ANNEXURE 24: PERMITS AND LICENSE

Department of Environmental Affairs and Development Planning
Natasha Bieding
Directorate: Development Management
Natasha.Bieding@westerncape.gov.za | Tel.: 021 483 5833/2877

EIA REFERENCE: 16/3/3/2/A5/20/2046/24
NEAS REFERENCE: WCP/EIA/0001497/2024
DATE OF ISSUE: 27 OCTOBER 2025

The Board of Directors
Capewinelands Aero (Pty) Ltd.
P. O. Box 12449
MILL STREET
8001

For Attention: Mr. Deon Cloete

Cell: 082 339 2807
E-mail: d.cloete@capewinelands.aero

Dear Sir

APPLICATION FOR ENVIRONMENTAL AUTHORISATION 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): THE PROPOSED EXPANSION OF THE EXISTING CAPE WINELANDS AIRPORT ON PORTION 10 OF THE FARM NO. 724, REMAINING EXTENT OF THE FARM NO. 724, PORTION 23 OF THE FARM NO. 724, PORTION 7 OF THE FARM NO. 942, REMAINING EXTENT OF THE FARM NO. 474, PORTION 3 OF THE FARM NO. 474 AND PORTION 4 OF THE FARM NO. 474, FISANTEKRAAL, DURBANVILLE

1. With reference to the above application, the Department hereby notifies you of the Competent Authority's decision to **grant** Environmental Authorisation, attached herewith, together with the reasons for the decision.

2. In terms of Regulation 4 of the EIA Regulations, 2014 (as amended), you are instructed to ensure, within fourteen (14) days of the date of the decision on the application, that all registered Interested and Affected Parties ("I&APs") are provided with access to the decision and reasons for the decision, and that all registered I&APs are notified of their right to appeal.

3. Your attention is drawn to Chapter 2 of the National Appeal Regulations, 2025 (as amended), which prescribes the appeal procedure to be followed. This procedure is summarised in the Environmental Authorisation below.

Your interest in the future of the environment is greatly appreciated.

Yours faithfully

Zaahir Toefy
Digitally signed by Zaahir Toefy
Date: 2025.10.27 21:19:42 +02'00'

MR. ZAAHIR TOEFY
DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 1)
WESTERN CAPE GOVERNMENT: ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

Copied to:
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Department of Environmental Affairs and Development Planning
Natasha Bieding
Directorate: Development Management
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EIA REFERENCE: 16/3/3/2/A5/20/2046/24
NEAS REFERENCE: WCP/EIA/0001497/2024

ENVIRONMENTAL AUTHORISATION

APPLICATION FOR ENVIRONMENTAL AUTHORISATION 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): THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT ON PORTION 10 OF THE FARM NO. 724, REMAINING EXTENT OF THE FARM NO. 724, PORTION 23 OF THE FARM NO. 724, PORTION 7 OF THE FARM NO. 942, REMAINING EXTENT OF THE FARM NO. 474, PORTION 3 OF THE FARM NO. 474 AND PORTION 4 OF THE FARM NO. 474, FISANTEKRAAL, DURBANVILLE

With reference to your application for the abovementioned, find below the outcome with respect to this application.

DECISION

By virtue of the powers conferred on it by the NEMA and the EIA Regulations, 2014 (as amended), the Competent Authority herewith **grants Environmental Authorisation** to the applicant to undertake the Listed Activities specified in Section B below with respect to Alternative 2, described in the final EIA Report (dated 1 July 2025).

In terms of the NEMA and the EIA Regulations, 2014 (as amended), the Competent Authority hereby **adopts the Maintenance Management Plan ("MMP")** submitted together with the final EIA Report.

The applicant for the application for Environmental Authorisation is required to comply with the Conditions set out in Section E below.

A. DETAILS OF THE HOLDER FOR THIS ENVIRONMENTAL AUTHORISATION

Capewinelands Aero (Pty) Ltd.
C/O Mr. Deon Cloete
P. O. Box 12449
MILL STREET
8001

Cell: 082 339 2807
E-mail: d.cloete@capewinelands.aero

The abovementioned applicant is the holder of this Environmental Authorisation and is hereinafter referred to as "**the holder**".

B. LISTED ACTIVITIES AUTHORISED

Listed Activity	Activity/Project Description
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 9 Activity Description: "*The development of infrastructure exceeding 1 000 metres in length for the bulk transportation of water or storm water—* *(i) with an internal diameter of 0,36 metres or more; or* *(ii) with a peak throughput of 120 litres per second or more;* *excluding where—* *(a) such infrastructure is for bulk transportation of water or storm water or storm water drainage inside a road reserve or railway line reserve; or* *(b) where such development will occur within an urban area.*"	The development proposal includes the installation of stormwater infrastructure exceeding 1 000 metres in length with an internal diameter of more than 0,36 metres on a site located outside an Urban Area.
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 10 Activity Description: "*The development and related operation of infrastructure exceeding 1 000 metres in length for the bulk transportation of sewage, effluent, process water, waste water, return water, industrial discharge or slimes –* *(i) with an internal diameter of 0,36 metres or more; or* *(ii) with a peak throughput of 120 litres per second or more;* *excluding where—* *(a) such infrastructure is for the bulk transportation of sewage, effluent, process water, waste water, return water, industrial discharge or slimes inside a road reserve or railway line reserve; or* *(b) where such development will occur within an urban area.*"	The development proposal includes the installation of sewer- and non-potable water supply infrastructure exceeding 1 000 metres in length with an internal diameter of more than 0,36 metres on a site located outside an Urban Area.
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 12 Activity Description: "*The development of—* *(i) dams or weirs, where the dam or weir, including infrastructure and water surface area, exceeds 100 square metres; or* *(ii) infrastructure or structures with a physical footprint of 100 square metres or more;* *where such development occurs—* *(a) within a watercourse;* *(b) in front of a development setback; or*	The development proposal includes the installation of infrastructure with a physical footprint that exceeds 100m² within 32m of a watercourse on a site located outside an Urban Area.

(c) if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse; — *excluding—* *(aa) the development of infrastructure or structures within existing ports or harbours that will not increase the development footprint of the port or harbour;* *(bb) where such development activities are related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies;* *(cc) activities listed in activity 14 in Listing Notice 2 of 2014 or activity 14 in Listing Notice 3 of 2014, in which case that activity applies;* *(dd) where such development occurs within an urban area;* *(ee) where such development occurs within existing roads, road reserves or railway line reserves; or* *(ff) the development of temporary infrastructure or structures where such infrastructure or structures will be removed within 6 weeks of the commencement of development and where indigenous vegetation will not be cleared."*	
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 13 Activity Description: "*The development of facilities or infrastructure for the off-stream storage of water, including dams and reservoirs, with a combined capacity of 50 000 cubic metres or more, unless such storage falls within the ambit of activity 16 in Listing Notice 2 of 2014."*	The development proposal includes the establishment of attenuation ponds for stormwater management with a combined capacity of 50 000 cubic metres or more.
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 16 Activity Description: "*The development and related operation of facilities for the desalination of water with a design capacity to produce more than 100 cubic metres of treated water per day."*	The development proposal includes the development of a desalination facility for the treatment of more than 100m³ of groundwater per day.
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 19 Activity Description: "*The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;* *but excluding where such infilling, depositing, dredging, excavation, removal or moving—* *(a) will occur behind a development setback;*	The development proposal includes the infilling or depositing, dredging, excavation, removing or moving of more than 10 cubic metres of material from- and/or into a watercourse and wetlands.

(b) is for maintenance purposes undertaken in accordance with a maintenance management plan; *(c) falls within the ambit of activity 21 in this Notice, in which case that activity applies;* *(d) occurs within existing ports or harbours that will not increase the development footprint of the port or harbour; or* *(e) where such development is related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies.*"	
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 24 Activity Description: "*The development of a road—* *(i) for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010; or* *(ii) with a reserve wider than 13,5 meters, or where no reserve exists where the road is wider than 8 metres;* *but excluding a road—* *(a) which is identified and included in activity 27 in Listing Notice 2 of 2014;* *(b) where the entire road falls within an urban area; or* *(c) which is 1 kilometre or shorter.*"	The development proposal includes the establishment of several roads with a reserve wider than 13,5 meters, or where no reserve exists, where the roads are wider than 8 metres.
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 25 Activity Description: "*The development and related operation of facilities or infrastructure for the treatment of effluent, wastewater or sewage with a daily throughput capacity of more than 2 000 cubic metres but less than 15 000 cubic metres.*"	The development proposal includes the development of a sewage treatment facility with a daily throughput capacity of more than 2 000 cubic metres but less than 15 000 cubic metres.
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 26 Activity Description: "*Residential, retail, recreational, tourism, commercial or institutional developments of 1 000 square metres or more, on land previously used for mining or heavy industrial purposes; —* *excluding —* *(i) where such land has been remediated in terms of part 8 of the National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008) in which case the National Environmental Management: Waste Act, 2008 applies; or* *(ii) where an environmental authorisation has been obtained for the decommissioning of such a mine*	The proposal includes the development of commercial, tourism and retail components that exceeds 1 000 square metres, on a site that was previously used for mining purposes.

or industry in terms of this Notice or any previous NEMA notice; or *(iii) where a closure certificate has been issued in terms of section 43 of the Mineral and Petroleum Resources Development Act, 2002 (Act No. 28 of 2002) for such land."*	
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 28 Activity Description: "*Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture, game farming, equestrian purposes or afforestation on or after 01 April 1998 and where such development:* *(i) will occur inside an urban area, where the total land to be developed is bigger than 5 hectares; or* *(ii) will occur outside an urban area, where the total land to be developed is bigger than 1 hectare;* *excluding where such land has already* been *developed for residential, mixed, retail, commercial, industrial or institutional purposes."*	The proposed development includes the transformation of agricultural land that exceeds 5 hectares on a site located outside an Urban Area.
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 48 Activity Description: "*The expansion of—* *(i) infrastructure or structures where the physical footprint is expanded by 100 square metres or more; or* *(ii) dams or weirs, where the dam or weir, including infrastructure and water surface area, is expanded by 100 square metres or more;* *where such expansion occurs—* *(a) within a watercourse;* *(b) in front of a development setback; or* *(c) if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse;* *excluding—* *(aa) the expansion of infrastructure or structures within existing ports or harbours that will not increase the development footprint of the port or harbour;* *(bb) where such expansion activities are related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies;* *(cc) activities listed in activity 14 in Listing Notice 2 of 2014 or activity 23 in Listing Notice 3 of 2014, in which case that activity applies;* *(dd) where such expansion occurs within an urban area; or*	The development proposal includes the expansion of infrastructure by more than 100m² within a watercourse and/or within 32m of a watercourse and wetlands.

(ee) where such expansion occurs within existing roads, road reserves or railway line reserves."	
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 56 Activity Description: "*The widening of a road by more than 6 metres, or the lengthening of a road by more than 1 kilometre—* *(i) where the existing reserve is wider than 13,5 meters; or* *(ii) where no reserve exists, where the existing road is wider than 8 metres;* *excluding where widening or lengthening occur inside urban areas."*	The development proposal includes the widening of existing roads by more than 6 metres, where the reserve is wider than 13,5 meters on a site located outside an Urban Area.
Listing Notice 1 of the EIA Regulations, 2014 (as amended)– Activity Number: 61 Activity Description: "*The expansion of airports where the development footprint will be increased."*	The development proposal includes the expansion of an existing airport, resulting in an increased development footprint.
Listing Notice 2 of the EIA Regulations, 2014 (as amended)– Activity Number: 1 Activity Description: "*The development of facilities or infrastructure for the generation of electricity from a renewable resource where the electricity output is 20 megawatts* *or more, excluding where such development of facilities or infrastructure is for photovoltaic installations and occurs —* *(a) within an urban area; or* *(b) on existing infrastructure."*	The development proposal includes the installation of infrastructure for the generation of electricity from a renewable resource where the electricity output is 20 megawatts or more on a site that is located outside an Urban Area.
Listing Notice 2 of the EIA Regulations, 2014 (as amended)– Activity Number: 4 Activity Description: "*The development and related operation of facilities or infrastructure, for the storage, or storage and handling of a dangerous good, where such storage* *occurs in containers with a combined capacity of more than 500 cubic metres."*	The development proposal includes the storage of dangerous goods at various facilities on the site, with a combined capacity of more than 500 cubic metres.
Listing Notice 2 of the EIA Regulations, 2014 (as amended)– Activity Number: 7 Activity Description: "*The development and related operation of facilities or infrastructure for the bulk transportation of dangerous goods—* *(i) in gas form, outside an industrial complex, using pipelines, exceeding 1 000 metres in length, with*	The development proposal includes the installation of a feeder pipeline for the transfer of dangerous goods with a throughput of approximately 312m³/day and a length exceeding 1000 metres.

a throughput capacity of more than 700 tons per day; *(ii) in liquid form, outside an industrial complex, using pipelines, exceeding 1 000 metres in length, with a throughput capacity of more than 50 cubic metres per day; or* *(iii) in solid form, outside an industrial complex, using funiculars or conveyors with a throughput capacity of more than 50 tons per day."*	
Listing Notice 2 of the EIA Regulations, 2014 (as amended)– Activity Number: 15 Activity Description: "*The clearance of an area of 20 hectares or more of indigenous vegetation, excluding where such clearance of indigenous vegetation is required for—* *(i) the undertaking of a linear activity; or* *(ii) maintenance purposes undertaken in accordance with a maintenance management plan."*	The development proposal includes the clearance of more than 20 hectares of indigenous vegetation.
Listing Notice 2 of the EIA Regulations, 2014 (as amended)– Activity Number: 27 Activity Description: "*The development of a road—* *(i) ……..* *(ii) ……..* *(iii) with a reserve wider than 30 metres; or* *(iv) catering for more than one lane of traffic in both directions;* *but excluding a road—* *(a) for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010, in which case activity 24 in Listing Notice 1 of 2014 applies;* *(b) which is 1 kilometre or shorter; or* *(c) where the entire road falls within an urban area."*	The proposal includes the development of roads catering for more than one lane of traffic in both directions.
Listing Notice 3 of the EIA Regulations, 2014 (as amended)– Activity Number: 1 Activity Description: "*The development of billboards exceeding 18 square metres in size outside urban areas, mining areas or industrial complexes.* *i. Western Cape* *i. All areas outside urban areas, mining areas or industrial complexes."*	The development proposal includes the installation of billboards exceeding 18 square metres in size on the site located outside an Urban Area.

Listing Notice 3 of the EIA Regulations, 2014 (as amended)– Activity Number: 2 Activity Description: "*The development of reservoirs, excluding dams, with a capacity of more than 250 cubic metres.* *i. Western Cape* *i. A protected area identified in terms of NEMPAA, excluding conservancies;* *ii. In areas containing indigenous vegetation; or* *iii. Inside urban areas:* *(aa) Areas zoned for use as public open space; or* *(bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority, or zoned for a conservation purpose*."	The development proposal includes the development of reservoirs with a total capacity of more than 250 cubic metres on a site that contains indigenous vegetation.
Listing Notice 3 of the EIA Regulations, 2014 (as amended)– Activity Number: 3 Activity Description: "*The development of masts or towers of any material or type used for telecommunication broadcasting or radio transmission purposes where the mast or tower—* *(a) is to be placed on a site not previously used for this purpose; and* *(b) will exceed 15 metres in height—* *but excluding attachments to existing buildings and masts on rooftops.* *i. Western Cape* *i. All areas outside urban areas;* *ii. Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority, or zoned for a conservation purpose, within urban areas; or* *iii. Areas zoned for use as public open space or equivalent zoning within urban areas.*"	The development proposal includes the development of towers exceeding 15 metres in height on a site located outside an Urban Area.
Listing Notice 3 of the EIA Regulations, 2014 (as amended)– Activity Number: 4 Activity Description: "*The development of a road wider than 4 metres with a reserve less than 13,5 metres.* i. *Western Cape* *i. Areas zoned for use as public open space or equivalent zoning;* *ii. Areas outside urban areas;* *(aa) Areas containing indigenous vegetation;* *(bb) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined; or*	The development proposal includes the establishment of roads wider than 4 metres with a reserve less than 13,5 metres on a site that contains indigenous vegetation located outside an Urban Area.

iii. Inside urban areas: *(aa) Areas zoned for conservation use; or* *(bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority."*	
Listing Notice 3 of the EIA Regulations, 2014 (as amended)– Activity Number: 12 Activity Description: "*The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan.* *i. Western Cape* *i. Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004;* *ii. Within critical biodiversity areas identified in bioregional plans;* *iii. Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas;* *iv. On land, where, at the time of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning; or* *v. On land designated for protection or conservation purposes in an Environmental Management Framework adopted in the prescribed manner, or a Spatial Development Framework adopted by the MEC or Minister."*	The development proposal includes the clearance of more than 300m² of Critically Endangered indigenous vegetation.
Listing Notice 3 of the EIA Regulations, 2014 (as amended)– Activity Number: 18 Activity Description: "*The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre.* *i. Western Cape* *i. Areas zoned for use as public open space or equivalent zoning;* *ii. All areas outside urban areas:* *(aa) Areas containing indigenous vegetation;* *(bb) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined; or* *iii. Inside urban areas:* *(aa) Areas zoned for conservation use; or*	The development proposal includes the widening of roads by more than 4 metres on a site that contains indigenous vegetation located outside an Urban Area.

(bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority."	
Listing Notice 3 of the EIA Regulations, 2014 (as amended)– Activity Number: 19 Activity Description: "*The expansion of runways or aircraft landing strips where the expanded runways or aircraft landing strips will be longer than 1,4 kilometres in length.* *i. Western Cape* *i. All areas outside urban areas.*"	The development proposal includes the expansion of the existing landing strip by more than 1,4 kilometres on a site located outside an Urban Area.

The abovementioned list is hereinafter referred to as "**the Listed Activities**".

The holder is herein authorised to undertake the abovementioned Listed Activities for the below Alternative, which entails the expansion of the existing Cape Winelands Airport ("CWA"), comprising the development of five precincts, one of which will be the Agricultural Precinct. The remaining four precincts, *namely*; the Services Precinct, the Airside Precinct, the Terminal Precinct, and the General Aviation Precinct, will be developed in two distinct phases. After the implementation of Phase 1 stipulated below, Phase 2 will evolve in response to market demand.

Phase 1:

- An Agricultural Precinct, measuring approximately 462ha in extent, comprises the continuation of the existing agricultural component. This Precinct includes the construction of the following:
  - an existing main access roads and internal farm roads left unchanged;
  - areas of intact vegetation respected as 'no-go' areas for conservation;
  - establishment of the required firebreaks;
  - establishment of wetland rehabilitation;
  - establishment of designated wetland offset areas;
  - construction and installation of associated stormwater infrastructure; and
  - fence line on the outer perimeter and a shared security fence line with the Airside precinct.

- A Services Precinct, measuring approximately 65ha, which will include the construction of the following:
  - a maintenance repairs and operational hanger;
  - an aircraft sanitary station;
  - an airport maintenance facility/area;
  - a catering building;
  - a Ground Support Equipment ("GSE") staging and maintenance facility;
  - a Fuel farm;
  - a cargo terminal;
  - an Aircraft Rescue and Firefighting facility;
  - an Operations Centre ("OPS");
  - an Air Traffic Control centre;
  - an Eskom incoming and Substations;
  - a groundwater and potable water treatment facility and storage area;
  - a water pump station;
  - a non-potable treatment facility and storage area;
  - a solid waste area;
  - a firefighting water pump station;
  - areas for airport use; and
  - internal road and services configuration.

- An Airside Precinct, measuring approximately 249ha, which will include the construction of the following:
  - a primary runway of measuring approximately 3.5km in length at an orientation of approximately 01-19 and taxi ways;
  - Solar Photovoltaics ("PV") ;
  - airport parking;
  - a maintenance repairs and operations apron;
  - a cargo apron;
  - an Eskom incoming and substation;
  - a Remote Digital Control Tower System;
  - Localizer, Glidepath antennae, and Precision Approach Path Indicator ("PAPI");
  - Runway End Safety Areas ("RESA") areas around the runway and taxi lanes;
  - Landscaping;
  - firebreaks;
  - establishment of conservation areas;
  - establishment of re-vegetated areas; and
  - internal road and services configuration.

- A Terminal Precinct, measuring approximately 57ha, which will include the construction of the following:
  - landscaping;
  - a passenger terminal building;
  - a car rental and public transport;
  - parking, pick up and drop off area
  - GSE staging;
  - cargo;
  - an energy centre and aircraft sanitary station;
  - a land side substation ("LSS");
  - a hotel;
  - various areas for airport use;
  - aero vintage;
  - restaurants;
  - a petrol and diesel service station;
  - access roads, internal roads and associated infrastructure; and
  - Internal road and services configuration.

- A General Aviation Precinct, measuring approximately 50ha, which will include the construction of the following:
  - a General Aviation/VIP/Government terminal;
  - parking
  - fixed base operators
  - General Aviation hangars
  - a General Aviation Clubhouse and fueling facility;
  - a special cargo facility;
  - an OPS (Operations Centre);
  - access control areas;
  - areas for airport use;
  - a heliport;
  - internal road and services configuration; and
  - signage and billboards.

- Associated infrastructure and components which will include the construction of the following:
  - a sewage pipeline leading to the Fisantekraal Waste Water Treatment Works ("WWTW");
  - a potable waterline;
  - on-site stormwater infrastructure;
  - an Eskom line;
  - access roads and alignment;
  - Solar PV (on buildings);

- perimeter fencing; and
- firebreaks.

Phase 2:

- Continued use of the abovementioned Agricultural Precinct, comprising of the following:
  - areas of intact vegetation for conservation purposes;
  - firebreaks;
  - wetland rehabilitation;
  - wetland offset;
  - existing agricultural areas remaining intact;
  - existing access roads remaining;
  - stormwater infrastructure;
  - a fence line; and
  - a shared security fence line with the Airside precinct.

- Continued use of the abovementioned Services Precinct, which will include the construction of the following:
  - groundwater containment and treatment measures;
  - sewage containment and treatment;
  - containment of treated sewage water (inclusive of emergency storage) and pumpstation;
  - a solid waste area
  - a biodigester (using grass feedstock and treated sewage water);
  - Eskom incoming and LS substation;
  - a firefighting water pump station
  - an Aircraft sanitary station;
  - maintenance, repair, and overhaul ("MRO") hangar;
  - a maintenance area;
  - a parking area;
  - a catering building;
  - GSE maintenance and staging area;
  - a fuel farm and underground fuel line
  - a substation
  - a cargo terminal;
  - Aircraft Rescue and Fire Fighting ("ARFF");
  - an OPS (Operations Centre);
  - an Air Traffic Control Tower
  - an Existing quarry to be used for stormwater retention;
  - internal road and services configuration; and
  - landscaping.

- Continued use of the abovementioned Airside Precinct, which will include the construction of the following:
  - a 3.5km long runway;
  - taxi areas;
  - solar PV;
  - aircraft parking;
  - an MRO apron;
  - a cargo apron;
  - Eskom incoming and substations;
  - a Remote Digital Control Tower System ("RDTS")
  - a PAPI;
  - internal road and services configuration;
  - an underground fuel line;
  - RESA areas around the runway and taxi lanes
  - landscaping;
  - firebreaks;
  - conservation areas; and
  - re-vegetated areas.

- Continued use of the abovementioned Terminal Precinct, which will include the construction of the following:
  - landscaping;
  - a passenger terminal building;
  - a car rental and public transport facility;
  - a parking, pick up and drop off facility;
  - pier expansion reservation;
  - a terminal reserve;
  - GSE staging area;
  - Cargo area;
  - an energy centre and aircraft sanitary station;
  - an LS SS (Land Side Substation);
  - two (2) hotels;
  - airport use area;
  - aero vintage;
  - restaurants
  - a service station; and
  - internal road and services configuration.

- Continued use of the abovementioned General Aviation Precinct, which will include the construction of the following:
  - General Aviation/VIP/Government Terminal;
  - parking;
  - fixed base operators;
  - General Aviation Hangers;
  - General Aviation clubhouse and fueling;
  - a special cargo facility;
  - an OPS (Operations Centre);
  - an access control facility;
  - transport use area;
  - airport use, *i.e.*, associated buildings and facilities and uses supplementary to the runway use;
  - heliport;
  - internal road and services configuration; and
  - landscaping.

The total development footprint amounts to approximately 883ha in extent.

C. SITE DESCRIPTION AND LOCATION

The Listed Activities will be undertaken on Portion 10 of the Farm No. 724, Remaining Extent of the Farm No. 724, Portion 23 of the Farm No. 724, Portion 7 of the Farm No. 942, Remaining Extent of the Farm No. 474, Portion 3 of the Farm No. 474 and Portion 4 of the Farm No. 474. The overall site is generally bordered by the R312 Regional Road and Garden Cities Urban residential development in the South.

The SG 21-digit codes are given below:

Farm No.	**SG 21-digit code**
Portion 10 of the Farm No. 724	C05500000000072400010
Remaining Extent of the Farm No. 724	C05500000000072400000
Portion 23 of the Farm No. 724	C05500000000072400023
Portion 7 of the Farm No. 942	C04600000000094200007
Remaining Extent of the Farm No. 474	C05500000000047400000
Portion 3 of the Farm No. 474	C05500000000047400003
Portion 4 of the Farm No. 474	C05500000000047400004

The co-ordinates are given below:

Farm No.	**Co-ordinates**	
Portion 10 of the Farm No. 724	33°46'13.90"S	18°44'21.28"E

Remaining Extent of the Farm No. 724	33°45'49.16"S	18°44'0.07"E
Portion 23 of the Farm No. 724	33°45'27.43"S	18°43'54.68"E
Portion 7 of the Farm No. 942	33°44'30.59"S	18°44'8.08"E
Remaining Extent of the Farm No. 474	33°45'11.48"S	18°44'41.56"E
Portion 3 of the Farm No. 474	33°45'48.21"S	18°44'37.51"E
Portion 4 of the Farm No. 474	33°46'8.83"S	18°44'41.85"E

Runway and strip co-ordinates:

Point Number	Easting	Northing	Full Description	Longitude	Latitude
1	-23629.1333	-3738473.4669	RWY01-BP-START	E18° 44' 41.67"	S33° 46' 21.56"
2	-23674.0587	-3738362.1937	RWY01-THR	E18° 44' 39.94"	S33° 46' 17.94"
3	-24329.2203	-3736739.4605	RWY01-19-CENTER	E18° 44' 14.64"	S33° 45' 25.22"
4	-24984.3820	-3735116.7272	RWY19-THR	E18° 43' 49.34"	S33° 44' 32.50"
5	-25029.3074	-3735005.4541	RWY19-BP-START	E18° 43' 47.61"	S33° 44' 28.88"



Potable line incoming co-ordinates:

Start point	33°46'35.4496"S	18°44'08.0467"E
Middle point	33°46'40.5740"S	18°43'40.2163"E
End point	33°46'59.7546"S	18°42'44.5603"E

Sewage line outgoing to Fisantekraal WWTW co-ordinates:

Start point	33°45'05.4015"S	18°43'46.0530"E
Middle point	33°45'04.3129"S	18°43'35.4933"E
End point	33°45'07.2134"S	18°43'28.2157"E

Refer to **Annexure 1**: Locality Maps. Refer to **Annexure 2**: Spatial Plan.
The above property is hereinafter referred to as "**the site**".

D. DETAILS OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER

PHS Consulting
C/O Ms. Amanda Fritz-Whyte / Mr. Paul Slabbert
P. O. Box 1752
HERMANUS
7200

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E. CONDITIONS OF AUTHORISATION

Scope of Authorisation

1. The holder is authorised to undertake the Listed Activities specified in Section B above in accordance with and restricted to Alternative 2 described in Section B above.

2. The holder must commence with, and conclude, the Listed Activities within the stipulated validity period which this Environmental Authorisation is granted for, or this Environmental Authorisation shall lapse and a new application for Environmental Authorisation must be submitted to the competent authority.

   This Environmental Authorisation is granted for –

   (a) A period of ten (**10**) years, from the date of issue, during which period the holder must commence with the authorised Listed Activities.

   (b) A period of twenty (**20**) years, from the date the holder commenced with the authorised Listed Activities, during which period the authorised Listed Activities must be concluded.

3. The holder shall be responsible for ensuring compliance with the conditions by any person acting on his behalf, including an implementing agent, sub-contractor, employee or any person rendering a service to the holder.

4. Any changes to, or deviations from the scope of the alternative described in section B above must be approved in writing by the Competent Authority before such changes or deviations may be implemented. In assessing whether or not to grant such approval, the Competent Authority may request information in order to evaluate the significance and impacts of such changes or deviations, and it may be necessary for the holder to apply for further authorisation in terms of the applicable legislation.

Written Notice to the Competent Authority

5. A written notice of seven (7) calendar days must be given to the Competent Authority before construction work can be commenced with.

   5.1. The notice must make clear reference to the site details and EIA Reference number given above.

   5.2. The notice must include proof of compliance with the following Conditions described herein:

   Conditions: 6, 7, 9, 12, 29, 31, 32, 37, 38, 40.1, 40.2, 40.3, 41.1., 41.2., 41.13, 41.13.1., 41.13.2., 41.13.3., 41.13.4, 41.13.5., 41.13.6., 46, 47, 49.1., 49.2., 49.3.

Notification of Environmental Authorisation and Administration of Appeal

6. The holder must in writing, within fourteen (14) calendar days of the date of this decision–

   6.1. notify all registered Interested and Affected Parties ("I&APs") of –

   6.1.1. the decision reached on the application.
   6.1.2. the reasons for the decision as included in Annexure 4;
   6.1.3. the date of the decision; and
   6.1.4. the date when the decision was issued.

   6.2. draw the attention of all registered I&APs to the fact that an appeal may be lodged against the decision in terms of the National Appeal Regulations, 2025 detailed in Section F below;

6.3. draw the attention of all registered I&APs to the manner in which they may access the decision;

6.4. provide the registered I&APs with the:

6.4.1. name of the holder (entity) of this Environmental Authorisation;
6.4.2. name of the responsible person for this Environmental Authorisation;
6.4.3. postal address of the holder;
6.4.4. telephonic and fax details of the holder;
6.4.5. e-mail address, if any, of the holder; and
6.4.6. contact details (postal and/or physical address, contact number, facsimile and e-mail address) of the decision-maker and all registered I&APs in the event that an appeal is lodged in terms of the National Appeals Regulations, 2025.

Commencement

7. The Listed Activities, including site preparation, must not be commenced with within (20) twenty calendar days from the date the holder notifies the registered I&APs of this decision.

8. In the event that an appeal is lodged with the Appeal Authority, the effect of this Environmental Authorisation is suspended until the appeal is decided.

Management of Activity

9. The Environmental Management Programme ("EMPr") (dated July 2025) is hereby approved, subject to the inclusion of the following provision:

9.1. The implementation of the biodiversity offset requirements that have been made conditional to this Environmental Authorisation.

10. The updated EMPr must be submitted to this Directorate for record purposes prior to the commencement of earthmoving- or construction activities.

11. Environmental Authorisation, the EMPr and MMP must be included in all contract documentation for all phases of implementation.

Monitoring

12. The holder must appoint a suitably experienced Environmental Control Officer ("ECO") before the Listed Activities can be commenced with, to ensure compliance with the EMPr and the conditions contained herein. The ECO must submit ECO reports on a quarterly basis for the duration of the construction phase.

13. A copy of the Environmental Authorisation, EMPr, ECO reports, audit reports and compliance monitoring reports must be kept at the contractor's site office during the construction phase and thereafter the said documents must be kept at the office of the holder and must be made available to any authorised official of the Competent Authority on request.

14. Access to the site referred to in Section C must be granted, and the environmental reports mentioned above must be produced, to any authorised official representing the Competent Authority who requests to see the reports for the purposes of assessing and/or auditing compliance with the conditions contained herein.

Auditing

15. In terms of Regulation 34 of the EIA Regulations, 2014 (as amended), the holder must conduct environmental audits to determine compliance with the conditions of the Environmental Authorisation and the EMPr. Environmental audit reports must be compiled and submitted to the Competent Authority. Environmental audit reports must be prepared by an independent person with expertise and must contain all the information required in Appendix 7 of the EIA Regulations, 2014 (as amended).

16. The audit reports must be compiled and subsequently submitted to the Competent Authority in the following manner:

    16.1. An audit report must be submitted to the Competent Authority within six (6) months of the commencement of the construction phase; and

    16.2. A final audit report must be submitted within three (3) months of the proposed development being completed.

    16.3. The holder must submit an environmental audit report every five (5) years while the Environmental Authorisation remains valid.

17. The audit report must indicate compliance status with the Conditions of this Environmental Authorisation, and the EMPr and make recommendations for improved environmental management.

18. The holder must, within seven (7) calendar days of the submission of the audit report to the Competent Authority, notify all registered I&APs of the submission and make the audit report available to any registered I&AP on request and, where the holder has such a facility, place on a publicly accessible website.

Specific Conditions

19. Should any heritage remains be exposed during excavations or any other actions on the site, this must immediately be reported to the Provincial Heritage Resources Authority of the Western Cape, Heritage Western Cape. Heritage remains uncovered or disturbed during earthworks must not be disturbed further until the necessary approval has been obtained from Heritage Western Cape.

    Heritage remains include, *inter alia*, meteorites, archaeological and/or paleontological remains (including fossil shells and trace fossils); coins; indigenous and/or colonial ceramics; any articles of value or antiquity; marine shell heaps; stone artifacts and bone remains; structures and other built features with heritage significance; rock art and rock engravings; and/or graves or unmarked human burials including grave goods and/or associated burial material.

20. A qualified archaeologist and/or paleontologist must be contracted where necessary (at the expense of the holder) to remove any heritage remains. Heritage remains can only be disturbed by a suitably qualified heritage specialist working in accordance with a directive from the relevant heritage resources authority.

21. An integrated waste management approach must be used based on waste minimisation and must incorporate reduction, recycling, re-use and disposal where appropriate. Any solid waste that cannot be recycled, re-use shall be disposed of at a licensed waste disposal facility.

22. An Emergency Preparedness and Response Plan must be compiled by a suitably qualified person and must be implemented. The finalised Emergency Preparedness and Response Plan that incorporates the comments obtained from the City of Cape Town must be submitted to this Directorate together with the comments obtained prior to the operation of Phase 1.

23. A Wildlife Hazard Management Plan must be compiled by a suitably qualified person and must be implemented. The finalised Wildlife Hazard Management Plan that incorporates the comments obtained from the City of Cape Town, the South African Civil Aviation Authority ("SACCA") and CapeNature, must be submitted to this Directorate together with the comments obtained prior to the operation of Phase 1.

24. The Waste Management Plan (dated July 2025 and compiled by PHS Consulting) must be implemented.

25. The Veldfire Management Plan (dated July 2025 and compiled by PHS Consulting) must be implemented.

26. The Alien Vegetation Management Plan (dated July 2025 and compiled by PHS Consulting) must be implemented.

27. A copy of the documentation from the National Department of Water and Sanitation ("DWS"), as it pertains to the wetland offset must be submitted to this Directorate for record purposes.

28. Landscaping Plans for each Precinct must be compiled with input from a suitably qualified specialist botanist and must be implemented. The botanist must advise on, *inter alia,* the use of indigenous Sand Fynbos and Renosterveld appropriate plant component, maximising biodiversity rehabilitation, remaining cognisant of the airport safety guidelines and hydroseeded requirements. Copies of the approved Landscaping Plans must be submitted together with the approval letters prior to the commencement of landscaping for each Precinct.

29. Urban Design Guidelines addressing aspects of fencing, walls, entrances and boundary interfaces, lighting as well as materials and finishes, must be implemented for the development. Copies of the Urban Design Guidelines submitted to the City of Cape Town for approval/input and must be submitted to this Directorate together with the comments obtained for record purposes prior to the commencement of earthmoving- or construction activities.

30. The Groundwater Monitoring and Management Plan must be implemented. A copy of the Groundwater Monitoring and Management Plan approved by the National Department of Water and Sanitation must be submitted to this Directorate for record purposes prior to the operation of Phase 1.

31. A Dust Management Plan must be implemented. The Dust Management Plan, approved by the relevant authority, must be submitted to this Directorate for record purposes prior to the commencement of earthmoving- and construction activities.

32. A Water Scarcity Management Plan must be developed by a suitably qualified specialist to mitigate water scarcity risks and must be implemented. The Water Scarcity Management Plan must be submitted to this Directorate prior to the commencement of earthmoving- and construction activities.

33. The Maintenance Management Plan submitted together with the final EIA Report must be implemented.

34. Based on the Botanical Biodiversity Offset Agreement (dated 29 September 2024), which has been signed by the relevant parties contained therein, the following must be implemented:

    34.1. The holder of this Environmental Authorisation must secure the biodiversity offset site through the provision of the necessary resources, as follows:

        34.1.1. Ensure the formal protection and effective ecological management of a minimum 89ha of Critically Endangered indigenous vegetation for thirty

(30) years, *i.e.* Swartland Silcrete, Shale- and Granite Renosterveld vegetation within the northern extent of the Farm Hercules Pilaar No. 1242, Paarl, as delineated in the dark red polygon depicted in Annexure 3 of this Environmental Authorisation:

34.1.2. The offset-receiving area must be secured under a formal conservation protection status, in accordance with the recommendation of the CapeNature Stewardship Advisory Committee and the applicable stewardship category endorsed by CapeNature.

34.2. The identified offset site must be presented to the CapeNature Stewardship Advisory Committee within two (2) years of the date of this Environmental Authorisation and proof thereof submitted to this Directorate within one (1) calendar week of such presentation having taken place.

34.3. The identified offset site must be secured under formal conservation protection, with the aim of achieving its declaration, as a Nature Reserve in terms of the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003) ("NEM: PAA"). This process must include the implementation of title deed restrictions and rezoning under an appropriate stewardship category, as recommended by the CapeNature Stewardship Advisory Committee, within five (5) years from the date of issue of this Environmental Authorisation. Proof of progress towards, and/or confirmation of, the formal declaration and acquired protection status must be submitted to this Directorate, as part of the environmental audit reporting required in terms of Condition 15 of this Environmental Authorisation.

34.4. The Botanical Biodiversity Offset Agreement (dated 29 September 2024) entered into between the holder of this Environmental Authorisation and the joint owners of the Farm Hercules Pilaar No. 1242, Paarl must be subject to regular independent audits to ensure the effective implementation of the biodiversity offset, as follows:

34.4.1. Independent audits must be undertaken annually during the construction phase and at least every five (5) years thereafter, until such time as the offset site has been formally declared and received the required Protection Status.

34.4.2. Each independent auditor must assess and report on the following:
34.4.2.1. The ecological condition and performance of the minimum 89ha offset site;
34.4.2.2. The adequacy and effectiveness of the resources provided to achieve the offset objectives; and
34.4.2.3. The need for any corrective or adaptive management measures required to meet the intended conservation outcomes.

34.4.3. The holder of this Environmental Authorisation in collaboration with the identified Public Benefit Organisation must ensure that the offset areas are actively managed and maintained to achieve and sustain the required ecological condition.

35. A final Biodiversity Offset Management Plan must be compiled by a suitable qualified biodiversity offset consultant and must be implemented for the approved offset site. The final Biodiversity Offset Management Plan, which incorporates comments from CapeNature and the relevant City of Cape Town Biodiversity Management Branch, must be compiled prior to the biodiversity offset receiving the required Protection Status. The final Biodiversity Offset Management Plan must be submitted to this Directorate for record purposes together with the comments obtained.

36. The costs of securing and managing the offset site for first thirty (30) years must be the sole responsibility of the holder of this Environmental Authorisation.

37. The approved Stormwater Management Plan must be implemented to adequately manage stormwater and avoid, or if not possible, mitigate the associated stormwater-related impacts. The approved Stormwater Management Plan that incorporates comments from the City of Cape Town must be submitted to this Directorate together with the comments, prior to the commencement of earthmoving- and construction activities.

38. The Bird and Wildlife Hazard Management Landscape and Open Space Planning Guideline (dated February 2024 and compiled by Avri Avian Environmental) must be implemented. The Bird and Wildlife Hazard Management Landscape and Open Space Planning Guideline that incorporates comments from the City of Cape Town, the SACAA and CapeNature, must be submitted to this Directorate together with the comments obtained, prior to the commencement of earthmoving- and construction activities.

