DATE: 24 July 2025 REPORT NO: 1

CLIENT: CapeWinelands Aero (Pty) Ltd

PROJECT: Cape Winelands Airport

Application in terms of the Land Use Planning Act (LUPA)

for Cape Winelands Airport (CWA)

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EXECUTIVE SUMMARY

This development application is for the expansion of CWA as per Section 53 of the Western Cape Land Use Planning Act, 2014 (LUPA). Portions of the expansion of CWA fall under the category of land development that requires provincial approval, as outlined in Regulation 10(1)(b) of the Western Cape Land Use Planning Regulations, 2015 (Amendment 2019). Part of the development of CWA involves developing on agricultural land cultivated within the past 10 years, exceeding five hectares and therefore approval is necessary to ensure the development's compliance with the orderly, coordinated, and harmonious growth of the region.

Cape Winelands Airport (CWA) is strategically positioned to serve both the City of Cape Town (CoCT) and adjacent municipalities, acting as a catalyst for economic growth in the Greater Cape Metro (GCM) region and the Western Cape Province. Evolving from a general aviation airfield into a dynamic commercial hub, CWA is projected to handle 2.5 million passengers annually by 2033, and 5.2 million by 2050.[1]

CWA's development is likely to enhance job creation in sectors like aviation, tourism, construction, business, e-commerce, agriculture and logistics. "*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 GGP of the Western Cape economy during construction. During an initial 20-year operational period, which includes a substantial component of maintenance expenditure, an estimated R36,1 billion in nominal terms could generate R76,1 billion in new business sales. 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*."[2]

CWA aims to serve as a vital secondary reliever to Cape Town International Airport (CTIA), working in partnership rather than competition to enhance regional connectivity. CWA and CTIA airspace can coexist seamlessly, with CWA providing a viable alternative for diverted flights.[3] These diversions, often caused by factors beyond weather, highlight CWA's role in enhancing business continuity and operational resilience. This dual-airport setup reduces airlines' reserve fuel requirements, boosting route profitability and making the region more attractive for new air routes, an important advantage for a geographically isolated metro with limited alternative aviation options. In addition, lower fuel reserves may translate to reduced emissions, aligning with both economic and environmental goals. Travellers to and from CWA could experience shorter waiting times, faster transit, and convenient access to Cape Town's Northern Suburbs and iconic destinations in the Cape Winelands. Furthermore,, underserved communities in the area may experience greater access to job opportunities and diversification, helping to bridge spatial and economic divides through ongoing investment in the area.

[1] Air traffic Forecast for CWA. NACO, 2023.
[2] p.5. Socio-Economic Impact Assessment for the proposed CWA, Fisantekraal. Dr J. Bloom. March, 2025. (See section 10.4 of this report for further information on calculation),
[3] Final Report on the Development of an Airspace CONOPS. NACO. 2024.

CWA's development may not only strengthen the region's aviation industry but may also position Cape Town as home to the world's greenest airport. CWA will also serve as a dedicated General Aviation (GA) hub, alleviating hangar shortages and relocating a large portion of general aviation from CTIA, allowing CTIA to focus on its core business of serving long-haul international flights.

CWA's cargo and cold storage facilities could streamline logistics for e-commerce and agri-exporters in the region, acting as an additional supply chain link to local and international markets. Additionally, CWA's potential as an aerospace and satellite manufacturing hub, combined with training centres for pilots, technicians, and aviation professionals, may reinforce its role as a driver of industry innovation and workforce development.

After rezoning and development, CWA still retains a ± 444-hectare Agricultural Precinct, which will be leased to nearby farmers, responding to local interest and strengthening ties through CWA's membership in the Durbanville Farmers Association. Compliance with SAPS NATJOINTS Instruction 2 of 2018 will also guide a multi-disciplinary tactical security plan, enhancing local safety through coordination with the CPF and Neighbourhood Watch.

Although approximately 168 hectares of high-sensitivity cultivated land (mainly wheat) could be lost, only ±100 hectares are actively farmed, with the rest comprising low-sensitivity grazing and horse camp areas. The Agro-Ecosystem Specialist Assessment finds that the impact on food security is minimal, as national food challenges stem more from distribution and logistics issues, which CWA could help address. This Agro-Ecosystem Specialist Assessment study concludes that "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.[4]

A summary of key information related to this application is provided on the following page.

[4] CWA Agricultural Agro-Ecosystem Specialist Assessment. Agri Informatics, February 2025.

