the draft Pre-application Scoping report. It is available on the PHS Consulting website (www.phsconsulting.co.za) under the public participation tab, Proposed Expansion of Cape Winelands Airport.</p> <p>Please let me know should you require further information.</p>
47	<p>Natasha Bieding: DEADP Directorate: Development Management (Region 1)</p>	<p><u>Email dated 6 December 2023:</u></p> <p>1. I hope that you are well and that I can request your assistance with regards to the fol. Pre-application:16/3/3/6/7/2/A5/20/2209/23 PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT ON PORTION 10 OF FARM 724, THE REMAINDER OF FARM 724, PORTION 23 OF FARM 724, PORTION 7 OF FARM 942, THE REMAINDER OF FARM 474, PORTION 3 OF FARM 474 AND PORTION 4 OF FARM 474, DURBANVILLE</p> <p>I note that a WULA is required and would like to know whether a 60-day commenting period was granted to the DWS in respect of their process? If so, would it be possible to also provide this Directorate with a similar timeframe in which to comment on the pre-application Scoping Report and supporting information.</p> <p>If not, kindly will you confirm if it is possible to grant this Directorate with some additional time in which to provide comment.</p> <p>This need is largely based on the amount of technical information that must be reviewed.</p> <p>Perhaps one week will be sufficient.</p>	<p><u>Email response provided on 6 December 2023:</u></p> <p>1. The WULA for the proposed project is still in pre-application phase with DWS, and so the WULA technical report is not out for comment at this stage. DWS has been included in the IAP list for comment on the Pre-application Scoping report for the 30-day period ending 8 December 2023.</p> <p>As discussed, you may extend your comment period by a week and submit comments by 2 o'clock latest on Thursday 14 December 2023.</p> <p>Can we please set up the Pre-application meeting for within the week of the 5th February 2024?</p> <p>We propose the following dates:</p> <ol style="list-style-type: none"> 1. Tuesday 6 February at 10am 2. Wednesday 7 February at 14h00 3. Thursday 8 February at 10am <p>Please let me know what date and time will suit so I can send out the meeting invite. Also confirm whether the meeting is preferred in person, or online (MS Teams or Zoom) and who should be included from DEA&DP as invitees.</p>

		<p><u>Reply received dated 6 December 2023:</u></p> <p>2. Thank you very much for affording this Directorate some additional time in which to provide comments on the pre-application Scoping Report and supporting information. @Eldon van Boom and @Ayesha Hamdulay kindly refer to the EAP's email below regarding a proposed pre-application meeting for the proposed expansion of the Cape Winelands Airport. A response at your earliest convenience regarding your date(s) and times(s) of preference in 2024 (see highlighted sections of the EAP's email below) will be greatly appreciated, so that the EAP can send out a formal calendar MS Teams invite etc.</p>	<p>2. A virtual pre-application meeting between DEADP and PHS consulting was held on the 8th of February 2024.</p>
48	<p>Deon Barnard: Durbanville Resident</p>	<p><u>Email dated 6 December 2023:</u></p> <p>1. Allow me to make some remarks regarding the proposed Expansion of the Cape Winelands Airport. And allow me to make some remarks on the consulting company based in Hermanus feedback. There is absolutely NO need for any additional airport in near Durbanville. Or anywhere else in Cape Town. Or you can try the Stellenbosch airport that has become an absolute nightmare for Stellenbosch DE ZALZE development. CapeTown International is not exactly the busiest airport in South Africa at this time. I guess if Hermanus needs some upgrade on their infrastructure than go ahead and plan the airport there. Durbanville is already under severe strain with all kinds of overloaded trucks taking shortcuts through our neighbourhoods. The expansion of the town has made local roads / infrastructure bursting by its seams already. This town cannot afford any additional and unnecessary expansion anymore. NOT until it is proven by decent research that Cape Town International is used to capacity. The only beneficiaries for such a development will be the few owners of the current Cape Winelands Property - Once done they take their money and run. Durbanville is a supposedly a RURAL QUIET community that pays MAXIMUM property taxes, Municipal Water and Electricity at premium pricing to be able to keep the town as such. We do not want an airport with aircraft taking off / landing over our town 24/7 over our town - It is insane. And we will not allow that. For the benefit of a few airport property owners that will have no further input once they have been paid for their land. And then move to Hermanus. The report PHS consulting means absolutely nothing - Unless they can get Hermanus council to approve similar airport right next to their town. There are NO beneficiaries for this specific project other than the OWNERS and DEVELOPERS - And NOTHING at all for Durbanville community.</p>	<p>1. The comment is noted. The need and desirability of the proposed CWA expansion was discussed in Section 5.2 of the Pre-application Scoping report. It is based on sound commercial principles to create shareholder value while positively contributing to the South African economy, enabling commercially driven investment, and making a direct economic impact. Projected tourist numbers in future support the development of a second airport within the CoCT metro area. CWA is also well placed as an alternate airport for CTIA enabling significant reductions in the quantum of additional reserve fuel that is required to be carried each flight, as imposed by ICAO. Please note PHS Consulting is the appointed independent EAP for the proposed project. Capewinelands Aero (Pty) Ltd is the Applicant for the EIA.</p>

		This development must be stopped as soon as possible.	
50	Evelyn Shogole: South African Civil Aviation Authority	<p><u>Letter received via email on 6 December 2023:</u> RE: AVIATION ENVIRONMENTAL PROTECTION COMMENTS ON THE PROPOSED EXPANSIONS OF CAPE WINELANDS AIRPORT.</p> <p>1. We acknowledge receipt of email dated 07 November 2023. 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).</p> <p>Please see our comments below:</p> <p>2. The screening tools indicates that the proposed development has high sensitivity toward civil aviation which may have major/negative impacts to aviation infrastructure and activities within the airport. Kindly note that Cape Winelands Airport is licenced under Part 139 and therefore prior to the commencement of the expansion the SACAA processes must be followed for upgrading the current aerodrome licence. The information can be access on http://www.caa.co.za under Airports.</p> <p>2.1. Runway Operations It must be note that the surface of the runway must be maintained in a condition such as to prevent formation of harmful irregularities. Under the CARs when there is a reason to believe that drainage characteristics for either the whole runway or a portion thereof are poor due to slopes or depressions, the runway must be assessed under natural or simulated conditions which are representative of local precipitation conditions and that corrective maintenance action are taken (CAR Part 139.02.23).</p> <p>2.2. Projected Future Aircraft Noise/ Emissions Complaints It must be noted that an increase in aircraft (aircraft and helicopter) movement within the area may result in noise complaints from residents who residing in close proximity to the proposed site. Under the CARs, the holder of an aerodrome license must be responsible for handling aircraft noise complaints related to the aerodrome (CAR Part 139.02.23).</p>	<p>1. The South African Civil Aviation Authority (CAA), as an agency of the Department of Transport (DoT), and in terms of the Civil Aviation Act 13 of 2009, is the recognised and competent authority currently performing safety and security oversight over Cape Winelands Airport (CWA). The CWA continues being the holder of a current and valid licence as issued by the SACAA in terms of Part 139, and the licence is renewed annually.</p> <p>2. The comment is noted and confirmed, and the prescribed process is being followed in terms of the required applications and approvals. The SACAA Officials are being consulted closely to ensure full compliance to all processes and technical requirement outcomes.</p> <p>2.1. The comment is noted. Both runways, main runway 01-19 and cross secondary runway 14-32 will be constructed within specifications and remain compliant at all times. Post construction regular assessments and preventative maintenance programs will be followed diligently.</p> <p>2.2. The comment is noted and confirmed. A noise Baseline/scoping report was presented in the Pre-App Draft Scoping Report and during the EIA phase of the application a detailed noise impacted assessment that include noise cones will be conducted and the outcome of this assessment will be shared with all Interested and Affected Parties(I&AP's) during the impact assessment phase.</p>

		<p>2.3. Environmental Incident Management In the event of any environmental incident and damage, a responsible person must report it to the relevant authority (CAR Part 34.03.1).</p>	<p>Active and continuous noise monitoring will be conducted post commissioning of the new runway, and noise complaints will be registered and responded to.</p> <p>A noise monitoring committee, which will include community representatives, will be established.</p> <p>2.3. The comment is noted. Full compliance with the relevant regulations will be maintained at all times, and a responsible designated person will do so on behalf of CWA.</p>
52 & 59	Dean Thompson	<p><u>Email dated 7 December 2023:</u></p> <p>1. I'm hoping you can help me. I'd like to know the details for submitting comments for the above-mentioned project. I could not find any public comment contact details in the main report.</p>	<p><u>Email response provided on 7 December 2023:</u></p> <p>1. As requested below information on how to register as IAP and comment on the proposed project: The Pre-Application Scoping Report is available on our website phsconsulting.co.za and a hard copy has been lodged at the Fisantekraal Public Library (021 444 9259) for a 30-day commenting period, from 8 November up to and inclusive of 8 December 2023.</p> <p>You are welcome to register and/or provide your written comments on the application. Should you wish to register, individuals are required to send their name and contact details or comments to PHS Consulting at the contact details below. Individuals who need special assistance, may request assistance in recording their comments or objections, at the details below. Alternative, a voicenote can be sent via Whatsapp to the cell number below.</p> <p>EAP Contact Information: PHS CONSULTING (Attention: Amanda Fritz-Whyte) Address: PO Box 1752, Hermanus, 7200 Tel: 028 312 1734; Cell: 076 691 0368 Email: amanda@phsconsulting.co.za Comments must be sent to PHS Consulting on or before 8 December 2023.</p> <p>Please let me know if you need any further assistance.</p>
		<p><u>Reply received on 7 December 2023:</u></p> <p>Thank you for your reply and for the information. Herewith my submission.</p> <p>1. I object to the expansion and development if the Cape Winelands Airport. Some of my objection to the project stems from the following:</p> <p>1.1. The development may accelerate development of the area, resulting in potentially spoiling the scenic landscape.</p>	<p>1. The objection to the expansion and development of CWA is noted.</p> <p>1.1. The proposed project entails a Visual Impact Assessment to assess potential impacts on the scenic landscape and propose mitigation / management. Assessment of impacts will be during the Impact</p>

		<p>1.2. Billboard advertising is unattractive and serves as a reminder of a seemingly insatiable drive to consume and profiteer. The landscape may lose some of its rural appeal as a result.</p> <p>1.3. The expansion and subsequent potentially accelerated development will further encroach on limited open space that should be geared towards restoring and sustaining biodiversity. The City of Cape Town should consider climate goals in the context of expanding natural fynbos territory by restoring indigenous biodiversity, not by developing land that will further compromise it.</p> <p>1.4. Large developments such as an airport may lead to indiscriminate water usage by those using the facility. In a waterscarce region, even with water-saving mechanisms in place, such developments should be discouraged, especially when the need for it is not desperate.</p> <p>1.5. Research shows that airport noise pollution contributes to decreased residential property values. This has been found in numerous countries (https://www.intechopen.com/chapters/27688).</p> <p>1.6. Noise and air pollution may compromise the physical and mental health of people living in areas surrounding the airport (https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6541745; https://www.sciencedirect.com/science/article/pii/S0735109717419309). Air quality may be negatively affected, even as far as 10km away</p>	<p>Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation.</p> <p>1.2. The comment is noted. The proposed project entails a Visual Impact Assessment to assess potential impacts on the scenic landscape inclusive of billboards, and to propose mitigation / management. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation.</p> <p>1.3. The comment is noted. The proposed project entails a Climate Change Impact Assessment, informed by the National, Provincial, and local (CoCT) climate goals. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation.</p> <p>1.4. The comment is noted. The proposed project is sensitive to water needs and being in a water scarce area, where the effects of climate change and urban sprawl will place even greater strain on available resources. A water use authorisation for abstraction from boreholes, reuse of treated wastewater effluent is also in process with DWS. Water saving, minimisation of need and reuse options are incorporated in the sustainable design of the site.</p> <p>1.5. The comment is noted. The proposed project includes a Socio-economic Impact Assessment and will consider the effect on residential property values. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation.</p> <p>1.6. The comment is noted. The proposed project includes a Noise Impact Assessment and an Air Quality Impact Assessment. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to</p>
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		<p>(https://pubs.acs.org/doi/full/10.1021/es5001566). With the planned extension of the R300 highway into Durbanville, the compounding effects of air pollution will only be exacerbated.</p> <p>1.7. There is no immediate need for a large airport development in Cape Town. The existing Cape Town international airport can suffice, and transport infrastructure is what should be expanded to cater for those in outlying areas, specifically, modern rail transport and updated public bus services and routes.</p>	<p>consider and comment on specialists reports during the Impact Assessment public participation.</p> <p>1.7. The proposed project needs and desirability was discussed in Section 5.2 of the Pre-application Scoping report. It is based on sound commercial principles to create shareholder value while positively contributing to the South African economy, enabling commercially driven investment, and making a direct economic impact. Projected tourist numbers in future support the development of a second airport within the CoCT metro area. CWA is also well placed as an alternate airport for CTIA enabling significant reductions in the quantum of additional reserve fuel that is required to be carried each flight, as imposed by ICAO.</p>
54	<p>Stephen Levetan (ENSAfrica): County Fair, a division of Astral Operations Ltd</p>	<p><u>Letter received via email on 7 December 2023:</u> RE: COMMENTS ON THE PRE-APPLICATION DRAFT SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT ON FARMS 10/724, RE/724, 23/724, 7/942, RE/474, 3/474 AND 4/474 (DEA&DP Ref No. (Pre-Application): 16/3/3/6/7/2/A5/20/2209/23 and DWS Ref No: WU33620)</p> <p>1. We act for the County Fair Division of Astral Operations Limited which owns and operates a poultry laying facility on Portion 2 of Farm Lichtenburg 175 and Portion 9 of Erf 724 Joostenbergvlakte (hereinafter referred to as “our client’s farm”) which is adjacent to the current Fisantekraal airfield and thus immediately adjacent to the proposed expansion of the Cape Winelands Airport (hereinafter referred to as “the project”). We hereby formally register our client as an Interested and Affected Party (I&AP) care of the writer and request your confirmation of our client’s registration as an I&AP to be sent to the writer by email to slevetan@ensafrica.com.</p> <p>2. We have had an opportunity of considering the pre-application Draft Scoping Report (p-aDSR) as published on your website along with a number of the specialist reports which informed the p-aDSR. We propose commenting thereon, at this stage, only insofar as the project will have an adverse impact on our client’s operations. We will not comment on those aspects which do not impact adversely on our client’s operations but reserve our client’s rights to do so in the later stages of the EIA process should it become necessary to do so.</p>	<p>1. County Fair has been registered as an IAP for the proposed project and confirmation was sent by email to slevetan@ensafrica.com on 7 December 2023.</p> <p>2. The comment is noted, and as a registered IAP notification will be sent to County Fair on the following opportunity to comment on the proposed project. CWA confirmed that they are keen on establishing an open and constructive dialogue with County Fair (CF). To this end, CWA propose setting up a joint monitoring committee at the appropriate time that includes representatives from both organizations. This committee should meet regularly to review environmental data and address any concerns proactively. CWA have engaged a specialist poultry specialist to assist in addressing the concerns raised.</p>

	<p>Details of our client's operations</p> <p>3. On our client's farm, it operates the Fisantekop Complex which consists of four laying farms, namely, Quarryside, Wheatlands, Fisantekop and Vergelee. The laying farms are where the eggs are laid prior to them being transferred to our client's hatcheries where the broilers are hatched and then transferred to our client's various broiler farms. On each of these four laying farms, there are six chicken houses (24 in total) with the total number of birds numbering 161,832 (there are 585 male roosters and 6,158 female hens which for the 24 chicken houses, equals the total number of 161,832 birds). The total eggs produced are 29,262,816 per year or 562,746 per week. The hatching eggs produced of 562,746 are reduced by 8% rejects thus giving 517,726 hatching eggs per week. Out of these hatching eggs, 420,973 broiler asset value of the total number of laying birds is R48,873,264 made up of the 161,832 birds at a value of R302 each.</p> <p>Our client employs 15 permanent farm employees on each farm giving a total of 60 permanent jobs. In addition, there are 19 services employees attending to maintenance in the complex. There is therefore a total of 79 permanent employee positions on the complex. The workers are drawn from Fisantekraal. In addition, the following personnel reside on the complex, namely, 5 x farm managers, 4 x foremen, 4 x supervisors, 1 x courier, 1 x egg-man and 1 x general worker which amounts to 16 in total. We mention these employment figures at this stage as we do not believe that the socio-economic specialist has considered their position at all in his specialist report prepared for the p-aDSR. Perhaps this will be taken into account when he prepares his full report for the EIA.</p> <p>Our client's operations on its farm are substantial and account for some 38% of our client's total laying stock in the Western Cape. Our client's laying stock are extremely susceptible to disease and infection. For this reason, our client chose isolated and remote areas on which to develop their laying operations in order to minimise the risk of diseases being vectored to our client's laying farms and thereby jeopardising a substantial portion of its production chain. One of such sites was the farm adjacent to the site proposed for the project.</p>	<p>3. We note the detail provided on the County Fair operations, the employment provided and the figures. These have been communicated to the socio-economic specialist for consideration in his Scoping and IA reports. Only as part of the socio-economic impact assessment the total number of employment opportunities expected at CWA will be confirmed and how these figures will impact on employment in the area. Indications are that CWA will have significant economic benefits to the community, including job creation and enhanced connectivity, which indirectly support neighbouring businesses with the aim to contribute to the agricultural sector.</p> <p>The argument that the farm near the airport accounts for a substantial portion of their laying stock and was chosen for its isolation to minimize disease risk is valid to some extent, but it's essential to acknowledge the changing landscape. The developments in the area have eroded its once-isolated status, impacting disease control measures. However, modern farming practices and biosecurity measures can still effectively protect against diseases in less remote areas. County Fair does take responsibility for adapting to the changing circumstances, ensuring they adhere to industry standards and regulations, it does invest in advanced disease control techniques, and it does collaborate with local authorities and neighbouring farms to collectively address the challenges posed by the evolving environment. Continual assessment and a proactive approach will be crucial to safeguard their production chain in this changing setting including potentially moving the operations elsewhere.</p> <p>(a) Additionally, it's important to note that Cape Winelands Airport has been a longstanding part of the community, established back in 1943, which predates the introduction of chicken farming enterprise. This historical context is significant as it underscores the airport's long-standing presence and integration into the regional landscape, prior to the establishment of newer local businesses, including poultry farming operations like County Fair. During the time that both entities have been operating adjacent each other, we are unaware of any disease that has been spread to this facility by virtue of any operational aspects of the airport.</p> <p>(b) County Fair is a "land locked" facility surrounded by multiple developments, both formal and informal. It is not just Cape</p>
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		<p>4. The areas which are of utmost concern to our client may be grouped as follows:</p> <p>4.1. The types of poultry diseases :</p> <p>4.1.1. The diseases which are of concern to our client may be grouped as follows: “Bacterial, viral, mycoplasma, internal and external parasites”.</p> <p>4.1.2. These diseases are further grouped as follows :</p> <p style="padding-left: 40px;">Bacterial - Salmonella - Haemophiles (Coryza) - Ornithobacterium rhinotracheale - Pasteurella</p> <p style="padding-left: 40px;">Viral diseases - Newcastle disease - Infectious bronchitis - Egg Drop Syndrome - Infectious laryngotracheitis - Infectious Bursal Disease - Marek’s Disease - Fowl Pox - Avian Encephalitis - Reo Virus - Pneumovirus - Chicken infectious Anaemia Virus - Avian influenza</p> <p style="padding-left: 40px;">External Parasites - Red Mite - Northern Fowl Mite - Lice - Fleas</p> <p style="padding-left: 40px;">Internal Parasites – Coccidiosis - Worms</p> <p style="padding-left: 40px;">Mycoplasma - Mycoplasma gallisepticum - Mycoplasma synoviae</p>	<p>specialized veterinarian in the vicinity. These factors collectively heighten the biosecurity risk, making the region particularly vulnerable to poultry farming challenges. Clearly, the baseline biosecurity risk in this area is substantially elevated.</p> <p>4. The listed types of poultry disease of most concern to County Fair and the explanatory notes on the most common dangerous diseases is noted. The threat of disease and the consequences listed are also noted and will be communicated to the relevant specialists for consideration in their reports. As previously stated, CWA has appointed a poultry specialist to consider the proposed project impacts and proposed mitigation measures. The EAP also takes note of the detail provided on the biosecurity plan, distance between the farm and possible contamination sources, and the management of staff and vehicles on site. From the information provided the main vector for spread of disease is wild birds.</p> <p>The threat of disease which is countered by a mandatory bio security plan at and around the laying facility remains largely unaffected by the specific plans for Cape Winelands Airport. It's crucial to recognize that the facility's vulnerability to disease is not solely contingent on the airport's development but is instead threatened by a confluence of multiple developments in the area. These encompass a range of factors, from increased human activity and ecological changes to potential alterations in local wildlife patterns and environmental conditions. Each of these elements, individually and collectively, can significantly influence the risk of disease, making it imperative to adopt a holistic view of the region's development and its impact on health and safety measures at the facility.</p>
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4.1.3. The most common dangerous diseases are salmonella infection, Newcastle disease, mycoplasma infection and Avian influenza.

4.1.3.1. Salmonella infection :

- Salmonella is prevalent in rats and other animals, birds and humans.
- Salmonella is carried by rats, wild birds, humans and contaminated feed or water.
- Salmonella bacteria can kill 10-60% of susceptible chickens.
- Chickens infected with salmonella remain carriers of the infection and hence the most effective means of stopping transmission thereof is to slaughter the infected flock.
- Chickens which survive salmonella can remain infected and pass on the disease to consumers.
- Two types of salmonella have been known to cause death by human consumption of infected poultry.

4.1.3.2. Newcastle disease :

- Newcastle disease is prevalent in wild birds and poultry. It is carried by wild birds, domesticated birds and vectors such as humans, flies, insects, windborne dust, etc.
- The virus can cause 100% mortality in unvaccinated poultry and significantly reduces growth in surviving birds.
- Vaccinated birds that survived Newcastle disease frequently remain infected for weeks after recovery and constitute a source of infection to other birds.

4.1.3. The appointed poultry specialist will investigate and confirm what was determined in previous case studies that mixed-use industrial development are not a threat to biosecurity unless the development will attract wild birds.

4.1.3.1. It must be noted that Airports also employ various strategies to mitigate the risks posed by wild birds, as birds can pose significant hazards to aircraft, particularly during take-off and landing. A bird strike specialist has been included as a specialist study for the proposed project in order to identify potential habitat and migration routes which can be managed or mitigated. Based on the proposed scope and extent of the proposed expansion project, the specialists will propose mitigation and management measures for wild birds. One common method is habitat management, which involves altering the airport environment to make it less attractive to birds. This can include modifying landscaping to discourage nesting and roosting and managing water bodies to deter waterfowl. Another technique is the use of acoustic devices or bioacoustics, which emit sounds that scare birds away. Some airports also use trained birds of prey, like falcons or hawks, to naturally deter other birds from the area.

4.1.3.2. Additionally, airports often employ visual deterrents, such as scarecrows or reflective objects, and in some cases, pyrotechnics or lasers might be used to startle and disperse birds. These measures are critical for ensuring the safety of both wildlife and air travel. To mitigate the risks posed by wild birds around bodies of water, airports employ a variety of strategies. One effective approach is habitat modification, which involves altering the landscape to make it

		<ul style="list-style-type: none"> Newcastle disease is a state controlled disease and infected flocks have various disease control measures imposed on them by the state, including slaughtering out infected birds. <p>4.1.3.3. Mycoplasma infection :</p> <ul style="list-style-type: none"> Mycoplasma infection is prevalent in avian species and carried most commonly by wild birds, poultry or rats, windborne and humans/vehicles as vectors. Mycoplasma infection is chronic erosive disease. Mycoplasma infection is transmitted vertically, so a hen can pass on the infection to her eggs and thereafter to the hatching chicks. Mycoplasma can only be treated by eradicating the breeding stock, thorough cleanout and long downtime are needed before placing new stock. This requires months or years to eliminate effectively from a farm. <hr/> <p>4.1.3.4. Highly Pathogenic Avian Flu outbreaks in 2017, 2021 and 2023 We annex hereto as Annexure “A” a report by our client’s production veterinarian, Dr Jarno Muller-Deibicht, in which he highlights the role played particularly by wild birds in spreading the avian flu viruses. He highlights the fact that when such disease is contracted within a chicken house, the entire site has to be culled in order to remove all traces of the virus. In all the above years save for 2023, our client sustained substantial losses due to outbreaks of avian flu in their broiler breeder flocks. Our client’s parent, Astral Operations Limited, sustained huge losses due to the 2023 Avian Flu outbreak so much so that as a listed company, it reported losses for the first time in 25 years. The majority of its broiler breeder stock had to be culled in the northern provinces of Gauteng, Mpumalanga and North-West.</p> <p>4.1.4. The threat of disease :</p> <p>4.1.4.1. An outbreak of disease among the laying chickens presents a great risk to commercial poultry farming.</p> <p>4.1.4.2. The risk of infection is also a threat to our client’s workforce and to the public at large. Certain diseases, such as</p>	<p>less inviting for birds, such as by planting unattractive vegetation or creating steep banks.</p> <p>4.1.3.3. Additionally, airports may use predator models or even real birds of prey to naturally deter birds. Another innovative method is covering water surfaces with floating balls, which disrupts the birds' ability to land. Water level management is also a key tactic, with shallower waters being less appealing to many bird species. For more immediate deterrence, noise-making devices and visual scares, like reflective tapes or floating scarecrows, are commonly used. In some instances, non-toxic chemical repellents may be employed, although these are generally a last resort. Finally, netting can be placed over smaller water bodies to physically prevent bird access.</p> <p>4.1.3.4. Airports often combine these methods to effectively reduce the presence of birds and ensure the safety of air traffic.</p> <p>4.1.4. In recent years, the concept of buffer zones, especially in relation to livestock and agricultural farms like the poultry farming activities at County Fair, has undergone significant evolution worldwide. Traditionally, buffer</p>
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Salmonella, can be transmitted from poultry products to humans causing severe illness and possible death. The abovementioned diseases can be present from the breeding stage through to the final marketable product without being detected and hence the critical need to prevent any infection at all. These diseases can, in turn, be retransmitted back to the poultry.

4.1.5. Mandatory bio-security plan :

4.1.5.1. In light of the susceptibility of the poultry stock to disease and their paramount importance to our client's operations, our client complies with a stringent bio-security plan to isolate its stock from disease. The two key elements of the bio-security plan are :

4.1.5.1.1. The distance between the farms and any source of infection;

4.1.5.1.2. The human-entry procedures.

4.1.5.2. In terms of the human-entry procedures, no one is allowed on site without having had multiple showers and changes of clothing. All staff change into a first set of protective clothing in an interim change room, approximately 100-150 metres from the site, leaving all personal clothing and effects behind. Thereafter, they proceed to the shower with soap and shampoo and change into a second set of protective clothing before entering the sites.

4.1.5.3. All vehicular access is strictly controlled and all vehicles are sprayed with disinfectants before entry onto the sites. Records are kept of all vehicles entering the site. Moreover, all equipment is disinfected before being brought onto the site. Electronic equipment that cannot be washed is fumigated for 20 minutes in a sealed container before being taken onto site.

zones were primarily focused on fixed establishments such as poultry farms, with international guidelines from bodies like the OIE and the California Department of Agriculture emphasizing geographical isolation to mitigate disease risks. However, in areas like Fisantekraal, the increasing density of animal-related activities, including that of bulk cattle feedlots within very close proximity has highlighted the need to reevaluate these guidelines.

Development brings together large numbers of people and animals, have underscored the necessity of adapting buffer zones including of the "sterilization" of land available for development and in fact normal other agricultural activities.

4.1.5. The lack of specific research on the impact of such events on nearby animal farms points to a gap in current guidelines. Consequently, there's a growing recognition of the need for comprehensive assessments that consider both fixed and temporary activities in rural and agricultural areas. This shift reflects a broader, more holistic approach to biosecurity and environmental management, aiming to protect both livestock and human populations while acknowledging the dynamic nature of agricultural and communal events.

4.1.5.4. It is vital that a mandatory distance be maintained between the poultry farms and any source of infection, as many poultry diseases are carried by birds and by the wind, and in the case of the project, the bringing of human beings so close to the boundary of our client's complex, and the development of water bodies such as attenuation ponds, the proposed sewerage treatment plant, the proposed development of an hotel and restaurants, a biogas digester and composting facilities, will all attract flies and vermin, who are known vectors of bacteria. Any airborne molecules, including dust, water, fog etc is a potential carrier of disease. Dust particles attach to these molecules and are thereafter spread by the wind which vectors the disease-laden bacteria onto our client's sites.

4.1.5.5. From the existing Fisantekraal airfield master plan (page 1 of Appendix 26) it will be observed that the airport facilities are far removed from our client's operations whereas if one considers the proposed layouts for phases 1 and 2 of the project, the facilities will be extremely close to our client's farms, in one case within approximately 100 m from the nearest chicken houses.

5. Our client, as a commercial poultry producer, is a sensitive water user but fortunately on this particular laying complex, its principal supply is sourced from the Municipality of the City of Cape Town. It does have limited borehole backup and we observe from the p-aDSR scoping report by GEOSS that at this stage only a desktop study has been performed but that a full geohydrological impact assessment is to be conducted for the EIA phase. Inasmuch as our client does utilise groundwater from its boreholes, it requests that when GEOSS does its full impact assessment, that it includes our client's boreholes in its expanded hydrocensus and considers the impact of potential contamination plumes from the proposed Cape Winelands Airport project on our client's groundwater supply.

Comments on the p-aDSR

6. We note that on page 56 of the p-aDSR, you state that water for the project will be abstracted from boreholes on the site. Our comments in paragraph 5 above refer in this regard.

7. Amongst the listed activities tabulated in Table 3 on page 69 of the p-aDSR, is the development of attenuation ponds for stormwater management on site

5. The comment is noted and the request for inclusion of the County Fair boreholes in the Geohydrological impact assessment will be complied with.

6. The comment is noted, and response is as in point 5 above.

7. The comment is noted. The intent is to direct most of the site run-off to the quarry to be reused on the CWA site. As per the above section the