39. A detailed Process Hazard Analysis / Hazard and Operability Study ("HAZOP") must be completed for the entire development by an independent chairperson who is registered with the Engineering Council of South Africa and must be implemented. The final Process Hazard Analysis / HAZOP that incorporates comments from the City of Cape Town: Fire and Rescue Services Department must be submitted to this Directorate together with the comments obtained, prior to the commencement of operational activities under Phase 1.

40. The following measures, adapted from the Visual Impact Assessment Report (dated 26 February 2025 and compiled by Filia Visual (Pty) Ltd), must be implemented:

    40.1. An Overall Lighting Report must be prepared by a suitably qualified electrical engineer and must be implemented. The approved Overall Lighting Report that incorporates comments from the City of Cape Town must be submitted to this Directorate together with the comments obtained, prior to the commencement of earthmoving- and construction activities.

    40.2. A detailed Lighting proposal for all outdoor lighting, *i.e.*, façade lighting (if any), street lighting and security lighting would be visible from within the receiving environment that focuses on the sensitivities of the adjacent cultural Landscape and the relevant scenic routes, must be prepared and implemented. The approved Lighting proposal that incorporates comment from the City of Cape Town must be submitted to this Directorate together with the comments obtained, prior to the commencement of operations of Phase 1.

    40.3. A Signage Plan must be developed in terms of the Outdoor Advertising and Signage Policy and By-law and must be implemented. A copy of the approved signage plan that incorporates comments from the City of Cape Town must be submitted to this Directorate together with the comments obtained for record purposes prior to any signage being erected on the site.

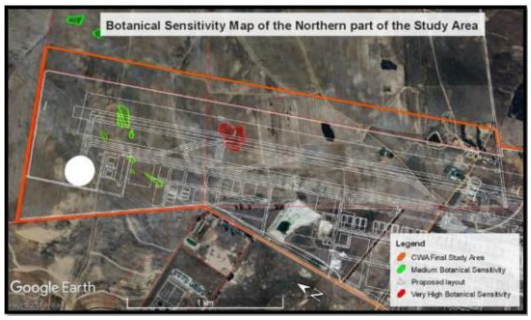
41. The following measures adapted from the Plant Species Impact Assessment Report (dated 10 February 2025 and compiled by Nick Helme Botanical Surveys), must be implemented:

    41.1. All hard infrastructure bordering on any of the mapped areas of 'Very High', 'High' and 'Medium' sensitivity botanical areas must be surveyed and fenced off. The fencing must be marked with signage to indicate that these are 'no-go' areas at 15m intervals, prior to any commencement of earthmoving- or construction activities.

    41.2. Where the perimeter of fenced off areas are positioned within 20m of the RESA (runway clearance area), it must be buffered by an ecological buffer area of at least 5m wide that is not disturbed by any earthmoving activities or development.

    41.3. No perimeter service road may traverse nor disturb the mapped areas of 'Very High' sensitivity east of the main runway.

41.4. All 'Very High', 'High' and 'Medium' sensitivity areas in the below image that fall outside the development (construction) footprint must be appropriately conserved, which must include but not limited, no development and no infrastructure being located in these areas, ecologically connecting these areas with other areas via rehabilitation, and ongoing alien invasive vegetation management.





41.5. All invasive alien vegetation in the conservation areas on the site must be removed within one (1) year of the date of issue of this Environmental Authorisation, by appropriately qualified personnel.

41.6. Ongoing annual alien vegetation removal must be undertaken.

41.7. No spraying of herbicide must be undertaken in any conservation area.

41.8. Once all alien invasive vegetation has been removed from the conservation areas all these areas must be subject to planned (controlled) burn regimes that must be professionally managed.

41.9. Prior to the controlled burn, firebreaks must be established around the perimeter of the sensitive areas (not within them) using handheld brush cutters. No heavy machinery must be used to establish the firebreaks.

41.10. The botanically sensitive areas must be burnt every 8-12 years for optimum ecological functioning.

41.11. The 'Very High' sensitivity areas falling within the Agricultural Precinct must be fenced off and excluded from grazing and trampling by livestock (especially cattle). The fencing off of this area must be completed within sixty (60) days of the date of issue of this Environmental Authorisation.

41.12. The conditions of all 'Very High', 'High' and 'Medium' sensitivity area, which includes the Agricultural Precinct, must be monitored every year by a suitably qualified botanist. The appointed botanist must make recommendations for any management changes or actions, *i.e.*, alien clearing, lack of fire, *etc*., that are needed in order to achieve optimal ecological functioning in these areas.

41.13. A search and rescue operation must be done in consultation with the botanist. The search and rescue operation must be undertaken prior to the commencement of earthmoving- or construction activities, and must include the following:

41.13.1. The translocation of Species of Conservation Concern ("SCC") searched and rescued within the development footprint;

41.13.2. The translocation of plants and material searched and rescued within the 'Very High', 'High' and 'Medium' sensitivity areas;

41.13.3. The collection of seed, sods and cuttings;

41.13.4. Keeping record of where the collected seed, sods and cuttings were stored and the quantities of seed, sods and cuttings stored;

41.13.5. Keeping record of how the receiving sites were identified and prepared to receive the collected seed, sods and cuttings; and

41.13.6. Implementing measures that will guide ongoing maintenance of the receiving areas.

41.14. Brush cutting and mowing of open airside (hydroseeded) areas during the operational phase must be timed to allow for winter growth, spring flowering and early summer fruiting of most of the indigenous plant species and must thus not be undertaken between 1 June and 15 October (provided that this is not in conflict with operational safety protocols).

42. The following measures adapted from the final EIA Report (dated July 2025 and compiled by PHS Consulting), must be implemented:

42.1. A certified Pest Control Company must be appointed at the onset of the construction- and operational phases to ensure that preventative measures are put in place. The measures must be monitored to ensure the effectiveness of the Pest Control measures being implemented. Should any recommendations for improvements be required, then such information must be included in a revised Waste Management Plan that must be implemented. The updated Waste Management Plan must be submitted to this Directorate for record purposes.

42.2. The Colenso Fault located to the north-east section of the site, must be treated as a 'no-go' area to ensure that high-risk activities such as the aviation fuel farm, bulk fuel storage, retail service station or other associated activities are prohibited within this area.

42.3. The Agricultural Precinct must be treated as a 'no-go' area throughout the lifecycle of the development.

42.4. The exposed water surface area of the rehabilitated quarry must be suitably covered, as far as possible, in order to mitigate the attraction of birdlife.

42.5. Suitable vegetation must be planted on either side of the ponds to discourage bird movement between ponds.

43. The obstacles listed under Appendix A of this Decision must be clearly marked and identified with day and night markings of buildings and obstacles.

44. The following measures adapted from the Air Quality Impact Assessment Report (dated June 2025 and compiled by DDA Environmental Engineers), must be implemented:

44.1. Dust monitoring along the western, southern and northern boundaries must be conducted monthly during construction and reported quarterly to the relevant authorities, including this Directorate. Any noted exceedances in the prescribed guidelines and requirements, *e.g.*, municipal by-laws, must be treated with appropriate rectification measures and proof thereof included in the report to be submitted to the relevant authorities.

44.2. A continuous air quality monitoring station must be established along the northern boundary of the site prior to the operational phase. The air quality monitoring station must monitor air pollutants, including SO_2, NOx, PM^{10} and Benzene. The monitoring results must be reported to the relevant authorities, including this Directorate on a biannual basis (six monthly). Any noted exceedances in the prescribed guidelines and requirements must be treated with appropriate

rectification measures and proof thereof included in the report to be submitted to the relevant authorities.

45. The following measures adapted from the Noise Impact Assessment Report (dated June 2025 and compiled by DDA Environmental Engineers), must be implemented:

45.1. Noise mitigation measures must be finalised prior to commencement of the operation in terms of Scenario 3, *i.e.*, operation of the new runway at full capacity taking place. A copy of the finalised noise mitigation measures that must be implemented accordingly must be submitted to this Directorate as well as all relevant authorities and stakeholders prior to the commencement and operation in terms of the abovementioned Scenario 3 taking place.

45.2. Noise monitoring in accordance with the relevant methods stipulated in the South African National Standards ("SANS") codes and current Western Cape Noise Control Regulations, 2013 (Provincial Notice 200 of 2013), must be conducted on a quarterly basis during the construction phase and conducted monthly when night-time construction takes place.

45.2.1. Quarterly reports must be submitted to the relevant authorities as well as this Directorate.

45.2.2. The quarterly reports must report any construction-specific noise exceedances above the noise standards and measures stipulated in the SANS 10103:2008 and SANS 10328:2008 (or latest versions).

45.2.3. In the event of exceeding the said noise standards and measures, appropriate site- and operation-specific noise mitigation measures must be investigated and implemented, and proof thereof included in subsequent reports submitted to the relevant authorities as well as this Directorate.

45.3. A noise complaints registry must be established and connected with the noise monitoring system, in order to provide the capability for correlation of the complaints with the actual measured levels, as well as the aircraft-related operational data. The complaints and relevant aircraft-related operational data must be included in the quarterly reports submitted to the relevant authorities.

45.4. Three permanent noise monitoring terminals must be established before the commencement of the operational phase. The first of these terminals must be established at the Klipheuwel area, preferably close to its southeastern boundary. The second must be positioned within the Greenville Garden City residential development site in line with the new runway 01/19, and the third on the eastern side of the Bella Riva development site. The resultant noise monitoring results must be reported on a quarterly basis to the appropriate authorities as well as this Directorate and must include, but not be limited to, the following:

45.4.1. 24-hour equivalent continuous A-weighted sound pressure level, LAeq,T;

45.4.2. equivalent continuous day-night rating level, LRdn;

45.4.3. equivalent continuous day and night rating levels, LRd and LRn;

45.4.4. maximum A-weighted level, LAmax;

45.4.5. percentile levels Ln;

45.4.6. number of exceedances above 70 dB(A) and 60 dB(A) of the LAmax and SEL; and

45.4.7. complaints and relevant aircraft-related operational data.

46. A Noise Mitigation and Management Plan ("NMMP"), with measurable goals to prevent and intricately manage noise emissions from the operational phase of the development must be compiled and implemented. The NMMP that incorporates comments from all relevant authorities, including this Department's Air Quality Management Directorate, the City of Cape Town and the SACAA must be submitted to this Directorate together with all comments obtained, prior to the commencement of any earthmoving or construction activities.

47. A Service Infrastructure Management Plan must be compiled to, *inter alia*, stipulate the frequency by which service infrastructure will be serviced. These include the sewer- and water treatment plants, bio-digester and sewer conveyance infrastructure. The Service Infrastructure Management Plan must be implemented and must be submitted to this Directorate prior to the commencement of earthmoving- and construction activities.

48. Copies of the following instruments, as approved by the relevant Competent Authorities, must be submitted to this Directorate for record purposes:

48.1. RNP approach procedures;

48.2. Instrument Landing System approach procedures;

48.3. RNAV Standard Instrument Departures; and

48.4. RNAV Standard Instrument Arrivals (standard terminal arrival routes).

49. The following measures adapted from the Socio-Economic Impact Assessment Report (dated 30 May 2025 and compiled by Dr. Jonathan Bloom), must be implemented:

49.1. A Procurement Strategy must be compiled and must be implemented. The Procurement Strategy must be submitted to this Directorate prior to the commencement of earthmoving- and construction activities.

49.2. A Communication Strategy must be compiled and must be implemented. The Communication Strategy must be submitted to this Directorate prior to the commencement of earthmoving- and construction activities.

49.3. A Social Engagement Plan, formal monitoring systems and contingency plans to deal with any larger-than-expected in-migration must be prepared by a suitably qualified person to assist with the management of jobseekers and community business forums and must be implemented. The Social Engagement Plan must be submitted to this Directorate prior to the commencement of earthmoving- and construction activities.

49.4. A lighting audit must be conducted by the appointed ECO at the end of the construction phase of each precinct (excluding the Agricultural Precinct) to ensure that all lighting-related mitigation measures are adhered to and successfully implemented. A copy of the lighting audit report must be submitted to this Directorate.

F. RECOMMENDATIONS

1. The holder of the Environmental Authorisation should, within six (6) months from the date of issue of this Environmental Authorisation, initiate consultation with the CapeNature Advisory Panel to ensure that the Biodiversity Offset Site is transferred into stewardship through a formal Stewardship Agreement with CapeNature after the conclusion of the 30-year management period of the biodiversity offset site.

2. The holder should thereafter provide this Directorate with a status report every six (6) months until the Stewardship Agreement or contract has been finalised.

3. The holder should submit the final Stewardship Agreement or contract to this Directorate within thirty (30) days after it has been finalised, for record purposes.

G. GENERAL MATTERS

1. Notwithstanding this Environmental Authorisation, the holder must comply with any other statutory requirements that may be applicable when undertaking the Listed Activities.

2. Non-compliance with any Condition of this Environmental Authorisation or any provision of the EMPr may render the holder liable for criminal prosecution.

3. If the holder does not commence with the Listed Activities within the period referred to in Condition 2, this Environmental Authorisation shall lapse. If the holder wishes to extend the validity period of the Environmental Authorisation, an application for amendment in this regard must be lodged with the Competent Authority prior to the expiry date.

4. An application for amendment of the Environmental Authorisation must be submitted to the Competent Authority where any detail with respect to the Environmental Authorisation must be amended, added, substituted, corrected, removed or updated. If a new holder is proposed, an application for Amendment in terms of Part 1 of the EIA Regulations, 2014 (as amended), must be submitted.

5. Please note that an amendment of the Environmental Authorisation is not required for a change in the contact details of the holder. In such a case, the Competent Authority must only be notified of such changes.

6. The manner and frequency for updating the EMPr must be made in accordance with Regulations 35 to 37 of GN No. R.982 (as amended) or any relevant legislation that may be applicable at the time.

H. APPEALS

Appeals must comply the National Appeal Regulations, 2025 (Government Notice No. R. 5985 in Government Gazette No. 52269 of 13 March 2025). Please note the provisions of Regulations 1(2) and (3) of the National Appeal Regulations, 2025 when calculating the period of days.

1. The holder (applicant) of this decision must submit an appeal to the Appeal Administrator, any registered I&APs and the decision maker (Competent Authority who issued the decision) within twenty (20) calendar days from the date this Decision was sent by the decision maker.

2. The I&APs (not the holder of this Decision) must submit an appeal to the Appeal Administrator, the holder (applicant) of the Decision and the decision maker within twenty (20) calendar days from the date this Decision was sent to the registered I&APs by the holder (applicant) of the decision.

3. All appeals submitted must:
   a. be in writing in the appeal form obtainable from the Departmental website;
   b. include supporting documents referred to in the appeal; and
   c. include proof of payment of the prescribed non-refundable appeal fee, if prescribed.

4. The holder (applicant) of the decision must:
   a. notify registered I&APs and affected organs of state of any appeal received, and make the appeal available to them, within five (5) calendar days after the 20-day appeal period ends.

b. Submit proof of this notification to the Appeal Administrator within five (5) calendar days after sending the last notification.

5. The applicant, where applicable, the decision-maker, or any person notified under Regulation 4 of the National Appeal Regulations, 2025 may submit a Responding Statement within twenty (20) calendar days from the date they received the appeal, in the form obtainable from the Department website to the Appeal Administrator and to the appellant, where the appellant is not the applicant.

6. Appeals, Responding Statements and supporting documents must be submitted to the Appeal Administrator by means of one of the following methods:
   a. By e-mail:
      DEADP.Appeals@westerncape.gov.za or
   b. By hand where that person submitting does not hold an electronic mail account:
      Attention: Mr Marius Venter
      Room 809, 8th Floor Utilitas Building,
      1 Dorp Street, Cape Town, 8001

Note: You are also requested to submit an electronic copy (Microsoft Word format) of the appeal, responding statement and any supporting documents to the Appeal Administrator via email or to the address listed above.

A prescribed appeal form, responding statement form as well as assistance regarding the appeal processes is obtainable from the relevant website of the Appeal Authority: http://www.westerncape.gov.za/eadp or the office of the Minister at: Tel.: (021) 483 3721 or email: DEADP.Appeals@westerncape.gov.za

I. DISCLAIMER

The Western Cape Government, the Local Authority, committees or any other public authority or organisation appointed in terms of the conditions of this Environmental Authorisation shall not be responsible for any damages or losses suffered by the holder, developer or his successor in any instance where construction or operation subsequent to construction is temporarily or permanently stopped for reasons of non-compliance with the conditions as set out herein or any other subsequent document or legal action emanating from this decision.

Your interest in the future of our environment is greatly appreciated.

Yours faithfully

Zaahir Toefy
Digitally signed by Zaahir Toefy
Date: 2025.10.27 21:21:19 +02'00'

MR. ZAAHIR TOEFY
DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 1)
WESTERN CAPE GOVERNMENT: ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

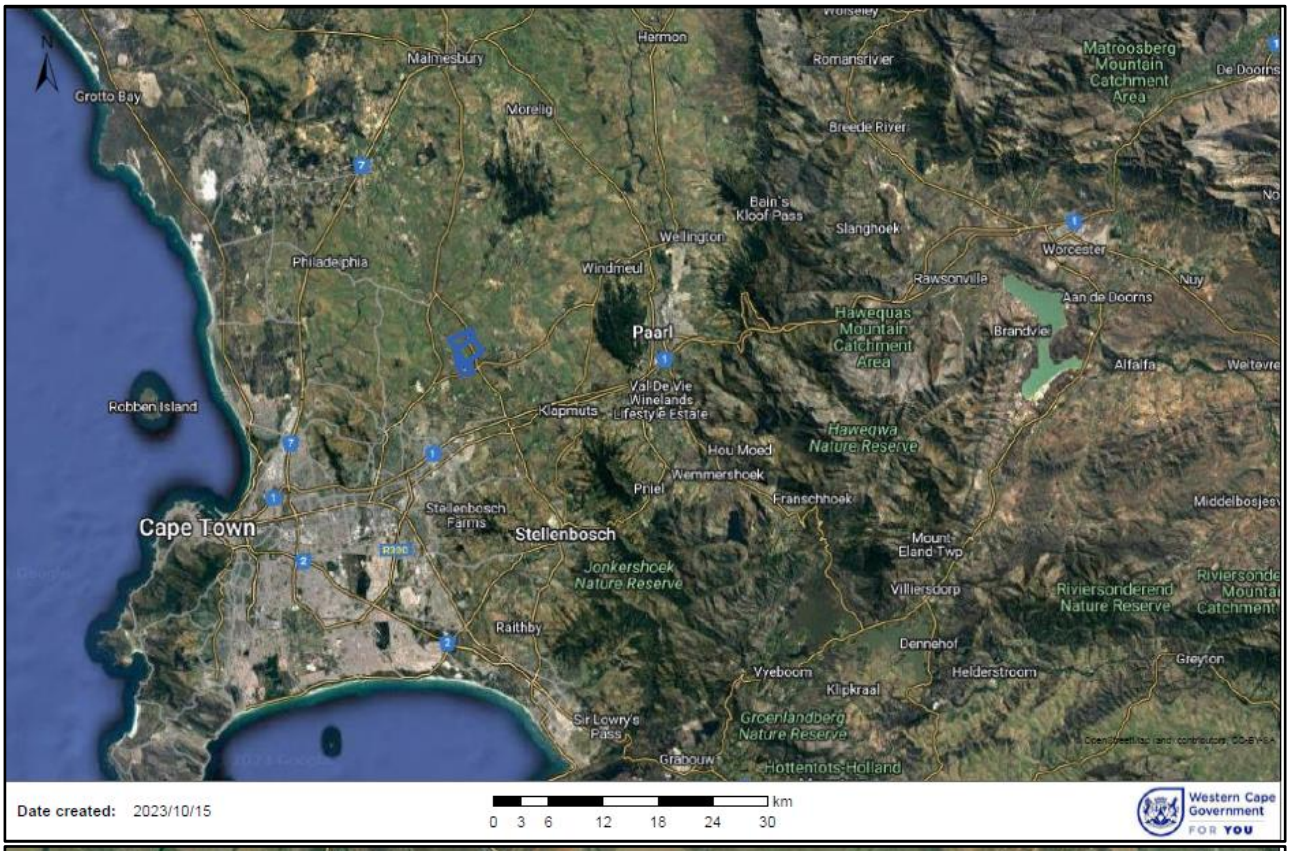
DATE OF DECISION: 27 OCTOBER 2025

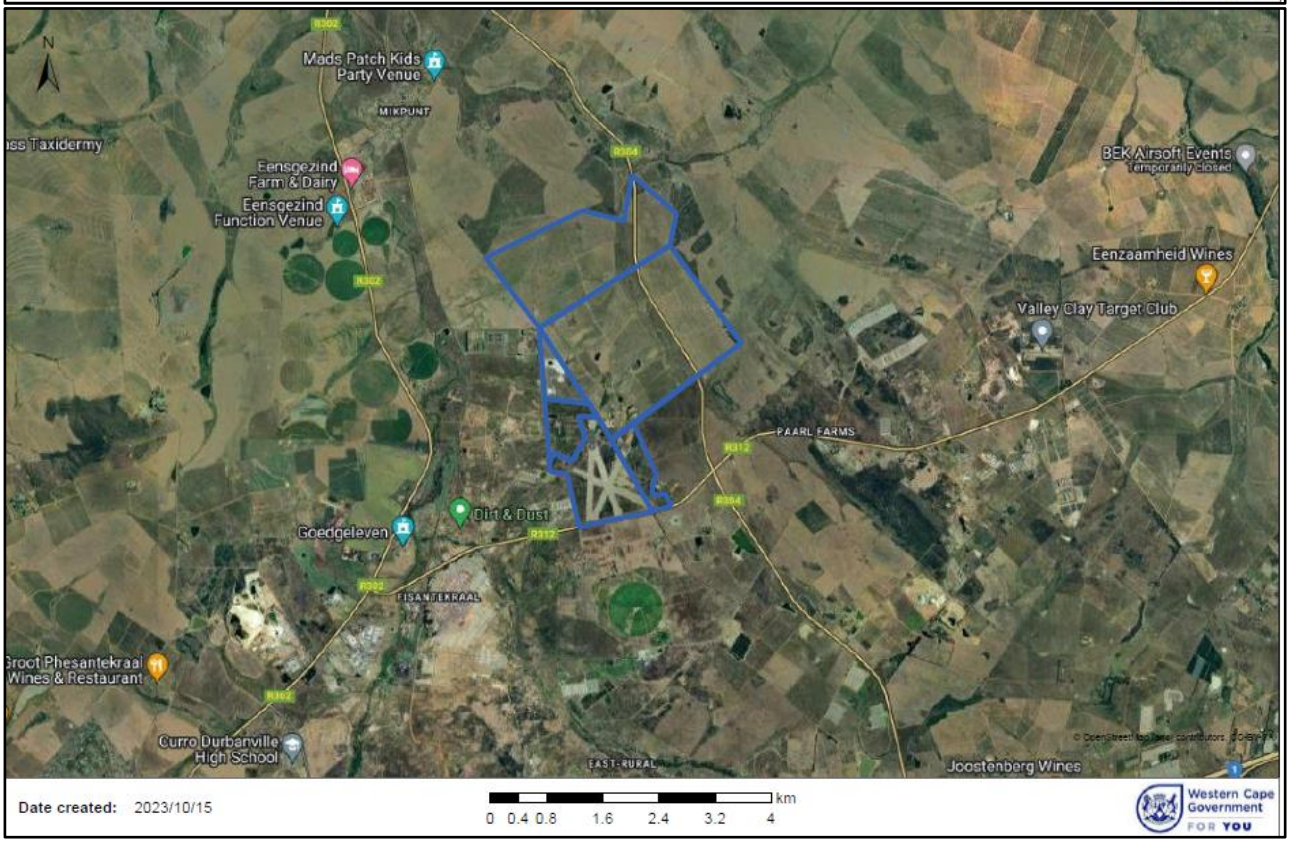
Copied to:
(1) Ms. Amanda Fritz-Whyte (PHS Consulting) E-mail: amanda@phsconsulting.co.za
(2) Mr. Paul Slabbert (PHS Consulting) E-mail: paul@phsconsulting.co.za
(3) Ms. Sonja Warnich-Stemmet (City of Cape Town) E-mail: sonja.warnichstemmet@capetown.gov.za

FOR OFFICIAL USE ONLY:

EIA REFERENCE: 16/3/3/2/A5/20/2046/24
NEAS REFERENCE: WCP/EIA/0001497/2024

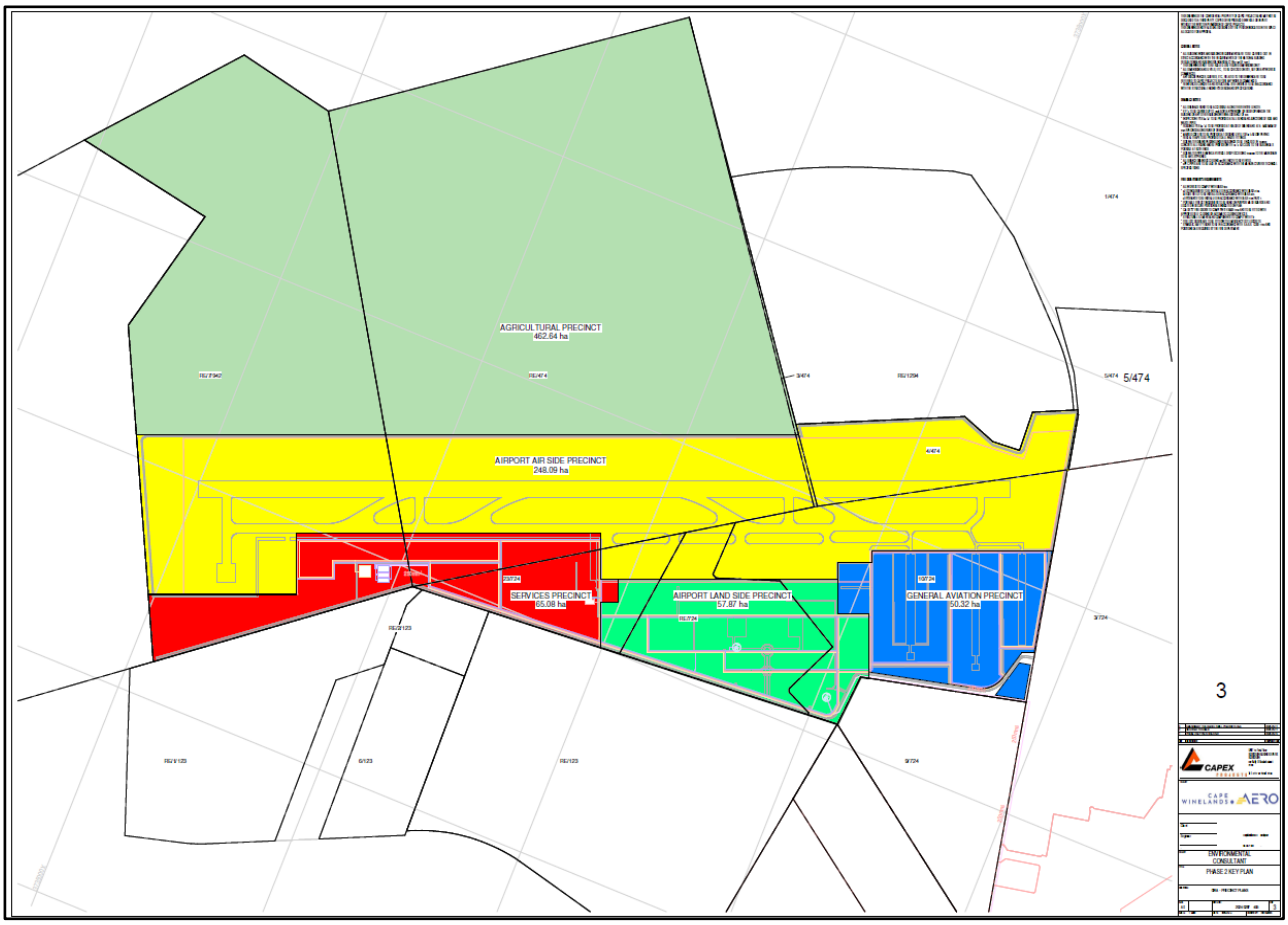
ANNEXURE 1: LOCALITY MAPS



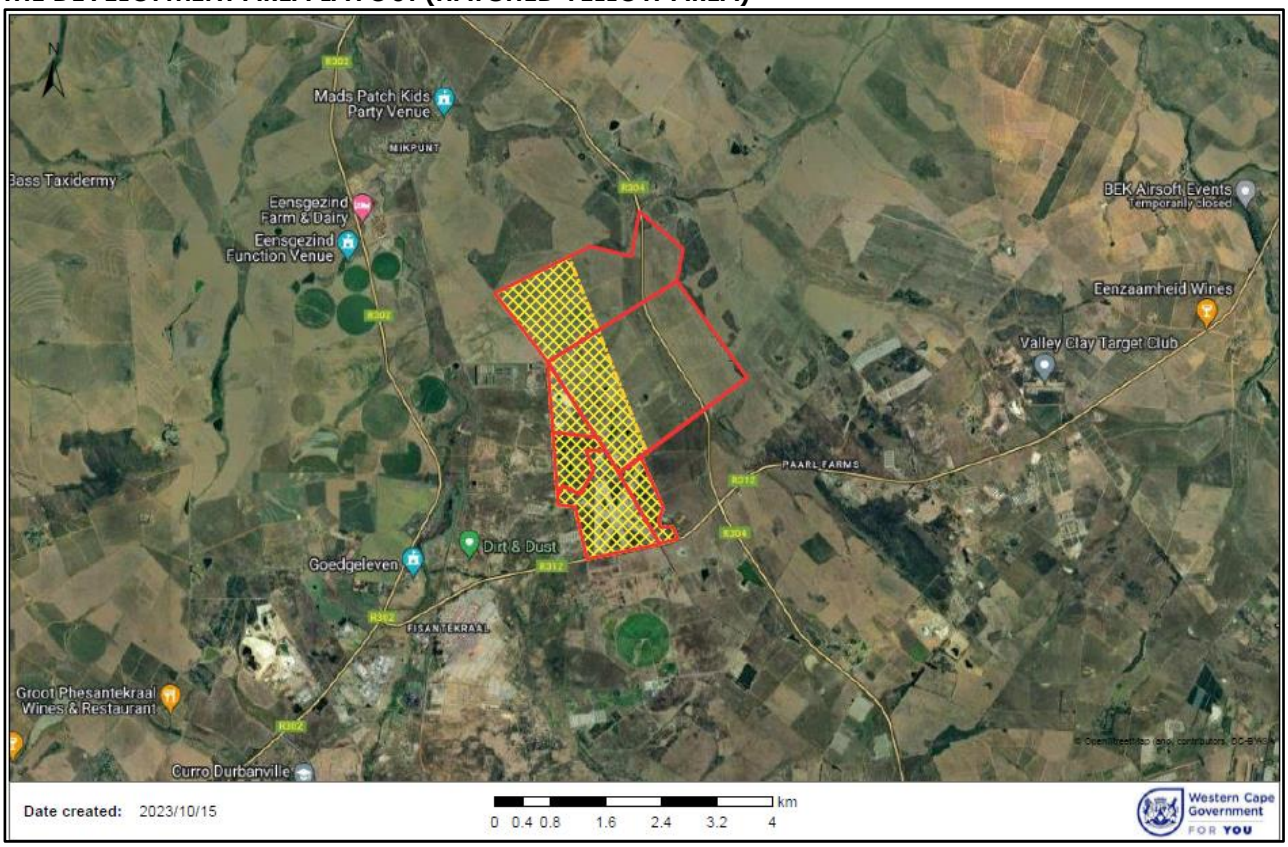


ANNEXURE 2: THE SPATIAL PLANS

THE PRECINCT PLAN

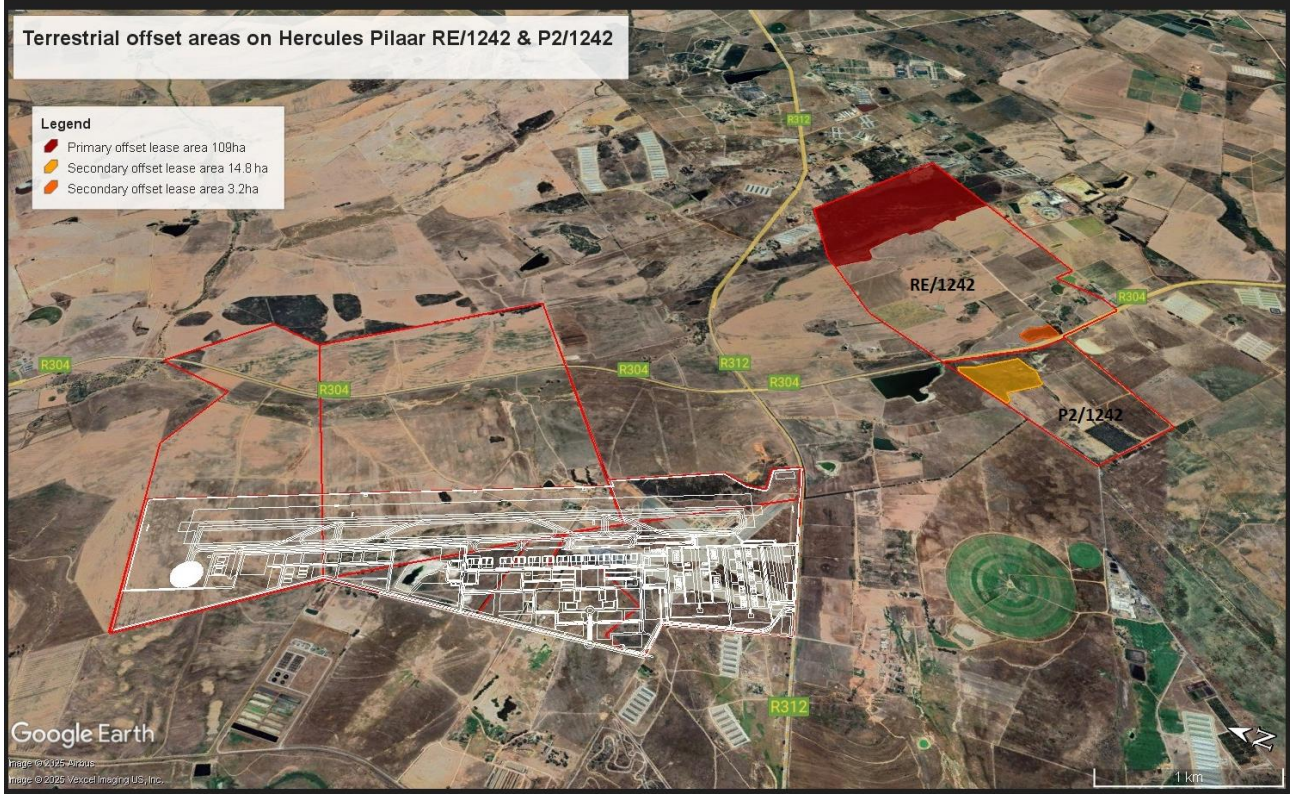


THE DEVELOPMENT AREA LAYOUT (HATCHED YELLOW AREA)



ANNEXURE 3: Biodiversity Offset Maps





ANNEXURE 4: REASONS FOR THE DECISION

In reaching its decision, the Competent Authority considered, *inter alia*, the following:

a) The information contained in the Application Form received by this Directorate via electronic on 23 July 2024, the final Scoping Report and Plan of Study received by this Directorate on 6 September 2024, the final EIA Report received by this Directorate on 11 July 2025, the EMPr (dated July 2025) and all supporting information.
b) Relevant information contained in the Departmental information base, including the Guidelines on Public Participation, Need and Desirability and Alternatives (dated March 2013);
c) The objectives and requirements of relevant legislation, policies and guidelines, including section 2 of the NEMA;
d) The comments received from I&APs and the responses thereto, included in the final BAR; and
e) The balancing of negative and positive impacts and proposed mitigation measures.
f) A site visit was conducted by Mr. Zaahir Toefy (Competent Authority), Officials of the Directorate: Development Management (Region 1) Ms. Natasha Bieding and Ms. Shameemah Heugh, Mr. Deon Cloete (CapewinelandsAero (Pty) Ltd), Ms. Adele Klingenberg (existing CWA) and Mr. Paul Slabbert and Ms. Amanda Fritz-Whyte (PHS Consulting) on 22 October 2025.

All information presented to the Competent Authority was taken into account in the consideration of the application for Environmental Authorisation. A summary of the issues that were considered to be the most significant for the decision is set out below.

1. Public Participation

The Public Participation Process ("PPP") included the following:

Pre-Application Phase

- Notification letters were sent to neighbouring landowners via email on 7 November 2023;
- Surrounding (adjacent) landowners, key I&APs and authorities were notified and engaged during the PPP via email on 7 November 2023;
- Landowners were asked to notify their tenants of the proposal and the commenting period on 7 November 2023 (via letter attached to email);
- The relevant Ward Councillors were consulted on 7 November 2023 (via email) and remained registered on the database of I&APs;
- Written notifications sent via email to the Municipal Ward Councillors on 7 November 2023;
- A public meeting was held on 8 May 2024 at the Fisantekraal Community Hall;
- The project team, including the EAP, attended a meeting with the Durbanville Farmers Association on 4 June 2024 during which the EAP was requested to present on the proposed development;
- English and isiXhosa advertisements were placed in the '*Tygerburger*' Newspaper (Durbanville) on 8 November 2023;
- An Afrikaans advertisement was placed in '*Die Burger*' Newspaper on 8 November 2023;
- An English advertisement was placed in '*The Cape Times*' Newspaper on 8 November 2023;
- Three notices in English, Afrikaans and isiXhosa were placed at three locations on or near the site on 8 November 2023;
- The pre-application Scoping Report and supporting documentation was made available for a minimum commenting period of thirty (30) days from 8 November 2023 to 8 December 2023. All late I&AP registration and comments were accepted and incorporated in the I&AP register and included in the Comments and Responses Report;
- A hard copy of the Scoping Report was placed at the Fisantekraal Public Library for public viewing on 8 November 2023;
- A site notice was pinned on the Fisantekraal Public Library notice board on 8 November 2023; and
- A public meeting was held on 8 May 2024 in Fisantekraal.

Matters raised in the comments received during the abovementioned PPP include the following:

- The site requires a closure certificate regarding the existing quarry;
- Requests to be registered as I&APs;
- Objections against the development proposal;
- Traffic congestion and infrastructure constraints due to the proposed airport expansion;
- Noise pollution;
- Impacts of air quality and emissions;
- Impacts on the ecology of wetlands must be considered;
- Negative impacts on the Garden Cities Development;
- Liaising with the relevant and Competent Authorities;
- Associated impacts on the Cape Town International Airport ("CTIA") from an aviation and sustainability perspective;
- Light pollution;
- Air pollution;
- Noise pollution;
- The applicability of municipal forward planning policies;
- The municipal bulk services and other associated infrastructure requirements;
- Further considerations required in terms of the biodiversity related impacts;
- The need for community meetings and engagements;
- Support of the proposed development;
- Impacts on the local and surrounding residents and receiving environment; and
- The need for robust assessments by accredited persons.

Draft Scoping Application Phase

- Copies of the draft Scoping Report were made available for a minimum commenting period of thirty (30) days from 24 July 2024 to 26 August 2024;
- Registered I&APs and commenting authorities were notified of the availability of the draft Scoping Report on 23 July 2024;
- Focus group meetings were held on 16 August 2024 (Fisantekraal community leaders), 17 August 2024 (Durbanville Heritage Society) and 22 August 2024 (CoCT Noise and Air Quality), *respectively*;
- A hard copy of the draft Scoping Report was placed at the Fisantekraal Public Library on 23 July 2024;
- A site notice was pinned on the Fisantekraal Public Library notice board on 23 July 2024;
- An advertisement in English in the '*Tygerburger*' Newspaper on 24 July 2024; and
- Three site notices in English, Afrikaans and isiXhosa were placed at three locations on or near the site on 23 July 2024.