Table A. Summary of Information Related to this Application

Basic Summary	Redevelop and expand an existing general aviation airport (82 years in use), with existing aviation rights at this location, into a secondary commercial airport with energy-efficient design, accommodating 2.5 mil annual passengers by 2033 and 5.2 million by 2050.
Flight Operations by 2050	Non-scheduled general aviation, fixed-base operations, scheduled domestic and international flights, as well as domestic and international diversions.
Estimated Jobs	Construction activities, including ongoing capital expenditure over 22 years, could sustain approximately 32,433 jobs (direct, indirect, and induced).
Locality	• 66 Mellish Rd, Fisantekraal • 25km northeast of CTIA • Abutting Lichtenburg Road (R312/MR213) and Koelenhof Road (R304/MR174).
Properties (Existing 150 ha airport site in **bold** already zoned Transport Zone 1 (TR 1) with consent for an airport)	**1. Portion 4 of Farm 474 Joostenbergs Kloof (36.1 ha)** **2. Portion 10 of Farm 724 Joostenbergs Vlakte (114.2 ha)** 3. RE Farm 724 Joostenbergs Vlakte (42.7 ha) 4. Portion 23 of Farm 724 Joostenbergs Vlakte (30.9 ha) 5. Portion 7 of Farm 942 Kliprug (250.7 ha) 6. Portion 11 Farm 474 Joostenbergs Kloof (405.1 ha)
Site Extent as per SG Consolidation Diagram	± 879.59 ha
Current TR 1	150 ha
Current Agriculture Zoning	729.59 ha (83% of the site)
Applications being made (excl CoCT MPBL)	1. EIA 2. WULA 3. LUPA 4. Immovable Property By-law (separated from MPBL apps) - Mellish Road re-alignment
CoCT MPBL Applications	1. Consolidation of all properties (but no subdivisions) 2. Rezoning of properties 3-6 above to TR1 requiring deviations from the MSDF and District Plan based on site-specific reasons 3. Consent for Airport over the entire TR1 zoned area 4. Consent for Hotel, Business Premises, Place of Assembly and Service Station 5. Approval of Item 126 MPBL earth banks > 2 m above existing ground level – for runway
Area to be rezoned to TR 1	±275 ha (31% of title deed area) – mainly for runway and runway safety area.
Total TR1 and TR 2 after rezoning	• TR 1: 425.24 ha • TR 2: 10.7 ha
Remaining Agri Zoning	±444 ha (±50% of site).
Proposed Runway	Single 3,500-meter Code F Runway, with southeast/northwest orientation 01-19 degrees
Access Phases	• Mellish Rd / Lichtenburg Rd as interim main access (rezoning to TR2). • East West Link through Bella Riva. • Class 3 Lucullus Road Extension.
Total GLA and Floor Space Across 2 Phases	• GLA ± 350,000 m² • Floor Space ± 366,000 m² (Rounded)
Phase 1 GLA and Floor Space by 2032	• GLA ± 176,900 m² • Floor Space ± 186,000 m² (Rounded)
Phase 2 additional GLA and Floor Space by 2050	• GLA ± 173,100 m² • Floor Space ± 180,000 m² (Rounded)
Water supply	Beginning with groundwater use - transitioning to include municipal infrastructure in the Spes Bona Reservoir supply zone as it becomes available in the medium to long term.
Sewage & Wastewater	On-site packaged sewage treatment plant with permanent connection to Fisantekraal WWTW, including internal sewer network, allowing treated effluent reuse for irrigation, toilet flushing, and biodigester needs.
Energy Supply	20MW of solar energy and energy from biodigester for private, on-site use only, without feeding power into the Eskom grid.

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PART A: INTRODUCTION

1. Locality

CWA is situated along the R312 and R304, just 10.5 km northeast of Durbanville. CWA is 45 km from CTIA by road and 25km in a direct line. CWA by road is 21 km from Stellenbosch as opposed to CTIA being 37 km's away. CWA by road is 30 km from Paarl as opposed to 53 km from CTIA. CWA by road is 41 km from Malmesbury as opposed to 75km to CTIA.