		<p>with a combined capacity of 50,000 m³ or more. It is not entirely clear from the p-aDSR what this will entail but as we have indicated in paragraph 4.1.5.4 above, the existence of exposed bodies of water are extremely problematic for our client and its biosecurity. We note that in paragraph 6.11 commencing on page 163 of the p-aDSR, you make reference to two attenuation ponds one of which, numbered 2, as currently existing and it appears from Figure 39 that this attenuation pond has been identified as being utilised as part of the project's stormwater management strategy. Please be advised that what you have identified from Google images as Attenuation Pond 2 does not currently service the site. When the first Pathogenic Avian Flu manifested in 2017, our client emptied that attenuation pond and opened up its wall so that whatever water would pass through from the existing airfield site would run on and continue into the Mosselbank River. Accordingly, this proposed attenuation pond no longer exists and our client will not countenance it being repaired and serving as an attenuation pond for the project due to the fact that such a body of water will attract wild birds and thus expose our client to a compromise in its biosecurity and exposure to Avian Flu.</p> <p>8. We have considered the relevant section in the bulk engineering services report by Zutari (Appendix 21) dealing with stormwater. We note that in paragraph 5.1.3 on page 17, the specialist makes mention of the fact that the quality of the stormwater run-off is also negatively impacted with additional pollutant loads in the form of gross pollutants, suspended sediments and various other pollutants such as nitrogen, phosphorus and heavy metals. The specialist goes on to indicate that a Stormwater Management Plan will have to be prepared and that such plan will identify measures to comply with the City of Cape Town's Management of Urban Stormwater Impacts Policy and propose methods for removing, reducing or retarding run-off flows and preventing targeted stormwater run-off constituents, pollutants and contaminants from reaching receiving waters. To the extent that these aspects may constitute a pollution plume, impacting on our client's groundwater supply, we shall comment in more detail in due course once the Stormwater Management Plan is available for public comment.</p> <p>9. In paragraph 5.1.4, reference is made to the indicative layouts for the run-off catchments which will apparently be channelled towards various dry stormwater treatment and attenuation ponds. The concept of a dry attenuation pond in this context is unclear and perhaps the specialist when responding to our comments would care to elucidate to what is meant thereby. The most important aspect which is of concern to our client is the suggestion as demarcated on the plans to convert the existing quarry into a wet pond in</p>	<p>intent of CWA is not to attract bird to the site, considering its in their own interest to avoid bird strikes. Therefore, the stormwater storage in the quarry will be subjected to a number of mitigating factors to avoid birds being attracted. Considering that it is not possible to direct all flow to the quarry, small retention facilities will be developed to manage stormwater on site before it enters into the large network of the City of Cape Town. Again, the intent is to design it in such a way that it does not result in standing water that will attract birds. This detail will form part of the EIA process and mitigating measures going forward.</p> <p>8. The comment is note. The stormwater management plan will be developed as part of the Impact Assessment phase and as a registered IAP you will be notified of this phase and encouraged to comment.</p> <p>9. The comment is noted. The quarry was previously owned by Corobrik and the closure permit is in process with DMRE at present. The closure design for the quarry enables its future use as a stormwater retention facility for the proposed CWA site. The design will incorporate mitigating measures proposed by a specialist to avoid the attraction of birds. As per above the airport needs to avoid birdlife being attracted to the site, therefore they have the same interest than County Fair in developing a</p>
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		<p>respect of which it is estimated that it will hold some 4,000 m³ of water. We note that on page 18 of the Zutari report it is stated that the Western Precinct will have to be shaped in such a manner that most of the stormwater flows towards the quarry. According to our client, the old quarry currently receives rainwater from above and to protect our client an adequate berm was constructed. From time to time when rainwater partially fills the quarry, the water is pumped out by our client. However, the conversion of the old quarry into a wet treatment pond containing some 4,000 m³ of stormwater proposes a serious problem for our client as such a large body of water will most definitely attract wild birds which, as we have described above, is the main cause for the spread of Avian Flu in South Africa. Needless to say, our client does not support the conversion of the old quarry into a wet treatment pond. As an alternative suggestion, if such pond has to be included for the adequate management of stormwater, our client suggests that it be covered over by suspended birdproof netting so as to prevent wild birds being attracted thereto. All our client's earth dams which could not be emptied, were covered by birdproof netting, obtained from All Net, a company in Cape Town. Our client uses such water, appropriately treated, as cooling water for its chicken houses in the hot summer months.</p> <p>10. It is also noted from Table 3 on page 69 of the p-aDSR, that the project requires the desalination of more than 100 m³/day of groundwater for use on site. It is not clear from the p-aDSR where the desalination plant will be situated and how the brine that is produced in the process is to be disposed of. Further detail in this regard is required.</p> <p>11. It is further noted from the same table on page 70 of the p-aDSR, that the project will entail the treatment of sewage on site and we have noted the alternatives in this regard between the construction of a sewage treatment works somewhere on the site versus the pumping of the sewage to the existing Fisantekraal Waste Water Treatment Works (Fisantekraal WWTW). Having regard to our client's biosecurity concerns, our client would prefer for the sewage generated on the project not to be processed on site but rather pumped to the Fisantekraal WWTW which is located a fair distance away from our client's operations and which, up to now, has not had any impact on our client's operations.</p> <p>12. This aspect is also dealt with in paragraph 6 commencing on page 19 of the Zutari Specialist Report. In paragraph 6.5.1 Zutari deals with Option 1 which is the installation of a pumpstation and associated rising main to convey the sewage directly to the Fisantekraal WWTW. If this project were to be authorised, this Option would clearly be preferred by our client due to its</p>	<p>stormwater system that avoid birdlife being attracted. The design will be finalised and shared with registered IAPs during future public participation for comment.</p> <p>10. The comment is noted by the EAP. Please refer to the proposed SDP in Appendix 26, page 2 item C02 for location of groundwater treatment facility. Further design detail will be provided in the final engineering report during the Impact Assessment phase of the proposed project, inclusive of the expected volume and disposal of the brine from treatment.</p> <p>11. The comment is noted by the EAP. The project is at present in the Scoping phase for consideration of alternatives of which the treatment of wastewater on site is one alternative and the transfer of wastewater to the Fisantekraal WWTW is another.</p> <p>12. The comment is noted by the EAP. The project is at present in the Scoping phase for consideration of alternatives of which the treatment of wastewater on site is one alternative and the transfer of wastewater to the Fisantekraal WWTW is another. The management and mitigation</p>
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		<p>biosecurity concerns. Our client is against the construction of an on-site package treatment plant to treat the sewerage generated by the project. When one considers the layout plan included in the Zutari Specialist Report and compares its potential location in relation to our client's farms as compared to the Fisantekraal WWTW, the potential location of an on-site plant would constitute a serious area of concern to our client's biosecurity. Such a plant would not only attract wild birds but also flies which are vectors of bacteria in relative close proximity to our client's operations. As indicated above, the Fisantekraal WWTW is located sufficiently far away from our client's operations not to have made any material impact thereon up to now.</p> <p>13. In Paragraph 7 commencing on page 5 of the Zutari Specialist Report, the issue of potable water supply is dealt with. We have noted that in the short term, groundwater will be the main source, in the medium term groundwater plus some Municipal supply from the Spesbona dam is proposed and in the long term, Municipal supply from the Muldersvlei reservoir. Of concern to our client is that in the short term, boreholes will be sunk to meet the demand and our client is concerned that the abstraction of water may impact on its backup supply from its own boreholes. It therefore requires that when GEOSS conducts its full geohydrological impact assessment, that it takes into account the potential adverse impact that such abstraction may have on our client's own supply. In Table 6 on page 29 of the Zutari Specialist Report, brine evaporation ponds are listed as one of the elements although there is mention that the current borehole quality required very little brine disposal provisions. A brine evaporation pond would pose the same concerns and risks to our client's biosecurity particularly when one has regard to its potential location which is alongside the proposed on-site sewerage treatment plant.</p> <p>14. Furthermore, we note from the same table on page 71 of the p-aDSR, that the existing 28 m³ AVGAS storage facility is to be expanded to approximately 2,000 m³ and that the project includes a commercial/retail service station providing petrol and diesel. This facility will consist of four 23 m³ underground storage tanks and an additional 80 m³ diesel storage for backup generators is also proposed. Having regard, in particular, to the proposed location of the commercial/retail service station as set out on the Phase 1 and Phase 2 plans, we note that same is roughly 300 m from one of our client's farms and chicken houses. Besides the obvious impact of such a facility on our client's biosecurity, the storage of such vast quantities of fuel (both for retail sales and aviation fuel, as well as diesel for the backup generators), would make the project a Major Hazardous Installation (MHI) and we do not see provision for an MHI report amongst the appendices to the p-aDSR. Interestingly, in the Master Plan</p>	<p>of potential impacts (such as birds and flies) will be included in the assessment of potential impacts during the Impact Assessment Phase.</p> <p>13. The comment is noted by the EAP. The geohydrologists GEOSS will take into account the potential adverse impact abstraction from CWA boreholes can have on CF boreholes during the geohydrological impact assessment.</p> <p>14. The comment is noted by the EAP. The EAP acknowledges the need for a MHI risk assessment, and it has been included in the suite of specialist studies to be completed for the project. Once available it will be provided to all registered IAPs as part of the Impact Assessment Phase for comment and consideration. The intent is to align with industry standards, ensuring both safety and environmental protection. Storage of all aviation fuel will be above-ground for easier monitoring and maintenance that reduces the risk of soil and groundwater contamination.</p>
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		<p>for Aircraft Refuelling Facilities by Kantey & Templer, they include in their list of abbreviations and glossary a definition of MHI but yet do not deal with this at all in their report. The lack of an MHI assessment at this early stage of the process is of concern to our client and we trust that this will be adequately addressed in the process going forward.</p> <p>15. Finally, in the same table on page 74 of the p-aDSR, reference is made to various proposed towers which will include lighting. We are well aware that an airport of the magnitude being proposed will be brightly lit up and the light pollution caused thereby will have a seriously detrimental impact on our client's laying stock. We deal with this aspect in more detail in paragraph 28 hereunder.</p> <p>16. The issue of noise is dealt with at various places in the p-aDSR. Noise is a serious issue for our client's laying stock. We have considered the baseline noise report prepared by DDA Environmental Engineers well as what is contained in the p-aDSR. Table 6 on page 79 of the p-aDSR is taken from Table 3-3 on page 10 the DDA specialist report. The measurements taken by the specialist as reflected in Table 4-3 on page 15 are noted. It is also noted that measuring points MPO2 to MPO3 and MPO4 are situated in close proximity to our client's operations and the specialist concludes on page 16 that our client's farm experiences 54dB(A) during daytime and 39dB(A) during nighttime.</p>	<p>15. The comment is noted by the EAP. Lighting as a visual aspect is included in the Visual Scoping report. Lighting effect on poultry will be assessed by the specific poultry specialist appointed by the CWA. Further information from both studies will be shared with registered IAPs during the Scoping and Impact Assessment Phases of the project for consideration and comment.</p> <p>While airport lighting can potentially impact chicken laying facilities due to its intensity and duration, modern farm practices are designed to mitigate such external factors effectively.</p> <p>The majority of chicken laying facilities are constructed with controlled environments in mind, featuring structures that are well insulated against outside light. These facilities often use blackout curtains or similar light-blocking solutions to ensure that the light from external sources, like an airport, does not penetrate the interior. Additionally, the artificial lighting systems within these farms are precisely calibrated to mimic natural light cycles, which are essential for maintaining optimal laying patterns in chickens. This controlled lighting environment ensures that any external light changes, such as those from nearby airports, have minimal, if any, impact on the light conditions inside the chicken laying facilities. Consequently, the potential disruptions caused by airport lighting are largely negated, allowing the chickens to maintain their natural laying cycles in a consistent and stress-free environment.</p> <p>16. The comment and in particular the concern re noise is noted by the EAP. The noise impact assessment will provide a visual noise cone modelled on the proposed flight activity of the CWA and overlain on the landscape. The results from the noise impact assessment will be shared for consideration and comment with all registered IAPs during the Impact Assessment Phase public consultation.</p>
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	<p>17. Extreme noise is a serious concern for our client. In an article published on The Poultry Site by Ronnie Cons it is stated that “Studies have shown that loud noises found near airports, railroad tracks or loud hydraulic or pneumatic equipment and machinery close to the chickens leads to lower egg production, stunted growth, higher blood pressure, stress and fatigue in chickens”. Mention is also made of a study which showed that loud noise simulating noisy ventilation fans and operational machines found at slaughter houses led to increased plasma corticosteroids, cholesterol and total protein. This study recommended control of noise pollution near the chickens. In another article, published in Applied Animal Behaviour Sites Volume 91, May 2005, an article entitled “Effects of Specific Noise and Music Stimuli on Stress and Fear Levels of Laying Hens of Several Breeds” by J L Campo, M G Gil and S G Dávila, it was reported that hens exposed to disturbing noise of the nature that would be associated with a commercial airport, suffered to such an extent that it appeared that the reproductive performance and behaviour of the laying stock were adversely affected. Finally, we have come across an article concerned with keeping hens happy during the fireworks season. While this is not of any relevance to the project, mention is made of the fact that commercial poultry farmers had reported losses due to helicopters flying over the chicken houses and even the burner on a hot air balloon being opened up was reported as being proof that laying hens do not like disturbing noise.</p> <p>18. During the Full Scoping and EIA phases when the noise levels that a commercial airport will bring to the area are properly considered by the specialists, account needs to be taken of the affect that the landing and take off of commercial aircraft in close proximity to our client’s operations and which will be a far cry from the current flying activities on the existing airfield, must be considered and the adverse impacts of such disturbing noise on our client’s laying stock need to be canvassed.</p> <p>19. In paragraph 4.3 of the p-aDSR, mention is made of several United Nations Sustainable Development Goals (SDGs) and this section of the report concludes that according to a preliminary study conducted by industry specialists, the proposed project is aligned with several SDGs. What is missing from the report in this regard is any detail of what SDGs the project is aligned with. Inasmuch as SDG 2 relates to zero hunger, it is noteworthy that the report does not deal with the question of food security in respect of which our client, as a prominent supplier of affordable protein in the form of poultry, plays a significant role, and which role would be severely compromised if the project is authorised.</p> <p>20. On page 89 of the p-aDSR in dealing with the National Development Plan (NDP), it is stated that the project is also expected to reduce the cost of flying for the</p>	<p>17. The comment and in particular the concern re noise is noted by the EAP. The noise impact assessment will provide a visual noise cone modelled on the proposed flight activity of the CWA and overlain on the landscape. The results from the noise impact assessment will be shared for consideration and comment with all registered IAPs during the Impact Assessment Phase public consultation.</p> <p>18. The comment is noted by the EAP. The Noise Impact Assessment will consider the noise levels of landing and take-off of commercial aircraft. The specialist poultry study will consider this noise cone in close proximity to the CF operations. The results from the noise impact assessment and the specialist poultry study will be shared for consideration and comment with all registered IAPs during the Impact Assessment Phase public consultation.</p> <p>19. The comment is noted by the EAP. The -application draft Scoping report states “According to a preliminary study conducted by industry specialists the proposed project is aligned with several SDGs”. Further detail on which SDG’s it is aligned is provided in section 5.3 of the draft Scoping report. The production of food by CF is acknowledged and impacts on food security will be assessed within the Impact Assessment Phase of the project and will be shared for consideration and comment with all registered IAPs during the Impact Assessment Phase public consultation.</p>
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		<p>region, uniting South Africans further by making air-travel more accessible to the public (at page 89). While this may be true seen in the context of the NDP, it should not be divorced from other important development considerations such as preserving agricultural land, and we hasten to add that intensive poultry breeding is most certainly a form of agriculture, and at the expense of job security for our client’s permanent employees.</p> <p>21. In dealing with the City of Cape Town’s Integrated Development Plan (2022-2027), the p-aDSR concludes that the project “will ensure a substantial direct investment into the City of Cape Town and represents a significant indirect investment in the area. Direct jobs will be created that will benefit the communities in the surrounding areas during the construction and operational phases.” As stated before, the p-aDSR fails to take into account the potential negative impacts on our client’s own workforce who are drawn from the area. It is also doubtful that employment opportunities will be available for unskilled labourers from the area once the project becomes operational. Skilled labourers will be required for the safe operation of the new airport and in regard to the proposed hotel and restaurants, experience shows that skilled employees with experience will be employed and it is therefore by no means certain that unskilled labourers from the area will obtain employment for those establishments.</p>	<p>20. The comment is noted by the EAP. Impacts on adjacent land use activities are to be assessed within the Impact Assessment Phase of the project and will be shared for consideration and comment with all registered IAPs during the Impact Assessment Phase public consultation.</p> <p>21. The comment is noted by the EAP. Impacts on adjacent land use activities are to be assessed within the Impact Assessment Phase of the project and will be shared for consideration and comment with all registered IAPs during the Impact Assessment Phase public consultation.</p> <p>Job opportunities will not only be contained to skilled workers but will be across the board:</p> <ul style="list-style-type: none"> a. Construction Work: During the building phase, there's a high demand for labourers to assist in construction. This includes roles like carrying materials, assisting skilled workers, basic landscaping, and cleaning. b. Maintenance Roles: Once the airport is operational, there will be continuous needs for maintenance staff. These roles can include cleaning, landscaping, basic repairs, and other routine maintenance tasks. c. Logistics Support: Airports require a large amount of logistical support, such as loading and unloading baggage, managing cargo, and handling supplies. d. Security and Safety Services: While security roles often require some level of training, there are entry-level positions in airport security that can be suitable for unskilled labourers willing to undergo on-the-job training. e. Retail and Hospitality: Airports have numerous retail outlets, restaurants, and other hospitality services that need staff. Roles like sales assistants, waitstaff, and cleaners are often available. f. Customer Service: Basic customer service roles, like guiding passengers, managing queues, and providing information, can be suitable for unskilled labourers, especially if they possess good communication skills.
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		<p>22. In dealing with the City of Cape Town’s Economic Growth Strategy (2013), the p-aDSR concludes that the project will have a significant positive impact detailing, amongst others, job creation opportunities and increased trade opportunities resulting in a growth in GGP and in household income. Significantly, the impact of the project on food security is not addressed at all. Similarly, the report does not consider the impact that the project may have on our client’s permanent workforce which we trust will be adequately addressed when a full socio-economic impact assessment is carried out.</p> <p>23. Starting on page 110 of the p-aDSR, the City of Cape Town’s Climate Change Policy is dealt with. Reference is made to the Strategic Focus Areas (SFAs) which apply to the City of Cape Town’s Climate Change Policy. SFA 2 deals with water security drought-readiness. The p-aDSR states that the site is developing a potable water supply from boreholes on site and aims to treat that water to potable standards in order to supply its potable water needs. The report states that this will negate the need for the City of Cape Town to supply and provide a secure and stable water supply to the site. This is totally inconsistent with what the Zutari Specialist Report (dealt with by us in paragraph 13 above) proposes, namely, groundwater abstraction in the short term, the medium term to include some Municipal supply and in the long term, Municipal supply from the Muldersvlei Reservoir. This inconsistency is fortified by what is stated on page 151 of the report regarding the installation of a 1,700 mm diameter trunk main in the R312 Lichtenburg Road. It is stated that the trunk main is intended to supply water to the new Muldersvlei Reservoir and that as it will pass alongside the project, it has been suggested to explore the feasibility of</p>	<ul style="list-style-type: none"> g. Ground Handling Services: This includes marshalling airplanes, baggage handling, and providing support to airlines at the airport. h. Transportation Services: Providing shuttle services within the airport or between the airport and nearby locations. i. Training and Skill Development: Some airport development projects offer training programs for unskilled workers to upskill and take on more specialized roles in the future. j. Administrative and Clerical Support: Basic office tasks, data entry, and other clerical work can sometimes be available for those with basic computer skills. <p>22. The comment is noted by the EAP. Impacts on adjacent land use activities are to be assessed within the Impact Assessment Phase of the project and will be shared for consideration and comment with all registered IAPs during the Impact Assessment Phase public consultation.</p> <p>23. The comment is noted by the EAP. There is currently no potable supply line to the CWA. The potable CoCT supply will form part of the water supply mix to the project. The draft Scoping report has been amended to reflect this.</p> <p>The groundwater strategy involves groundwater and municipal in short and medium. Only CoCT in the long term but, there is potential to still include groundwater at that stage.</p>
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		<p>this trunk main providing water to the project. See also in regard to what we have stated in this paragraph Figure 34 on page 154 of the p-aDSR.</p> <p>24. On page 119 of the p-aDSR, SFA 10 – circular waste economy – is dealt with. Mention is made of the fact that the overall waste management strategy for the site aims for waste minimisation at source and zero waste to landfill. The project includes a biodigester which is planned to run on treated sewerage water (from the onsite treatment plant) and chicken manure (from adjacent farms). The report lists as one of the bio-fuel sources approximately 50 tons per day of chicken manure. If the project intends to obtain the approximately 50 tons of chicken manure per day from our client’s adjacent farms, then we must state that this is rather presumptuous on the part of the applicant. We say so for the reason that no agreement has been reached with our client and there is therefore no guarantee that our client will be a feedstock supplier to the applicant’s proposed biodigester. Furthermore, it is also rather presumptuous to accept as a given that the biodigester will run on treated sewerage water from the onsite treatment plant. Not only have we indicated our client’s strong objection to an onsite plant but the Zutari Specialist Report seems to prefer the pumping of sewerage to the Fisantekraal WWTW which is in turn supported by our client. In conclusion, it seems to our client that the concept of a biodigester as part of the project doesn’t get out of the starting blocks for all the reasons mentioned by us herein.</p> <p>25. On page 134 of the p-aDSR, mention is made of the approximately 350,000 m² of lettable area and details are given of what this will comprise of. All of the commercial lettable area will be adjacent to our client’s farm and will bring large numbers of humans into the area. Humans are known carriers of bacteria that is harmful to poultry; hence the stringent biosecurity measures which we have referred to in paragraph 4.1.5 above. Our client’s attempts at maintaining a stringent biosecurity need on its Fisantekop Complex will be totally negated by the proposed commercial developments for the project. Our client strives to maintain a 1000 m buffer zone around its chicken houses and, because currently the facilities at the Fisantekraal airfield are situated more than 1000 m away, our client has had no concerns with the human activity on the current airfield site. If the applicant were to reconfigure this proposed development and place the landside infrastructure away from our client’s adjacent operations, and on the eastern portion of the project properties, the requisite buffer zone separating those activities from our client’s operations, could be maintained.</p>	<p>24. The comment is noted by the EAP. The CWA is exploring various types of feed stock to the biodigester which is an alternative being considered as part of the renewable energy supply to the site.</p> <p>25. The comment is noted by the EAP. Impacts on adjacent land use activities are to be assessed within the Impact Assessment Phase of the project and will be shared for consideration and comment with all registered IAPs during the Impact Assessment Phase public consultation.</p> <p>The buffer zones referred to here are inconsistent with the agreement with Bella Riva which relates to 300m. There are significant established existing informal settlement and formal approved settlements well within the 1000m described in this point and well within international benchmarks as per below:</p> <ol style="list-style-type: none"> a. Buffer zones applicable to human settlements are primarily designed to lessen the impact of the poultry farm on the quality of the surrounding environment for human settlement (Environment Protection Authority South Australia, 1998) rather with biosecurity considerations for the poultry farm in mind. b. Distances between a Poultry Farm and a dwelling in New South Wales, Australia should not be less than 300m.
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		<p>in particular laying birds, the study indicated that the lighting regime had significant effects on egg-laying duration and while the egg-laying rate in continuous lighting groups was higher than in intermittent lighting groups, the study concluded that light regimes affected the frequency and duration of circadian behaviours in laying birds. The study also considered sleeping behaviours and stressed that periods of sleep were important for the birds to recover from daily stress and that sleep deprivation leads to reduced alertness and performance. During the laying period (21 weeks onwards), excessing light makes laying hens irritable, causing nervousness, pecking and makes them prone to fighting. These conditions all lead to lower egg production. Photoperiod and feed program play an essential role in stimulating hens into lay. The photoperiod is manipulated with artificial lighting to ensure flocks begin laying eggs uniformly and do not become overstimulated. The poultry houses on the Fisantekop complex are curtain sided which means the curtains on either side of the house must be opened to some degree to allow ventilation of the house, exposing birds to ambient lighting. High levels of ambient lighting during the evening simulate long daylength and stimulate the hens ova to mature rapidly. Rapid maturation of multiple ova is known as overstimulation and leads to conditions such as vent prolapse, vent pecking, internal layers and peritonitis due to secondary infection. Our client’s laying birds are very sensitive to photoperiod and light intensity, and this has a major effect on their reproductive system. An article to illustrate this sensitivity is: The role of retinal and extra retinal photostimulation in reproductive activity in broiler breeder hens, by N Mobarkeyet al, Domestic Animal Endocrinology v38, issue 4, May 2010. The article looks at how different wavelengths of light affect the birds’ reproductive performance. Ambient light, especially during night hours, will definitely have an effect on breeder health and egg production.</p> <p>29. On page 294 of the p-aDSR, the question of alternatives is dealt with. It is stated that the proposed project is for the expansion of an existing airport. This is quite hyperbolic and is in reality a project to convert a relatively quiet localised airfield into a full-bored commercial airport. The p-aDSR then states n paragraph 81 that no alternative site has been considered on the basis that the existing airfield is an operational and licensed airport that has been in existence for 80 years and on land that is already zoned for the purposes of an airport. The report concludes that there is therefore no feasible and reasonable ite/location alternative as the proposed project is for the expansion of an existing airport (or rather, airfield) with existing aviation rights. One would</p>	<p>registered IAPs during the Scoping and Impact Assessment Phases of the project for consideration and comment.</p> <p>29. The comment is noted by the EAP. CTIA is owned by ACSA whereas CWA is privately owned. The CWA has been in place at this site with existing aviation activities since approximately 1943. The consideration of alternatives for the proposed project is in line with the Guidelines on Alternatives. Refer to the Alternatives section in the Scoping Report.</p>
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		<p>expect as part of a Full Scoping/EIA process that the following would at least be considered as alternatives :</p> <p>29.1. The expansion of the Cape Town International Airport to increase its capacity; and</p> <p>29.2. Propose alternative site layouts of the kind suggested by us in paragraph 25 above so as to minimise the impact that the activities of the project would have on our client's existing and long established operations in the area.</p> <p>30. In paragraph 9.3 commencing on page 327 of the p-aDSR, it has been emphasised that the noise impact assessment will only be included in the Impact Assessment Phase of the project. As such, and taking into account what we set out in paragraph 17 above, our client will comment more fully once such impact assessment report is available. Our client requests that the relevant specialist factors in the concerns we have expressed in paragraph 17 above when conducting its full assessment.</p> <p>31. In paragraph 9.7 on page 338 of the p-aDSR, certain potential negative socio-economic impacts are listed. It should be clear from the comments we have made herein that nuisance factors highlighted (dust and noise from the construction phase and noise from aircraft in the operations phase), influx of jobseekers and the impact on surrounding land values, are all aspects of concern to our client. These aspects will be further addressed in due course as the EIA process evolves and as information becomes available.</p> <p>32. Conclusion In conclusion, we submit that the project as proposed immediately adjacent to our client's Fisantekop laying complex, are incompatible with each other. That said, our client does recognise the potential need for a second commercial airport to service a city of the size of Cape Town and is therefore willing to engage with the applicant to see whether the project can be accommodated adjacent to its operations or to explore alternative solutions which satisfies both parties. Above all, our client does not want its concerns to be ignored and glossed over by the project applicant in a roughshod manner. Proper engagement is what is required if a solution is to be found and our client is willing to engage meaningfully with the project applicant to this end.</p>	<p>30. The comment is noted by the EAP. The comments received from IAPs have been shared with the relevant specialists. The Noise Impact Assessment will be shared with all registered IAPs in the Impact Assessment phase for consideration and comment.</p> <p>31. The comment is noted by the EAP. The impacts identified by specialists and raised by IAP's will be assessed in the Impact Assessment Phase of the project and shared with all registered IAPs in the Impact Assessment phase for consideration and comment. Noted, we will share the noise cone with all interested and affected parties in the next stage.</p> <p>32. The comment is noted by the EAP.</p>
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	<p>33. Kindly acknowledge receipt hereof and forward all further written communication regarding this project directly to the writer at the email address provided in the first paragraph hereof.</p> <p>VETERINARY INPUT ON BIOSECURITY RISKS TO COUNTY FAIR PRODUCTION FACILITIES</p> <p>34. County Fair enforces an extremely high level of biosecurity on its production facilities in order to prevent disease introduction. Vehicle and human traffic are strictly controlled but the movement of wild birds cannot be limited. The only practical measures that can be taken are to make production sites unattractive to wild birds. These measures include, but are not limited to, removing vegetation, standing water, feed sources and areas to perch. County Fair has gone to great lengths to implement these measures on its sites but they have a limited effect if there are areas that are attractive to wild birds directly adjacent to the production sites.</p> <p>There are a wealth of sources supporting the fact that wild birds are the natural hosts and reservoirs of Avian Influenza viruses and play a central role in spreading these viruses to domestic poultry.</p> <p>The United States Centre for Disease Control states the following on its website: "Avian Influenza A viruses have been isolated from more than 100 different species of wild birds. Most of these viruses have been LPAI (Low Pathogenic Avian Influenza). The majority of the wild birds from which these viruses have been recovered represent gulls, terns and shorebirds or waterfowl such as ducks, geese and swans. These wild birds are often viewed as reservoirs (hosts) for avian influenza A viruses."</p> <p>The website of the World Organization for Animal Health states; "Migratory wild birds, especially waterfowls, are the natural host and reservoir of avian influenza viruses. Within their respiratory or intestinal tracts, they can carry different avian influenza virus strains. Depending on the virus strain and the species of bird, the virus can be harmless or fatal to the wild bird. When birds have little or no symptoms of the virus, it allows them to spread the viruses between neighbouring countries or over long distances, along their migratory pathways. Wild birds also play a major role in avian influenza viruses evolution and maintenance during low seasons."</p> <p>Scientific articles on the matter are also plentiful. An article by C. Griot and R. Hoop entitled Wild birds- a reservoir for influenza A virus states, "Influenza A viruses, in particular the H5 and H7 subtypes, have caused epizootic diseases in poultry for a long time. Wild aquatic birds and shore birds form the natural virus reservoir. All influenza virus subtypes and almost all possible</p>	<p>33. Receipt of comments were acknowledged by the EAP and all future written communication regarding this project will be communicated directly to the writer at the email address provided in the first paragraph hereof.</p> <p>34. The comment is noted by the EAP. The concern re wild birds on the CWA site is also noted. Airports also employ various strategies to mitigate the risks posed by wild birds, as birds can pose significant hazards to aircraft, particularly during take-off and landing. A bird strike specialist has been included as a specialist study for the proposed project in order to identify potential habitat and migration routes which can be managed or mitigated. As previously stated, CWA has also appointed a poultry specialist to consider the proposed project impacts and proposed mitigation measures. Based on the proposed scope and extent of the proposed expansion project, the specialists will propose mitigation and management measures for wild birds during the Impact Assessment Phase, which will be shared with all registered IAPs in the Impact Assessment phase for consideration and comment.</p>
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61	<p>Mr SS and Mrs MD de Wit: Hercules Pillar Farm</p>	<p><u>Email dated 7 December 2023:</u></p> <ol style="list-style-type: none"> 1. I have just spoken to you regarding methods to put down our complaints. 	<p><u>Email response provided on 7 December 2023:</u></p> <ol style="list-style-type: none"> 1. As requested telephonically, below please find more information regarding how to register as IAP and comment on the proposed project:

		<p><u>Reply received on 8 December 2023:</u></p> <ol style="list-style-type: none"> 2. I would like to register as Interested and Affected Party. Garden City Homes (Joostfontein) as well as various County Fair farms are neighbouring our farm Hercules Pillar. Our farm stretches on both side of the R304 Stellenbosch-Klipheuwel road. 3. I strongly reject this proposal to build such a huge airport in the heart of extensive agricultural farming and only be described as a disaster. Most of the farms around it have heritage values and have been farmed actively for generations. Just the road constructions to accommodate the massive increase of traffic will have a disruption on the agricultural land. Already the traffic on the R304 road have increased so much and farmers need to move around to get to other parts of their farms. 4. Apart from the deafening noise we as human beings will have to endure, there are also the farm animals that will suffer. Chickens, sheep, cows, horses, etc. Already we hear these big aircrafts fly over the farm to Cape International Airport. Just imagine the noise if it's right here on our doorstep. 	<p>The Pre-Application Scoping Report is available on our website phsconsulting.co.za and a hard copy has been lodged at the Fisantekraal Public Library (021 444 9259) for a 30-day commenting period, from 8 November to 8 December 2023.</p> <p>You are welcome to register and/or provide your written comments on the application. Should you wish to register, individuals are required to send their name and contact details or comments to PHS Consulting at the contact details below. Individuals who need special assistance, may request assistance in recording their comments or objections, at the details below. Alternative, a voicenote can be sent via Whatsapp to the cell number below.</p> <p>EAP Contact Information: PHS CONSULTING (Attention: Amanda Fritz-Whyte) Address: PO Box 1752, Hermanus, 7200 Tel: 028 312 1734; Cell: 076 691 0368 Email: amanda@phsconsulting.co.za Comments must be sent to PHS Consulting on or before 8 December 2023.</p> <p>Please let me know if you need any further assistance.</p> <p><u>Reply to email on 8 December 2023:</u></p> <ol style="list-style-type: none"> 2. The comment is noted. The IAP is registered for the proposed project. 3. The comment is noted. The specialist studies for the proposed project include a Heritage Impact Assessment, Transport Impact Assessment, Socio-economic Impact Assessment and Agro-Ecological Impact Assessment. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies. 4. The comment is noted. The specialist studies for the proposed project include a Noise Impact Assessment and a Climate Change Impact Assessment. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.
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64	MC Pienaar Mikpunt Resident	<p><u>Email dated 7 December 2023:</u></p> <p>1. We as a community in Mikpunt, a small town next to Klipheuwel are totally against the airport (we are about 2km from the site as the crow flies) - we moved to a rural area and now you want to bring air pollution, noise and crime</p>	<p>1. The comment is noted. The specialist studies for the proposed project include a Noise Impact Assessment, Air Quality Impact Assessment and</p>

		<p>to us, we are about next to the airport. There is a lot of health risks living next to an airport, there is absolutely nothing good about this for our community. Our roads is not build for heavy traffic, we struggle as it is. The impact on wildlife will also not be positive at all. This is definately not a small airport with 1 or 2 planes per day, it is huge with lots of air and road traffic. If you did your research earlier and ask for comments before hand you should have known this. Maybe the investor just dont care about others! We moved out of town to have a certain type of living style now you want to bring everything we left behind to us with all the bad stuff included. This is not acceptable and we will never agree to this airport you are planning, move it to the Winelands as the name states. We as property owners should have had an inset from the start!! I sure hope our complaints have an effect!!</p>	<p>Socio-economic Impact Assessment. The specialist studies for the proposed project also include Botanical, Faunal and Avifaunal Impact Assessments. Potential impacts for the proposed project will be assessed in the Impact Assessment Phase of the EIA. All registered IAPs will be given the opportunity to consider and comment on the specialist studies.</p>
65	<p>Pieter Venter: Stellenbosch Resident & Aviator</p>	<p><u>Email dated 7 December 2023:</u></p> <ol style="list-style-type: none"> As an aviator and aircraft owner residing in Stellenbosch I would like to register as an Interested and Affected party in the process and design of your planned new airfield / airport. I fully support the development and respect the size of the development and work that has so far gone into the design and EIA scoping. However I do want to ask that the date of 8 December for comment on a 300+ page document which will affect both our town and homes and normal aviation around Stellenbosch town and airfield (a small airfield mentioned in your report which has around 170 aircraft and more than 600 members and a very active flight training school with 9 training aircraft as a club) You cannot expect interested parties who were not notified and read about this deadline in the last few days only with no mention of the potential impact and alternatives on Stellenbosch town and Stellenbosch Flying club and its members. No one in Tourism or wine industry nor the most senior members of our Municipality or agricultural organisations were aware until yesterday of the potential impact on our town and its residents. I would like to ask that you allow the date to be extended to MID FEBRUARY as extending it now into Christmas won't work and without the input you have started with a flawed process and not taken comment and relevant input into consideration. Please consider extending the date as various inputs will be given - your lack of notifying relevant affected parties is a major oversight and needs rectification. In the meantime please register me on your database for future communication and consultation as a resident of Stellenbosch and member of Stellenbosch Flying Club. 	<p><u>Email response provided on 7 December 2023:</u></p> <ol style="list-style-type: none"> Thank you for your email. The contents thereof will be recorded for the record going forward, and you will be registered as IAP for the proposed project. The commenting period timeframe is standardised as per NEMA Regulations therefore for the pre-application first round of public participation it was set from 8 November 2023 up to and inclusive of 8 December 2023. To accommodate all potential I&AP's there are three rounds of public participation currently planned in phases for the proposed project: <ol style="list-style-type: none"> 30 days on the draft Pre-application Scoping report (this is the phase we are in now) 30 days on the Application Scoping report 30 days on the Impact Assessment report All IAPs registered within Phase 1 will automatically be notified and afforded the opportunity to comment again on Phase 2 and 3. I also refer you to the draft Pre-application Scoping report available on our website (download from the public participation tab under the project name) – where the public participation process is outlined in Section 10.

		<p><u>Reply received on 8 December 2023:</u></p> <p>2. Thank you for the feedback but to note the Stellenbosch Flying Club did NOT receive notice from you and I have checked with the Chairman and General</p>	<p>Various relevant stakeholders, based on the NEMA Regulatory requirements, were initially identified and notified of the proposed project on 8 November 2023, including Stellenbosch Local Municipality, Stellenbosch Airfield (Flying Club), SACAA, Department of Agriculture (Elsenburg) and the Cape Winelands District Municipality amongst others. Please note we have already received comments from the Stellenbosch Flying Club. Notification was also to numerous government departments, local councillors, adjacent landowners, and various identified stakeholders within the aviation industry. Site notices were placed on the perimeter of the proposed airport site, advertisements were placed in three newspapers (Cape Times, Tygerburger and Burger) and a hard copy of the documentation was placed at the Fisantekraal Public Library for the duration of the public participation period.</p> <p>The aim of the first phase public consultation is to “get the word” out as far and wide as possible in order to reach the wider public. It is impossible to notify or draw everyone’s attention on the first day of the 30-day period. Like in your case we understand that you can’t comment on the lengthy document if you only heard about the proposal recently. But most importantly you were informed of the opportunity to register and to comment. Therefore, the main aim of the first phase is to enable registration as an IAP even if we don’t get a comment. We have to provide cut-off dates for us to administer all the other comments received and as DEA&DP discourages any public participation over the Christmas Holidays period, our date closes on 8 December.</p> <p>Your detailed comment is important to us, and as the EIA process requires us to accommodate and consider all late comments, especially during the first pre-application phases of the project, please send us your comment at your earliest convenience, but we would advise before end of January 2024. Pls note that we are planning to start our Phase 2 commenting opportunity early in 2024 whereby you automatically will get another chance to provide comments on die Application Scoping Report.</p>
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		<p>Manager. They both confirmed NOT receiving any notice. The accidentally found out about the deadline and report a few days ago and therefore registered and gave notice of being affected and interested party. How were they notified?</p>	<p>2. Please refer to Item 110 for further correspondence on this matter (IAP cc'd in on response).</p>
66	<p>Jolene Van Wyk: Mikpunt Resident</p>	<p><u>Email dated 7 December 2023:</u></p> <p>1. My greatest concern is the pollutants and noise caused by an airport. We live in Mikpunt which is directly in line with the airport and on any larger scale, this airport will be harmful to those of us that grow vegetables organically. It is a definite no from me.</p>	<p>1. The objection is noted. The proposed project includes a Noise Impact Assessment and an Air Quality Impact Assessment. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation.</p>
67	<p>Jozef VanWyk: Mikpunt Resident</p>	<p><u>Email dated 7 December 2023:</u></p> <p>1. We recently sold our suburban property to settle in Mikpunt. The move was to live in a more rural area, for the peace and quiet. The airport directly in line with Mikpunt will definitely have an impact on this. Our property value will also decrease if the noise and pollution levels increase. A definite No from me</p>	<p>1. The objection is noted. The proposed project includes a Noise Impact Assessment, a Socio-economic Impact Assessment, and an Air Quality Impact Assessment. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation.</p>
68	<p>Anthony Zenger: Local property owner</p>	<p><u>Email dated 8 December 2023:</u></p> <p>1. I have been told that I can email you my objection to the establishment of the Cape Winelands Airport. I am a property owner near to the proposed airport and I object to this new establishment. My reasons include noise, traffic and health, along with potential issues of crime.</p>	<p>1. The objection is noted. The proposed project includes a Noise Impact Assessment, a Socio-economic Impact Assessment, and an Air Quality Impact Assessment. Further to this a Transport Impact Assessment will consider potential impacts on traffic. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation.</p>
70	<p>Timothy Irvine: Morningstar Flying Club</p>	<p><u>Letter received via email on 8 December 2023:</u></p> <p>Pre-Application Draft Environmental Scoping Report for the Proposed Expansion of the Cape Winelands Airport.</p> <p>1. We write to you as the Morningstar Flyers Association NPC, an organization which operates from the Morningstar airfield. This airfield has been identified in the scoping report, referred to above, as 'Morningstar (WCMC Club)', and is one of the airfields within close proximity to the Cape Winelands airfield. As an organization we represent over 500 members who make use of and operate from this airfield. Given our location and number of members we make</p>	<p>The comments received are noted.</p> <p>1. CWA acknowledges the Morningstar Flying Club / Morningstar Flyers Association NPC as the managing entity for operations at Morningstar Airfield.</p> <p>The request for inclusion in airspace related matters is noted and will be complied with.</p>

		<p>prodigious use of the airspaces in this locality and as such are an interested and affected party. Our concerns relate primarily to the potential changes to airspaces and the impact it may have on our free and safe use of the airspaces. Of particular note, and without limiting the scope of our interest, is the detail associated with the creation of adequate and usable VFR corridors allowing appropriate freedom of passage.</p> <p>We wish to formally request our inclusion as an interested and affected party and wish to be consulted on all aspects pertaining to the intended application. Please acknowledge receipt and provide us with confirmation that our interest has been noted, and that we will be included in all consultations and receive all information. Our requested means of communication is electronic and the email addresses to be used for communication are;</p> <p>chairman@morningstarflyingclub.co.za secretary@morningstarflyingclub.co.za. treasurer@morningstarflyingclub.co.za.</p> <p>The clubs contact telephone number is operational weekdays from 08h00 to 13h00, and is 021 200 1818</p>	<p>The adoption of airspace matters is overseen by NASCOM (National Airspace Committee), the statutory consultative body mandated by the Civil Aviation Regulations (CARS).</p> <p>To date CWA has formally engaged with the following parties outside of the EIA process:</p> <ul style="list-style-type: none"> • NASCOM, • the ATM/CNS Implementation Committee (<i>Air Traffic Management/Communication, Navigation & Surveillance</i>), and • the AARE Working Group (<i>Airspace And Route Efficiency</i>) <p>As advised by the above bodies, CWA has subsequently initiated the consultative process, whereby an industry-wide body has been established as mandated by the AARE Working Group specifically to deliberate on CWA’s proposed changes to airspace – duly named the “Cape Winelands Airport Task Force” (CWATF). MFC’s concerns are noted and will be addressed in the NASCOM application process through CWATF. The EIA process will also record and respond as per regulations.</p> <p>MFC is a member of the CWATF and was represented at the CWATF kick-off meeting that was held virtually on 23 March 2023. MFC’s continued presence and participation at the CWATF is encouraged and appreciated.</p> <p>MFC will also remain a registered IAP for the proposed EIA process. The contact details provided will be included in the IAP register for the proposed project.</p>
72	Schalk van der Merwe: Stellenbosch Municipality (Environmental Planner)	<p><u>Email dated 8 December 2023:</u></p> <ol style="list-style-type: none"> 1. Thank you for the below e-mail and attached information. Even though I have no input at this stage please include me future communication in this regard. 	<ol style="list-style-type: none"> 1. This comment is noted. Schalk van der Merwe has been registered as and IAP for the NEMA process.
73	Madelein de Bruin: Local Resident	<p><u>Email dated 8 December 2023:</u></p> <ol style="list-style-type: none"> 1. Herewith I would like to register for public comment on above: Madelein de Bruin, contact nr [REDACTED] I live and own rural property 10kms away from proposed development. 	<ol style="list-style-type: none"> 1. This comment is noted. Madelein de Bruin has been registered as an IAP for the NEMA process.

		<p>2. I object against rezoning rural land to industrial in this scale as it will cause a disturbance to a vast country area. It will change the entire country feel, affect a lot of farming, rural and winelands businesses if you are aiming at 57 flights a day by 2028.</p> <p>3. There is already an international airport 25kms away, to have another so close is unnecessary and the winelands is a huge tourist drawcard which will be negatively affected by taking away the peace, quiet, nature and tranquillity that is the very drawcard and heritage of the area.</p> <p>4. Our council cannot provide our small rural town 10kms away from the airport can not expand because the council does not have it in their budget to upgrade the roads, get sewerage and grey water systems in place, nor can supply us with more water, so how does this same council suddenly have enough money to upgrade supply in the same area for an industrial area development of this scale.</p> <p>5. Other objections is noise pollution, disturbing the peace and negatively affecting vast rural country area with air traffic.</p> <p>6. Finally health concerns, as well as pollution to closest areas which includes the farming areas producing our very food and wine.</p>	<p>2. The objection is noted. The current EIA process will assess potential impacts with input from specialists, IAPs and Government departments. The integration of the CWA into the urban system will be evaluated by Town & Regional Planners, the CWA is partly inside the urban edge.</p> <p>3. The comment is noted. The proposed project needs and desirability was discussed in Section 5.2 of the Pre-application Scoping report. It is based on sound commercial principles to create shareholder value while positively contributing to the South African economy, enabling commercially driven investment, and making a direct economic impact. Projected tourist numbers in future support the development of a second airport within the CoCT metro area. CWA is also well placed as an alternate airport for CTIA enabling significant reductions in the quantum of additional reserve fuel that is required to be carried each flight, as imposed by ICAO. Further to this a Heritage Impact Assessment forms part of the specialist studies. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation.</p> <p>4. The comment is noted. CWA will largely be supplying its own services.</p> <p>5. The comment is noted. A Noise Impact Assessment and Socio-economic Impact Assessment form part of the specialist studies to assess the potential impacts of the proposed project. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation.</p> <p>6. The concern is noted. The proposed project includes a Noise Impact Assessment and an Air Quality Impact Assessment. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs</p>
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			registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation.
76	Basil Kilian: bk Airport Services	<p><u>Email dated 8 December 2023:</u></p> <p>1. In terms of the published Notice in respect of above mentioned, refers. I would like to congratulate you and the Team at PHS Consulting for the thorough documents outlining the various aspects that will be studied and reviewed during the full EIA Program. Your documents that you have tabled are outstanding and you can be very proud of what you have developed for the Scoping study.</p> <p>I have gone through the documents and reviewed them as best I could and have concluded that the outline and information provided will be sufficient to undertake the EIA process. I was drawn to a small detail on Figure 7 which is an artist impression of the future Cape Winelands Airport, where the RWY 04 was omitted, as far as I could see. Will this be the case in future Phases of development of the Airport? I have no further comments on this document, and will look forward to the completed EIA for the Airport.</p> <p>I thank you for your sterling work that has gone into this document. Well done. I look forward to the developments going forward. Best of luck.</p>	<p>1. The EAP takes note of the comment.</p> <p>The next phase of public consultation will consist of the Statutory in process Scoping Report with Specialist and Technical reports attached. As a registered IAP you will be notified of this next phase.</p> <p>Please note Figure 7 in the pre-application draft Scoping report is only an Architectural concept plan of the potential layout design and will be amended.</p> <p>In Phase 1 of the development the airport will comprise of two runways:</p> <ul style="list-style-type: none"> • A Primary Runway: a main runway at an orientation of 01-19 and a length of 3,500m will be constructed to serve up to Code 4F instrument operations and; • A Secondary Cross Runway: one of the existing runways (with orientation 14-32) will be retained for Code 1A non-instrument operations, to enable light aircraft operations during certain wind conditions. The concrete runway will be scabbled to get to an even surface profile and an appropriately designed asphalt layer will be constructed over the existing concrete to achieve an acceptable runway finish. <p>In Phase 2 the airport development strategy outlines the closure of the secondary cross runway as the projected scheduled traffic increases and airspace safety, efficiency and capacity become key considerations. The timing of the closure of the secondary cross runway (with orientation 14-32) will be based on a multitude of factors and will follow a risk assessment, consultative process as well as an assessment of market demand, ensuring that Phase 2 of the runway development is implemented at the appropriate time. At this point the airport will comprise of one main runway at an orientation of 01-19 for Code 4F instrument operations and with a length of 3,500m. This main runway will be shared by all operators, including scheduled commercial as well as</p>

			general aviation, where intersection take-off points will be introduced on the main runway to improve efficiency for general aviation operations.
77	Arno Rossouw: Indecon Instrumentation & Local Resident	<p><u>Email dated 8 December 2023:</u></p> <p>I would like to make a few comments on the suggested new airport, apparently later to be an international airport just outside of Durbanville.</p> <ol style="list-style-type: none"> 1. Air pollution – This development would obviously add a huge amount of air pollution into the area. Not only from all the airplane engines, but also from all the support and operational vehicles. Add to that hundreds of vehicles taking personnel to the airport and back, but also all the passengers that need to commute there and back, and heaps of all kinds of taxi's. If the railway systems were still up and running, that might have helped with the vehicle count. 2. Noise pollution – We all know that airplanes makes a huge amount of noise when landing and taking of. The people in Durbanville, Kraaifontein, Stellenbosch, Uitzicht and Brackenfell definitely did not buy in these areas for it to sound as if they are in Kempton Park. This will also have a huge impact on our property values. We all know how it looks around an Airport. 3. Traffic – The Airport will turn an already difficult situation into a total traffic disaster. <ol style="list-style-type: none"> a. Although the access to the Airport is mentioned from the R302 , R312 and R304, the R312 actually just join the previous mentioned roads. These roads are already an nightmare as it is. b. The R304 towards Stellenbosch, and especially the interchange with the N1, is already a permanent mess. With people that cannot get onto the R304 from the N1 in both directions. Traffic is backing up onto the N1. The weighbridge is not helping the situation as well. Now adding Airport traffic to this mess will be a big disaster. Most days the traffic going towards Paarl is backed up from the R304 all the way to the R300 already. (Past Maroela road, Brighton road, Okavango, Brackenfell boulevard) c. Extending Maroela road from the N1 to the R312 will also not help, since that is already part of the problem as mentioned above. d. On the western side, the R312 runs into the R302. This road is blocked up all the way from the new business park / memorial park, all the way to Durbanville. The turnoffs into Okavango or Brackenfell boulevard, will also not help anyone, since these roads that leads to the N1 is a traffic gridlock any day of the week. Okavango doesn't even flow over weekends. 	<ol style="list-style-type: none"> 1. The comment is noted. The proposed project includes a Transport Impact Assessment (assess rise in vehicles, road network) and an Air Quality Impact Assessment. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation. 2. The comment is noted. The proposed project includes a Noise Impact Assessment and a Socio-economic Impact Assessment. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation. 3. The comment is noted. The proposed project includes a Transport Impact Assessment (inclusive of access and the road network planned for the CoCT). Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation. Your comments and observations have been shared with the Transport team for consideration.

		<ul style="list-style-type: none"> e. And to add spice to that, Langeberg Road, which is connecting Okavango, Brackenfell boulevard and Wellington Road, is also being closed off in the nearby future. This will worsen the situation, even before the new Airport f. The only way that some of the above might be relieved, will be if the R300's extension towards Wellington Road and the extension from Wellington Road to the N7 get completed. g. Another entrance to the new Airport, another lane to a road, etc will not make a difference, it will only add parking space to the grid locked traffic. h. Something very big needs to happen traffic wise for this New Airport to be successful. Maybe a rapid "my city" bus lane, without the taxis on it, or a bullet train that connects to Fisantekraal, Stellenbosch and Klipheuwel's railway lines. <p>4. I live in the area, and since I am a Sales representative, travel these roads daily and have a very good idea of what the traffic is like in the area. Please feel free to make contact if you need additional info, or if I wasn't clear with something</p>	<p>4. The comment and proposal to assist is noted and appreciated.</p>
78 & 155	<p>Karla Burger: ELCO Property Development</p>	<p><u>Email dated 8 December 2023:</u></p> <p>Please see herewith our comments to the draft report on behalf of our clients. Attached the power of attorney and resolution enabling us to provide comment. We herewith request to be registered as an I&AP to your process.</p>	<p>1. This comment is noted. ELCO Property Developments has been registered as an IAP for the NEMA process.</p> <p>Bella Riva Development included the following land in the approval dated 17th of November 2014:</p> <ul style="list-style-type: none"> a. Remainder of Cape Farm Lichtenberg 175 <i>(Shown in Light Blue)</i> b. Portion 1 of Cape Farm Lichtenberg 175 c. Remainder Cape Farm 123 <i>(Shown in Pink)</i> d. Remainder Portion 1 of Cape Farm 123 (Lowenhof) <i>(Shown in White)</i> e. Remainder Portion 2 (Portion of Portion1) of Cape Farm 123 <i>(Shown in Orange)</i> f. Cape Farm 1446



Resolutions attached in support of the process and showing power of attorneys to act in respect of:

Two resolutions signed on behalf of **Sagewise 67 (Pty)** by Johan Smit:

- (a) One dated 7th December 2023 refers to an “Escom Application”. It is unsure of whether this is the correct Power of Attorney details and think this may be for another matter.

		<p>(b) A second resolution by Sagewise also dated 7th December 2023 refers to the power of attorney by the company to allow Johan Smit to comment on behalf of Sagewise.</p> <p>It is understood that Sagewise has been driving the process of development of “Bella Riva” under options to buy portions of land from various owners as described above. We note that some of these options have expired, and properties previously included in the development have transferred to new owners with different agendas.</p> <p>The land identified in pink and orange is therefore the only part of the previously approved development that is included in this comment.</p> <p>Billtrade 104 (Pty) Ltd, signed by Mr PR Eksteen (██████████), dated the 19th of October 2018, effectively giving Johan Smit (██████████), power of attorney to sign all such documents for the rezoning, land use and environmental application in respect of the property known as Portion 2 (portion of portion 1) of the Farm 123, shown in pink.</p> <p>This power of attorney does not give Johan Smit (or his representatives) any jurisdiction to make comments on applications on land aside from the land described.</p> <p>Bunker Hills Investments 311 (Pty) Ltd signed by Mr PR Eksteen (██████████), dated the 19th of October 2018, effectively giving Johan Smit (██████████), power of attorney to sign all such documents for the rezoning, land use and environmental application in respect of the property known as Farm 123 shown in orange.</p> <p>This power of attorney does not give Johan Smit (or his representatives) any jurisdiction to make comments on applications on land aside from the land described.</p>	
		<p><u>Letter received via email on 8 December 2023:</u></p> <p>COMMENT ON PRE-APPLICATION DRAFT ENVIRONMENTAL SCOPING REPORT: PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT ON PORTION 10 AND 23 OF FARM 724, PORTION 7 OF FARM 942, REMAINDER, PORTION 3 AND 4 OF FARM 474 (16/3/3/6/7/2/A5/20/2209/23)</p> <p>We hereby provide our comment on behalf of our client to the above mentioned proposal.</p> <p>1. The approved Bella Riva development is located immediately west of the proposed development (Portion 2 and Remainder of Farm 123). It has been</p>	<p>1. The comment is noted by the EAP. The approved Bella Riva development included more cadastrals than mentioned (Portion 2 and Remainder of Farm 123).</p>

included in the Urban Edge according to the revised City of Cape Town Municipal Spatial Development Framework and Northern District Plan as of 2023.

2. The proposed Wineland Airport draft report has no reference to any noise impacts on the approved Bella Riva development. This is of utmost concern as there are limitations to residential uses in relation to certain noise contour zones. Other aspects that will need to be addressed is the scale, position and alignment of the runway, the existence and placement of the proposed bioreactor and the positioning and alignment of access along Lucullus Avenue.

3. Bella Riva will bring significant infrastructure to the area, including electrical substation, water pipelines, bridge, and road infrastructure. Specifically the bridge and east-west road traversing Bella Riva which is vital for the Airport's accessibility. We have to emphasise that these infrastructure costs can only be justified if we are assured there will be no additional burdens on our land.

2. The comment is noted by the EAP. The draft Pre-application scoping report does not include impact assessment. A Noise impact assessment will be included in the Impact Assessment Phase and will be shared with all registered IAPs for consideration and comment.

The scale, position and alignment of the proposed runway, the placement of the biodigester and the positioning and access along Lucullus Road was included as visual information in the pre-application Scoping Report and in Appendix 26 to the draft pre-application Scoping report and will be further addressed in the application Scoping Report. Further detail on Lucullus Road is provided in the Transport Scoping report in Appendix 20.

The CWA professional team will engage with Bella Riva to confirm planning and infrastructure requirements as the project progresses.

3. The comment is noted. In order to realise the first phase of bulk infrastructure related to Bella Riva, it would need to complete the following:

Phase	Infrastructure	Bulk Release on award of contract	Bulk Release Completion Infrastructure
1A	- One Carriageway of East-West Road Link between R302 and main access (0.54km) including new intersection on R302 with traffic signals and roundabout at main access	<i>Bella Riva Portion (outside County Fair circles):</i> - 225 dwelling units - Full golf course <i>Lichtenburg Portion:</i> - 600 subsidised houses	- 75 dwelling - Life Style F

The applicant CWA acknowledges the concerns regarding the allocation and management of infrastructure costs. CWA recognizes the essential nature of infrastructure development as a fundamental requirement for the successful and efficient operation of both entities.