Matters raised in the comments received during the abovementioned PPP include the following:

- Extension requested on the deadline for providing comment on the Scoping Report;
- Need and viability of a second commercial international airport;
- Security of fuel supply for the CWA expansion;
- The CWA expansion not having been considered in terms of government policy(s);
- Airspace design requirements;
- The impact of CWA expansion on the future development of the CTIA;
- Inadequacies of the Concept of Operations Study;
- A more detailed study regarding the CTIA versus CWA expansion airspace is required;
- Impacts on the operations of the 'Westelike Provinsie Oesbespuiting Maatskappy';
- Requests to be registered as an I&AP;
- Traffic impacts on the local roads;
- Noise pollution;
- Civil Aviation Regulations with respect to bird/wildlife strike prevention programme and other applicable requirements to be met;
- Objections to the proposal;
- Impacts on existing aviation facilities in Stellenbosch;
- Noise impact, including noise contours;
- Impacts on airspace and inadequacies in the Airspace Conops Report;
- Impacts of noise, pollution, congestion and crime on Mikpunt resident(s);
- Accreditation of specialists;
- Impacts on rural living;

- Impacts on wildlife;
- Insufficiency of certain specialists studies;
- Negative impacts on the local residents;
- Transparency in public participation required;
- Concerns and impacts on the County Fair poultry farm;
- Need for an alternative location;
- Impacts on the Bella Riva development;
- Aquatic related impacts;
- The relevance of the strategic and Municipal context of the receiving area;
- Impacts on the surrounding areas;
- Impact on communications infrastructure (masts); and
- General support and requests to form partnerships with the expanded airport.

Draft EIA Phase

- Copies of the draft EIA Report were made available for minimum commenting period of thirty (30) days from 13 November 2024 to 13 December 2024;
- An extension on the above comment period was granted until 13 January 2025;
- A public open day was held on 20 November 2024;
- Registered I&APs and commenting authorities were notified of the availability of the draft EIA Report on 13 November 2024;
- An advertisement in English was placed in the' *Tygerburger'* Newspaper on 13 November 2024;
- Three site notices in English, Afrikaans and isiXhosa were placed at three locations on or near the site on 13 November 2024;
- A hard copy of the draft EIAR was placed at the Fisantekraal Public Library on 13 November 2024; and
- A site notice was pinned on the Fisantekraal Public Library notice board on 13 November 2024.

Matters raised in the comments received during the abovementioned PPP include the following:

- What the flight paths for landings and departures will be;
- Noise impacts and pollution;
- Increased fire risks;
- Impact on existing farming practices and areas;
- Increased air traffic over local properties;
- Objections against the development proposal;
- Air quality emissions at the CTIA that can be incorporated into the Air Quality Impact Assessment and modelling;
- Assessment of individual case studies regarding existing airports;
- Support for the development proposal;
- Inadequate time to provide comments and have public participation processes underway;
- The transport and traffic related requirements to be adhered to;
- Impact on property values;
- Request for extension of the PPP;
- Impacts on the existing Greenville residential development;
- Impacts on the local area's poultry operations;
- Desirability of the CWA expansion in the context of existing local aviation sector raised by the Airports Company South Africa; and
- Safety and security resulting from the CWA expansion.

Revised draft EIA Phase

- Copies of the revised draft EIA Report were made available for a longer commenting period of 45 days from 19 March 2025 to 13 May 2025;
- Registered I&APs and commenting authorities were notified of the availability of the draft EIA Report on 19 March 2025;
- English and isiXhosa advertisements were placed in both the Durbanville and the Kraaifontein editions of the '*Tygerburger'* Newspaper on 19 March 2025;
- An Afrikaans advertisement was placed in the '*Die Burger'* Newspaper on 19 March 2025;

- Three site notices in English, Afrikaans and isiXhosa were placed at three locations on or near the site on 18 March 2025;
- A hard copy of the amended EIA Report was placed at the Fisantekraal Public Library on 19 March 2025;
- A site notice was pinned on the Fisantekraal Public Library notice board on 19 March 2025;
- A second public open day was held on 15 April 2025 at the Goedgeleven Venue, Klipheuwel Road, Durbanville ;
- The CWA expansion project team participated in the Paardeberg Sustainability Initiative's Farmer's Day on 20 March 2025 where they delivered a presentation followed by a Question and Answer session; and
- A focus group meeting was held on 15 April 2025 with an I&AP who operates a parrot sanctuary in Mikpunt.

Matters raised in the comments received during the abovementioned PPP include the following:
- Potential negative impacts on the local area, including Durbanville and Fisantekraal;
- Support for the proposal;
- How the local road network will be affected;
- Traffic impacts;
- Noise impacts;
- Air pollution;
- Impacts on local agricultural areas and operations;
- Further requirements must be met in terms of the landuse applications and air emissions licence;
- The impacts on the County Fair poultry farm property due to operations of the development proposal;
- Need and desirability of development proposal;
- Inadequacy of alternatives considered;
- Specific biodiversity offset requirements;
- Objection against the development proposal; and
- Impacts on the CTIA by the CWA expansion, as proposed second airport in Cape Town.

Proof of having responded to all of the abovementioned matters raised, including objections, have been included in the Comments and Response Report that was submitted together with the final EIA Report. In certain instances, the abovementioned matters raised resulted in either adjustments being made to the development proposal or additional studies being commissioned and the recommendations thereof incorporated into the development proposal and included in subsequent reports that were circulated for further comments.

Additionally, consideration was given to comments and feedback that was received after the conclusion of the abovementioned commenting periods.

On 16 July 2025, an email notification was sent to all registered I&APs, stakeholders and authorities to inform them of the fact that the final EIA Report and supporting documentation was submitted to the Competent Authority.

Additional PPP related measures included the following:
- A hard copy of the final EIA Report and supporting documentation was placed at the Fisantekraal Public Library on 16 July 2025;
- A site notice was pinned on the Fisantekraal Public Library notice board on 16 July 2025;
- On 4 August 2025, updated information was placed on the PHS Consulting Website as well as placed at the Fisantekraal Public Library; and
- On 10 September 2025, a document on the late comments received (addendum to Appendix 29D) was posted on the PHS Consulting Website, and a hard copy was placed at the Fisantekraal Public Library on 12 September 2025.

Matters raised after the final EIA Report was submitted to the Competent Authority include the following:
- Further clarification regarding the local airspace impacts;
- Where previous objections against the proposal can be viewed;

- The proposed flight path and options for air traffic arriving and departing the expanded airport;
- Impacts of flight paths on the Paardeberg Conservancy;
- Support for the development proposal; and
- How the site will be powered (electricity).

The EAP provided proof of having noted and acknowledged the abovementioned matters raised, even if such matters were raised after the legislated PPP commenting period ended. In this regard that EAP also further confirmed that the expanded airport's will not directly impact the Paardeberg Conservancy.

Relevant State Departments and Organs of State consulted during the abovementioned PPPs include the following:

- CapeNature;
- City of Cape Town;
- Heritage Western Cape;
- West Coast District Municipality;
- Western Cape Government: Mobility;
- Western Cape Government: Agriculture;
- Western Cape Government: Infrastructure;
- Western Cape Government: Environmental Affairs and Development Planning (various Directorates);
- National Department of Water and Sanitation;
- National Department of Mineral Resources and Energy; and
- National Department of Agriculture, Land Reform and Rural Development.

Furthermore, the following Stakeholders have been invited to participate during one or more of the abovementioned PPPs:

- Eskom;
- Transnet;
- Paardeberg Conservancy;
- Birdlife South Africa; and
- The Passenger Rail Agency of South Africa.

It should be further noted that whilst the proposed development falls within the City of Cape Town municipal boundary, municipalities from outside the City of Cape Town municipal boundary were also invited to provide inputs and comments during the abovementioned PPPs. These municipalities are the Drakenstein Municipality, Stellenbosch Municipality, Swartland Municipality and Cape Winelands Municipality. No objections nor substantive comments were provided from the said Municipalities.

All responses submitted after the abovementioned PPPs concluded were made available to the Competent Authority and included in the Comments and Responses Reports.

The Directorate is satisfied that the PPP that was followed met the minimum legal requirements. In addition to the minimum PPP requirements having been met, is further noted that various stakeholder engagements, a public open day and focus group meetings were hosted during the scoping and EIA application process as well as extensions granted during specific PPPs in response to extension requests received from I&APs.

Specific management and mitigation measures have been considered in this Environmental Authorisation and in the provisions of the EMPr to address any significant concerns raised.

2. Alternatives

Scoping Phase:

Early during the scoping phase of the application process, three Alternatives were identified and considered, *namely*; (a) one Location Alternative (*i.e.*, the expansion of the existing CWA), (b)

the 'No-Go' Alternative (*i.e.*, no expansion of the existing CWA), and (c) the Preferred Alternative (*i.e.*, the expansion of the existing CWA), were considered.

Only the 'No-Go' Alternative and the Preferred Alternative were further assessed during the EIA phase of the application process. Based on the assessment of impacts during the EIA phase, additional changes were made to the Preferred Alternative. These changes include, *inter alia*, the following:

(a) The removal of the cross runway;
(b) Exclusion of the chicken manure to the biodigester;
(c) Exclusion of the wind energy options;
(d) Inclusion of both sewer to on-site treatment as well as servicing via the Fisantekraal WWTW;
(e) Inclusion of additional boreholes to be drilled;
(f) Inclusion of an incoming potable line from the southwest;
(g) Extension of the fuel line into the General Aviation Precinct area; and
(h) Minor amendments to internal precinct boundaries.

These changes resulted in a new Preferred Alternative 4 (discussed below, as Alternative 2), which was further assessed during the EIA phase.

The reasons for only assessing one Location Alternative is based on the following reasons:

- Land availability, shape and size (the necessary land has been secured);
- The consideration of technical and operational requirements, *inter alia*, suitable terrain, absence of geographical obstructions, suitable meteorological conditions, it being possible to integrate with existing air traffic patterns, and the presence of adequate geotechnical requirements for runway construction;
- Connectivity, *i.e.*, good proximity to major roads and rail infrastructure, accessibility and proximity to urban centres;
- Regulatory and legal considerations, *namely*; existing zoning for the use of the site for airport operations and aviation policy whereby the proposed airport will financially be self-sustaining and privately funded;
- The applicable environmental and ecological factors, *inter alia*, site's positioning to safeguard operations whilst minimising noise-related disruptions, proper site drainage due to the elevated ridge present, presence of boreholes for water supply and easy integration into municipal service infrastructure network, the site's location outside of the exclusion zoned, including the Koeberg Nuclear Power Station zones; and
- Economic and financial considerations, *namely*; lower development costs will ensue when compared to developing a greenfield site and the potential to serve as a cost-efficient alternate airport option in terms of diversion planning and fuel contingencies.

The 'No-Go' Alternative, *i.e.*, no expansion of the existing CWA, has been considered during the scoping phase.

<u>EIA Phase:</u>

During the EIA phase, Alternative 1 (the 'No-Go' Alternative), Alternative 2 (the phased expansion of the CWA, which omits a short crosswind runway and includes further adjustments made, including *inter alia*, (1) the fuel line extending into the General Aviation Precinct, (2) amending the internal precinct boundaries, (3) the usage of 3 boreholes , and (4) the installation of an incoming potable line), and Design/Technology Alternatives were assessed.

<u>Alternative 1 (Rejected)</u>

The 'No-Go' Alternative entails no expansion of the existing CWA on Portion 10 of the Farm No. 724, Remaining Extent of the Farm No. 724, Portion 23 of the Farm No. 724, Portion 7 of the Farm No. 942, Remaining Extent of the Farm No. 474, Portion 3 of the Farm No. 474 and Portion 4 of the Farm No. 474, Fisantekraal, Durbanville taking place. This means that the 'status quo' is maintained, *i.e.*, the current aviation activity at the airport consisting of flight school operations and other unscheduled general aviation flights will continue.

The Alternative 1 ('No-go' Alternative) was rejected, since it will mean that the site will not be able to fulfil its identified strategic roles within the City of Cape Town's air travel market in terms of the following:

- The City of Cape Town's second commercial airport offering scheduled airline services for domestic and international passenger and cargo operations;
- Alternate Airport for diversion and fuel planning purposes, enabling significant efficiencies for the airline sector;
- General Aviation Airport for domestic and international, unscheduled, and private operations;
- Reliever Airport, adding redundancy and diversion capability for aircraft in the region;
- Logistics Hub catalysing multi-modal commercial activity in the region and stimulating economic growth; and
- Commercial Property Developments stimulated and enabled by the above.

Alternative 2 (Preferred and Herewith Authorised)

Alternative 2 entails the expansion of the existing CWA, comprising of the development of five precincts, one of which will be the Agricultural Precinct. The remaining four precincts, *namely*; the Services Precinct, the Airside Precinct, the Terminal Precinct, and the General Aviation Precinct, will be developed in two distinct phases. After the implementation of Phase 1 stipulated below, Phase 2 will evolve in response to market demand.

Phase 1:

- An Agricultural Precinct, measuring approximately 462ha in extent, comprises the continuation of the existing agricultural component. This Precinct includes the construction of the following:
  - existing main access roads and internal farm roads left unchanged;
  - areas of intact vegetation respected as 'no-go' areas for conservation;
  - establishment of the required firebreaks;
  - establishment of wetland rehabilitation;
  - establishment of designated wetland offset areas;
  - construction and installation of associated stormwater infrastructure; and
  - fence line on the outer perimeter and a shared security fence line with the Airside precinct.

- A Services Precinct, measuring approximately 65ha, which will include the construction of the following:
  - a maintenance repairs and operational hanger;
  - an aircraft sanitary station;
  - an airport maintenance facility/area;
  - a catering building;
  - a Ground Support Equipment ("GSE") staging and maintenance facility;
  - a Fuel farm;
  - a cargo terminal;
  - an Aircraft Rescue and Firefighting facility;
  - an Operations Centre ("OPS");
  - an Air Traffic Control centre;
  - an Eskom incoming and Substations;
  - a groundwater and potable water treatment facility and storage area;
  - a water pump station;
  - a non-potable treatment facility and storage area;
  - a solid waste area;
  - a firefighting water pump station;
  - areas for airport use; and
  - internal road and services configuration.

- An Airside Precinct, measuring approximately 249ha, which will include the construction of the following:
  - a primary runway of measuring approximately 3.5km in length at an orientation of approximately 01-19 and taxi ways;

- Solar Photovoltaics ("PV") ;
- airport parking;
- a maintenance repairs and operations apron;
- a cargo apron;
- an Eskom incoming and substation;
- a Remote Digital Control Tower System;
- Localizer, Glidepath antennae, and Precision Approach Path Indicator ("PAPI");
- Runway End Safety Areas ("RESA") areas around the runway and taxi lanes;
- Landscaping;
- firebreaks;
- establishment of conservation areas;
- establishment of re-vegetated areas; and
- internal road and services configuration.

- A Terminal Precinct, measuring approximately 57ha, which will include the construction of the following:
  - landscaping;
  - a passenger terminal building;
  - a car rental and public transport;
  - parking, pick up and drop off area
  - GSE staging;
  - cargo;
  - an energy centre and aircraft sanitary station;
  - a land side substation ("LSS");
  - a hotel;
  - various areas for airport use;
  - aero vintage;
  - restaurants;
  - a petrol and diesel service station;
  - access roads, internal roads and associated infrastructure; and
  - Internal road and services configuration.

- A General Aviation Precinct, measuring approximately 50ha, which will include the construction of the following:
  - a General Aviation/VIP/Government terminal;
  - parking
  - fixed base operators
  - General Aviation hangars
  - a General Aviation Clubhouse and fueling facility;
  - a special cargo facility;
  - an OPS (Operations Centre);
  - access control areas;
  - areas for airport use;
  - a heliport;
  - internal road and services configuration; and
  - signage and billboards.

- Associated infrastructure and components which will include the construction of the following:
  - a sewage pipeline leading to the Fisantekraal Waste Water Treatment Works ("WWTW");
  - a potable waterline;
  - on-site stormwater infrastructure;
  - an Eskom line;
  - access roads and alignment;
  - Solar PV (on buildings);
  - perimeter fencing; and
  - firebreaks.

Phase 2:

- Continued use of the abovementioned Agricultural Precinct, comprising of the following:
  - areas of intact vegetation for conservation purposes;
  - firebreaks;
  - wetland rehabilitation;
  - wetland offset;
  - existing agricultural areas remaining intact;
  - existing access roads remaining;
  - stormwater infrastructure;
  - a fence line; and
  - a shared security fence line with the Airside precinct.

- Continued use of the abovementioned Services Precinct, which will include the construction of the following:
  - groundwater containment and treatment measures;
  - sewage containment and treatment;
  - containment of treated sewage water (inclusive of emergency storage) and pumpstation;
  - a solid waste area
  - a biodigester (using grass feedstock and treated sewage water);
  - Eskom incoming and LS substation;
  - a firefighting water pump station
  - an Aircraft sanitary station;
  - maintenance, repair, and overhaul ("MRO") hangar;
  - a maintenance area;
  - a parking area;
  - a catering building;
  - GSE maintenance and staging area;
  - a fuel farm and underground fuel line
  - a substation
  - a cargo terminal;
  - Aircraft Rescue and Fire Fighting ("ARFF");
  - an OPS (Operations Centre);
  - an Air Traffic Control Tower
  - an Existing quarry to be used for stormwater retention;
  - internal road and services configuration; and
  - landscaping.

- Continued use of the abovementioned Airside Precinct, which will include the construction of the following:
  - a 3.5km long runway;
  - taxi areas;
  - solar PV;
  - aircraft parking;
  - an MRO apron;
  - a cargo apron;
  - Eskom incoming and substations;
  - a Remote Digital Control Tower System ("RDTS")
  - a PAPI;
  - internal road and services configuration;
  - an underground fuel line;
  - RESA areas around the runway and taxi lanes
  - landscaping;
  - firebreaks;
  - conservation areas; and
  - re-vegetated areas.

- Continued use of the abovementioned Terminal Precinct, which will include the construction of the following:
  - landscaping;

- a passenger terminal building;
- a car rental and public transport facility;
- a parking, pick up and drop off facility;
- pier expansion reservation;
- a terminal reserve;
- GSE staging area;
- Cargo area;
- an energy centre and aircraft sanitary station;
- an LS SS (Land Side Substation);
- two (2) hotels;
- airport use area;
- aero vintage;
- restaurants
- a service station; and
- internal road and services configuration.

- Continued use of the abovementioned General Aviation Precinct, which will include the construction of the following:
  - General Aviation/VIP/Government Terminal;
  - parking;
  - fixed base operators;
  - General Aviation Hangers;
  - General Aviation clubhouse and fueling;
  - a special cargo facility;
  - an OPS (Operations Centre);
  - an access control facility;
  - transport use area;
  - airport use, *i.e.*, associated buildings and facilities and uses supplementary to the runway use;
  - heliport;
  - internal road and services configuration; and
  - landscaping.

The total development footprint amounts to approximately 883ha in extent.

It was confirmed in the final EIA Report (dated July 2025) that Alternative 2 (Preferred and Herewith Authorised) has been revised to include additional components based on comments received from I&APs and Organs of State. The additional components include, (1) the extension of the fuel line into the General Aviation Precinct, (2) the amendment to the boundaries of the Internal Precinct, (3) the provision of three (3) boreholes, (4) the addition of an incoming potable line, and (5) the omission of the short cross-runway initially proposed.

Technology Alternative related to Energy – Solar and Biodigester *versus* Eskom Supply

The Biodigester Plant comprises of the feed stream using treated effluent from the new WWTW, cultivated biomass/energy crop as well as organic waste from the site. The system will be designed to provide approximately 1 Mega Watt ("MW") of continuous power.

The Solar PV installation will generate more than 20MW but less than 100MW of renewable energy. The Solar PV installed power sources will be integrated onto the site micro-grid electrical infrastructure using the planned medium voltage distribution network.

Bulk electrical supply will be connected to the Eskom Grid via a 66,000-Volt overhead powerline to be undertaken in a phased approach.

The Eskom power supply will provide backup supply on site to the solar/biodigester energy supply, which is the preferred technology alternative and approach, since the use of a Biodigester Plant and Solar PV installation will reduce reliance on Eskom power supply.

Technology Alternative related to Waste Management – Disposal to landfill *versus* Biodigester

Waste generated from on-site operations will include general and recyclable waste, which will be separated at source. Recyclable waste will be disposed to a local transfer station or by pickup from licensed waste operators.

General and hazardous waste will be disposed to landfill with transfer by road. Waste will be stored on site for a short period before collection and disposal to landfill.

Technology Alternative related to wastewater treatment and management – on site treatment versus disposal into the CoCT sewer network

Various options were considered, including installation of a pumpstation and associated rising main that conveys the flows directly to Fisantekraal WWTW or the construction of an on-site wastewater treatment plant.

The preferred Technology Alternative entails the construction of an on-site package treatment plant to treat wastewater for non-potable water use on the site. The remaining sewage will be directed to the nearby municipal WWTW for further treatment and disposal.

This is the preferred Technology Alternative, since it aims to optimise effluent reuse, reduce pressure on the WWTW, as well as address environmental concerns with respect to excess treated effluent generated.

3. Impact Assessment and Mitigation Measures

3.1 Need and Desirability

The site is located approximately 40km from the City of Cape Town's Central Business District with linkages to areas located within the neighbouring Municipalities, *i.e.*, Drakenstein Municipality, (Wellington and Paarl), Swartland Municipality (Malmesbury), and Stellenbosch Municipality. The site is therefore well positioned, since it enables future connectivity and new tourism nodes within the broader region. The newly expanded CWA is projected to be 'multifaceted' in that it will provide a number of services within the aviation sector and stimulate associated spinoff industries.

Services within the aviation sector that will be provided include the following:

- 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;
- Logistics Hub catalysing multi-modal commercial activity in the region and stimulating economic growth; and
- Commercial Property Developments stimulated and enabled by the above.

Beneficial spinoffs include the provision of employment opportunities during both the construction- and operational phases. Associated industries and commercial activities that will be stimulated by the development proposal include, *inter alia*, fixed based operations, private charter, recreational flying, flight training, helicopter, fire and rescue, aircraft MRO, aircraft assembly and manufacture, hotel, conferencing and events, retail, food and beverage, warehousing, logistics and freight.

The site's location will help enable the newly expanded CWA to serve as a multi-modal transport hub due to road, rail, and air connectivity, with the aims of fulfilling several key roles within the aviation sector. These include unlocking new markets whilst enhancing existing ones, and creating further opportunities within the sector, thereby improving the

socio-economic landscape within the region. The expansion of existing CWA into a commercial airport will ultimately assist Cape Town to become a 'Multi-Airport City', enabling new growth opportunities and improving the attractiveness and competitiveness of the region.

The close proximity and connectivity of the site to existing road- and rail networks will allow the expanded CWA to form a synergy between air, road, and rail networks and thereby support a multi-modal approach to transportation. This demonstrates the desirability of the development proposal from a transportation perspective.

The timing of having the existing CWA expanded is adequate in the sense that it will lead to meaningful contribution to the region's economy and accelerate economic growth, attract investment, boost tourism, and improve logistics in the short- and long term. Having a second airport offers a competitive edge, whereby diversified aviation infrastructure caters to multiple aviation needs whilst helping to alleviate capacity constraints and mitigate risks associated with flight diversions and delays that may be experienced by the existing CTIA. Expanding the existing CWA is more time-efficient and cost-effective than building a new airport.

Due to the location of the site, nearby communities such as Fisantekraal and Klipheuwel, which house large numbers of previously disadvantaged persons, will benefit from improved access to an increased diversity of job opportunities and skills acquisition during the construction- and operational phases, thereby reducing their spatial dislocation on the outskirts of the city.

3.2 Regional and Local Planning

The existing airport site, previously known as Fisantekraal Airfield, is zoned Transport I with consent for an airport. The extent of the expanded CWA that falls outside of the existing airport site is zoned Agriculture. The relevant planning approval will be required to appropriately rezone the site in terms of the relevant planning legislation in order to permit the development proposal.

The expanded CWA site is currently zoned, as follows:

Property	**Zoning**
Portion 10 of the Farm No. 724, Fisantekraal	Transport Zoning I with consent for "Airport"
Remaining Extent of the Farm No. 724, Fisantekraal	Agriculture
Portion 23 of the Farm No. 724, Fisantekraal	Agriculture
Portion 7 of the Farm No. 942, Fisantekraal	Agriculture
Remaining Extent of the Farm No. 474, Fisantekraal	Agriculture
Portion 3 of the Farm No. 474, Fisantekraal	Agriculture
Portion 4 of the Farm No. 474, Fisantekraal	Transport Zoning I with consent for "Airport"

Specific land parcels will retain their designated 'Agriculture' zoning, including its associated farming activities. These land parcels comprise of the Agricultural Precinct, reflected in Annexure 2 above.

The site falls partially outside of the City of Cape Town's Proclaimed Urban Development Edge. In this regard, it could be argued that this is due to the nature and scale of this type of land use, which requires large expanses of land that is usually situated in rural areas or near the outskirts of a city with the least impact on existing urban land uses. This approach is consistent with the Western Cape Land Use Planning Guidelines - Rural Areas (2019), which states that bulk infrastructure installations serve both urban- and rural communities. In the airport context, airports are often located outside existing Urban Areas because of their need for extensive space, unique locational requirements, or potential negative impact on surrounding areas. In this sense, the approach to infrastructure installations in rural areas is to ensure that these essential public installations can function effectively in suitable rural locations.

Since the development proposal represents a private investment to establish a new economic and transport hub, it will contribute to creating and attracting investment that will facilitate economic growth and employment opportunities. The development proposal is therefore broadly consistent with specific spatial strategies, as included in the City of Cape Town's Spatial Development Framework, 2023 ("Municipal SDF"). Deviations from the Municipal SDF are required for, *inter alia*, (a) the proposed runway, the runway safety area and parts of the landside development extending beyond the Urban Development Edge, (b) portions of the site located in 'Areas of Agricultural Significance' and 'Discouraged Growth Areas', and (c) the southeastern portion of site that is located within a designated 'Core Biodiversity Area'. The application to deviate from the Municipal SDF will form part of the landuse application. Further site-specific circumstances for deviation from the Municipal SDF will have to be motivated in terms of the Municipal Planning By-law. The expanded CWA will necessitate amendments to the City of Cape Town Northern District Plan, 2023 and Urban Development Edge in order to permit the development proposal.

The expanded CWA is deemed to be consistent with the Western Cape Provincial Spatial Development Framework, 2014 ("Provincial SDF"), since the development proposal will contribute toward leveraging private sector investment for regional infrastructure, strengthen the Cape Metro economy and drive economic growth and employment. Furthermore, the development proposal will promote urban revitalisation by optimising existing assets, and advance spatial efficiency by promoting economic activity both locally and regionally. Given the nature of the development proposal, inter- and intraregional accessibility will be improved by its air connectivity options to the metro and wider areas.

The overarching policy thrust of the Provincial SDF is to ensure that all major infrastructure investments are aligned with developmental objectives that promote economic growth, sustainability, and social- and spatial justice. Within this context, the expansion of the existing airport can be regarded as a strategic enhancement of regional connectivity, positioned to strengthen the metropolitan transport system. By improving access and logistics capacity in a part of the metropolitan nexus experiencing rapid population growth and urban expansion, the development proposal holds potential to unlock new economic opportunities, support more inclusive patterns of growth, and diversify transport options for the region.

Further to relevant provincial considerations, the draft Provincial Land Transport Framework (2024/25–2028/29) explicitly recognises the expanded CWA, as a strategic initiative. In terms of the Greater Cape Metro Regional Spatial Implementation Framework, 2019 the development proposal directly supports the vision and development concept of the said framework by enhancing regional transport infrastructure and logistics networks.

In terms of the City of Cape Town Integrated Development Plan, 2022-2027 ("Municipal IDP"), the development proposal is consistent with the focus areas of the Municipal IDP, since both indirect and direct investment will be made into the City of Cape Town Metropole. Direct employment will be created for the benefit of the communities in the surrounding areas during both the construction- and operational phases. The development proposal will most notably support the transport sector by delivering additional capacity and unrestricted/uninterrupted air access into the region.

The proposed development is consistent with the focus areas of the City of Cape Town's Inclusive Economic Growth Strategy, 2021 given significant positive economic impacts that it will have, as mentioned below:

- Employment;
- Increased route profitability for existing airlines flying into Cape Town;
- Improved business case for future airlines, considering a new route into Cape Town in the future;
- Increased trade opportunities through the provision of additional air cargo capacity;

- Airport redundancy, ensuring air access into- and from Cape Town (unhindered trade and travel);
- Growth in the Gross Geographic Product ("GGP"); and
- Growth in household income.

3.3 Aquatic: Surface Water

The equally modified Mosselbank River is located 1km west of the site, and the Klapmuts River is located approximately 1.1km north-east of the site.

Two seep wetlands are located within the study area, *namely*; seep wetland 1 located within the central portion of the site and seep wetland 2 located approximately 310m east of the site. Both seep wetlands are both heavily modified, fragmented and comprise of little remaining indigenous vegetation. It is, however, still considered important, as breeding and a foraging habitat for various fauna.

The expanded CWA will ultimately result in the loss of approximately 6.74ha of wetland habitat due to the establishment of the runway over seep wetland 1. Furthermore, stormwater released into seep wetland 1 poses a risk to the ecological functioning of the wetland. As a result, wetland offsetting was warranted to compensate for the residual loss of wetland habitat, ensuring no net loss of wetland functionality. The wetland offset will be implemented in accordance with the requirements put forward by the National DWS. The impact on seep wetland 2 is deemed to be negligible due to its distance from the site and the release of stormwater from the proposed development into the stormwater attenuation ponds prior to its release into the surrounding environment.

Three (3) Channelled Valley Bottom ("CVB") wetlands in a seriously modified state were identified east of the site. Two smaller and heavily modified CVB wetlands (CVB wetlands 2 and 3) serving as breeding habitat were identified and do not encroach onto the site. Only a small portion of the larger CVB wetland 1 associated with the unnamed tributary of the Klapmuts River is located on the site, of which approximately 6.74ha of wetland will be lost, as explained above. Another CVB wetland (CVB wetland 4) was identified north of the site. With the exception of the fences, maintenance road and stormwater released into CVB wetland 3, no significant or long-term modifications are anticipated to the CVB wetlands. The development proposal will remain outside of the recommended 15m conservation buffer of the CVB wetland areas. Various artificial features identified in the central portion of the site, includes a quarry associated with historical open-pit clay mining activities, artificial impoundments connected to the CVB wetland 1, stormwater channels and agricultural drains.

The development proposal was found to pose a 'Low' risk significance to CVB wetlands 2 and 3, which is considered to be acceptable. The construction and operation of the expanded CWA will, however, pose a 'Moderate' risk significance to seep wetland 1 due to the anticipated 6.74ha wetland habitat loss. In addition to the required wetland offset, key control measures that include, *inter alia*, avoiding directly impacting the seep wetlands and the maintenance of a 15m wide construction conservation buffer measured from the wetland edge, must be implemented.

Construction- and operation activities that may impact the abovementioned aquatic systems include, (a) modification of the seep wetland 1, hydrological functioning of CVB wetlands 2 and 3, and water quality, (b) alteration of the geomorphological processes (sediment balance, erosion and sedimentation), and (c) wetland habitat loss, altered wetland habitat and impacts to biota. The impact of construction- and operation activities on aquatic systems will be of 'Moderate', 'Low' and 'Very Low' negative significance with the implementation of mitigation measures contained in the EMPr and aquatic specialist recommendations made conditional to this Environmental Authorisation. The loss of or alteration to wetland habitat and the impacts to biota were assessed to be of 'Moderate' significance with the implementation of mitigation measures contained in the EMPr and aquatic specialist recommendations made conditional to this Environmental

Authorisation. For this reason, it will be imperative that the abovementioned wetland offset be implemented in accordance with the specifications of the National DWS.

According to the Freshwater Ecological Assessment Report (dated September 2024 and compiled by FEN Consulting), the Preferred Alternative is considered acceptable from a freshwater ecosystem management perspective, with the implementation of control/mitigation measures (also included in the EMPr).

An application to obtain a Water Use Licence in terms of the National Water Act, 1998 (Act No. 36 of 1998) was submitted to the National DWS.

Further to the above, the Maintenance Management Plan submitted together with the final EIA Report contains provisions that will ensure infrastructure is maintained in a manner that protects the integrity of the local aquatic system.

3.4 Hydropedology Impacts

Earthmoving activities (excavation) could potentially intercept subsurface flows and affect watercourse recharge. To assess the hydropedology impact of earthmoving activities for the expanded CWA, conceptual models were developed to analyse the flow paths of water and how earthmoving activities might disrupt flow paths in the landscape and affect recharge mechanisms.

Potential impacts during the construction phase include, *inter alia*, the altered natural flow of water, reduced infiltration, disruption of wetland recharge mechanisms and altered recharge of natural streams. Using various methodologies, including hydrological modeling, it was determined that at the basin scale, landscape unit and hydrological response unit scale, no major changes in hydropedological processes are predicted.

During the operational phase, the hydropedological processes are anticipated to remain largely unmodified, and the functionality of the wetlands identified within the catchment area will likely remain unchanged if stormwater is managed effectively in terms of the approved Stormwater Management Plan.

Whilst the overall hydropedological impacts were deemed to be minimal, measures which form part of the EMPr will be implemented to provide additional mitigation, which includes *inter alia*, the implementation of erosion control measures (specifically to limit loss of soil and sedimentation), restricting the development footprint areas to the demarcated areas, and discharging water from clean water diversion structures into the adjacent wetland features in an attenuated manner.

3.5 Aquatic: Groundwater

The local aquifer is classified, as 'fractured' with potential borehole yields. The groundwater quality ranges from 'ideal' to 'poor'. Users are currently extracting groundwater from the fractured aquifer. A large geological structure*, i.e.*, the Colenso Fault, is mapped on the northeastern boundary of the site. This area is required to be treated as a 'no-go' area for high risk activities during the lifecycle of the expanded CWA.

The site has a 'Low' to 'Low/Medium' vulnerability classification. Susceptibility of the aquifer to contamination from anthropogenic activities was considered to be 'Low' to 'Medium', which is attributed to the clay content of the Malmesbury Group. The clay found underlying the site, therefore provides some degree of protection to the underlying fractured rock aquifer. The aquifer vulnerability nonetheless increases to the north-east and will therefore be considered as a 'no-go' area. This requirement forms part of the provisions of the EMPr.

Several sources of contamination from the construction and operation of airports exist, *namely*; surface runoff, leaks from fuel storage and distribution, atmospheric deposition, direct release, and accidental contamination. Additionally, the proposed on-site waste

water treatment plant is considered to be a potential source of pollution. However, the concerns received about digestate from biodigesters potentially leading to nutrient pollution warranted the redesign of the wastewater treatment plant such that the feed stream will comprise of treated effluent from the on-site WWTW and cultivated biomass/energy crop. With the implementation of all required mitigation or measures for avoidance, the impact can be reduced to 'Low' and 'Very Low' negative significance. The required mitigation or measures for avoidance requires the implementation of necessary levels of protection and monitoring as well as the adherence to applicable standards regarding installations for the storage of dangerous goods.

Since groundwater will be abstracted, impacts relate to over-abstraction from boreholes leading to a reduction in regional groundwater levels. Groundwater abstraction volumes must be monitored, which includes having to cease abstraction when low groundwater levels persists and until such time that groundwater levels have recovered. This will extend to monitoring of groundwater for poor quality due to exposure and oxidation of minerals and having to cease abstraction until water quality of the boreholes recover.

The cumulative groundwater impacts will range from 'Medium' to 'Very Low' significance, with the implementation of mitigation measures contained in the EMPr.

3.6 Botanical Impacts

The site comprises of a few vegetation types specified according to the categories that have been mapped in the City of Cape Town's Biodiversity Network (2024), and includes land demarcated, as Critically Biodiversity Area ("CBA') 1a: selected irreplaceable high or medium condition site and CBA1c: selected irreplaceable low condition site.

The most northern portion of the site comprises of a remaining patch of Swartland Silcrete Renosterveld vegetation. According to the Plant Species Impact Assessment Report (dated 10 February 2025 and compiled by Nick Helme Botanical Surveys), the site has a 'High' to 'Very High' density of woody alien invasive vegetation present. The least disturbed portions of the site are of 'Medium', 'High' and 'Very High' sensitivity with increasingly high levels of indigenous plant diversity. Plant SCC were recorded in areas of 'Medium', 'High' and 'Very High' botanical sensitivity.

The primary construction phase botanical impact is the loss and degradation of the remaining natural and partly natural vegetation, including plant SCC. Since the development proposal will result in the loss of approximately 1.6ha of 'Very High' sensitivity vegetation and approximately 2.7ha of 'Medium' sensitivity vegetation, there will be a 'Medium' to 'High' residual impact for which a biodiversity offset will be implemented. The biodiversity offset compensates for the loss of the aforesaid vegetation. The biodiversity offset will measure a minimum of 89ha in extent and will take place on the Farm Hercules Pilaar No. 1242, Paarl. The biodiversity offset site contains Swartland Renosterveld and remnants with significant concentrations of Critically Endangered and Endangered SCC. Whilst the Biodiversity Offset Report (dated 20 June 2025 and compiled by Mr. M. Botha) calculated that a minimum 77ha terrestrial offset is required, a biodiversity offset area of a minimum 89ha has been proposed. This represents an overcompensation of the extent of land required to offset the on-site terrestrial biodiversity impact that the development proposal will have. As an additional safeguarding measure, the approved EMPr further includes an overarching provision which requires that in addition to any other administrative penalties that may be determined, a sum of R8 million becomes immediately payable to the Endangered Wildlife Trust, to establish a, or augment an existing, fund for the management of the offset site and adjacent priority conserved areas in the Klipheuwel Corridor (not currently in City of Cape Town ownership), should the agreed to biodiversity offset not be implemented, as intended.

Compliance with Conditions 34 to 36 of this Environmental Authorisation will ensure that the biodiversity offset is implemented, as intended.

The main operational phase impacts include a reduction of the 'Low' to 'Moderate' levels of ecological connectivity and associated habitat fragmentation. Brush cutting the airside Open Space Areas to comply with safety Regulations may have further negative impacts on vegetation. Overall, the operational phase botanical impacts will be 'Neutral' to 'Low' negative significance with the implementation of mitigation measures and the biodiversity offset. The overall cumulative ecological impacts at the local scale are likely to be 'Neutral' or even 'Low' positive significance with implementation of mitigation measures, the biodiversity offset, and on-site management of the remaining conservation worthy areas. Mitigation measures include, *inter alia*, the conservation of the 'Very High', 'High' and 'Medium' sensitivity areas that do not fall within the development footprint (treating it as 'no-go' areas), the remaining 'Very High', 'High' and 'Medium' sensitivity botanical areas being protected by means of an ecological buffer area of at least 5m wide or being fenced off entirely, the translocation of SCCs, and a plant search and rescue operation prior to the commencement of earthmoving- or construction activities. The required measures to mitigate the botanical impacts forms part of the provisions of the EMPr and Conditions of this Environmental Authorisation (please refer to Conditions 41 to 41.14).

3.7 Fauna: General

The site has an intermediate to moderately low diversity of mammals, invertebrates, herpetofauna and avifauna. The 'Moderately Low' sensitivity portions of the site make up the largest part of the site used for foraging by most faunal species. Faunal impacts during the construction phase include, *inter alia*, loss of habitat, displacement of species, potential increased mortalities, potential poaching/snaring, and loss of habitat connectivity and movement corridors. During the operational phase, faunal impacts include, *inter alia*, increased mortalities, noise and light pollution negatively affecting fauna.

It should, however, be noted that the site is located within a region that has already been subjected to extensive land transformation and habitat degradation, stemming from agricultural activities, urban/peri-urban development as well as extensive alien plant proliferation. This has resulted in a notable cumulative loss of faunal habitat within the region.

Adhering to the various measures included in the EMPr will contribute to mitigating the identified faunal impacts. In this regard, it is required that construction activities be undertaken in a controlled and confined manner. During the operational phase, it is required that sound environmental management practices be adhered to whilst ensuring that no deliberate acts are permitted that would result in further negative impacts, *e.g.*, the prohibition of hunting, trapping, or setting of snares by personnel.

The site has different broad habitat units viz. Renosterveld Habitat, Freshwater Habitat, Modified Habitat and Artificial Impoundments and Agricultural Drains. With the exception of small isolated remnant patches of natural habitat remaining with limited species diversity and faunal abundance, the abovementioned habitats are largely in a modified state. This has resulted in a significant degree of habitat loss for faunal species, and a marked decrease in faunal species diversity and abundance. In light of this and the site's extensive footprint, the Faunal Assessment Report (dated February 2025 and compiled by Scientific Terrestrial Services (Pty) Ltd), confirmed that the development proposal is not expected to result in a significant loss of natural habitat, resources or faunal species diversity. The development proposal was therefore recommended for approval from faunal perspective, provided that faunal mitigation measures included in the EMPr are implemented.

3.8 Fauna: Avifauna

The site does not fall within any Important Bird and Biodiversity Areas ("IBA"). The closest IBA is the Rietvlei Wetland: Table Bay Nature Reserve IBA, located 20km to the west of the study area.

The field observations reported on in terms of the Avifaunal Assessment Report (dated February 2025 and compiled by Scientific Terrestrial Services (Pty) Ltd), revealed that *Grus paradiseus* (Blue crane) particularly favours the on-site cultivated fields, which may be negatively impacted upon due to the newly expanded CWA. Other avifauna observed during field observations include *Phoenicopterus roseus* (Greater Flamingo, NT), *Phoenicopterus minor* (Lesser Flamingo, NT), *Circus ranivorus* (African Marsh Harrier, EN), *Circus maurus* (Black harrier, EN*), Falco biarmicus* (Lanner Falcon, VU), *Sagittarius serpentarius* (Secretarybird, VU), *Aquila verreauxii* (Verreaux's Eagle, VU), *Pelecanus onocrotalus* (Great White Pelican, VU), and *Oxyura maccoa* (Maccoa Duck, NT).

The avifaunal diversity associated with the site is considered 'Moderately Low', mainly consisting of common avifaunal species, with few rare and reclusive birds observed. In terms of food availability, the site is considered to have a 'Moderately Low' abundance of forage for avian species as a result of the historic and existing agricultural activities and severe Alien Invasive Plant proliferation. Transformation by historic and existing agricultural activities has resulted in 'Moderate' habitat integrity. Habitat availability is considered to be patchy and ranges from 'Intermediate' to 'Moderately Low'.

The development proposal will ultimately lead to a reduction in habitat, which may increase resource competition in adjacent habitats due to species displacement. The scale of edge effects that may be experienced may cause further degradation to the surrounding habitat if not appropriately managed. Other impacts include an increase in both air- and road traffic that may increase the possibility of collisions, surface water features that will attract birds and may increase the potential for collisions and loss of/altered avifaunal species habitat, diversity, movement patterns and breeding opportunities. According to the findings of the Avifaunal Assessment Report (dated February 2025 and compiled by Scientific Terrestrial Services (Pty) Ltd), the perceived impact significance to the avifaunal assemblages of the site can be suitably managed provided that mitigation measures are implemented. With mitigation, impacts can be reduced to 'Medium' to 'Very Low' significance levels. The development proposal was therefore recommended for approval, provided that all management and mitigation measures are implemented. Mitigation measures include the requirement for construction activities to take place in a controlled and confined manner. During the operational phase, sound environmental management practices and other measures must be adhered to in order to limit and/or mitigate impacts on avifauna and associated habitat. These mitigation measures have been included in the EMPr.

3.9 Poultry Biosecurity and Impacts

Due to the effect of the expanded CWA on the adjacent poultry farms, aspects that could affect the biosecurity of poultry farms and the health of poultry were assessed in the Biosecurity, Poultry Health Study (dated March 2024, with revisions dated January 2025 and compiled by Dr. Deryn Petty).

During the construction phase, dust and elevated noise levels could affect nearby poultry farms. During the operational phase, poor air quality can affect broiler performance and suppress immune function.

According to the Air Quality Impact Assessment Report (dated June 2025 and compiled by DDA Environmental Engineers), it was determined that long-term air quality is unlikely to significantly impact poultry farms. Whilst the on-site WWTW will generate ammonia emissions, the facility will be located too far away from the local poultry farm (County Fair) to be of 'Negative' significance. In terms of noise, the average noise levels show small impacts on the County Fair farm. Based on the contours, there is a minimal average effect of noise on the County Fair farm of 55db. The effect of noise from trucks and cars arriving at- and leaving the expanded CWA can be a significant source of noise, hence careful planning of road layouts and/or traffic calming measures must be considered to mitigate noise impacts (refer to Conditions 45 to 46).

Regarding the impact of vibrations on birds and chickens, it was emphasised that noise from aircraft vibration is intermittent. The walls of poultry houses and the boundary walls around the poultry farm will act as 'dampers' and prevent the resonance frequency from being achieved at the poultry facility.

Although light pollution can disrupt the circadian rhythm, another important consideration is the startling of the birds from headlights shining into poultry sheds at night. In this instance, poultry would respond to being startled by bunching together in a corner away from the stimulus and killing each other by suffocation. Therefore, in terms of the Visual Impact Assessment Report (dated 26 February 2025 and compiled by Filia Visual (Pty) Ltd), the proposed lighting measures will include specific focus on mitigating the impacts of light pollution on the poultry farm in the vicinity of the site. It is required that the Site Development Plan responds to the impact of light pollution by specifying the guidelines to be followed, which must include lighting design concepts that reduces impacts on the surrounds and a lighting audit to be conducted to ensure that all lighting related mitigation measures are adhered to and successfully implemented (refer to Conditions 40 to 40.2.).

Since the newly expanded CWA will accommodate food supplies and trading, the likelihood of the presence of rodents and pests may pose a risk to the neighbouring poultry farms. Hence, the waste handling of the development proposal must incorporate measures to reduce such risks and mitigate any resultants impacts. The Waste Management Plan (dated July 2025 and compiled by PHS Consulting), which incorporates such measures will be implemented (refer to Condition 24). Parallel to this, it should be noted that the use of a biodigester to convert poultry manure and feed waste into methane needs has been amended to the use of grass feedstock and treated sewage water instead. These changes are based on previous concerns raised by I&APs regarding the use of chicken manure on-site and the associated impacts of such practices.

Careful consideration must be given to reduce the likelihood of any new dams attracting wild birds that will increase the risk of spreading contagious diseases to the nearby poultry farm(s).

The Biosecurity, Poultry Health Study concluded that with suitable mitigation measures it should be possible for the said poultry breeder farm and the proposed airport to coexist.

3.10 Agricultural Aspects

The site is located in an area of agricultural significance in terms of the Municipal SDF. The majority of the properties, *i.e.*, Portion 7 of the Farm No. 942, the Remaining extent of the Farm No. 474 and Portion 3 of the Farm No. 474, Fisantekraal, will retain its Agricultural zoning and encompass the Agricultural Precinct. The Agricultural Precinct is therefore the largest Precinct of the expanded CWA with a coverage of approximately 462ha (approximately 53% of the site).

The portion of the runway located within an area of "Agricultural Significance" is considered to have a low impact on existing agricultural activities, since this portion is located within an existing mining servitude of approximately 24.9 hectares.

The site comprises of soils with a strong structure and high clay content, making the soil mostly imperfectly to poorly drained. The strong structure in the subsoil places a restriction on root development. Most of these soils have a sandier topsoil on a clay subsoil that are usually sensitive to erosion if poor management practices are applied.

The site has very limited access to water that can be used for irrigation with most irrigation water being extracted from boreholes. This, coupled with varied rainfall seasons, reduces the site's agricultural potential (especially irrigated agriculture), except for the potential of winter small grain production and livestock farming.

The potential for irrigated agriculture is regarded as 'Very Low'. The potential for winter small grain production is regarded as 'High', depending on the properties of the soil.

Livestock farming potential is reduced by limited grazing during the late summer months, but the potential is regarded as 'Medium-High'. External factors such as security issues and livestock theft, especially for a site located moderately close to the Cape Metropole, can be regarded as a constraint limiting small livestock farming.

The Agro-ecosystem Impact Assessment Report (dated February 2025 and compiled by Agri Informatics) determined that the impact of the loss of 168ha high potential productive land is regarded to be of 'High' significance. Of this 168ha area, only 100ha (60%) is being cultivated (wheat production). This means that there is a negligible reduction of 0.02% of the total national wheat production and 0.03% of the Western Cape's wheat production. It is argued in the said Assessment Report that the impact on food security will be mitigated with the expanded CWA supporting food security through its contribution to access to food, its role in food distribution logistics as well as job creation that will lead to wider food affordability.

The said Assessment Report justified the impact of losing high potential productive land in terms of the perceived importance of the expanded CWA as a key infrastructure node for the Cape Metropole and surrounding districts. The development proposal was therefore supported and recommended for approval.

3.11 Geotechnical Impacts

A regional fault system (the Colenso Fault) is mapped along the northeastern boundary of the site. The said fault system lies within the Agricultural Precinct, and is not deemed to pose a significant constraint to the expanded CWA.

According to the Geotechnical Reconnaissance Investigation Report (dated 31 May 2022 and compiled by GEOSS South Africa (Pty) Ltd), the development proposal can take place from a geotechnical perspective. However, precautionary- and other additional measures are required to be implemented to overcome engineering-geological problems, including, *inter alia*, the conduct of exploratory drilling and follow-up geotechnical investigations, prior to the construction of individual structures.

3.12 Mining Aspects

The existing quarry on Portion 23 of the Farm No. 724, Fisantekraal has an existing Mining Licence. The quarry will be converted into a stormwater retention facility to support the stormwater management of the expanded CWA. Proof of having lodged the required application with the Competent Authority to obtain a mining closure certificate for the quarry was provided.

3.13 Heritage Impacts

According to the Heritage Impact Assessment ("HIA") Report (dated October 2024 and compiled by Aikman Associates Heritage Management), there are no built environment heritage resources of significance. Although two of the structures in the study area are older than sixty (60) years neither of them is of aesthetic significance nor deemed to be conservation worthy. The site is not archaeologically sensitive. It was concluded that the impact on heritage resources will be of 'Low' significance. Additionally, the expanded CWA will have immense sustainable social and economic benefits. The expended CWA was recommended for approval, subject to the implementation of the mitigation measures set out in the Visual Impact Assessment Report (dated 26 February 2025 and compiled by Filia Visual (Pty) Ltd). It was further confirmed in the Archaeological Scoping Report (dated October 2023 and compiled by ACRM), that the expanded CWA will not impact on important 'Stone Age' archaeological heritage resources.

The correspondence from Heritage Western Cape (dated 7 February 2025), indicated that the HIA Report (dated October 2024 and updated on 7 February 2025) meets the provisions of Section 38(3) of the National Heritage Resources Act, 1999 ("NHRA") (Act No. 25 of 1999), and the expanded CWA is therefore endorsed.

The implementation of Conditions 19 and 20 of this Environmental Authorisation will help to ensure the protection of any heritage resources that may be encountered on the site.

3.14 Visual Impacts

The receiving environment (5-10km radius around the site) predominantly comprises of agri-industrial and suburban (and industrial) land uses within the Urban Edge. A number of bulk infrastructure features, including Eskom servitudes containing overhead powerlines, distribution lines, sub-stations and telecommunication infrastructure exist. These features contribute to visual clutter and discordant elements visible in the landscape surrounding the site. Other features include masts of the Goedverwacht Radio Station, the Fisantekraal WWTW, various poultry batteries, the Durbanville Industrial Park, some mining-related land uses and industries. The land uses further away include agriculture, agri-industrial, peri-urban/industrial (concentrated along the Klipheuwel corridor) and urban/residential. The receiving environment therefore has a mixed landscape character and 'Sense of Place'.

According to the Visual Impact Assessment Report (dated 26 February 2025 and compiled by Filia Visual (Pty) Ltd), the 'Zone of Potential Visual Influence' for the development proposal is between 3km and 5km (may increase to 10km at night). The overall development proposal will result in 'Moderate' visual intrusion (with aspects of 'Low' visual intrusion and 'High' visual intrusion). This is due to, *inter alia*, the expanded CWA contrasting moderately with patterns and elements that define the structure of the landscape, and development proposal being partially compatible with land use, settlement and enclosure patterns. The 'High' visual intrusion is attributed to the development proposal being unable to be 'absorbed' into the landscape.

In terms of visibility, the overall development proposal will result in 'Moderate' to 'High' visibility. This is due to the development proposal being visible from more than half of the 'Zone of Potential Visual Influence', views that will partially be obstructed and many viewers that will be affected. In this regard, the sensitivity of visual receptors will vary, depending on their distance from the site.

In terms of compatibility, the overall development proposal demonstrates 'Medium' compatibility relative to the receiving environment, since it will introduce entirely new or unprecedented elements into the landscape. In the same way, the overall development proposal will cumulatively result in an increase in developed land and conditions of urbanity within the Northern District of the City of Cape Town. The possibility, however, exists for positive cumulative visual impacts, if the undeveloped areas of the site are not degraded, and are managed actively to maintain scenic quality. Cumulative visual impacts extend to the visual impacts of lights at night, especially for viewers located within the surrounding landscapes. Little scope for mitigation exists, due to lighting requirements having to meet aviation safety specifications. This implies that negative visual impacts during the operational phase will remain of 'Medium' significance after mitigation, whereas during the construction phase visual impacts will be of 'Low' to 'Very Low' significance after mitigation. An Overall Lighting Report and a lighting proposal must be prepared prior to the commencement of construction activities in order to address aspects of light pollution and the impacts on surrounding areas (refer to Condition 40.1).

The signage and advertising for expanded CWA mounted on the site is required to comply with the relevant municipal requirements and By-Laws.

Mitigation measures must adhere to Urban Design Guidelines, including aspects of fencing, walls, entrances and boundary interfaces, lighting as well as materials and finishes, and Landscape Guidelines. Other mitigation measures that will help to enhance the aesthetics and functioning of the site include, *inter alia*, employing modern aesthetics, developing engaging public areas, implementing innovative roofscapes, having functional colonnades that offers shelter from various elements, having abundant landscaping, incorporate finishes and materials that pay homage to the local context, employing inventive design solutions to elevate the visual and utilitarian facets of buildings,

ensuring that signage is harmonious, adopting other people-centric design elements and adhering to visual buffers zones to limit visual impacts from certain viewpoints in the receiving environment. During the construction phase, good management practices must be implemented to help achieve a 'Low' negative significance rating for visual impacts.

Based on the outcomes of the said Visual Impact Assessment, it was concluded that the expanded CWA can be supported in the context of the EIA application.

3.15 General/Aviation Aspects

The existing airport will be upgraded to a Category 9 Aerodrome licensed with the SACAA. All requirements must be met in order to permit the development proposal on the site. In this regard, it was illustrated during the EIA process that the development proposal complies- or will comply with the following requirements and provisions:

- Compliance with the Civil Aviation Act, 2009 (Act No. 13 of 2009);
- The White Paper on National Civil Aviation Policy, 2017 ("NCAP");
- The National Airports Development Plan, 2015 ("NADP");
- The White Paper on National Transport Policy, 2021 ("NTP");
- The National Transport Master Plan, 2050 ("NATMAP 2050");
- The requirements in terms of the Chicago Convention, 1944; and
- The International Civil Aviation Organization ("ICAO") Regulations.

A total of 24 aerodromes are located within a twenty (20) nautical miles radius of the site. Other civil aviation installations near the site include navigational aids and surveillance equipment. In addition, various Wide Area Multilateration ("WAM") antenna sites are planned in the wider area.

Airspace:

The current airport does not have any designated airspace and falls within the Cape Town Special Rules Area. Therefore, a request will be made to join controlled airspace to acquire an instrument joining clearance from Cape Town Air Traffic Control.

The increase in flight activity for the expanded CWA will affect the flight operations at nearby aerodromes, *namely*; civil aviation aerodromes, AFB Ysterplaat and CTIA. Therefore, to determine safe and efficient ways of operating flights in and out of the site in relation to the existing aerodromes, various studies were commissioned, which is discussed below.

The Airspace and Capacity Study (dated 22 March 2024 and compiled by Straten Consulting Services Limited) addresses certain aspects of airspace in the context of the existing environment as well as existing airports. The study determined that the CWA (FAWN) will be able to operate independently from CTIA (FACT). Any future development plans for FACT are not expected to be an issue. The runway re-alignment will enhance airspace use and further cement the independent operations between the two airports. However, the Airport Task Force that was commissioned by Capewinelands Aero (Pty) Ltd. dealt with specific concerns that will help determine the detailed airspace design requirements. In a similar manner, the requirements in terms of general aviation must be confirmed in consultation with all relevant stakeholders and authorities in the aviation sector. These requirements fall beyond the scope of this Scoping and EIA application process.

The Visualization of FACT and FAWN Combined Operations Report (dated October 2023 and compiled by Royal NLR - Netherlands Aerospace Centre) provides visualization material to display the combined operations between CTIA and the expanded CWA in order to identify conflicts that may arise in terms of the traffic flows between the two airports. The results indicated that in terms of air traffic patterns, no delays or bottlenecks will be experienced, and the virtually 'parallel' routes will contribute to avoiding capacity restrictions at the said airports. No capacity constraints nor conflicts were identified, with the latter being attributed to the parallel approaches/routes to and from the airports.

Additionally, the Civil Aviation Compliance Statement (dated 26 May 2025 and compiled by Royal HaskoningDHV (Pty) Ltd) found that the expanded CWA will impact airspace operations in the area, as well as neighbouring developments. However, the airport must adhere to all prescribed methods and comply with applicable legislation, regulations, standards, and recommended practices. In this manner, the associated impacts must be appropriately mitigated and managed, resulting in a compliant airport with operations that will integrate into the regional and national civil aviation environment.

Obstacle Evaluation:

Annex 14 Obstacle Assessment Report (dated 4 October 2022 and compiled by ATNS) details the assessment of the surveyed obstacles to investigate their influence on existing or future instrument procedures and whether these obstacles will have any effect on the Annex-14 surfaces. An evaluation of the natural- and man-made constructions inside and outside of the site's boundary was conducted to determine the limitations on the distance available for take-off and landing and on the range of meteorological conditions in which take-off and landing can be undertaken. This evaluation was required in order to establish the necessary measures to ensure the safety of aircraft during take-off or landing, or while flying in the vicinity of an airport. These measures will ensure the safety of the passengers and crews aboard them. It was determined that the surveyed obstacles were found not to have any impact on aircraft operations. It is, however, required that all structures and buildings in and around the airport be treated as an obstacle and should be clearly marked and identified (this includes meeting the requirements of day and night markings). The detailed specifications required by the relevant authorities, including the SACAA, with respect to obstacles and its influence on the operations of the expanded CWA must be adhered to.

Concept of Operations:

The integration of the airspace around the expanded CWA with the existing controlled airspace around CTIA to ensure safe, efficient, and harmonious air traffic management whilst accommodating the growing demand for air travel and aviation activities in the region and at the same time adhering to the South African National Airspace Masterplan was considered, as part of the 'Concept of Operations'. In this regard, the surrounding civil aviation sites and small aerodromes, model aircraft sites, the key aerodromes as well as 69 obstacles were identified. This information will be incorporated into the detailed airspace design of the expanded CWA to determine the measures required to ensure safe, efficient, and harmonious air traffic management. These considerations will be applicable when the airspace of the expanded CWA becomes available. According to the Development of an Airspace CONOPS for the Cape Winelands Airport Report (dated 8 October 2024 and compiled by NACO – a company of Royal Haskoning DHV (Pty) Ltd), other technical instruments related to flight procedures will be determined and finalised during the lifecycle of the expanded CWA. Applying for airspace approval is a separate formal process for which the National Airspace Committee ("NASCOM") is the Competent Authority.

Bird Strike

The Bird Strike Risk Assessment Report (dated September 2024 and compiled by Avri Avian Environmental) was specifically commissioned to determine the risk birds pose to aviation safety and is a requirement for obtaining a license from the SACAA. The said Assessment (dated September 2024 and compiled by Avri Avian Environmental) used the ICAO methodology, which includes the consideration of a 13km radius around the site as well as the consideration of the primary- and secondary bird hazard zones where collisions may occur. Further considerations included local bird diversity and land uses that may attract birds. Using the assessment criteria, a subset of bird species was identified that were either frequently recorded and/or having a high hazard/risk level within both the primary- and secondary bird hazard zones. The results showed that the agricultural land use and water bodies within the primary bird hazard zone surrounding the site contributes to the presence

and abundance of high-risk bird species. Hence, various management and mitigation measures must be implemented to address the risk that birds and birds strikes. These measures will form part of the Bird and Wildlife Hazard Management Landscape and Open Space Planning Guideline that must be implemented (refer to Condition 38).

3.16 Defence Aspects

The site is deemed to be of 'Medium' sensitivity due to its proximity to a Military and Defence Site, *i.e.*, the Goedverwacht communications base, located to the southwest of the site. According to the Annex 14 Obstacle Assessment Report (dated 4 October 2022 and compiled by ATNS), the proposed airspace procedures will not interfere with military airspace. Furthermore, it has been determined that there will not be a need for new communication system frequencies, and frequency interference with existing defence installations and radar systems is unlikely. Proof that the South African National Defence Force, the South African Air Force and National Airspace Committee have been consulted during the application process has been provided with the public participation particulars. It was confirmed, as part of the Aviation Specialist Studies in support of the Environmental Impact Assessment at Cape Winelands Airport (dated 23 August 2024 and compiled by Royal HaskoningDHV (Pty) Ltd), that no military/defence-related activities take place at the existing airport.

3.17 Sustainability and Climate change

The Climate Change Impact Assessment Report (dated February 2025 and compiled by Brundtland Consulting (Pty) Ltd), assessed the potential contribution of the expanded CWA to climate change through the production of Greenhouse Gas ("GHG") emissions from its direct and indirect activities, and also considers the impact that climate change could have on the operation, value chain and environment of the expanded CWA. Emissions have been determined up to 2050 to coincide with South Africa's net-zero emissions scenario. The abovementioned Assessment determined the vulnerability of the expanded CWA to the risks of climate change and the associated impacts.

To determine the vulnerability of the expanded CWA to the risks of climate change, a physical risk assessment, inclusive of historical climate data and future climate projections, was undertaken. In terms of physical risks related to the physical impacts of climate change, the identified climate risk that may impact the expanded CWA includes, *inter alia*, wildfires, landslides, water scarcity, extreme heat and flooding. Water scarcity and extreme heat heightened the identified risks. This is attributed to the effect of variable temperatures and weather patterns caused by climate change. Both reactive- and proactive mitigation and adaptation measures that must be implemented have been included in the EMPr. These measures will reduce the vulnerability of the expanded CWA to each of the identified climate-related risks. Such measures focus on enhancing the expanded CWA to achieve the goals of water resilience (see Condition 32), water sensitivity, flood-readiness and storm management, managing fire risk and responsiveness, having zero emissions buildings and adopting sustainable waste and energy solutions.

In terms of climate change risk, the carbon footprint of the expanded CWA was defined by considering the GHG emissions of the development proposal. High emissions levels were estimated for the construction phase, which has been attributed to the use of cement, steel, asphalt, and plastics for the development of roads, runways, and stormwater infrastructure, fuel and energy used for the operation of machinery, embedded common construction materials, emissions related to electrical infrastructure and emissions caused by vehicular trips to and from the site.

During the operational phase of the expanded CWA, which is projected to be fully operational in 2050, the total emissions across different scopes (*i.e.*, emissions released directly, indirectly and through value chain emissions) up to the year 2050 are approximately 5.3 million tons of carbon dioxide equivalent, assuming that the proposed renewable energy technologies have been implemented and mitigation was applied to any hard-to-abate emissions.

It was determined that the direct operation of the expanded CWA would have a 'Low-Medium' impact due to the planned sustainability measures to be implemented. The total projected emissions would have a 'Medium' impact on the National Carbon budget due to the significant contribution on account of value chain emissions, including domestic aviation, to the development proposals overall carbon footprint. It is expected that the emissions from domestic aviation will be considered in terms of the Carbon Tax and the mandatory carbon budgets allocation under the Climate Change Act, 2024 (Act No. 22 of 2024). Scope exists to reduce future growth-induced emissions with the establishment of improved Infrastructure. Indirectly, with the expanded CWA being used as an 'alternate' airport, the emissions resulting from diversion could be reduced by 3-5%.

Specific components of the expanded CWA will be responsive to aspects of sustainability and climate change. Building design will, for example, incorporate measures to enable urban cooling and heat responsiveness. The installation of the Solar PV and the biodigester will help to reduce the energy demand from Eskom whilst ensuring that the expanded CWA becomes more self-sufficient through decreased reliance on non-renewable and fossil fuels, as sources of energy. Emission reduction will be achieved by limiting the use of combustion engines and promoting the use of electric vehicles on the site. In terms of adhering to a circular waste economy, a Waste Management Plan will be implemented, which involves waste minimisation at source with for zero waste to landfill, as far as it is possible.

Overall, the expanded CWA will impact climate change from a construction- and operational perspective. The extent of climate change impacts is classified as global, and the duration is defined to be long, since climate change impacts could potentially be reversed. The total impact (including cumulative) is deemed to be of 'Medium' significance.

Whilst the expanded CWA will produce GHG emissions, it offers a socio-economic boost to the region and local economy, including tourism. As a reliever airport, the expanded CWA could improve operational efficiencies for airlines, as explained above. The expanded CWA therefore aligns with national- and global climate goals, whilst ensuring resilience against evolving climate challenges by implementing the planned mitigation and adaptation strategies.

3.18 Noise Impacts

According to the Noise Impact Assessment Report (dated June 2025 and compiled by DDA Environmental Engineers), noise modelling based on current and future projected air traffic simulation figures was used to determine noise impacts, which included the use of stationed monitoring points. Ambient noise measurements were performed in order to establish the existing ambient noise levels in the surrounding areas.

During the construction phase, general construction activities are likely to temporarily increase the local noise level. The typical construction activities causing noise include, *inter alia*, the establishment of the construction camp and site preparation works, initiation of the main civil and electrical works, major civil and electrical works, commissioning of runway 01-19, and the use of construction equipment and vehicles on the site. Certain parameters, including average height of noise sources: 2m, construction operating hours: 24 hr (used as a worst-case scenario), no noise barriers in place and various construction site equipment being on-site, were considered. Based on these determinations, it was found that the noise levels at the closest community receptors are not expected to exceed the SANS Guidelines for Urban Residential Areas during the construction phase. Standard measures form part of the EMPr to mitigate noise during the construction phase, including noise monitoring (refer to Condition 45). Noise impacts during the construction phase is deemed to have a 'Low' significance rating with the implementation of mitigation measures.

During the operational phase, noise from airport operations were simulated with the use of the US FAA's AEDT model with various other factors and parameters considered, including *inter alia*, the operations driven by market time over time, the type of aircraft to be used, the flight times at the airport, and flight paths. The operational noise scenarios modelled, included the following scenarios:

- Scenario 1: Existing operations at full capacity ('No-Go' Alternative);
- Scenario 2: New runway in operational year; and
- Scenario 3: New runway at full capacity.

In terms of Scenario 1, the 60 A-weighted decibels ("dB(A)") zone for the day-night noise rating level is completely contained within the site. The total area affected by noise levels higher than 55dB(A) is 2.47km². A small portion of this noise contour extends beyond the R312 Regional Road towards the south, within the Greenville Garden City residential development. The noise contour above 70dB(A) is 8.6km², and a large portion of this area extends beyond the boundary of the site primarily into the Greenville Garden City residential development and into the Bella Riva residential development.

In terms of Scenario 2, the 55dB(A) noise contour will largely be contained within the site, with the only extension of the noise contour measuring 1.44km² from the site (*i.e.*, no extension of the 55dB(A) noise contour into the residential areas proposed west and south of the site). The 60-65dB(A) noise contour will extend 0.51km², the 65-70dB(A) noise contour will extend 0.15km² and the 70-75dB(A) noise contour will extend 0.03km² with no further noise contours/impacts.

In terms of Scenario 3, the impact zones will extend beyond the boundary of the site. The length of the 55dB(A) impact zone will reach 4km north from the northern site boundary, in a north-north-westerly direction and reach (not overlap) the Klipheuwel residential area. Towards the west, the 55dB(A) contour will reach the Bella Riva residential development.

South of the site, the 55dB(A) noise contour will extend less, reaching a distance of 3.3km, which will overlap with the Greenville Garden City residential development. Immediately south of the runway, the noise levels will be between 60dB(A) and 63dB(A).

In terms of discrete receptors (*i.e.*, sensitive receptors, such as schools and other individual farmhouses around the site), the noise levels calculated indicate that schools identified (*i.e.*, R04, R25 and R27) will be outside of the 50 dBA zone for all three scenarios. The SANS 10103 District guidelines for urban residential areas are only exceeded for (1) one small area on the eastern side of Bella Riva residential development for Scenario 3, (2) an area immediately south of the site for Scenario 1 and Scenario 3 (R21), and (3) a farm house (R28) situated on the eastern side of Klipheuwel, which a receptor situated further away from the site.

The necessary noise mitigation measures have been included in the EMPr and made conditional to this Environmental Authorisation (refer to Conditions 45 to 46). The provisions of the EMPr require that considerations be given to the implementation of 'passive' mitigation measures, such as noise insulation on existing residential dwellings and noise-sensitive buildings (schools, hospitals, *etc.*). Additionally, noise mitigation measures are particularly required for Scenario 3 and will be finalised when consultations between the relevant stakeholders have taken place (refer to Condition 45.1).

3.19 Air Quality Impacts

Potential health nuisances related to the development proposal include the generation of dust, which will negatively affect air quality during the construction phase. Dust deposition is expected to increase in close proximity to various construction activities (within 300m of the working fence). The extent of this impact is considered to be largely confined to the site. Dust impacts will be of 'Very Low' negative significance without mitigation and 'Insignificant' with the implementation of mitigation measures during the construction phase. The exhaust emissions from trucks and equipment at the site are

expected to marginally increase air pollution concentrations during the construction phase, but this increase in exhaust emissions will largely be confined to the site. The expected impact of exhaust emissions during the construction phase is therefore considered to be 'Insignificant'.

According to the Air Quality Impact Assessment Report (dated June 2025 and compiled by DDA Environmental Engineers), a simulation using the US FAA's AEDT model was used to determine the resulting air pollution levels around the site due to the operation of the expanded CWA, for the following scenarios:

- Scenario 1: Existing runway setup under full utilisation ('No-Go' Alternative);
- Scenario 2: Operations on the new runway 01/19 in the operational year; and
- Scenario 3: Operations on the new runway 01/19 at full capacity.

In terms of Scenario 1, air pollution concentrations were well within respective guidelines with no exceedances observed. However, cognisance was taken of the two residential areas planned to be developed immediately south- and west of the site. Once these communities are established, the sensitivity of the area would be considered moderate, assuming appropriate buffer zones will be established.

In terms of Scenario 2, the air pollutant levels outside the boundary of the site will be very low. The air pollution concentrations during the operation phase of the expanded CWA are expected to be very low at the Fisantekraal community, and the new developments located west and south of the site. Air pollution concentrations during the operational phase of the expanded CWA are therefore within the air quality standards modeled by the US FAA's AEDT. The overall air quality impact for Scenario 2 will be of 'Very Low' significance.

In terms of Scenario 3, the only exceedance in Nitrogen Dioxide ("NO_2") concentrations was in small areas located south and north of the expanded runway. However, the exceedance number per year was only 2 and therefore below the allowable exceedances of 88 per year. In terms of the maximum ground-level Sulfur Dioxide ("SO_2") and PM_{10} concentrations, both the 1-hour guideline and the maximum annual concentrations were not exceeded. Furthermore, the air pollutant levels at the identified community receptors, including at Fisantekraal and Klipheuwel, were found to be well within the standards modeled by the US FAA's AEDT. The resulting overall impact of Scenario 3, before capacity is reached, is expected to be of 'Low' significance with the implementation of mitigation measures.

The measures required to be implemented to mitigate impacts on air quality during the construction- and operational phases have been included in the EMPr. During the construction phase, mitigation measures focus on dust suppression and measures to control the manner in which construction activities ought to take place. During the operational phase, some of the required mitigation measures include investing in aviation technologies and practices that would ultimately reduce the amount air emissions, and air quality monitoring (refer to Conditions 44 to 44.2.). In addition, continuous air quality monitoring must be conducted.

The expanded CWA will invest in measures that encourage the use of electric vehicles, as opposed to conventional combustion engine-powered vehicles in order to help minimise air pollution caused by vehicular emissions.

To assess the potential cumulative impacts, individual modeling was carried out for County Fair, Clay Industry, the Fisantekraal WWTW and Claytile. The resulting ambient concentrations modelled for these receptors located around the site revealed that the maximum concentrations of all pollutants and time averages are below their respective guidelines in terms of each of the above scenarios.

An Atmospheric Emission Licence ("AEL") in terms of the National Environment Management: Air Quality, 2004 (Act No. 39 of 2004) will be required for the total bulk storage of dangerous goods on the site.

3.20 Pollution Aspects

The risk of pollution on the site can be attributed to operations and leaks from storage, distribution and the general use of chemical substances, cleaning agents, oils and other fuels stored on the site. Practical measures to be implemented to reduce such risks focusses on the implementation of various levels of protection, monitoring and an adherence to relevant industry practices and international airport development guidelines. These measures will ensure that any impacts on groundwater users in the local areas associated with accidental leaks and spillages will be of 'Low' negative significance. These mitigation measures have been included in the EMPr.

3.21 Health Impacts

Based on the predicted 1-hour maximum ground-level concentration contours and the cumulative concentration data, the levels for all air pollutants within the site are not expected to reach the Occupational Exposure Limits ("OEL"). The health of workers will, however, depend on other microenvironment conditions. The applicable Occupational Health and Safety Standards and specific requirements for airport workers must be enforced, as required in terms of the relevant enabling provision(s).

3.22 Hazards and Risks

Fire risk management has been identified as one of the key safety considerations for the site. A Fire Management Plan has therefore been developed for the site to effectively deal with such risks. Additionally, the placement of fire water tanks on the site, the inclusion of fire protection measures in the design of buildings, the provision of response vehicles, and personnel trained in firefighting, will be required. Provisions have been made for fire breaks to be established to prevent veldfires on the site. The required removal of alien vegetation on the site that will be undertaken in terms of the Alien Vegetation Management Plan will decrease the intensity of runaway veldfires.

Since off-site incidents may result due to hazards of some of the fuels to be stored on, produced at, or delivered to the site. The main hazards that would occur with a loss of containment of hazardous components on-site include exposure to thermal radiation from fires and overpressure from explosions. The Major Hazard Installation Study (dated 14 August 2024 and compiled by RISCOM (PTY) LTD) found that the facilities at the expanded airport would be classified as a Low Hazard Establishment Major Hazard Installation, resulting in the risks to the general public being considered. Various measures must, however, be implemented to reduce the likelihood and impact of hazards, if it should occur. These measures, as per the provisions of the EMPr, centers around the need for containment of dangerous and other goods as well as adhering to international best practice and industry standards.

Given the nature of the development proposal and the fact that Solar PV panels will be installed on the site, glaring and the risk of exposure to the Air Traffic Control Tower and associated operation of the expanded CWA exist. In order to eliminate glare, the Solar PV panels proposed in the south-eastern portion of the Services Precinct have been removed. According to the Aviation Glint and Glare Assessment Report (dated 4 March 2025 and compiled by Future Impact (Pty) Ltd), the glint and glare impacts will be of 'Very Low' significance. This is considered acceptable in terms of the United States FAA Regulations. Furthermore, it has been recommended that the development proposal receive authorisation from the SACAA from a glint and glare perspective.

The expanded CWA falls outside the Koeberg Nuclear Protection Zone.

3.23 Competition

Since the expanded CWA will be the second commercial airport within the City of Cape Town, competition exists. In this regard, it was argued that the expanded CWA will complement the existing CTIA by providing an injection of needed capacity during peak hours. The location of the site provides more choice as well as a convenient and safe airport option for travelers. Having a city with two airports will result in improved connectivity, increased capacity, operational efficiency, economic benefits, and a more resilient travel experience for passengers. Furthermore, should any one of the airports face operational issues, the option to make use of the other airport exists.

The demand for direct air services at the expanded CWA was informed by research, data and industry consultations. It was forecasted by the Netherlands Airport Consultants that the expanded CWA will process approximately 5 million passengers per annum by 2050 out of the total 20 million passengers travelling to Cape Town. The expanded CWA is therefore forecast to process approximately 25% market share within 25 years, which equates to an increase of 1% per year.

The function of the expanded CWA as an 'alternate' airport will result in additional benefits, including (a) improving the attractiveness of the city to host major events by providing additional airport capacity, (b) continuity of economic activity (trade and tourism) in the event of an extended closure at the CTIA, (c) offering additional temporary- or permanent capacity during peak periods, and (d) countering redundancy in the event of catastrophic fires, structural failures, fuel or power supply interruptions.

Having a second commercial airport will benefit travelers in instances where flights have to be diverted, since the CTIA and the expanded CWA are located only 25km away from each other within the same City. Travelers will therefore reach their intended destination with minimal disruptions. The expanded CWA may relieve any general aviation constraints experienced by CTIA given the latter's core function as a commercial airport where priority is given to the large volume of scheduled airline traffic. The expanded CWA includes the development of required infrastructure that will permit general aviation.

Precedent was used to illustrate other cities that have more than one airport. These cities include, (a) London (Heathrow and Gatwick Airports), (b) New York City (JFK, LaGuardia, and Newark Airports), and (c) Johannesburg (OR Tambo and Lanseria Airports).

According to the Cape Winelands Alternate Aerodrome Feasibility Study (dated 26 April 2024 and compiled by Munich Airport International GmbH), the expanded CWA fulfills the criteria for being a suitable destination alternate for the CTIA. Criteria used to determine this include Operating Hours Compatibility, Take-Off Performance, Landing Performance, Apron/Taxiway Strength at Maximum Taxi Weight and the ICAO's requirements for Rescue and Fire Fighting Services. The said Study confirmed that based on the analysis of meteorological and weather data over the last twenty (20) years, the expanded CWA is very well suited to serve as a destination alternate or fuel ERA aerodrome.

In light of the above, it was concluded that the expanded CWA will enable economic benefits and complement the CTIA by boosting the viability, economics and feasibility of routes into the said airport. The two airports can therefore co-exist within the City of Cape Town.

3.24 Service Requirements

Wastewater (Effluent) Treatment:
A wastewater treatment plant to treat sewage generated by the development proposal will be established. The treated effluent will be reused on site for irrigation- and biodigester purposes. This will reduce the need to use potable water on the site. The required authorisation in terms of the National Water Act, 1998 (Act No. 36 of 1998) must be obtained from the Competent Authority.

Electricity:
The site currently contains an existing 66 kilovolts Eskom supply, which will be upgraded to support the expanded CWA. According to the correspondence from Eskom (dated 4 March 2025), capacity exists to provide a 5-MVA load. The bulk mains electrical supply will be connected to the Eskom Grid via an overhead 66,000- Volt three cable. Mini-substations will be established around the site, allowing for site-wide distribution. The final load requirements will be achieved over time and be supported with the installation of renewable energy sources, *i.e.*, Solar PV and biodigester, on the site. Biogas production will be continuous and store gas in gas bladders protected by inflated domes.

Provisions will be made for battery energy storage in terms of the Solar PV facility. This will be in the form of containerised outdoor enclosures located close to the PV Power Source(s).

Water:
Potable water will be provided through treated groundwater abstracted from boreholes located on the site and supplemented by the City of Cape Town. According to the Borehole Yield and Quality Testing Report (dated 14 April 2022 and compiled by GEOSS South Africa (Pty) Ltd), groundwater will be treated at a new treatment facility proposed on the site. The National DWS will consider the results contained in the Geohydrological Assessment Report (dated 28 February 2025 and compiled by GEOSS South Africa (Pty) Ltd) that accompanied the groundwater use license / Water Use License Application.

The correspondence from the City of Cape Town (dated 9 July 2025) confirms that there is sufficient infrastructure capacity to support the development proposal. The City of Cape Town's bulk supply system has sufficient water resources, treatment, bulk storage and conveyance capacity to supply the expanded CWA with the estimated average daily demand of 399.0kℓ/day. The integration of Treated Sewage Effluent ("TSE") from the on-site wastewater treatment plant for all non-potable uses will significantly reduce the burden on potable water resources. The combined potable water supply from the City of Cape Town and the on-site borehole fulfills the projected daily demand for potable water.

Sewage Management and Treatment:
Various options for sewage management and treatment were considered. Ultimately, the preferred option entails sewage discharge to be treated via a dual-treatment approach. Sewage will be diverted through a pump system to a proposed on-site package treatment plant. This plant will treat the sewage to a standard suitable for non-potable water use, such as irrigation or flushing. The remaining sewage will be directed to the nearby Fisantekraal WWTW for further treatment and disposal. The correspondence from the City of Cape Town (dated 13 May 2025) indicated that this approach is feasible and in terms of wastewater treatment requirements, the Fisantekraal WWTW has sufficient unallocated capacity to accommodate additional influent.