Considering the significant financial commitments required for such infrastructure development, CWA stated that they believe that a

		<p>4. The proposed Winelands Airport must consider Bella Riva's status as an approved housing development and thoroughly assess the impact of noise levels. It's imperative to prioritise achieving zero noise impact within Bella Riva's boundaries to uphold its appeal as a housing development, which will also safeguard the City's greater plans of residential expansion along the North-South railway line.</p> <p>5. We welcome the applicants and/or associated consultants to contact us in this regard. Herewith we also request to be registered as an interested and affected party for the process going forward.</p>	<p>collaborative approach to cost-sharing may be beneficial. This approach is based on the principle of mutual benefit and shared responsibility in developing and maintaining essential infrastructure, which is integral to the functionality and long-term viability of our respective developments.</p> <p>CWA proposed to engage in further discussions to explore the feasibility of a cost-sharing arrangement. Such an arrangement would consider the proportional benefits derived by each party in relation to the shared infrastructure.</p> <p>4. The comment is noted by the EAP. The draft Pre-application scoping report does not include impact assessment. A Noise impact assessment will be included in the Impact Assessment Phase and will be shared with all registered IAPs for consideration and comment. Bella Riva was approved as a holistic development. It appears from the resolutions attached that it is now only for part of the approved plan. This substantially changes what was the original intention to what is planned now. The original approval was for a golf estate, it appears as though this plan has changed substantially.</p> <p>5. The comment is noted. Consultation between Bella Riva and CWA is ongoing. Bella Riva has been registered as an IAP for the proposed project.</p>
		<p><u>Email received on 21 February 2024:</u></p> <p>1. The subject project has reference. I would like to enquire whether you have a noise impact study with noise overlays available as yet? We urgently need this to plan the way forward for our development.</p>	<p><u>Email response provided on 21 February 2024:</u></p> <p>1. Thank you for the email.</p> <p>The proposed project is currently in the Pre-application Scoping Phase.</p> <p>Noise impact assessment will form part of the Impact Assessment Phase.</p> <p>As a registered IAP you will receive communication when the statutory Scoping Phase and Impact Assessment Phase commences in order for you to provide comment.</p>
80	Justin Stanford: Stellenbosch Aircraft Operator	<p><u>Email dated 8 December 2023:</u></p> <p>1. As an aircraft operator at Stellenbosch airfield, I would just like to register as an I&AP</p>	<p>1. This comment is noted. Justin Stanford has been registered as an IAP for the NEMA process.</p>

82	Dr Francois Malan	<p><u>Email dated 8 December 2023:</u></p> <ol style="list-style-type: none"> I would like to register as an Interested and Affected Party in respect to the Cape Winelands Airport development. 	<ol style="list-style-type: none"> This comment is noted. Dr Francois Malan has been registered as an IAP for the NEMA process.
85	Shamim Hargovan	<p><u>Email dated 8 December 2023:</u></p> <ol style="list-style-type: none"> I would hereby like to raise my opposition and objection to the Cape Winelands Airport proposed by co- owner Rob Hersov and his partner Nick Ferguson. I would like to be considered as an interested and affected party in this matter. My objection is purely from a climate justice and environmental pollution point of view. This airport is close to Durbanville (a residential neighbourhood) and its proposed construction ignores the additional air and noise pollution on the environment. The Cape Town International Airport is adequate and practical to serve the needs of tourist and visitors to the province. The Cape Winelands Airport will only increase traffic and pollution will be increased by private jets landing and further polluting the air around Durbanville and surrounding residential and industrial areas. It also is rather concerning that the pre scoping report state, CWA aims to be a “smart” airport by embracing innovation and renewable energy as far as possible. In this regard, the airport aims to be as carbon neutral as possible by making use of solar and/or green hydrogen technology. Premium internet connectivity will be essential. https://phsconsulting.co.za/wpcontent/uploads/2023/11/App-13-Heritage-Baseline-and-Scoping.pdf This seems like an ingenious claim coming from Rob Hersov who has stated publicly that he opposes solar and wind energy, as he told BizNews early this year: “Foreign interest groups want us to adopt an unproven intermittent 	<ol style="list-style-type: none"> This comment is noted. Shamim Hargovan has been registered as an IAP for the NEMA process. The comment is noted. The proposed project includes a Noise Impact Assessment, an Air Quality Impact assessment, a Transport Impact Assessment, and a Climate Change Impact Assessment. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation. The need and desirability of the proposed CWA expansion was discussed in Section 5.2 of the Pre-application Scoping report. It is based on sound commercial principles to create shareholder value while positively contributing to the South African economy, enabling commercially driven investment, and making a direct economic impact. Projected tourist numbers in future support the development of a second airport within the CoCT metro area. CWA is also well placed as an alternate airport for CTIA enabling significant reductions in the quantum of additional reserve fuel that is required to be carried each flight, as imposed by ICAO. Please note PHS Consulting is the appointed independent EAP for the proposed project. Capewinelands Aero (Pty) Ltd is the Applicant for the EIA. The comment is noted. The proposed project includes a Climate Change Impact Assessment. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation. <p>Rob Hersov ended his involvement with Cape Winelands Airport in all capacities. He stepped down as a director of Cape Winelands Airport earlier this in March 2023. The departure signified a full and complete disassociation from the airport's operations, management and</p>

		<p>technology that we must import using debt taken from them, and yet the ANC seem to fear their vague threats of carbon apartheid. Well then, I say: bring on carbon apartheid! We have all we need beneath our feet.” https://www.biznews.com/energy/2023/01/06/rob-hersov-big-on-gas. I believe the contradiction and double speak obviously is a cause for serious concern. In addition, he held a major short-term stake in Air Berlin (2008) which then went into liquidation and airline’s share price fell 35% during his four months of ownership. As a speculator in the volatile aviation sector, and someone with an expressed disregard for climate regulation, Hersov is not fit and proper to co-own the Cape Winelands Airport.</p>	<p>shareholding. He is still supportive of the airport development, but his other business interests require his full attention.</p>
86	Naiefa Rashied	<p><u>Email dated 8 December 2023:</u></p> <ol style="list-style-type: none"> 1. I strongly oppose and object to the Cape Winelands Airport (CWA), co-owned by Rob Hersov and Nick Ferguson. As an active South African citizen, I would like to be considered as an interested and affected party in this matter. I believe that the existing Cape Town International Airport sufficiently caters to incoming and outgoing persons in the province. 2. The main reason for my objection is its implication for climate justice and environmental pollution. The airport will cause additional air and noise pollution in the residential neighbourhood of Durbanville and surrounding areas. Moreover, the airport will increase traffic in an area that cannot sufficiently cater to this volume of traffic just yet. 3. In addition, I don’t believe that Rob Hersov is fit or proper to co-own the Cape Winelands Airport. He held a major short-term stake in Air Berlin (2008) which then went into liquidation and the airline’s share price fell 35% during his four 	<p><u>Email response provided on 8 December 2023:</u></p> <p>Thank you for the email.</p> <p>I acknowledge receipt of your comments and will register you as an IAP for the proposed project.</p> <p><u>EAP response to comments:</u></p> <ol style="list-style-type: none"> 1. The objection to the proposed project is noted. The need and desirability of the proposed CWA expansion was discussed in Section 5.2 of the Pre-application Scoping report. It is based on sound commercial principles to create shareholder value while positively contributing to the South African economy, enabling commercially driven investment, and making a direct economic impact. Projected tourist numbers in future support the development of a second airport within the CoCT metro area. CWA is also well placed as an alternate airport for CTIA enabling significant reductions in the quantum of additional reserve fuel that is required to be carried each flight, as imposed by ICAO. Please note PHS Consulting is the appointed independent EAP for the proposed project. Capewinelands Aero (Pty) Ltd is the Applicant for the EIA. 2. The comment is noted. The proposed project includes a Noise Impact Assessment, an Air Quality Impact assessment, a Transport Impact Assessment, and a Climate Change Impact Assessment. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the opportunity to consider and comment on specialists reports during the Impact Assessment public participation. 3. The comment is noted. The proposed project includes a Climate Change Impact Assessment. Assessment of impacts will be during the Impact Assessment Phase of the EIA. All registered IAPs will be afforded the

		<p>months of ownership. Moreover, his contradictory views on renewable energy show that he is not knowledgeable enough to manage this airport in the best interests of the city or the environment. For example, in its pre-scoping report, it is claimed that CWA will embrace renewable energy as much as possible. The airport aims to be as carbon neutral as possible by making use of solar and/or green hydrogen technology (https://phsconsulting.co.za/wp-content/uploads/2023/11/App-13-Heritage-Baseline-and-Scoping.pdf), which is contradictory to Rob Hersov’s earlier claim opposing solar and wind energy and encouraging foreign interest groups to “bring on carbon apartheid! We have all we need beneath our feet.” (https://www.biznews.com/energy/2023/01/06/rob-hersov-big-on-gas).</p> <p>As an active citizen and social justice activist, I am troubled by Rob Hersov’s obvious disregard for climate regulation, for profiteering motives, and thus, oppose the development of CWA.</p>	<p>opportunity to consider and comment on specialists reports during the Impact Assessment public participation.</p> <p>Rob Hersov ended his involvement with Cape Winelands Airport in all capacities. He stepped down as a director of Cape Winelands Airport earlier this in March 2023. The departure signified a full and complete disassociation from the airport's operations, management and shareholding. He is still supportive of the airport development, but his other business interests require his full attention.</p>
87	Patrick Cockayne: Stellenbosch Resident	<p><u>Email dated 8 December 2023:</u></p> <ol style="list-style-type: none"> As a resident of Stellenbosch I am an interested and affected party. I wish to received notifications of all developments relating to the application for approval of this project as well as all subsequent information and communication relating to the development prior to, and post approval should such be granted. 	<ol style="list-style-type: none"> This comment is noted. Patrick Cockayne has been registered as an IAP for the NEMA process.
88	Ismat Adams Cape Nature	<p><u>Email dated 8 December 2023:</u></p> <ol style="list-style-type: none"> Based on the botanical, faunal, avifaunal and freshwater reports the following is understood. <ol style="list-style-type: none"> The development site is mostly transformed by agriculture and highly degraded by alien invasive vegetation. The botanical scoping and baseline reports identified patches of medium, high and very high botanically sensitive areas, as well as 14 species of conservation concern that all occurred within these patches. The two patches of very high sensitivity contained critically endangered species of conservation concern. One of the very high sensitive patches overlaps the proposed runway area. The medium sensitive areas are the frequently brushcut “lawn” areas in front of the existing hangars. The botanical scoping report indicates that the patches of very high sensitivity be avoided or if not avoided offset in accordance with ratios as per the National Offset guidelines. The vegetation types within the medium to very high patches that still exist on site are critically endangered vegetation types. 	<ol style="list-style-type: none"> The comment is noted. The summary of the botanical baseline conditions and potential impacts by the proposed project are acknowledged.

		<p>1.2. The freshwater scoping report delineated one seep wetland that would be directly affected by the proposed development as well as channelled valley bottom wetlands and another seep wetland outside of the development area that could be indirectly affected by the development. The seep wetland within the development area will be developed in the current development layout. The seep wetlands were highly degraded by alien invasive vegetation and were considered to have low/marginal ecological sensitivity due to their seriously modified state. Considering hydrological connectivity of the seep wetlands to the CVB wetlands offsite, the freshwater scoping report regards the sensitivity of the seep wetlands as medium rather than high as indicated by the DFFE screening tool.</p> <p>1.3. The faunal scoping report indicates that the freshwater and renosterveld habitat units have medium sensitivity for herpetofauna, but less so for mammals. The freshwater habitat units and drainage line form important niche habitat for freshwater species, as well as an important migratory corridor, albeit highly degraded. Removal of the habitat units would disperse fauna utilising these areas and may cause a decrease in abundance of species due to increased competition for resources in sink habitats, and mortality experienced during dispersal. The report indicates that due to the isolated nature of the renosterveld patches, the anticipated impact on fauna is not likely to be high. In terms of avifauna, one species of conservation concern (blue crane) was confirmed on site, but overall avifaunal diversity on site was moderately low, with a low abundance of forage for avifaunal species, with natural habitat patches with more structural complexity preferred over the homogenous agricultural modified area. The avifaunal habitat sensitivity for the study area is considered to range from intermediate to moderately low. Although a large contingent of SCC are considered likely to utilise the study area and focus area only Blue crane) breed within the cultivated fields (Modified Habitat) and adjacent Freshwater Habitat. It is not anticipated that the remaining SCC will permanently occur within the study area or focus area but will rather utilise the these locations when favourable conditions present themselves. Any proposed activities within the focus area will likely result in Blue crane vacating the study area. Thus, a loss of breeding productivity is likely within the region. Potential impacts arising from the proposed activities are likely to impact on SCC diversity or abundance, by increase in human traffic and direct destruction of</p>	<p>1.2. The comment is noted. The summary of the freshwater ecological baseline, and potential impacts by the proposed project are acknowledged.</p> <p>1.3. The comment is noted. The summary of the faunal baseline and potential impacts by the proposed project are acknowledged. The summary of the avifaunal baseline and potential impacts by the proposed project are acknowledged.</p>
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		<p>habitat. The potential impact on blue crane was the only major avifaunal constraint identified by the avifaunal scoping report.</p> <ol style="list-style-type: none"> 2. The remnant natural vegetation patches are sensitive from a botanical perspective and provide habitat and refugia for fauna in the area. The remnant vegetation patches are critically endangered vegetation types for which the ecosystem targets can no longer be met, but which also provide habitat areas within the agricultural landscape. The very high and high botanical sensitivity areas should be avoided to maintain the critically endangered species of conservation concern therein and provide some habitat for fauna on site. The medium botanical sensitivity areas would need to be offset if developed at ratios as indicated by the National Offset Guideline. It would however be preferred if these medium sensitivity areas were avoided. It must be noted that providing a biodiversity offset for critically endangered vegetation types may not be feasible at the required ratios as per the national offset guideline as these vegetation types usually occur in patches throughout the landscape. Ecological compensation may not be appropriate in this case because of the presence of critically endangered botanical species that will be destroyed by the development, and cannot be replaced elsewhere due to the highly fragmented nature of critically endangered vegetation types. 3. For any search and rescue of botanical species it is requested that a translocation plan be developed that includes an assessment and identification of suitable receptor sites, as well as translocation methodology and an evaluation of the proposed methodology regarding risk of mortality during translocation. 4. Although the freshwater habitat on site was noted as an important niche habitat for species relying on wet areas, it is also noted that there are further wetland areas adjacent to the proposed development area that may serve as refugia for these species. The freshwater assessment has also indicated that the seep wetland on site is of low/marginal ecological sensitivity. 5. Overall, it would be best to avoid the medium to very high remnants of vegetation as these are habitat areas for fauna, and botanical species of conservation concern. Developing these habitat areas will trigger the need for 	<ol style="list-style-type: none"> 2. The comment is noted. Where possible the very high and high botanical sensitivity areas will be avoided, failing which they will be offset according to the National Offset Guideline. Any medium botanical sensitivity areas that cannot be avoided will also be offset according to the National Offset Guideline. The development of Botanical and Freshwater Ecological offset forms part of the EIA process and will involve input from CapeNature as part of the process. 3. The comment is noted. The translocation plan will be identified as part of the EMPr in the Impact Assessment Phase of the proposed project. It will include <i>inter alia</i> assessment and identification of suitable receptor sites, as well as translocation methodology and an evaluation of the proposed methodology regarding risk of mortality during translocation. The EMPr will be available for 30 days of consideration and comment in the IA Phase to all registered IAPs. 4. The comment is noted and the summary of the freshwater ecological baseline, and potential impacts by the proposed project are acknowledged. The development of Freshwater Ecological offset forms part of the EIA process and will be available for 30 days of consideration and comment in the IA Phase to all registered IAPs. 5. The comment is noted. Where possible the very high and high botanical sensitivity areas will be avoided, failing which they will be offset according to the National Offset Guideline. Any medium botanical sensitivity areas
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		<p>a biodiversity offset which may not be practicable. The case for ecological compensation in place of biodiversity offset may also not be appropriate considering the nature of the development with regard to overriding public interest, and the presence of critically endangered ecosystem type that contains critically endangered botanical species, that also serves as refugia habitat for remaining fauna in the area, that require these remnant patches of habitat to survive.</p> <p>6. CapeNature reserves the right to revise initial comments and request further information based on any additional information that may be received.</p>	<p>that cannot be avoided will also be offset according to the National Offset Guideline. The development of Botanical and Freshwater Ecological offset forms part of the EIA process and will involve input from CapeNature as part of the process.</p> <p>6. The comment is noted.</p>
89	Arnel Hanekom Mikpunt Resident	<p><u>Email dated 8 December 2023:</u></p> <p>1. Leon Roos did a good study and submitted his report to you. I support his report 100% and is against the Winelands Airport in our precious Wineland area and nature.</p>	<p>1. This comment is noted. Please refer to point No 45 for relevant responses.</p>
91	Patrick Bond Concerned Party	<p><u>Letter received via email on 8 December 2023:</u></p> <p>1. Writing in my personal capacity, I should introduce myself and my background. I am a scholar based at the University of Johannesburg where I am a Distinguished Professor and Director of the Centre for Social Change, specialising in Sustainable Development Goals, public policy, environmental sociology and resource economics. I hold a PhD in Geography and Environmental Engineering from the Johns Hopkins University (1993), having earlier studied economics at Swarthmore College and the University of Pennsylvania Wharton School of Finance. I also have engaged in many South African policy processes, including writing the Reconstruction and Development Programme White Paper – while working for the Mandela Presidency’s Ministry of Reconstruction and Development (1994) – and many other policy documents. I also work closely with civil society organisations in South Africa, Africa and across the world, and have served as a tenured faculty member of the Wits University School of Governance, University of the Western Cape School of Government and University of KwaZulu-Natal School of Development Studies since 1997 (as well as on the faculties at the University of California-Berkeley and York University while on sabbaticals).</p> <p>2. I am writing today about the implications of the proposed Cape Winelands Airport (CWA) for South Africa’s climate change and socio-economic burdens. I am particularly interested and affected, as are all South Africans, and indeed the world’s citizens, by the climate and social justice components of the proposed airport, especially given one CWA co-owner’s expressed views on the topic. (To reiterate, the views expressed below are personal, not institutional.)</p>	<p>1. The introduction and opening remarks are noted by the EAP.</p> <p>2. The comment is noted. A Climate Change Impact Assessment will be conducted. The Freshwater Ecological Scoping report considers the baseline freshwater on site and scopes initial impacts based on the proposed project. It does not consider potable supply to the site. The geo-hydro, WULA and Civil Engineering reports deals with water supply.</p>

My contention is that the PHS Consulting “Pre-Application Draft Environmental Scoping Report” –hereafter referred to as pre-Scoping Report – and accompanying specialist studies by Royal HaskoningDHV and other firms do not adequately represent the climate threat, whether in relation to causes and effects. (There are of course other local pollution concerns – including noise – not touched upon in the pages below.)

One obvious example of how this project risks ignoring the climate catastrophe now unfolding, is the ‘Detailed Scoping Phase Freshwater Ecological Assessment’ by Fen Consulting, which fails to even mention the historic Western Cape drought in 2017-18. The impending ‘Day Zero’ had, by February 2018, forced CTIA to close down its showers in passenger lounges. And in another report, Multipurpose Business Solutions consultants quote – without irony – the 2022-27 Cape Town Integrated Development Plan, which sets out the vision to create a City of Hope – “a demonstration of what is possible in South Africa if we work together – and living proof that South African cities can be places where people’s life steadily improve, and poverty is overcome”. This implies a commitment to address spatial injustice, inequality and avoids creating new structural imbalances; working in partnership with the private and public sector in achieving spatial transformation by building a more inclusive, integrated, vibrant and healthy city; and proactively responds to social, economic, climate and resource shocks and stresses.

Yet a new boutique airport with a luxury orientation, in one of the world’s most unequal cities, without attention to the climate crisis, would be an exemplary case of the opposite of integrated development. The most disturbing reflection of an unsustainable dystopian future for the CWA, based on co-owner Hersov himself, was articulated to VryeWeekblad in early 2023: “What those 3 000 Afrikaans-speaking Christians from Orania did is extraordinarily impressive. It's a model for the world. This is the future of representation, government, freedom, and democracy. Israel and Orania have much in common” (Croucamp 2023). Orania is an explicitly racist enclave, and Israel’s attacks on Gaza and the West Bank – and land grabs of Palestinians – were already 75 years old at that point, and have reached genocidal proportions since.

Yet in this context, the extent to which CWA’s German consultants PACE Aerospace Engineering & IT GmBH offered an unbelievably optimistic – and internally conflicting – claim of the proposed airport’s projected climate benefits is witnessed in this graphic:

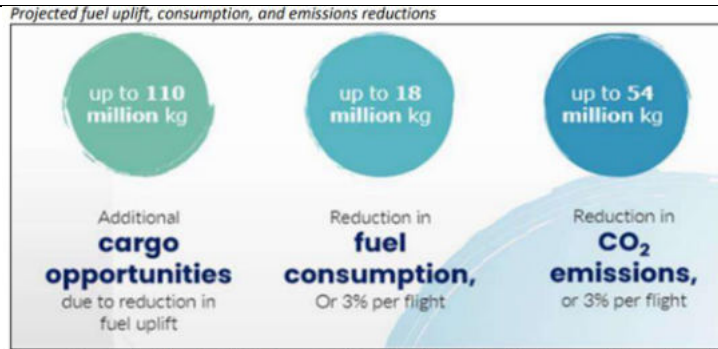
The Socio-economic Scoping report considers the baseline socio-economic context and potential impacts caused by the proposed project. By including the CoCT IDP it does not imply “*a commitment to address spatial injustice, inequality and avoids creating new structural imbalances; working in partnership with the private and public sector in achieving spatial transformation by building a more inclusive, integrated, vibrant and healthy city; and proactively responds to social, economic, climate and resource shocks and stresses*”.

It should be noted that a socio-economic impact assessment is not a Benefit-cost Analysis (CBA). The former is prepared in terms of guidelines adopted by socio-economic specialists and although various impacts are assessed, the objective is to understand the overall impact of the project from a socio-economic perspective not only one input. Benefit-cost Analysis (CBA) is useful to understand the impact of a specific or combination of cost in relation to project benefits. A major limitation of CBA is the lack of quantification of various benefits and costs. A CBA per se does not adhere to the guidelines for socio-economic specialist input into EIA processes.

Notwithstanding, the impact of carbon emissions is real and therefore the need to consider various factors, not only carbon emissions in an overall assessment of the project’s socio-economic impact, is required. Information and data from a specialist climate change impact study will further assist as an input for the assessments of socio-economic impacts. CO2 emissions cannot be the over-arching variable that skews the socio-economic understanding of the project impact from both a benefit and cost perspective. Arguments therefore would need to be balanced and considered.

Climate change has socio-economic consequences across various economic sectors. The climate change specialist study that forms part of the EIA will address various issues related to the environmental impact of the proposed project and the results thereof will be considered from a socio-economic perspective and included in the socio-economic impact assessment.

The Climate Change Impact Assessment report will be circulated to all registered IAPs for consideration and comment.



Source: Pre-Application Draft Environmental Scoping Report for the Proposed Expansion of The Cape Winelands Airport - <https://phsconsulting.co.za/wp-content/uploads/2023/11/CWA-Draft-Preapp-Scoping-report-7-Nov-2023.pdf>

As discussed below, there is simply no evidence that such savings will be possible given weather patterns that are comparable at both the existing and proposed new airports, given their proximity. Most importantly, when it comes to the specific climate-destructive implications of a new airport, the CWA pre-Scoping Report has no details about crucial aspects, including the extent to which CWA will rely upon super-polluting private jets. Not surprisingly, the most visible co-owner of CWA, Rob Hersov, has a controversial record in the airline industry (e.g. at Air Berlin where his 18.6% share purchased in January 2008 had evaporated by 35% by April when he sold) and he is extremely hostile to CO₂ emissions regulation, terming it 'carbon apartheid.'

3. Inadequate assessment of CWA climate impacts

3.1. The 3.5 km runway planned for CWA is the same length as CTIA's longest, and long enough for the world's largest passenger airline in regular service, the A380. That implies CWA will in its first stages be available for private and charter jets but could attempt to compete with CTIA in future decades. The climate implications of having two massive airports so close to each other are, therefore, vital to take seriously. Instead, the pre-Scoping Report includes the claim, "The airport aims to be as carbon neutral as possible by making use of renewable energy sources..." It is not specified how such renewable energy will be sourced – given that the Western Cape has a major deficit of renewable energy. That renewable power which is already feeding into the grid through the privatised Independent Power Producer programme will be increasingly used by local export industries, whose current reliance upon non-

Rob Hersov ended his involvement with Cape Winelands Airport in all capacities. He stepped down as a director of Cape Winelands Airport earlier this in March 2023. The departure signified a full and complete disassociation from the airport's operations, management and shareholding. He is still supportive of the airport development, but his other business interests require his full attention.

3.1. The comment is noted. The Electrical Engineering report attached as Appendix 22 to the Pre-application Scoping report detailed the renewable energy strategy. The supply will be for own use and will not feed into the Independent Power Producer programme. A Climate Change Impact Assessment report forms part of the EIA and will be circulated to all registered IAPs for consideration and comment.

renewable dirty energy will invoke Western economies' carbon tariffs, starting in 2026. Worryingly, the pre-Scoping Report phrasing – “the airport aims” – appears to simply reflect the airport facility itself, rather than comply with standard “Scope 3” corporate reporting which – as explained below – necessarily includes emissions emanating from both domestic and foreign airplanes utilising the airport.

3.2. As for the ambition to mitigate air travel-related greenhouse gas emissions, on the one hand, another pre-Scoping Report claim is made about anticipated benefits associated with CWA:

Become a full reliever airport for all airlines flying into Cape Town, and in doing so, CWA will:

- Offer the City of Cape Town airport redundancy in case of an emergency or airport closures in Cape Town.
- **Enable a positive environmental impact. With CWA as a closer designated alternate airport, all airlines flying into Cape Town will be able to reduce their contingency fuel requirements, therefore reducing carbon emissions, reduce their fuel burn and reduce their carbon footprint.**

More details are offered in Appendix 3. Yet the distance from Cape Town International Airport (CTIA) to CWA is only 25km. As a result, weather-related emergencies and airport closures will increase at both locations due to storms, high winds (and shearing), severe flooding and high temperatures, all of which are anticipated to worsen in coming decades due to climate change. While occasional operational problems (oil spills, internet outages and fuel shortages) have forced CTIA flight cancellations in recent months, it is certain that climate change will do far more damage. Hence the pre-Scoping Report is incorrect when assuming that fuel loads can be lightened, insofar as there will in future be no need for backup reliever airports on the East Coast (e.g., George, Knysna and Gqeberha), under intensifying conditions of climate-related emergencies. The June 2017 weather-related closure of CTIA is just a hint of a future to come, in which both flight turbulence and unsafe landing conditions are common features.

At least once in the November 7 pre-Scoping Report material, <https://phsconsulting.co.za/wp-content/uploads/2023/11/CWA-Draft-Preapp-Scoping-report-7-Nov-2023.pdf>, this inconvenient fact is obliquely recognised: “An alternate airport is a designated airport that a flight crew plans to divert to in case of unexpected events or emergencies during a flight. It is a backup airport chosen as part of the flight planning process to

3.2. The comment is noted. As designated alternate airport CWA will not only be available during weather related emergencies, but for any other emergency that necessitates closure of runways at CTIA. CWA as a designate airport is closer to CTIA than the current alternate airports, therefor reducing contingency fuel requirements, reducing carbon emissions as a result. A Climate Change Impact Assessment report forms part of the EIA and will be circulated to all registered IAPs for consideration and comment.

ensure the safety and availability of an alternative landing site if the primary destination airport becomes unavailable due to weather, equipment issues, or other factors” (emphasis added). But with merely a 25km distance separating the two, it is unlikely that extreme weather affecting CTIA would not also affect CWA. So the anticipated ‘backup reliever airport’ function would likely not be relevant when airlines must make contingency plans and load their tanks with extra jet fuel.

The first two Appendices below address such claims. Many airports aspire to carbon-neutrality but the NGO Stay Grounded reveals why this is not a reliable claim in Appendix 1. In Appendix 2, a similarly-close airport to Boston – Hanscom (23kms west of the city) – was recently criticised by Chuck Collins of Inequality.org for being the region’s largest private jet port. Private jets are the epitome of private excess at public and planetary expense. They pollute between 10 and 20 times more per passenger than commercial flights. Yet private developers are pressing to triple Hanscom’s capacity to serve wealthy private jet travellers. So after a summer of unprecedented heat waves, wildfires, floods, and droughts, climate activists are demanding a halt to private jet expansion at Hanscom — and everywhere else.

- 3.3. On the other hand, CWA will also, according to the pre-Scoping Report:
- Contribute towards the growth of scheduled air traffic into Cape Town due to lower operating costs of airlines and/or higher payloads, making the route more profitable and air ticket prices more competitive. The enhanced route profitability could mean more market entrants.
 - Offer additional capacity where there is currently slot and capacity constraints at other airports. Additional capacity, at the right time, could mean more market entrants. (emphasis added)

If indeed there is ‘growth of scheduled air traffic into Cape Town’ and ‘additional capacity,’ the CWA pre-Scoping Report and subsequent environmental assessments will need to assess and calculate the implications of the growth of greenhouse gas emissions, a point that must be stressed to CWA’s owners, potential investors and project financiers. The pre-Scoping Report and more than two dozen appendices do not even bother to take up this challenge.

This problem is vital because higher levels of air transport will have implications for the government’s Nationally Determined Contribution (NDC) commitment to lowering South Africa’s aggregate greenhouse gas emissions. These cuts are not occurring effectively through economic

- 3.3. The comment is noted. A Climate Change Impact Assessment report forms part of the EIA and will be circulated to all registered IAPs for consideration and comment.

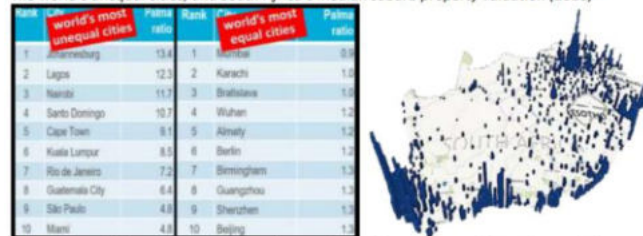
incentives at present, because South Africa’s carbon tax is the world’s lowest – US\$0.32/ton for the main emitters – in contrast to European rates of \$85/ton.

To even out the differences, there will be climate sanctions imposed on South African exports through the Carbon Border Adjustment Mechanism, starting in 2026. And much higher international airline industry taxation is anticipated in coming years, as aviation is brought into the Paris Climate Agreement’s NDC mitigation assessments, especially when associated with long-haul destinations such as Cape Town. But in the meantime, the CWA pre-Scoping Report is notable for its total lack of discussion about airline Scope 3 emissions.

4. Private jet amplification of climate change and inequality

Whether or not a Lanseria-style increase in relatively more affordable flights to and from the Cape Town area can be achieved, remains to be seen. After all, Hersov told Cape Talk (2021) radio in March 2021 that the CWA would have an exclusive focus: “Yes, private jets; yes, small aircraft. We want to be a home for people that have their own plane or charter... If the N2 gets blocked for any reason, we’re on that N1 route. We’re going to service the northern suburbs.” The CWA pre-Scoping Report does not yet reflect the dangers associated with Hersov’s approach. It is revealing that Hersov recognises how vulnerable the N2 is to protest, i.e. to “getting blocked” – presumably, he means, by residents angered by socio-economic conditions in what is the world’s fifth most unequal city.

The world’s unequal cities, and South Africa’s median suburb property valuation (2016)



Source: <https://blog.euromonitor.com/income-inequality-ranking-worlds-major-cities/>
<https://businesstech.co.za/news/trending/125581/what-house-you-can-afford-to-buy-with-your-monthly-salary-in-sa/>

In this context, Hersov appears to be constructing a short-term business case for the CWA under the impression that private jets are going to continue to serve the very upper-income end of the society. Yet he and CWA planners would in the process ignore a vital indication of a likely future trajectory in

4. The comment and background information on private jets is noted. This will form part of the assessments going forward.

aviation: the decision taken in Amsterdam in May 2023 to soon ban private jets flying to and from the Netherlands' Schiphol Airport. As Bloomberg (2023) reported,

The Netherlands's largest airport made its intentions known in April, when it announced plans to ban night flights and private jets starting in 2026. The declaration came five months after climate activists stormed Schiphol's runway to protest carbon emissions from air travel, and followed years of noise complaints from locals. "I realize that our choices may have significant implications for the aviation industry, but they are necessary," Ruud Sondag, interim chief executive officer of Royal Schiphol Group, said in a statement. "This shows we mean business" ... 17,000 private jet flights crossed its runways last year, causing a disproportionate amount of noise and generating 20 times more carbon dioxide emissions per passenger than commercial flights. Around 30% to 50% of private jet flights from Schiphol are to holiday spots like Ibiza, Cannes and Innsbruck... While private flights account for just 4% of global carbon emissions from aviation, it's the unfairness that rankles. The richer half of the world is responsible for 90% of air travel emissions, according to a 2019 study, and a private jet emits up to 2 metric tons of CO2 during a single hour of flight. (A typical car emits roughly 4.6 metric tons of CO2 per year.) As one viral tweet put it, "Kylie Jenner is out here taking 3-minute flights with her private jet but I'm the one who has to use paper straws."

The egregiousness of these emissions has also made private jets a ripe target for activists focused on climate justice, which asks how responsibility for the climate crisis can be equitably shared, said Heather Alberro, a lecturer in global sustainable development at Nottingham Trent University. "The super-rich have a disproportionately colossal ecological climate footprint, and I think because evidence is accumulating around this in recent years, that's one of the reasons that activists have started to target these kinds of high emitters and these lifestyles of excess," Alberro said. Protests also tend to enjoy the highest levels of popular support when the public sees them as targeted at elites, she said.

At Schiphol Airport in November, more than 200 people were arrested after demonstrators from Greenpeace and Extinction Rebellion stormed the tarmac and blocked aircraft. "The wealthy elite are using more private jets than ever, which is the most polluting way to fly," Greenpeace Netherlands campaigner Dewi Zloch said at the time. "We want fewer flights, more trains and a ban on unnecessary short-haul flights and private jets." The protest clearly played a role in Schiphol's current plan, says

Greenpeace climate and energy campaigner Maarten de Zeeuw, though he also acknowledged that local frustration has been building for some time. “Maybe the airlines don’t see it yet, but in the end it’s inevitable that there are measures that reduce noise and pollution,” De Zeeuw said. Matthew Paterson, director of the Sustainable Consumption Institute at the University of Manchester, said climate campaigners are effectively reframing the problem of aviation as a problem of inequality.

5. Inequality in society, and in greenhouse gas emissions

With South Africa’s national Gini Coefficient now higher than any other measured – prior to state interventions, a remarkable 0.78 on a scale of 0 for perfect equality and 1.0 for complete inequality, in which one person takes all income, according to the World Bank (2014), does the world’s most unequal society need a new airport in one of the wealthiest parts of South Africa?

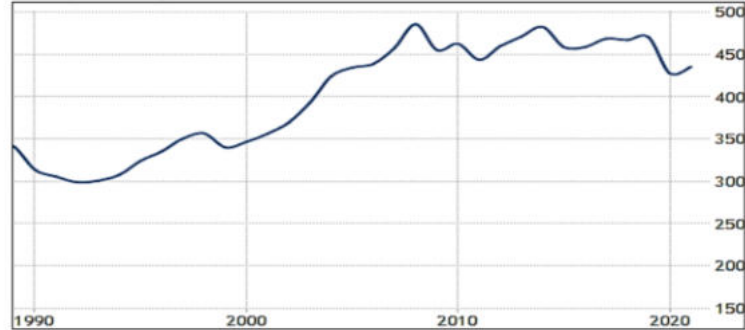
The resulting social tensions caused in part by inequality are so extreme that in mid-2021, 350 deaths and R50 billion in damage were recorded as widespread rioting and looting spread from KwaZulu-Natal to Gauteng. That instance aside, South Africa’s urban and peri-urban social protest is at among the world’s highest rates. The unevenness in race-coded economic privilege that began in the days of Europe’s slave trade five centuries ago, amplified by settler-colonialism in 1652 and again codified as formal Apartheid in 1948, was not mitigated by the political democracy won in 1994. The character of South Africa’s elite transition allowed an exceptionally dangerous rise in inequality, poverty, unemployment and ecological destruction.

All these processes appear to also apply to strategies for climate mitigation avoidance pursued by South Africa’s wealthiest, including Hersov. He is an apparent opponent of wind and solar power as allegedly “unproven, intermittent technology,” notwithstanding Cape Town’s proven capacity to capture renewable energy surpluses for future use at the Palmiet and Steenbras Pumped Storage Schemes consisting of 400 and 180 megawatts of energy capacity, as he told BizNews (2023) in January 2023. Yet because of high CO2 emissions, the South African economy is among the world’s three highest CO2 polluters when measured as a share of economic output, per capita (only Kazakhstan and the Czech Republic are worse among countries with ten million or more residents), and the distribution of emissions is skewed towards the rich (Bond 2012).

5. The comment is noted. Climate change has socio-economic consequences across various economic sectors. The climate change specialist study that forms part of the EIA will address various issues related to the environmental impact of the proposed project and the results thereof will be considered from a socio-economic perspective and included in the socio-economic impact assessment.

The Climate Change Impact Assessment report will be circulated to all registered IAPs for consideration and comment.

South Africa's energy/transport/cement emissions, million tons/year CO2, 1990-2021



Source: <https://tradingeconomics.com/south-africa/co2-emissions>

To be sure, there has been a decline in South Africa's total emissions – including agriculture-related (not in the figure above) – from the 2014 peak of 535 mt, at the time the commodity super-cycle also peaked. Since then, reductions due to the 2020-22 Covid lockdowns and demand constraints, plus the ongoing load-shedding crisis and shift to rooftop solar (by wealthy and middle-class retail consumers and some corporations), are anticipated to reduce emissions to 450 mt in coming years. Still, that will not be sufficient – even added to South Africa's very weak carbon tax – to reduce the economy's liabilities to a reasonable level, on track with international obligations and the NDC pledged to the United Nations in Paris and updated in Glasgow (Republic of South Africa 2021). Hence all projects with potentially high contributions to the national emissions budget will need to be very closely monitored, especially for downstream emissions.

6. Taking seriously CWA's downstream Scope-3 emissions' "Social Cost of Carbon"

An additional problem arises for South Africa, as increasing attention is paid to the Global Stocktakes of greenhouse gas emissions, so as to keep the world to the Paris Climate Agreement target of no more than 1.5 degrees warming this century. The world's economies will eventually be financially penalised if CO2 and methane are at unjustifiably high levels. In turn, there will be new demands for climate debt and reparations. Accounting systems are already being developed and estimates introduced into state policies.

Scope 3 emissions should be included in all reports of this nature, as explained by the U.S. Environmental Protection Center for Corporate Climate Leadership (2023):

6. The comment is noted. As previously stated, climate change has socio-economic consequences across various economic sectors. The climate change specialist study that forms part of the EIA will address various issues related to the environmental impact of the proposed project and the results thereof will be considered from a socio-economic perspective and included in the socio-economic impact assessment.

The Climate Change Impact Assessment report will be circulated to all registered IAPs for consideration and comment.

Scope 3 emissions are the result of activities from assets not owned or controlled by the reporting organization, but that the organization indirectly affects in its value chain... Scope 3 emissions, also referred to as value chain emissions, often represent the majority of an organization's total greenhouse gas (GHG) emissions... To fully meet GHG Protocol standards, an organization must report emissions from all relevant scope 3 categories. More organizations are reaching into their value chains to understand the full GHG impact of their operations. In addition, because scope 3 sources may represent most of an organization's GHG emissions, they often offer emissions reduction opportunities. Although these emissions are not under the organization's control, the organization may be able to affect the activities that result in the emissions. The organization may also be able to influence its suppliers or choose which vendors to contract with based on their practices... Some scope 3 categories may be relevant, but initially lack readily available data to use in estimating emissions.

The main source of major corporations' greenhouse gas emissions reporting – the Carbon Disclosure Project (2023) – mandates such Scope 3 disclosure. Monitoring the full range of emissions, including airplanes landing and taking off at CWA, then leads to the question, what should the 'polluter pay' so as to internalise the externality of such pollution? In other words, how expensive to the economy, environment and society are airline emissions?

Recent estimates of the Social Cost of Carbon (SCC) associated with such greenhouse gas emission measurements now reach as high as \$3000/ton, or R57 000/ton (Kikstra et al, 2021). To incorporate this cost of emissions in a cost-benefit analysis would far outweigh any benefits of a new airport, especially if these emissions are inordinately due to private jet trips taken by the ultra-wealthy. It is important for any pre-Scoping exercise to consider such environmental economic logic, to assess the 'natural capital depletion' (Hartwick 1977) associated with CWA's income stream. (GDP does not measure pollution, emissions or depletion of natural resource wealth.) Such an exercise will allow society and regulators to assess how damage associated with the climate catastrophe is best costed and disincentivised, given that CO2 emissions stay in the atmosphere for hundreds of years – and threaten future generations of our and many other species with extinction.

The main way to assess such damage is the SCC, a concept being continually updated, but which, for at least 15 years, has become the central variable in assessing notional climate debt, for example. In South Africa, assuming that on average during the 2010s, the economy's annual emissions were around

		<p>500Mt, we can make rough estimates of climate debt, i.e., what the National Environmental Management Act considers to be polluter-pay liabilities owed by those who benefited from these emissions. At \$3000/ton, the economy should therefore be assessed as doing \$15 trillion in SCC damage annually. Yet the annual GDP for 2023 is estimated to be no more than \$380 billion (R7.1 trillion). This means that for every unit of income generated by South Africa’s extremely carbon-intensive economy, there is nearly four times as much damage.</p> <p>7. Conclusion</p> <p>The first-cut critique of the pre-Scoping Report suggests the environmental consultants will need to be much more transparent about the full nature of the damage that can be reasonably anticipated from a new airport. A final Scoping Report and Environmental Impact Assessment will have to include Scope 3 emissions by the airlines anticipated to use the CWA which, the pre-Scoping Report predicts, will increase gross emissions due to the “growth of scheduled air traffic into Cape Town due to lower operating costs of airlines and/or higher payloads... [and] additional capacity where there is currently slot and capacity constraints at other airports.”</p> <p>A rudimentary costing of the greenhouse gas-emissions associated with a new airport will, at R57 000/ton, most likely result in the conclusion that the facility is uneconomic and will burden all South Africans with an unacceptably high level of carbon debt to other countries (especially in Africa) and to future generations (Bond 2012).</p> <p>The CWA pre-Scoping Report completely avoids this sort of rudimentary environmental-economic analysis. It refuses to transparently project what must exist as relatively well-developed business plans that would justify the tens of billions of rands of investment required to build a full-fledged airport boasting a 3.5 km-long runway. Moreover, in the world’s most unequal country, and in relation to an airport whose most visible owner argues that private jet owners offer the CWA’s primary market (while he downplays climate change and endorses racial segregation, Orania/Israel-style), this is among the most climate-unjust and socio-economically dangerous projects now underway in Africa. It should not be taken forward, given the urgency with which our society must address the climate catastrophe and the world’s most extreme socio-economic injustices.</p> <p>References</p>	<p>7. The comment is noted. A climate change study forms part of the EIA, and the Climate Change Impact Assessment report will be circulated to all registered IAPs for consideration and comment.</p>
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92	Johan Van Tonder: Stellenberg NG Kerk	<p><u>Email dated 8 December 2023:</u></p> <ol style="list-style-type: none"> 1. After studying the bundle of documents and consulting residents with regard to the proposed expansion of Cape Winelands Airport, we from the Stellenberg NG Kerk have no objections or negative comments about the project. We therefore support the project. 	1. The comment and support for the proposed project is noted.

		<p>Furthermore, our support is mainly based on the following factors namely:</p> <ol style="list-style-type: none"> 1. To improve and develop the external road infrastructure north of Durbanville. 2. To improve incoming and outgoing passenger and cargo freight infrastructure. 3. To spur on tourism and economic development and growth in Durbanville and the greater City of Cape Town, the West Coast and the Cape Winelands. 4. To provide more job opportunities in the Northern District of the City of Cape Town and adjacent areas. 	
104	Louanne Briedenhann: Interested Party	<p><u>Email dated 9 December 2023:</u></p> <ol style="list-style-type: none"> 1. I would like to register as an Interested party to the CWA development. (Apologies, my mail did not go through last night) 	<ol style="list-style-type: none"> 1. This comment is noted. Louanne Briedenhann has been registered as an IAP for the NEMA process.
117	Martin du Rand: Raubex Construction	<p><u>Email dated 11 December 2023:</u></p> <ol style="list-style-type: none"> 1. Please can you assist me with a Link to the Environmental Impact Assessment for the Proposed Cape Winelands Airport Project <p><u>Reply received on 11 December 2023:</u></p> <ol style="list-style-type: none"> 2. Thanks for this. It's the best way to see the scope. We want to approach the client to get on the bidding List. We were in the Preferred bidding team on the Cape Town Airport Upgrade which crashed before it took off 	<p><u>Email response provided on 11 December 2023:</u></p> <ol style="list-style-type: none"> 1. Please take note that the project is in the pre-application Scoping phase at the moment. The documents available for public comments are at www.phsconsulting.co.za, click on the public participation tab and select the Proposed Expansion of Cape Winelands Airport. You can select which documents you want to download from the list. Please also see the attached letter explaining the opportunity to participate as an IAP. Please let me know if you need any additional assistance. 2. This comment is noted. Raubex Construction has been registered as an IAP for the NEMA process.
134	Rahab Ramukhesa: DALRRD Directorate Land and	<p><u>Letter received via email on 12 December 2023:</u></p> <p>COMMENTS FOR PRE-APPLICATION DRAFT ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT ON PORTION 10 OF FARM 474 REMINDER OF FARM 724 PORTION 23 OF FARM</p>	

<p>Soil Management</p>	<p>724 PORTION 7 OFFARM 942 REMINDER OF FARM 474 PORTION 3 OF FARM 474 & PORTION 4 OF FARM474: DEA & DP REF: 16/31316/7121A5/20/2209123</p> <ol style="list-style-type: none"> 1. The Department of Agriculture, land reform & rural development; Directorate: Land and Soil Management administer and implement the Conservation of Agricultural Resources Act, (CARA) 43 of 1983). The Act regarded as one of the principal Acts governing the protection of agricultural natural resources. The main aim of the Act is to control the utilization of natural agricultural resources to ensure the conservation of soil, water and vegetation, as well as the combating of alien and invasive plants. According to Section 1 of the Act, conservation of natural agricultural resources includes the protection, recovery as well as the reclamation thereof. Please note the comments only pertain to Conservation of Agricultural Resources act 43 of 1983 in relation agricultural natural resources related impacts as per proposed development. The comments does not exempt any person from any provision of any other law, with special reference to the Subdivision of Agricultural Land Act, Act 70 of 1970 and does not interfere with the rights of any person who may have an interest in the Agricultural land. 2. The proposed development as per report entails a phased development approach to runaway which will include the construction of primary runaway with an orientation of 01-19 at length of 3,5km and the initial retention and refurbishment of a secondary cross runaway with orientation of 14-32 and length of 700m. landside and airside infrastructure will also be based on market demands. Development will include developments of landside infrastructure like road infrastructure, sewerage infrastructure, storm water management system and others. 3. The proposed development may result in erosion, therefore the land user need to take consideration of the following as stipulated in regulation 4 (1) & 5 (1) of CARA act 43 of 1983 every land user shall by means of as many as the measures as are necessary in his situation, protect the cultivated land on his farm unit effectively against excessive soil loss as a result of erosion through the action of either wind or water. A suitable soil conservation work shall be constructed and thereafter be maintained in order to divert run-off water from other land or to restrict the run-of speed of run-off water if applicable, regulation 4(1)(a). According regulation 5 (1) (a) the land concerned shall be cultivated in accordance with such method or be laid out in such manner that the surface movement of soil particles through action of wind is restricted. Further more caution must be taken for storm water management and mitigate the possibility of ground water contamination. 	<ol style="list-style-type: none"> 1. The comment is noted, and also that comments given pertain only to Conservation of Agricultural Resources act 43 of 1983 in relation to agricultural natural resources related impacts as per proposed development. 2. The comment and summary of planned infrastructure for the proposed project is noted and acknowledged. 3. The comment is noted. A stormwater management strategy is included in the Bulk Engineering report (Appendix 21 to the Pre-application Scoping report) and describes the planned management of stormwater on site in order to prevent erosion. A stormwater management plan will be developed and included in the Impact Assessment Phase of the proposed project for comment by all registered IAPs. The Geohydrological Impact Assessment will identify potential groundwater pollution sources associated with the proposed project and proposed management or mitigation to be included in the EMPr. Cultivation of the remaining agricultural land will be according to best practice to prevent wind erosion and dispersion. Management actions will be included in the EMPr, which will be circulated to all registered IAPs for consideration and comment.
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4. 7(1) Subjected to National water Act and its regulations, no land user shall utilise the vegetation in a vlei, marsh or water sponge or within the flood area of water course in any manner that will causes the deterioration of or damage the natural agricultural resources (water resource included).
7 (2) every land user shall remove the vegetation in a water course on his property or farm unit to such an extend the will not constitute an obstruction during floods that could cause excessive soil loss as a result of erosion though action of water.
(3) (a) except the written authority no land user shall drain any water resource on his farm unit or cultivate in or within such water resource or within flood area.
5. Mitigation measures for the above-mentioned conditions must be included in the EMP.
- 5.1. If applicable CARA application is required as per CARA (Act 43 of 1983: regulation 2) before commencing with the development. Virgin soil means the land which in the opinion of the executive officer has not time during the preceding of ten years been cultivated or cleared.
- 5.2. If an alien and invader plant occurs, they need to be controlled and removed (on going clearing programs) as they can cause damage to the surrounding natural vegetation. According to Conservation of Agricultural Resources Act, (Act 43 of 1983) methods of controlling alien plants are as follow:
- Uprooting; felling; cutting or burning
 - Treatment with a weed killer that is registered for use in connection with such plants in accordance with the directions for the use of such
 - Biological control carried out in accordance with the stipulations of the
 - Agricultural Pests Act,(Act no 36 of 1983)
 - Any other method of treatment recognized by the executive officer that has its object the control of the plants concerned
 - Combination of one or more methods mentioned above, and any action taken to control alien plants shall be executed with caution and jn a manner that will cause least possible damage to the environment.

4. The comment is noted. The Freshwater Ecological Impact Assessment will consider possible impacts during the Impact Assessment Phase of the proposed project. Where required, Freshwater offset will be included. A water use licence application is also in process with DWS for the proposed S21(c) and (i) water uses within the regulated area of the mapped wetlands on site.
5. The comment is noted – all mitigation requirements for the proposed project will be included in the EMPr, which will be circulated to all registered IAPs for consideration and comment.
- 5.1. No application in terms of CARA is required.
- 5.2. An alien Invasive Management plan approved by DEA&DP is in place for the current CWA site and will be extended to include the expanded site. The amended plan will form part of the EMPr, which will be circulated to all registered IAPs for consideration and comment.

		<p>6. Therefore, this Department encourages the applicant to take responsibility that the above-mentioned conditions are adhered to. However, the Department reserves the right to revise its initial comments and request further information from you based on any new or revised information received.</p>	<p>6. The comment is noted, and the above-mentioned conditions adhered to as appropriate.</p>
135	<p>Henk Lourens: Durbanville Heritage Society</p>	<p><u>Letter received via email on 12 December 2023:</u> CALL FOR COMMENT: PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT The Durbanville Heritage Society studied the draft Pre-Application Scoping Report for the above development, including the Specialist Assessments and we wish to comment as follows.</p> <ol style="list-style-type: none"> 1. There can be no argument that a development of this scale will have a major impact on its receiving environment. The current scoping report is fairly comprehensive in reporting on a multitude of considerations, yet we understand and accept that this is an initial pre-application report and that several aspects of the proposed expansion project will require further investigation and reporting. 2. We are not entirely in agreement with the content of the Heritage Impact Report in that the document does not recognize that the proposed development falls within a cultural landscape nor does it identify potentially affected heritage resources in reasonably close proximity to the site of the Cape Winelands Airport. 3. Although the report refers to the history of the existing aerodrome, it does not make any specific recommendations with regard to the heritage significance of its infrastructure. Nor does it suggest any specific indicators or remedies to preserve some sense of the significance of the site. 	<ol style="list-style-type: none"> 1. The comment is noted. 2. The comment is noted. The proposed project is not itself located within a Cultural Landscape (as defined by the City of Cape Town's Municipal Spatial Development Framework, 2023), but there is a portion of the subject site on the northernmost edge which overlaps with a portion of the Agter-Paarl Paardeberg CL. Please refer to Section 3.2, 3.3.1, 3.3.2 (Figure 50 specifically), 3.4.1, and Figure 64 within the Visual Scoping report which make specific reference to the Cultural Landscapes. 3. The comment is noted. In 2020 Dr Stephen Townsend prepared a Heritage Statement and a NID submission made to HWC. In this it was noted that there are only four old structures at the northern end of the site which were built during WWII as part of the airport's defences and which have some interest as such (three are disused and derelict, one of which is no longer roofed; and the one building still in use was converted into two workers' dwellings some years ago). It appears that these four buildings and the landing-strips are all that remains from the initial WWII construction; these four and just one other, a large hangar at the centre of the site (removed before 1968), appear on the 1953 aerial photograph. He concluded that the airfield is an interesting relic of wartime need and the urgency of providing for defence of the coastline. He stated that the war-time airfield is incomplete, and the site includes only four structures and the landing-strips of that defensive infrastructure. Further, the four structures are derelict and unused; and, more importantly have no special significance or meaning; and this historical interest apart, the landing-

		<p>4. Of great concern is the resultant development pressure on the surrounding landscape, and specifically areas which are of greater heritage significance.</p> <p>5. At the moment we are supportive of the scoping report and we request to be informed of any further developments, presentations and submissions and in addition we reserve our rights to comment on any further proposals.</p>	<p>strips have functional significance only. His report and NID submission were endorsed by HWC who agreed that no further heritage studies were required. The Heritage Scoping report has been amended to include the above information. Please note a Heritage Impact Assessment still needs to be completed.</p> <p>4. The comment is noted. Please refer to Section 3.3.2 Current and future development in the Receiving Environment (Visual Scoping report), which places the proposed development within the context of an area which is currently undergoing (and will in future undergo) significant development, which is most likely to intensify in the short, medium and long term. These developments are generally supported and/or championed by the provincial, municipal and district policy frameworks. Further to this Figure 49 in the Visual Scoping report shows the proposed CWA subject site in the context of approved future development within the study area and immediate vicinity.</p> <p>5. The comment is noted. The Durbanville Heritage Society has been registered as IAP for the proposed project.</p>
138	Cobus Thesnaar: Interested and Affected Party	<p><u>Email dated 14 December 2023:</u></p> <p>1. Please register me and copy me with all correspondence.</p>	<p>1. This comment is noted. Cobus Thesnaar has been registered as an IAP for the NEMA process.</p>
140	<p>Ayesha Hamdulay: DEADP Directorate: Development Management, Region 1</p> <p>[Further comments were provided by this directorate as detailed in item 156]</p>	<p><u>Letter received via email on 14 December 2023:</u></p> <p>COMMENT ON THE PRE-APPLICATION SCOPING REPORT (“SR”) AND PLAN OF STUDY (“POS”) SUBMITTED IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) (“NEMA”) AND THE ENVIRONMENTAL IMPACT ASSESSMENT (“EIA”) REGULATIONS, 2014 (AS AMENDED) WITH RESPECT TO THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT ON PORTION 10 OF THE FARM NO. 724, THE REMAINDER OF THE FARMNO. 724, PORTION 23 OF THE FARM NO. 724, PORTION 7 OF THE FARM NO. 942, THE REMAINDER OF THE FARM NO. 474, PORTION 3 OF THE FARM NO. 474 AND PORTION 4 OF THE FARM NO. 474, DURBANVILLE</p> <p>1. The pre-application SR and POS and supporting documentation, received by this Directorate via electronic mail correspondence on 7 November 2023, and this Directorate’s correspondence (dated 16 November 2023), acknowledging receipt of the pre-application SR and PoS, refer.</p> <p>2. Having considered the information contained in the Pre-application SR and PoS and supporting documentation, this Directorate hereby provides the following comments:</p>	<p>1. The comment is noted.</p> <p>2.</p>

		<p>2.1. Offset Requirements</p> <p>2.1.1. It appears that an offsite biodiversity offset may be required in order to offset the loss of natural vegetation as well as the residual negative impact on biodiversity, which cannot be avoided altogether. Therefore, should the need for an offsite biodiversity offset be determined, as part of the Scoping and EIA processes, the following requirements must be met:</p> <p>2.1.1.1. The appointment a suitably qualified biodiversity offset specialist in order to determine and calculate the specific requirements with regards to the required offsite biodiversity offset;</p> <p>2.1.1.2. Produce a comprehensive Biodiversity Offset Report, as prepared by the biodiversity offset specialist, which provides all information, including the calculation- and the identification of the offsite biodiversity offset; and</p> <p>2.1.1.3. Circulating the Biodiversity Offset Report to registered Interested and Affected Parties (“I&APs”), commenting authorities as well as this Directorate for a minimum commenting period of thirty (30) days</p> <p>2.1.2. For further details regarding the biodiversity offset requirements, you are directed to the National Biodiversity Offset Guideline (dated 23 June 2023), issued under Section 24J of the NEMA.</p> <p>2.1.3. Please be reminded that all requirements of the offsite biodiversity offset must be finalised prior to the final EIA Report being submitted to Competent Authority, i.e., this Directorate.</p> <p>2.2. Departmental Referrals</p> <p>It is stated in Regulation 8 of the EIA Regulations, 2014 (as amended), that a Competent Authority “must advise the proponent or applicant of any matter that may prejudice the success of an application”. As such, and due to the nature of your development proposal, this case will be referred to this Department’s landuse planning section for comment. You will be</p>	<p>2.1 Offset Requirements:</p> <p>2.1.1. The comment is noted. The proposed development of the expanded CWA requires removal of indigenous vegetation of more than 20ha. This indigenous vegetation to be removed is classified as critically endangered (Cape Flats Sand Fynbos and Swartland Shale Renosterveld) and endangered (Swartland Granite Renosterveld). The Botanical Scoping report stated that if these mapped areas of remnant habitat are lost to development, they should be offset by formalised conservation of high conservation priority examples of the same habitat in the region, at minimum ratios of 20:1 (for non-pristine habitat) and 30:1 (for better quality examples; as per Dept. of Forestry, Fisheries & Environment offset guidelines, 2022).</p> <p>2.1.1.1. A suitably qualified biodiversity offset specialist has been appointed to determine the need for an offset, calculate the required offset and develop the offset site and management plan in conjunction with CapeNature.</p> <p>2.1.1.2. The comment is noted. A comprehensive Biodiversity Offset report, as developed by a biodiversity offset specialist, will be included in the offset development process.</p> <p>2.1.1.3. The biodiversity offset report will form part of the planned 30-day PPP during the Impact Assessment phase and all registered IAPs will be afforded the opportunity to consider and comment on it.</p> <p>2.1.2. The comment is noted.</p> <p>2.1.3. The requirement is noted and will be complied with.</p> <p>2.2. The comment is noted. Comments have been received from the Landuse planning department.</p>
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		<p>informed of the relevant advice obtained as soon as this becomes available.</p> <p>2.3. Public Participation Process (“PPP”)</p> <p>2.3.1. Although the proposed site falls within the jurisdiction of the City of Cape Town, given the nature and scale of your proposal, it is hereby requested that the following Municipalities are consulted, as part of the PPP undertaken:</p> <p>2.3.1.1. Swartland Municipality;</p> <p>2.3.1.2. Cape Winelands District Municipality; and</p> <p>2.3.1.3. West Coast District Municipality.</p> <p>Please ensure that when the abovementioned Municipalities are requested to comment on the relevant documents circulated, that your request be accompanied by a cover letter wherein it is stated that although the proposed site falls within the jurisdiction of the City of Cape Town, the said municipalities are requested to be consulted, as part of all PPP undertaken, given the nature and scale of the development proposal.</p> <p>2.3.2. This Directorate hereby request that Airports Company South Africa (“ACSA”) (Cape Town) similarly consulted, as part of all PPP undertaken.</p> <p>2.3.3. Please note that further request from and Interested and Affected Party (“I&AP”), Mr. De Munck Menderoi (demunck@devac.co.za) was received by this Directorate directly via electronic mail correspondence on 30 November 2023 requesting to be registered for the PPP regarding your development proposal. Hence, it is requested that the said I&AP is provide with the opportunity to provide comment during all future PPP undertaken.</p> <p>2.4. Scoping of Impacts</p> <p>2.4.1. You are hereby requested to further scope out the following impacts and/or aspects in relation to your development proposal (i.e., in addition to the scopedout impacts included under Section 9 of the pre-application Scoping Report):</p> <p>2.4.1.1. Impact(s) on food security resulting from land conversion into an airport and its associated components;</p> <p>2.4.1.2. Edge effects on the surrounding areas of the site (environmental and other);</p>	<p>2.3.1. The comment is noted, and the three municipalities will be included in the list of IAPs for the statutory Scoping Phase for consultation. The request for a cover letter to these municipalities when asking for comment is noted and will be complied with.</p> <p>2.3.2. The request is noted. ACSA is included in the list of IAPs for the proposed project.</p> <p>2.3.3. The request is noted. The IAP, Mr De Munch Menderoi, is included in the list of IAPs for the proposed project.</p> <p>2.4.1. . The request is noted.</p> <p>2.4.1.1. The impacts will be included in the Socio-Economic Impact Assessment.</p> <p>2.4.1.2. Edge effects in terms of Freshwater Ecological, Faunal and Avifaunal have been included in the respective Impact Assessment reports. Socio-economic and Heritage will be addressed through the respective Impact Assessment reports.</p>
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156	<p>Natasha Bieding: DEADP Directorate: Development Management (Region 1)</p> <p>[Initial comments provided by this directorate detailed in item 140]</p>	<p><u>Letter received via email on 29 February 2024:</u></p> <p>FURTHER COMMENT ON THE PRE-APPLICATION SCOPING REPORT (“SR”) AND PLAN OF STUDY (“POS”) SUBMITTED IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) (“NEMA”) AND THE ENVIRONMENTAL IMPACT ASSESSMENT (“EIA”) REGULATIONS, 2014 (AS AMENDED) WITH RESPECT TO THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT ON PORTION 10 OF THE FARM NO. 724, THE REMAINDER OF THE FARM NO. 724, PORTION 23 OF THE FARM NO. 724, PORTION 7 OF THE FARM NO. 942, THE REMAINDER OF THE FARM NO. 474, PORTION 3 OF THE FARM NO. 474 AND PORTION 4 OF THE FARM NO. 474, DURBANVILLE</p> <ol style="list-style-type: none"> 1. The pre-application SR and POS and supporting documentation, received by this Directorate via electronic mail correspondence on 7 November 2023, this Directorate’s correspondence (dated 16 November 2023), acknowledging receipt of the pre-application SR and PoS and this Directorate’s correspondence (dated 14 December 2023), providing comments on the pre-application SR and PoS, refer. 2. This Directorate hereby provides the following information with regard to the development proposal in terms of the internal landuse planning comments that were obtained: <ol style="list-style-type: none"> 2.1. The existing 150ha airport site covers two properties and falls within the City of Cape Town’s Urban Edge and has an “Incremental Growth & Consolidation Area” demarcation. However, the proposed airport expansion activities will be located outside the City of Cape Town’s Urban Edge and has an “Discouraged Growth Area” and “Areas of Agricultural Significance” demarcation. 2.2. It is further noted that the entire area will not be developed and portions of P7/942 and RE/474 will not be included in the proposed development area and remain Agriculture. 2.3. In terms of the Northern District Plan (2023), the existing airport has an “Airfield” demarcation and is located within the urban edge. A small 	<ol style="list-style-type: none"> 1. This comment is noted. 2.1. The comment is noted. 2.2. The comment is acknowledged. 2.3. The comment is noted and acknowledged.

portion of the airport has a “Core Biodiversity” and “Core Biodiversity Areas of Coincidence” demarcation.

2.4. In accordance with the Municipal Spatial Development Framework (“MSDF”) (2023), the properties on which the expansion activities are proposed are all located outside the City of Cape Town’s Urban Edge and with an “Areas of Agricultural Significance” demarcation.

2.5. It appears that the development proposal is partially consistent with the Northern District Plan (2023) and MSDF (2023) as far as it relates to redevelopment of the existing airfield. Further, given the nature and scale of this type of land use, it requires large isolated tracks of land which is normally only found in rural areas, outside the urban edge, where it will have less of an impact on especially residential uses. Therefore, detailed motivation for the deviation from the MSDF for the expansion of the airport on site specific circumstance, as also required in terms of Section 22 of Spatial Planning and Land Use Management Act, 2016 (Act No. 16 of 2013), must be provided.

2.6. The proposed development further requires a land development approval in terms of Section 53 of Western Cape Land Use Planning Act, 2014 (Act No. 3 of 2014) (“LUPA”) from this Department. Regulation 10(1)(b) of The Western Cape Land Use Planning Regulations, 2015: Amendment, 2019 (PG 8083 dated 15 April 2019) states the following: “proposed land development that utilises an area of five hectares or more of agricultural land that has been cultivated or irrigated during the 10-year period immediately preceding the proposed land development that

2.4. The comment is noted and acknowledged. Par 2.4 states: “the properties on which the expansion activities are proposed are all located outside the City of Cape Town’s Urban Edge and with an “Areas of Agricultural Significance” demarcation.” Technically it is not “all of the areas proposed for expansion” and, not all the land outside the urban edge is of agricultural significance.

2.5. The requirement for detailed motivation for deviation from the MSDF is noted and will be done by the appointed Town & Regional Planners. Note the Western Cape Department of Agriculture: Land Use Management has no objection to the proposed expansion of the Cape Winelands Airports as provided in their initial comment received.

The proposal deviates from the MSDF in respect of three aspects. Part of the development extends over the urban development edge, mostly the airside components (runway) and utilities. Part of the development site that is outside of the Urban Edge includes land of Agricultural Significance, but not all the land outside the Urban Edge is of Agricultural Significance. Part of the development site inside of the urban edge is identified as Core Biodiversity as in the MSDF 2022-2027.

The CoCT is the competent authority for municipal planning as set out in Part B of Schedule 4 of the Constitution. In this context, the City used its legislative power to adopt its own Municipal Planning By-law (MPBL). The land-use applications that will be submitted to the CoCT will be in terms of the MPBL and not to SPLUMA. The MPBL is aligned with SPLUMA and contains a similar provision to SPLUMA’s s.22, but the MPBL describes a process to be followed.

2.6. Par 2.5 refers to a detailed motivation for the deviations “as required” in terms of s.22 of SPLUMA. The CoCT is the competent authority for municipal planning as set out in Part B of Schedule 4 of the Constitution. In this context, the City used its legislative power to adopt its own Municipal Planning By-law (MPBL). The land-use applications that will be submitted to the CoCT will be in terms of the MPBL and not to SPLUMA. The MPBL is aligned with SPLUMA

involves urban development or urban expansion, including residential, resort, business, industrial and community development, utility services or transport uses, but excluding agricultural land uses or land development ordinarily associated with agricultural use such as agricultural storing and packing facilities, agricultural industries or accommodation for bona fide agricultural workers.”

3. In view of the above, it is hereby requested that the following matters be addressed –

3.1. Please ensure that in terms of the ‘Needs and Desirability’ context, detailed motivation and reasons are provided on why the proposed development should be considered appropriate, despite being inconsistent with the aforementioned strategic context and forward planning policies.

and contains a similar provision to SPLUMA’s s.22, but the MPBL describes a process to be followed.

Section 9 of the MPBL reads as followed:

9 Status of the municipal spatial development framework

- (1) Subject to section 22, the City may deviate from the provisions of the municipal spatial development framework only if site specific circumstances justify the deviation.
- (2) In determining whether the site specific circumstances exist, the City must have regard to the development application that has been submitted and any other relevant considerations.
- (3) If an application is inconsistent with the municipal spatial development framework, the applicant must describe the inconsistency in –
 - (a) the application; and
 - (b) the advertisement of the application.
- (4) The municipal spatial development framework does not confer or take away rights.

To date the motivation for site specific deviations has been prepared and presented in informal presentations to officials of both COCT branches and DEADP Spatial Planning Department.

The written motivation for deviations from the MSDF will be formally submitted as part of the MPBL.

3. The comment is noted.

3.1. The Need and Desirability will be elaborated on in the in-process Scoping Report and the EIA Report. The appointed Town & Regional Planners will provide their input into this section.

		<p>3.2. Further comments must be obtained from (1) City of Cape Town’s Spatial Planning and Development: Urban Design and Planning – District Planning and Mechanisms Branch and (2) the City of Cape Town’s Spatial Planning and Development: Development Management Branch regarding the various departures/deviations from the relevant forward planning policies, as mentioned above, and any requirements that must be taken into account by this Directorate when deciding on your Scoping and EIA application in terms of the NEMA and the EIA Regulations, 2014 (as amended).</p> <p>4. You are reminded that it is an offence in terms of Section 49A of the NEMA for a person to commence with a Listed Activity unless the Competent Authority has granted an Environmental Authorisation for the undertaking of the activity.</p> <p>5. Kindly quote the abovementioned reference number in any future correspondence in respect of your pre-application process.</p> <p>6. This Directorate reserves the right to revise or withdraw its comments and request further information from you based on any information received.</p> <p>Your interest in the future of the environment is greatly appreciated.</p>	<p>3.2. These departments are registered for comment and will be approach for further comments. Please refer to the CoCT comment under line item 150.</p> <p>4. This comment is noted.</p> <p>5. This comment is noted and will be complied with.</p> <p>6. This comment is noted.</p>
141	<p>Ndobeni Nelisa: Department of Water and Sanitation</p>	<p><u>Letter received via email on 19 December 2023:</u> PRE-APPLICATION DRAFT ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT Reference is made to the above-mentioned document dated November 2023 with Department of Environmental Affairs & Development Planning (DEA&DP) Reference Number: (16/3/3). This Department has perused the submitted application and has the following comments:</p> <p>1. The following water uses in terms of section 21 of the National Water Act, 1998 (Act 36 of 1998) will be triggered by the proposed Cape Winelands Airport development;</p> <p>1.1. S21(a) taking water from a water resource – “provide the site with potable water through treating groundwater abstracted from boreholes on site. A treatment facility will be established on site to treat the groundwater to potable standard.”</p> <p>1.2. S21(e) engaging in a controlled activity i.e irrigation – “The intention is that the treated sewage is then re-used as non-potable water on the site for irrigation and The “waste” from the biodigester plant comprises “liquid fertilizer” which is planned to be used as organic agricultural fertiliser.”</p>	<p>1. The comment is noted.</p> <p>Proposed water uses for which a water use application has been launched include S21(a), (b), (c), (i), (e), (f), (g) & (j).</p> <p>A water use risk matrix will be submitted as part of the WULA.</p> <p>The WULA (WU33620) is in process with DWS at present through the e-wulaa system.</p>

		<p>1.3. S21(c) impeding or diverting the flow of water in a watercourse & S21(i) altering the bed, banks, course or characteristics of a watercourse – “Altered freshwater ecosystem habitat and ecological structure”</p> <p>A Risk Assessment Matrix must be submitted as part of the Water Use Authorisation Application.</p> <p>A Water Use Authorisation application must be submitted & obtained prior to commencing with the triggered water uses and can be made using the following link: http://www.dwa.gov.za/ewulaasprod/.</p> <p>2. Note that no abstraction of surface or groundwater may be done or storage of water be created without prior authorisation from this Department, unless it is Schedule 1 or Existing Lawful use as described in the National Water Act 1998 (Act No. 36 of 1998).</p> <p>3. No surface, ground or storm water may be polluted as a result of activities on the site. In the event that pollution does occur, this Department must be informed immediately.</p> <p>4. The person who owns, controls, occupies or uses the land in question is responsible for taking measures to prevent any occurrence of pollution to water resources.</p> <p>5. The comments issued shall not be construed as exempting the developer from compliance with the provisions of any other applicable Act, Ordinance, Regulation or By-law.</p> <p>6. All the requirements of the National Water Act, 1998 (Act 36 of 1998) regarding water use and pollution prevention must be adhered to at all times.</p> <p>7. Please note that this Department reserves the right to amend and/or add to the comments made above in the light of subsequent information received.</p>	<p>2. The comment is noted and will be complied with.</p> <p>3. The comment is noted and will be complied with.</p> <p>4. The comment is noted and will be complied with.</p> <p>5. The comment is noted and will be complied with.</p> <p>6. The comment is noted and will be complied with.</p> <p>7. The comment is noted.</p>
142	Larry Eichstadt: Resource Management Services	<p><u>Email communication with DEADP on 19 December 2023:</u></p> <p>1. Despite the perceived value certain sectors of society / business or individual stakeholders may have towards the Winelands Airport EIA application it is always important that the integrity and independence of an EIA process be upheld at all times by all commenting authorities.</p> <p>It is unfortunate that in certain projects political inputs/responses clearly show pre judgement and bias particularly when comments are made indirectly and prematurely on behalf of key decision making and commenting authorities. In this case the City of Cape Town. A recent political response needs to be brought to light which can be seen to be potentially undermining the EIA process particularly when CoCT officials can potentially be influenced by politicians.</p>	<p>The EAP notes the communication between the IAP and DEA&DP. The IAP was previously added to the IAP register for the proposed project.</p>

		<p>The applicable response as noted in the media is as follows “Vos said the City would support the project through the regulatory phase to ensure that the development goes ahead”.</p> <p>As an EAP involved in sensitive waste related projects where Politicians generally go into hiding as they do not see political points being scored, the most recent response so soon in the Scoping Consultative phase from a CoCT Political Executive is highly questionable from an EIA integrity and professional perspective.</p> <p>I have never experienced or witnessed a Politician making this statement for a sensitive waste/industrial/wastewater related project which in many cases is more important if one requires long term sustainable services for developments which the CoCT particularly from a waste management perspective are battling to provide.</p> <p>One needs to ask the question whether it is the intention of the CoCT to fast track the Town Planning process due to political pressure. When there is no political pressure or interest in projects which score no political points then the town planning process normally takes 12 months and longer.</p> <p>To ensure that the integrity and background/baseline of the EIA process is well founded RMS as a professional consultancy have made responses to the EAP’s that the historical Lanseria Airport development must form a critical component of the specialist studies where the scenarios (positive and negative) before and after are scrutinised.</p> <p><u>Email response provided by DEADP on 19 December 2023:</u></p> <ol style="list-style-type: none"> 1. Thank you for your email and the information contained therein; it is noted accordingly. <p>I hereby also provide you with the contact details of the Environmental Assessment Practitioner currently appointed to oversee the pre-application process relating to the proposed airport expansion (should you have further comments relating to the proposal): Ms. Amanda Fritz-Whyte / Mr. Paul Slabbert (PHS Consulting) E-mail: amanda@phsconsulting.co.za / paul@phsconsulting.co.za</p>	
143	Nicholas Arnott: SLR Consulting	<p><u>Email dated 3 January 2024:</u></p> <ol style="list-style-type: none"> 1. Please can I be registered as an I&AP for this project. 	<ol style="list-style-type: none"> 1. Nicholas Arnott has been registered as an IAP for the NEMA process.

145	Barry Ross: Local Resident	<p><u>Website submission received via CWA website on 13 January 2024:</u></p> <ol style="list-style-type: none"> 1. Will the runway direction route aircraft taking off and landing over Durbanville central and Graanendal suburbs? <p><u>Response provided from CWA on 14 January 2024:</u></p> <ol style="list-style-type: none"> 2. The orientation of the proposed main runway points north-west / south-east, therefore it is not likely that aircraft will be routed over the mentioned suburbs. Note that a noise impact assessment is still underway. For further information or queries you may contact the appointed environmental practitioner - @Amanda Fritz-Whyte. <p><u>Reply received on 15 January 2024:</u></p> <ol style="list-style-type: none"> 3. Many thanks for the prompt response. Well done on project that will, I think, be very good for Durbanville and the surrounds. If you have any need for an aviation mad HR Exec, please give me a shout. 	The EAP notes the communication between the IAP and CWA.
146	Walter Doubell: The Aero Club of South Africa NPC	<p><u>Letter received via email on 16 January 2024:</u></p> <ol style="list-style-type: none"> 1. We represent the Aero Club of South Africa. The Aero Club is the officially recognised body that represents recreational aviation in South Africa. Our members are recreational pilots that fly various aircraft such as type and non-type certified fixed wing aircraft, helicopters, gyrocopters, and gliders. We also have members that are parachutists, paragliders, and hang-glider pilots. Because the proposed expansion of the Cape Winelands Airport may affect our members in the Western Cape, we request that you register the Aero Club of S. A. as an Interested and Affected Party for the proposed expansion of the Cape Winelands Airport. 	<ol style="list-style-type: none"> 1. This comment is noted. The Aero Club of South Africa has been registered as an IAP for the NEMA process.
149	Pieter Avenant: Kainos Africa	<p><u>Email received on 29 January 2024:</u></p> <p>I am making contact regarding the EIA that you are representing for Cape Winelands Airport: Proposed Expansion of existing Cape Winelands Airport, P10/724, RE/724, P23/724, P7/942; RE/474, P3/474 P4/474, DEA&DP Ref No. (Pre-Application): 16/3/3/6/7/2/A5/20/2209/23; DWS Ref No: WU33620</p> <ol style="list-style-type: none"> 1. Can we please be added to your Interested and Affected Parties List? Our company forms part of a Development Consortium working on closing our Biogas project this year. We are awaiting our final EIA outcome in February 2024. We are in fairly close proximity to the CWA development and will also make contact with the developers (could you help us with the right contact perhaps?) regarding synergies on the two developments. Thank you in advance for your assistance. 	<p><u>Email response provided on 29 January 2024:</u></p> <ol style="list-style-type: none"> 1. Thank you for the email. You will be added to the IAP register for the proposed project. I will also provide you with the correct contact details for CWA.

153	<p>Johan van Eeden: JVE Consulting Engineers</p>	<p><u>Email received on 16 February 2024:</u></p> <ol style="list-style-type: none"> I believe you are the contact persons for the abovementioned EIA. How can I have insight in the EAI application, and can I still register as an IAP? <p><u>Email reply received on 19 February 2024:</u></p> <ol style="list-style-type: none"> Thank you for your prompt response. I confirm you will register me as an IAP. 	<p><u>Email response provided on 19 February 2024:</u></p> <ol style="list-style-type: none"> Thank you for the email. The project is still in the pre-application Scoping Phase for the EIA, with first round of public participation completed 8 November to 8 December 2023. The documents related to the pre-application Scoping Phase are all still on our website: www.phsconsulting.co.za. You can access the documents under the Public participation tab - Proposed expansion of Cape Winelands Airport - and download as you need. We will register you as IAP for the proposed project. Please let me know if you need any further assistance. Johan van Eeden from JVE Consulting Engineers has been registered as an IAP for the NEMA process.
154	<p>Mareez Herselman: Regional Content Researcher Projects</p>	<p><u>Email received on 21 February 2024:</u></p> <ol style="list-style-type: none"> I trust all is well, Could I kindly request that the email (Projects@l2b.co.za) can be registered as a Interested and affected party for the Cape Winelands airport project. We have no objections. We following for construction information purposes. 	<ol style="list-style-type: none"> This comment is noted. The relevant email address has been registered as an IAP for the NEMA process.
157	<p>Maryke Maree: Pinehurst Ratepayers & Residents Association (PRRA)</p>	<p><u>Email received on 4 March 2024:</u></p> <ol style="list-style-type: none"> I represent the Pinehurst Ratepayers & Residents Association (PRRA), which in turn represents the property owners in Pinehurst and surrounds, a suburb of Durbanville. We note that PHS Consulting is managing the EIA process for the proposed Cape Winelands Airport Development and that a Pre-Application Scoping Report was released for public comment late last year. Could you please register PRRA as a stakeholder, as follows: Maryke Maree [REDACTED] maryke@pinehurstratepayers.org.za The community has also raised a number of questions or concerns which we would like to ensure are considered in the EIA process. We understand that the (previous) formal comment period ended on 8 December. Please could you 	<p><u>Email response provided on 4 March 2024:</u></p> <ol style="list-style-type: none"> Thank you for the email. We will register PRRA as an IAP for the proposed project. As mentioned, the previous commenting period for the pre-application Scoping report closed on 8 December 2023. We are preparing for the statutory Scoping Phase, which is planned for April 2024, so you are welcome to either submit your comments within this week, or to submit them as part of the statutory phase. As a registered IAP you will be notified of when this period starts, where to access the application documentation and how to comment. Please let me know what you would prefer.

		<p>confirm if you would like us to wait until the next formal comment period to submit these comments or if it would be of assistance for us to do so before then.</p> <p><u>Email reply received on 5 March 2024:</u></p> <p>2. Thank you for confirmation of registration as IAP for the proposed project. We are meeting with members on Thursday and should we have satisfactory comments prepared by Friday, we will submit those to you. Alternatively, we await notification of comments for the Scoping phase.</p>	<p>2. This comment is noted. No further response was received.</p>
160	Daniel Vann – Local Resident	<p><u>Email dated 12 March 2024:</u></p> <p>1. I realise I am a little behind the curve on this but would still wish to be seen as an I&AP for the Cape Winelands expansion project. I live in the Buh Rein Retirement Village on the Buh Rein estate some 13 kms to the southwest of the airport and there are natural concerns about overflight and noise. I have the pdf on noise already and will do my best to sit in a corner and chew on it with my gap-toothed knowledge. At this stage I would just wish to be kept informed of any developments.</p>	<p><u>Email response provided on 12 March 2024:</u></p> <p>Thank you for the email.</p> <p>We will add you to the IAP list for the proposed project.</p>
161	Johann Söhnge – Local Resident	<p><u>Email dated 19 March 2024:</u></p> <p>1. Deon Cloete asked that I make contact with you to voice our support for the Cape Winelands Airport project. See below an extract of an email I sent to Deon after a telephonic conversation I had with him regarding a new school we are planning to build in Fisantekraal.</p> <p>What are we doing?</p> <p>We are a group of residents in and around Durbanville planning to build a no-fee high school in Fisantekraal. It will be in collaboration with the Western Cape Education Department (WCED) whereby we as the community, through a trust, will fund 60% of the construction cost and the WCED the balance. The school will ultimately become the property of the WCED who will also pay teacher salaries and ongoing maintenance of the school. The school will offer 3 streams namely mainstream academic, mainstream technical and vocational / skills. Once complete, the school will accommodate approximately one thousand learners that will in all likelihood all come from poor / disadvantaged communities. This will include Fisantekraal but also a number of other areas that have very limited high school opportunities.</p> <p>Why are we doing this?</p>	<p><u>Email response provided on 18 March 2024:</u></p> <p>1. Thank you for your email and the background detail provided.</p> <p>We will add you to the register of IAPs for the proposed project.</p>

		<p>We are all passionate about education and positive change in our country. University degrees are not the beginning and the end and there is general agreement that SA doesn't have enough people with technical skills. There is also a very clear shortage of high school opportunities and particularly technically focused high schools north of Durbanville. As you will probably know, the population of Fisantekraal is set to grow dramatically over the next decade with what Garden Cities is planning.</p> <p>How will we do it?</p> <p>We have a group of dedicated people from all walks of life, including some members of the Fisantekraal community. We firmly believe in involving the community in and outside of Fisantekraal and also getting meaningful partnerships on board. Your dream of building an airport dwarfs what we are trying to do but we hope that we can somehow help each other! As we plan the curriculum, we are adamant to train individuals with skills that will get them a job. Although running or building an airport requires a long list of specialised skills, I'm sure you will have some useful suggestions for us or other connections for partnerships.</p> <p>Apart from our own team of volunteers, we have a team of professional consultants on board driving the entire process of getting us ready to break ground later this year. Tusk, a construction support services company that you may be familiar with, is part of our consulting team and they are in the process of finalising our detailed architectural plans. We already have a piece of land in Fisantekraal that is earmarked for the school and a transaction to buy this from Garden Cities is already underway.</p> <p>When is this happening</p> <p>Negotiations with the WCED already started in 2021 but are hopeful to break ground this year to welcome our first group of grade 8 learners in 2025. This is a very ambitious deadline as we will need to raise approximately R50m over the next 9 months but if a group of private individuals can build an airport, I'm sure we can build a school! :-)</p> <p>We firmly believe that the two projects can benefit each other in many ways as we will be training thousands of people over the years with a wide range of technical skills. We need support from big organisations such as the one Deon is involved in and so we hope to see their project move forward!</p> <p>Also see attached our latest site development plan and prospectus. *</p>	<p>* Not attached to this Comments and Response Report but can be provided on request.</p>
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Late Comments - Received after March 2024

162	<p>Joseph Shaw: Pinehurst Ratepayers & Residents Association</p>	<p><u>Letter received via email on the 4th of April 2024:</u></p> <p>On behalf of the Pinehurst Ratepayers & Residents Association, we submit the below comments and questions for consideration and response during the S&EI process:</p> <ol style="list-style-type: none"> 1. Noise: <ol style="list-style-type: none"> 1.1. What steps have been taken to identify the decibel levels of noise expected in surrounding areas (i.e. concentric zones from nearby the expanded airport to approx. 20km, or more, away) to emanate from the expanded airport itself, its aircraft traffic volumes, and road traffic volumes. 1.2. Have identified forecast decibel noise levels been categorised according to the expected peak and off-peak operating hours of the expanded airport during weekdays and weekends (i.e. early mornings, mid-morning, noon, afternoons, evenings, night time, etc). 1.3. Have the forecast decibel noise levels been benchmarked against the City of Cape Town’s Environmental Health, specialised services, Noise Control Office’s relevant By-laws, Regulations, and policies in respect of noise disturbances. 1.4. Does the benchmarking in paragraph 1.3 above show compliance or non-compliance with the City of Cape Town’s Environmental Health, specialised services, Noise Control Office’s relevant By-laws, Regulations, and policies in respect of noise disturbances. 1.5. In which areas are the City of Cape Town’s By-Laws and Guidelines relating to noise levels likely to be exceeded and what is the level of accuracy of this data. 1.6. Where guidelines levels will be exceeded, what mitigation measures will be implemented by the developers. 2. Road Traffic: <ol style="list-style-type: none"> 2.1. What steps have been taken to forecast and identify increases in road traffic volumes, if any, to and from the expanded airport. 2.2. Have the forecast and identified road traffic volumes been categorised according to the GVM types. 	<p>The EAP acknowledges receipt of the communication.</p> <ol style="list-style-type: none"> 1. Noise <ol style="list-style-type: none"> 1.1 A Noise Impact Assessment forms part of the EIA, with impacts mentioned to be assessed during the Impact Assessment Phase of the application. 1.2 The proposed Noise Impact Assessment will take into consideration operating hours of the proposed CWA expansion. 1.3 The Noise Impact Assessment will assess results in terms of applicable bylaws, regulations, policies and legislation. 1.4 No Noise Impacts are available at this Scoping Phase time of the process as the impacts will only be assessed as part of the Impact Assessment Phase. 1.5 No detail on Noise Impacts is available at this time as the impacts will only be assessed as part of the Impact Assessment Phase. 1.6 No Noise Impacts are available at this time as the impacts will only be assessed as part of the Impact Assessment Phase and appropriate mitigation measures developed. 2. Road Traffic: <ol style="list-style-type: none"> 2.1 A Transport Impact Assessment forms part of the EIA phase of the application.
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		<p>5.4. What disaster management plans are planned for aircraft crashes at the airport itself as well as surrounding areas (e.g. agricultural and residential surrounding areas).</p> <p>6. Upgrades to Cape Town International Airport (CTIA) / Alternatives:</p> <p>6.1. What impact does the R3.3billion upgrade (over the coming five years) to CTIA’s domestic and international arrivals terminals and runways have on the proposed expansion of CWA.</p> <p>6.2. In light of the CTIA upgrades, is the expected benefit of the expanded CWA still feasible compared to the other uses the land could be put to.</p> <p>6.3. What external market demand (i.e. from whom, when, and why) for an expanded airport is the CWA responding to with this proposal.</p> <p>6.4. Has a forecast economic benefit comparison been undertaken for the overall benefit of an expanded CWA versus using the available land for other uses (e.g. commercial, industrial, agricultural, or a mixture of these) been undertaken.</p> <p>6.5. Has a forecast town/urban planning benefit comparison been undertaken for the overall benefit of an expanded CWA versus using the available land for other uses (e.g. commercial, industrial, agricultural, or a mixture of these) been undertaken.</p> <p>6.6. Has a qualified and registered valuer performed a forecast on the positive or negative impact an expanded CWA will have on surrounding agricultural property values.</p> <p>6.7. Has a qualified and registered valuer performed a forecast on the positive or negative impact an expanded CWA will have on surrounding residential area property values, which includes the Pinehurst area as well as authorised but not yet constructed residential development surrounding the CWA.</p> <p>6.8. (Assuming relevant authorisation are obtained) What are the projected timeframes of construction and operations of the CWA.</p> <p>6.9. What is the projected number (rate per hour) of aircraft arriving or departing at peak operations.</p>	<p>5.2 Assessment of existing disaster management resources and identification of additional resources form part of the EIA Phase of the proposed application.</p> <p>5.3 Assessment of existing disaster management resources and identification of additional resources form part of the EIA Phase of the proposed application the responsible parties will be identified</p> <p>5.4 Identification of future disaster management plans will meet the required standards and form part of the EIA Phase of the proposed application.</p> <p>6. Upgrades to Cape Town International Airport (CTIA) / Alternatives:</p> <p>6.1 CWA is aware of CTIA’s expansion plans over the next 5 years. The expansion plans of CTIA does not impact CWA’s business case, as CWA will play a complementary role in Cape Town and the broader airport network.</p> <p>6.2 The expanded CWA remains feasible.</p> <p>6.3 An independent traffic forecast was developed to determine the market demand. Multiple factors informed the forecast.</p> <p>6.4 The business case identified by CWA to expand the airport as per proposal outweighs developing the acquired land for other uses.</p> <p>6.5 No such a study has not been undertaken as the airport is a privately funded proposal which will only be compared with the status quo / “do nothing” scenario which in the existing land uses (smaller airfield, farming and clay mining is considered).</p> <p>6.6 The comment is noted. The specialist studies for the proposed project include a Socio-economic Impact Assessment. Potential impacts on property values will be assessed as part of this study.</p> <p>6.7 The comment is noted. The specialist studies for the proposed project include a Socio-economic Impact Assessment. Potential impacts on property values will be assessed as part of this study.</p> <p>6.8 CWA aims to start construction mid-2027. This is subject to regulatory approvals.</p>
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	<p>7. Immediate benefit to local community:</p> <p>7.1. Has a forecasted economic benefit analysis been undertaken for the expanded airport.</p> <p>7.2. Does the forecast analysis show which sectors (e.g. commercial, industrial, hospitality, tourism, etc) and potential persons (e.g. ACSA, Swissport, the various aircraft operators/owners, aircraft maintenance & repair, Bidvest for food & beverage supply, etc) any expected benefit will go toward.</p> <p>7.3. What portion of the economic benefit is forecast to go toward local communities and persons in the areas surrounding the airport.</p> <p>7.4. What steps, if any, will the expanded CWA take to ensure that local communities and persons in the surrounding areas substantially benefit on an ongoing basis (what is the forecasted & projected time period) from the expanded airport.</p> <p>7.5. What increase in the local community population is expected should substantial economic benefits go toward persons in surrounding areas.</p> <p>7.6. How will any increase in population be met from a service delivery and infrastructure perspective by the City of Cape Town. And who will pay for the additional service delivery resources and infrastructure.</p> <p>8. Water resource management:</p> <p>8.1. What is the expect impact of an expanded CWA on the Mosselbank river, Klapmuts river, Diep river, overall Cape Town catchment area, and downstream freshwater resources.</p> <p>8.2. What negative impact mitigation and/or elimination measures are planned to protect existing freshwater resources on, or surrounding, or downstream, of the expanded CWA.</p> <p>8.3. If construction of an expanded CWA is approved, what ongoing monitoring and mitigation measures will be put in place during construction to minimise the negative impact on freshwater resources.</p> <p>8.4. What do the qualified and registered freshwater experts specify is an unacceptable negative impact on freshwater and water catchment resources that would prohibit the expansion of the CWA.</p> <p>8.5. What is the forecast effect of planned building and roadworks construction as well as abstraction of groundwater by CWA on groundwater, especially that of nearby aquifers?</p>	<p>6.9 The following ATM peak hour movements are projected for scheduled traffic:</p> <p>Phase 1: 11 ATMs per hour (combined two-way peak)</p> <p>Phase 2: 17 ATMs per hour (combined two-way peak)</p> <p>7. Immediate benefit to local community:</p> <p>The specialist studies for the proposed project include a Socio-economic Impact Assessment. Economic benefits will be assessed as part of this study.</p> <p>Beneficiation of the local communities will form part of CWA's socio-economic development (SED) strategy.</p> <p>8. Water Resource Management:</p> <p>8.1 A Freshwater Impact Assessment for part of the EIA process that will present the expected impacts</p> <p>8.2 The Freshwater Impact Assessment will identify mitigation to be included in the EMP's.</p> <p>8.3 The EMP to be produced as part of the EIA phase will confirm monitoring and mitigation measures.</p> <p>8.4 The freshwater specialist has not identified critical flaws, but the impact assessment report will conclude on these matters.</p>
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163	Janessa Stockhall – Village Action Network	<p><u>Email dated 8 April 2024:</u></p> <p>1. Please can you add Mdu Menze, email address: [REDACTED] to the list for public participation and interested/affected party? I have copied him in for ease of communication.</p>	<p>1. This comment is noted. Mdu Menze has been registered as an IAP for the NEMA process.</p>
164	Lloyd Fisher-Jeffes	<p><u>Email dated 6 May 2024:</u></p> <p>1. Please can I be registered as a I&AP. Where may I find the necessary documents.</p>	<p><u>Email response provided on 7 May 2024:</u></p> <p>1. We will register you as an IAP for the proposed project.</p> <p>The pre-application Scoping report and appendices are all on our website at the following link: https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/.</p> <p>Please let me know if you need any further assistance.</p>
165	Rosán van Wyngaard - PROXA (PTY) LTD	<p><u>Email dated 6 May 2024:</u></p> <p>1. Thanks for the discussion earlier today.</p>	<p><u>Email response provided on 6 May 2024:</u></p> <p>1. Good to chat to you.</p> <p>The Zutari contact is Carshif on carshif.talip@zutari.com</p>