The key components to form part of the sewage management and treatment includes, internal sewer network to convey sewage, a lifting station to divert a portion of sewage to a package sewage treatment plant, a primary sewer pump station to direct the remaining sewage to the Fisantekraal WWTW via a pump and rising main, a sludge processing area, an emergency overflow pond and an emergency overflow to the primary sewer pump station from the package treatment plant. The wastewater treatment from the on-site package treatment plant itself is potential source of pollution. In order to limit this, it was decided that instead of using chicken manure as a feedstock, the feed stream will be composed of treated effluent from the WWTW, cultivated biomass / energy crop and organic waste from the site.

Solid Waste Management:
Waste at various stages of construction and operation will be generated. A Waste Management Plan will be implemented to manage the waste generated on-site according to the applicable requirements.

'Waste' from the biodigester plant comprises 'liquid fertilizer', which will be distributed to local farms within a 40km radius of the plant.

A Waste Management Plan, which outlines the waste streams during the construction and operational phases, monitoring requirements, responsibilities associated with waste management on site and potential impacts will be implemented. The Waste Management Plan will further ensure that the requirements, as per the National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008) are adhered to.

During the construction phase, waste generated will, as far as possible, be re-used and recycled in order to reduce waste to landfill. The need to reduce, reuse and recycle waste forms part of the provisions of the EMPr. The same approach will be implemented during the operational phase with respect to the reduce, reuse and recycling waste, as per the relevant provisions of the EMPr.

Waste trucks entering and exiting the site will potentially emit foul-smelling odours. In addition, active composting, organic piles emit volatile compounds. Hence, essential measures forms part of this Decision in order to mitigate such impacts (refer to Condition 24). Measures are similarly be implemented to ensure that waste management mitigates dust, noise and visual impacts.

The correspondence from the City of Cape Town (dated 13 May 2025) indicated that sufficient unallocated capacity exists to accept, collect, and dispose of all types of waste to a designated licensed landfill site.

Stormwater Management:
Existing drainage routes and attenuation ponds will be retained and incorporated into the stormwater management system. New stormwater management infrastructure comprises of a stormwater drainage network that is based on a dual stormwater system, consisting of a major and a minor network, conveying stormwater generated on site via pipes and overland flow routes, dry attenuation ponds with engineered layer works and a wet detention pond. In order to address the potential attraction of avifauna to the ponds, all ponds have been designed as dry ponds, except for one, *i.e.,* the rehabilitated quarry, which has a permanent water body. Other options to further mitigate any impacts in this regard include, *inter alia*, covering the exposed water surface area (rehabilitate quarry) and maintaining consistency in planting vegetation on either side of the ponds to discourage bird movement between ponds. Measures will be implemented to ensure all ponds are suitably maintained and appropriately monitored.

The minor stormwater system will include open drains, an underground piped network complete with channels, inlet catchpits, oil separators, manholes and outlet structures. The major stormwater system will comprise of roads and on-site overland flow paths, which will operate in conjunction with the minor system.

The overland flow routes on the site will be designed to safely convey the 1:100-year storm event towards the ponds situated along the boundary of the site. From there, formal overland escape routes, in the form of pond overflows, will be designed to convey peak runoff from the 1:100-year storm, which cannot be handled by the stormwater system before discharging into the adjacent infrastructure.

A Stormwater Management Plan approved by the City of Cape Town must be implemented to adequately manage stormwater and avoid, or if not possible, mitigate the associated stormwater-related impacts (refer to Condition 37).

Fuel requirements:
A new fuel depot with a total storage capacity of approximately 2 000m³ (to ensure 7 days of buffer stock) will be located, as close as possible, to the apron stands and include service roads for road tankers to limit interactions with- and impact on airport traffic. Standard measures to mitigate the associated impacts that will be implemented include, *inter alia*, the use of concrete-bunded areas for secondary containment and double

walled tanks. In addition, a retail fuel service station will be developed with a total storage capacity of approximately 92m³ (petrol and diesel) together with the associated infrastructure.

3.25 Traffic Impacts

The site is well-served by an extensive road network, which connects to both north-south and east-west highways, providing efficient routes to the broader Western Cape. By distributing passenger traffic across two airports, road congestion around the airports would be reduced, making it easier for passengers to reach their flights on time. Future land use projections and approved future planned developments in the immediate surrounds of the site influence future Municipal road network. The expanded CWA will require the amendment of east-west links traversing the site and the links in the north of the site.

The various access opportunities to the road network system that are available include, (a) the existing Melish Road (OP 6/8) connection onto Lichtenberg Road, (b) the future Class 3 Lucullus Road extension, and (c) the future Class 3 Melish Road extension through the Bella Riva residential development. It was determined that option (a) is the most viable, since the other access opportunities will require more co-operation and agreements between relevant and affected landowners. The existing Melish Road (OP 6/8) connection onto Lichtenberg Road will take place in a phased approach. The area east of the new runway will be accessed from Lichtenberg Road (R312 Regional Road).

According to the Transport Impact Assessment Report (dated June 2025 and compiled by Innovative Transport Solutions) to gain specific trip generation rates, cordon counts were conducted around the CTIA. Based on these cordon counts, 136.34 trips per million annual airline passengers were calculated for weekday AM peak hour and 253.64 trips per million annual airline passengers were calculated for weekday PM peak hour.

Taking into consideration the horizon years for the development proposal, it was estimated that by 2032, 601 in total (467 in / 134 out) weekday AM peak hour trips and 1 199 in total (659 in / 540 out) weekday PM peak hour will be generated. By 2050, 1 314 in total weekday AM peak hour: (1 004 in / 310 out) and 228 total (1 151 in / 1 077 out) weekday PM peak hour trips will be generated.

Based on these figures and the existence of multiple access points to the site, it is estimated that single-lane roads with dedicated turning lanes should be able to accommodate the vehicle demand. However, multi-lane roads must be constructed for the main public circulation route for more ideal vehicular flow and planning of road reserves should make allowance for dualling when necessary. As with other airports, it is expected that public transport to- and from the expanded CWA will utilise 'drop-and-go' routes linking with the public transport.

In terms of the internal road requirements and parking, two lanes per direction, includes controlled access points to restricted areas and space for U-turns in front of any controlled access points. The main road circulating adjacent to the terminals and parking areas will include dedicated public transport, e-hailing and passenger vehicle 'stop-and-go' zones. A minimum of 1 705 parking bays will be provided for Phase 1 and the provision of additional parking bays thereafter will be provided in response to increased demand. Parking will be provided in various restricted areas of the expanded CWA, as and when required.

The EMPr contains provisions to mitigate and manage the associated traffic impacts during the construction phase. It is particularly required that deliveries be scheduled outside peak hours to prevent congestion during peak periods. It must at the same time be noted that material will largely be sourced from existing quarries (mostly located west of the site), whilst most of the earthworks will be done on-site to balance cut and fill areas.

Based on the above, the said Assessment Report concluded that the expanded CWA can be approved from a transport point of view.

3.26 Other Aspects

The EMPr contains other standard provisions such most notably best practices to ensure that construction impacts relating to traffic, visual, health and safety, waste and socio-economic impacts are adequately managed and mitigated.

3.27 Socio-economic Impacts

According to the Socio-Economic Impact Assessment Report (dated 30 May 2025 and compiled by Dr. Jonathan Bloom), the most significant socio-economic benefit from the development proposal is the anticipated contribution to the aviation industry in the Western Cape. More specially, an estimated R8,9 billion in capital investment could generate R23,1 billion in new business sales, which could add R8,8 billion (net of the import leakage) to the Gross Geographic Product ("GGP") of the Western Cape economy during the construction phase alone. During an initial 20-year operational period, an estimated R36,1 billion in nominal terms could generate R76,1 billion in new business sales.

The conversion of the land particularly where wheat production takes place is expected to reduce employment from 20 to 12 permanent opportunities. This impact was not deemed significant due to new employment opportunities that expanded CWA will provide and the capital injection into the remainder of the farm during both construction- and operational phases. In this regard, the development proposal could sustain approximately 32 433 (direct, indirect, and induced) employment opportunities during construction, including ongoing capital expenditure upgrades over a twenty (20) year period. This could increase household incomes by R3,8 billion over 22 years. During the initial 20 years operational phase, the development proposal could sustain about 102 732 direct, indirect, and induced employment opportunities, adding R17,7 billion in household income. According to the said Assessment Report, the positive impacts include skills development and training, small business development and capacity building in the local area. In terms of the provisions of the EMPr, benefits of these positive impacts will be aimed at enhancing gender equality through the recruitment processes and appointment of local contractors during the tender process.

During the construction phase, positive impacts includes (a) creating new employment opportunities (as mentioned above) and (b) economic income.

During the construction phase, negative impacts include (a) increased vehicular traffic flows, (b) nuisance factors, such as dust and noise, (c) an influx of job seekers and (d) potential increase in local crime.

During the operational phase, positive impacts include (a) creating new employment opportunities (as mentioned above), (b) economic income, (c) creating new business opportunities, and (d) revenue accruing to local authorities.

During the operational phase, the negative impacts include (a) vehicular traffic flows, (b) nuisance factors, such as dust and noise, (c) potential increase in local crime, (d) risk of new or expanded informal settlements (potential), (e) altered sense of place, (f) impacting nearby farming and business operations (g) affects surrounding land values, and (h) increased demand for bulk infrastructure and servicing.

Whilst potential negative impacts have been identified, the said Assessment Report determined that with proper management and the implementation of all mitigation measures recommended by specialists, the socio-economic impact is deemed to be of 'Low' to 'Moderate' significance. According to the said Assessment Report, the analysis indicates that the socio-economic benefits would outweigh the potential socio-economic costs of the expanded CWA.

The development proposal will result in both negative and positive impacts.

Negative Impacts include the following:

- Temporary nuisance related impacts during the construction phase;
- Loss of and impact on aquatic features;
- Loss of and impact on biodiversity features;
- Impact on faunal species;
- Increased demand for services;
- Increased traffic to and from the site;
- Increased air emissions;
- Increased noise levels;
- Increased lighting in the local area;
- Additional market share in the aviation sector;
- Additional activity in the controlled airspace;
- Conversion of agricultural land;
- Increased anthropogenic activities in and around the site;
- Visual alteration of the site; and
- Alteration of the local 'Sense of Place'.

Positive Impacts include the following:

- Employment opportunities;
- Various socio-economic spinoffs;
- Varied/additional air travel options;
- Infrastructure to support the travel and tourism industry;
- Fiscal contribution towards the local economy;
- Fiscal contribution towards the regional economy; and
- Beneficial activation of a partially fallow site.

4. National Environmental Management Act, 1998 (Act No. 107 of 1998) Principles

The National Environmental Management Principles (set out in Section 2 of the NEMA, which apply to the actions of all Organs of State, serve as guidelines by reference to which any Organ of State must exercise any function when taking any decision, and which must guide the interpretation, administration and implementation of any other law concerned with the protection or management of the environment), *inter alia*, provides for:

- the effects of decisions on all aspects of the environment to be taken into account;
- the consideration, assessment and evaluation of the social, economic and environmental impacts of activity (disadvantages and benefits), and for decisions to be appropriate in the light of such consideration and assessment;
- the co-ordination and harmonisation of policies, legislation and actions relating to the environment;
- the resolving of actual or potential conflicts of interest between Organs of State through conflict resolution procedures; and
- the selection of the best practicable environmental option.

5. Conclusion

In view of the above, the NEMA principles, compliance with the conditions stipulated in this Environmental Authorisation, and compliance with the EMPr, the Competent Authority is satisfied that the authorised Listed Activities will not conflict with the general objectives of Integrated Environmental Management stipulated in Chapter 5 of the NEMA and that any potentially detrimental environmental impacts resulting from the undertaking of the Listed Activities can be mitigated to acceptable levels.

----------END----------

Appendix A: The obstacles that must be clearly marked with day- and night markings:

SURFACE	TARGET	OBSTACLE	PENETRATION	LATITUDE	LONGITUDE	ELEVATION
Balked Landing	01	_RWY21 PP5	-15.043	S 33° 45' 32.9882"	E 018° 44' 10.2920"	124.161
Inner transitional	01	_HANGER_A1	-4.492	S 33° 46' 15.2485"	E 018° 44' 29.1453"	133.502
Inner transitional	01	_PP1	-9.011	S 33° 45' 54.6489"	E 018° 44' 22.1157"	126.789
Strip	01-19	_FUEL FARM	-10.055	S 33° 46' 15.8166"	E 018° 44' 31.0346"	130.433
Strip	01-19	_HANGER_2	-5.676	S 33° 46' 13.9655"	E 018° 44' 29.9791"	125.507
Strip	01-19	_HANGER_A1	-13.381	S 33° 46' 15.2485"	E 018° 44' 29.1453"	133.502
Strip	01-19	_MET STATION	-14.495	S 33° 46' 04.8552"	E 018° 44' 23.1048"	131.535
Strip	01-19	_PP1	-12.493	S 33° 45' 54.6489"	E 018° 44' 22.1157"	126.789
Strip	01-19	_PP2	-11.716	S 33° 45' 55.5070"	E 018° 44' 23.9162"	126.341
Strip	01-19	_RWY21 PP2	-12.826	S 33° 45' 34.6972"	E 018° 44' 18.0334"	121.635
Strip	01-19	_RWY21 PP3	-14.229	S 33° 45' 34.0683"	E 018° 44' 15.1213"	122.707
Strip	01-19	_RWY21 PP4	-15.732	S 33° 45' 33.5537"	E 018° 44' 12.8416"	123.945
Strip	01-19	_RWY21 PP5	-16.242	S 33° 45' 32.9882"	E 018° 44' 10.2920"	124.161
Strip	01-19	_RWY21_TREE1	-25.23	S 33° 45' 44.8538"	E 018° 44' 18.5602"	136.744
Strip	01-19	_T64_BLD	-7.88	S 33° 45' 53.9976"	E 018° 44' 22.6102"	122.033
Strip	01-19	_T65_BLD	-7.875	S 33° 45' 51.4390"	E 018° 44' 19.5945"	121.182
Strip	01-19	_TREE_1	-14.034	S 33° 46' 16.9969"	E 018° 44' 32.0501"	134.781
Strip	01-19	_TREE_2	-16.232	S 33° 46' 16.9874"	E 018° 44' 32.1565"	136.983
Strip	01-19	_WINDSOCK MID	-9.089	S 33° 46' 19.7678"	E 018° 44' 25.8315"	130.212
Transitional	01	_HANGER_3	-6.551	S 33° 46' 14.7972"	E 018° 44' 32.4135"	129.829
Transitional	01	_PP3	-10.472	S 33° 45' 55.9201"	E 018° 44' 25.9506"	126.209
Transitional	01	_RWY21 PP1	-4.867	S 33° 45' 35.3422"	E 018° 44' 20.9663"	119.841
Transitional	01	_TANK_2	-0.22	S 33° 46' 13.7969"	E 018° 44' 34.6868"	132.567
Transitional	01	_TREE_3	-8.038	S 33° 46' 17.0056"	E 018° 44' 34.0187"	135.272
Transitional	01	_WATER TANK	-2.685	S 33° 46' 11.0727"	E 018° 44' 32.7418"	130.280
Transitional	01	_HANGER_A4	-4.349	S 33° 46' 12.4504"	E 018° 44' 31.5988"	126.649
Transitional	01	_OFFICE	-5.433	S 33° 46' 11.9595"	E 018° 44' 31.7976"	128.865
Balked Landing	19	_PP1	-1.249	S 33° 45' 54.6489"	E 018° 44' 22.1157"	126.789
Balked Landing	19	_RWY21_TREE1	-21.698	S 33° 45' 44.8538"	E 018° 44' 18.5602"	136.744
TOFPA	19	_W_RESERVOIR	-3.994	S 33° 47' 33.2716"	E 018° 44' 46.1067"	151.944
Transitional	19	_HANGER_3	-6.551	S 33° 46' 14.7972"	E 018° 44' 32.4135"	129.829
Transitional	19	_PP3	-10.472	S 33° 45' 55.9201"	E 018° 44' 25.9506"	126.209
Transitional	19	_RWY21 PP1	-4.867	S 33° 45' 35.3422"	E 018° 44' 20.9663"	119.841
Transitional	19	_TANK_2	-0.22	S 33° 46' 13.7969"	E 018° 44' 34.6868"	132.567
Transitional	19	_TREE_3	-8.038	S 33° 46' 17.0056"	E 018° 44' 34.0187"	135.272

Transitional	19	_WATER TANK	-2.685	S 33° 46' 11.0727"	E 018° 44' 32.7418"	130.280
Transitional	19	_HANGER_A4	-4.349	S 33° 46' 12.4504"	E 018° 44' 31.5988"	126.649
Transitional	19	_OFFICE	-5.433	S 33° 46' 11.9595"	E 018° 44' 31.7976"	128.865
Take-off Climb	14	_RWY32_TREE4	-11.374	S 33° 46' 28.5783"	E 018° 44' 52.6322"	141.078
Take-off Climb	14	_RWY32_TREE5	-4.528	S 33° 46' 28.3862"	E 018° 44' 53.6418"	135.288
Take-off Climb	14	_RWY32_TREE6	-2.914	S 33° 46' 28.0738"	E 018° 44' 55.0798"	135.154
TOFPA	14	_RWY32 F1	-1.487	S 33° 46' 26.0294"	E 018° 44' 49.0623"	126.269
TOFPA	14	_RWY32_TREE2	-15.309	S 33° 46' 28.8997"	E 018° 44' 50.7390"	141.005
TOFPA	14	_RWY32_TREE3	-15.126	S 33° 46' 28.7279"	E 018° 44' 51.7451"	141.078
TOFPA	14	_RWY32_TREE4	-14.901	S 33° 46' 28.5783"	E 018° 44' 52.6322"	141.078
TOFPA	14	_RWY32_TREE5	-8.857	S 33° 46' 28.3862"	E 018° 44' 53.6418"	135.288
TOFPA	14	_RWY32_TREE6	-8.368	S 33° 46' 28.0738"	E 018° 44' 55.0798"	135.154
TOFPA	14	_RWY32_TREE1	-9.958	S 33° 46' 29.1705"	E 018° 44' 49.1117"	135.239
Strip	14-32	_RWY32 F1	-1.679	S 33° 46' 26.0294"	E 018° 44' 49.0623"	126.269
Transitional	14	_TREE_1	-2.608	S 33° 46' 16.9969"	E 018° 44' 32.0501"	134.781
Transitional	14	_TREE_2	-4.519	S 33° 46' 16.9874"	E 018° 44' 32.1565"	136.983
Transitional	14	_WINDSOCK MID	-0.394	S 33° 46' 19.7678"	E 018° 44' 25.8315"	130.212
Approach	32	_RWY32_TREE4	-11.374	S 33° 46' 28.5783"	E 018° 44' 52.6322"	141.078
Approach	32	_RWY32_TREE5	-4.528	S 33° 46' 28.3862"	E 018° 44' 53.6418"	135.288
Approach	32	_RWY32_TREE6	-2.914	S 33° 46' 28.0738"	E 018° 44' 55.0798"	135.154
Transitional	32	_RWY32_TREE2	-9.558	S 33° 46' 28.8997"	E 018° 44' 50.7390"	141.005
Transitional	32	_RWY32_TREE3	-12.119	S 33° 46' 28.7279"	E 018° 44' 51.7451"	141.078
Transitional	32	_TREE_1	-2.608	S 33° 46' 16.9969"	E 018° 44' 32.0501"	134.781
Transitional	32	_TREE_2	-4.519	S 33° 46' 16.9874"	E 018° 44' 32.1565"	136.983
Transitional	32	_WINDSOCK MID	-0.394	S 33° 46' 19.7678"	E 018° 44' 25.8315"	130.212
Inner Horizontal	FAWN	_RWY01_PYLON MID1	-6.241	S 33° 48' 03.3797"	E 018° 45' 25.0766"	145.591
Inner Horizontal	FAWN	_RWY01_PYLON MID2	-10.101	S 33° 48' 03.9818"	E 018° 45' 09.9010"	149.451
Inner Horizontal	FAWN	_RWY01_PYLON MID3	-7.808	S 33° 48' 04.5311"	E 018° 44' 56.6150"	147.158
Inner Horizontal	FAWN	_RWY32_TREE2	-1.655	S 33° 46' 28.8997"	E 018° 44' 50.7390"	141.005
Inner Horizontal	FAWN	_RWY32_TREE3	-1.728	S 33° 46' 28.7279"	E 018° 44' 51.7451"	141.078
Inner Horizontal	FAWN	_RWY32_TREE4	-1.728	S 33° 46' 28.5783"	E 018° 44' 52.6322"	141.078
Inner Horizontal	FAWN	_STEEL TANK	-3.989	S 33° 46' 48.8511"	E 018° 43' 58.7999"	143.339
Inner Horizontal	FAWN	_W_RESEVOIR	-12.594	S 33° 47' 33.2716"	E 018° 44' 46.1067"	151.944
Conical	FAWN	_TRANS_1 TWR	-83.139	S 33° 47' 21.1688"	E 018° 41' 46.3120"	247.647
Conical	FAWN	_TRANS_2 TWR	-87.374	S 33° 47' 14.2176"	E 018° 41' 41.2943"	254.510
Conical	FAWN	_TRANS_3 TWR	-81.581	S 33° 47' 18.4075"	E 018° 41' 32.9621"	260.895

Western Cape Government

Ministry of Local Government,
Environmental Affairs & Development Planning

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REFERENCE NO: 14/3/1/A5/20/0705/26

The Board of Directors
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8001

For Attention: Mr. Deon Cloete

Cell: 082 339 2807
E-mail: d.cloete@capewinelands.aero

Dear Mr. Cloete

APPEALS LODGED AGAINST THE ENVIRONMENTAL AUTHORISATION GRANTED FOR THE PROPOSED EXPANSION OF THE EXISTING CAPE WINELANDS AIRPORT ON PORTION 10 OF THE FARM NO. 724, REMAINING EXTENT OF THE FARM NO. 724, PORTION 23 OF THE FARM NO. 724, PORTION 7 OF THE FARM NO. 942, REMAINING EXTENT OF THE FARM NO. 474, PORTION 3 OF THE FARM NO. 474 AND PORTION 4 OF THE FARM NO. 474, FISANTEKRAAL, DURBANVILLE

1. The Appeals lodged against the Environmental Authorisation ("EA") granted on 27 October 2025 and the Responding Statements received on 9 December 2025 and 6 January 2026, refers.

2. Empowering Provisions

2.1 In terms of sections 43(2) and (6) of the *National Environmental Management Act, 1998 (Act No. 107 of 1998)* ("NEMA"):

"Any person may appeal to an MEC against a decision taken by any person acting under a power delegated by that MEC under this Act or a specific environmental management Act."

"The … MEC may, after considering such an appeal, confirm, set aside or vary the decision, provision, condition or directive or make any other appropriate decision, including a decision that the prescribed fee paid by the appellant, or any part thereof, be refunded."

2.2 In terms of regulation 3 of the National Appeal Regulations, 2025 (Government Notice No. R. 5985 of 13 March 2025):

"These regulations are applicable to an appeal against a decision taken in terms of the Act or a specific environmental management Act that is subject to an appeal to the appeal authority in terms of section 43 of the Act."

3. After considering all relevant facts and supportive documents, I wish to advise that, in terms of section 43(6) of the NEMA, I have decided to **dismiss** the Appeals and **vary** the abovementioned decision by including the following conditions:

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Condition E9:

"The approved Environmental Management Programme ("EMPr") (dated July 2025) must be amended to include the following provisions:

9.1 The implementation of the biodiversity offset requirements that have been made conditional to this Environmental Authorisation.

9.2 A permanent noise monitoring terminal is also established at/close to the Fisantekraal High School in addition to the three permanent noise monitoring terminals that should be established before or by the operational year of the new airport and runway."

Condition E50:

"The registered Interested and Affected Parties including the Appellants must be afforded an opportunity to submit comments on all the post authorisation documents such as management plans and guidelines in terms of Conditions 29, 31, 32, 40.1, 42.1 and 46 of the EA."

4. AMENDMENTS/ EXCLUSIONS TO THE DECISION:

4.1 Condition E8 and Section H of the EA are excluded from the decision.

4.2 The following conditions of the EA are amended as follows:

Condition E2:

"The holder must commence with, and conclude, the Listed Activities within the stipulated validity period which this Environmental Authorisation is granted for, or this Environmental Authorisation shall lapse and a new application for Environmental Authorisation must be submitted to the competent authority.

This Environmental Authorisation is granted for –

(a) A period of ten (10) years, from the date of this Appeal decision, during which period the holder must commence with the authorised Listed Activities.

(b) A period of twenty (20) years, from the date the holder commenced with the authorised Listed Activities, during which period the authorised Listed Activities must be concluded."

Condition E6:

"The holder must in writing, within 14 (fourteen) calendar days of the date of this Appeal decision notify all registered Interested and Affected Parties ("I&APs") of –

6.2.1 The outcome of the appeal.

6.2.2 The reasons for the decision.

6.2.3 The date of the decision."

5. REASONS FOR THIS APPEAL DECISION:

The reasons for dismissing the Appeals and varying the decision are contained in the EA and the following are additional reasons for the decision:

The decisive issues are whether:

(a) the information before the Department was sufficient to enable a lawful, rational and procedurally fair decision in terms of NEMA and the 2014 EIA Regulations;

(b) the key environmental, social and economic impacts of the proposed development were adequately identified, assessed and considered;

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(c) the public participation process was adequate and procedurally fair in the circumstances;

(d) any matter material to the environmental decision was impermissibly deferred to a later process; and

(e) the conditions of the Environmental Authorisation and the EMPr are adequate to mitigate and manage the identified impacts.

Appeal ground 1: Noise pollution

5.1 During the Scoping and Environmental Impact Assessment ("EIA") process, noise pollution/ impacts were one of the significant issues identified/ raised by the interested and affected parties ("I&APs"), including the Appellants. The I&APs stated, *inter alia*, that:

5.1.1 Irrelevant to the direction of the wind, the sound pollution will affect the local residents, as the planes will land against the wind and take off with the wind. This means the planes will be at a level close to the ground behind their residential homes and animal sheds.

5.1.2 Currently noise pollution is not a huge concern as only light airplanes fly over the area. Increased noise can have adverse effects on the well-being of residents, leading to sleep disturbances and other health issues.

5.1.3 The noise pollution associated with having a busy airport located approximately 1.4km away from the Fisantekraal High School.

5.2 In response, the Applicant appoint a noise impacts specialist, Mr. Demos Dracoulides from DDA Environmental Engineers, to conduct a Noise Impact Assessment ("NIA") (dated June 2025) to inform the EIA process regarding the noise impacts which will result due to the proposed development.

5.3 The Noise Impact Assessment ("NIA") stated, *inter alia*, that:

5.3.1 The study area is located approximately 13 km northeast of Durbanville and 25 km northeast of the Cape Town International Airport. The communities close to the CWA include:

5.3.1.1 Klipheuwel, which is approximately 5 km to the north.

5.3.1.2 Fisantekraal, which is approximately 3 km to the southwest of the CWA.

5.3.1.3 The Durbanville residential suburb, which is located more than 6 km away, towards the southwest of the site.

5.3.2 There are two proposed developments in the vicinity of the airport, namely:

5.3.2.1 The Bella Riva Lifestyle & Country Estate, a mixed residential and lifestyle golf estate, which is situated between the CWA and the railway line to the west.

5.3.2.2 The Greenville Garden City development, a residential development, which is located south of the CWA and the R312.

5.3.3 The research methodology followed involved the use of the Aviation Environmental Design Tool ("AEDT") from the United States Federal Aviation Administration ("FAA") for aircraft noise calculations. AEDT is a software system that models aircraft performance in space and time for the estimation of fuel consumption, emissions, noise and air quality consequences. AEDT consolidates the modelling of these environmental impacts in a single tool and is used for assessing each of these specific environmental impacts. AEDT is designed to model individual studies, ranging in scope from a single flight at an airport to scenarios at the regional, national, and global levels. The AEDT is the successor of the Integrated Noise Model ("INM") model, which is specified in the South African National Standards ("SANS") 10117-2008 Code for the calculation of aircraft noise in South Africa. The following SANS codes relating to noise were taken into consideration for the noise impact assessment:

5.3.3.1 SANS 10103 (for land use planning, annoyance and speech communication).

5.3.3.2 SANS 10328 (for the methods for environmental noise impact assessment).

5.3.4 The study confirmed the health effects of aircraft noise which include the following:

5.3.4.1 Noise annoyance was identified as the most common one evident from the complaints from communities situated near airports.

5.3.4.2 Non-auditory health consequences such as birth defects, low birth weight, psychological illness, cancer, stroke, hypertension, sudden cardiac death, myocardial infarction, and cardiac arrhythmias.

5.3.4.3 Non-auditory health effects of long-term noise exposure will generally not be found at levels below those recommended to protect against hearing loss.

International guidelines and regulations

5.3.5 The international guidelines have taken into consideration the following adverse effects of noise: annoyance; speech intelligibility and communication interference; disturbance of information extraction; sleep disturbance; and hearing impairment. The following guidelines are important:

5.3.5.1 The World Health Organization's guideline on the effects of the exposure to environmental noise. The standard guideline value for average outdoor noise levels of 55 dB(A) should be applied during normal daytime, in order to prevent significant interference with the normal activities of local communities. The relevant night-time noise level is 45 dB(A). The following ambient noise levels have been specified for various environments. These levels are presented in the Table 2-1 below:

Table 2-1. WHO Guidelines for Ambient Sound Levels

Environments	Ambient Sound Level L_{Aeq} (dB(A))			
	Daytime		Night-time	
	Indoor	Outdoor	Indoor	Outdoor
Dwellings	50	55	-	-
Bedrooms	-	-	30	45
Schools	35	55	-	-

5.3.5.2 The World Bank Group ("WBG") International Finance Corporation's ("IFC") program in pollution management specifies that noise levels measured at noise receptors should not be 3 dB(A) greater than the background noise levels, or exceed the noise levels depicted in Table 2-2:

Table 2-2. World Bank/IFC Ambient Noise Guidelines (IFC, 2007)

Receptor	Maximum Allowable Ambient Noise Levels	
	1-hour L_{Aeq} (dB(A))	
	Daytime	Night-time
	07:00 – 22:00	22:00 – 07:00
Residential, institutional, educational	55	45
Industrial, commercial	70	70
Note: No L_{Aeq} values are stipulated for rural areas.		

5.3.5.3 In South Africa, the Western Cape Noise Control Regulations, 2013 (Provincial Gazette Number 7141 of 20 June 2013) ("WCNCR") was promulgated in terms of the *Environment Conservation Act, 1989 (Act No. 73 of 1989)*. The WCNCR distinguishes between the following definitions:

5.3.5.3.1 Disturbing noise means "*a noise, excluding the unamplified human voice, which—*

a) exceeds the rating level by 7 dBA;

b) exceeds the residual noise level where the residual noise level is higher than the rating level;

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c) exceeds the residual noise level by 3 dBA where the residual noise level is lower than the rating level; or

d) in the case of a low-frequency noise, exceeds the level specified in Annex B of SANS 10103;"

5.3.5.3.2 Noise nuisance "*means any sound which impairs or may impair the convenience or peace of a reasonable person.*"

5.3.6 The WCNCR stipulate in:

5.3.6.1 Schedule 2 that a person may not:

5.3.6.1.1 Cause a disturbing noise; or

5.3.6.1.2 Allow a disturbing noise to be caused by any person, animal, machine, device, apparatus, vehicle, vessel or model aircraft, or any combination thereof.

5.3.6.2 Schedule 3, regarding causing of a noise nuisance, that a person may not:

5.3.6.2.1 Build, make, construct, repair, rebuild, modify, operate or test a vehicle, vessel, aircraft, model aircraft or any other object, or allow it to be built, made, constructed, repaired, rebuilt, modified, operated or tested, in or near a residential area.

5.3.6.3 Schedule 4 (1) of the WCNCR states that an application for a building plan approval, business license approval, planning approval or environmental authorization, must conduct and submit, as part of the application, 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.

5.3.7 The SANS 10103 Code of Practice provides ambient noise rating levels in various districts as shown in Table 2-3 below.

Table 2-3. Typical Rating Levels for Ambient Noise

Type of district	Equivalent continuous rating level ($L_{Req,T}$) for noise (dB(A))					
	Outdoors			Indoors, with open windows		
	Day-Night $L_{R,dn}$ [1)]	Day-time $L_{Req,d}$ [2)]	Night-time $L_{Req,n}$ [2)]	Day-Night $L_{R,dn}$ [1)]	Day-time $L_{Req,d}$ [2)]	Night-time $L_{Req,n}$ [2)]
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

5.3.8 The White Paper on Aircraft Noise and Environment Policy of 2017 contains the draft policy on aircraft operations and the environment which states that, for the noise contours and long-term planning of land-uses around airports, the white paper specifies that the calculation of noise contours for an airport should comply with:

5.3.8.1 SANS 10117 Calculation and Prediction of Aircraft Noise Around Airports for Land Use Planning.

5.3.8.2 ICAO (Doc 9911) Recommended Method for Computing Noise Contours Around Airports.

5.3.9 The current study utilized the latest version of the SANS 10117 of 2008 for the calculations and assessments. The SANS 10117 of 2008 code recommended that the noise model for the calculation of the noise contours around an airport is the IINM, which is updated by the Federal Aviation Administration on an ongoing basis, and that the user should ensure that the latest available version is used. In the present noise study, the latest version of the AEDT model was utilized, which is the FAA successor of the INM model.

5.3.10 In South Africa, any operation that has the potential to generate noise should have a noise survey done, in terms of the Noise Induced Hearing Loss Regulations of the *Occupational Health and Safety Act, 1993 (Act No. 85 of 1993)* ("OHSA"). The regulations require an Approved Inspection Authority to conduct the surveys in accordance with SANS 10083 and submit a report. All people exposed to an equivalent noise level of 85 dB(A) or more must be subjected to audiometric testing.

Results and findings

5.3.11 The AEDT model was used to predict the noise levels according to the following 3 modelled operational scenarios to identify high impact areas due to the aircraft operations and highlight the differences between the current and future options:

5.3.11.1 Scenario 1: Existing operations at full capacity (No-Go Alternative);

5.3.11.2 Scenario 2: New runway in operational year; and

5.3.11.3 Scenario 3: New runway at full capacity.

5.3.12 In terms of Scenario 1, the total area affected by noise levels higher than 55 dB(A) is 2.47 km^2. A small portion of this contour extends beyond the R312 towards the south, within the Greenville Garden City. As can be seen, for Scenario 1, the 60 dB(A) zone is completely contained within the airport site.

5.3.13 In terms of Scenario 2, the 55 dB(A) contour will be contained within the development area of the airport site. During the operational year, the area with Day-Night Noise Rating Level of 55 dB(A) will only be 1.44 km and will not extend into the proposed residential areas west and south of the airport. Therefore, the new runway over the first year of operation will generate noise levels lower than the existing runway system at full capacity.

5.3.14 In terms of Scenario 3, the impact zones, when this capacity is reached, will extend beyond the development area boundaries, primarily towards the north and the south, but also towards the west and east. The length of the 55 dB(A) impact zone will reach 4 km north from the airport's northern site boundary, in a north-north-westerly direction and reach the Klipheuwel residential area. This contour, north and east of the airport, will be situated only agricultural land. The community around the Mikpunt train station is considered as part of the general Klipheuwel area and will also fall outside the 55 dB(A) noise contour. Towards the west, the 55 dB(A) contour will reach the Bella Riva residential development, extending approximately 300m within Bella Riva, measured from its eastern furthermost point. This zone will follow the orientation of the new 01/19 runway. South of the airport, the 55 dB(A) noise contour will extend less, reaching a distance of 3.3 km. This zone will overlap the Greenville Garden City area covering approximately 1.03 km^2. For this scenario, there is small area of 0.11 km^2 within the Greenville Garden City area and immediately south of the runway, where the noise levels will be between 60 dB(A) and 63 dB(A). The 55 dB(A) contour for Scenario 3 will cover a 10.3 km^2 area, compared to Scenario 1, which will cover an area of 2.5 km^2.

5.3.15 In terms of the noise levels at discrete receptors, the schools identified (Fisantekraal High School (R04), Klipheuwel Equitots School (R25) and Klipheuwel Primary School (R27)) will be outside the 50 dBA zone for all three scenarios. Also the SANS 10103 district guidelines for Urban Residential areas are not exceeded for the three scenarios. The exceptions are one small area on the eastern side of Bella Riva for

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Scenario 3, as well as an area immediately south of the airport for Scenario 1 and Scenario 3 (R21).

Conclusions, recommendations and impact significance

5.3.16 During construction phase, the noise levels at the closest community receptors are not expected to exceed the SANS guidelines for Urban Residential areas. As a result, the following general measures are considered essential and should be adhered to:

5.3.16.1 Limit the night-time construction activities.

5.3.16.2 Avoid night-time construction activities on the property to the west of the airport boundary (earthworks), which are closer to the Fisantekraal residential area.

5.3.17 During the operational phase, the noise level on the south-eastern part of Klipheuwel community is expected to reach 49 dB(A), which is in accordance with the SANS 10103 guideline for Urban Districts with little road traffic. The number of events that exceed the 60 dB(A) LAmax (the maximum (A-weighted) sound level experienced in a given period of time) during night-time is 3, and its contour is primarily around the northern section of the new runway. This contour marginally extends beyond the airport site boundaries and covers a small portion of the northern Bella Riva development area. This is considered of low significance, since it only refers to 3 events and will take place before 11h00. The following measures can be implemented to minimize the noise impacts around the CWA:

5.3.17.1 Encourage airport compatible land-use planning via:

5.3.17.1.1 establishing compatible land use (such as industrial and commercial) to be located around airport facilities.

5.3.17.1.2 directing incompatible land use (such as houses and schools) away from the airport environments and the runway alignments;

5.3.17.2 Provide incentives for airlines to obtain aircraft with the latest available noise reduction technology, through, for example noise-related landing charges.

5.3.17.3 Consider the use of specific take-off or approach procedures (such as Continuous Descent Operations, or steeper landing trajectories) to minimize and optimize the distribution of noise on the ground.

5.3.17.4 Use noise preferential routes to assist aircraft in avoiding noise-sensitive areas, such as Klipheuwel, on departure and arrival, and the use of turns to direct aircraft away from noise-sensitive areas.

5.3.17.5 Consider approaches at slightly steeper angles. A small increase in the glide-path angle to 3.2°, rather than the standard 3.0°, may be feasible and offer scope for noise reduction.

5.3.17.6 Establish and maintain effective communication channels with the affected public and provide real-time information on incoming and outgoing flights and their evolving noise footprints.

5.3.17.7 Consider noise-related operating restrictions for night-time. These can be imposed on a voluntary basis by the airport, or by the Government.

5.3.17.8 In conjunction with the above-mentioned noise abatement measures, the introduction of 'passive' mitigation measures, such as noise insulation on existing residential dwellings and noise-sensitive buildings (schools, hospitals, etc.) may be considered.

Monitoring Network and Monitoring Plan

5.3.17.9 During the construction phase of the new airport and runway, the following noise monitoring should be conducted in accordance with the methods stipulated in the SANS 10103:2008 Code of Practice and the current Western Cape Noise Control Regulations:

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5.3.17.9.1 Two points should be used for the noise-monitoring locations, positioned on the inside of the airport boundary and these locations should cover the area close to the entry point of the trucks to the site and the community closest to the construction activities.

5.3.17.9.2 The monitoring should be conducted every three months during construction and monthly during the period when night-time construction will be taking place.

5.3.17.9.3 Three-monthly reports should be compiled and submitted to the relevant authorities, including a brief assessment indicating if any construction-specific noise exceedances above baseline and SANS district guidelines are taking place. In the event of exceeding noise guidelines, appropriate site- and operation-specific noise mitigation measures should be investigated and implemented.

5.3.17.10 During the operational phase of the new airport and runway, the following noise monitoring should be conducted:

5.3.17.10.1 Three permanent noise monitoring terminals should be established before or by the operational year of the new airport and runway.

5.3.17.10.2 The first of these terminals should be established at the Klipheuwel area, preferably close to its southeastern boundary. The second should be positioned within the Greenville Garden City Development, in line with the new runway 01/19 and the third on the eastern side of the Bella Riva development.

5.3.17.11 A summary of the noise monitoring results should be reported on a quarterly basis to the appropriate authorities. These reports should contain, but not be limited to the:

5.3.17.11.1 A 24-hour equivalent continuous A-weighted sound pressure level.

5.3.17.11.2 Equivalent continuous day-night rating level.

5.3.17.11.3 Equivalent continuous day and night rating levels.

5.3.17.11.4 Maximum A-weighted level.

5.3.17.11.5 Percentile levels.

5.3.17.11.6 Number of exceedances above 70 dB(A) and 60 dB(A) of the Lamax (the maximum (A-weighted) sound level experienced in a given period of time) and sound exposure level.