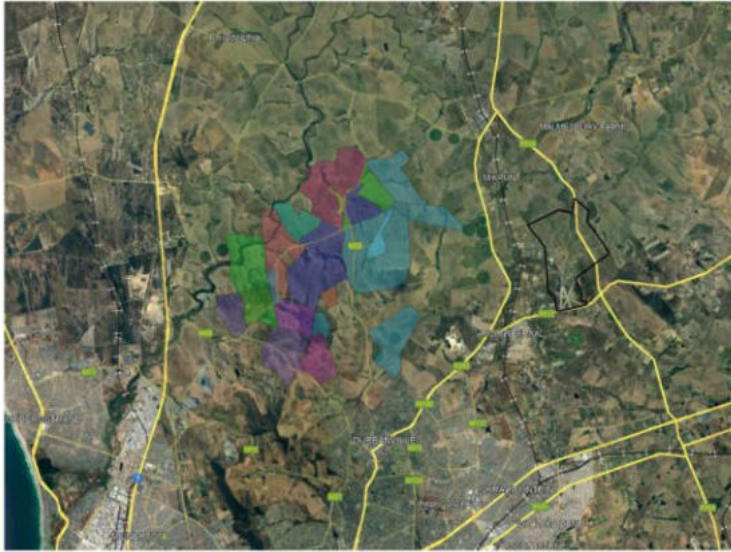
		<p>As discussed we would like to express our interest in supporting on the development of solutions for the potable and non potable water for the Cape Winelands Airport Project. Would you confirm the contact person for this project from Zutari?</p> <p>If you need any support on water and wastewater projects you are working on, please do not hesitate to contact us. We definitely prefer to get involved in any developments as early as possible which will allow us to add more value than simply just responding to a RFP document.</p>	
166	Natasha Van Der Berg - SACPCMP Stakeholder Relations and Communications	<p><u>Email to DEADP dated 7 May 2024:</u></p> <p>*Please note, this is a follow up email relating to comment nr 31 in this document.</p> <ol style="list-style-type: none"> 1. Should you, with any future projects, require are details regarding the professionals needed for project tenders, please feel free to let us know. <p>It is important that when projects are planned and 'brought into being' that the correct persons are engaged to undertake project services, for example, Construction Manager, Project Constriction Managers, Construction Health and Safety Agents etc.</p> <p>We can assist in providing the correct scope of work, professional competencies etc.</p>	The EAP notes this communication to DEADP.
167	Barend du Preez - Chief Engineer: Road Use Management	<p><u>Email dated 8 May 2024:</u></p> <ol style="list-style-type: none"> 1. When was or is the closing date for Province to comment of the EIA application? <p><u>Email reply dated 8 May 2024:</u></p> <ol style="list-style-type: none"> 2. Thank you for you prompt reply. <p>Please add this Branch as contact for notification of future public participation?</p>	<p><u>Email response provided on 8 May 2024:</u></p> <ol style="list-style-type: none"> 1. The public participation ran from 8 November to 8 December 2023, but all the pre-application Scoping report documents are still on our website if you would like to submit comments. <p>You will also be able to provide comment during the formal application process too, which has not started.</p> <p>Would you like me to add you as contact for notification of future public participation?</p> <p><u>Email response provided on 8 May 2024:</u></p> <p>We will do so Barend</p>

Comments received in relation to the Public Meeting that was held on the 8th of May in the Fisantekraal Community Hall

168	Esme Erasmus - Reporter	<p><u>Email dated 3 May 2024:</u></p> <p>1. Thanks for the email about the meeting. I do not know if you are aware, but Fisantekraal is not a very safe place at night. Will there be a security guard to watch the vehicles?</p> <p>The interested and affected parties registered will not be from Fisantekraal. Why is the meeting there?</p>	<p>1. The EAP notes this concern. Security will be on site; the police was also aware of the meeting. It's the most central meeting location for the communities affected by the proposal. Further opportunities for public engagement will be made available during the formal EIA process in the form of either public meetings, open days or focus groups. All registered IAPs will be notified and given the opportunity to participate.</p>
169	Louis Stanford - SAHPA	<p><u>Email dated 6 May 2024:</u></p> <p>1. I note that this meeting is in-person. Will there be an online option too?</p>	<p><u>Email response provided on 6 May 2024:</u></p> <p>1. This meeting will be in person only.</p>
170	Karla Burger - ELCO Property Development	<p><u>Email dated 7 May 2024:</u></p> <p>1. Please can you send the physical address of the Fisantekraal Community Hall?</p>	<p><u>Email response provided on 7 May 2024:</u></p> <p>1. The physical address is as on the advert: Corner of DULAH OMAR AND PETER MOKABA STREET in Fisantekraal. It is adjacent to the library.</p>
171	Derek Lord - Stellenbosch Flying Club	<p><u>Email dated 8 May 2024:</u></p> <p>1. Thank you for taking my call this afternoon.</p> <p>Please record an apology for ourselves (Stellenbosch Flying Club) for this meeting (8thMay 2024).</p> <p>Please also record that our main concern is the effect that the proposed appendix 19 (Development of an Airspace 2 CONOPS for the Cape Winelands Airport), if implemented, shall have on airspace users in the Western Cape, and specifically operations from Stellenbosch Airfield.</p> <p>We respectfully request that we be included in any deliberations and planning in respect of this specific matter, and are willing to join any workshop or focus group dealing with the contents of appendix 19.</p>	<p><u>Email response provided on 8 May 2024:</u></p> <p>1. Thank you Derek</p> <p>I will record your apology and share the email with the CWA team to take forward.</p> <p>Please refer to Appendix E for proof of further consultation with the Stellenbosch Flying Club. Future consultation will take place within the SACAA process.</p>

172	Thabisa Mgedezi & David Delaney - Drakenstein Municipality	<p><u>Internal Drakenstein Municipality Email dated 8 May 2024:</u></p> <ol style="list-style-type: none"> This email serves as the reminder of the feedback due for submission today, 8 May 2024 <p><u>Internal Drakenstein Municipality Email Response provided 8 May 2024:</u></p> <ol style="list-style-type: none"> On receipt of the notification of the public meeting regarding the above-mentioned proposed development, the matter was discussed internally with Ms. Cindy Winter (Manager: Environmental Management) and Mr. Wayne Hendricks (Manager: Spatial Planning). <p>The meeting is part of the public participation process and written comment will be provided by the municipality that is a registered interested and affected party, namely an adjacent authority, by Friday 10 May 2024.</p>	<ol style="list-style-type: none"> The EAP notes this communication within the Drakenstein Municipality. The EAP notes this communication within the Drakenstein Municipality.
173	Larry Eichstadt - Resource Management Services	<p><u>Email dated 9 May 2024:</u></p> <ol style="list-style-type: none"> Please confirm whether there will be any further public meetings. The venue of the meeting was probably suitable for the local community but from a security perspective and having driven to the meeting venue was not ideal for the broader range of stakeholders. 	<p><u>Email response provided 9 May 2024:</u></p> <ol style="list-style-type: none"> Registered IAPs will be notified of future public meetings / open days as they are planned. I take note of your concerns.
174	Karla Burger - ELCO Property Development	<p><u>Email dated 9 May 2024:</u></p> <ol style="list-style-type: none"> The meeting last night has reference. <p>We would for the record just like to again stress the importance of a noise impact study to determine the impact on Bella Riva. Residential units are not allowed within 65dha noise zones as per below.</p>	<p><u>Email response provided 9 May 2024:</u></p> <ol style="list-style-type: none"> We take note of your comments.

		<p>Noise Exclusion zones</p> <ul style="list-style-type: none"> • CTIA noise cones (2025 ultimate scenario) • Airport obstacle limitation surfaces (AOLS) <p>1. Residential uses are not recommended above the 65 dBA noise contour zone of the CTIA (or any other airport) planned primary runway, which is to be re-aligned, as well as the planned secondary runway. No new residential developments should be encouraged within the affected areas without noise mitigation measures in place. Noise zones indicated, are not fixed and are subject to future refinement.</p> <p>2. Non-residential (industrial and commercial) uses may be accommodated above the 65dBA noise contour, provided that mitigating measures against the noise pollution are put in place.</p> <p>3. The AOLS limit building heights of developments located in proximity to the airport flight paths. These developments are subject to comment from the South African Civil Aviation Authority.</p> <p>I understand that this is still in process, but we need this to be prioritised in order to effectively provide our comment.</p> <p>Looking forward to your response.</p>	
175	Marshall Mabin - Merchant Energy	<p><u>Email dated 19 June 2024:</u></p> <p>1. Can you please register my details as an I&AP for Proposed Expansion of Cape Winelands Airport EIA process?</p> <p>Can you kindly provide me with the latest EIA reporting outputs for consideration, including the FIER assuming the process has progressed to this point?</p>	<p><u>Email response provided 19 June 2024:</u></p> <p>1. Thank you for the email. You will be registered as an IAP for the proposed project.</p> <p>The project is currently still in the Pre-application Scoping phase and the suite of documents are available on the PHS Consulting website at the link https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/.</p>
176	Shaun Taylor - Mainstream Renewable Power South Africa	<p><u>Email dated 26 June 2024:</u></p> <p>1. I represent the company Mainstream Renewable Power South Africa, which is the South African branch for the Multinational company Mainstream Renewable Power. We are a renewable energy developer with multiple projects both globally and nationwide currently in operation, and we also have very a strong pipeline of projects in development across the country.</p> <p>We are currently in the process of investigating a potential wind farm near to the current winelands airport approximately 3 km to the west. See the image below (multi-coloured parcels = Durbanville Wind Farm investigation area; black outlined area = Cape Winelands Airport Expansion:</p>	<p><u>Email response provided 28 June 2024:</u></p> <p>1. Thank you for the communication. We will register you as IAP for the proposed project.</p> <p>Please contact Kobus (herein copied) for further technical discussion.</p> <p>Please also be aware that the documentation related to the Pre-application Scoping Phase for the proposed project is on our website and can be accessed at the link https://phsconsulting.co.za/proposed-expansion-of-cape-winelands-airport/.</p>



The project is called the Durbanville Wind Farm, of which I am the Project Manager. At this early stage, we are seeking to secure a lease agreement with the relevant landowners. However, we have also become aware of the proposed expansion of the Cape Winelands Airport project. As such we would like to engage with the relevant persons to understand the current plans, and also any possible restriction zones that can be anticipated as we investigate the feasibility of our proposed Durbanville wind farm project.

We therefore would appreciate an opportunity to engage with yourselves as the EAP and potentially the relevant project managers given our interest in the area, to proactively engage and understand any potential land use conflicts / restrictions to the wider area that may be in play for both parties. We would therefore also like to be added to your Interested and Affected Parties (I&AP) database to keep informed about the progression of the EIA process and to provide inputs at the relevant stages.

Kindly confirm upon receipt of this email and if we will be added to the IAP database.

Submissions via the Cape Winelands Airport Website

Website No.	Name & Presenting unit	Issue/ Concern	Response
Pre-Application Scoping Phase			
W1	Christopher Giannopoulos	Hoping for a smooth development from here on out!	This comment is noted. Christopher Giannopoulos has been registered as an IAP for the NEMA process.
W2	Stephan Cruywagen - IAM Connect	I'm 1000000% in favour of this exciting new development and airport	This comment is noted. Stephan Cruywagen has been registered as an IAP for the NEMA process.
W3	Lars Nielsen	Incredible development of existing infrastructure that will benefit the Aviation sector tremendously and create so many different lasting opportunities – congratulations. Please drive the proposed extension of the R300 into Durbanville as this will also benefit access to the new airport	This comment is noted. Lars Nielsen has been registered as an IAP for the NEMA process.
W4	Neil Nieuwoudt	Ek woon in Velddrif en sal maklik met my vliegtuig daarnatoe vlieg as dit realiseer.	This comment is noted. Neil Nieuwoudt has been registered as an IAP for the NEMA process.
W5	Jeanne Fochessati	Job creation at its best. Wishing you every success	This comment is noted. Jeanne Fochessati has been registered as an IAP for the NEMA process.
W6	Pierre Adjès	100% support for this wonderful initiative	This comment is noted. Pierre Adjès has been registered as an IAP for the NEMA process.
W7	Christopher van Rooyen	YES! Excellent initiative, access from the N1 , Greater accessibility for all in the Western Cape .	This comment is noted. Christopher van Rooyen has been registered as an IAP for the NEMA process.
W8	Michael Engelbrecht	I think that this is a great initiative and will bring much needed opportunities to the region	This comment is noted. Michael Engelbrecht has been registered as an IAP for the NEMA process.
W9	Louis Marais	The establishing of this airport is the greatest happening to Durbanville and surrounds! I want to be part of it and do support it wholeheartedly!	This comment is noted. Louis Marais has been registered as an IAP for the NEMA process.

W10	Marc Genau - Mg Energy Solutions	South Africa is in desperate need of Economic Growth. Barbara Creecy better get her finger out of her butt and fast track CWA's EIA so that the proposed jobs that will become available are filled and new business opportunities for all South Africans. Equal opportunity and inclusive growth must be conditions attached. Allow Rob Hersov to inspire prosperity and abundance for all of us.	This comment is noted. Marc Genau has been registered as an IAP for the NEMA process.
W11	Theuns Rossouw - Feel Good Interiors	Lets do this!	This comment is noted. Theuns Rossouw has been registered as an IAP for the NEMA process.
W12	Adel Van Rooyen	Very excited! Thank you for the hard work & the opportunities	This comment is noted. Adel Van Rooyen has been registered as an IAP for the NEMA process.
W13	Jacques L	This is right on my doorstep in Durbanville, a very quiet and quaint suburb. No there will be planes flying low over the suburb making a huge noise and causing pollution! This will destroy the essence and character of Durbanville. And then you call it Winelands airports (with wine tasting etc). It is not even near the Winelands! If you want to call it Winelands Airport, go and build it in the middle of Stellenbosch. Get lost!	This comment is noted. Jacques L has been registered as an IAP for the NEMA process. The comments and concerns raised re noise is noted by the EAP. The impacts of noise will be addressed in the Specialists reports as part of the Impact Assessment phase of the EIA process when noise cones applicable to the CWA and surrounds will be made available. The comments and concerns raised re air quality are noted by the EAP. The impacts on air quality will be addressed in the Specialists reports as part of the Impact Assessment phase of the EIA process.
W14	Paul Conradie - Transnet	Very good news. Cape Town need this airport and from 2020 I became aware of the planning of a second airport. Will always use this airport	This comment is noted. Paul Conradie has been registered as an IAP for the NEMA process.
W15	DuWayne Darlow	What a great idea!!	This comment is noted. Paul Conradie has been registered as an IAP for the NEMA process.
W16	Albert Foot	Guys, we are interested in a monorail, maglev, Transporation system to and from the city ABOVE GROUND !! This will be a PPP between ,City ,Province State and Renaissance 668 V.C. Fund Ltd. Let's meet greet and discuss. Have happy ,joyful and peaceful festive season.	This comment is noted. Albert Foot has been registered as an IAP for the NEMA process.
W17	Shafiek Cornelson	Great initiative for the Western Cape. Creating so many opportunities for the best province in the country. Wishing you all the success.	This comment is noted. Shafiek Cornelson has been registered as an IAP for the NEMA process.

W18	Justin McCarthy	As a winelands resident and frequent domestic & international traveler (100+ flights per annum) I recognize the need for additional airport infrastructure. Not only will it save me time but also ground transport costs.	This comment is noted. Justin McCarthy has been registered as an IAP for the NEMA process.
W19	Nic Shaw - Chrysalis Project	It will be great for the tourism industry to have a new airport	This comment is noted. Nic Shaw has been registered as an IAP for the NEMA process.
W20	Anele Mavukuza	I am 150% behind this initiative as it's expected to create lots of job opportunities, where they are much needed. Thank you!	This comment is noted. Anele Mavukuza has been registered as an IAP for the NEMA process.
W21	Ranell February	I wish this new airport all the success in the future and hope it surpasses all expectations. I hope it will be an equal opportunity airport only with the most competent staff.	This comment is noted. Ranell February has been registered as an IAP for the NEMA process.
W22	Sharl Perrins - ELO House	I support the growth and opportunities brought to the Cape Winelands and surrounds including Durbanville and Phesantekraal and their residents along with Mark Wilkinson and his team.	This comment is noted. Sharl Perrins has been registered as an IAP for the NEMA process.
W23	Cornelius J Hubinger - Ex Transnet Executive, former Port Director, Cape Town	I'm very excited to learn of the new development and willing to get involved, if I can be of support	This comment is noted. Cornelius J Hubinger has been registered as an IAP for the NEMA process.
W24	Simon Marais	Very excited about this development in Durbanville area, you have our full support.	This comment is noted. Simon Marais has been registered as an IAP for the NEMA process.
W25	Charles Lawrenson	I am 100% behind this exciting development. The concept to act as both a Destination and Alternate Airport is brilliant. As a retired person who worked 14 years in the aviation industry (ATC plus Airline Ops & Management) I find the airport & runway layout according to your published design on your website, impressive. I suspect that the terminal will quickly outgrow the mentioned 'boutique' status as the city follows the airport thus a clever terminal design that already includes potential to 'tag on' expansion is a savvy move. As a winelands resident I look forward to my first flight from Cape Winelands Airport.	This comment is noted. Charles Lawrenson has been registered as an IAP for the NEMA process.

W26	Marisa Woolley	Wonderful idea for the Western Cape and Winelands area. We have so much to offer in this country and this simply enhances it beauty.	This comment is noted. Marisa Woolley has been registered as an IAP for the NEMA process.
W27	Karen De Charmoy	Brilliant idea! Huge for growth. Job opportunities and becoming a renowned destination. South Africa needs this!	This comment is noted. Karen De Charmoy has been registered as an IAP for the NEMA process.
W28	SP Nigrini	Ek bly nou wel op Bredasdorp maar ek hou van nuwe ontwikkelinge so die lughawe lyk vir my reg,	This comment is noted. SP Nigrini has been registered as an IAP for the NEMA process.
W29	George Lawrence	It's the right time to get another airport notrun by the current government	This comment is noted. George Lawrence has been registered as an IAP for the NEMA process.
W30	Retha Van Loggerenberg	Good day I wish you the best - hoping to fly from your airport soon - go go go !! Can an individual buy shares in your company - please advise	This comment is noted. Retha Van Loggerenberg has been registered as an IAP for the NEMA process.
W31	Isaam Nair - Automotive Assessor Western Cape pty ltd	I'm in support of this new venture because it will create more business and local jobs for the unemployed.	This comment is noted. Isaam Nair has been registered as an IAP for the NEMA process.
W32	Andre Joubert - Sparkle Instrumentation Services	Design engineer, 40 years exp. own business, semi semiretired, looking for work, 62 years of age. Heath - good!	This comment is noted. Andre Joubert has been registered as an IAP for the NEMA process.
W33	Tarryn Dickens	I believe it will be many positivity for the province and country. It will help us grow economically a d create many jobs.	This comment is noted. Tarryn Dickens has been registered as an IAP for the NEMA process.
W34	Zahier Hoosen - Dripfree cc	A new Skyway to the World.	This comment is noted. Zahier Hoosen has been registered as an IAP for the NEMA process.
W35	Mondie Mondie - Sgigigane Investments	I'm very Proud of the investors of the 2nd International Airport in Cape Town & the City of Cape Town and the business & Employment opportunities that it will create for the Western Cape.58 000 Jobs & 7bn investment thats great.	This comment is noted. Mondie Mondie has been registered as an IAP for the NEMA process.
W36	Tracy Bax	I hereby register my support for the new Winelands Airport. It will help tourism, generate employment and potentially support tenders for sporting games that would require larger infrastructure for Cape Town. Recently a	This comment is noted. Tracy Bax has been registered as an IAP for the NEMA process.

		hydraulic fluid spillage at Cape Town international rendered air travel null and void. All flights were grounded. It would be sensible to have a back up.	
W37	Trevor Classen	The best news ever for the Western Cape! Will provide safety, security, easy access to our national road. A real blessing for travelers from the Northern Suburbs, Boland and beyond.	This comment is noted. Trevor Classen has been registered as an IAP for the NEMA process.
W38	Stuart Clemitson	Wishing the expansion of the Cape Winelands Airport all the success. Looking forward to new opportunities to the local region both economically and for tourism.	This comment is noted. Stuart Clemitson has been registered as an IAP for the NEMA process.
W39	Fahldie Damon	I would like to be part of the projects you promoting would appreciate it if I can get involved as I think this is a good opportunity to create jobs and get involved.	This comment is noted. Fahldie Damon has been registered as an IAP for the NEMA process.
W40	Gerrit Van Der Westhuizen	Great development	This comment is noted. Gerrit Van Der Westhuizen has been registered as an IAP for the NEMA process.
W41	Craig Dearham - CDD [Craig Dearham Design]	I am very excited about the Cape winelands airport. It looks to the future and has so much to offer. Being an aircraft enthusiast and having worked in the aeronautical industry, I can't wait for this project to become reality. Hopefully I can contribute and be part of this exciting venture.	This comment is noted. Craig Dearham has been registered as an IAP for the NEMA process.
W42	Siya Sijobo	I definitely support the new airport , South africans deserve better services and the fact that job creation to the local communities . The airport will definitely contribute a lot . Economic growth as well in the Western cape	This comment is noted. Siya Sijobo has been registered as an IAP for the NEMA process.
W43	Maarten Smuts - Keller Williams Explore Atlantic	Looking forward to start my PPL at your premises and to see the airport becoming the greatest in South Africa!!! I would be very happy to get involved if you ever need someone with extensive hospitality and service industry background and a massive love of aviation. I look forward to seeing you soon.	This comment is noted. Maarten Smuts has been registered as an IAP for the NEMA process.
W44	Eugene Essex	I support the expansion of the airport and look forward to the economic growth and benefits it will unlock and bring into the region.	This comment is noted. Eugene Essex has been registered as an IAP for the NEMA process.

		<p>It will also assist with relieving the pressure on our current commercial logistical and transport infrastructure, and provide a necessary alternative.</p> <p>All the best with the new development.</p>	
W45	Rasheeda Robertson -Capital Ship Trading 605 Pty Ltd	<p>I trust that you are well.</p> <p>The reason for this email, we are a Level 1 BBBEE Women owned security service/guarding company based in Bellville, Cape Town</p> <p>We hereby wish to send our company documents for supplier registration purposes and to be invited for RFQ/Tenders/Business opportunities to services to the Cape Winelands Airport.</p> <p>We provide the following services & supplies :</p> <ul style="list-style-type: none"> • Physical Guarding • Static Security • Commercial Security • Events Security Guarding • Monitoring & Patrolling • K9 Services (Security Dog Rental) • Stationery & Consumables • Office equipment & Supplies • Cleaning Services & Supplies <p>If in need of any services, please give us a call or email.</p> <p>The Mandatory company documents are available on request.</p>	This comment is noted. Rasheeda Robertson has been registered as an IAP for the NEMA process.
W46	David Maritz	HIMOINSA a Yanmar Company, Generator Sets, Lighting towers",	This comment is noted. David Maritz has been registered as an IAP for the NEMA process.
W47	Dorita Van Wyk - ImagineTech	Let's harness skills and expertise to work together and make this yet another world class tourist, cargo and international airport	This comment is noted. Dorita Van Wyk has been registered as an IAP for the NEMA process.
W48	Anthony Hayes	Looking forward to having commercial airport virtually on my doorstep instead of commuting daily to CTIA.	This comment is noted. Anthony Hayes has been registered as an IAP for the NEMA process.
W49	Zinziswa Zinzi Mgwigwi - Lewanika	I would like to support the initiative of a an new Airport as we are in a very crucial time as a country facing huge challenges especially of unemployment	This comment is noted. Zinziswa Zinzi Mgwigwi has been registered as an IAP for the NEMA process.

	Ezenawe catering and projects	so I vouch my support for these initiatives to be a success. Their success is for the benefit of us and our children and generations to come.	
W50	Abdul Khaleeq Sassman - Al-Akhi FoodTech	This would be a game saver. both for commercial and private pilots. best of luck and wind.	This comment is noted. Abdul Khaleeq Sassman has been registered as an IAP for the NEMA process.
W51	Brian Bango - ISTENA Building Solutions	Gauteng is the smallest province in our country and it has 2 airports...so why not us, Capetonians need this airport.	This comment is noted. Brian Bango has been registered as an IAP for the NEMA process.
W52	Leslie Nawaz	Best of luck!	This comment is noted. Leslie Nawaz has been registered as an IAP for the NEMA process.
W53	Lana Rossouw - Media Merge	Wishing you all the success with your development and thank you for providing this opportunity for growth in our area.	This comment is noted. Lana Rossouw has been registered as an IAP for the NEMA process.
W54	Barry Ross	This sounds like a good initiative for the area.	This comment is noted. Barry Ross has been registered as an IAP for the NEMA process.
W55	Lizelle Goosen	I support this new development.	This comment is noted. Lizelle Goosen has been registered as an IAP for the NEMA process.
W56	Gail Burns - Target Talentworx	Pledge my support for growth for SA, job creation, Executive Search and Recruitment initiatives, promotion at all times in support to CWA, interested in community upliftment.	This comment is noted. Gail Burns has been registered as an IAP for the NEMA process.
W57	Wilfred Conradie - Rock & Granite	At ""Rock & Granite"" we specialize in Supply, Cut & Install of all types of Granite, Marble, Quartz & Percelain. We would be very appreciative if we could get involved in your new Project. Please keep our details on your system, should you require any quotations.	This comment is noted. Wilfred Conradie has been registered as an IAP for the NEMA process.
W58	Paul van Staden	We will do well with a new airport! It will provide cheaper flights for us!	This comment is noted. Paul van Staden has been registered as an IAP for the NEMA process.
W59	Iain Howie - Howie roofing	I wish all people involved all the success for the new year.	This comment is noted. Iain Howie has been registered as an IAP for the NEMA process.
W60	Sarien Roux	Thank you for ensuring that the environment will be at the forefront of your decisions and that there is an alternative to CPT International.	This comment is noted. Sarien Roux has been registered as an IAP for the NEMA process.

		I look forward to my first experience travelling from and to Cape Winelands Airport.	
W61	Chris Nyakaza - Tumo Holding Projects (PTY) Ltd	This venture will benefit the cape Winelands community in business and employment opportunities as well as the greater western cape region. It's exciting times for the farming industry in general.	This comment is noted. Chris Nyakaza has been registered as an IAP for the NEMA process.
W62	Kevin van Zyl - Horizon Risk Management	<p>Kevin van Zyl is a highly accomplished risk professional with an extensive thirty-year track record, showcasing exceptional strategic insight and vision.</p> <p>A distinguished graduate of the University of South Africa and an alumnus of the Business School at the University of Cape Town.</p> <p>His expertise extends to Six Sigma Leadership, where he earned Black Belt and Master Black Belt status from the esteemed school of CSI International in the United States of America.</p> <p>Currently serving as the Chief Executive of Horizon Risk Management (PTY) LTD, Kevin played a pivotal role in preventing significant losses within the platinum mining and refining sector.</p> <p>His strategic contributions continue to include,</p> <ul style="list-style-type: none"> • Implementing security management programmes that establish a framework for continuous improvement that enhances the professionalism of security operations. • Establishing good practice guides and codes of conduct through an established Centre for Excellence. • Providing crucial support for major capital programs, resulting in a substantial reduction in unaccounted losses. • Designing protest management techniques and procedures to effectively handle adverse protest events. • Creating sophisticated crime prevention plans with a proven track record that explicitly align with business needs. • Subject expertise to audit and risk committees. <p>In addition, he is a registered Safety Professional with SAIOSH with a wealth of expertise that spans various domains. With a strong background as an auditor for Quality Management Systems, he brings a meticulous approach to ensuring organizational excellence. His extensive experience in Aviation Security underscores his commitment to maintaining the highest standards in safety and security protocols.</p>	This comment is noted. Kevin van Zyl has been registered as an IAP for the NEMA process.

		<p>Kevin's role extends beyond the conventional, as he takes pride in offering more than just routine services. His commitment to thought leadership, mentorship and guidance sets him apart, demonstrating a proactive approach to staying ahead of industry trends.</p> <p>In the dynamic landscape of risk management, he goes beyond the ordinary, contributing significantly to the strategic goals and long-term success of the organizations he serves to ensure he adds value.</p>	
W63	Ryan Long - Hamilton Advisory	We are a funding group and looking to expand into Africa via aviation focusing on cargo and private charter. What is the financial requirements needed?"	This comment is noted. Ryan Long has been registered as an IAP for the NEMA process.
W64	Vinod Nankhoo - Nankhoo Consulting Engineers	We are in full support of this exciting new project. Together lets make it happen.	This comment is noted. Vinod Nankhoo has been registered as an IAP for the NEMA process.
W65	Elize Richards - Terra Litta Consulting	<p>In light of the increasing socio-economic challenges at community level one cannot but be inspired by the growth and expansion plans of the Cape Winelands Airport.</p> <p>We will garner support for the strategic plans and programs that will emanate from this vision and pledge our support to this vision.</p>	This comment is noted. Elize Richards has been registered as an IAP for the NEMA process.
W66	Charles Mitchells - Cohootz Trading Pty Ltd	I hope you all of the best and success on this massive project.	This comment is noted. Charles Mitchells has been registered as an IAP for the NEMA process.
W67	Carlo Mavusa - Cohootz Trading Pty Ltd	Good luck with this new endeavour. excited to see jobs created and economical growth.	This comment is noted. Carlo Mavusa has been registered as an IAP for the NEMA process.
W68	Bruno Van den Bossche - Inspiration Africa	<p>This new airport is a fantastic opportunity for development of the travel industry in South Africa in general and Cape Town in particular. It will also serve as a reliable and much needed back-up to the main airport in Cape Town.</p> <p>A perfect base for private aviation and specific aeronautical events.</p> <p>In full support of its development.</p>	This comment is noted. Bruno Van den Bossche has been registered as an IAP for the NEMA process.

W69	Makhumandile Shiyiswa	I believe everyone can benefit in the new air port , creating more job opportunities and it can decrease crime rate in the western province	This comment is noted. Makhumandile Shiyiswa has been registered as an IAP for the NEMA process.
W70	Hilary Lumb	This airport is much needed, thank you!	This comment is noted. Hilary Lumb has been registered as an IAP for the NEMA process.
W71	Byron Alexander	I support this for the mere fact of job creation for areas in and around this airport I moved recently to wellington and the new airport would be a great opportunity for my transportation business and for other people with out jobs.	This comment is noted. Byron Alexander has been registered as an IAP for the NEMA process.
W72	Pieter Koen - Durbanville Sakekamer/Business	Thank you for investing into the Durbanville community and business. We as Durbanville Sakekamer/Business give our full support for the Cape Winelands Airport and know that it will prosper and become a success story.	This comment is noted. Pieter Koen has been registered as an IAP for the NEMA process.
W73	Pieter Greybe - Grey Travel	Excited for the new airport to start operating! Grey Travel fully supports this great development!	This comment is noted. Pieter Greybe has been registered as an IAP for the NEMA process.
W74	Solomzi Patrick Zozoba AMK construction Zozoba Cleaning Supply and Distribution Services (PTY) LTD AMK Construction Services (PTY) LTD Solomzi Protection and Security Services	Brick laying, paving, plumbing and and paintings. Cleaning of the floors, cleaning of offices, cleaning of toilets and bathrooms, cleaning of the windows, supply of cleaning materials including toilet papers, hand wash liquid soaps, hand sanitizers, multi purpose cleaning materials, toilet brushes and supply of those cleaning materials for the airport. Brick laying, paving, plumbing, tiling, plastering and painting Access control or controlling access to the premises, monitoring security system, investigating suspicious activity, responding to emergency and proving first aid, ensuring safety and security of the clients and the property of the airport, patrolling the premises of the airport looking for signs of crime and other hazards and taking action to prevent damage to property and reporting of incidents to our clients and emergency services	This comment is noted. Solomzi Patrick Zozoba has been registered as an IAP for the NEMA process.

W75	Elrico Christopher Jeffries	Doing a good job and super excited to see this new airport and to experience it in 2024.	This comment is noted. Elrico Christopher Jeffries has been registered as an IAP for the NEMA process.
W76	Edmund Elliott	Great to have a 2nd option in CT to also alleviate the congestion on the existing CT Intl and the connecting roads. I see just one runway planned. Maybe another later?	This comment is noted. Edmund Elliott has been registered as an IAP for the NEMA process. The current plans indicate two runways in phase 1 and one runway in phase 2. This is based on projected demand.
W77	Katinka Malan - At Last Promotions and branding	We would like to support in any branding and supply of all promotional material, clothing and apparel. Printing, signage and vehicle branding. Any type of notice, warning or information boards. We as a company is very excited for this momentous project and wish to be part of history in the making. All the best for the different phases and planning of the project.	This comment is noted. Katinka Malan has been registered as an IAP for the NEMA process.
W78	Guy Gibbon - Africana Engineering	Good morning - we would like as a company to offer our support as we were involved with the EIA process for KSIA in KZN prior to the 2010 world cup through my work at Palace Consulting we also prepared the way for the eventual Ilembe consortium in the build process. More lately we have been in volved in the EIA and COC - compliance process for the Delta BSL Gulf Stream Bulk fuel depot in Lusaka basically completed from 2020 - 23. In a nutshell the growth in LMV's in Lusaka doubles every 5 years and the need for fuel tanks is fundamental.	This comment is noted. Guy Gibbon has been registered as an IAP for the NEMA process.
W79	Francois Dormehl	What a brill idea Best of luck	This comment is noted. Francois Dormehl has been registered as an IAP for the NEMA process.
W80	Millard Chikoka - Dianwal Investment	I am an investor, i would like to invest in Airport Navigation System and other areas if possible. Please connect me to the ones responsible for this if the chance is still there for investing at this new airport.	This comment is noted. Millard Chikoka has been registered as an IAP for the NEMA process. Your detail is available to the developers if they require to contact you.
W81	Hanlie De Jonge	I support the airport as we don't like travelling to CT Airport due to dangers on R300 and N2. A new airport will also bring more work opportunities for our community. I myself would love to be part of a team and work closer to home.	This comment is noted. Hanlie De Jonge has been registered as an IAP for the NEMA process.

W82	Wilbert M - Exporters Western Cape	Dear Mr. Cloete. Further to my communication and your subsequent response I would hereby like to register my details for any suitable vacancies which will become available at the Winelands Airport. As communicated, I have extensive experience in the in the International trade arena and would appreciate your consideration.	This comment is noted. Wilbert M has been registered as an IAP for the NEMA process.
W83	Marco Grandi - Grandi Engineering	Congratulations on what looks to be a magnificent project!	This comment is noted. Marco Grandi has been registered as an IAP for the NEMA process.
W84	Pieter Avenant - Kainos Projects Africa	As a business owner in the Cape region, I am in full support of this development and see it as a positive in so many ways. It is good to hear about new developments that will strengthen the economy of South Africa in times where economic decline is seen all around. May this be a great success and I am looking forward travelling via CWA.	This comment is noted. Pieter Avenant has been registered as an IAP for the NEMA process.
W85	Shaun Pereth - Peza Developments and Installations	Can't wait for commercial flight.	This comment is noted. Shaun Pereth has been registered as an IAP for the NEMA process.
W86	Vikesh Gajjar - Cape Capital Holdings	An exciting adventure for an exciting part of the world. The sky is the limit.	This comment is noted. Vikesh Gajjar has been registered as an IAP for the NEMA process.
W87	Darshen Moodley	This project will help growing our economy and crucial to job creation	This comment is noted. Darshen Moodley has been registered as an IAP for the NEMA process.
W88	Francois Dormehl	Brilliant idea. Good luck	This comment is noted. Francois Dormehl has been registered as an IAP for the NEMA process.
W89	Russia Mpandle - Russia Enterprises	ALUTTA continua	This comment is noted. Russia Mpandle has been registered as an IAP for the NEMA process.
W90	Thinus van der Spuy - MLS Brokers	Cape Town is long overdue for a second alternative airport. Especial for passengers from the West Coast or the Northern side of the Western cape. There are no other alternative airport for the wide body aircraft to use as alternate airport limiting flights direct to Cape Town especially from Europe were the most Western Cape tourist fly from.	This comment is noted. Thinus van der Spuy has been registered as an IAP for the NEMA process.

		The new airport will create much needed jobs and business opportunities, increase infrastructure development and a total new economy around the airport.	
W91	Phillip Sampson - Industaff Solutions cc	I support the project, as it will enhance Cape Town's air travel capabilities and give tourists a choice. Above all that it will as promised a lot of post completion permanent jobs and commercial opportunities. Industaff Solutions cc is a Temporary Employment Service(Labour Broker) founded by me in 1998. The business is co-owned by my with Gail, who is the Majority Member. We are Legislatively compliant. Some of our clients include the City of Cape Town, Dept Land Affairs & Rural Development as well as quite a few Engineering Companies. Would like to be part of the project by being the supplier of Temporary Contract Staff. Industaff is 100% black owned, managed and controlled. We have our own moder offices which is situated at Industaff House 33 Kimberley Street Townsend Estate Goodwood. Would like to meet with CWA to discuss how Industaff can assist CWA with it's Community Social involvement by supplying and managing many temporary job opportunities staff created through CWA and it's Main Construction Contractor. Please feel free to call or email me to further discuss our proposal. Many thanks and good luck. Cape Town needs this Airport to further enhance our City as a preferred destination.	This comment is noted. Phillip Sampson has been registered as an IAP for the NEMA process.
W92	David Cuthill - QD Fire Cape	We are one of the few we'll respected Fire Instalation Services Companies. We are well respected and we do not cut corners. Once the project is underway we do our utmost to complete our purpose on time.	This comment is noted. David Cuthill has been registered as an IAP for the NEMA process.
W93	Paul Honig	Last time I checked the taxes were higher than the cost of the ticket. I cant wait to see some competition to ACSA that may make this less crazy. A runway is just that - a piece of tarmac supported by air traffic control and a building next to it. There is no reason for taxes to be higher than the cost of the ticket itself !! Good luck wishes to Cape Winelands. Bring those costs own!	This comment is noted. Paul Honig has been registered as an IAP for the NEMA process.
W94	Aletia Thomas - Gerflor	Gerflor Group creates, manufactures, and markets innovative, decorative and sustainable flooring solutions and wall finishes. We develop specific flooring and wall solutions to meet every indoor market application need : housing, healthcare, education, sport, retail, industry, offices, hospitality and transport vehicles. Gerflor Group gathers several world-renowned product	This comment is noted. Aletia Thomas has been registered as an IAP for the NEMA process.

		brand names, such as Taraflex®, Mipolam®, DLW®, Tarabus®, Connor Sports®, Sportcourt® and Gradus®. Contact us to view our extensive range and product offering.	
W95	Eric Smit - Stac Consulting	The project brings with it huge growth opportunities to the Western Cape. We wish you well with the execution phase!	This comment is noted. Eric Smit has been registered as an IAP for the NEMA process.
W96	Wilhelm Louw	Thank you this will be good for future developments in the area. We have a farm that is nearby airfield.	This comment is noted. Wilhelm Louw has been registered as an IAP for the NEMA process.
W97	Tauriq Achmat	We cant wait to see the end Product, ITS ABOUT HIGH FLYING TIME"	This comment is noted. Tauriq Achmat has been registered as an IAP for the NEMA process.
W98	Ayanda Thwala - Mjaphaneholdings pty Ltd	I will like to ask when is the project wil start.	This comment is noted. Ayanda Thwala has been registered as an IAP for the NEMA process. The project is subject to various application procedures before it can start.
W99	Maxwell Malan - m² Business Consultants	This is a great opportunity to create employment and economic opportunities for the surrounding communities and the greater Western Cape	This comment is noted. Maxwell Malan has been registered as an IAP for the NEMA process.
W100	Rose Borkum	I support the cape winelands airport, as this will bring opportunities to the tourism and hospitality industry, agriculture for logistics and many other entities all coming back to creation of jobs and upgrade of skills in the community. Thanks	This comment is noted. Rose Borkum has been registered as an IAP for the NEMA process.
W101	Jacques Clarijs	I support this initiative and believe it will enhance the offering to air access to the Western Cape.	This comment is noted. Jacques Clarijs has been registered as an IAP for the NEMA process.
W102	Jeff Rosenberg - Jeff Rosenberg Consulting (Pty) Ltd	As Tourism continues to grow each year, the demand for flights in and out of Cape Town and the Western Cape as a whole will steadily increase - and it is vital that we are all ready to welcome the influx of tourists to our amazing destination - and that starts with increasing the capacity within our airports. The winelands are an incredible drawcard for our tourists to visit and is very definitely on the bucket list of anyone visiting this area.	This comment is noted. Jeff Rosenberg has been registered as an IAP for the NEMA process.

		So to have the opportunity to fly straight in to the heart of the winelands will not only be an incredible boost for the economy, but indeed, will also very certainly create much needed jobs for our community.	
W103	Rodney Sacks	As a Resident of the Cape Winelands, this project have my full support.	This comment is noted. Rodney Sacks has been registered as an IAP for the NEMA process.
W104	Ockert Le Roux	I think this is a great idea. Very similar to Lanseria in Joburg.	This comment is noted. Ockert Le Roux has been registered as an IAP for the NEMA process.
W105	James-Leon Roberts - Roberts Tribe Consulting	It is a great venture for Cape Town. Let's disrupt the Aviation world!	This comment is noted. James-Leon Roberts has been registered as an IAP for the NEMA process.
W106	Marshia Mini	My support would be towards the cape winelands airport and community where a difference cab be made, I would need more information regarding what type of support and to place my skills where it's needed mostly.	This comment is noted. Marshia Mini has been registered as an IAP for the NEMA process.
W107	Constance Herklaas	This is the best ever.	This comment is noted. Constance Herklaas has been registered as an IAP for the NEMA process.
W108	Delfina Correia - Be Made Whole Leadership Institute (Pty) Ltd	Thank you for taking this HUGE leap of responsibility with this amazing initiative. Not only is it GREAT for our economy, but also for job creation. My business has a community transformation arm, working in Fisantekraal to develop the people there. I am preparing them for the AMAZING ASSET they will become to Cape Winelands Airport in the GREAT quality of workmanship they will bring. Your airport will make a difference to Fisantekraal --> increasing employment, and thereby decreasing hunger, crime, and poverty. Your impact is far-reaching.	This comment is noted. Delfina Correia has been registered as an IAP for the NEMA process.
W109	Bert van Koersveld - Spot On Civil Services cc	A major step forward for the development of the Durbanville.	This comment is noted. Bert van Koersveld has been registered as an IAP for the NEMA process.
W110	Jarrett Ludski - POS-SA	n/a	Jarrett Ludski has been registered as an IAP for the NEMA process.
W111	Liesl Moore	I would feel saver to travel from Fisantekraal to Sonstraal to visit my Dad. Instead of the current route I need to take.	This comment is noted. Liesl Moore has been registered as an IAP for the NEMA process.

W112	Martin Jonker - Plan 4 SA (Pty) Ltd	I fully support and welcome the development of this airport here in the northern suburbs of Cape Town.	This comment is noted. Martin Jonker has been registered as an IAP for the NEMA process.
W113	David Hope - Drainmen	The growth and development of the Northern Suburbs would be positively influenced by the presence of a new and modern airport. The new Cape Winelands Airport concept is an excellent idea when it comes to fruition. We look forward to supporting them into the future and wish them all the success possible.	This comment is noted. David Hope has been registered as an IAP for the NEMA process.
W114	Reinhard von Ludwiger	Please advise about investment opportunities. Thank you.	This comment is noted. Reinhard von Ludwiger has been registered as an IAP for the NEMA process. Your detail is available to the developers if they require to contact you.
W115	Mzuvukile Benayo - Angels of Hope	Angels of Hope support this development and that also create job opportunities.	This comment is noted. Mzuvukile Benayo has been registered as an IAP for the NEMA process.
W116	Janus Prentzler	I support the development of the Cape Winelands airport.	This comment is noted. Janus Prentzler has been registered as an IAP for the NEMA process.
W117	JP Gous	Keep on flying	This comment is noted. JP Gous has been registered as an IAP for the NEMA process.
W118	Claudio Camera - Auto Bella Studio / Grow & Profit Business Advisors	Please accelerate this project it is needed to make the WC area stand on its own feet with a new solid economy to build on providing more and more people with jobs and work.	This comment is noted. Claudio Camera has been registered as an IAP for the NEMA process.
W119	Jaco Pretorius - Telkom SA SOC	Watch this Space!!!!	This comment is noted. Jaco Pretorius has been registered as an IAP for the NEMA process.
W120	Rashiq Fataar	As we study the potential of a Cape Town 2040 Olympic Games, we are inspired by the strategy and ambitious goals of the Cape Winelands Airport. Your plan to transform the airport into a leading commercial and aviation hub is a testament to the foresight and commitment to excellence that characterises our region. The development plans for the airport, including the realigned runway, state-of-the-art terminal, cargo processing facility, and commitment to sustainable aviation fuels (SAFs), not only prepare us for the possibility of	This comment is noted. Rashiq Fataar has been registered as an IAP for the NEMA process.