5.3.17.12 A noise complaints register should be established and connected with the noise monitoring system, to provide the capability for correlation of the complaints with the actual measured levels, as well as the aircraft-related operational data.

5.3.17.13 The complaints and relevant aircraft-related operational data should be included in the quarterly report to the authorities.

5.3.18 In terms of the impact ratings, based on the above:

5.3.18.1 The overall impact rating without mitigation for Scenario 1 was found to be of HIGH significance. With the implementation of the mitigation measures, primarily in terms of land use planning for the proposed residential areas adjacent to the airport, the overall impact rating was found to be of MODERATE significance.

5.3.18.2 Based on the above, the overall impact rating for Scenario 2 was found to be of LOW significance without mitigation. Additional noise abatement procedures for the aircraft operations are not required for the operational year of the new runway. However, consideration of such measures and operations should be initiated before the full capacity of the new runway is

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reached, based on the noise monitoring around the airport and noise modelling of the applicable mitigation measures.

5.3.18.3 The unmitigated overall impact rating for Scenario 3 was found to be of HIGH significance. With the implementation of appropriate land use planning for the proposed adjacent residential areas, the overall impact rating for Scenario 3 was found to be of MEDIUM significance.

5.3.19 In the comments and responses report, the EAP addressed the issues of the I&APs with the responses below, amongst others:

5.3.19.1 The World Health Organization ("WHO") recommends that night-time outdoor noise levels should not exceed 40 dB(A) to protect against sleep disturbance and associated health effects. However, the WHO also recognizes that in urban or urbanizing areas, exposure of up to 55 dB(A) may still be considered moderate and does not necessarily pose a significant health risk, particularly when mitigated through building design and planning.

5.3.19.2 In line with both WHO guidance and South African standards (SANS 10103), the 45–55 dB(A) Day-Night Noise Rating Level range is considered a low to moderate environmental noise exposure band. Within this range:

5.3.19.2.1 Residential activities are generally not significantly impacted, especially when standard building envelope attenuation (typically around 10 dB(A)) is taken into account.

5.3.19.2.2 Noise levels do not warrant mandatory mitigation measures, such as land-use exclusion or enforced acoustic insulation upgrades.

5.3.19.3 Regarding the impacts on Existing and Future Residential Areas:

5.3.19.3.1 Existing residential areas (e.g. Klipheuwel and Fisantekraal) are outside the 55 dB(A) Day-Night Noise Rating Level contours in the full-capacity Scenario 3 and are therefore not subject to significant average noise exposure.

5.3.19.3.2 For future development areas, such as Bella Riva, only a portion of the site falls within the 55–60 dB(A) Equivalent continuous Day-Night rating level ("LRdn") contour. Importantly:

5.3.19.3.2.1 These areas are not exposed to high or frequent single-event exceedances, such as N70 (events above 70 dB(A)) or N60 (events above 60 dB(A) at night).

5.3.19.3.2.2 The absence of frequent high-intensity noise events indicates that residential land use remains appropriate and does not require enforced restrictions or design controls under current regulations.

5.3.19.3.3 Under Scenario 3 (full utilization), only three night-time operations are scheduled within each 24-hour period, all of which are planned to occur before 23:00. This is a very low number, particularly when compared to the thresholds used internationally (e.g., the N60 metric), where more than 10–15 nighttime events above 60 dB(A) often trigger concern. This limited number of night operations significantly reduces the risk of:

5.3.19.3.3.1 Repeated awakenings or sleep disturbance, which are primarily caused by frequent nighttime noise events.

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5.3.19.3.3.2 Cumulative sleep-related health impacts, even for those in the vicinity of the airport.

5.3.19.3.4 The primary purpose of the NIA is to quantify and predict aircraft noise exposure in accordance with South African regulatory standards (SANS 10103 and SANS 10117), and to assess the potential impact on human amenity and land use compatibility. While the NIA is not a formal health risk assessment, it does incorporate and summarize the internationally acknowledged health effects associated with long-term noise exposure, such as sleep disturbance, annoyance, and cardiovascular risks, which are widely documented in literature from the WHO, European Environment Agency, and the United States Environmental Protection Agency ("EPA").

5.3.19.3.5 The mitigation hierarchy proposed in the NIA—combined with monitoring, land use compatibility planning, and the development of a Noise Management Plan—are designed to manage and reduce exposure, which is the key preventative strategy against health risks related to noise.

5.3.19.4 Under full development and maximum capacity of the airport under Scenario 3, the 55dBA noise contour for the CWA remains acceptable for the 1.5 km from the nearest school in Fisantekraal, Fisantekraal High School. An analysis of the N70 contours for Scenario 3 indicates that the contour with 5 to 10 noise events will not extend to Fisantekraal High School. This implies that noise levels momentarily reaching 70dBA will occur fewer than five times per day, each lasting only a few seconds— within acceptable limits for a school environment. The event frequencies are projected to occur only after more than 20 years of CWA operations. The average noise contribution at the Fisantekraal High School for the maximum utilisation (Scenario 3) is 44.3dBA. The number of events that will momentarily exceed the maximum value of 70 dBA, as the aircraft may take off or land, is less than 3 events. These values are considered acceptable for an educational building. The vehicular noise will be the main contributing source at the Fisantekraal High School location.

5.3.20 I concur with the contents of the Responding Statements from the Applicant and the Delegated Competent Authority in relation to this ground of appeal, *inter alia*, that the Fisantekraal High School's location is suitable, as modelled scenarios of the Noise Impact Assessment which confirm that noise will stay within acceptable Urban Residential noise limits.

5.3.21 Considering the above, the resulting noise levels from the proposed CWA aircraft operations were modelled with the use of the AEDT model. Based on the noise modelling methodology and input data, the resulting noise contour levels were estimated for three (3) scenarios. The noise impacts and the related health risk have been adequately addressed in the NIA. Appropriate mitigation measures which were recommended from the NIA and the Final EIA Report have been included in the conditions of the EA and the Environmental Management Programme ("EMPr") which has been approved for implementation in the conditions of the authorization. However, the EMPr must be amended to, *inter alia*, ensure that a permanent noise monitoring terminal is also established at/close to the Fisantekraal High School in addition to the three permanent noise monitoring terminals that should be established before or by the operational year of the new airport and runway.

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Appeal ground 2: Permissible Distance under Environmental Health and Safety Guidelines

5.4 During the Scoping and EIA process, the issue of noise levels at sensitive receptors was identified/ raised by the I&APs, including the Appellants. The I&APs stated, inter alia, that the Fisantekraal High School is situated within 1 kilometer from the runway which is planned to be used for international flights accommodating Boeing 777, Boeing 737, Dreamliner and Airbus A380 and A350 aircraft.

5.5 In the comments and responses report, the noise impacts specialist addressed the issue as follows:

5.5.1 The number of aircraft operations cited as potentially disturbing to Fisantekraal High School is not fully accurate, as school hours are from 08h00 to 15h00. According to the noise modelling for a busy day under Scenario 3 (full utilisation)—which reflects conditions projected to occur more than 15 years after the operational year—only 17 aircraft movements are expected during school hours. Furthermore, these operations will be evenly split between departures and arrivals to the north and south, reducing the concentrated impact on any one location.

5.5.2 The average noise level (LAeq) at the school during maximum airport activity is projected to be 44.3 dB(A), which is within acceptable limits for an educational environment. Additionally, the number of single noise events exceeding 70 dB(A) (LAmax), such as during take-off or landing, is expected to be fewer than three events during the school day.

5.5.3 In this context, the primary noise source affecting the school will remain vehicular traffic, not aircraft operations. Overall, the predicted aircraft noise exposure at Fisantekraal High School is considered low and acceptable for a learning environment.

5.6 The NIA confirmed that the noise levels at the sensitive receptors such as the schools identified (Fisantekraal High School located approximately 1.3 km, Klipheuwel Equitots School located approximately 3.5 km northwest of CWA and Klipheuwel Primary School located approximately 4.0 km northwest of CWA) will be outside the 50 dBA zone for all three scenarios. The Durbanville High School, which is alleged that it will be affected by the noise levels of the proposed development, is located approximately 10km from the site.

5.7 The predicted noise levels from the sensitive receptors and residential area are compliant with the SANS 10103 district guidelines for Urban Residential areas except only for the following areas:

Receptors closer to the airport

5.7.1 One small area on the eastern side of Bella Riva for Scenario 3.

5.7.2 An area immediately south of the airport for Scenario 1 and Scenario 3 (R21).

Receptors further away from the airport

5.7.3 A farm house (R28), which is situated on the eastern side of Klipheuwel.

5.8 Considering the above, the average noise level at the Fisantekraal High School during maximum airport activity is projected to be 44.3 dB(A), a noise level which is within acceptable limits for an educational environment. The Durbanville High School will also not be affected by the aircraft noise levels. The predicted noise levels for the residential area are generally within the limits of the SANS 10103 district guidelines for Urban Residential areas except for the abovementioned few receptors.

Appeal ground 3: Geographical Location (Measurements calculated according to Google Maps 2025) and inadequate assessment of safety impacts in the context of the impacted airspace and surrounding aviation activities

5.9 During the Scoping and EIA process, the I&APs raised a concern that:

5.9.1 The proposal to develop the CWA is concerning in terms of the management and safety of the airspace within Cape Town, which is a limited and shared resource.

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5.9.2 The introduction of a second commercial airport within this space, without proper air route design, modelling, or airspace simulations, poses risks of operational conflict, congestion and safety challenges.

5.10 The following studies were included in the Scoping and EIA application, which broadly addressed aspects of safety as briefly stated below:

5.10.1 The specialist **Visual Impact Assessment ("VIA") Report** included requirements with respect to signage (to not cause safety hazards) and the relevant fencing and lighting requirements (unless unavoidable due to aviation safety and security). This study concluded, *inter alia*, that the overall project will result in Moderate visual intrusion (with aspects of Low Visual Intrusion and High Visual Intrusion), depending on which aspect of the proposed development is being considered, and which Landscape Character Areas are being affected.

5.10.2 The Aviation Specialist Study in support of the EIA included aspects of planned infrastructure and facility developments to ensure safe operations. This report served as the Civil Aviation Compliance Statement, as referred to in the **Protocol for the Specialist Assessment and Minimum Report Content Requirements for Environmental Impacts on Civil Aviation Installations**, published in Government Notice No. 320, Government Gazette 43110 of 20 March 2020. This study acknowledged and confirmed that the South African Civil Aviation Authority ("SACAA") did not identify any significant negative impacts of the proposed development on nearby civil aviation installations, suggest any impacts to be unacceptable, or raise the need for further assessments to be undertaken as part of the EIA. The report concluded that the proposed airport will impact airspace operations in the area and neighbouring developments. However, these impacts have been thoroughly identified and analysed, and none are considered unacceptable. The further design of airport infrastructure, airspace, and flight procedures should adhere to prescribed methods and comply with applicable legislation, regulations, standards, and recommended practices. This approach will ensure that any impacts are appropriately mitigated and managed, resulting in a compliant airport with operations that integrate into the regional and national civil aviation environment.

5.10.3 The **Obstacle Assessment Report** (dated 4 October 2022 and compiled by Air Traffic and Navigation Services SOC Ltd ("ATNS") assessed the surveyed obstacles to investigate their influence on existing or future instrument procedures and whether these obstacles will have any effect on safety aspect such as aircraft collisions. The study confirms that the CWA and immediate surrounds are not used for any defence operations and that the private airport operates under a specific radar frequency. The proposed airspace procedures required for the expansion at CWA do not interfere with military airspace. No new communication system frequencies will be needed and any frequency interference with existing defence installation and radar systems is unlikely.

5.10.4 The **Development of an Airspace Concepts of Operations** ("CONOPS") for the Cape Winelands Airport Report (dated 8 October 2024 and compiled by NACO – a company of Royal Haskoning DHV (Pty) Ltd) included aspects of the approach to flight operations at the airport in order to, inter alia, operate safely within the regional airspace. This study concluded that there will be integration of the airspace around CWA with the existing controlled airspace around Cape Town to ensure safe, efficient, and harmonious air traffic management in light of the growing demand for air travel and aviation activities in the region.

5.10.5 The **Cape Winelands Alternate Aerodrome Feasibility Study** (dated 26 April 2024 and compiled by Munich Airport International GmbH), outlined the legal requirements and industry best practices that govern the planning of alternate airports, including safety aspects that will be applicable. This study concluded that the proposed CWA

will be classified as an operational aerodrome by airlines, meeting all requirements of an operational aerodrome to provide a suitable destination alternate aerodrome for CTIA.

5.10.6 The **Major Hazard Installation Study** (dated 14 August 2024 and compiled by RISCOM (PTY) LTD) detailed the applicable health and safety requirements applicable to ensure the health and safety of employees and the public. This study concluded that the proposed CWA will be classified as a Low Hazard Establishment, resulting in the risks to the general public being considered acceptable.

5.10.7 The **Aviation Glint and Glare Assessment Report** (dated 4 March 2025 and compiled by Future Impact (Pty) Ltd) assessed the impacts of glaring on aircraft operations. This study concluded that the glint and glare impacts will be **very low** and acceptable in terms of the United States Federal Aviation Administration Regulations if the recommendations are implemented.

5.11 In the comments and responses report, the Applicant addressed the issues raised by the I&APs as follows:

5.11.1 The raised issues are the responsibility of the SACAA. The Applicant currently operates under an aerodrome license issued by the SACAA but is obliged to obtain an amendment to that license, which process is regulated by the *Civil Aviation Act, 2009 (Act no. 13 of 2009)* ("Civil Aviation Act"), read with the 2011 Regulations made under that Act.

5.11.2 Regulation 139 of the Civil Aviation Act's 2011 Regulations sets out the requirements of an application for an amendment to an aerodrome license. SACAA and the Department of Transport have not raised any concerns during the EIA process. The same applies for ATNS mandated and responsible for ensuring safe, expeditious and efficient air traffic solutions throughout South Africa and a large part of the Southern Indian and Atlantic Oceans, comprising approximately 10% of the world's airspace.

5.11.3 The technical details of airspace safety will be considered by the SACAA, which is best qualified to assess that.

5.11.4 The planned integration of CWA poses no structural or systemic risk to the safety or efficiency of air navigation in the region. This conclusion is backed by modelling, expert review and regulatory engagement.

5.11.5 The issues raised rely on unfounded assumptions and mischaracterize the evidence presented in support of the proposed development. The concern raised about operational conflict, congestion and safety within the Cape Town terminal airspace is refuted by objective data and validated technical processes.

5.11.6 The Fast-Time Simulation ("FTS") conducted as part of the airspace planning process for CWA was based on the traffic projections included in the CWA traffic forecasts and modelled against realistic peak scenarios. The simulation outcomes provide verifiable, quantified evidence that simultaneous operations at CWA and Cape Town International Airport ("CTIA") are both feasible and safe, without compromise to airspace efficiency or existing operations.

5.11.7 International Civil Aviation Organisation ("ICAO") Aligned Methodology and Regulatory Compliance: The use of FTS in airspace and procedure design is standard international practice, aligned with ICAO Document 9971 and endorsed by regulators and Air Navigation Service Providers ("ANSPs") worldwide. The simulations form part of a comprehensive airspace planning approach that includes:

5.11.7.1 ATNS, South Africa's Air Navigation Service Provider, was formally part of the development team for the CWA Concept of Operations. At no point during the development or review of the Concept of Operations did ATNS raise any objections or concerns regarding the integration of CWA operations into the regional airspace. ATNS, as the only authority responsible for the safe and efficient management of South African controlled airspace, has full insight into traffic flows, separation standards, sector capacity and ATM

architecture. Their active involvement and lack of objection serve as strong, authoritative support for the feasibility and safety of the CWA plans.

5.11.8 The airspace surrounding Cape Town is already a multi-user environment that supports general aviation, scheduled commercial flights and military operations. The simulations conducted confirm the ability of the TMA to support concurrent operations, including:

5.11.8.1 Separation assurance under all forecast conditions.

5.11.8.2 Capacity balancing between CTIA and CWA.

5.11.8.3 Procedural compatibility with existing Standard Instrument Departure ("SID")/ Standard Terminal Arrival Route ("STAR") networks.

5.11.9 During the public participation process, an I&AP, a domestic airline, issued a letter of support for the proposed Cape Winelands Airport, stating, *inter alia*, the following:

"Secondary airports such as CWA are essential to the success of the low-cost carrier model. Around the world, secondary airports have enabled LCCs to thrive by offering lower airport charges, quicker turnaround times, and reduced airspace congestion. These efficiencies are fundamental to maintaining our high aircraft utilisation, low operating costs, and ability to offer affordable fares." (sic)

5.12 I concur with the Responding Statements of the Applicant and the Delegated Competent Authority in relation to this ground of appeal.

5.13 Considering the above, the concerns regarding the geographical location of the airport, the surrounding terrain, the proximity to Cape Town International Airport and the potential effect on impacted airspace and surrounding aviation activities were sufficiently identified and considered in the EIA process through the specialist aviation studies submitted as part of the application. On the information before the Department, none of those studies indicated that the proposed expansion would result in unacceptable safety impacts such as to preclude the granting of the environmental authorisation. While the final detailed design of airspace, routing, obstacle clearance and related operational aviation matters remain subject to determination by the competent aviation authorities within their respective statutory mandates, this does not mean that the Department lacked sufficient information for purposes of the environmental decision-making process under NEMA.

Appeal ground 4: Critically Endangered indigenous vegetation

5.14 During the Scoping and EIA process, the I&APs raised a concern that the results of the online **National Web-Based Environmental Screening Tool** (2023) indicate the Terrestrial Biodiversity Sensitivity Theme for the study to be of very high sensitivity due to 'the presence of CBA 1's, CBA 2's, critically endangered ecosystems, and an endangered ecosystem'.

5.15 According to the **Botanical Scoping Report** dated September 2024, the botanical impacts specialist acknowledged, confirmed and recommended the following:

5.15.1 The total current study area is now about 470ha, with the proposed airside layout being about 172ha. The study area is largely surrounded by agricultural land. The site's northernmost remaining patch of vegetation as **Swartland Silcrete Renosterveld**, which is Critically Endangered on a national basis (Government of South Africa 2022).

5.15.2 The vegetation types in the study area are classified as Swartland Silcrete Renosterveld, Swartland Shale Renosterveld, Swartland Granite Renosterveld and Cape Flats Sand Fynbos, which differs somewhat from what is presented in the SA vegetation map. The only remaining habitat on site is Swartland Silcrete Renosterveld and Swartland Shale Renosterveld, which are both listed as Critically Endangered on a national basis, and any viable and partly intact remnants are thus of high national conservation priority.

5.15.3 Approximately 93% of the study area and about 88% of the site has been heavily disturbed and degraded over a long period of time, with the result that negligible

indigenous vegetation is found in these areas, and these areas are now of Low botanical sensitivity. These areas present no significant botanical constraints to development. However, two patches of Very High botanical sensitivity have been identified in the study area, each of about 1.6ha in extent. The northern one (Swartland Silcrete Renosterveld) is located within the proposed development area, whilst the southern one (Swartland Shale Renosterveld) is just outside the development area.

5.15.4 A total of 14 plant Species of Conservation Concern ("SCC") were found, with the most significant populations being within the two areas of Very High sensitivity. These are clear priorities for conservation and would ideally not be disturbed or lost to development.

5.15.5 Based on the Endangered and Critically Endangered status of the habitats it was strongly recommended that any mapped areas of remnant habitat that are lost to development should be offset by formalized 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 the national Department of Forestry, Fisheries & Environment National Biodiversity Offset Guidelines). Preliminary estimates suggest that the 1.6ha of Very High sensitivity vegetation (partly degraded) will need to be offset at a ratio of at least 20:1, and the 2.3ha of Medium sensitivity at a ratio of about 10:1, and the 1.3ha of High sensitivity vegetation at about 15:1. This means that a total offset of about 75ha (plus ongoing environmental management budget for this) might be required to help mitigate the unavoidable residual botanical impacts of the loss of natural habitat on site. The biodiversity offset must be finalized in terms of the conditions of the authorisation.

5.16 The **Plant Species Impact Assessment** for proposed CWA, Fisantekraal, dated 10 February 2025, which was conducted by the botanical impacts specialist stated, *inter alia*, the following:

5.16.1 The total current study area is now about 470ha, with the proposed airside layout being about 172ha and the landside layout is about 152ha, making a total footprint of about 324ha. The study area is largely surrounded by agricultural land. The applicant has proposed to purchase agricultural land to the east of the main project area, after project approval and this approximately 412ha area will be managed primarily for ongoing agriculture, as well as some wetland offset rehabilitation and plant species conservation.

5.16.2 The preferred development layout is now known as Alternative 4.

5.16.3 In terms of botanical sensitivity, two patches of Very High sensitivity have been mapped in the primary study and another two in the Agricultural Precinct. The patch closest to the airport infrastructure is anchored by the important population of *Leucadendron verticillatum* (Critically Endangered; Klapmuts Conebush; about 60 plants), but other SCC present in this area are *Drosanthemum hispifolium, Xiphotheca lanceolata* and *Restio duthieae*. This is probably the only part of the primary study area not previously cultivated and quarried and lies just east of the proposed development footprint. The second Very High sensitivity patch is in the northern area (1.6ha), unfortunately at least partly (maybe 30-50%, depending on the plan) within the proposed runway alignment. This patch is classified as Swartland Silcrete Renosterveld, a Critically Endangered vegetation type. This ferricrete outcrop supports a large population (and the only one on the primary study area) of *Podalyria microphylla* (Critically Endangered), along with at least six plants of what is currently thought to be an undescribed species of *Ficinia*. The patches of High sensitivity, all in the original study area, are brushcut "lawns" in front of the hangars, plus three patches near the main gate, two brushcut and one not. These areas could arguably be mapped as Medium sensitivity, but the relatively high species richness has elevated their sensitivity rating. The brushcut areas have been kept clear of

woody aliens (by mechanical and chemical control), but the brushcutting does mean that there are no indigenous shrubs either, and the plant community is thus dominated by seasonal annual and bulbs but is species rich and of conservation value. There are substantial woody alien seedlings in the area that is not brushcut, near the main gate. A young, flowering plant of *Leucospermum grandiflorum* (Endangered) was present in one of these area in June 2021, and one dead plant of this species (evidently killed by the brushcutting) was observed. However, the living plant had been mowed and was dead in Sep 2021. The area also supports a fairly high diversity of bulbs and annuals but is largely likely to fall within the development footprint.

5.16.4 The main construction phase botanical impact of the proposed development is loss and degradation of the remaining natural and partly natural vegetation in some of the development footprints. It is likely that about 1.0ha of the 1.6ha patch of Very High sensitivity in the north will be lost, along with the two associated plant SCC in this area. About 1.3ha of High sensitivity vegetation will be lost, and about 2.7ha of Medium sensitivity vegetation will be lost. Thus, a total of about 5ha of vegetation of some sensitivity will be lost, with all the rest being of Low sensitivity (generally heavily disturbed or cultivated).

5.16.5 Only 3 of the 25 recorded plant SCC in the study (and Agricultural Precinct) area will be lost to the proposed development footprint.

5.16.6 The overall botanical construction phase impact of the proposed development is likely to be **Medium – High negative before mitigation**, driven mainly by the partial loss of a 1.6ha patch of Very High sensitivity Swartland Silcrete Renosterveld (Critically Endangered), and the two associated plant SCC in this area. This impact is largely unavoidable, other than by runway layout alteration. **After mitigation** this could be reduced to an acceptable **Medium negative level, or even Low negative**, if adequate ecological management of the priority remaining natural areas is implemented, along with an appropriate biodiversity offset.

5.16.7 The overall cumulative ecological impacts of the proposed development at the local scale are likely to be Low to Medium negative prior to mitigation, given the fairly small area of High or Very High sensitivity vegetation to be impacted (<3ha). After mitigation, and with implementation of an appropriate offset, and on-site management of the remaining conservation worthy areas, this could be reduced to Neutral or even Low positive.

5.16.8 Given the Endangered and Critically Endangered status of the underlying habitats, and the level of impact (Medium – High negative before mitigation) it is required that any mapped areas of remnant habitat that are lost to development should be offset by formalised conservation of high conservation priority examples of the same habitat in the region, at the appropriate ratios (as per the national **Department of Forestry, Fisheries & Environment** National Biodiversity Offset Guidelines, 2022). A specialist terrestrial biodiversity offset report has been completed (M. Botha 2024) and found that a terrestrial biodiversity offset of at least 77ha is required (plus ongoing environmental management budget for this). The applicant, or their appointed management authority, will provide all necessary funding for all required ecological management of the site (airport site and conservation areas in Agricultural Precinct, including all Search and Rescue costs), and for the chosen and agreed biodiversity offset, in perpetuity.

5.17 In the comments and responses report, the botanical impacts specialist responded as follows:

5.17.1 Detailed botanical site sensitivity mapping has been undertaken, accurate to less than 5m. It was determined that there are indeed small but important remnants of Endangered and Critically Endangered ecosystems (and CBAs) within the overall project area, and unfortunately others fell unavoidably (due to geometric layout

considerations of runway, etc.) within the proposed development footprints, whilst other remnants are outside the development footprints. It would be ideal if all such remnants could be excluded from the development footprints, but this is simply not possible given the project at hand, and the Mitigation Hierarchy was carefully followed being 1) Avoidance 2) Minimisation of Impact and 3) Mitigation of Impact, where the first two steps were not fully possible.

5.17.2 In many cases mapped areas of CBA1 and Endangered and Critically Endangered ecosystems proved to be badly degraded, with little rehabilitation potential, and on balance it is felt that the development layout, including all mitigation and the required biodiversity offset will not result in an unacceptably high level of botanical loss on this site.

5.18 CapeNature provided, *inter alia*, the following comments with regards to the biodiversity offset:

"1. The medium to high negative pre-mitigation impact of the development as assessed by the botanical specialist is accepted, considering that the vegetation type to be impacted occurs in small patches within the site (about 5ha cumulatively) within a highly modified landscape. It is noted that the botanical specialist has indicated that the residual negative impact would be medium or even low provided the avoidance measures proposed and recommended biodiversity offset implemented for the parts of the naturally vegetated areas to be lost. It is further noted that the impacts of alternative 2 and 3 (preferred alternative) are essentially the same. The botanical assessment has assessed the baseline receiving environment/habitat that will be impacted by the proposed development. The botanical assessment is supported, all mitigation measures and recommendations must be implemented.

2. It is agreed that the terrestrial biodiversity offset is warranted considering the fragments of critically endangered habitat that will be impacted by the proposed development, and the medium to high impact on these habitats as assessed by the botanical specialist…"

5.19 Conditions have been included into the EA to manage the unavoidable loss of the sensitive vegetation on the site including the biodiversity offset which will be implemented according to the relevant biodiversity offset guideline.

5.20 I concur with the contents of the Responding Statements from the Applicant and the Delegated Competent Authority in relation to this ground of appeal.

5.21 Considering the above, the unavoidable loss of Endangered and Critically Endangered habitats due to the development has been extensively investigated and the loss will be offset by formalised conservation of high conservation priority examples of the same habitat in the region, at the appropriate ratios in accordance with the Department of Forestry, Fisheries & Environment's National Biodiversity Offset Guidelines). A specialist terrestrial biodiversity offset report has been completed which found that a terrestrial biodiversity of offset of at least 77ha is required (plus ongoing environmental management budget for this). The applicant, or their appointed management authority, will provide all necessary funding for all required ecological management of the site (airport site and conservation areas in Agricultural Precinct, including all Search and Rescue costs), and for the chosen and agreed biodiversity offset, in perpetuity. While it is accepted that the proposed expansion will result in the unavoidable loss of some remnant critically endangered vegetation, the specialist assessment also confirmed that the majority of the site has already been heavily disturbed and is of low botanical sensitivity. The appellant's contention that the site is unsuitable solely because critically endangered vegetation will be affected therefore cannot be sustained.

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Appeal ground 5: Birdlife

5.22 During the Scoping and EIA process, the I&APs raised a concern that bird strikes are not accounted for, and the open water bodies should be covered with appropriate netting.

5.23 The **Specialist Bird Strike Risk Assessment** dated September 2024 which was conducted to address the threat of bird strikes as a safety concern in aviation from the proposed development concluded with the following:

5.23.1 The presence of bird species is primarily associated with agricultural land use and water bodies within the primary bird hazard zone surrounding the proposed airfield. The movement of birds between these habitats require some management measures to be in place. Specific attention should be given to managing the wastewater treatment works ("WWTW"), its expansion, and the surrounding livestock feedlots and lawn cultivation areas.

5.23.2 The large open water body to the southeast of the airfield requires careful oversight. The landowners in the vicinity will need to be engaged to mitigate the attractiveness of agricultural and farming activities to birds. The establishment of grassy areas, which attract birds' risk, directly on the airfield and adjacent to manoeuvring zones is discouraged.

5.24 A **Bird and Wildlife Hazard Management Landscape and Open Space Planning Guideline** document has been compiled for the proposed CWA. This must be implemented as a condition of authorisation.

5.25 In the comments and responses report, the avifauna/poultry specialist provided the following responses:

5.25.1 Wild birds are unlikely to be a significant issue. Airports are designed to create conditions that are hostile to wild birds on both the airside and landside to minimize bird strike. At the same time, netting of any body of water on the airport property is a desirable precautionary measure.

5.25.2 The Avifauna specialist stated that bird strike for these retention periods is not a concern but will be closely monitored.

5.25.3 A bird strike specialist was involved in the EIA process. A Wildlife Hazard Management Plan (including Birds) will be developed as per the requirement for all airports.

5.25.4 The wildlife management plan will look at bird breeding areas on and near the site and bird strike avoidance. No Blue Crane breeding sites have been identified with the Bird Strike Risk Assessment so these measures will be developed when the wildlife management plan is developed.

5.25.5 No Blue Cranes can breed on site as it will be a strike risk to the planes.

5.26 CapeNature provided these comments regarding the avifauna and bird strikes:

"2. The faunal specialist has assessed a low negative residual impact to faunal species with potential faunal habitat on site assessed as low to intermediate sensitivity with more natural patches offering more diverse habitat while most of the site has been highly modified by agriculture and transformed by the current airport facility. The only avifaunal SCC confirmed on site is Blue Crane and forage and breed on cultivated areas. Recommended mitigation measures as per the faunal assessment include that any Blue Crane breeding areas discovered will require the input of an avifaunal specialist on the way forward. It is suggested that in such cases any breeding areas for Blue Crane be avoided and if they cannot be avoided that an avifaunal specialist provide measures to move nests or individuals (if this is possible) that can be included in the EMPr. Other than this the faunal assessment is supported, and all recommendations and mitigation measures must be implemented."

5.27 Considering the above, the risk of bird strikes and the presence of bird-attracting features in and around the site were adequately identified, assessed and considered in the specialist Bird Strike Risk Assessment and the EIA process. While it is accepted that agricultural land

uses, water bodies and other bird attractants in the surrounding area create an inherent bird-strike risk, the specialist assessment did not conclude that this renders the site unsuitable for the proposed expansion. Instead, it concluded that the risk is capable of management through the implementation of the Bird and Wildlife Hazard Management Landscape and Open Space Planning Guideline, the mitigation measures contained in the EMPr, and the conditions of authorisation, including measures relating to open water bodies on the site.

Appeal ground 6: Sustainability and Climate change

5.28 The I&APs identified that the EIA process for the proposed development does not address the question of associated carbon emissions.

5.29 A **Climate Change Impact Assessment Report** (dated February 2025) and compiled by Brundtland Consulting (Pty) Ltd) assessed the impact of the Project on climate change, a carbon footprint for the construction and operation of the airport was developed using the Green House Gases ("GHG") Protocol's Corporate and Accounting reporting standard and the Department of Forestry, Fisheries and Environment's Methodological Guidelines for the Quantification of Greenhouse gas emissions. The carbon footprint included Scope 1 direct and Scope 2 indirect GHG emissions largely related to the combustion of fuels and the use of electricity by the airport itself, as well as Scope 3 value chain emissions largely related to fuel usage by road transport and flights to and from the airport. It was concluded that the proposed development will align with national and global climate goals while ensuring resilience against evolving climate challenges by implementing the planned mitigation and adaptation strategies. The emissions controlled by the airport are low when compared to the emissions related to fuels burnt by incoming and outgoing flights which will be managed through future carbon budgets imposed on airlines under the Climate Change Act.

5.30 In the comments and responses report, the Applicant responded that:

5.30.1 The broader emissions associated with increased air traffic at CWA, including the projected 200 daily flight movements, have been addressed separately in the Climate Change Impact Assessment.

5.30.2 The **Climate Change Impact report** quantifies total Scope 1, 2, and 3 emissions through to 2050, and confirms that even at full capacity, CWA's emissions represent less than 0.1% of South Africa's national carbon budget.

5.31 The climate change mitigation measures outlined in the EMPr include the following:

Wildfires

5.31.1 Identification of infrastructure and areas on site that are vulnerable to wildfire risks.

5.31.2 Consideration of wildfire risks in site design and layout planning and fuel management procedures.

5.31.3 Construction of firebreaks in areas vulnerable to wildfires.

5.31.4 Implementation of site evacuation and emergency response plans for wildfire events to ensure health and safety of employees.

5.31.5 Ensuring that backup power systems are available, should energy supply be disrupted.

Landslides

5.31.6 Avoidance of building near steep slopes, close to cliffs or near stream channels and drainage ways.

5.31.7 Planting of ground cover on slopes.

5.31.8 Seeking of professional evaluation of the site as construction plans may need to consider structures for debris flow diversion or retention, if the area is prone to landslides,

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5.31.9 Ensuring that multiple transportation routes of entry to and exit from the site in case roadways are damaged.

Water Scarcity

5.31.10 The development of a water scarcity management plan to mitigate water scarcity risks.
5.31.11 The CWA should increase water storage, reduce water use and improve water consumption efficiencies.
5.31.12 Ensuring that multiple potable water sources are available for the site to alternate between should it be required.
5.31.13 Investigation of monitoring and forecasting systems to help predict future periods of drought and enhance preparedness.
5.31.14 Monitoring of water consumption during drought periods to prevent compromising water availability.

Extreme Heat

5.31.15 Keeping facilities/buildings cool with efficient use of air-conditioning.
5.31.16 Consideration of building designs appropriate for local climate that are conducive to cooling in summer i.e., consider building orientation, natural shading, and ventilation.
5.31.17 Ensuring that equipment and vehicles purchased for use on site can operate under increased ambient temperatures to avoid downtime.
5.31.18 Investigation of early warning/monitoring systems to inform the site of expected heat wave occurrences.
5.31.19 Ensuring health and safety of employees by regularly monitoring hydration levels, avoiding work hours during the hottest part of the day and providing medical attention/resources to those who are vulnerable.

Urban and Riverine Floods

5.31.20 Ensuring that drainage infrastructure is well maintained.
5.31.21 Ensuring that infrastructure built on site is resilient to projected flood levels, and that site design and layout planning considers the potential for flooding event on site
5.31.22 Implementation of site evacuation and emergency response plans for flooding events to ensure health and safety of employees.
5.31.23 Ensuring that backup power systems are available, should energy supply be disrupted.

5.32 Considering the above, the **Specialist Climate Change Impact Assessment** established that the proposed airport will result in a low-medium significance impact in terms of greenhouse gas emissions and recommended mitigation measures which will be implemented through the EMPr and the conditions of the authorisation. On the information before the Department, the proposed airport was not found to be inconsistent with national and global climate goals, provided that the identified mitigation and adaptation measures are implemented. Appropriate climate-change mitigation and resilience measures are contained in the EMPr and the conditions of authorisation and must be implemented throughout the lifecycle of the development.

Appeal round 7: Biosecurity

5.33 During the Scoping and EIA process, the I&APs raised, *inter alia*, the following concerns with regards to this ground of appeal:
5.33.1 The landside activities of the proposed expanded airport should be moved to the western side right up against the boundary with County Fair farms.

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5.33.2 The increase in human activity so close to the chicken houses will undoubtedly compromise biosecurity in terms of poultry production.

5.34 In the comments and responses report, the issues were addressed as follows:

5.34.1 Landside layout was determined by the preferred runway orientation and airside positioning. Once the runway orientation was determined (through a rigorous analysis), the 3.5km runway positioning on site had to be determined. The runway could not be shifted further West, due to the physical constraints on site, such as the quarry, property boundaries and topography of the site.

5.34.2 The runway could not be shifted further East because of space and boundary constraints. The runway had to maintain an orientation of 01-19 to allow for parallel airspace operations with CTIA to allow for safer and more efficient airspace operations. Once the runway orientation and placement were concluded as per current proposal, vacant land existed on the West and the East for landside development.

5.34.3 The integration of the landside development into the urban area as per the planning documents (such as the **City of Cape Town 2023 Metropolitan Spatial Development Framework** ("MSDF") had to be evaluated to minimize the loss of productive agricultural area and avoiding and minimize impacts on the biophysical environment.

5.34.4 The **Poultry Biosecurity Report** assessed the impacts associated with the development of CWA, inclusive of landside development on the West, and proposed mitigation measures, which have been included in the EIA Report and EMPr. Please refer to page 25 of the Poultry Biosecurity report states that: In general, with suitable mitigation measures it should be possible for the farm and the proposed airport to coexist.

5.34.5 Impacts of the proposed CWA project on Country Fair have been evaluated by various specialists (notably the Poultry specialist Dr Petty). The **Poultry Biosecurity Report** assessed the impacts associated with the development of CWA, inclusive of landside development on the West, and proposed mitigation measures, which have been included in the EIA Report and EMPr.

5.34.6 The omission of chicken manure to be used in the biodigester was because of the I&AP's comment and specialist evaluation and recommendation.

5.34.7 The **Noise Specialist Report** confirms that no undue noise will impact on the County Fair land and operations, the impact should be acceptable, no concessions are therefore required. The Biosecurity and Poultry Health specialist recorded on page 21 of her report that…"*All scenarios remain below the 80dB level associated with harm to poultry and are only slightly higher than current levels*."

5.34.8 Airports are designed to create conditions that are hostile to wild birds on both the airside and landside to minimize bird strikes. Water bodies on the airport property will be implemented as a desirable precautionary measure.

5.34.9 To mitigate the biosecurity risks associated with the airport's access road, a solid high wall (at least 1.7m) will be implemented to block the farm from the airport.

5.34.10 On waste management, South African airports generally have good waste management practices, largely due to the imperative to avoid attracting wild birds, which pose a significant safety hazard to aircraft.

5.34.11 The original biosecurity and health assessment stated that a noise level greater than 80dB or higher is a common level for concern. A single short stress does not affect egg production, but continuous stress does. The noise effect is a series of short stresses not one long stress.

5.34.12 Comprehensive studies show no production losses in broiler or laying flocks exposed to noise levels as high as 99 dBA from various aircraft.

5.35 The EMPr which will be implemented as included in the conditions of the authorisation contains, *inter alia*, the following:

5.35.1 It acknowledges that there may be:

5.35.1.1 Increase activity, dust and noise that will affect poultry.

5.35.1.2 Flies and rodents associated with improper waste management can transmit diseases.

5.35.1.3 Light pollution as the result of road usage at night and lighting of the airport near the poultry farm may interfere with the circadian rhythm of breeders and layer birds.

5.35.1.4 Loud noises (aircraft and vehicles) can disturb and stress the birds and decrease production.

5.35.1.5 Increase air pollution can cause respiratory issues in poultry.

5.35.1.6 Contamination of ground water may occur because of run-off of water used for cleaning and accidental spills.

5.35.1.7 The influx of people into the area may act as fomites and transmit poultry diseases.

5.35.1.8 Wild birds attracted to the area may transmit diseases if they encounter poultry.

5.35.1.9 International waste poses a risk for disease outbreaks.

5.35.2 It proposes the following measures, amongst others, to mitigate the potential biosecurity impacts and risks associated with the proposed development:

5.35.2.1 Planting of fast-growing vegetation that does not attract wild birds.

5.35.2.2 Installation of a solid wall to screen the section of the poultry farm closest to the construction. The type and extent of barrier to be implemented should be subjected to consultation between the parties, it must align with regulatory guidelines and requirements and it need to achieve the mitigation requirements for dust, noise and lighting impacts.

5.35.2.3 Implementation of the dust mitigation measures during the construction phase: i.e. use of water to settle dust, enforcement of 30km/h speed limits, rerouting traffic away from the farm.

5.35.2.4 Adherence to good housekeeping and municipal by laws to address pests.

5.35.2.5 In terms of light mitigation, the road should be designed so that light does not shine into poultry sheds, signs requiring that car lights are dimmed on the affected section of road, diversion of traffic to an alternative road, barriers that prevent light going into the sheds erected on farms, hood the sources of light, erection of a facility wall which will block some of the light and the use of minimal lighting in the car park area.

5.35.2.6 In terms of noise mitigation, fast growing vegetation should be planted that does not attract birds (to muffling noise), construction of the facility's wall to muffle sound, schedule arrivals during the daytime, avoid runways closest to the farm (phase 1).

5.35.2.7 Air Quality Mitigation Measures should be implemented.

5.35.2.8 Hydrogeological mitigation measures should be implemented.

5.35.2.9 People should be isolated from the farm and access by people to the farm should not be allowed.

5.35.2.10 Stagnant pools of water should be avoided by treating wastewater in closed systems and waste should be handled according to the relevant municipal By-laws.

5.36 Considering the above, the biosecurity risks and impacts have been adequately identified, assessed and mitigated as per the mitigation measures contained in the EMPr which will be implemented as required by the conditions of the authorization.

5.36.1 The issues therefore which were raised by Dr Lukhele's report were adequately addressed in the abovementioned comments and responses. The Wildlife Hazard Management Plan

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will be implemented as required by the EMPr and the conditions of the authorization to address aspects associated with open water bodies.

Appeal ground 8: Public Participation Process is defective, non-transparent and non-inclusive

5.37 A comprehensive and detailed public participation process which has exceeded the minimum requirements for a public participation process has been conducted in terms of the NEMA and the 2014 EIA Regulations.

5.38 The comments of the I&APs and the responses which were detailed in the comments and responses report were considered. It has been noted that the I&APs responses also informed the formulation of the measures contained in the EMPr. For example, the comments and responses report also demonstrate the concerns, *inter alia*, raised regarding the poultry biosecurity risks and impacts and how the risks and impacts have been addressed.

5.39 The comments received from the I&APs and the responses to those comments were considered during the decision-making process. However, the reasons for the decision of the Delegated Competent Authority could not demonstrate and refer to all the lengthy comments which were received from the I&APs. Where the Delegated Competent Authority did not fully agree with certain comments, it ensured that appropriate mitigation measures are in place to mitigate the impacts of the proposed activities on the environment.

5.40 The airspace design issues were considered in aviation studies such as the Airspace and Capacity Study and Concept of Operation Report submitted with the EIA Report and are deemed adequate for the purposes of the Scoping and EIA Application process.

5.41 I concur with the contents of the Responding Statements from the Applicant and the Delegated Competent Authority.

5.42 Considering the above, a comprehensive public participation process, which exceeded the minimum requirements of NEMA and the 2014 EIA Regulations, was undertaken. Interested and affected parties were afforded multiple opportunities to participate, submit comments and raise concerns, and the issues raised were responded to in the comments and responses report and considered during decision-making. Although certain detailed aviation and airspace design matters remained subject to further specialist and regulatory processes, the information made available during the Scoping and EIA process was sufficient to enable meaningful participation and to inform the environmental decision-making process. The appellants' contention that the public participation process was defective, non-transparent and non-inclusive therefore cannot be sustained.

Appeal ground 9: Site visit

5.43 There is no mandatory provision in the NEMA and its 2014 EIA Regulations that require the Competent Authority to conduct a site visit for an EIA application. As a result, a site visit may not be conducted at all for other EIA applications.

5.44 The EIA Report and the specialist studies contained sufficient information about the status of the site and its surrounding environment, which confirmed, *inter alia*, the following:

5.44.1 The site is largely surrounded by agricultural land.

5.44.2 Approximately 93% of the total study area is deemed to be of Low botanical sensitivity, with a total of 7% being of Medium, High or Very High botanical sensitivity.

5.44.3 The site is bordered by the R312 and Garden Cities urban development in the South, with several agricultural activities towards the East and North. North-West is a Corobrik mine in process of closure and the Fisantekraal Wastewater Treatment Works.

5.44.4 The Bella Riva urban development and the County Fair Laying Farms are directly West of the CWA.

5.44.5 In the West, there are dirt and dust recreational tracks, and Braam's Voerkrale.

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5.44.6 Southwest of the site is the Fisantekraal residential area, which links with the Greenville Garden Cities development.

5.45 To obtain an overview of the site and its environment, the Competent Authority also has access to Geographical Information System databases and the internet-based Google Earth which contained remote sensing imagery.

5.46 The Department of Environmental Affairs and Development Planning's ("DEA&DP") Sub-directorate: Environmental Appeals Management conducted a site visit to obtain a general overview of the site and its surroundings during the review of the appeals against the EA.

5.47 Considering the above, the Delegated Competent Authority is not obliged to conduct a site visit for an EIA application although it reserves its discretion to undertake a site visit whenever it deems appropriate to do so. The timing of the site visit therefore had no significant bearing on the review and consideration of the application by the Delegated Competent Authority as information was available about the state of the site and its surroundings during the decision-making process.

Appeal ground 10: Conditions of the EA and absence of adequate conditions of authorisation that mitigate the impact on existing aviation operations

5.48 Condition 29 of the EA, which requires the submission of Urban Design Guidelines, was recommended by the specialist Visual Impact Assessment as a post authorisation process document to be compiled to address, *inter alia*, the following:

5.48.1 Guidelines for Fencing, Walls, Entrances and Boundary interfaces.

5.48.2 Lighting guidelines.

5.48.3 Materials and finishes guidelines.

5.49 The EMPr also includes this measure: *"It is recommended that the first Site Development* Plan *(SDP) to be submitted for approval must trigger the requirement for the following to be submitted for approval to the CoCT at the same time:*

1) An Urban Design Guidelines document to govern all architectural development within the CWA throughout all future phases …".

5.50 Condition 30 of the EA which requires the submission of the Groundwater Monitoring Action Plan was recommended by the specialist Geohydrological study as a post authorisation process document to be compiled to address, *inter alia*, boreholes to monitor the regional groundwater quality and water levels. The EMPr also includes this measure: *"The Groundwater Monitoring Action Plan must be included as an Annexure to the approved EMP."*

5.51 Condition 31 emanates from the general construction phase mitigation measures of the specialist Visual Impact Assessment which states that *"Dust management, waste management, the placement of screens and hoarding, as well as the location and management of access points to the site must be proactively managed to reduce visual clutter and limit visual impacts associated with construction activity before, during and after each phase of the construction process (demolition, excavation, project execution, close-out etc., establishment, etc.)"*.

5.52 Condition 32 of the EA which requires the submission of the Water Scarcity Management Plan emanates from the identification of the water scarcity risks in the EIA Report. The EMPr includes a measure which states that: *"A water scarcity management plan should be developed to mitigate water scarcity risks."*

5.53 Condition 40.1 of the EA which requires the implementation of the Overall Lighting Report to ensure that lighting is correctly included to avoid/mitigate impacts. The EMPr also includes a measure which requires the following: *"An Overall Lighting Report should be prepared at SDP stage by a suitably qualified electrical engineer, to be submitted to the CoCT for comment and approval."*

5.54 In terms of Condition 42.1 of the EA, the EIA Report stated that impacts associated with an on-site Waste Management Facility must ensure that, in relation to the attraction Birds and Vermin: *"Best practice pest control measures will be implemented, and a Certified Pest Control Company will be appointed at the onset of the Construction and Operational Phases to ensure that preventative measures are put in place and monitored to ensure the effectiveness of the Pest Control Schedule."*

5.55 Condition 46 of the EA which requires a Noise Mitigation and Management Plan was informed by the EIA Report which stated that: *"A Noise Mitigation and Management Plan (NMMP), with measurable goals, which will effectively prevent and intricately manage noise emissions from the Operational Phase of the CWA must be compiled prior to the implementation of the proposed Operational Phase. The NMMP is to be included in Annexure 19."* The EMPr also included this requirement as a post authorisation document.

5.56 To ensure procedural fairness in the compilation and submission of the post authorisation documents required by the conditions of the EA, the following condition should be included in the EA:
Condition E50:

"The registered Interested and Affected Parties including the Appellants must be afforded an opportunity to submit comments on all the post authorisation documents, such as management plans and guidelines in terms of Conditions 29, 31, 32, 40.1, 42.1 and 46 of the EA."

5.57 The EA has included conditions of authorisation which are intended to ameliorate the significance of the environmental impacts, which cannot altogether be avoided during the operational phases of development. Condition 49, which consists of measures which were recommended by the specialist Socio-Economic Impact Assessment ("SEIA"), has been imposed in the conditions of the authorisation, to address the impact on nearby farming and business operations such as the general aviation community.

5.58 Considering the above, the appellants' contention that the conditions of the Environmental Authorisation are inadequate, or that material matters were impermissibly deferred to later plans and reports, cannot be sustained. The key environmental impacts of the proposed development were identified, assessed and considered during the Scoping and EIA process, and binding mitigation measures were incorporated into the conditions of authorisation and the approved EMPr. While certain specialist plans, reports and management instruments are still required post-authorisation, these serve to operationalise, monitor and refine mitigation measures and do not constitute a substitute for the impact assessment undertaken during the EIA process. On the information before the Department, no matter material to the environmental decision was left unassessed in a manner that rendered the granting of the Environmental Authorisation inappropriate.

Appeal ground 11: Socio-economic impacts

5.59 During the Scoping and EIA process, the I&APs raised, *inter alia*, the following concerns with regards to this ground of appeal:

5.59.1 The proposed development will have a significant and material adverse socio-economic impact on the Greenville development and the land use rights granted to Garden Cities by the City of Cape Town in connection with the Greenville development.

5.59.2 Economic impact on existing businesses due to potential disruptions

5.60 The Development Context section of the EIA Report states that:

"The airport currently has a valid Category 1 Aerodrome License (number 0820) from the Civil Aviation Authority (CAA), designating the aerodrome as "Cape Winelands" with ICAO code "FAWN".

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Current aviation activity at the airport consists of flight training, recreational flying, charter, and other unscheduled General Aviation (GA) activity with all flights operate under visual flight rules (VFR).

Flight activity at the airport averages approximately 100 air traffic movements per day, with variation based on weather conditions, seasons, and day of the week." (sic)

5.61 A specialist SEIA was conducted by Dr Jonathan Bloom from Multi-Purpose Business Solutions for the proposed development. The terms of reference for the study included, *inter alia*, an objective to identify potential social and economic impacts/ consequences/ implications associated with the proposed development. The SEIA indicated that, amongst others, the following businesses will likely be affected by the proposed development:

"Several Aviation associations expressed concern about the proposed expansion of CWA as it could impact their operations. ACSA supports the relocation of light general aviation to CWA, but not high-performance General Aviation, such as fixed-wing, jet-engine aircraft. In particular, the precincts surrounding CTIA may experience a significant economic impact if business is redirected to CWA, or if capital allocation is split between two airports (ACSA, 2024). The Stellenbosch Flying Club stated that their primary objective is safeguarding their operational interests and ensuring the design aligns with their flight school's unique requirements and commercial viability. The Morningstar Flying Club's concerns relate primarily to the potential changes to airspaces and the impact they may have on their free and safe use. The South African Hang-gliding and Paragliding Association (SAHPA) expressed concerns about the hang-gliding site at Rondebossie, and launch sites and flight corridors within 50 km."

5.62 The SEIA concluded that "*… the benefits would outweigh the potential socio-economic costs of the proposed CWA expansion. The proposed development and operation of the CWA at the proposed location do not indicate any fatal flaws, provided that all regulatory standards and permit requirements issued to operate airport facilities are adhered to.*" It recommended that "*[m]any potential impacts could be mitigated by introducing the measures proposed by various specialists; these must be considered and implemented by the developer.*"

5.63 In the comments and responses report of the EIA Report, the socio-economic issues were addressed as follows:

5.63.1 The assessment of the impact on surrounding land uses is not specific to the Garden Cities Greenville development, as other development projects, such as Bella Riva, may also be affected.

5.63.2 Greenville residents and surrounding communities stand to benefit significantly from the proposed CWA development. As stated above, the Socio Economic Impact study conducted for the proposed expansion of Cape Winelands Airport indicates that only "57,33% of the total population residing within 10 km of the site is employed, while 59,61% within 20 km are employed." The study further indicates that "*The project could sustain about 32 433 (direct, indirect, and induced) employment opportunities during construction, including ongoing capital expenditure upgrades over 20 years. This could increase household incomes by R3,8 billion over 22 years. During the initial 20 years of operations, the project could sustain about 102 732 direct, indirect, and induced employment opportunities, adding R17,7 billion in household income.*"

5.63.3 The proposed development has been designed with a comprehensive understanding of its socio-economic and environmental impacts, fully aligning with the principles outlined in the **Fuel Retailers Association of Southern Africa versus Director-General: Environmental Management, Department of Agriculture, Conservation and Environment, Mpumalanga Province and Others (CCT67/06) (7 June 2007) judgment**. The EIA process for CWA seeks to identify, assess, and mitigate

potential impacts on surrounding developments, ensuring that both projects can coexist and thrive.

5.63.4 CWA is a critical regional infrastructure project that will enhance economic opportunities, attract investment, and improve accessibility.

5.63.5 The Fuel Retailers case underscores the importance of informed, balanced decision-making to avoid unsustainable developments. CWA's phased approach, rigorous impact assessments, and commitment to stakeholder collaboration ensure that the project supports sustainable regional development without undermining existing or planned developments. By fostering a mutually beneficial relationship, CWA contributes to a vibrant and sustainable future for the area.

5.64 The socio-economic impacts of the proposed development on the general aviation in the area were identified in the **Concept of Operations Report** dated 8 October 2024) which states, *inter alia*, that:

5.64.1 There is no airspace assigned to CWA and only VFR operations take place at the airport, mostly for flight school and private aviation activities.

5.64.2 The Concept of Operations ("CONOPS") outlines the integration of the airspace around CWA with the existing controlled airspace around Cape Town, to ensure a safe, efficient, and harmonious air traffic management while accommodating the growing demand for air travel and aviation activities in the region, while always adhering to the South African National Airspace Masterplan ("NAMP").

5.64.3 Surrounding civil aviation sites identified include many small aerodromes, as well as model aircraft sites, in the area near CWA, but the key aerodromes to be considered in the CONOPS are CTIA (FACT), Ysterplaat Airforce Base (FAYP) and Stellenbosch Airfield (FASH). During the in-process Scoping PPP the need to include Morningstar Airfield in the CONOPS was raised by I&APs and as a result the CONOPS was updated for the EIA Phase

5.65 I concur with the contents of the Responding Statements received from the Applicant and the Delegated Competent Authority in relation to this ground of appeal.

5.66 The socio-economic impacts of the proposed development have been identified, assessed and considered in the SEIA and the relevant aviation studies. Appropriate mitigation measures will be implemented through the EMPr and the conditions of the authorization.

5.67 The granting of the EA was informed by a comprehensive EIA process which included specialist studies on biophysical, social and economic impacts; aviation studies; and detailed public participation processes, which met the requirements of the NEMA and the 2014 EIA Regulations.

5.68 The claims of deferring the mitigation hierarchy are not correct considering that it was applied throughout the assessment of impacts. The airspace design and planning aspects will be dealt with by the relevant aviation authorities such as SACAA, and airspace aspects should not be dealt under the NEMA EIA process.

5.69 The proposed development is subject to various regulatory processes by relevant authorities including the aviation authorities. Aviation authorities such as SACAA have jurisdiction regarding the airspace design and planning. Therefore, the granting of the EA was informed by comprehensive studies which addressed the potential risks and impacts of the proposed.

5.70 Considering the above, the concern raised by the appellants that the final airspace design and associated aviation regulatory processes may affect the operational continuity, viability or flexibility of certain existing aviation businesses is acknowledged. However, this does not mean that the social, environmental and economic impacts of the proposed development were not considered in terms of NEMA. The information before the Department, including the specialist socio-economic and aviation studies, was sufficient to identify, assess and evaluate the relevant impacts of the proposed expansion, including potential operational disruption, employment impacts, training continuity and impacts on surrounding business operations. While certain detailed aviation, routing and airspace-

related consequences remain subject to determination by the relevant aviation authorities within their respective statutory mandates, the overall social, environmental and economic considerations required for purposes of the environmental authorisation were taken into account. On the information before the Department, the residual socioeconomic impact of the preferred alternative was assessed as of low negative significance with mitigation, and the conditions of authorisation and approved EMPr provide for mitigation and management measures to ameliorate the impacts of the proposed activities.

Appeal ground 12: Decrease in use of land for agriculture

5.71 During the public participation processes, the I&APs commented, *inter alia*, about the following:

5.71.1 The impact of the proposed development on the farms - vineyards, chicken, dairy, equestrian.

5.71.2 Several farms surrounding the proposed CWA will probably close down should the expansion go ahead, due to pollution and excessive noise.

5.71.3 No mention is made of the need to rezone agricultural land for the expanded airport.

5.72 In the comments and responses report, it was responded that:

5.72.1 The impacts on agriculture have been assessed in the specialist Agro-Ecosystem Assessment conducted for the proposed project.

5.72.2 The proposal is to retain the existing "*Agriculture*" zoning on the areas east of the runway safety zone. A split zoning is proposed for the two large farm portions, Portion 7 of Farm 942 Kliprug (257 ha) and the Remainder of Farm 474 Joostenberg Kloof (398 ha). Only the runway safety area and the area west of the runway is proposed to be rezoned to Transport Zone 1 (TR1). This explanation is supplemented in Fig. 29 of Appendix 36 with a map indicating the existing and proposed zoning for CWA.

5.72.3 The areas East of the proposed airside currently zoned as agriculture will remain as agriculture zoning with associated farming activities.

5.72.4 The current Concept Stormwater Management Plan that was subjected to consultation as part of the EIA process is regarded as sufficient for the EIA purposes. It addresses the requirements of specialist consultants, comments made, and it include the necessary mitigation measures to address stormwater impacts. The Concept SWMP will further be subjected to the Town Planning application process whereby it will be finalised. After the Town Planning SDP approval, the Detailed SWMP will be approved by the City of Cape Town.

5.73 The EIA Report addressed, *inter alia*, the following agricultural impacts:

5.73.1 Loss of productive land.

5.73.2 Impact on Food Security.

5.73.3 Loss of farming infrastructure.

5.73.4 Change in Employment.

5.73.5 Possible Long-Term Benefits.

5.74 The specialist Agricultural Agro-Ecosystem Assessment stated that

"The proposed development of the Cape Winelands Airport to include a runway of 3 500 m x 45 m, taxiways and the proposed airport facilities and infrastructure will occupy approximately 275 ha of land currently zoned for Agriculture. Table 8 quantifies the loss of the various land use categories. The loss of cultivated fields amounts to 168 ha, of which only ±60% (100 ha) are being cultivated per year, due to the crop rotation system followed. At an average wheat yield of 4.0 t/ha, that loss of productive land relates to a reduction of 400 tons in production or ±0.03% of the wheat production of the Western Cape…

While the impact of the loss of 168 ha high potential productive land is regarded as high, it is deemed justified in terms of the perceived importance of the proposed Cape Winelands

Airport development as a key infrastructure node for the Cape Metropole and surrounding districts and is therefore supported and recommended for approval." (sic)

5.75 The Western Cape Department of Agriculture indicated that it has no objection to the proposed CWA when it was consulted in terms section 24O of the NEMA.

5.76 Considering the above, the loss of productive land was adequately investigated and the specialist recommended that the proposed CWA should be authorised since it is a key infrastructure development for the Cape Metropole and surrounding districts.

Appeal ground 13: Traffic impacts

5.77 During the public participation processes, the I&APs commented, *inter alia*, that traffic is a concern considering the lack of access roads.

5.78 In the comments and responses report, the EAP responded that Impacts associated with transport and roads are assessed in the TIA conducted by specialists for the proposed project.

5.79 The specialist Transport Impact Assessment ("TIA") assessed the traffic impacts of the proposed CWA development and concluded that the impact of the CWA will be relatively low compared to the other future developments in the area. Hence, it is recommended that the airport be approved from a transport point of view and that an amended TIA be prepared in future to accommodate changes in intersection upgrades over time.

5.80 The EMPr, which has been approved in the conditions of the authorisation for implementation, include, inter alia, the following measure:

5.80.1 All deliveries are to be scheduled outside peak hours to prevent congestion during peak periods.

5.81 I concur with the contents of the Responding Statements in relation to this ground of appeal.

5.82 Considering the above, the specialist TIA concluded that proposed development should be authorised for the CWA and appropriate mitigation measures have been included in the EMPr to mitigate and manage the potential traffic impacts.

Appeal ground 14: Light pollution

5.83 Light pollution impacts were generally identified and assessed in the specialist VIA where the recommended mitigation measures were included into the EMPr.

5.84 The site only consists of about 5ha of vegetation of some sensitivity which will be lost while all the rest is of Low sensitivity (generally heavily disturbed or cultivated). A botanical offset has been considered for the vegetation that will be lost due to the CWA development.

5.85 The EMPr includes the following measures in relation to light pollution:

5.85.1 An Overall Lighting Report should be prepared at SDP stage by a suitably qualified electrical engineer, to be submitted to the City of Cape Town for comment and approval.

5.86 I concur with the contents of the Responding Statements in relation to this ground of appeal.

5.87 Considering the above, the light pollution impact has been adequately considering and appropriate mitigation measures will be implemented through the conditions of the authorisation.

Appeal ground 15: Water pollution

5.88 The I&APs identified that the contamination of the aquifer will result in livestock, residents and crops in Joostenbergvlakte not getting enough and/or quality water.

5.89 In the comments responses report, the following responses were made:

5.89.1 There is a comprehensive set of specialist reports in the application that deals with the agricultural and water related issues.

5.90 The EIA Report acknowledged that the aquifer vulnerability increases to the north-east where the Colenso Fault system is located and it should be considered as a sensitive area in terms of groundwater.

5.91 The EMPr requires the submission of the Groundwater Monitoring Action Plan which must be included as an Annexure to the approved EMPr. It also contains a comprehensive list of mitigation measures for geohydrological impacts during the construction and operational phases of the development, in terms of the following:

5.91.1 Surface runoff.

5.91.2 Leaks from fuel storage and distribution.

5.91.3 Fuel containment area.

5.92 Considering the above, groundwater impacts have been satisfactorily considered, and appropriate mitigation measures have been put in place to ameliorate the impacts of the activities.

Appeal ground 16: Air pollution

5.93 During the public participation processes, the I&APs identified air quality as one of the most important impacts to consider.

5.94 In the comments and responses report, the following responses were provided:

5.94.1 Air quality impacts have been quantified and addressed in the relevant study.

5.95 The Air Quality Impact Assessment conducted for the Cape Winelands Airport found that ambient air quality impacts will be low and within national standards, with no significant increase in PM2.5 or ultrafine particulate concentrations at sensitive receptors such as Fisantekraal. However, the study recommended mitigation measures in terms of air quality impacts.

5.96 The EMPr includes the following mitigation measures in terms of the air quality impacts:

Construction phase

5.96.1 Dust suppression measures are recommended in order to reduce any possible impacts.

5.96.2 Dust monitoring along the western, southern and northern boundaries of the site is recommended to be conducted monthly during construction and to be reported quarterly to the authorities.

Operational phase

5.96.3 A continuous air quality monitoring station is established at the northern CWA site boundary.

5.97 Considering the above, the air quality impacts have been addressed, and mitigation measures have been recommended for implementation during both the construction and operational phase of the development.

Appeal ground 17: Devaluation of agricultural

5.98 The I&APs commented during the public participation processes that the proposed CWA will negatively affect property values.

5.99 In the comments and responses report, the devaluation of properties has been assessed as part of the Socio-Economic Impact Assessment conducted by specialists for the proposed project.

5.100 The specialist SEIA stated that:

"Residential property owners may be concerned about the sense of place, visual impact, peace and tranquillity (increased traffic, noise and dust), privacy, and security. However, no existing residential properties are located within the 55 dBA noise contour identified by the Noise Impact Assessment (DDA Environmental Engineers, 2024b). The latter recommended that the proposed residential developments of Bella Riva and Greenville Garden City have an opportunity to consider and implement appropriate mitigation

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measures during the planning stages, considering the areas of impact in each development…

Mitigation measures

Implementing mitigation measures related to the sense of place would reduce the potential negative impact on residential property prices.

Impact Rating

The impact is unavoidable but can be partially managed if visual, noise and traffic concerns are effectively mitigated.

*For **residential properties**, the residual impact could be very low negative for Alternative 1, and **medium negative** for Alternatives 2, 3 and 4.*

*For **commercial and industrial properties** (including agricultural properties with the potential to be rezoned), the impact could be **very low positive** for Alternative 1, and **low positive** for Alternatives 2, 3 and 4. Other industrial developments in the area could contribute to a **high negative cumulative** impact for residential properties along the flight path, or **medium positive** for non-residential properties in the airport precinct." (sic)*

5.101 Considering the above, this issue has been identified and assessment in the specialist SEIA and it has been concluded that the traffic, noise and dust impacts which are often associated with the decrease of the value of land can be appropriately mitigated with the measures contained in the EMPr and the conditions of the authorisation.

6. Having considered the appeals, the responding statements, the Environmental Authorisation, the specialist studies, and the information contained in the administrative record, I am satisfied that the information before the Department was sufficient to enable a lawful and rational decision in terms of NEMA and the 2014 EIA Regulations. I am further satisfied that the key environmental, social and economic impacts were adequately identified, assessed and considered; that the public participation process was adequate in the circumstances; that no matter material to the environmental decision was impermissibly deferred; and that the conditions of the Environmental Authorisation and the approved EMPr provide for the mitigation and management of the identified impacts.

7. In arriving at my decision on the appeal, it should be noted that I have not responded to each and every statement set out in the grounds of Appeal and/ or Responding Statement, and where a particular statement is not directly addressed, the absence of any response should not be interpreted to mean that I agree with or abide by the statement made.

8. I have discharged my decision-making powers when making this decision and I am thus *functus officio* in this regard. My decision is final and your only recourse, should you still be aggrieved by my decision, is to apply to the Western Cape High Court to review my decision.

Sincerely,



Digitally signed
by Anton Bredell
Date: 2026.05.21
16:13:02 +02'00'

Mr. ANTON BREDELL
WESTERN CAPE MINISTER OF LOCAL GOVERNMENT, ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

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LICENCE IN TERMS OF CHAPTER 4 OF THE NATIONAL WATER ACT, 1998 (ACT NO. 36 OF 1998) (THE ACT)

I, **Mrs NM Bila-Mupariwa** in my capacity as Provincial Head: Western Cape in the Department of Water and Sanitation and acting under the powers delegated to me by the Minister of Water and Sanitation, hereby authorises the following water use in respect of this licence.

Serial Number : 5504712328238878384
Provincial Head: Western Cape
Date: Dec 18 2025 5:04PM

LICENCE NO: 01/G21E/ABCEGI/17483
FILE NO: 27/2/2/G521/98/1
WUA NO: WU33620

Licensee: Capewinelands Aero (Pty) Ltd

Postal Address: PO Box 12449, Mill Street, Gardens 8010

Physical Address: Lichtenburg Road R312, Durbanville 7550

B16838

Provincial Head

1. Water Uses authorised by this licence

Table 1: Summary of Authorised water use activities

1.1	Section 21(a) of the Act	Taking water from a water resource, subject to the conditions set out in Appendices I and II.
1.2	Section 21(c) of the Act	Impeding or diverting the flow of water in a water course; subject to the conditions set out in Appendices I and III.
1.3	Section 21(e) of the Act	Engaging in a controlled activity, subject to the conditions set out in Appendices I and IV
1.4	Section 21(g) of the Act:	Disposing of waste in a manner which may detrimentally impact on a water resource, subject to the conditions as set out in Appendices I and V.
1.5	Section 21(i) of the Act:	Altering the bed, banks, course or characteristics of a watercourse; subject to the conditions set out in Appendices I and III.

2. Property (ies) in respect of which the water use licence is issued

Table 2: Property details where the water use(s) will take place

Property description	Title Deed number	Owner
RE of Farm 724, Joostenberg Vlakte, Paarl	T14190/2022	Cape Winelands Aero (Pty) Ltd
Portion 10 of Farm 724, Joostenberg Vlakte, Paarl	T39098/2020	Cape Winelands Airport (Pty) Ltd
Portion 4 of Farm 474, Joostenbergs Kloof, Paarl	T39098/2020	Cape Winelands Airport (Pty) Ltd
Portion 7 of Farm 942, Kliprug, Malmesbury	T97465/2004	Buurmanskraal Boerdery (Pty) Ltd
Erf 180, Fisantekraal	T14712/1997	City Of Tygerberg
Portion 11 of Farm 474, Joostenbergs-kloof, Paarl	T43767/2025	Buurmanskraal Boerdery (Pty) Ltd
Portion 23 of Farm 724, Joostenberg, Vlakte, Paarl	T13778/2009	Corobrik (Pty) Ltd

3. Licence and Review Period

3.1 This licence is valid for a period of twenty (20) year(s) from the date of issuance, and it may be reviewed at intervals of not more than five (5) years.

3.2 On review of the licence, a Responsible Authority may amend any condition of the licence, other than the period of validity thereof.

4. Definitions

Any terms, words and expressions as defined in the National Water Act, 1998 (Act 36 of 1998) shall bear the same meaning when used in this licence.

4.1 The following definitions are of relevance, but not exclusive, to this licence

Act	National Water Act, 1998 (Act 36 of 1998)
Buffer Zone	A scientifically determined area where water use activities are excluded.
Delegated Authority	The person that has been delegated certain functions of the Act
Department	The Department of Water and Sanitation
CEO	The Chief Executive Officer of Breede-Olifants Catchment Management Agency (once established)
CMA	Catchment Management Agency
Commencement date	The date on which water use starts.
Days	Calendar days.
Minister	Minister of the Department of Water and Sanitation.
Provincial Head	Head of Provincial Operations: Western Cape
Responsible Authority	"Responsible authority" in relation to a specific power or duty in respect of water uses, means (a) if that power or duty has been assigned by the Minister to a catchment management agency, that catchment management agency; or (b) if that power or duty has not been so assigned, the Minister
Riparian habitat	"Riparian habitat" includes the physical structure and associated vegetation of the areas associated with a watercourse which are commonly characterised by alluvial soils, and which are inundated or flooded to an extent and with a frequency sufficient to support vegetation of species with a composition and physical structure distinct from those of adjacent land areas.
Sensitive riffle habitats	A pool riffle rapid sequences that occur where a mixture of flows and depth provide a variety of habitats to support fish and invertebrate life. Pools are deep with slow water. Riffles are shallow with fast, turbulent water running over rocks. Runs are deep with fast water and little or no turbulence.
Watercourse	"Watercourse" means (a) a river or spring; (b) a natural channel in which water flows regularly or intermittently; (c) a wetland, lake or dam into which, or from which, water flows; and (d) any collection of water which the Minister may, by notice in the Gazette, declare to be a watercourse, and a reference to a watercourse includes, where relevant, its bed and banks.
Extent of the watercourse	(a) the outer edge of the 1:100 year floodline or the delineated riparian habitat, whichever is the greatest, measured from the middle of the watercourse of a river, spring, natural channel, lake or dam; and (b) Wetlands and pans: the delineated boundary (outer temporary zone) of any wetland or pan.
Regulated area of a watercourse	(a) The outer edge of the 1 in 100 year flood line and /or delineated riparian habitat, whichever is the greatest

	distance, measured from the middle of the watercourse of a river, spring, natural channel, lake or dam; (b) In the absence of a determined 1 in 100 year flood line or riparian area the area within 100m from the edge of a watercourse where the edge of the watercourse is the first identifiable annual bank fill flood bench (subject to compliance to section 144 of the Act); or (c) A 500 m radius from the delineated boundary (extent) of any wetland or pan.

5. Description of activity and affected water resource(s)

The License is for the expansion the existing airport to a commercial airport capable of facilitating long-haul, wide-body flights. The development water uses will include abstraction of 163 671m^3/a of groundwater from three production boreholes (CWA_BH001, CWA_BH002 CWA_BH003) for potable use. The water will be used for a variety of uses including business/commercial uses, yard connections, warehouses, hotels, parks, wash facilities, club house buildings, industrial uses, parking areas, a garage and filling station, the terminal building and the biodigester. A treatment facility will be constructed on-site to ensure the groundwater meets potable water standards. The proposed internal water reticulation network for CWA is sourced from a combination of boreholes and municipal supply. These sources will feed into proposed on-site storage tanks which water will be distributed throughout the development.

There will be no direct connection to the municipal supply line for reticulation purposes. The on-site storage tanks will be designed to provide sufficient buffering capacity to accommodate peak demand and high-demand scenarios and ensuring consistent water availability. For non-potable water requirements, treated wastewater will be used, reducing reliance on groundwater abstraction and enhancing the site's resilience to drought in the short to medium term. The proposal also entails the construction of an on-site package treatment plant to treat sewage generated by the airport development. The effluent will be stored in Storage facilities include an emergency overflow pond with 1 260 m^3 for emergency sewage storage 3 000 m^3 for treated effluent storage and 1 136 m^3 for brine storage. The treated effluent will be reused for irrigation of ±220 ha with a total volume of 147 226 m^3 per annum. Portions of the proposed development activities will also be undertaken within the regulated area of delineated watercourses and the primary runway will intersect with a portion of Seep Wetland 1.

APPENDIX I

GENERAL PROVISIONS AND CONDITIONS OF THE LICENCE

1. GENERAL PROVISIONS

Legal Framework

1.1 This licence is subject to all applicable provisions of the National Water Act, 1998 (Act 36 of 1998) as amended from time to time.

1.2 The licence shall not be construed as exempting the Licensee from compliance with the provisions of any other applicable Act, Ordinance, Regulation or By-law.

Administrative duties/obligations/responsibilities of the Licensee

1.3 The responsibility for complying with the provisions of the licence is vested in the licensee and not any other person or body.

1.4 The licensee will be responsible for any water use charges or levies imposed by a Responsible Authority according to the pricing strategy. The levies/charges will be charged from the date of the issuance of this licence.

1.5 No water taken may be pumped, stored, diverted, or alienated for any other purpose other than as intended in this licence without the written approval of the Delegated Authority.

1.6 It is the responsibility of the licensee to request an amendment of this licence to reflect the registered volume should the requirements change. All requests must be made to the Provincial Head/CEO.

1.7 If the water use licence is not exercised or fully exercised within the 5 (five) year period and the extended 2 (two) year period, as referred to in condition 2.4 and condition 2.5 in appendix I, the licence may be amended to reflect the extent of the water use that is being exercised, or the licence may be withdrawn.

Change of property details

1.8 Amendment of the licence to reflect the name of the new owner will not be approved if there are any outstanding charges or levies imposed by the Responsible Authority to the previous owner.

Issue of licence no guarantee of supply

1.9 This licence does not imply any guarantee that the said quantities and qualities of water will be available at present or at any time in the future.

Provincial Head

Monitoring

1.10 The quantity of water authorised to be taken in this licence may not be exceeded.

1.11 The quality of water authorised to be disposed and discharged in this licence may not be exceeded.

1.12 Any changes to the monitoring programmes should be approved by the Provincial Head/CEO.

Reviewal of licences

1.13 The volume authorised in this licence may be reduced when the licence is reviewed.

1.14 No water taken may be pumped, stored, diverted, or alienated for any other purpose other than as intended in this licence without the written approval of the Delegated Authority.

Effecting of the Reserve

1.15 While effect must be given to the Reserve as determined in terms of the Act, where a desktop determination of the Reserve has been used in issuance of a licence, when a comprehensive determination of the Reserve has finally been made, it shall be given effect to.

Liabilities and Rights

1.16 The Department accepts no liability for any damage, loss or inconvenience, of whatever nature, suffered as a result of, shortage of water; inundations or flood; siltation of the resource; and required Reserve releases.

1.17 The Minister reserves the right to construct water storage works at any time in any watercourse and to store all surplus water reaching the storage works, as well as to control the allocation of such water.

Dam Safety Requirements

1.18 The licensee is not indemnified from any detrimental effect that the dam(s) may have on other properties.

1.19 The Department does not accept any responsibility or liability for any damages or losses that may be suffered by any other party because of the construction and utilisation of the dams.

1.20 The licensee is not exempted from compliance with the provisions of the Dam Safety Regulations published under Government Gazette Notice R.139 of 24 February 2012 or any amendment thereof read with Chapter 12 of the Act, which are applicable to all dams with a safety risk.

Restrictions

1.21 The licensee must adhere to any restrictions that are gazetted and imposed on the respective water resource.

Water measurement and reporting

1.22 The Provincial Head/CEO may at any time direct a licensee, at the licensee's expense, to have the accuracy of the licensee's water measuring device/s verified, in addition to the requirements of their inspection and calibration schedule by a person or an institution accredited to verify the accuracy.

Stormwater Management

1.23 Stormwater leaving the licensee's premises shall in no way be contaminated by any substance, whether such substance is a solid, liquid, vapour or gas or a combination thereof which is produced, used, stored, dumped, spilled on the premises.

Amendments

1.24 The licensee may apply for amendment of this licence in terms of the Act at any time during the period of validity of this licence. Applications must be submitted to the Provincial Head/CEO.

Appeals

1.25 If this licence is appealed, it is automatically suspended and the water use activities must cease upon receipt of a notification of the appeal from the Department, alternatively the licensee may request the Minister to lift the suspension pending conclusion of the appeal via the Chief Director Legal Services at the address below:

Private Bag X313,
Pretoria,
0001

2. GENERAL CONDITIONS

Administrative duties/obligations/responsibilities of the Licensee

2.1 The licensee must avail an original copy of the water use licence and the supporting reports upon request by the Department.

2.2 The conditions of the authorisation must be brought to the attention of all persons (employees, sub-consultants, contractors etc.) associated with the undertaking of these activities and the licensee must take such measures that are necessary to bind such persons to the conditions of this licence.

Commencement of water use licence.

2.3 The licensee must inform the Provincial Head/CEO in writing within seven (07) days after the licensee commences with water use licence and again within thirty (30) days upon completion of the activity/ies.

2.4 The water uses authorised in this licence must be fully exercised within five (5) years from the date of issuance of this licence.

2.5 If the licensee cannot exercise or not fully exercise the water use licence within 5 (five) years, the licensee may request from the Provincial Head/CEO, with reasons, an extension of time to fully utilise the said water use licence, at least three months, before the expiry of the 5 (five) years. Only one request for extension of time, with maximum of 2 (two) years for commencement or of fully exercising of water use licence will be considered.

Change of details of licensee or property

2.6 The licensee must inform the Provincial Head/CEO of any change of ownership, name, address, premises and/or legal status within sixty (60) days of such change taking place.

2.7 If the properties in respect of this licence is/are subdivided or consolidated, the licensee must provide full details of any change(s) in respect of the properties to the Provincial Head/CEO within sixty (60) days after the registration of title deed(s).

2.8 If the licensee is not the end user/beneficiary of the water user related infrastructure and will not be responsible for long term maintenance and management of the infrastructure, the licensee must provide a hand over report to the successor in title including a brief management/maintenance plan and the agreement for infrastructure along with allocation of responsibilities, within sixty (60) days after the date of change of end user or beneficiary.

Early renewal for the Licence

2.9 The licensee must, if needed, apply for early renewal of this licence in terms of the Act within one (1) year before the expiry date of a licence. The application must be submitted to the Provincial Head/CEO.



Provincial Head

Malfunctions, incidences, contingencies and pollution prevention

2.10 The licensee must service all vehicles and other machinery outside the extent of the watercourse/s.

2.11 Oils and other potential pollutants must be disposed of at a licensed site, with the necessary agreement from the owner of such a site.

2.12 The licensee must handle, transport, store and use any hazardous substances according to the relevant legislation or South African National Standards (SANS).

2.13 Accurate and up-to-date records must be kept of all system malfunctions resulting in non-compliance with the requirements of this licence. The records must be available for inspection by the Provincial Head/CEO upon request. Such malfunctions must be tabulated under the following headings with a full explanation of all the contributory circumstances:

2.13.1 operating errors;

2.13.2 mechanical failures (including design, installation or maintenance);

2.13.3 environmental factors (e.g. flood);

2.13.4 loss of supply services (e.g. power failure); and

2.13.5 other causes.