		<p>hosting the Olympics but also ensure a legacy of lasting benefits for the Western Cape. Your efforts to stimulate economic growth, improve air access, and provide redundancy and efficiency in the aviation sector are crucial for our long-term vision.</p> <p>Investing in such forward-thinking infrastructure demonstrates our collective readiness to welcome the world, showcasing Cape Town as a beacon of innovation, inclusivity, and sustainability. The Cape Winelands Airport is poised to play a pivotal role in potentially realising our Olympic aspirations and beyond.</p> <p>We look forward to witnessing the realisation of this vision and the transformative impact it will have on our region. Together, we are laying the groundwork for a future where Cape Town and the Western Cape emerge as global leaders in hosting world-class events and fostering economic and community development.</p>	
W121	André Saaiman - Balmoral Lodge (Pty) Ltd	<p>We can assist with affordable accommodation, educational facilities, meals, skippies and staff or personal transfers etc. We are more affordable than our fellow association members in Durbanville... We are also in the hart of Bellville were all logistics comes together such as trains, busses & taxis. I life in Durbanville and also very active in the local community so I am all for destination development. Good luck! Ps. I would like to meet to see how we can take hands? Kindest regards Andre</p>	This comment is noted. André Saaiman has been registered as an IAP for the NEMA process.
W122	Jefferson Brown	<p>I have been working in aviation for close to 10 years now and clearly see the viability for this airport.</p> <p>The potential in this project is immense and I will be following developments with great interest.</p>	This comment is noted. Jefferson Brown has been registered as an IAP for the NEMA process.
W123	Ryan Burgess	<p>I am excited to see the expansion and growth of the new airport. This will bring new opportunities.</p>	This comment is noted. Ryan Burgess has been registered as an IAP for the NEMA process.
W124	Sibusiso Nkabinde - Av-Innovate pty ltd	<p>Great concept for the Cape Winelands initiative. This will not only serve as a suitable alternative to CTIA, but will also unlock unrealized economic potential in the region</p>	This comment is noted. Sibusiso Nkabinde has been registered as an IAP for the NEMA process.
W125	Germarie Visagie	<p>I can't wait for CWA offering the first commercial flights to other main centers in South Africa and then to the world, would be super convenient for</p>	This comment is noted. Germarie Visagie has been registered as an IAP for the NEMA process.

		all residents in the Northern suburbs of Cape Town and the surrounding Boland towns to travel to and from an airport much closer to home.	
W126	Ryno Beck - Property services	Great economic boost for Cape Town. Well done guys!	This comment is noted. Ryno Beck has been registered as an IAP for the NEMA process.
W127	Shadreck Mhango - Zaya Metal Trading Pty Ltd	The airport add so much value to Cape Town as a city. It will bring much needed jobs for so many desperate people. Our organisation is willing to take part in any form necessary.	This comment is noted. Shadreck Mhango has been registered as an IAP for the NEMA process.
W128	Michele Hlozek	It is exciting to have heard a presentation by Mark and Deon about the plans for the new Cape Winelands Airport so near to my home in Pinehurst, Durbanville. I,m sure it will bring wonderful growth and economic opportunities. I, myself, hope there will be interesting shops that also sell locally made art and articles. I, for instance, make diamond dot art canvases and hope to be allowed to offer these for sale via a shop at the airport. Will be following progress with great interest.	This comment is noted. Michele Hlozek has been registered as an IAP for the NEMA process.
W129	Hennie Lucas	This is the best ever for the Western Cape.	This comment is noted. Hennie Lucas has been registered as an IAP for the NEMA process.
W130	Cobus Oosthuizen	I am thrilled to express my unwavering support for the Cape Winelands Airport's ambitious expansion project. This initiative not only marks a significant milestone in the airport's journey but also represents a bright future for air travel in the Western Cape, particularly to its further western regions. By enhancing its operations, the Cape Winelands Airport is set to become a pivotal gateway, facilitating seamless travel connections, bolstering tourism, and invigorating the local economy. The expansion will undoubtedly open up new avenues for visitors from around the globe to explore the stunning landscapes, rich cultural heritage, and world-renowned wine estates the Western Cape has to offer. Moreover, it will provide a much-needed boost to the region's accessibility, making it more convenient for both domestic and international travelers to experience the unique charm of the Western Cape's farther reaches. We look forward to seeing the positive impacts of this project unfold, as it promises to elevate the travel experience, stimulate economic growth, and showcase the Western Cape's splendors to a wider audience. Here's to a	This comment is noted. Cobus Oosthuizen has been registered as an IAP for the NEMA process.

		future where the Cape Winelands Airport plays a crucial role in connecting people, places, and possibilities!	
W131	Johann Söhnge - Loekie van Wyk Technical High School	I was excited about this project from the first time I read about it. Apart from a large number of jobs it will create in the region, it will also further boost Cape Town as one of the leading tourist destinations of the world. As a group of individuals planning to build a technical school in Fisantekraal, we are hopeful that some of our students will one day become employees and positively contribute to the growth and success of this initiative!	This comment is noted. Johann Söhnge has been registered as an IAP for the NEMA process.
W132	Monwabisi Gregory Rataza - Amaghawe Square Holdings	I fully support the opening of the Cape Winelands Airport and the creation of jobs it will bring to the community. This development will not only boost the local economy but also provide opportunities for growth and prosperity for the residents. I believe that this project will have a positive impact on the region and I look forward to seeing the benefits it will bring. Let's work together to make this a reality and create a brighter future for all. #CapeWinelandsAirport #JobCreation #CommunityDevelopment	This comment is noted. Monwabisi Gregory Rataza has been registered as an IAP for the NEMA process.
W133	Anathi Manyaba	Kudos to Cape Winelands Airport I can't wait to see you handling global trips.	This comment is noted. Anathi Manyaba has been registered as an IAP for the NEMA process.
W134	Albie Koch - De Toren Private Cellar, Stellenbosch	We as a winery praise this new project and wish you all the best!	This comment is noted. Albie Koch has been registered as an IAP for the NEMA process.
W135	Donovan Caffa - Newclear Holdings Pty Ltd	I am a full on Turnkey building company and am on the registered role to be a construction and finishings contractor onboard, I am fully in support of this development.	This comment is noted. Donovan Caffa has been registered as an IAP for the NEMA process.
W136	Nikelo Dwatyana	I am interested in applying for the position that is available. My qualifications and experience match your requirements almost exactly. Please take a moment to review my attached supporting documents. It would be sincerely pleasure to hear back from you soon.	This comment is noted. Nikelo Dwatyana has been registered as an IAP for the NEMA process.
W137	Jo Nieman - ARFF South Africa	As we look forward to the airport's completion in 2027, my excitement is not just about the emergence of a new edifice. It's about unlocking a realm of opportunities for economic prosperity, cultural exchanges, and further enhancing the appeal of the Western Cape as a destination for travellers worldwide. As an aviation fire chief, I am particularly excited about the	This comment is noted. Jo Nieman has been registered as an IAP for the NEMA process.

		potential that this development also brings for the Aviation Rescue and Fire Fighting (ARFF) industry. The introduction of cutting-edge facilities and the emphasis on sustainability signal a step forward in our field, promising advancements in safety, efficiency, and environmental responsibility. This is a project I eagerly await, supporting visionary endeavours that propel us forward	
W138	Rachel Van Wyk	Thank you for expanding and developing this area in such a positive way! We are looking forward to better, more accessible and more affordable flights, more tourism and job opportunities in our area!"	This comment is noted. Rachel Van Wyk has been registered as an IAP for the NEMA process.
W139	Zusiphe Joyi	I am 100% behind you Cape wine lands air. I can't wait to board with you	This comment is noted. Zusiphe Joyi has been registered as an IAP for the NEMA process.
W140	David Mbatha - WC Department of Infrastructure	I will you all best, I hope you are bring business and job opportunities for the underprivileged.	This comment is noted. David Mbatha has been registered as an IAP for the NEMA process.
W141	Yolandi Van Der Merwe - Profsafe (Pty) Ltd	It is necessary to have another airport which is privately owned due to the state of Cape Town International and the daily deterioration of the existing airport as well as the safety and limited direct flights	This comment is noted. Yolandi Van Der Merwe has been registered as an IAP for the NEMA process.
W142	Monwabisi Mclean - Kamvelihle Energy Solutions	<p>Herewith, please find my company documentation.</p> <p>I wanted to inquire about how one seems to go about if you want to apply for Transportation/Procurement Opportunities at Cape Winelands, since I'm a local Contractor/Service Provider that is based in the Western Province. I render the following services with my Core business being the Transportation of Bulk Fuel since I have access to 5 Fuel Tankers.</p> <p>My Secondary Services are as follows:</p> <p>GB -Construction General Building,</p> <p>CE-Civil Engineering,</p> <p>SQ - Fencing</p> <p>We are compliant on all fronts namely Company Registration Documents, and BBBEE ,I must say it would be a privilege to work with Cape Winelands as a Potential Service Provider. I am available if you want to meet and discuss</p>	This comment is noted. Monwabisi Mclean has been registered as an IAP for the NEMA process.

		this further. If you have any questions feel free to reach me on the number below. I hope to get a positive and speedy response from you.	
W143	Edith Vorster - Usizo Solutions	This is way overdue. There is so much tourism wanting to go that area and how much more convenient to fly there. Brilliant!!!	This comment is noted. Edith Vorster has been registered as an IAP for the NEMA process.
W144	Jenna Haynes	Wonderful initiative with great strategic goals. Very excited to see how this develops	This comment is noted. Jenna Haynes has been registered as an IAP for the NEMA process.
W145	Khahliso Lefatsa - Myezo Sustainable Development Alliance	Progress happens when ordinary people are included in extraordinary works... CWA is one of those amazing opportunities that can uplift Sustainable Development organizations like Myezo Sustainable Development Alliance rise like the aircrafts that will come and go at our beautiful Cape Winelands region.	This comment is noted. Khahliso Lefatsa has been registered as an IAP for the NEMA process.
W146	Lynette Van Niekerk - UNISA	<p>Unisa's Principal and Vice-Chancellor, Professor Puleng LenkaBula, has identified ten catalytic niche areas that will not only activate and enhance Unisa's academic agenda, but also strengthen academics' experiences as engaged scholars who refuse to be academic pies in the sky, scholars who will care to address the needs of our society.</p> <p>Central to this initiative are Unisa's colleges. Some have already received proposals relating to these niche areas, of which a number could be supported as flagship projects and possible centres of excellence status. Colleges are encouraged by the fact that some submissions have commercialisation aspects embedded in their planning, a feature that will go a long way towards addressing the engaged scholarship aspect of the academic agenda.</p> <p>The niche areas that are being actively promoted are the following:</p> <ul style="list-style-type: none"> • Resources Sustainability and Energy Research • Cognitive Sciences, the 4.0 disciplinary and multidisciplinary disciplines and Futures Studies • Feminist/Womanist, African Women's' theorizations and Gender and non-binary/Queer studies • Aviation and Aeronautical Studies • Infrastructures and Built Environment Studies • Human Dignity, Rights and Ethics • African/South African languages 	This comment is noted. Lynette Van Niekerk has been registered as an IAP for the NEMA process.

		<ul style="list-style-type: none"> • Marine and Water Resources Management • International Relations and Multilateralism • Micro Finance, Entrepreneurship and Finance 	
W147	Dabing Chen - Chenshia Group (Pty)	A very necessary addition to empower the local economy	This comment is noted. Dabing Chen has been registered as an IAP for the NEMA process.
W148	Michael Muller - CompassPoint Consulting	Love the dream that you are going after here. I spent over 14 years in the airline industry, and would love to assist you guys where needed.	This comment is noted. Michael Muller has been registered as an IAP for the NEMA process.
W149	Mzingisi Tele - Mzondie's Electrical	We are electrical contracting company looking for opportunity to offer our services.	This comment is noted. Mzingisi Tele has been registered as an IAP for the NEMA process.
W150	Jeffrey Gibbon - Amazing Cape Tours	Looking forward to offering this airport to my clients. Kept my updated. Great initiative.	This comment is noted. Jeffrey Gibbon has been registered as an IAP for the NEMA process.
W151	Alan Green - VMG Software	A bold initiative that is sorely needed to help boost the profile and economy of the Western Cape. You have our unwavering support to help where we can.	This comment is noted. Alan Green has been registered as an IAP for the NEMA process.
W152	Martie Heather-Clark - Heather-Clark Consulting	Herewith supporting an airport in the Stellenbosch area that will easier to access and bring commercial opportunities for suppliers and commuters alike.	This comment is noted. Martie Heather-Clark has been registered as an IAP for the NEMA process.
W153	Nick Bekker - LRG Solar Supplies PTY ltd	We as a Solar Company, travel a lot within the borders of South Africa, and we can truly see the benefit of having another airport to choose from, especially considering our location.	This comment is noted. Nick Bekker has been registered as an IAP for the NEMA process.
W154	Andre Krige - Innovate property	Full support	This comment is noted. Andre Krige has been registered as an IAP for the NEMA process.
W155	Neil Geldenhuys - NG Property brokers Pty ltd	I hereby register my support for the Winelands Airport. The new airport will boost our local economy.	This comment is noted. Neil Geldenhuys has been registered as an IAP for the NEMA process.

W156	Daniela Du Plessis - Eurowings Aviation Germany GmbH	I am a South African, born and raised. I have studied and worked in the hospitality sector in Cape Town until I had the opportunity to enter the aviation industry in Germany more than a decade ago. I travel back and forth between Germany and Cape Town multiple times a year and have gained extensive, first hand knowledge from European tourists, as well as locals and also myself , how necessary this development is and what it can bring to the table for for the South African tourism industry as well as the South Africans themselves. It's a game changer , and I am all for it. It's about time! I might even be able to come back home for good, doing hat I love in the aviation sector, in my home town giving back what it has given me. Pure happiness.	This comment is noted. Daniela Du Plessis has been registered as an IAP for the NEMA process.
W157	Simon Daniels - Private investor	This airport will ease a lot of traffic to and away from Capetown International Airport. This project have my full surport	This comment is noted. Simon Daniels has been registered as an IAP for the NEMA process.
W158	Niel Bierman	Very excited for what this will bring to GA in the western cape.	This comment is noted. Niel Bierman has been registered as an IAP for the NEMA process.
W159	Michèlle Dreyer - MD Packing	Please visit my website with my resumé and my current business endeavours on www.michelledreyer.co.za . Within 5 years, I would like to expand my business and add a shuttle service - from your airport, to and from the schools in the Winelands and High-Performance facilities in Stellenbosch and Franschhoek. An holistic service to include the parents and entourage, as well as WADA officials, Olympic level judges and coaches, and other stakeholders ensuring the quality we gift athletes on different skill levels and age categories as well as special needs.	This comment is noted. Michèlle Dreyer has been registered as an IAP for the NEMA process.
W160	Cee-Jay Sha	I would love to support this project and its would drive our economy and crate job opportunities.	This comment is noted. Cee-Jay Sha has been registered as an IAP for the NEMA process.
W161	Yvonne Maitin	This is an amazing initiative that will create much needed jobs that will transform people's lives. I would like to be part of this project somehow, some way.	This comment is noted. Yvonne Maitin has been registered as an IAP for the NEMA process.
W162	Tony McKeever	You go boys! When can PJ's land ?	This comment is noted. Tony McKeever has been registered as an IAP for the NEMA process.
W163	Walter Canitz	I reside in Durbanville and is an expert on CCTV. I would love to form part of this fantastic development in our area.	This comment is noted. Walter Canitz has been registered as an IAP for the NEMA process.

W164	Lyle Le Roux	I am in support of creating jobs and the need for new facilities during peak season. Cape Town is an attractive city and gets busy. There is room for growth.	This comment is noted. Lyle Le Roux has been registered as an IAP for the NEMA process.
W165	Chumani Makabeni	We welcome this project that will bring greater opportunities for our community	This comment is noted. Chumani Makabeni has been registered as an IAP for the NEMA process.
W166	Frederick Venter	Cale6 Winelands airport can only be beneficial to cape town	This comment is noted. Frederick Venter has been registered as an IAP for the NEMA process.
W167	Kovilan Reddy	As a former ARFF member at CIA, I am interested in the development and growth of this airport.	This comment is noted. Kovilan Reddy has been registered as an IAP for the NEMA process.
W168	Henk Vollgraaff	Yes to the development!	This comment is noted. Henk Vollgraaff has been registered as an IAP for the NEMA process.
W169	Andrew Barton	The location of this airport will be a beneficial catalyst for local economic growth, tourism and trade. Such catalytic benefits can be measured in decades, not just short term benefits. The vision of the developers is to be applauded.	This comment is noted. Andrew Barton has been registered as an IAP for the NEMA process.
W170	Nomafu Mbanga - Buthelezi	I support the green status the airport is aiming at.Proudly South African.	This comment is noted. Nomafu Mbanga -Buthelezi has been registered as an IAP for the NEMA process.
W171	Ian Rose	It makes sense, should have been done years ago. Northern suburbs, west coast and Winelands. Tourism is a massive generator of revenue.	This comment is noted. Ian Rose has been registered as an IAP for the NEMA process.
W172	Ricardo Cant	Looking forward to an alternate airport	This comment is noted. Ricardo Cant has been registered as an IAP for the NEMA process.
W173	Lizelle Kameri	We welcome the opportunities for the local community and our country.	This comment is noted. Lizelle Kameri has been registered as an IAP for the NEMA process.
W174	Leopold Muchenga	I am for this new airport. I remember hearing about it the first time and I thought, now that's a great idea.	This comment is noted. Leopold Muchenga has been registered as an IAP for the NEMA process.
W175	Deon Winterbach	Devco Group is based in Durbanville and will assist and support this initiative all the way. Property value and developments will increase and Durbanville	This comment is noted. Deon Winterbach has been registered as an IAP for the NEMA process.

		and surrounds will become the next Stellenbosch...much better and central located...perfect for an international airport !	
W176	Lars Nielsen	Wonderful initiative - so good for the province in terms of economic development and investment not to mention ease of travel for the Northern suburbs and the Winelands and as an aviation geek I am extremely excited to see another International Airport in the province - congratulations and all the best for the future.	This comment is noted. Lars Nielsen has been registered as an IAP for the NEMA process.
W177	Mark Easter	Looking forward to being a [art of this journey of growth and development for the Western Cape.	This comment is noted. Mark Easter has been registered as an IAP for the NEMA process.
W178	Craig Venn	Great to see that there is development in the area	This comment is noted. Craig Venn has been registered as an IAP for the NEMA process.
W179	Maruwaan Moses	My name is Maruwaan Moses and I Business Development Consultant from Bidvest Protea Coin (SACO). I am very interested and keen on the opportunity to provide our services to the organization. Kindly advise should there be any additional information required. Thank you kindly.	This comment is noted. Maruwaan Moses has been registered as an IAP for the NEMA process.
W180	Hendrien Booyesen	I'm looking forward to having a airport close to home. Wish you all the best.	This comment is noted. Hendrien Booyesen has been registered as an IAP for the NEMA process.
W181	Ané Greeff	Opportunities for everyone from the aviation industry. Especially senior cabin crew for charter and private charter flights. Cape Town has some of the best aviation trained employees (in all departments). Most unfortunately left the industry due to lack of employment after 2021. It would be great to see jobs filled by people that's excellent and qualified in what they're supposed to be doing.	This comment is noted. Ané Greeff has been registered as an IAP for the NEMA process.
W182	Nazeem Hendricks	Will definitely be a massive milestone for the entire Western Cape and the City of Town .We support this 100%	This comment is noted. Nazeem Hendricks has been registered as an IAP for the NEMA process.
W183	Raymond Butler	I believe this airport will become a vital, vibrant link, to the world around us. I have been pretty vocal, in my support of this venture, and will continue to do so. You have my full support!	This comment is noted. Raymond Butler has been registered as an IAP for the NEMA process.

W184	JP Matthee	We are thrilled to embark on an exciting journey of sustainable growth, bringing cutting-edge development to our local infrastructure, vibrant communities, and thriving businesses. This new developments at the airport promises to be a catalyst for innovation, prosperity, and boundless opportunities, setting the stage for a bright and dynamic future!	This comment is noted. JP Matthee has been registered as an IAP for the NEMA process.
W185	Marieth Kloppers	Showing my support for the Cape Winelands Aiport. Plse keep me updated.	This comment is noted. Marieth Kloppers has been registered as an IAP for the NEMA process.
W186	Sid Trickett	100% support	This comment is noted. Sid Trickett has been registered as an IAP for the NEMA process.
W187	Donavan Smart	It would be good for the Western Cape Residents & Economy	This comment is noted. Donavan Smart has been registered as an IAP for the NEMA process.

APPENDIX A - JOOSTENBERGVLAKTE COMMUNITY FORUM REGISTRATIONS

Resident Number	Name	Comment/Registration Number
Joostenbergvlakte Resident 1	Penelope Bentley	44
Joostenbergvlakte Resident 2	Jim Pascual Agustin	46a
Joostenbergvlakte Resident 3	Kiara Agustin	46b
Joostenbergvlakte Resident 4	Margaret Agustin	46c
Joostenbergvlakte Resident 5	Nina Agustin	46d
Joostenbergvlakte Resident 6	Wesley Theodore Schultz	53
Joostenbergvlakte Resident 7	Ronald van Veen	55
Joostenbergvlakte Resident 8	Dave Gale on behalf of Sector 4 CPF subforum	56
Joostenbergvlakte Resident 9	Gerrit Levin	57
Joostenbergvlakte Resident 10	Perry Levin	57
Joostenbergvlakte Resident 11	Craig Cawood	60
Joostenbergvlakte Resident 12	Leon Fourie	62
Joostenbergvlakte Resident 13	Charmaine Fourie	62
Joostenbergvlakte Resident 14	Fadle Bassadien	69
Joostenbergvlakte Resident 15	Insaaf Bassadien	69
Joostenbergvlakte Resident 16	Rushana Bassadien	69
Joostenbergvlakte Resident 17	La'eeq Bassadien	69
Joostenbergvlakte Resident 18	Maahir Bassadien	69
Joostenbergvlakte Resident 19	Mark Herholdt	71
Joostenbergvlakte Resident 20	Koos du Preez	74
Joostenbergvlakte Resident 21	Louise du Preez	74
Joostenbergvlakte Resident 22	Theuns Kellerman	74
Joostenbergvlakte Resident 23	Lynne Kellerman	74
Joostenbergvlakte Resident 24	Willem Niksch	75
Joostenbergvlakte Resident 25	Anthea Hart	79
Joostenbergvlakte Resident 26	Thea de Lange	83
Joostenbergvlakte Resident 27	Jannie de Lange	83
Joostenbergvlakte Resident 28	Lisa-Marie Diamond	84
Joostenbergvlakte Resident 29	Diana Diamond	84
Joostenbergvlakte Resident 30	Malan du Toit	90
Joostenbergvlakte Resident 31	Leza van Zyl	93
Joostenbergvlakte Resident 32	Ruzel van Jaarsveld	94
Joostenbergvlakte Resident 33	Richard Anderson	95 (a)
Joostenbergvlakte Resident 34	Melanie Alison Biet	95 (b)
Joostenbergvlakte Resident 35	John Snyman	95 (c)
Joostenbergvlakte Resident 36	Amanda Snyman	95 (d)
Joostenbergvlakte Resident 37	Andrew Bosman	95 (e)
Joostenbergvlakte Resident 38	Marlene Warrington	96 & 100 [Duplication]
Joostenbergvlakte Resident 39	Finnie du Toit	98 & 105 [Duplication]
Joostenbergvlakte Resident 40	Joostenbergvlakte Community Forum	99 (a)
Joostenbergvlakte Resident 41	Jacques Wium	99 (a)

Joostenbergvlakte Resident 42	Richard Vangelder	99 (a)
Joostenbergvlakte Resident 43	Christel Wium	99 (a)
Joostenbergvlakte Resident 44	Cornelis J Carstens	99 (a)
Joostenbergvlakte Resident 45	Alma JJ Carstens	99 (a)
Joostenbergvlakte Resident 46	Ernst A Carstens	99 (a)
Joostenbergvlakte Resident 47	Anthony Tope	99 (a)
Joostenbergvlakte Resident 48	Annemaré Tope	99 (a)
Joostenbergvlakte Resident 49	Berydene Bobbert	99 (a)
Joostenbergvlakte Resident 50	Elizabeth du Toit	99 (a)
Joostenbergvlakte Resident 51	Lize Maré Tope	99 (a)
Joostenbergvlakte Resident 52	Adriaan van der Schyff	99 (a)
Joostenbergvlakte Resident 53	Lee Ann Smit	99 (a)
Joostenbergvlakte Resident 54	Francois Smit	99 (a)
Joostenbergvlakte Resident 55	Ferdi du Plessis	99 (a)
Joostenbergvlakte Resident 56	Kenneth de Beer	99 (a)
Joostenbergvlakte Resident 57	Dorothea Johanna Hofmeyer	99 (a)
Joostenbergvlakte Resident 58	Pieter Verster	99 (a)
Joostenbergvlakte Resident 59	Natasha Stander	99 (a)
Joostenbergvlakte Resident 60	WN van Zyl	99 (a)
Joostenbergvlakte Resident 61	Karin van Zyl	99 (a)
Joostenbergvlakte Resident 62	Averil Gennisen	99 (a)
Joostenbergvlakte Resident 63	Carly Jordaan	99 (a) & (c) [Duplication]
Joostenbergvlakte Resident 64	Jacques Theron	99 (a) & (c) [Duplication]
Joostenbergvlakte Resident 65	Damci Nell	99 (b) & (c) [Duplication]
Joostenbergvlakte Resident 66	Dean Praneley	99 (b)
Joostenbergvlakte Resident 67	Lizette Fortuin	99 (b)
Joostenbergvlakte Resident 68	Herbert Rehder	99 (b)
Joostenbergvlakte Resident 69	Frans Greyling	99 (b)
Joostenbergvlakte Resident 70	Dana van Zyl	99 (b)
Joostenbergvlakte Resident 71	Tristan van Zyl	99 (b)
Joostenbergvlakte Resident 72	Jean Pierre van Zyl	99 (b)
Joostenbergvlakte Resident 73	Nicola Prangley	99 (b)
Joostenbergvlakte Resident 74	Schalk Taljaard	99 (c)
Joostenbergvlakte Resident 75	Chantell Holtzhauzen	99 (c)
Joostenbergvlakte Resident 76	Rina Holtzhauzen	99 (c)
Joostenbergvlakte Resident 77	Wianka Smith	99 (c)
Joostenbergvlakte Resident 78	Nicolas van Zyl	99 (c)
Joostenbergvlakte Resident 79	Johan Rautenbach	99 (c)
Joostenbergvlakte Resident 80	Adina Prangley	99 (c)
Joostenbergvlakte Resident 81	Pieter Bester	100
Joostenbergvlakte Resident 82	JMM Bester	100
Joostenbergvlakte Resident 83	Johan Conradie	100
Joostenbergvlakte Resident 84	Junior Le Grange	100
Joostenbergvlakte Resident 85	Washinto Mapete	100
Joostenbergvlakte Resident 86	Hayley Kellerman	100

Joostenbergvlakte Resident 87	Tristin Solomon	100
Joostenbergvlakte Resident 88	Melissa Solomon	100
Joostenbergvlakte Resident 89	Tina Laubscher	100
Joostenbergvlakte Resident 90	Gregory Vos	100
Joostenbergvlakte Resident 91	Heather Teren	100
Joostenbergvlakte Resident 92	David Teren	100
Joostenbergvlakte Resident 93	Du toit	100
Joostenbergvlakte Resident 94	Wynand Burger	100
Joostenbergvlakte Resident 95	Marijke van Veggelen	100
Joostenbergvlakte Resident 96	Christine van Veggelen	100
Joostenbergvlakte Resident 97	Marius van Veggelen	100
Joostenbergvlakte Resident 98	Germaine Kotze	100
Joostenbergvlakte Resident 99	Monique Bester	100
Joostenbergvlakte Resident 100	Amy Hoenkerk	100
Joostenbergvlakte Resident 101	Gerritz Rheeder on behalf of the Pearly Trust	102
Joostenbergvlakte Resident 102	Sannie van Zyl on behalf of the Sascha Trust	102
Joostenbergvlakte Resident 103	Gideon Karsten	102
Joostenbergvlakte Resident 104	Sonja Rheeder	102
Joostenbergvlakte Resident 105	Leon Rheeder	102
Joostenbergvlakte Resident 106	Laetitia Rheeder	102
Joostenbergvlakte Resident 107	Gwen Pieters	102
Joostenbergvlakte Resident 108	Wolfgang Seifert	102 & 113 [Duplication]
Joostenbergvlakte Resident 109	Heidi Michelle Seifert	103 & 113 [Duplication]
Joostenbergvlakte Resident 110	Michelle White	105
Joostenbergvlakte Resident 111	JP White	105
Joostenbergvlakte Resident 112	Annelie White	105
Joostenbergvlakte Resident 113	Danielle Rheeder	105
Joostenbergvlakte Resident 114	Anika Basson (Rheeder)	105
Joostenbergvlakte Resident 115	Hannes van Niekerk	105 & 130 [Duplication]
Joostenbergvlakte Resident 116	Nicole van Niekerk	105 & 129 [Duplication]
Joostenbergvlakte Resident 117	Gert Gruenler	105 & 132 [Duplication]
Joostenbergvlakte Resident 118	Leslie Walter Richmond	105
Joostenbergvlakte Resident 119	Hans van Dyk	105
Joostenbergvlakte Resident 120	Minka Fabre	105
Joostenbergvlakte Resident 121	Charmaine Fabre	105
Joostenbergvlakte Resident 122	Tracy-LeeAnn Langevelot	105
Joostenbergvlakte Resident 123	Terry Ross	105
Joostenbergvlakte Resident 124	Maureen Fourie	105 & 127 [Duplication]
Joostenbergvlakte Resident 125	John Fourie	105 & 127 [Duplication]
Joostenbergvlakte Resident 126	Ettienne Mostert	105 & 127 [Duplication]
Joostenbergvlakte Resident 127	Megan van Staden	105 & 127 [Duplication]
Joostenbergvlakte Resident 128	Quinton Fourie	105 & 127 [Duplication]
Joostenbergvlakte Resident 129	Tanya van Staden	105 & 127 [Duplication]

Joostenbergvlakte Resident 130	Pieter van Staden	105 & 127 [Duplication]
Joostenbergvlakte Resident 131	Amanda van Heerden	105
Joostenbergvlakte Resident 132	Tim Vorster	105
Joostenbergvlakte Resident 133	Marie Françoise Bouvier	105
Joostenbergvlakte Resident 134	Anita & Marius Maree	105
Joostenbergvlakte Resident 135	Sonja Lord	105
Joostenbergvlakte Resident 136	Herman Kruger	105
Joostenbergvlakte Resident 137	Joalien Kruger	105
Joostenbergvlakte Resident 138	Nicola Kruger	105
Joostenbergvlakte Resident 139	André & Naomi Stander	105
Joostenbergvlakte Resident 140	Louise Kingsley	106
Joostenbergvlakte Resident 141	Linda Webber	107
Joostenbergvlakte Resident 142	Shawn Weber	107
Joostenbergvlakte Resident 143	Marilyn	108
Joostenbergvlakte Resident 144	Wouter Kellerman	109
Joostenbergvlakte Resident 145	David Laubscher	109
Joostenbergvlakte Resident 146	Lynn-ann van der Sandt	111 & 113 [Duplication]
Joostenbergvlakte Resident 147	Michael Lombard	113
Joostenbergvlakte Resident 148	Dawie Botha	113
Joostenbergvlakte Resident 149	Madie Botha	113
Joostenbergvlakte Resident 150	Rory O'Donoghue	113
Joostenbergvlakte Resident 151	Arnold Klimke	115 & 127 [Duplication]
Joostenbergvlakte Resident 152	Gillian Klimke	115 & 127 [Duplication]
Joostenbergvlakte Resident 153	Withdrew IAP registration	116
Joostenbergvlakte Resident 154	Mev D Grové	118 & 127 [Duplication]
Joostenbergvlakte Resident 155	André Grové	118
Joostenbergvlakte Resident 156	Allan Hill	119 & 127 [Duplication]
Joostenbergvlakte Resident 157	Derik Jordaan	120
Joostenbergvlakte Resident 158	Annette van Tonder	121
Joostenbergvlakte Resident 159	Sophia Smit	122 & 127 [Duplication]
Joostenbergvlakte Resident 160	Mev WG Buys	123 & 127 [Duplication]
Joostenbergvlakte Resident 161	Brandon Smith	124 & 127 [Duplication]
Joostenbergvlakte Resident 162	Mark Bastiaans	125
Joostenbergvlakte Resident 163	Jason Whitwam	126 & 127 [Duplication]
Joostenbergvlakte Resident 164	Celeste Barnard	127
Joostenbergvlakte Resident 165	Edelweiss Pretorius	127
Joostenbergvlakte Resident 166	Leon Bester	127
Joostenbergvlakte Resident 167	Nina Pretorius	127
Joostenbergvlakte Resident 168	Ruben Pretorius	127
Joostenbergvlakte Resident 169	Annelien Benadie	128
Joostenbergvlakte Resident 170	Dr Philip Loftus	131
Joostenbergvlakte Resident 171	Peter Cordiner	133
Joostenbergvlakte Resident 172	Derek Lawson	136
Joostenbergvlakte Resident 173	Sharon Lawson	137
Joostenbergvlakte Resident 174	Deborah Flannery	144

APPENDIX B – GARDEN CITIES APPENDICES

Appendix B1 – Letter from Anton Bredell - 9th May 2011

From:

To: *00865352141

11/05/2011 14:13

#729 P.001/003

"AC2"



MINISTRY of LOCAL GOVERNMENT,
ENVIRONMENTAL AFFAIRS and
DEVELOPMENT PLANNING

Provincial Government of the Western Cape

mzwarts@pgwc.gov.za
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Private Bag X9186, Cape Town, 8000
www.capegateway.gov.za

REFERENCE: 3/5/3 (2011/64)

MAYOR D. PLATO

Tel: 021 400 1300/1

Fax: 021 400 1313

mayor.mayor@capetown.gov.za

cc: Ms N. Murray

HEAD: PLANNING – INFORMAL SETTLEMENTS

HOUSING DIRECTORATE

CITY OF CAPE TOWN

Tel: 021 400 2403

Fax: 086 535 2141

For attention: Mr D. Faure

**NOISE CONTOURS FOR PLANNING DECISIONS AROUND THE CAPE TOWN
INTERNATIONAL AIRPORT (CTIA)**

Your officials' previous correspondence with the Directorate: Pollution Management regarding the above matter refers.

The Department does not have a formal policy position on an LRdn¹ noise level limit for the development of residential settlements around airports. SANS 10103: *The measurement and rating of environmental noise with respect to land use, health, annoyance and to speech communication* indicates that urban residential areas should not exceed an LRdn of 55dBA. This level is supported in the amendments to the Noise Control Regulations with the proviso that the SANS limits should not be significantly exceeded in the opinion of the relevant authority. World Health Organisation (WHO) guidelines (see attached) also support an LRdn of 55dBA for residential areas.

¹ The LRdn is the equivalent continuous day/night rating level. It is a measure of the average sound energy over a 24 hour period and is the prescribed method of measurement for airport noise in SANS 10117.

Some countries allow development in areas up to an LRdn of 60dBA or 65dBA but this is not based on studies of noise impact, but is due to pressure for land. The United States of America use the 65 DNL² for land use planning. The DNL is similar to the LRdn but uses a night time duration of 22h00 to 07h00 instead of 22h00 to 06h00. The DNL level is slightly higher than the LRdn value because of the noise generated by flights between 06h00 and 07h00. The USA have settled on the 65 DNL because the costs of noise insulation are more affordable than using the stricter WHO levels.

The Department acknowledges that strict adherence to an LRdn noise contour of 55dBA sterilizes a large amount of land for residential use although commercial and industrial land use would still be suitable. The pressure on urban land for the development of housing is a reality in Cape Town. Ideally an LRdn limit of 55dBA should be adhered to but various other factors influence siting of residential developments, such as the cost and availability of land and proximity to services. However, the long term consequences of creating permanent developments within these contours should be considered before such projects are implemented and it should be demonstrated that densification in other areas has been seriously considered.

It should be noted that there is a difference in the disturbance caused by traffic noise and aircraft noise even where the LRdn is the same. This is due to the relative consistency of traffic noise whilst aircraft noise is caused by an intermittent peak sound level as each aircraft passes overhead. The latter is more disturbing and is more likely to awaken a person from sleep than a constant level of noise. For this reason, LAmax levels are informative for aircraft noise and should be considered together with the time of day and frequency with which they occur, as well as the LRdn level. This information was not provided to the Department at the time of discussion. Night time flights are likely to disturb the sleep of those close to the airport and are considered by the WHO to be linked to health and psychological stresses associated with sleep deprivation. It is possible to mitigate this impact by limiting night time flights. However, this is not currently the case, as freight flights operate during the night from Cape Town International Airport.

The Department also notes the WHO guidelines on the impacts of aircraft noise on schools and health care facilities which are considered to impair learning ability and recovery respectively. LRdn levels of 55dBA are considered necessary in these cases. It is not known whether the housing development will include such facilities.

² DNL is the day-night average sound level. DNL is the Federal Aviation Association of the USA's standard measure for determining cumulative exposure to noise. It is the average sound level in decibels over a 24-hour period with a 10 decibel penalty for noise occurring at night between 10:00 p.m. and 7:00 a.m.

From:

To: *00865352141

11/05/2011 14:14

#729 P.003/003

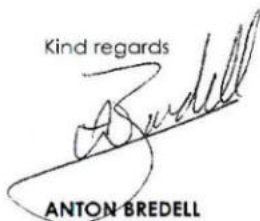
The Department therefore requests that development of housing on land where the 55 dBA LRdn noise contour is exceeded should be carefully considered before proceeding. It is recommended that the City consider public participation that informs the future residents of the noise impacts and include reference to noise disturbance from aircraft in the title deeds for the housing.

The Department further requests that, before a decision is made, the contours provided by the Airports Company of South Africa (ACSA) should be verified against those obtained by an independent study commissioned by this Department in 2006, looking at future noise contours for both the single runway and the second runway proposed by ACSA.

Any residential developments on land exposed to noise **above an LRdn of 65dBA** would not be supported by this Department.

Should you have any further queries, please contact Ms. C. Bill at Tel: 021 483 2760 or via email at cbill@pgwc.gov.za.

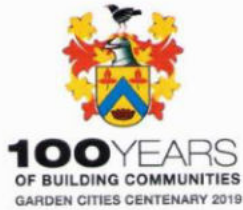
Kind regards



ANTON BREDELL

MINISTER

DATE: 9/5/2011



GARDEN CITIES

NON PROFIT COMPANY (RF)
REG. NO. 1928/000607/08

50 LOUIS THIBAUT DRIVE
EDGEMEAD 7441

TELEPHONE 021-558 7181
TELEFAX 021-558 7172

50 LOUIS THIBAUT DRIVE
EDGEMEAD 7441

TELEPHONE 021-558 7181
TELEFAX 021-558 7172

6 August 2020

City of Cape Town
Development Management: Northern District
1st Floor, Kraaifontein Municipal Building
87 Brighton Road
KRAAIFONTEIN
7560

Attention: Mrs. Noxolo Nodikida
Per E-mail: comments_objections.northern@capetown.gov.za & Noxolo.Nodikida@capetown.gov.za

LETTER OF OBJECTION: APPLICATION FOR REZONING AND CONSENT: PORTION 10 OF FARM 724 AND PORTION 4 OF FARM 474, PAARL FARMS

We acknowledge receipt of your notification pertaining to the Rezoning and Consent application received from the City of Cape Town for Ptn. 10 Farm 724 and Ptn. 4 Farm 474, submitted by Japie Hugo on behalf of the land power, Jangen Air Investments (Pty) Ltd. The application, Case ID: 70504141, submitted in terms of the City of Cape Town: Municipal Planning By-law, dated the 13th July 2020.

The application entails the rezoning of the two land portions from Agriculture to Transport Zoning 1: Transport Use with a permanent consent for an airport; and subject to a 'site development plan' and a condition limiting the gross leasable area to 6 000sqm.

We would like to raise the following concerns and comments pertaining to said application.

- It is extremely problematic that, in the LUM motivation report of 22 pages, there is no mention of Greenville Garden City. Further, Greenville does not appear on any of the figures included in the motivation report, nor are there any mention of the land use rights secured by Garden Cities for the entire Greenville landholding. In our opinion, this oversight or omission seriously undermines the veracity of the application.

.../2

ENQUIRIES: R Smith
REFERENCE: Fisantekraal Aerodrome
RS/ldt

DIRECTORS: S S STUTTAFORD (CHAIRMAN) P D A BAIRNSFATHER CLOETE V A CHRISTIAN M FEBRUARY (Mrs) P J HEEGER J ISAACS
T E MAFATLE R A MARSH E R STUTTAFORD A E SPARKS J E WHITE
CHIEF EXECUTIVE OFFICER : J W MATTHEWS COMPANY SECRETARY : K MILAN

2.

- It is noted that the title deed includes the condition: 'the property shall be and/or remain to function as a public aerodrome and shall be used solely as a public aerodrome and/or for related purposes.' Historically, as we understand it, the aerodrome was developed by the State for public purposes – including training of pilots during the Second World War. Since the sale of the property in 1993, it could be argued that the "public" has changed to "private" and thus the title deed condition is not being met. If this is the case, should the title deed conditions not be amended?
- A number of "site plans" are included in the motivation, but no "site development plan". The LUM motivation notes that "the first SDP will be submitted when any changes are made to reconfigure or rebuild the existing floor area." Given that the SDP is to become an integral component of the development controls, I believe that it is important that an SDP (or master plan) be included with the motivation report, and become part of the MPBL approval – if such approval is granted. The inclusion of the SDP (master plan) would allow us to understand the longer term planning ideas, such as the location of possible future infrastructure and structures, which will facilitate a proper evaluation of the impacts that these may have on Greenville Garden City.
- The LUM motivation states, with reference to "safety" that 'All runway overshoots have safe emergency landing areas'. A quick view of Google Earth indicates that there is approximately 100m between the end of the runway and the R316 and Greenville beyond. We would assume that Greenville Garden City is not considered to be an emergency area, but as it is not our forte, clarification in this regard would be much appreciated.
- The LUM motivation acknowledges that the Northern District Plan states that the land use rights of the Fisantekraal Airfield have lapsed; and further that "provision needs to be made elsewhere for such a facility" given the future growth of the City in the vicinity of the airfield. We will leave the legality of the land use rights to the City's land use planners and legal department to determine, but however, it is our understanding that the Northern District Plan is, until it is superseded, still a statutory document; and therefore an application should be made to amend any aspects thereof that are contrary to the current LUM application. No such application is currently being sought.
- With regard to the "compatibility with surrounding land uses" the applicant continues to act as if Greenville, and it's associated development rights are non-existent. There is no acknowledgement of Greenville Garden City, a significant mixed-use development immediately adjacent to the aerodrome. We feel strongly that and require confirmation and assurances that the nature and scale of flights are not going to change significantly from what they were when Garden Cities secured the development rights to Greenville Garden City and that Greenville Garden City was be acknowledged in terms of its existing rights previously obtained.

We trust this clarifies our viewpoint in this regard and await your further communications.

Yours faithfully



Garden Cities



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GARDEN CITIES

NON PROFIT COMPANY (RF)

REG. NO. 1928/000607/08

ALL CORRESPONDENCE TO BE ADDRESSED TO:

THE CHIEF EXECUTIVE OFFICER
P O BOX 166
EDGEMEAD 7407

E-MAIL: info@gcinc.co.za

18 November 2020

Appeal Form
Case Id. 70504141
Subject Erf. Ptn. 10 Farm 724 & Ptn. 4 Farm 474
Addendum

Paragraph 1.

Our appeal is based on both the process followed prior to the decision, as well as the implications of the decision on Garden Cities.

The City of Cape Town's Municipal Planning Tribunal has granted the rezoning and consent approval. The reasons for the approval do not acknowledge the existence of Greenville Garden City, and nor does it acknowledge the situation whereby the future development of the airport may have significant impacts on the development rights of Greenville Garden City and the current and future land owners of this large-scale, integrated, mixed use human settlement.

Paragraph 2.

As we stated in our Objection letter, dated 6 August 2020 (attached for ease of reference), Garden Cities find it problematic that in the 22 page LUM motivation report for the Fisantekraal Airfield, there is no mention of Greenville Garden City.

Garden Cities are the developers of Greenville Garden City. Erf 4 Greenville Garden City is situated immediately to the south of the Fisantekraal Airfield.

.../2

ENQUIRIES: Mr R Smith
REFERENCE: Fisantekraal Airfield (Case Id. 70504141)
RS/ldt

DIRECTORS: S S STUTTAFORD (CHAIRMAN) P D A BAIRNSFATHER CLOETE V A CHRISTIAN M FEBRUARY (Mrs) P J HEEGER J ISAACS
T E MAFATLE R A MARSH E R STUTTAFORD M D STUTTAFORD J E WHITE
CHIEF EXECUTIVE OFFICER : J W MATTHEWS COMPANY SECRETARY : K MILAN

2.

The LUM motivation report also failed to mention the fact that Garden Cities have secured significant land use rights for Greenville Garden City. These land use rights were secured following a full environmental, heritage and town planning application process, and include:

- 14 652 residential opportunities (State-assisted, finance linked & market)
- 375 000sqm business GLA
- 352 000sqm industrial GLA.

Garden Cities are in the process of developing Greenville in a phased manner and have too date developed over 1 500 State-assisted houses.

It is concerning that the applicant for the Fisantekraal Airfield was either 1. Not aware of Greenville Garden City and its development rights, or 2. Chose to not include this important fact in the LUM application, and thereby mislead the City. In either of the above situations, we are of the opinion that this is a fundamental flaw in the LUM application.

We also find it concerning that the City's decision letter, dated 12 November 2020, the 9 'reasons for decision' continues to ignore the existence of Greenville Garden City, with statements such as "*is not incompatible with surrounding agricultural land uses*". We would have thought that the points raised by Garden Cities in our objection letter would have been noted, discussed, and then adequately addressed as part of the 'reasons for decision'. In the absence of any reference to this issue, we find the City's decision letter to be flawed.

Paragraph 3.

Garden Cities are appealing against both the rezoning and consent decisions.

Paragraph 4.

Garden Cities are appealing against both the rezoning and consent decisions.

Paragraph 5.

The planning for the Greenville Garden City landholdings took place over a number of years, in a joint manner together with the City of Cape Town. At this time, the City's position with regard to the Fisantekraal Airfield was as follows: "... *it can be expected that the land surrounding the airfield, in future be taken up by mainly residential uses. It is therefore concluded that the airfield should not remain in its present location, and any future applications relating to aviation uses should not be positively considered.*" (Draft Northern District Plan (August 2009).

.../3

3.

The draft Cape Town Spatial Development Framework (August 2009) stated that: "*All general aviation from Fisantekraal should be relocated to Atlantis.*"

The approved Northern District Plan (October 2012) went further to state: "*The land use rights for the airfield to operate has however lapsed ... (and) that provision needs to be made elsewhere for such a facility.*"

This clear and unequivocal planning and policy context facilitated the land use layout for Greenville Garden City and was one of the imperatives for the development being approved by the Western Cape Government's Department of Environmental Affairs and Development Planning in December 2012. A copy of the Approval letter and Conceptual Layout is attached.

Garden Cities are of the opinion that any decision which confirms land use rights for the Fisantekraal airfield has the potential to impact extremely negatively on the approved land use rights that have been granted for Greenville Garden City.

Paragraph 6.

The appeal does not contain any new information. All information contained in the appeal is contained in various City of Cape Town reports and previous records of decisions.

Encl.

- Copy of Garden City's letter of objection (Dated 6 August 2020)
- Western Cape Government's Department of Environmental Affairs and Development Planning approval letter dated December 2012.

Yours faithfully


GARDEN CITIES

Appendix B4 - LUPO approval



**Western Cape
Government**
Environmental Affairs and
Development Planning



Land Management (Region 1)

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REFERENCE: E17/2/2/1/AP2/PTNS OF FARM 724 ETC, JOOSTENBERG VLAKTE
ENQUIRIES: S. ABRAHAMS

The Director: Planning & Building Development Management
City of Cape Town
P.O. Box 25
KRAAIFONTEIN
7569



PLEASE IGNORE MY PREVIOUS LETTER DATED 26/11/2012.

**CITY OF CAPE TOWN: APPLICATION FOR REZONING, SUBDIVISION AND DEPARTURES:
PORTIONS 3, 4, 7, 8, 15 AND 19 OF PAARL FARM NO. 724, JOOSTENBERGVLAKTE AND
PORTION 3 OF CAPE FARM NO. 168, FISANTEKRAAL**

1. Your letter KFN FARM 724/7, 8, 15, 19 & FARM 168/3 dated 27 June 2010 refers.
2. The Competent Authority for the administration of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) (LUPO), has in terms of section 16 of the said Ordinance approved the application for the rezoning of the proposed consolidated Portions 3, 4, 7, 8, 15 and 19 of Farm No. 724, Joostenbergvlakte and Portion 3 of Farm No.168, Fisantekraal from Agricultural Zone I and Rural Zone to Subdivisional Area, in order to create a mixed use development, as indicated on plan 2008 535 Figure 9 of August 2010 (**Annexure A**);
3. The Competent Authority for the administration of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) (LUPO), has in terms of section 25 of the said Ordinance approved the application for the subdivision of the proposed consolidated Portions 3, 4, 7, 8, 15 and 19 of Farm No. 724, Joostenbergvlakte and Portion 3 of Farm No. 168, Fisantekraal, into Phase 1 (±187,6ha) and Remainder (±585ha), as indicated on plan 2008 535 Figure 4 A dated March 2012 (**Annexure B**);
4. The Competent Authority for the administration of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) (LUPO), has in terms of section 25 of the said Ordinance approved the application for the subdivision of Phase 1 (±187,6ha), which consists of a portion (±55.8ha) of Portion 3 of Paarl Farm No. 724, a portion (± 130.2ha) of Portion 4 of Paarl Farm No. 724 and a portion ± 1.3ha) of Portion 8 of Paarl Farm No. 724, into 2621 portions Residential Zone I, 8 portions Residential Zone II, 5 portions Institutional Zone I, 1 portion Institutional Zone III, 14 portions Open Space I, 1 portion Open Space II, 37 portions Transport Zone I, 4 portions Authority Zone, 12 Subdivisional Area Zone portions, and 15 Special Zone portions, as indicated on plan 2008 535 Figure 14 dated August 2010 (**Annexure C**); and
5. The Competent Authority for the administration of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) (LUPO), has in terms of section 15 of the said Ordinance approved the application for the departures on Phase 1 (±187,6ha), which consists of a portion (±55.8ha) of Portion 3 of Paarl Farm No. 724, a portion (± 130.2ha) of Portion 4 of Paarl Farm

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No. 724 and a portion ± 1.3ha) of Portion 8 of Paarl Farm No. 724 (Phase 1 [±187,6ha]); for the following:

	Residential Zone I (<150m ²)		Residential Zone I (>151m ²)	Residential Zone II		Residential Zone III		Residential Zone IV	
	Permitted	Departure Requested	Departure Requested	Permitted	Departure Requested	Permitted	Departure Requested	Permitted	Departure Requested
Density	n/a	n/a	n/a	20du/ha	40du/ha	50du/ha	60du/ha	Floor factor 1.0	100du/ha
Coverage	50%	66%	n/a	-	-	50%	-	40%	50%
Height	2 storeys	n/a	n/a	2 storeys	-	2 storeys	-	4 storeys	6 storeys
Street building line	4m	1m for dwelling	2m (dwelling) 4m (garage with tip-up door) 1m (garage with articulated door)	0m	-	0m	-	8m	-
Side building line	2m	0m	2m on one side 0m on the other	0m	-	0m	-	The greater of 4m or ½ the height of the building	-
Parking	1 bay/unit	0 bay/unit	n/a	2 bays/unit	1,25 bays/unit	2 bays/unit	1.5 bays/unit	1.25 bays/unit	-

6. The above approvals are subject to the following conditions in terms of section 42(1) of the Land Use Planning Ordinance (Ordinance 15 of 1985):

6.1 A: ZONING CONDITIONS

The following zonings shall apply to the relevant portions:

TABLE A.1: PHASES & CORRESPONDING ZONING INFORMATION						
Phase	Land portion no.	Zoning as per the Section 8 Scheme	Land use	No. of land portions	Area (ha)	%
1	1 – 2621	Residential zone I	Dwelling house	2621	53.9	28.7
	2622 – 2629	Residential zone II	Group house	8	8.7	4.7
	2630 – 2634	Institutional zone I	Place of instruction	5	7.1	3.8
	2635	Institutional zone III	Institution	1	1.5	0.8
	2636 – 2649	Open space I	Public open space	14	53.6	28.7
	2650	Open space II	Private open space	1	7.5	4.0
	2651 – 2687	Transport zone I	Public road	37	36.7	19.5
	2688 – 2691	Authority zone	Authority usage	4	1.5	0.8
	2692 – 2703	Subdivision area zone	Subdivision area	12	16.5	8.8
	2704 – 2718	Special zone	Special usage	15	0.4	0.2
SUBTOTAL				2718	± 187.6	100%
	Maximum permissible residential units to be developed (Including Res I, II and Subdivisional Area in Phase 1)			3 852		
Phase	Zoning					
REMAINDER GCNT (Phase 2, 3 & 4)	Subdivisional Area for mixed use urban development with the following restrictions: <ul style="list-style-type: none"> • Business Zones: Maximum GLA of 375 000 m² (overall bulk of 1.3) • Industrial Zone: Maximum GLA of 352 500 m² (overall bulk of 0.75) • Residential opportunities*: <ul style="list-style-type: none"> • Phase 2: 3600 • Phase 3: 3600 • Phase 4: 3600 					
*TOTAL number of residential opportunities for GCNT Development				14652		

- 6.2 The following departures as per the Section 8 Zoning Scheme will be applicable to the Residential and Subdivisional Zones described in Table A.1:

TABLE A.2	Residential Zone I (<150sqm)	Residential Zone I (>151sqm)	Residential Zone II	Residential Zone III	Residential Zone IV
Primary use	Dwelling house	Dwelling house	Group house	Town house	Flats
Density	N/A	N/A	40du/ha	60du/ha	100du/ha
Coverage	Max. 66%	Max. 50%	-	Max. 50%	Max. 50%
Height	Max. 2 storeys	Max. 2 storeys	Max. 2 storeys	Max. 2 storeys	Max. 6 storeys
Street building line	1m for dwelling	-2m for dwelling -4m for garage with tip-up door; 1m with articulated door	0m	0m	At least 8m
Side building line	0m	2m on one side 0m on the other	0m	0m	The greater of 4m or ½ the height of the building
Parking	0 bay / unit	1 bay / unit	At least 1.5 bays / unit	At least 1.5 bays / unit	At least 1.25 bays / unit

6.3 Applicable Zoning Schemes:

- a. Portions 3, 4, 7, 8, 15 & 19 of Paarl Farm No 724: Section 8 Zoning Scheme
- b. Portion 3 of Cape Farm No 168: Cape Divisional Council Zoning Scheme

- 6.4 The following minimum parking ratios should be applied in the zones not mentioned in Table A.2.

Land Use	Unit	Parking Ratio
Crèche	30 children	1
School	Classroom / Office	0,5 bays + 1 bay per 20 learners
Place of Worship	10 seats	1
Retail	100m ² GLA	2
Retail (Supermarket)	100m ² GLA	4
Light Industrial	100m ² GLA	1.5
Offices	100m ² GLA	2.5

- 6.5 That the administrative requirements set out in Appendix A and B will be applicable.
- 6.6 *Precinct Plans:* The owner/developer must consequently submit Precinct (where relevant) and detailed Site Development Plans for each of the future phases as indicated on the Development Framework Plan (**ANNEXURE D**) for approval by the Municipal Director: Planning & Building Development Management, prior to the submission of building plans. Such Precinct and Site Development Plans may be submitted as part of the subdivision applications for approval by the Municipal Director: Planning & Building Development Management. The Precinct Plan must include the following:
- 6.6.1 A site layout plan identifying development precincts and phasing;
- 6.6.2 Land use allocations, development parameters including height, coverage and bulk and design guidelines;
- 6.6.3 Major circulation routes (vehicular and pedestrian), access, loading and parking areas;
- 6.6.4 Servitudes to be registered;
- 6.6.5 A Master Landscaping Plan; and
- 6.6.6 Bulk services arrangements.
- 6.7 *Site Development Plans:* A Site Development Plan for each developable pocket within each precinct (Phase 1 and the future phases) shall be submitted for approval by the Municipal District Manager: Planning & Building Development Management prior to the submission of building plans. Such plan is to be substantially in accordance with the approved Precinct Plan and is to include the following:
- 6.7.1 A cadastral plan showing the subdivision, servitudes, etc.

- 6.7.2 Boundary edge definition;
- 6.7.3 A layout plan showing the roads, sidewalks, parking areas, loading, access points, refuse storage and removal, allocation of uses, the position and orientation of all buildings, the location of public and private open spaces, building development parameters including height, coverage, bulk, setbacks, etc.;
- 6.7.4 Details of the phasing of the development;
- 6.7.5 A landscaping plan;
- 6.7.6 A services plan showing existing and proposed new services traversing the property, connection points and servitudes; and
- 6.7.7 A Design Manual showing details of the built form, elevations, colour schemes, signage, orientation, etc.
- 6.8 The development of erven in phase 1 shall be in general accordance with the principles contained in the *Urban Design Framework for Garden Cities/New Town Phase 1 [Amended 22 March 2011]* by *City Think Space*. The specific Typologies & Heights as per **Annexure C** with regard to the placement of row-housing, semi-detached dwellings, group housing and multi-storey walk-ups shall be implemented.
- 6.9 Where Site Development Plans are approved, all development shall be generally in accordance with such approved Site Development Plans.
- 6.10 The phasing of the first phase will be as per the attached **Annexure E 'Construction of Sub-phases of Phase 1'**.
- 6.11 Should the property earmarked as 'Institution Zone' along Lucullus Road not be adequate to address the need, residential sites be consolidated to address space requirements. Such uses should however mainly be located along 'community' streets such as Kameeldoring, Ebony, Milkwood and Amethyst.
- 6.12 This approval is further subject to the developer/owner obtaining a written undertaking from the relevant Electricity Distribution Service Provider that the additional required bulk electricity capacity is available from the Eskom intake point. Such undertaking must be signed by the Head of the Department at Eskom or Council's Director: Electricity Supply or Manager: Electricity Supply depending on the Electricity Distribution Service Provider for the area concerned.
- 6.13 The erection of any building closer than 300m from the nearest chicken house is prohibited. Any structure required to be closer than the prescribed 300m, may only be erected in such position with the approval of the Municipal Director: Planning & Building Development Management after consultation with County Fair Foods or the operator/landowner if such chicken house is still in operation.

6.14 That the proposed street names as per **Annexure F** be submitted for approval by the City of Cape Town upon approval of the amendment of the urban

6.15 Phase 1 shall be limited to the following:

UNIT NO	LAND USE	ZONING	NO OF UNITS
1-2621	Dwelling House	Residential Zone I	2621
2622-2629	Group Housing	Residential Zone II	8
2630-2634	Place of Instruction	Institutional Zone I	5
2635	Institution	Institutional Zone III	1
2636-2649	Public Open Space	Open Space I	14
2650	Private Open Space	Open Space II	1
2651-2687	Public Road	Transport Zone I	37
2688-2691	Authority Usage	Authority Zone	4
2692-2703	Subdivisional Area	Subdivisional Area Zone	12
2704-2718	Special Usage	Special Zone	15
PHASE 1 - TOTAL			2718

6.16 Phase 1 of the development will have one new signalised access point on the R312 (Lichtenburg Road), located 800m east of the Dulah Omar Road / Lichtenburg Road intersection and must be constructed at the developer's cost to the specifications of the City of Cape Town.

6.17 All internal roads shall be constructed at the Developer's cost to the City of Cape Town's specification and approval by the relevant Municipal District Manager; Roads and Stormwater. Internal roads are to have the following minimum road reserve widths:

- Local distributor roads (Class 4): 20m
- Access collector (Class 5a): 13m
- Residential Streets (Class 5b): 10m
- Residential Streets (Class 5c): 8m

6.18 The proposed Lucullus Avenue (Class 2 Road) should allow for a minimum road reserve width of 40m at the cost of the developer.

6.19 The Developer shall transfer all the land required for the construction of the aforementioned roads to the City of Cape Town.

6.20 The Developer shall construct the following external road and stormwater infrastructure at

own cost with the corresponding bulk releases:

Phase	Infrastructure	Bulk release on award of contract (75%)	Bulk release on completion of Infrastructure
Phase 1 Stage 1	Two lane carriageway of Lucullus Road between R312 and East West A (635m) Two lane carriageway of East West A between Lucullus and Phase 1 Stage 2 (150m) Upgrading of R312/R302 intersection (signals and additional lanes) New intersection at R312 / Lucullus Road and Lucullus and East West A (signals and additional lanes) Construction of Public Transport embayments	BNG - 688 Finance linked - 0 Bonded - 825	BNG - 230 Finance linked - 0 Bonded - 275
Phase 1 Stage 2	Two lane carriageway of Lucullus Road between East West A and Phase 2 (900m) Two lane carriageway of Lucullus Road river bridge crossing the Mosselbank River (76m) Two lane carriageway of East West A between Phase 1 Stage 2 and Phase 2 (310m) Upgrading of R312/R304 and R304/N1 intersection (signals and additional lanes) Construction of Public Transport embayments Construction of local multimodal (Taxi and Bus) facility	BNG - 473 Finance linked - 235 Bonded - 647	BNG - 158 Finance linked - 78 Bonded - 216

The infrastructure listed in paragraph 6.20 above is to be constructed by the Developer to the City's approval in lieu of the development contributions due by this development as per the signed Acknowledgement of Debt (AOD).

- 6.21 The phasing of transport infrastructure may be changed by mutual agreement between the 3 parties of City of Cape Town, Provincial Government Western Cape and the Developer.
- 6.22 Mini Traffic Impact Assessments (TIA's) are required before (i) the commencement of this phase and (ii) the remaining phases, to confirm the detail of Transport Systems Management improvements at the intersections and any other requirements, as has been agreed with this Department.
- 6.23 Detail design and material plans for the infrastructure listed in paragraph 6.20 above shall

- be submitted to the City's Roads and Stormwater Branch for approval prior to commencement of construction.
- 6.24 Considering the magnitude of the proposed mixed land use development with an anticipated potential for a large number of pedestrians, non-motorised (NMT) and public (PT) transport plans should be submitted as part of the detailed road design drawings, to the City's satisfaction and implemented as part of the road infrastructure. This should provide for inter alia:
- Pedestrian/cycling facilities throughout the development and along the main access roads, in accordance with the City's NMT policy; and
 - Formal sidewalks on all Class 2 and lower order roads with a preferred minimum width of 2m.
- 6.25 The traffic signals listed in paragraph 6.20 above shall only be installed once warranted in accordance with the 4Q/6Q Warrants for Signals as specified in the SADC Road Traffic Signs Manual (SADC RTSM), Volume 3. Prior to the installation of the signals the Developer is required to provide the City with a layout drawing of the signals as per the SADC RTSM, a road-marking and other signage layout drawing on a separate sheet to the signal layout, a draft signal timing plan, as well as a copy of the peak hour traffic volumes at each intersections.
- 6.26 Street lighting is to be installed at all signalised intersections listed above for at least 150m along all the roads leading into the intersection.
- 6.27 Old and out-dated road markings should be painted over/repainted as applicable. Signs should be upgraded/replaced and new road signs to be installed where required along the main routes to the development.
- 6.28 That the developer at his cost provides all services, bulk- and link services required – in accordance with an approved master plan - to the satisfaction of the Municipality prior to transfer of individual erven.
- 6.29 That detailed services plans be submitted to the Municipal Engineer for approval prior to commencement of any works and all services comply with the "Minimum Standards of Civil Engineering Services in Townships (as amended) document".
- 6.30 That all services be handed over to / inspected by Council on completion of the works and a completion certificate be obtained prior to transfer of individual erven.
- 6.31 That a separate Services Agreement for the provision of Bulk Services in lieu of the residential and commercial development contributions be reached.
- 6.32 That the developer at his cost implement the recommendations of an approved TIA and where required a sound traffic management plan be implemented to ensure traffic safety of residents of the township.
- 6.33 That all land transactions for land required for the construction of bulk roads and/or services be finalised and transferred to the City of Cape Town, prior to the completion of the applicable road and/or services.

- 6.34 That the development of Phase 1 Stage 1 be subject to:
- 6.34.1 The construction of Lucullus Road from the R312 up to Patryfontein Way.
 - 6.34.2 The upgrading and signalization of the Lucullus/R312 intersection and provision of additional exclusive turning lanes, kerbed edges and street lighting.
 - 6.34.3 The upgrading and signalization of the R312/R302 intersection and provision of additional exclusive turning lanes, kerbed edges and street lighting.
 - 6.34.4 The construction of public transport embayments.
- 6.35 That the development of Phase 1 Stage 2 be subject to:
- 6.35.1 The construction of Lucullus Road from Patryfontein Way up to Phase 2.
 - 6.35.2 The Lucullus Road bridge across the Mosselbank River, able to accommodate the 1:100 year flood.
 - 6.35.3 The upgrading of the R312/R304 and R304/N1 intersection (signals and additional lanes).
 - 6.35.4 The construction of public transport embayments.
 - 6.35.5 The construction of a local taxi- and bus facility.
- 6.36 That premix surfaced pedestrian sidewalks be provided on all road reserves > 10 m wide and for road reserves \leq 10 m, at least gravel (natural) stabilized.
- 6.37 That all accesses onto Lucullus Road comply with the Road Access Guideline.
- 6.38 That the stormwater runoff be detained to a pre-developed flow volume on site and the runoff be conveyed to the nearest formal system in accordance with an approved management plan, overall master planning and Council's Catchment Management Policies.
- 6.39 That the written approval of affected owners, where the route of a proposed service cross private properties, be obtained and a servitude be registered on the said properties in favour of the Council for the account of the developer.
- 6.40 That minimum 3m wide services servitudes be registered over all services outside road reserves.
- 6.41 That where applicable no phase or individual erven within a phase be transferred before installation and functioning of all services required for that particular phase.
- 6.42 That midblock sewers or services across erven be avoided.
- 6.43 That detailed site development plans be submitted for approval for all bulk erven followed by detailed services plans, prior to the submission of building plans.
- 6.44 That construction monitoring be done by a registered person (ECSA) in accordance with Board Notice 19 of 2008 from the Engineering Council of South Africa, at level 4.

- 6.45 That on completion of the Engineering Services the developer supply Council with a 12 month maintenance guarantee equal to 5% of the value of the infrastructure constructed.
- 6.46 That the width of the 10m road reserve at Quartz Street and Calcrete Crescent be increased to 13m to accommodate pedestrian walkways to facilitate pedestrian access to the Fisantekraal school.
- 6.47 The developer must submit a comprehensive Life - Cycle Environmental Management Programme (EMP) for the entire development (all phases, construction, operational and conservation) for approval by the Municipal Regional Manager: Environmental & Heritage Management prior to commencement of any civil construction on site. The Environmental Management Programme for the construction and operational phases of the activities on the site shall be compiled by a suitable qualified environmental specialist, at the expense of the developer and it shall address, but not be limited to, the following:
- Erection of camp sites for construction teams;
 - Environmental awareness and training of employees;
 - Protection of fauna, flora and search and rescue of rare and local plant species;
 - Indigenous shrubs and geophytes found onsite must be rescued and relocated within the proposed open space systems;
 - Protection of natural features and any archaeological material of significance that may be discovered;
 - Alien vegetation clearance;
 - Rubble removal;
 - Appropriate signage;
 - Noise and dust control;
 - Erosion control;
 - Ablution facilities;
 - Waste management during construction;
 - Material handling, storage and stockpiles;
 - Site rehabilitation; and
 - Penalties for non-compliance with the EMP.
- 6.48 The developer is to submit notification of commencement of any work on site, including site clearance or start of civil infrastructure works on site to the Municipal Regional Manager: Environmental & Heritage Management.
- 6.49 The developer must submit regular monthly compliance checklists to the Municipal Regional Manager: Environmental & Heritage Management for the duration of all construction phases.

- 6.50 The developer/owners are bound to comply with and enforce compliance by contractors with provisions of the EMP during the earthworks, site preparation and installation of civil services and the construction of all built structures;
- 6.51 The developer shall ensure that the EMP forms part of the contractor's documentation;
- 6.52 The developer shall appoint, at his/her cost, an independent Environmental Control Officer (ECO), with appropriate environmental qualifications, for the duration of the works contemplated in the EMP, in order to monitor compliance by all parties with the EMP and requiring the ECO to liaise with the Municipality's environmental officers on a regular basis. Such an appointment is to be submitted to the Municipal Regional Manager: Environmental Resource Management for approval;
- 6.53 The developer shall enter into a contract with the ECO detailing the minimum hours per week the ECO must be on site and conferring the power on the ECO to stop the construction on site if there is non-compliance with the EMP;
- 6.54 The developer shall make good any damage to the environment caused as a result of non-compliance with the EMP.
- 6.55 The developer must submit Environmental Audit reports for each phase to the Municipal Regional Manager: Environmental Resource & Heritage Management within one (1) year after commencement of construction of each phase and thereafter on an annual basis until the construction phase has been completed. The audit report must detail compliance with the Environmental Authorization as well as the EMP requirements.
- 6.56 The Life- Cycle Environmental Management Programme must include a Conservation Management Plan (CMP) for all natural Open Space areas as indicated on Layout C. The CMP for the Phase 1 application particularly refers to Erven 2636 to 2649 (as per revised layout plan Figure 14 Revision 01 dated 14/03/2011) The Conservation Management Plan must be prepared in consultation with the Municipal Environmental Resource Management Department, City Parks, and Stormwater Section, and be approved by the Municipal Regional Manager: Environmental Resource & Heritage Management.
- 6.57 The Developer must establish an Environmental Advisory Committee (EAC) to oversee implementation of the Life-Cycle Environmental Management Program. The EAC should comprise of the ECO(s), representatives of the Local Authority (including Environmental Resource Management and Roads & Stormwater Departments), representatives of property owners, developers, and suitably qualified and interested members of the public. The EAC must be established before construction commences. The EAC must compile terms of reference and a constitution, to be approved by Municipal Regional Manager: Environmental Resource & Heritage Management. The EAC must meet regularly from commencement of construction on site.
- 6.58 All constructed stormwater facilities and any other development must be placed above (outside) the 1 in 100 year floodline of the river and wetland areas.

- 6.59 The only road crossing of the river will be 40m wide Lucullus Road as indicated on the Phase 1 subdivision drawing (Figure 14 Revision 01 dated 14/03/2011). A causeway must not be used but the design of the road bridge must be raised on pillars to allow for full water and faunal movement under it.
- 6.60 Any pedestrian crossings of the river must be in accordance with the Conservation Management Plan (see paragraph 13.49).
- 6.61 Further to Chapter 7 of the Urban Design Guideline Amended dated 22 March 2011 a Master Landscape Guideline document must be submitted for approval by Municipal Regional Manager: Environmental Resource & Heritage Management in conjunction with City Parks. This document must include a Master Plant List. Locally indigenous, water wise planting must be included and promoted.
- 6.62 All signage shall be in accordance with the City of Cape Town: Outdoor Advertising and Signage By-Law (2001).
- 6.63 In view of the current national electricity shortage, measures have been implemented to restrict growth in electricity demand and use of electrical energy. The following must be noted:
- 6.63.1 The developer is required to include in the development measures to improve energy efficiency to reduce the consumption of electricity in line with the green building concept;
- 6.63.2 New and upgraded electricity supplies may be constrained to various degrees on an interim basis;
- 6.63.3 The extent and nature of constraints to be applied will depend on energy saving achieved and the degree to which the Notified Maximum Demand on the City's intake point from Eskom supplying a particular are, is utilised;
- 6.63.4 Regardless of the Notified Maximum Demand or any other details forming part of the conditions applicable to a customer's electricity supply, he or she will not be exempt from complying with any general restrictions that might be imposed in future to limit maximum demand and the use of electrical energy. Both Eskom and National Government have indicated the intention to apply rationing measures to address the current electricity generation capacity shortage and the efficient use of electricity.
- 6.64 These restrictions are likely to be in effect until constraints imposed by Eskom are lifted, and may be adapted as restrictions placed on the electricity supply to the City are modified. Applications for a connection to the City's electricity network will be subjected to the conditions applicable at the time.

- 6.65 The developer shall appoint an electrical engineering consultant to investigate in detail the specific energy needs of the development and to submit a report to the Municipal Director: Electricity Services discussing the energy efficiency measures that will be implemented. Residential applications not exceeding a supply size of 60A three phase or 10 housing units are exempted from this requirement.
- 6.66 Alterations to the electricity distribution system may be necessary to accommodate the particular requirements of the proposed development. The developer shall submit a design report to the Municipal Director: Electricity Services for approval setting out all the necessary details of the proposed infrastructure to be handed over to the City in terms of the Electricity Supply By-Law. The design report shall be prepared by a consulting engineering practitioner with ECSA in the appropriate category who must consult the Municipal Director: Electricity Services to ascertain the requirements of the Municipality.
- 6.67 The applicant shall provide, at his own cost, the internal electrical reticulation and street lighting serving the subdivision. The applicant shall appoint a registered Professional Consulting Electrical Engineer to carry out the design, to supervise the installation of the internal electrical reticulation and street lighting to standards approved by the Electrical Services Directorate and, on completion, to hand the installations over to the Directorate for subsequent operation.
- 6.68 The developer is responsible for all internal and external designs and fees payable.
- 6.69 Bulk contribution fees will be payable on demand according to the tariff structure.
- 6.70 The City of Cape Town Technical Design Standards will be applicable to the project.
- 6.71 No rates clearance certificates will be issued until all the electrical services has been installed, bulk contribution fees paid and hand-over certificates completed.
- 6.72 If existing electrical services need to be relocated with this development, all costs incurred will be for the account of the developer.
- 6.73 At least one 110mm sleeve pipe must be installed in driveways.
- 6.74 Wayleaves and work permits must be obtained before construction commences.
- 6.75 Formal application for the tariff conversion and development contribution payment details must be made to this Electrical Services Directorate.

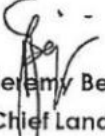
- 6.76 The connection fee, additional development contribution costs and conditions shall be determined upon receipt of the formal application for the increase of supply.
- 6.77 A Stormwater Management Master Plan shall be submitted to the Catchment Planning Directorate. The client/developer is to consult with the Catchment Planning Department prior to submission of the Master Plan.
- 6.78 The cost of possible alterations to existing infrastructure and/or the relocation thereof will only be determined upon written request.
- 6.79 Such relocation/alterations will be for the cost of the applicant.
- 6.80 The relevant infrastructure should at all times be accessible.
- 6.81 No building, structures or trees may be erected within nine (9) metres of any Eskom 11kV power line or within six (6) metres from any structure supporting mechanism.
- 6.82 No building, structures or trees may be erected within 22 meters from any Eskom 66kV power line.
- 6.83 No building, structures or trees may be erected within 31 meters from any Eskom 132kV power line.
- 6.84 No work may take place closer than five (5) metres from any overhead power line;
- 6.85 Eskom shall at all times have unobstructed access to and egress from its services.
- 6.86 Should it be necessary to move any of the Eskom services, a written request must be given to the local Eskom office.
- 6.87 The development will be limited to the land uses as listed in paragraph 13.7 for Phase 1. Any future changes to the proposed land uses and/or layout will require comment from the Department of Transport and Public Works.
- 6.88 Access to Phase 1 from MR213 will be limited to the proposed Lucullus Road signalised intersection at approximately KM 2.84 (800 m east of the MR213/Dulah Omar Street Intersection).

- 6.89 The traffic signals at the MR213/Lucullus Road intersection are only to be installed once warranted in accordance with the 4Q/6Q Warrants for Signals as specified in the SADC Road Traffic Signs Manual (SADC RTSM), Volume 3.
- 6.90 The following Arterial Management Plans (AMPs) to be taken into account when developing this and future phases of the GCNT development:
- 6.90.1 MR188 just completed by ITS Engineers for the City of Cape Town;
 - 6.90.2 MR213 soon to be completed by ITS Engineers on behalf of the Department of Transport and Public Works;
 - 6.90.3 MR174 soon to be completed by ITS Engineers on behalf of the Department of Transport and Public Works;
- 6.91 The following Phase 1 road infrastructure to be constructed as part of the release of bulk and phasing thereof in accordance with the Phasing Plan and the table listed in paragraph 6.20:
- 6.91.1 Two lane single carriageway of Lucullus Road between MR213 and Phase 2 (1535 m) of the development including the signalisation of the MR213/Lucullus Road intersection with street lighting for at least 150 m along all the approaches and the bridge over the Mosselbank River (76m);
 - 6.91.2 The signalisation and upgrading of both the MR188/MR213 and MR174/MR213 intersections including street lighting for at least 150 m along all approaches;
 - 6.91.3 The East-West A Road between Lucullus and Phase 2 (460 m) of the development;
 - 6.91.4 The signalisation and upgrading of the MR174/N1 interchange intersections;
 - 6.91.5 The construction of appropriately located public transport embayments along all the above listed new roads; and
 - 6.91.6 The construction of the multi-nodal public transport facility.

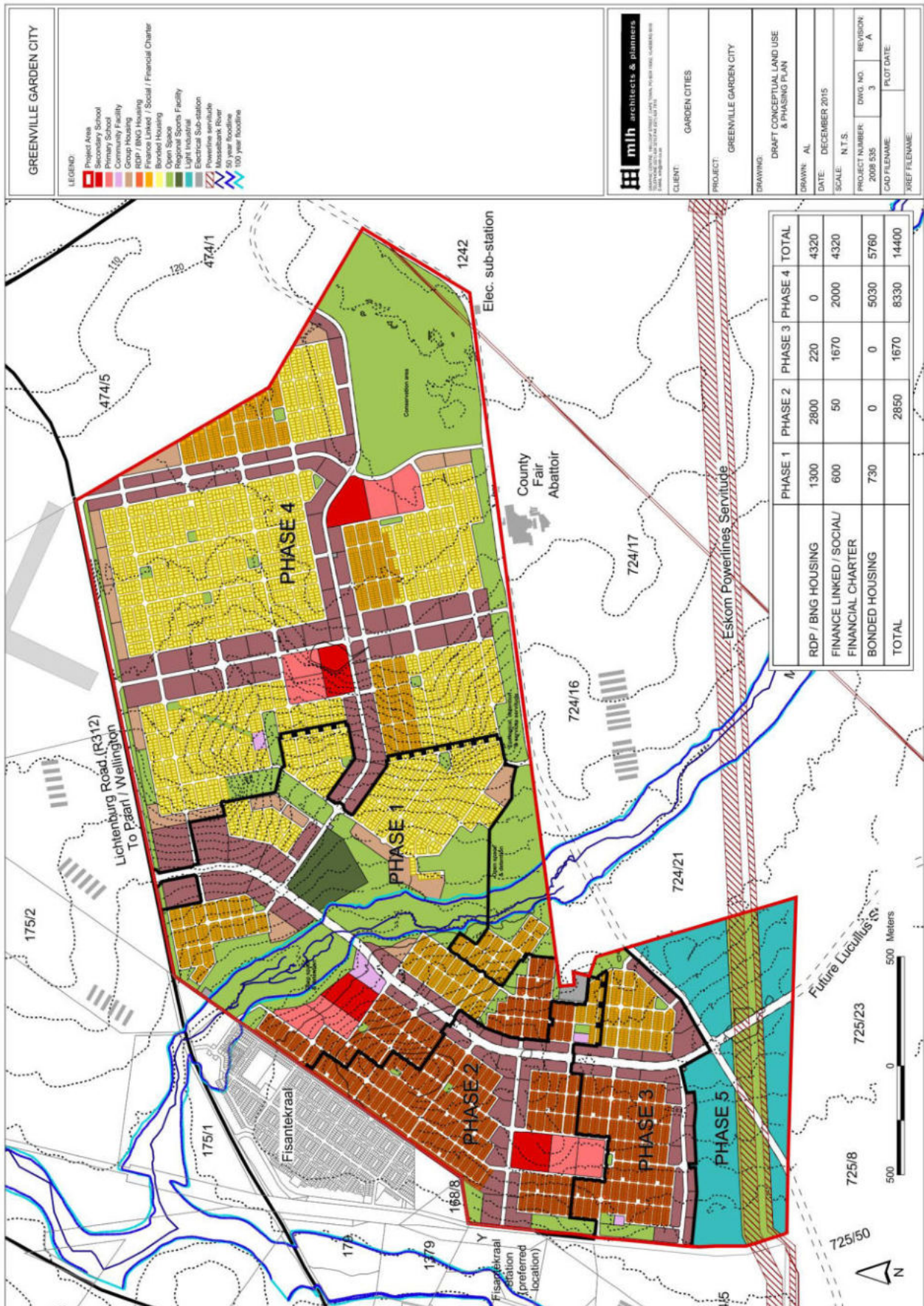
- 6.92 Cognisance should be taken of the N1 Toll Road proposals for the upgrading of the MR174/N1 interchange before embarking on the upgrading of these signalised intersections as part of Phase 1.
- 6.93 Cognisance should be taken of the possible future dualing of the MR213 between the MR174 and MR188 that may require additional road reserve width to fit a 4-lane dual carriageway cross section.
- 6.94 Non-Motorised Transport (NMT) and Public Transport (PT) should be integrated with each other, the proposed road network and the road cross section.
- 6.95 All detail design plans (geometric and materials) for the MR213/Lucullus Road intersection once scrutinised by the City of Cape Town be submitted to the Department of Transport & Public Works for approval and should include all road signs and road markings.
- 6.96 Adequate on-site parking be provided to the satisfaction of the City of Cape Town Traffic Engineer.
- 6.97 Localised Traffic Impact Assessments/Statements may be required for the different stages of Phase 1, especially for the Subdivisional Areas where no site development plans are currently available.
- 6.98 Construction access off MR213 for Phase 1 should be taken at the same position where the new MR213/Lucullus Road intersection will be constructed. No other construction accesses will be allowed along the MR213 as part of the development of Phase 1.
- 6.99 In terms of Section 17 of the Road Ordinance 19 of 1976, a 5m building line is applicable along MR213.
- 6.100 No other building or structure whatsoever shall be erected within a distance of 95m from the centre line of MR31 and MR295 without the prior written approval from the Controlling Authority as defined in Act 21 of 1940.
- 6.101 The South African National Roads Agency Limited (SANRAL) to be informed of the proposed upgrading of the MR174/N1 intersections as part of Phase 1 road infrastructure requirements.
- 6.102 Some funding should be set aside for localised intersection improvements where required.

- 6.103 That the developer undertakes to source their labour from the local residents and enter into a Local Labour agreement with the City of Cape Town.
- 6.104 That the developer undertakes to utilise local suppliers, contractors and sub-contractors for the development except where the relevant products or expertise does not exist, or is in short supply or where cheaper products can be sourced elsewhere (with the preference of South African products), and that an agreement be entered into with the City of Cape Town in this regard.

Yours faithfully


Jeremy Benjamin
Chief Land Use Management Regulator
DATE: 03/12/2011
SA/GARDEN CITIES APPROVAL

Appendix B5 – Greenville - Conceptual Land Use Phasing Plan December 2015



Appendix B6 – Greenville - Airport Investigation - Noise Cones



Appendix B7 – SANS10103 Extract

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4.2 Typical noise in various districts

4.2.1 General

Typical rating levels ($L_{Req,T}$) for ambient noise in different districts are given in table 2.

4.2.2 Outdoors

The values given in columns 2 to 4 of table 2 are typical rating levels that should not be exceeded outdoors in the different districts given in column 1. Outdoor ambient noise exceeding these levels will be considered to be annoying to the community (see 4.5.4).

The levels given in columns 2 to 4 of table 2 may be used as a guide for zoning purposes.

4.2.3 Indoors

The values given in columns 5 to 7 of table 2, based on the assumption that a building with natural ventilation and open windows will provide sound insulation of about 10 dBA, are the typical levels that should not be exceeded indoors in the different districts given in column 1. (See table 1 for maximum rating levels for ambient noise inside buildings.)

NOTE 1 Where occupancies have to be allowed within areas where the acceptable outdoor values in table 2 are exceeded for the particular type of occupancy, the sound insulation of the building housing the occupancy should be proven to be such that the indoor values given in table 2 for the particular type of occupancy are not exceeded.

NOTE 2 Where the noise contains predominantly low frequency components, the indoor values may not be any lower than the outdoor values and may even be accentuated due to room resonances in the building. Conventional sound insulation of the building can not resolve this problem.

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Edition 6

Table 2 — Typical rating levels for noise in districts

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 $L_{R,dn}^a$	Daytime $L_{Req,d}^b$	Night-time $L_{Req,n}^b$	Day/night $L_{R,dn}^a$	Daytime $L_{Req,d}^b$	Night-time $L_{Req,n}^b$
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

NOTE 1 If the measurement or calculation time interval is considerably shorter than the reference time intervals, significant deviations from the values given in the table might result.

NOTE 2 If the spectrum of the sound contains significant low frequency components, or when an unbalanced spectrum towards the low frequencies is suspected, special precautions should be taken, and specialist advice should be obtained. In this case the indoor sound levels might significantly differ from the values given in columns 5 to 7. (See also annex B.)

NOTE 3 In districts where outdoor $L_{R,dn}$ exceeds 55 dBA, residential buildings (e.g. dormitories, hotel accommodation and residences) should preferably be treated acoustically to obtain indoor $L_{Req,T}$ values in line with those given in table 1.

NOTE 4 For industrial districts, the $L_{R,dn}$ concept does not necessarily hold. For industries legitimately operating in an industrial district during the entire 24 h day/night cycle, $L_{Req,d} = L_{Req,n} = 70$ dBA can be considered as typical and normal.

NOTE 5 The values given in columns 2 and 5 in this table are equivalent continuous rating levels and include corrections for tonal character, impulsiveness of the noise and the time of day.


NOTE 6 The noise from individual noise sources produced, or caused to be produced, by humans within natural quiet spaces such as national parks, wilderness areas and bird sanctuaries, should not exceed a maximum A-weighted sound pressure level of 50 dBA at a distance of 15 m from each individual source.

a The values given in columns 2 and 5 are equivalent continuous rating levels and include corrections for tonal character and impulsiveness of the noise and the time of day.

b The values given in columns 3, 4, 6 and 7 are equivalent continuous rating levels and include corrections for tonal character and impulsiveness.

APPENDIX C – CoCT - Spatial Planning and Environment Directorate

Appendix C1 – Comment on hydraulic water modelling analysis for the Cape Winelands Airport

 <p>CITY OF CAPE TOWN ISIXEKO SASAKAPA STAD KAAPSTAD</p> <p><small>Makhekelele eNtshona. Together.</small></p>	<p>Hardekraaflê Head Office Chr Voorrekker & Mike Pienaar Blvd Belville 7530</p> <p>Tel: +27 021 400 4961 Faks: +27 21 970 3140</p>	<p>Hardekraaflê Head Office Chr Voorrekker & Mike Pienaar Blvd Belville 7530</p> <p>Umhweba: +27 021 400 4961 Fekst: +27 21 970 3140</p> <p>E-mail: water.info@capetown.gov.za</p> <p>Evaluator: Thabiker Adams</p>	<p>Hardekraaflê Head Office H/V Voorrekker & Mike Pienaar Blvd Belville 7530</p> <p>Tel: +27 021 400 4961 Faks: +27 21 970 3140</p>	
	<p>Our Ref. : 20220316_M</p>		<p>16/03/2022</p>	
<p>Marno Pretorius Zutari Marno.Pretorius@zutari.com</p>				
<p>COMMENT ON HYDRAULIC WATER MODELLING ANALYSIS FOR FOR CAPE WINELANDS AIRPORT</p>				
<p><u>Background</u></p> <p>The applicant wishes to establish a mixed use development which would consist with retail shops, offices, industrial and warehousing. The proposed development is located on portion 10 of Farm 724 and Portion 4 of Farm 474 and is currently occupied by an airport.</p> <p>The applicant has requested modelling of the proposed development to determine what demands the existing infrastructure would be able to support. The details of the request are as follows:</p> <ul style="list-style-type: none"> - Modelling of existing pipelines - Modelling future pipelines (400 mm Ø marked as MP NT-5) - Known future developments to be taken into account (Bella Reva, Greenville and the Poultry farm) <p>This letter discusses the results of the modelling exercise.</p>				
<p>Table 1.1: Water demands as provided by consultant</p>				
<p style="text-align: center;">Water Demand Calculations</p>				
<p>Basic Water Demand Calculations</p>	<p>Description</p>	<p>Unit Demand (ℓ/m²/day)</p>	<p>Demand (ℓ/day/dwelling)</p>	<p>Sub Total Demand (Kℓ/day)</p>
	Warehousing	3	150980.75	150.98
	Hanger Only	3	183865.81	183.87
	Industrial	4	0.00	0.00
	General Business	6.5	60896.23	60.90
	Office	6.5	132293.493	132.29
	Retail/Shop	6.5	43281.654	43.28
Airport	6.5	18265	18.27	
<p>Total AADD</p>				<p>589.58</p>
<p>Peak Water Demand Calculations</p>	<p>Description</p>	<p>Units</p>	<p>Demand</p>	
	Instantaneous demand	ℓ/s	6.82	
	Peak Factor (PF)			3.30
	Peak instantaneous demand (Qp) AADD x PF	ℓ/s	22.52	
	Consider 15% losses	ℓ/s	3.38	
	Peak Fire Flow (Qf)	ℓ/s	215.00	
<p>Total Peak Instantaneous Demand (Q) Qp + Qf</p>		<p>ℓ/s</p>	<p>240.90</p>	

* As provided by consultant.