2.14 Any incident that causes or may cause water pollution shall be reported to the Provincial Head/CEO or the designated representative within 24 hours. Should the incident occur during a weekend or public holiday, the licensee must report the incident on the next official working day.

2.15 The licensee must, within 14 days, or a shorter period of time, as specified by the Provincial Head/CEO, from the occurrence or detection of any incident referred above, submit an action plan which must include a detailed time schedule to the satisfaction of the Provincial Head/CEO of measures to be taken to:

2.15.1 correct the impacts resulting from the incident;

2.15.2 prevent the incident from causing any further impacts; and

2.15.3 prevent a recurrence of a similar incident

2.16 All incidents must be recorded in an incident register.

Water Conservation and Water Demand Management (WC/WDM)

2.17 The licensee must establish and implement a continual process of raising awareness among itself, its workers and stakeholders with respect to water conservation and water Demand Management initiatives.

2.18 The licensee shall use water efficiently to minimise total water intake, avoid usage of water where possible, implement best management and operating practices, and maximise the reuse /recycle of contaminated water.

2.19 The licensee must continually investigate new and emerging technologies and put into practice water efficient devices and /or apply technique for the efficient use of water, in an endeavour to conserve water at all times.

2.20 The licensee must develop and submit water conservation and water demand management (WC/WDM) plan to the Provincial Head/CEO within one (1) year from the date of issuance of this licence. The WC/WDM Plan should:

2.20.1 quantify the water use efficiency of the activity;

2.20.2 contain the mine/industry water management and water loss strategies and programmes;

2.20.3 sets annual targets for improved water use efficiency for the mining/industrial activity, beneficiation and waste disposal practices and stipulates which measures will be implemented to achieve the targets on the mine;

2.21 The licensee must report annually on the implementation of WC/WDM plan including retrofitting with water efficient technologies and devices, reduction of total water demand, improvement in water use efficiency benchmarks and target.

2.22 The licensee must update the WC/WDM plan every five (5) years and submit to the Provincial Head/CEO for approval.

2.23 The licensee must, where water is stored off-channel in a dam or reservoir ensure that all distribution and reticulation systems or pipelines are properly constructed, operated and maintained in good working order to prevent water losses through physical leakages, burst and reservoir overflows.

Storm water management

2.24 Storm water management facilities must be constructed, operated and maintained in a sustainable manner throughout the project as detailed in the Storm Water Management Plan.

2.25 Increased runoff due to vegetation clearance and/or soil compaction must be managed, and steps must be taken to ensure that storm water does not lead to bank instability and excessive levels of silt entering the stream.

2.26 All storm water that would naturally run across the dirty areas shall be diverted via lined channels and drains designed to contain the 1:50 year flood.

2.27 The dirty storm water system shall be designed and implemented to provide suitable routing and pumping capacity for contaminated storm water from the individual facilities to the respective storm water dams in accordance with the design specifications.

2.28 Clean storm water must be diverted from construction works, mining areas, and roads and must be managed in such a manner as to disperse runoff and to prevent the concentration of storm water flow.

Monitoring, Methods of analysis

2.29 Sample analysis must be conducted by a recognized analytical laboratory, accredited by the South African National Accreditation System (SANAS), or that participates in a recognised Proficiency Testing Scheme to analyze the relevant constituents in the wastewater.

2.30 The date and time of monitoring in respect of each sample taken shall be recorded together with the results of the analysis.

2.31 The licensee must adhere to the monitoring programmes submitted with the application.

Water measurement and Reporting

2.32 The licensee shall install appropriate water measuring devices to measure the amount of water abstracted prior use of water.

2.33 The licensee must install the flow metering devices to all water uses and readings must be taken on each flow meter on a monthly basis.

2.34 Flow measuring, recording and monitoring devices shall be maintained in a sound state of repair and calibrated/ verified by a suitable competent person as per device specification. This must include a programme of checking, calibration, and/ or replacement of measuring devices.

2.35 Calibration /verification certificates of the flow measuring, recording and integrating devices must be available for inspection by the Provincial Head/CEO or the representative upon request.

Membership to a Water Users Association

2.36 If a water user association exists or is established in the area to manage the resource, it is compulsory for the licensee to be a member of the water user association. The licensee must adhere to the rules, regulations and water management stipulations of the water user association.

Restrictions on access to certain areas

2.37 Strict access procedures must be developed and followed in order to control access to the property. Access to the facility/ies must be limited to authorised persons and animals.

2.38 Notices prohibiting unauthorised persons from entering the areas as well as internationally acceptable signs indicating the risks involved in case of an unauthorised entry must be displayed along the boundary fence of these areas.

Auditing and Reporting

2.39 The licensee must conduct annual internal audits on compliance with the conditions of this licence. The first audit must be conducted within ninety (90) calendar days from the date of

commencement of water use entitlement. A report on internal audits must be submitted to the Provincial Head/CEO within sixty (60) calendar days of the finalisation of the audits.

2.40 The licensee must appoint an independent external auditor to conduct biennial (every two (2) years) external audits on compliance with the conditions this licence. The first audit must be conducted and finalised within one (1) year after commencement of a water use. A report on the audit must be submitted to the Provincial Head/CEO within sixty (60) calendar days of the finalisation of each audit.

Security by applicant

2.41 The Licensee must ensure sufficient financial provision according to applicable legislation.

Compensative measures

2.42 The licensee must prevent adverse effects on other water users. All complaints must be recorded in complaints register and be investigated by a suitable qualified person, accredited by an institution/ registration body, appointed by the licensee, and if investigations prove that the licensee has impaired the rights of other water users, the licensee must implement appropriate compensative measures as determined by the Minister.

APPENDIX II

Section 21(a) of the Act – Taking water from a water resource

1. Taking water from a resource

1.1. This licence authorises the taking of a maximum quantity of one hundred sixty-three thousand, six hundred seventy-one cubic meters per annum (163 671 m^3/a) from groundwater at the locations given in Table 3.

Table 3: Summary of water uses authorised

Water use Description	Purpose	Property	Volume of water taken (m^3/annum)	Pumping rate/ hour	Coordinates
Section 21(a): Taking of water from a resource					
Abstraction of water from borehole (CWA_BH001)	To abstract groundwater to be used for industrial and domestic purposes to operate the airport on the property	Remainder of the Farm, Joostenbergs Vlakte No.724, Paarl	31 536	1.0	Latitude: -33.76451, Longitude:18.73271
Abstraction of water from borehole (CWA_BH002)	To abstract groundwater to	Portion 10 of the Farm Joostenbergs Vlakte No. 724, Paarl	78 840	2.5	Latitude: -33.76876, Longitude:18.73206
Abstraction of water from borehole (CWA_BH003)	be used for industrial and domestic purposes to operate the airport on the property	Portion 4 of the Farm Joostenbergs Kloof no. 474, Paarl Rd	53 295	1.69	Latitude: -33.77403, Longitude:18.74774

2. Water measurement

Provincial Head

2.1 All water taken from the resource shall be measured, recorded and reported as follows:

2.1.1 The daily quantity of water taken must be metered or gauged and the total recorded at the last day of each month; and

2.1.2 The water level measurements must be taken on a monthly basis and the date, time, and geographical location should be recorded;

2.1.3 The Licensee shall keep record of all water taken and a copy of the records shall be forwarded to the Provincial Head/CEO on or before 25 January and 25 July of each.

3. Drinking Water Quality

3.1 The licensee must ensure that the drinking water quality supplied meets South African National Standards for Drinking Water: SANS 0241.

4. Site specific conditions

4.1 The total groundwater abstraction from the three (3) production boreholes (CWA_BH001, CWA_BH002, CWA_BH003) must not exceed 163 671 m^3 /a.

4.2 Each production borehole must be operated according to the recommended pumping rates specified in Table 4 below.

Table 4 : Recommended pump rate and pumping schedule for production borehole.

Site ID	Abstraction rate (l/s)	Pumping duration (hrs/d)	Critical water level (mbgl)	Abstraction volume (m^3/a)
CWA_BH001	1.0	24	85	31 536
CWA_BH002	2.5	24	61	78 840
CWA_BH003	1.69	24	101	53 295
Total volume				**163 671**

4.3 The groundwater level in each production borehole must not drop below the critical water levels as outlined in Table 4 above, should any of the water levels drop below the critical water, the total abstraction must be reduced by 10%, monitoring will persist and after 30 days, if the water level in the borehole does not recover, abstraction must be reduced by a further 10%. This process must continue until the water level in the borehole recovers.

4.4 Groundwater levels must be monitored monthly through manual water level measurements and the use of automated data loggers.

4.5 Automated water level loggers must be installed to enable daily or continuous water level monitoring.

4.6 Flow meters must be installed to monitor abstraction rates and volume. Daily abstraction volume must be recorded and compiled into monthly records.

Provincial Head

4.7 Groundwater quality monitoring must be conducted bi-annually for full SANS 241- 1:2015 parameters, risk-based parameters (hydrocarbons) as listed in Table 5 below must be monitored quarterly to allow for the early detection of any fuel leaks or spillages that may pose a risk to groundwater quality.

Table 5 : Water quality parameters and frequency

Risk-based organics	
Benzene, Toluene, Ethylbenzene, Xylenes (**BTEX**)	Quarterly
Gasoline Range Organics (**GROs**)	Quarterly
Total Petroleum Hydrocarbons (**TPH**)	Quarterly

4.8 Groundwater quality results must not show a deteriorating trend; the groundwater quality must be maintained at the baseline levels established in the water quality data.

4.9 Should the monitoring data indicate a deterioration in groundwater quality due to elevated parameters linked to contamination from the fuel storage tanks, WWTW, evaporation, and overflow ponds, appropriate remediation measures must be implemented immediately to prevent further migration of contaminants into the aquifer system.

4.10 The evaporation and overflow ponds must be lined with an impermeable material to minimize the risk of groundwater contamination.

4.11 The groundwater monitoring programme must be maintained throughout the license period to safeguard groundwater resources.

4.12 A groundwater monitoring report must be submitted to the Department annually to ensure compliance and optimize groundwater management practices. The report must include records of the abstraction volume, monthly groundwater level recordings and water quality results.

4.13 Groundwater Abstraction – Borehole abstraction volumes must be monitored and reported in line with the sustainable yield assessment with adaptive pumping schedules implemented to protect the aquifer.

APPENDIX III

Section 21(c) water use: Impeding or diverting the flow of water in a watercourse/s

Section 21(i) water use: Altering the bed, banks, course or characteristics of a watercourse/s

1. Section 21(c and i) water use activities

1.1 This licence authorises the Section 21(c) or (i) water use activities as set out in Table 6 and in the water use licence application reports submitted to the Department or the Regional Head (refer condition 1.2):

Table 6: Water uses authorised

Water Use description	Purpose	Property/ (ies)	Coordinates
Section 21 (c & i)			
Seep Wetland 1 - Development of airside and landside infrastructure related to the SDP within 500m from delineated freshwater systems & wetland rehabilitation as outlined in the FEN Wetland Offset Study rehabilitation as outlined in the FEN Wetland Offset Study	Airport Development & Operation	The Remainder of the Farm Joostenbergs Kloof no. 474, Paarl Rd	Latitude: -33.75175, Longitude:18.73780
Seep Wetland 2 - Development of airside and landside infrastructure related to the SDP within 500m from delineated freshwater systems.	Airport Development & Operation	The Remainder of the Farm Joostenbergs Kloof no. 474, Paarl Rd	Latitude: -33.75549, Longitude:18.74664
CVB Wetland 1 - Development of airside and landside infrastructure related to the SDP within 500m from delineated freshwater systems.	Airport Development & Operation	The Remainder of the Farm Joostenbergs Kloof no. 474, Paarl Rd	Latitude: -33.74490, Longitude:18.74158
CVB Wetland 2 - Development of	Airport Development & Operation	Portion 7 of the Farm Kliprug no. 942,	Latitude: -33.74078, Longitude:18.73809

Provincial Head

airside and landside infrastructure related to the SDP within 500m from delineated freshwater systems.		Malmesbury Rd	
CVB Wetland 3 - Development of airside and landside infrastructure related to the SDP within 500m from delineated freshwater systems.	Airport Development & Operation	Portion 7 of the Farm Kliprug no. 942, Malmesbury Rd	Latitude: -33.74504, Longitude:18.73921
CVB Wetland 4 - Development of airside and landside infrastructure related to the SDP within 500m from delineated freshwater systems.	Airport Development & Operation	Portion 7 of the Farm Kliprug no. 942, Malmesbury Rd	Latitude: -33.74092, Longitude:18.72454
Development of airside and landside infrastructure related to the SDP within 500m from agricultural drains 1.	Airport Development & Operation	Portion 7 of the Farm Kliprug no. 942, Malmesbury Rd	Latitude: -33.74370, Longitude:18.72809
Development of airside and landside infrastructure related to the SDP within 500m from agricultural drains 2.	Airport Development & Operation	The Remainder of the Farm Joostenbergs Kloof no. 474, Paarl Rd	Latitude: -33.74999, Longitude:18.73820
Development of airside and landside infrastructure related to the SDP within 500m from agricultural drains 3.	Airport Development & Operation	The Remainder of the Farm Joostenbergs Kloof no. 474, Paarl Rd	Latitude: -33.75160, Longitude:18.73936
Development of airside and landside infrastructure related to the SDP within 500m from agricultural drains 4.	Airport Development & Operation	The Remainder of the Farm Joostenbergs Kloof no. 474, Paarl Rd	Latitude: -33.75957, Longitude:18.74208
Development of airside and landside infrastructure related to the SDP within 500m from agricultural	Airport Development & Operation	The Remainder of the Farm Joostenbergs Kloof no. 474, Paarl Rd	Latitude: -33.75814, Longitude:18.74811

drains 5.			
Stormwater Drain	Airport Development & Operation	The Remainder of the Farm Joostenbergs Kloof no. 474, Paarl Rd	Latitude: -33.75959, Longitude:18.74203
Incoming potable water supply line Start	Potable water supply for Airport Development & Operation	Erf 180, Fisantekraal	Latitude: -33.78303, Longitude:18.71238
Incoming Potable Water Supply Line End	Potable water supply for Airport Development & Operation	Portion 10 of Land Parcel 724 of the Major Region PAARL (Portion 10 of the Farm	Latitude: -33.77650, Longitude:18.73556

1.2 The licensee must carry out and complete all the activities listed under condition 1.1 according to the following:

Number	Report Title	Compiled by	Date of report
1.2.1	Detailed Scoping Phase Freshwater Ecological Assessment	FEN Consulting	February 2024
1.2.2	Detailed EIA Phase Freshwater Ecological Assessment	FEN Consulting	September 2024 Updated February 2025
1.2.3	Water Use Licence Application Geohydrological Assessment: Cape Winelands Airport, Fisantekraal, Western Cape	GEOSS	March 2024 Updated October 2024, February 2025 & May 2025
1.2.4	Geohydrological Scoping Report for the Proposed Cape Winelands Airport, Fisantekraal, Western Cape.	GEOSS	March 2024
1.2.5	Groundwater Impact Assessment for the Proposed Cape Winelands Airport, Fisantekraal, Western Cape	GEOSS	October 2024 Updated February 2025 & July 2025
1.2.6	Socio-Economic Scoping Report for the proposed Cape Winelands Airport, Fisantekraal	Multi-purpose Business Solutions	September 2023
1.2.7	Socio-Economic Impact Assessment for the proposed Cape Winelands Airport, Fisantekraal	Multi-purpose Business Solutions	October 2024 Updated March 2025 & May 2025
1.2.8	Engineering Services Report [Inclusive of Appendices]	Zutari	February 2025 [Revision L]
1.2.9	Concept Stormwater Management Plan Appendix A - Drawings Appendix B – Geotechnical Investigation Report Appendix C - Flood line Risk	Zutari	August 2024

	Assessment Report Appendix D - Bella Riva Stormwater Management Plan Appendix E - PCSWMM Simulation Model Output Results		
1.2.10	Masterplan for Aircraft Refuelling Facilities: Cape Winelands Airport	Kantey & Templer Consulting Engineers	May 2023 Updated August 2024
1.2.11	Quantitative Risk Assessment of the Proposed Fuel Storage at CWA	RISCOM (Pty) Ltd.	August 2024
1.2.12	Final Environmental Management Programme for the expansion of the Cape Winelands Airport.	PHS Consulting	March 2025 Updated July 2025
1.2.13	CWA SDP and Linear Coordinates (Also refer to Figure 3 & Figure 4 of this report for the concept SDPs)	PHS Consulting	May 2024 Updated October 2024 & March 2025
1.2.14	S27 Motivation Report (included in this report)	PHS Consulting	March 2025
1.2.15	Borehole Yield and Quality Testing at Cape Winelands Airport, Fisantekraal, Western Cape.	GEOSS	September 2022
1.2.16	Borehole Yield and Quality Testing of CWA_BH002 at Cape Winelands Airport, Fisantekraal, Western Cape.	GEOSS	December 2022
1.2.17	Yield and Quality Testing of a Quarry at the Cape Winelands Airport, Fisantekraal, Western Cape.	GEOSS	September 2022
1.2.18	Borehole Yield and Quality Testing of CWA_BH003 at Cape Winelands Airport, Fisantekraal, Western Cape	GEOSS	December 2024
1.2.19	Consulting Electrical Engineers Bulk Services Design Report	SANDS – Selkirk and Selkirk Engineering Solutions	April 2024 Updated August 2024 & March 2025
1.2.20	Geotechnical Reconnaissance Investigation for Proposed Cape Winelands Airport, Fisantekraal, Western Cape.	GEOSS	September 2023
1.2.21	Hydropedological Assessment for the proposed Cape Winelands Airport development in Fisantekraal, Western Cape province	Zimpande Research Collaborative	June 2024 Updated February 2025
1.2.22	Draft Wetland Offset Study and Implementation Plan	FEN Consulting	September 2024 Updated January 2025
1.2.23	Public Participation summary document	PHS Consulting	To be provided with final submission
1.2.24	Comments and Response Reports	PHS Consulting	To be provided with final submission

1.2.25	CWA Maintenance Management Plan	PHS Consulting	October 2024 Updated March 2025 & July 2025
1.2.26	Concept Landscape Plan (Included in CWA SDP and Linear Coordinates)	Planning Partners	February 2025
1.2.27	Final CCIA report for the proposed Cape Winelands Airport expansion	Brundtland	September 2024 Updated February 2025
	WSI Application	Zutari	July 2025

1.3 No activity must take place within the extent of a watercourse/s, unless authorised by this licence.

1.4 No fundamental alterations of the work method statement, site plan/s and drawings are allowed, unless a modification is requested and granted by the responsible authority in writing; and

2. Structures, Construction Plant and Materials

2.1 Structures must withstand a 1:100 year flood.

2.2 Structures must be non-erosive, structurally stable and must not induce any flooding or safety hazard.

2.3 Structures must be inspected for a minimum of once a quarter for accumulation of debris, blockage, erosion of abutments and overflow areas - debris must be removed and damages must be repaired and reinforced within a reasonable time.

3. Flow

3.1 The diversion activities must be conducted in a manner that does not negatively affect the yield of the water course where the activity will take place. The licensee must ensure that the overall magnitude and frequency of flow in the watercourse/s does not decrease, other than for natural evaporative losses and authorised attenuation volumes.

3.2 Where flow in watercourse/s is permanent, the trench must be staged across part of the channel to maintain flows. Flows must not be stopped unless essential, if necessary to stop flows it must be for a minimal time only.

4. Riparian and Instream Habitat (Vegetation and Physical Structure)

4.1 Activities must start up-stream and proceed into a down-stream direction where feasible, so that the recovery processes can start immediately, without further disturbance from upstream works.

4.2 Operation and storage of equipment within the riparian habitat must only take place within the approved limits of disturbance indicated in the site plans and work method.

4.3 Activities must not occur in sensitive riffle habitats unless authorised by this licence.

4.4 Indigenous riparian vegetation, including dead trees, outside the limits of disturbance indicated in the site plans must not be removed from the area.

4.5 Alien and invader vegetation must not be allowed to further colonise the area, and all new alien vegetation recruitment must be sustainably eradicated or controlled.

4.6 Soils that have become compacted through the water use activities must be loosened to an appropriate depth to allow seed germination.

4.7 Stockpiling of removed soil and sand must be stored outside the extent of the watercourse/s, to prevent being washed into the watercourse/s and must be covered to prevent wind and rain erosion.

4.8 The use of machinery within the instream and riparian habitat will lead to compaction of soils and vegetation and must be restricted to demarcated areas only.

5. Trenching:

5.1 A buffer zone of 15m must be implemented for each wetland and construction within the buffer zone must be restricted to the trench line and working side of the trench.

6. Biota

6.1 The licensee must allow movement of aquatic species, including migratory species where applicable.

6.2 Ensure implementation of all mitigation measures not to disturb the breeding, nesting and/or feeding habitats and natural movement patterns of aquatic biota.

7. Rehabilitation and Management

7.1 The licensee must implement the rehabilitation programme to restore the watercourse/s to environmentally acceptable and sustainable conditions after completion of the activities as outlined in the rehabilitation plan.

7.2 The rehabilitation must be implemented according to the approved Rehabilitation Plan

7.3 A photographic record must be kept as follows and submitted with reports as set out in condition 10:

7.4 Dated photographs of all the sites to be impacted before construction commences

7.5 Dated photographs of all the sites during construction on a monthly basis; and

7.6 Dated photographs of all the sites after completion of construction, seasonally.

7.7 All disturbed areas must be re-vegetated with indigenous plants in consultation with an indigenous plant expert, ensuring that during rehabilitation only indigenous shrubs, trees and grasses are used in restoring the biodiversity.

8. MONITORING AND REPORTING

8.1 The monitoring plan must be implemented, and reporting done to the Provincial Head/CEO as stipulated under condition 10.2

8.2 Six (6) monthly monitoring reports must be submitted to the Provincial Head/CEO for the duration of the construction phase and yearly thereafter or until otherwise agreed in writing with the Provincial Head/CEO.

8.3 The monitoring programme for undermining watercourses must include the following:

8.3.1 **Operational Phase**

8.3.1.1 The Licensee must ensure that ground around the undermining area is stable. Where there is subsidence around the mining site, the licensee must inform the Department within 24 hours, develop and submit a rehabilitation plan within three (3) months for approval to Regional Head.

8.3.1.2 If a perennial water course is to be undermined, the pre-mine survey of the potentially affected reach must be placed on record and compared to surveys during the life of the mine in the event of the underground mining activity operation and dewatering record a sign of distress.

8.4 At least two water quantity monitoring points one upstream and one downstream of the affected length of the watercourse/s that is being undermined.

8.5 At least two water quality monitoring points, one upstream and one downstream of the affected length of the watercourse/s that is being undermined.

8.6 A bio-monitoring programme (SASS) must be implemented along the affected length of the watercourse/s and must include a habitat assessment. Guidance to bio monitoring.

8.7 Exact positions of monitoring points must be indicated on the master layout plan (including their co-ordinates).

9. Post-operational Phase

9.1 Upon completion of the undermining project, if survey results show that the watercourse/s to be stable, an application may be made to the Provincial Head/CEO for written approval to continue monitoring at less frequent intervals.

9.2 The mine must include the watercourse/s in its routine environmental inspection program and is obligated to advise the Provincial Head/CEO of any unusual deflections or observations.

10. Water Quality

10.1 In-stream water quality must be analysed on a two-weekly basis during construction otherwise monthly at monitoring points both upstream and downstream of the activities for the following variables until pre-construction water quality levels have been reached

10.1.1 pH;

10.1.2 <Electrical conductivity (mS/M);

10.1.3 Suspended solids (mg/l);

10.1.4 Turbidity;

10.1.5 Total dissolved solids (mg/l)

10.2 Monitoring must be undertaken as set out in condition 10.

10.3 Activities must be scheduled to take place during the dry seasons when flows are lowest where reasonably possible.

10.4 The licensee must ensure that the quality of the water to downstream water users does not decrease because of the water use activities listed under condition 1.1.

11. Site specific condition

11.1 All development footprint areas should remain within the demarcated areas as far as possible and disturbance of soil profiles to be limited to what is essential with a compact footprint.

11.2 Limit construction near wetlands to the dry summer season where possible. Demarcate and protect wetland buffers (15 m minimum) as conservation zones during construction.

11.3 Install sediment traps and silt fences downgradient of earthworks. Stabilise disturbed soils immediately after construction. Use cobbles or other measures to reduce flow velocity into wetlands

11.4 No trenching within CVB wetlands or their buffers. Culverts and crossings must be designed to maintain hydropedological and hydraulic connectivity. Only designated access routes to limit soil compaction and disturbance.

11.5 Implement the stormwater management plan with attenuation ponds designed to slow and filter runoff before it enters wetlands. Incorporate structures to safely manage lateral water flows without compromising foundations or wetlands. Discharge diverted clean water back into wetland features in an attenuated and controlled manner.

11.6 Store fuels, oils, and chemicals securely to minimise spill risk. Develop and maintain a spill protocol for runways, aprons, and service areas.

11.7 Restore all disturbed wetland areas immediately post-construction (e.g., fences, road reserves, crossing points). Offset and rehabilitation actions must be legally binding and monitored to ensure no net loss of biodiversity.

11.8 Monitoring and Compliance Establish a monitoring programme for surface water, groundwater, and wetland condition. Regularly inspect stormwater and sewer systems to detect leaks early. Adjust management practices if monitoring shows deterioration of PES or hydropedological processes.

11.9 Implementation of the wetland offset [40 ha rehabilitation] and WRMP, including legally binding commitments to long-term monitoring and management.

11.10 Incorporation of hydropedological mitigation measures, particularly to manage subsurface flows and erosion. In addition, the hydropedological buffer guidelines should applied to guide design, management, and rehabilitation of disturbed areas.

11.11 Subsurface lateral flow of water through the landscape (under seep wetlands and interflow soils) must be considered and buildings/structures must accommodate waterproofing and water management structures to divert laterally seeping water away from foundations into the gardens or storm water structures.

11.12 Evidence must be shown of functional improvement and no net loss of wetland biodiversity and functionality over time.

11.13 Water from clean water diversion structures should be discharged back into the adjacent wetland features in an attenuated manner;

11.14 Implementation of strict erosion control measures to limit loss of soil and sedimentation of the watercourse within the proposed project.

11.15 All materials used to construct the attenuation ponds must not generate toxic leachates or lead to significant changes in pH or dissolved salt concentrations.

11.16 No plastic lining may be used as part of the attenuation pond construction as this has various ecological impacts.

11.17 Attenuation ponds must be vegetated with indigenous wetland and / or riparian vegetation (with input from a suitably qualified avifaunal specialist) to assist with water polishing, trapping nutrients and hydrocarbons from the proposed CWA development before this is released into the surrounding environment.

11.18 Regular inspection of the stormwater outlet structures must be undertaken (specifically after large storm events) to monitor the occurrence of erosion. If erosion has occurred, it must immediately be rehabilitated through stabilisation of the embankments and revegetation, where applicable.

11.19 All pipelines and attenuation ponds must be regularly cleaned, and all outlet structures (if any) checked to ensure there is no debris/blockages.

APPENDIX IV

Section 21(e) of the Act: Engaging in a controlled activity; Irrigation of any land with waste or water containing waste

1. QUANTITY OF WATER CONTAINING WASTE FOR IRRIGATION

1.1 This licence authorises irrigation with maximum volume of one hundred forty-seven thousand, two hundred twenty-six cubic meters per annum (147 226 m³/a) of treated effluent/ water containing waste as detailed in Table 7.

Table 7: Summary of authorised water uses

Water uses Description	Purpose	Volume (m³/a)	Property Description	Co-ordinates
S21(e): controlled activities				
Irrigation with treated effluent from the onsite sewage treatment plant.	Re-use of non-potable water for irrigation of planted area and landscaped areas.	147,226 m³/a	RE of Farm 724, Joostenberg Vlakte, Paarl	Latitude:-33.76291, Longitude:18.73318

1.2 The quantity of water containing waste authorised to be disposed on land through irrigation in terms of this licence may not be exceeded

1.3 The licensee must prevent at all occurrence of invasive alien vegetation on all areas irrigated with water containing waste authorised under this licence.

2. CROP TYPE AND AREA IRRIGATED

2.1 This licence authorises to irrigate a total surface area of 220 hectares (ha) of fynbos, onsite landscaping, and the establishment of the RESA (planted area around the runway) as set out in Table 7 and as per <condition 1 in Appendix IV.

3. QUALITY OF WATER CONTAINING WASTE TO BE DISPOSED

2.1 The quality of the water containing waste irrigated may not exceed the limits as shown in Table 8:

Table 8: Quality of treated wastewater used for irrigation and variables to be monitored monthly

Variables	Baseline Limits
pH	5.5-9.5

Provincial Head

Chemical Oxygen Demand (COD) (mg/l)	75
Electrical Conductivity (Ms/m)	150
Ammonia(mg/l)	3
Nitrate/Nitrite as Nitrogen (mg/l)	15
Suspended Solids (SS) (mg/l)	25
Soap, Oil & Grease (mg/l)	≤2.5
Chloride as Free Chlorine (mg/l)	0.25
Total coliform	Do not exceed 1000 per 100ml
E coli	Do not exceed 1000 per 100ml
Sodium Absorption Ration (SAR) (mg/l)	5

4. MONITORING

4.1 Quantity

4.1.1 The quantity of water containing waste irrigated must be metered and recorded daily.

4.1.2 Monitoring for the quantity of the water containing waste for irrigation must be done at the point where the effluent is piped into the irrigation dam.

4.2 Quality

4.2.1 Monitoring points for quality must be at the outlet of the wastewater treatment works or at the point where the effluent is piped into the irrigation dam.

4.2.2 The samples taken at outlet point of the WWTWs or at the point where the effluent is piped into the irrigation dam must be analysed for the variables at the required frequencies:

4.3 Groundwater monitoring

4.3.1 Groundwater monitoring shall be undertaken.

5. GENERAL IRRIGATION PRACTICES

1.1 Irrigation with wastewater must be practiced in a systematic manner and precautions shall be taken so as to prevent:

1.1.1 Water logging and pooling of waste in any location.

1.1.2 Pollution of underground water or surface water due to seepage or otherwise.

1.1.3 Fly breeding, public health hazard, odour or secondary pollution.

1.1.4 Runoff from the irrigation area because of wet weather or any other conditions whatsoever.

Provincial Head

1.1.5 The site of the irrigation area shall be adequately fenced to prevent the entry of animals and unauthorised persons.

6. SITE SPECIFIC CONDITIONS

6.1 Irrigation can only occur provided that the irrigated wastewater does not impact on the water resource or any other person's water use, property or land; and if the Irrigated wastewater is not detrimental to the health and safety of the public in the vicinity of the activity.

6.2 The Licensee must ensure the consistent, effective and safe performance of the wastewater irrigation system, including prevention of water logging of the soil and pooling of wastewater on the surface of the soil.

6.3 Irrigation with wastewater must be practices in a systematic manner and precautions must be taken to prevent:

6.3.1 Water logging and pooling of wastewater in any location.
6.3.2 Pollution of underground water from irrigation due to seepage must be managed
6.3.3 Fly breeding, public health hazards, and secondary pollution.
6.3.4 Runoff from the irrigation area because of wet weather or any other conditions.

6.4 The Licensee must ensure the establishment of monitoring programme to monitor the quality of wastewater prior irrigation ,The quality of water irrigated must be monitored once every month by taking a grab sample from the point at which wastewater enters the irrigation system for all parameters listed under table 8 and the results must be submitted to the Department during annual audit report submission.

6.5 Effluent Reuse – Treated effluent quality must consistently comply with SANS 241:2015 (for potable use) and the CoCT Treated Effluent By-Law (2009) (for non-potable use) before reuse or disposal.

APPENDIX V

Section 21(g) of the Act: Disposing of waste in a manner which may detrimentally impact on a water resource

1. DISPOSAL OF WASTE /WATER CONTAINING WASTE

1.1 The licensee is authorised to dispose of a maximum volume of three thousand cubic meters (3 000 m³) of treated effluent; one thousand two hundred sixty cubic meters (1 260 m³) of emergency sewage storage and one thousand one hundred thirty-six cubic meters (1 136 m³) of brine into the waste management facilities on the property described in Table 9.

Table 9: Water Uses Authorised

Water Use Description	Purpose	Property (ies)	Volume (m³/a), Capacity (m³)	Coordinates
S21(g): Disposal of water				
In the event of an emergency, such as simultaneous malfunctions of both the packaged wastewater treatment plant and the pump station, sewage will be temporarily stored in an emergency overflow pond.	Emergency storage of sewage prior to treatment	Portion 7 of the Farm Kliprug no. 942, Malmesbury Rd	1260	Latitude: -33.74818, Longitude:18.72762
Treated effluent from the WWTW may be temporarily stored onsite prior to re-use (non-potable water).	Storage of treated effluent prior to re-use	Portion 7 of the Farm Kliprug no. 942, Malmesbury Rd	3000	Latitude: -33.74679, Longitude:18.72721
Treatment will produce brine as a waste product. Brine may be stored onsite prior to	Storage of brine prior to disposal	Portion 7 of the Farm Kliprug no. 942, Malmesbury Rd	1136	Latitude: -33.74711, Longitude:18.72625

Provincial Head

disposal.				

2. CONSTRUCTION, OPERATION AND MAINTANANCE

2.1 The licensee shall carry out and complete all the activities listed in condition 1.1, including the construction and operation of the on-site package treatment plant, according to the Report and according to the final plans as approved by the Provincial Head/CEO.

2.2 The construction of the Cape Winelands Airport package treatment plant must be carried out under the supervision of a professional Civil Engineer, registered under the Engineering Profession of South Africa Act, 1990 (Act 114 of 1990), as approved by the designer.

2.3 Within 30 days after the completion of the activities referred in condition 1.1 the licensee shall in writing, under reference **27/2/2/G521/98/1**, inform the Provincial Head/CEO thereof. This shall be accompanied by a signature of approval from the designer referred to above that the construction was done according to the design plans referred to in the Report.

2.4 The licensee must ensure that the disposal of the wastewater and the operation and maintenance of the system are done according to the provisions in the Report submitted

2.5 The licensee shall submit a set of as-built drawings within six months to the Provincial Head/CEO after the completion of the Cape Winelands Airport package treatment plant.

2.6 The Cape Winelands Airport package treatment plant shall be operated and maintained to have a minimum freeboard of 0.8 metres above full supply level and all other water systems related thereto shall be operated in such a manner that it is at all times capable of handling the 1:50 year flood-event on top of its mean operating level.

3. REPORTING

3.1 The licensee shall update the water balance annually and calculate the loads of waste emanating from the activities. The licensee shall determine the contribution of their activities to the mass balance for the water resource and must furthermore co-operate with other water users in the catchment to determine the mass balance for the water resource reserve compliance point.

3.2 The licensee shall submit the results of analysis for the monitoring requirements to the Provincial Head/CEO on a quarterly basis under Reference number :**27/2/2/G521/98/1.**

4. INTEGRATED WATER AND WASTE MANAGEMENT

4.1 The Integrated Water and Waste Management Plan (IWWMP) and Rehabilitation Strategy and Implementation Plan (RSIP) must be updated annually and submitted to the Provincial Head/CEO for approval.

4.2 The licensee must, at least 180 days prior to the intended closure of any facility, or any portion thereof, notify the Provincial Head/CEO of such intention and submit any final amendments to the IWWMP and RSIP for approval.

Provincial Head

5. Site specific condition

5.1 According to the report, "a water treatment plant will be provided to treat the groundwater to meet SANS 241 (2015) standard. Treatment of groundwater to potable standards will result in the production of brine. Brine will be stored in a brine evaporation pond for final disposal" The Licensee must provide proof of the disposal method from the pond and submit to the department of the agreement prior commencement of this WUL.

5.2 Water Treatment By-products – All brine evaporation ponds and emergency sewage ponds must be fully lined and managed to prevent seepage and groundwater contamination.

5.3 Construction activities must follow the EMPr, with strict measures to prevent pollution of watercourses through runoff, spillages, or waste mismanagement.

5.4 Long-term operation of treatment plants, pumping stations, and stormwater infrastructure must include routine inspections, effluent monitoring, and reporting to DWS/BOCMA to ensure continued compliance.

5.5 Implement a monitoring programme to detect and prevent the pollution of soils, surface water and groundwater. Any spills or leaks that occur on the runway must be addressed immediately. The absorbent materials necessary for addressing spills must always be readily available onsite.

5.6 A Service Infrastructure Management Plan must be compiled which details the frequency in which service infrastructure, particularly the sewer and water treatment plants, bio-digester and sewer conveyance infrastructure must be serviced. It is recommended that the integrity of the sewer infrastructure and treatment plants be tested at least once every five years or more often should there be any sign of a leak.

5.7 An emergency plan must be compiled to ensure a quick response and attendance to the matter in case of a leakage or bursting of a pipeline or overtopping of sewage at the treatment plant and/or bio-digester.

5.8 An emergency spill protocol must be compiled and is to be maintained for the CWA, especially for potential spills on the runways, aprons, roads, etc. to prevent the pollutants from being transported via stormwater infrastructure into the downgradient wetlands. An emergency plan must be compiled to ensure a quick response and attendance to the matter in case of a leakage or bursting of a pipeline or overtopping of sewage at the treatment plant and/or bio-digester.

END OF LICENCE

Provincial Head

Our Ref: HM / CAPE TOWN METROPOLITAN / DURBANVILLE/ MULTIPLE FARM PORTIONS
Case No: HWC23101215SB1102
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RESPONSE TO HERITAGE IMPACT ASSESSMENT: FINAL COMMENT
In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

HERITAGE IMPACT ASSESSMENT: PROPOSED DEVELOPMENT (RUNWAY AND ASSOCIATE INFRUSTACTURE) ON PORTION 4 OF FARM 474 JOOSTENBERGS KLOOF, PORTION 10 OF FARM 724 JOOSTENBERGS VLAKTE, THE REMAINDER OF FARM 724 JOOSTENBERGS VLAKTE, PORTION 23 OF FARM 724 JOOSTENBERGS VLAKTE, PORTION 7 OF FARM 942 KLIPRUG, THE REMAINDER OF FARM 474 JOOSTENBERGS KLOOF, A PORTION OF PORTION 3 OF FARM 474 JOOSTENBERGS KLOOF, DURBANVILLE, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

The matter above has reference.
This matter was discussed at the Impact Assessment Committee (IACOM) held on 22 January 2025.

FINAL COMMENT:
The Committee has resolved to endorse the Heritage Impact Assessment (HIA), dated October 2024, and prepared by Aikman Associates, as having met the provision of Section 38(3) of the National Heritage Resources Act (NHRA), with specific reference to the following recommendations on page 29:

1. The preparation of a Landscape Master Plan that includes a tree survey/tree planting and management strategy, an irrigation/stormwater strategy, detailed fencing and boundary interface proposals, detailed signage proposals, and a consolidated lighting proposal.
2. Further visual specialist input will be needed at the level of the Land Use Planning application and the future SDP planning phases.

And including mitigation measures in the VIA prepared by Filia Visual dated September 2024 on page 113 to 129.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.

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Waseefa Dhansay
Assistant Director: Professional Services

Heritage Western Cape
Erfenis Wes-Kaap
ILifa leMveli leNtshona Koloni

07 February 2025

Our Ref: HM / CAPE TOWN METROPOLITAN / DURBANVILLE/ MULTIPLE FARM PORTIONS
Case No: HWC23101215SB1102
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The matter above has reference.
This matter was discussed at the Impact Assessment Committee (IACOM) held on 20 May 2025.

FINAL COMMENT:
The Committee noted that the updated proposal was substantially in accordance with the approved plans and therefore confirms the final comment, dated 7 February 2025, as being consistent with the endorsed Heritage Impact Assessment (HIA), dated October 2024 and updated on 7 February 2025, prepared by Aikman Associates. The HIA is considered to have met the provisions of Section 38(3) of the National Heritage Resources Act (NHRA). This endorsement is based on the specific recommendations outlined on page 29:

1. The preparation of a Landscape Master Plan that includes a tree survey/tree planting and management strategy, an irrigation/stormwater strategy, detailed fencing and boundary interface proposals, detailed signage proposals, and a consolidated lighting proposal.
2. Further visual specialist input will be needed at the level of the Land Use Planning application and the future SDP planning phases.

And including mitigation measures in the VIA prepared by Filia Visual dated February 2025 on page 113 to 129.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.

.....
Waseefa Dhansay
Assistant Director: Professional Services

Heritage Western Cape
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03 June 2025