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Overview of supply

The general area is supplied via a 250 mm Ø and 450 mm Ø running parallel to Lichtenburg Road. The 250 mm Ø appears to be almost fully utilized supplying Fistantekraal PRV zone as well as Greenville.

Model setup

Our theoretical model was reconfigured according to planning diagrams provided by the applicant. Details are as follows:

A. Direct supply to Cape Winelands

- A schematic line of 400 mm Ø feeding off the existing 450 DN (Marked MP NT5).
- This 400 mm Ø was reduced to a 200 mm Ø main at the proposed development (arbitrarily chosen)

B. General supply to area

Schematic ring mains were included as per the applicant's diagrams.

- MP NT 1.8 : 400 mm Ø ring main supplying Greenville
- MP-NT-5.3 : 250 mm Ø main supplying Greenville
- Water main along Boy Briers upgraded to 400 DN to match diagram
- A schematic 250 mm Ø was created to supply the Bella Riva development.

C. Pressure Management

- Two schematic PRV's inserted downstream of the 450 mm Ø feeds to Fistantekraal/ Greenville. This resulted in reducing demand off the 450 mm Ø and increased reliance on the 250 mm Ø.

Note: The 250 mm Ø supply was not used to supply Cape Winelands. This was due to two reasons:

- An existing farm currently uses a significant demand.
- The two PRV's downstream of the 250 mm Ø has reported numerous intermitted pressure drops throughout the year.

Details can be seen in the map created "DWG 1: Model Setup".

Modelled Scenarios and results

The table below provides details on how each development was configured in this exercise.

Table 1: Simplified Model supply configuration

	Full Demand [DWG2]	PRV Setups [DWG's 4 & 5]
Cape Winelands	Supplied by 450 mm Ø	Supplied by 450 mm Ø
Bella Riva	Supplied by 450 mm Ø	Supplied by 450 mm Ø
County Fair	Supplied by 450 mm Ø. New demand only (Existing demand excluded).	Same as previous but under pressure management
Greenville	Demand split between 250 mm Ø and 450 mm Ø	Same as previous but under pressure management
Fistantekraal	Unchanged Supplied by 250 mm Ø	Same as previous but under pressure management

Model Scenarios

This section briefly discusses the various modelled scenarios. Results can be found in the table 2 on the next page.

A. No Pressure Management [DWG 2]

Once all schematic lines were inserted, the model was fully loaded. This resulted in the 450 mm Ø experiencing high velocities of 1.5 m/s. The 250 mm Ø supply line however appeared to have some spare capacity and had a velocity of 0.72 m/s.

B. Pressure management for Greenville and Fisantekraal [DWG 5]

Two schematic PRV's were inserted and the existing Fisantekraal PRV's settings were increased to 46m pressure from 40m. This increased the utilization of the 250 mm Ø and decreased the utilization of the 450 mm Ø. Despite this the 450 mm Ø still experienced velocity of 1.2 m/s. Pressures within the Greenville and Fiskraal were on average 47m with some pockets experiencing a pressure head of 24-25m of pressure which is acceptable.

Despite this attempt, the velocity within the 450 mm Ø could only be reduced to 1.2 m/s. The pressures within Fisantekraal and Greenville were above the minimum required of 24m.

We proceeded to test the configuration by loading the demands in increments of 25%. At first glance it appeared that it may be possible to accommodate up to 50% of the demand with pipe velocities at 1.27 m/s within the 450 mm Ø.

C. Modelling existing on site constraints [DWG 7]

Currently the area experiences intermittent drops in pressure throughout the year.

An investigation into the PRV data of Fisantekraal 1 & 2 revealed two potential operational issues on the 250 mm Ø line:

- o A high spike in water demand downstream causing pressure drops at Fisantekraal 1
- o Intermittent pressure drops upstream of the 250 mm Ø causing pressure drops in both PRV's.

As a result of the above, it is likely that Fisantekraal/ Greenville will rely more on the 450 mm Ø during these pressure drops.

The model was re-run within increments of 25%. Of the modelled scenarios it appears that the system will only be able to accommodate up to 25% of the proposed demand at the Cape Winelands airport (5.63 l/s). Even at this demand velocities were at 1.38 m/s. However this will only occur during the intermittent pressure drops. Most of the time the velocity within the 450 mm Ø would be expected to be around 1.24 m/s.

Table 2: Summary of Model Results*

Scenario	Existing 450 mm Ø supply	Existing 250 mm Ø supply	Surrounding developmen ts	Comments / Other issues
Full Demand No PRV's [DWG 2]	V = 1.5 P = 104	V = 0.72 P = 115	Ave. V = 0.40 Ave. P = 76	Velocity in 450 mm Ø supply too high. Isolated pockets pipes with V > 1.5 m/s in Fistantekraal
0% Demand PRV [DWG 4]	V = 1.2 P = 111	V = 1.2 P = 103	Ave. V = 0.35 Ave. P = 47	At zero demand, both pipelines reach maximum acceptable velocity.
25% Demand + PRV's [DWG 5-1]	V = 1.24 P = 110	V = 1.2 P = 103	Ave. V = 0.35 Ave. P = 47	25% of AADD appears to be theoretically feasible with sufficient pressure management.
50% Demand + PRV's [DWG 5-2]	V = 1.27 P = 109	V = 1.2 P = 103	Ave. V = 0.36 Ave. P = 47	At first glance, this appears feasible. However there are on site constraints.
75% Demand + PRV's [DWG 5-3]	V = 1.31 P = 109	V = 1.2 P = 103	Ave. V = 0.36 Ave. P = 46	450 mm Ø and 250 mm Ø at maximum velocity thresholds.
100% Demand + PRV's [DWG 5-4]	V = 1.34 P = 107	V = 1.2 P = 103	Ave. V = 0.36 Ave. P = 46	450 mm Ø and 250 mm Ø at maximum velocity thresholds.
FIRE [DWG 6]	V = 2.57 P = 68	V = 1.68 P = 82	Ave. V = 0.5 Ave. P = 39	It would be recommended to have on site storage for fire support.
250 mm Ø issues & 100% demand [DWG 7-1]	V = 1.5 P = 104	V = 0.72 P = 38	Ave. V = 0.39 Ave. P = 34	Some pockets with 22m of pressure
250 mm Ø issues & 50% demand [DWG 7-2]	V = 1.42 P = 107	V = 0.72 P = 40	Ave. V = 0.39 Ave. P = 34	Some pockets with 22m of pressure
250 mm Ø issues & 25% demand [DWG 7-2]	V = 1.38 P = 108	V = 0.72 P = 40	Ave. V = 0.38 Ave. P = 34	Some pockets of Pressure around 22m

V = Water Velocity (in m/s)

P = Pressure Head (m)

* Analysis focusses on supply lines. Pipe Diameters < 140 mm Ø excluded from table results

Current Risks

- There is a current intermittent drop in pressure within the 250 mm Ø which supplies the Fisantekraal area.
- The pressure drops may affect availability for fire flow. On site storage tanks for fire may mitigate this risk.

Master Planning items

The general vicinity has been targetted by both the 2015 and 2018 master plans. The master plan has called the following:

- A New Transfer reservoir (Spes Bona)
- A new reservoir linked to the transfer reservoir (Muldersvlei)
- New pipelines to supply future areas.

These items are labled as follows:

- BLK-PM10 : Pipeline between Muldersvlei and Transfer reservoir
- SPB-P01: Supply to future zone from Spes Bona reservoir
- BLK-PM1: 300 Ml Muldersvlei reservoir

Timing and implementation of the reservoirs items will have to be discussed with our Bulk Water branch. Implementation of reticulation pipelines will have to be discussed with our reticulation district heads.

Implementation of the Master Plan items may unlock sufficient capacity to support the full demand of the proposed development.

In addition to the above The Bulk water branch is looking to increase water security and supply (BWAS and alternative water sources).

The general contact detail for our Bulk water branch is: BulkWater.Info@capetown.gov.za


Concluding remarks

After numerous modelling numerous scenarios and configurations it appears that accomodations can only be made for up to 25% (5.63 l/s) of the proposed demand. Additional infrastructure (as recommended by the Master Plan would need to be implemented to accommodate the full demand of 22,52 l/s.

General/ Disclaimer

1. Information provided is based on best available data.
2. The flows and pressures provided in this analysis are theoretical and not measured.
3. This analysis contains schematic pipelines and associated infrastructure. Final implementation may differ.
4. All diameters, levels, dimensions and positions of existing infrastructure provided need to be checked on site.
5. This comment covers a theoretical modelling exercise and does not include inputs or commentary from our sister branches.

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6. These comments do not confer a right to develop. A formal development application will be required for submission to the City of Cape Town.

Yours Faithfully

Shamile Manie

Digitally signed by Shamile
Manie
Date: 2022.03.17 13:16:33 +02'00'

Shamile Manie

PPO: Master Planning

On behalf of

Zolile Basholo

DIRECTOR: TECHNICAL SERVICES

REPORT CONTRIBUTIONS

BRANCH	CONTACT PERSON	INPUT PROVIDED
Master Planning	T Adams (evaluator)	Modelling
	S Manie	Oversight / checking

Appendix C2 – Acronyms and Glossary of Terms

Acronyms and Glossary of Terms (Pages 21 - 28)

1. "AIP Alien Invasive Plants" is to be amended to "IAP Invasive Alien Plants" throughout the document to avoid confusion with "Aircraft Isolation Pad".
2. "BioNet" is to be accurately referenced as the "Cape Town BioNet" as it is not specific to the City of Cape Town, but rather covers all land in the municipality and is implemented in collaboration with partner conservation organisations, namely CapeNature, SANParks (TMNP), DEA&DP, South African National Botanical Institute (SANBI) and Botanical Society (BotSoc).
3. "ECA" – is to be referenced with the full title, including Act number and year; i.e. Environmental Conservation Act 73 of 1989.
4. "EMF - Environmental Management Plan" – it is recommended that the acronym correspond with the definition. An EMF usually refers to an Environmental Management Framework, which has a legislated specific meaning that differs from the usual definition of an EMP Environmental Management Plan. If the Environmental Management Framework for the City of Cape Town is being referred to here, as on page 87, then then the correct and full name should be referenced. The City's EMFs are integrated with the District Spatial Development Frameworks.
5. The definition for Flora – "region of habitat" on Page 27 is not clear. It is recommended that Flora be defined as "... region or habitat".
6. It is unclear what the blue line (next to the yellow star) represents on the map (Figure 1 on Page 29).

Legal Framework (Section 4 on Pages 51-96)

7. The guidelines listed under Section 4.1 on Page 52 are missing key current references. Notably (but not limited to) the Procedures to be followed for the assessment and minimum criteria for reporting of identified environmental themes in terms of section 24(5)(a) and (h) of the National Environmental Management Act, 1998, when applying for Environmental Authorisation published in the Government Gazette No. 42946 on 10 January 2020.
8. The City's "new Climate Change Policy" is to be accurately referenced under Section 4.3 on Page 85, i.e. City of Cape Town Climate Change Strategy 2021.
9. The City of Cape Town Economic Growth Strategy (2013) referenced on Page 92 has replaced by the City of Cape Town Inclusive Economic Growth Strategy 2021.
10. The referenced 2017 - 2022 IDP on Page 92 has been replaced by the IDP 2022-2027. Current Strategies and Policies are to be referenced. Refer to the City's online document centre: <https://www.capetown.gov.za/document-centre/Document-overview>.

Legal Framework (Section 4 on Pages 51-96)

11. The guidelines listed under Section 4.1 on Page 52 are missing key current references. Notably (but not limited to) the Procedures to be followed for the assessment and minimum criteria for reporting of identified environmental themes in terms of section 24(5)(a) and (h) of the National Environmental Management Act, 1998, when applying for Environmental Authorisation published in the Government Gazette No. 42946 on 10 January 2020.
12. The City's "new Climate Change Policy" is to be accurately referenced under Section 4.3 on Page 85, i.e. City of Cape Town Climate Change Strategy 2021.
13. The City of Cape Town Economic Growth Strategy (2013) referenced on Page 92 has replaced by the City of Cape Town Inclusive Economic Growth Strategy 2021.
14. The referenced 2017 - 2022 IDP on Page 92 has been replaced by the IDP 2022-2027. Current Strategies and Policies are to be referenced. Refer to the City's online document centre: <https://www.capetown.gov.za/document-centre/Document-overview>.

General

15. The terminology of the proposed sewage treatment plant is to be consistent in the Scoping Report. Throughout the Pre-Application Scoping Report, the plant is interchangeably referred to as sewage treatment plant / sewage package plant / package treatment plant / PV Plant.

APPENDIX D – Patrick Bond

Appendix D1 – Stay Grounded concerns about airport carbon neutrality claims

The aviation sector states that it's aiming for net zero CO₂ emissions in 2050, but fails to mention that it will continue to emit large amounts of CO₂ until then, especially as it is doing everything it can to continue growing. Only in 2035 could its emissions start to fall below their 2019 level, provided that the planned solutions are not delayed. To meet the 1.5 °C target, it would have to cut its emissions very sharply now. If it does not, its carbon budget will be exceeded around 2030 and the budget overrun would be very large. The diagram does not include non-CO₂ effects that have an even greater climate impact than CO₂.

Sources:

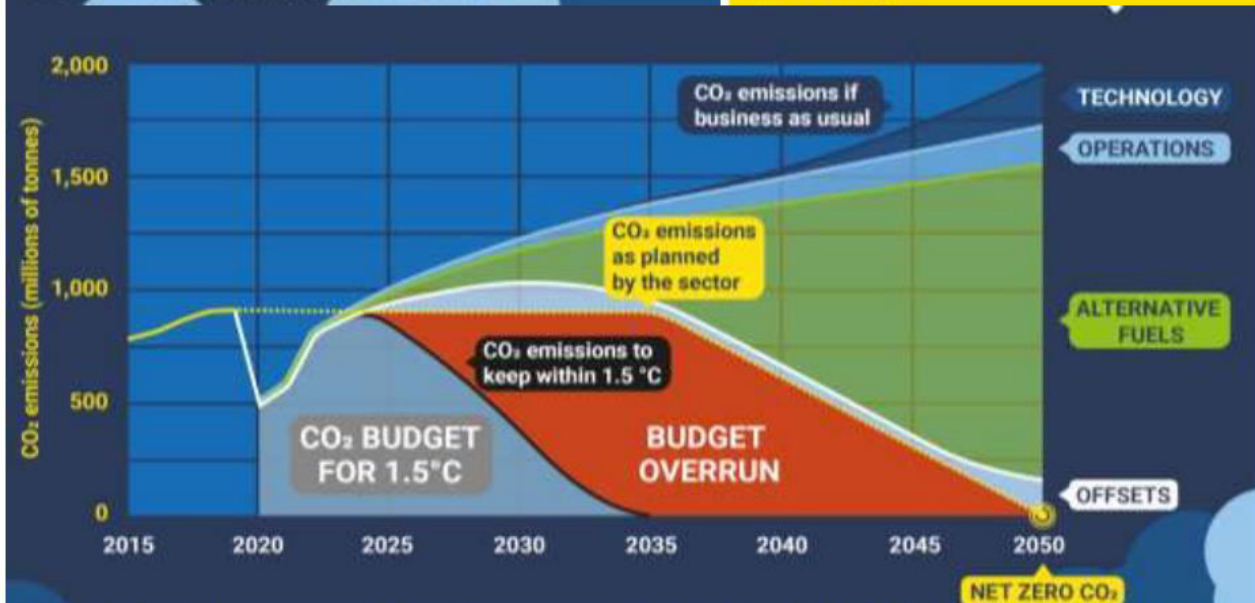
ATAG(2021): <https://bit.ly/Waypoint2050>, Scenario 2 p. 25

UNEP (2021): https://bit.ly/Emissions_Gap, p. XXIII

THE FAKE CARBON NEUTRALITY OF AIRPORTS

Some airports claim carbon neutrality but this is a fallacy because it only concerns a very small part of their emissions. The emissions included are confined to Scope 1 (emissions from airport controlled sources, e.g. buildings) and Scope 2 (emissions from energy purchased by the airport).

88 airports around the world claim to be carbon neutral. This label has been awarded to them by ACA¹², an organisation belonging to the Airports Council International (ACI). It means that these airports have taken steps to reduce and/or offset (by purchasing carbon credits) the emissions over which they consider themselves to have control. Some are for example building solar farms on their premises or planting trees and presenting that as an offset. They see no obligation to reduce (or offset) Scope 3 'indirect' emissions, because they are considered not under the airport's direct control, although they account for more than 99% of total emissions related to airports^{13,14}. Most of these emissions are from flights and from ground transport used by passengers and airport workers travelling to/from an airport.



Source: https://stay-grounded.org/wp-content/uploads/2021/11/SG_factsheet_9-22_Net-Zero_en_A4.pdf

Appendix D2 – The Climate Justice Shot Heard ‘Round the World: No New Private Jet Infrastructure

If activists succeed in stopping the Hanscom expansion, it will be the next “shot heard ‘round the world” on a warming planet.

By Chuck Collins, [Inequality.org](https://inequality.org)

November 17, 2023

In 1775, the first battles of the American Revolution began in Massachusetts at Lexington and Concord with what is now known as the “[shot heard ‘round the world.](#)”

Three miles away, at an airport known as Hanscom Field, climate activists are launching what might be the newest shot to ring across a warming planet: No new private jet infrastructure.

Located 14 miles outside Boston, Hanscom is New England’s largest private jet port. Private jets are the epitome of private excess at public and planetary expense. They pollute [between 10 and 20 times more per passenger](#) than commercial flights.

Yet private developers are pressing to [triple Hanscom’s capacity to serve wealthy private jet](#) travelers. So after a summer of unprecedented heat waves, wildfires, floods, and droughts, climate activists are demanding a halt to [private jet expansion at Hanscom — and everywhere else.](#)

A new study I co-authored, [Hanscom High Flyers](#), found 31,599 flights by 2,915 unique private jets in or out of Hanscom over an 18-month period. Together these flights emitted 106,676 tons of carbon. (For comparison, the average Massachusetts resident has a carbon footprint of about 8 tons all year. For the average American, it’s about 14.)

Private jet owners and users are among the wealthiest people in our society. According to [Wealth-X](#), the median wealth of a U.S. private jet owner is \$190 million, with fractional share owners worth about \$140 million.

Despite their ample means, these high flyers don’t pay the full ecological and economic costs of their luxury transit choice. In addition to its disproportionate climate impact, private aviation [uses 16 percent of the country’s airspace—but only contributes 2 percent](#) of the fees to manage the flight control system.

There’s a reason Warren Buffett once nicknamed his private jet “[the Indefensible.](#)”

Defenders of private jet excess argue they’re necessary for senior management mobility and the health of our economy. But we estimate that at least half of Hanscom flights (49 percent) went to luxury destinations or were for recreational purposes.

The number one frequent Hanscom flyer was a jet registered to a managing partner at the private equity firm Charlesbank, a major investor in fossil fuel infrastructure projects. Their number one destination was Nantucket, with 112 flights. Traveling from Boston to Nantucket is a two-hour drive and a one-hour high-speed ferry.

Charlesbank also made 100 trips to two private jet ports outside New York, a destination with dozens of other transit options — many of them quite luxurious, [including First Class](#) trips on the Acela fast train. Other frequent destinations included West Palm Beach, Florida; Aspen, Colorado; Jackson Hole, Wyoming; and international destinations such as Aruba and the Virgin Islands.

While plenty of business is no doubt discussed over golf at Aberdeen, Scotland or at bird hunting reserves in Argentina (destinations we also documented), this is probably the least defensible form of luxury travel on a warming planet when a [Zoom](#) call would often do.

Our analysis only reveals the tip of the private jet excess iceberg. Thanks to industry lobbying, private jet owners can have their flight data removed from public flight-tracking registries.

We found that several Massachusetts billionaires who own private jet — including Red Sox and *Boston Globe* owner John Henry, Patriots owner Bob Kraft, New Balance owner Jim Davis, and former Reebok CEO Paul Fireman — had blocked the public from seeing their private flight records. And [the private jet lobby wants to make it even harder for the public to get this information](#).

The private jet lobby argues that private aviation creates jobs and insists that they're investing in sustainable aviation fuels. But typewriter manufacturing also created a lot of jobs at one time — and replacing jet fuel with alternatives is still [decades away — if it ever happens](#). We would be better off investing in high-speed rail and other transit alternatives, which would create good jobs, serve more people, and reduce pollution.

The Hanscom fight has national and even global significance. European governments are cracking down on short-hop flights and exploring bans on private jet expansion.

In the United States, the politically powerful private jet lobby is used to getting its way with state governments. However, in Massachusetts, Governor Maura Healy has [been a leader](#) in facing the realities of climate change. Even Massport, the typically private jet-friendly public agency that operates Hanscom Field, Boston Logan Airport, and other facilities, is implementing [plans to move to net zero emissions](#) in their buildings and infrastructure by 2031.

In a compact Northeast corridor with many other transportation options, local officials may well get the message on private jets — and that could set the stage for successful fights elsewhere.

If activists succeed in stopping the Hanscom expansion, it will be the next “shot heard 'round the world” on a warming planet.

Appendix D3 - Excerpted climate-related claims within the Pre-Application Draft Environmental Scoping Report for the Proposed Expansion of the Cape Winelands Airport

DEA&DP PRE-APPLICATION NR:16/3/3/6/7/2/A5/20/2209/23

PRE-APPLICATION DRAFT ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT

(P10 OF FARM 724, RE OF FARM 724, P23 OF FARM 724, P7 OF FARM 942, RE OF FARM 474, P3 OF FARM 474 AND P4 OF FARM 474)



NOVEMBER 2023

DRAFT REPORT FOR COMMENT



PREPARED FOR
CAPEWINELANDS AERO (PTY) LTD

PREPARED BY
PHS CONSULTING



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AMANDA@PHSCONSULTING.CO.ZA / PAUL@PHSCONSULTING.CO.ZA

... The CWA proposed expansion project has aligned itself with the National, Provincial and Local government vision and strategies of climate change and sustainable development in the following areas:

SFA 1: URBAN COOLING AND HEAT RESPONSIVENESS

The Architectural design responds to the external climate through a building design that is appropriate for the local climate, minimising the need for cooling and heating during seasonal changes.

The CWA team aims to develop an airport for the future with building design aligned with green building initiatives and a continuous drive to minimise resource usage on site.

The building design aims to incorporate the following elements:

- 1) Maximised use of natural light and cooling in summer through passive solar design based on the local climate and setting. This includes building orientation and use of shading, effective landscaping and ventilation.
- 2) Use of building materials, surface colours, insulation to trap heat when needed and allow cooling when needed.
- 3) Use of solar geysers, energy efficient lighting, water efficient flush systems and taps, endemic landscaping and water efficient irrigation systems.

SFA 2: WATER SECURITY AND DROUGHT-READINESS

The site is developing potable water supply from boreholes on site and aims to treat to potable standard and supply its potable needs. That would negate the need for CoCT supply and provide a secure and stable supply to the site. The non-potable needs will be supplied by treated sewage water. This approach allows for minimised abstraction from boreholes and increased drought resilience. Landscaping on site will be endemic and include pathways and open areas to minimise the need for irrigation.

The site will also implement water-saving technologies, such as rainwater harvesting and efficient irrigation systems, to minimize water consumption and promote responsible water use.

SFA 3: WATER SENSITIVITY, FLOOD-READINESS AND STORM MANAGEMENT

The site has a proposed stormwater design that will focus on preventing flooding or inundation of the airside runway, taxi and apron areas. The landside development footprint will rely on designs that can cope with extreme rain events.

SFA 5: MANAGING FIRE RISK AND RESPONSIVENESS

Fire risk management has been identified as one of the key safety considerations for the site. The placement of fire water tanks, inclusion of fire protection measures in the design of the buildings and a fire response plan will be implemented on site. Due to the rural setting of the airport the site will also have fire response vehicles and personnel trained in firefighting to respond quickly to any on site fire. Fire breaks will also be implemented along the site perimeter to prevent veldfires crossing onto the site. The removal of alien vegetation on the site will also decrease the intensity of runaway veldfires.

SFA 7: CARBON-NEUTRAL ENERGY FOR WORK CREATION AND ECONOMIC DEVELOPMENT

Aircraft that land at Cape Town International Airport (CTIA) are required to carry enough fuel to enable such planes to divert to a different airport in the event of an emergency. A destination alternate airport is generally the nearest airport at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing. It is typically the closest airport where an aircraft can land if it becomes either impractical or unsafe to land at the intended destination airport, i.e., an emergency. In the case of international flights entering the Cape Town region, this diversion airport is generally OR Tambo International Airport, 1 271km away in Johannesburg. In the case of domestic flights, it is either George Airport, which is 348km away, or Port Elizabeth International Airport, which is 640 km away.

The Cape Winelands Airport (CWA) is 25km away from CTIA. The development of the CWA, as an official destination alternate, will reduce the distance that aircraft landing in the Cape Town region would need to fly in the event of an emergency, should those flights designate CWA as the destination alternate. Accordingly, flights inbound to Cape Town International Airport that specify the CWA as their destination alternate will then be allowed to reduce the amount of reserve fuel that these aircraft carry, compared to the amount of fuel required by aircraft designating either George, Port Elizabeth or, OR Tambo as their destination alternate.

If CWA acts as reliever airport for CTIA it will enable various benefits within the carbon economy:

- Optimised revenue because of efficiency (decreased fuel, increased payload).
- Reduction in cost (savings in fuel with FAWN as alternate as opposed to airports further away).
- Reduction in CO₂ emissions (towards net zero target by 2050).
- Up to 110Ml reduction in reserve fuel requirements per annum.
- Up to 18Ml reduction in fuel consumption per annum.
- Up to 56 million kg reduction in CO₂ emissions per annum.

To support the above, a German-based industry expert consultancy firm (PACE Aerospace Engineering & IT GmbH) conducted an evaluation of the above benefits. Specifically, on the reduction in reserve fuel that will be required to be carried by aircraft on flights inbound to Cape Town when CWA is selected as the fuel planning destination alternate, versus the status quo where existing airports are instead selected as the fuel planning alternate for flights inbound to Cape Town. This change in fuel planning translates into the above efficiencies and savings.

The routes analyzed as part of the study were subdivided into two groups:

- 1) The routes in the first group, presented in Table 12, consider the Port Elizabeth International airport as diversion.
- 2) The airports in the second group, presented in Table 12, consider the OR Tambo International airport as diversion.

Table 12: Domestic routes, inbound CPT, PLZ as diversion (PACE Aerospace Engineering & IT GmbH, Oct 2022)

	A320	B737-800	CRJ 100	E190	ERJ 135
Johannesburg International (JNB)	x	x	X	x	
Johannesburg Lanseria (HLA)		x			
Durban (DUR)	x	x	X		
Port Elizabeth (PLZ)		x		x	
Bloemfontein (BFN)		x		x	x
East London (ELS)		x			
Kimberley (KIM)					x

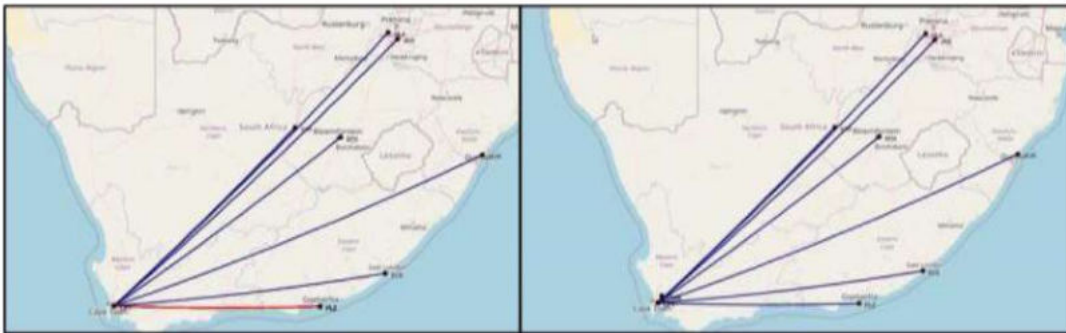


Figure 14: Port Elizabeth International and CWA as diversion airports (PACE Aerospace Engineering & IT GmbH, Oct 2022)

Table 13: Regional / International routes, inbound CPT, JNB as diversion (PACE Aerospace Engineering & IT GmbH, Oct 2022)

	B737-800	B77W	B787 - 9	E190
Windhoek (WDH)	x			x
Harare (HRE)				x
Walvis Bay (WVB)				x
Maun (MUB)				x
Victoria Falls (VFA)				x
Nairobi (NBO)	x			x
Addis Ababa (ADD)	x	x	x	
London (LHR)		x	x	

Amsterdam (AMS)		X	X	
Dubai (DXB)		X		
Frankfurt (FRA)			X	
Doha (DOH)		X		
Istanbul (IST)			X	
Atlanta (ATL)		X	X	

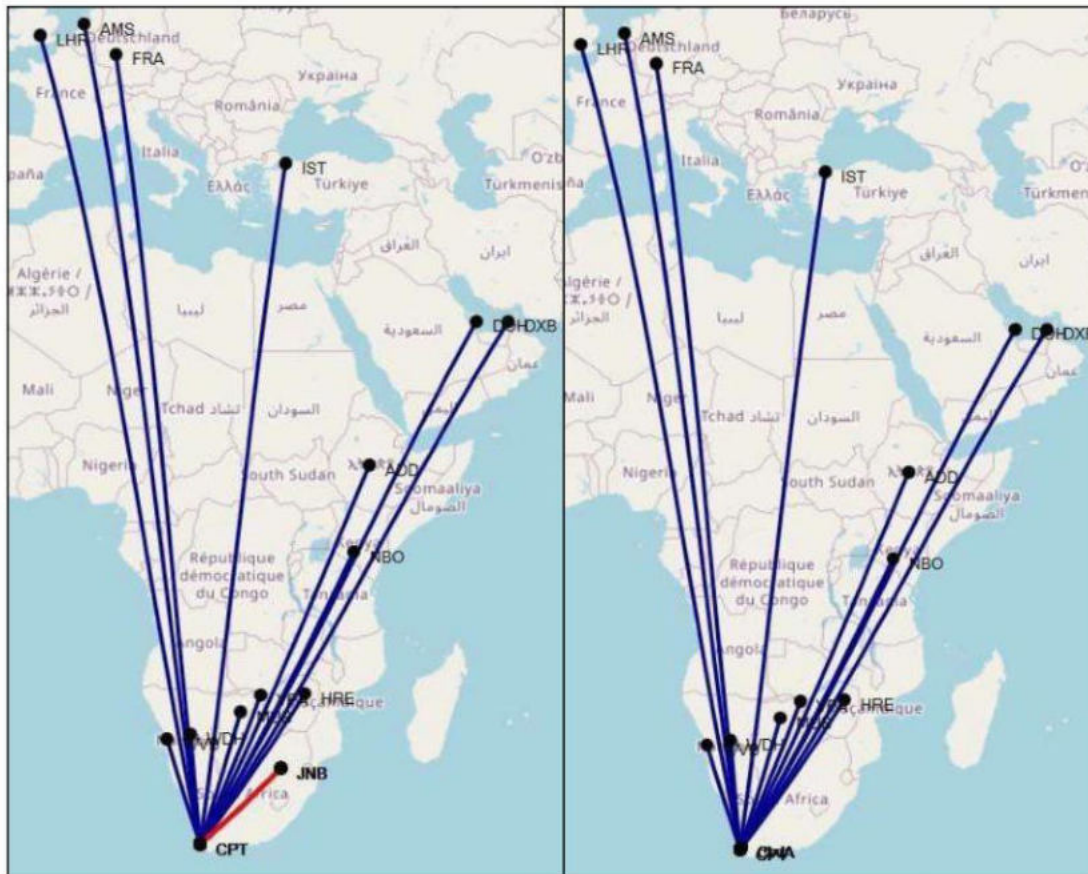


Figure 15: JNB and CWA as diversion airports (PACE Aerospace Engineering & IT GmbH, Oct 2022)

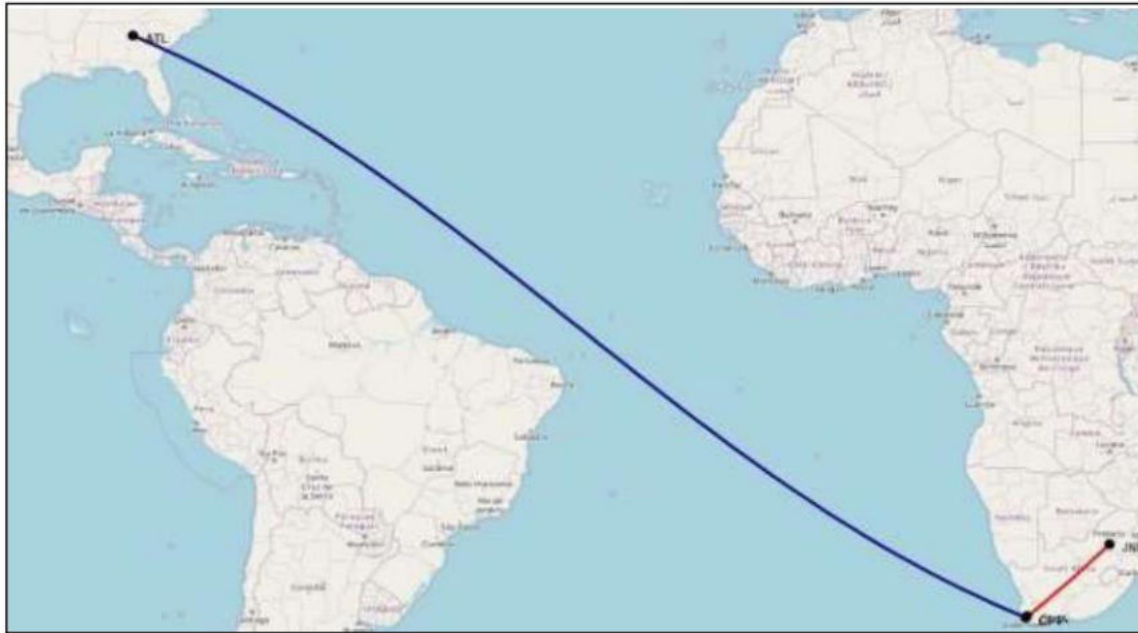


Figure 16: Route ATL – CTP, JNB and CWA as diversion airports (PACE Aerospace Engineering & IT GmbH, Oct 2022)

Table 14: Summary of results for the B77W (PACE Aerospace Engineering & IT GmbH, Oct 2022)

	Addis Ababa (ADD)	London (LHR)
Fuel Uplift Saving	8412 to 10364 kg	8243 to 10367 kg
Fuel Burn Saving	1175 to 2244 kg 1463 to 2794 l 19020.38 to 36325.10 ZAD 1188.77 to 2270.32 USD 3713 to 7090 kg of CO2	2411 to 3679 kg 3003 to 4582 l 39034.04 to 59560.59 ZAD 2439.63 to 3722.54 USD 7619 to 11626 kg of CO2
	Amsterdam (AMS)	Dubai (DXB)
Fuel Uplift Saving	8236 to 10358 kg	8376 to 10364 kg

Fuel Burn Saving	2420 to 3676 kg	1984 to 4217 kg
	3013 to 4578 l	2470 to 5252 l
	39170.04 to 59514.74 ZAD	32114.30 to 68273.53 ZAD
	2448.13 to 3719.67 USD	2007.14 to 4267.10 USD
	7646 to 11617 kg of CO2	6268 to 13326 kg of CO2
	Doha (DOH)	Atlanta (ATL)
Fuel Uplift Saving	8425 to 10376 kg	8327 to 9762 kg
Fuel Burn Saving	1917 to 4046 kg	3943 to 4907 kg
	2388 to 5038 l	4910 to 6111 l
	31038.57 to 65495.73 ZAD	63826.98 to 79446.83 ZAD
	1939.91 to 4093.48 USD	3989.19 to 4965.43 USD
	6058 to 12784 kg of CO2	12458 to 15507 kg of CO2

The individual route results generated by Pacelab Mission Suite for several takeoff weights were postprocessed. Excel was used to display the difference in fuel, payload / takeoff weight between two scenarios: the original diversion (Port Elizabeth International Airport or OR Tambo International Airport) and the CWA as diversion. The fuel uplift saving weights reach the order of 600kg to 10tons (for the CRJ100 and for the B77W, respectively), while the fuel burn saving weights reach the order of 30kg to 3tons (for the CRJ100 and for the B77W, respectively).

These weight reductions are possible because the distance from the destination airport CTIA to the CWA airport (14 NM) is lower than the distance to Port Elizabeth International Airport (491NM) or OR Tambo International Airport (686NM). The reduction in diversion distance results in less fuel weight being allocated to the reserve.

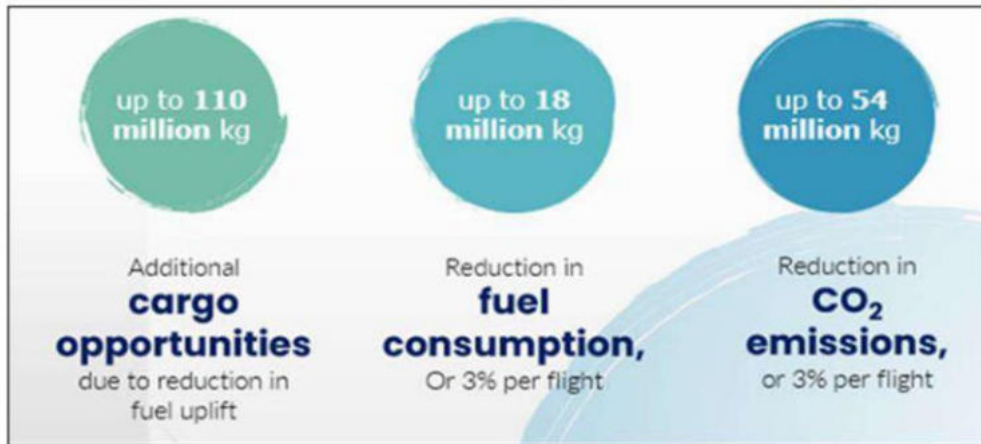


Figure 17: Projected fuel uplift, consumption, and emissions reductions (PACE Aerospace Engineering & IT GmbH, Oct 2022)

Further to the above, Solar PV and a Biodigester are proposed for development at the CWA to reduce the energy demand from Eskom with the aim to allow CWA to possibly be self-sustainable in terms of electricity.

SFA 8: ZERO-EMISSION BUILDINGS AND PRECINCTS

The site aims to reduce its dependence on fossil fuels (Eskom electricity supply) and will introduce solar PV and a biodigester in the proposed project.

Buildings will be designed and orientated to manage the internal climate and efficiently adjust to suit the required light levels, temperature, and air quality. The resultant minimisation of heating and cooling needs will by default result in reduced electricity needs and emissions.

Emission reduction will also be in the form of limiting the use of combustion engines and promoting the use of electric vehicles on site.

APPENDIX E – OUTCOME OF MEETING WITH STELLENBOSCH FLYING CLUB

From: Deon Cloete <d.cloete@capewinlands.aero>
Sent: Wednesday, May 15, 2024 10:24 AM
To: Derek Lord <djlord@global.co.za>; rikus@rrs.co.za; Amanda Fritz-Whyte <amanda@phsconsulting.co.za>
Cc: Hein Reid <hein@capewinlands.aero>; Nick Ferguson <nick@capewinlands.aero>; Mark Wilkinson <mark@capewinlands.aero>; Adele Klingenberg <adele@capewinlands.aero>; Kobus Nel <kobus@capewinlands.aero>; Paul Slabbert <paul@phsconsulting.co.za>
Subject: Fwd: FW: Proposed Expansion of Cape Winlands Airport (DEA&DP ref: 16/3/3/6/7/2/A5/20/2209/23) - Notice of open public meeting

Good Morning Derek;

Thank you for the opportunity provided to me and Hein to engage yourself and Rikus yesterday, it is very much appreciated. The discussion was constructive and productive, the following points were discussed and agreed upon:

- Derek and Rikus confirmed that they have been appointed and mandated by the Airfield Flying Club Executive to engage the Cape Winlands Team on their plans for the development of the Cape Winlands Airport. That in principle the Stellenbosch Flying Club is supportive of the plans to further develop and expand the Cape Winlands Airport, provided that there is an opportunity to work together to ensure that the development will not impact unduly on the Stellenbosch Flying Club and its members. This was agreed as a key principle and the parties agreed to use the experience and skills base at both airports in order to ensure that the future airspace design is optimal for both aerodromes.
- Hein was introduced as the Cape Winlands Airport Lead on everything air space and navigation related, he will be responsible for managing this process end-to-end.
- The Conops document included in the EIA process and developed by the airport consultants NACO is a concept for operations at this stage and will serve as a point of departure for further engagement and refinement, as further changes are made the document will be updated accordingly.
- One of the key matters is the future impact on the current GFA area, D69 and the potential cut off that might happen for operators flying out of FASH, this in terms of D69A particularly. The time required to fly to GFA and back will be impacted upon if not considered and will/could therefore also impact from a training viability perspective.
- There is a need to create a VFR corridor to reach the GFA area, likewise there is a need for a corridor extending up the West Coast. Hein confirmed that this is already being looked at, some initial diagrams were presented and shared at the meeting, these diagrams will be used to further engage upon.
- The intention is for the parties to jointly progress some of the more detail required at an airspace design level and then to present such outcomes jointly within the process being followed at NASCOM level.
- It was furthermore agreed, in the spirit of working together, to jointly develop and agree milestones, timelines and end objectives. A follow up meeting will be convened in the near future, potential dates will be considered with a next date then being confirmed. The parties furthermore agreed that it might be necessary and appropriate to, as the process unfolds, invite other industry specialists and individuals that might be able to add value to the process.

Derek I trust that this is an accurate reflection of what was discussed yesterday, please feel free to add anything I might have missed. Thank you again for your hospitality yesterday and for introducing me to your Chairman last night. I must say in closing that you guys have a great thing going at the airfield, making it accessible to pilots, users, enthusiasts and the public alike, we hope to emulate that at Cape Winlands at our planned Clubhouse. Please let me know what dates can be considered for our next meeting and we will revert accordingly.

Amanda, this is shared with you so that you can be assured it is being taken care of, going forward we will limit the communications to the working group only, we will however be sure to keep you posted on developments.

I trust that this will be in order.

Regards;
Deon

----- Forwarded message -----

From: **Deon Cloete** <d.cloete@capewinlands.aero>
Date: Thu, 9 May 2024 at 14:50
Subject: Re: FW: Proposed Expansion of Cape Winelands Airport (DEA&DP ref: 16/3/3/6/7/2/A5/20/2209/23) - Notice of open public meeting
To: <amanda@phsconsulting.co.za>, Derek Lord <djlord@global.co.za>
Cc: Nick Ferguson <nick@capewinlands.aero>, Mark Wilkinson <mark@capewinlands.aero>, Adele Klingenberg <adele@capewinlands.aero>, <paul@phsconsulting.co.za>, Hein Reid <hein@capewinlands.aero>, Kobus Nel <kobus@capewinlands.aero>

Thank you Amanda, duly noted, Derek is an industry stalwart, highly respected and well known to us.

Derek thank you very much for reaching out, it will be a pleasure and honour to engage you on your inputs and concerns. No doubt with your 30 000 plus flying experience, congratulations by the way, you will add great value to our processes and plans in terms of airspace design.

I am based just outside Stellenbosch, Hein is in Gauteng but I am sure we will find an opportunity to get together sometime soon. Kindly contact me on my mobile so that we can discuss further, my mobile number is 0823392807.

Regards;
Deon

On Wed, 8 May 2024 at 16:21, <amanda@phsconsulting.co.za> wrote:

Good afternoon

I had a call from Derek. He explained that they won't be able to attend the meeting tonight but would like some interaction with the CWA team on the contents of Appendix 19.

His words were that they have no problem with the new airport but would like to workshop or discuss App 19 with CWA in whichever forum is available for this.

I promised I would pass this email on to the CWA team.

Best wishes
Amanda

From: Derek Lord <djlord@global.co.za>
Sent: Wednesday, May 8, 2024 4:03 PM
To: amanda@phsconsulting.co.za
Cc: Stuart Burgess <stuart@burgess.org.za>; Frank Olsen <Frank@tvfluval.co.za>; 'Paul Liebrecht' <[REDACTED]>; Alewyn Burger <[REDACTED]>; Glen Meaker <plumbco.sw@gmail.com>; Rikus Erasmus <rikuse@reutech.co.za>; James Spilsbury <james.spils@gmail.com>; Marko Nel <cfi@stelfly.co.za>; Emil Wissink <[REDACTED]>
Subject: RE: Proposed Expansion of Cape Winelands Airport (DEA&DP ref: 16/3/3/6/7/2/A5/20/2209/23) - Notice of open public meeting

Dear Amanda,

Thank you for taking my call this afternoon.

Please record an apology for ourselves (Stellenbosch Flying Club) for this meeting (8thMay 2024).

Please also record that our main concern is the effect that the proposed appendix 19 (Development of an Airspace CONOPS for the Cape Winelands Airport), if implemented, shall have on airspace users in the Western Cape, and specifically operations from Stellenbosch Airfield.

We respectfully request that we be included in any deliberations and planning in respect of this specific matter, and are willing to join any workshop or focus group dealing with the contents of appendix 19.

Yours sincerely,

Derek Lord

Accountable Manager Stellenbosch Flying Club CAA Approved Aviation Training Organization
ATO: CAA / 1206