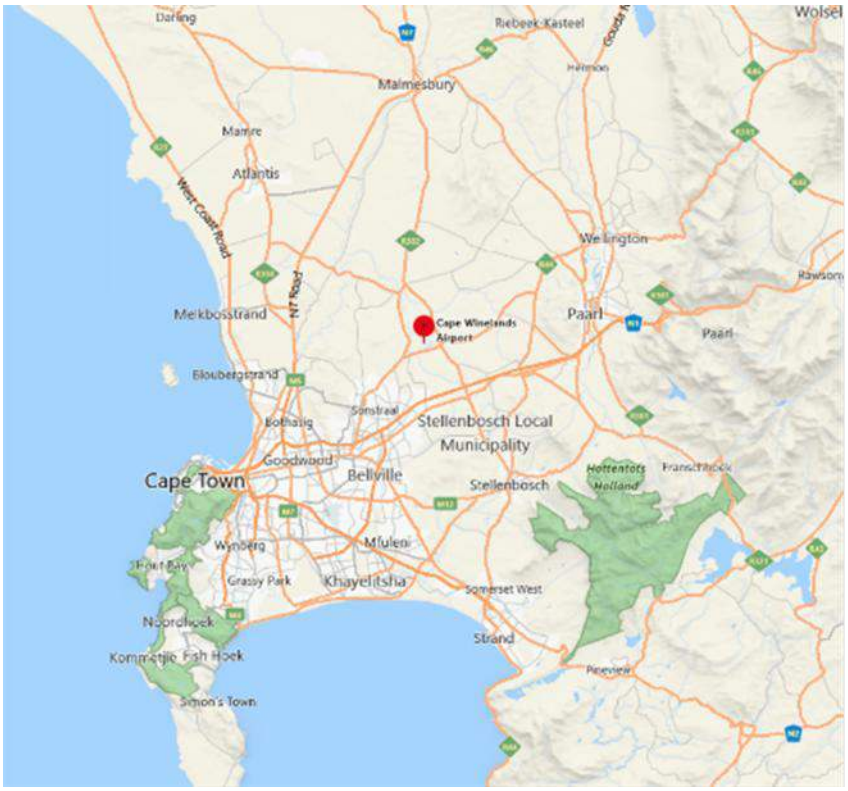


Fig. 1. CWA in Relation to the Greater Cape Metropolitan Region

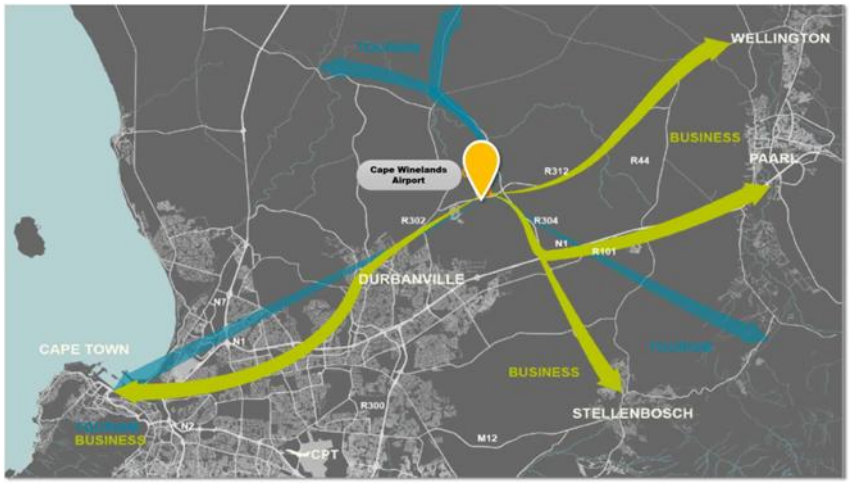


Fig. 2. Location of CWA in Surrounding Area

Formerly known as Fisantekraal Airfield (FAFK), CWA was acquired by Cape Winelands Airport (Pty) Ltd in November 2020. Built in 1943 as a South African Air Force aerodrome during World War II, the original site selection was based on the flat terrain, making it ideal for aviation. The

airfield has operated continuously for 82 years to date and currently serves as a General Aviation (GA) airfield with four licensed runways of which two are in regular use.

2. Existing Site

The existing airport site plan is shown in Fig. 3, with further detailed existing site plans provided in Annex 37. The existing floor space is distributed across 27 permanent structures with a combined area of approximately 6,000 m², varying in height from 3 to 9 meters. These structures accommodate a flight school, a helicopter school, private hangars, storage areas, fuel bays, offices, and other airfield-related activities. The site supports various operations, including unscheduled flights, recreational flying, flight training, aircraft maintenance, charter services, crop spraying, and aerial banner towing.

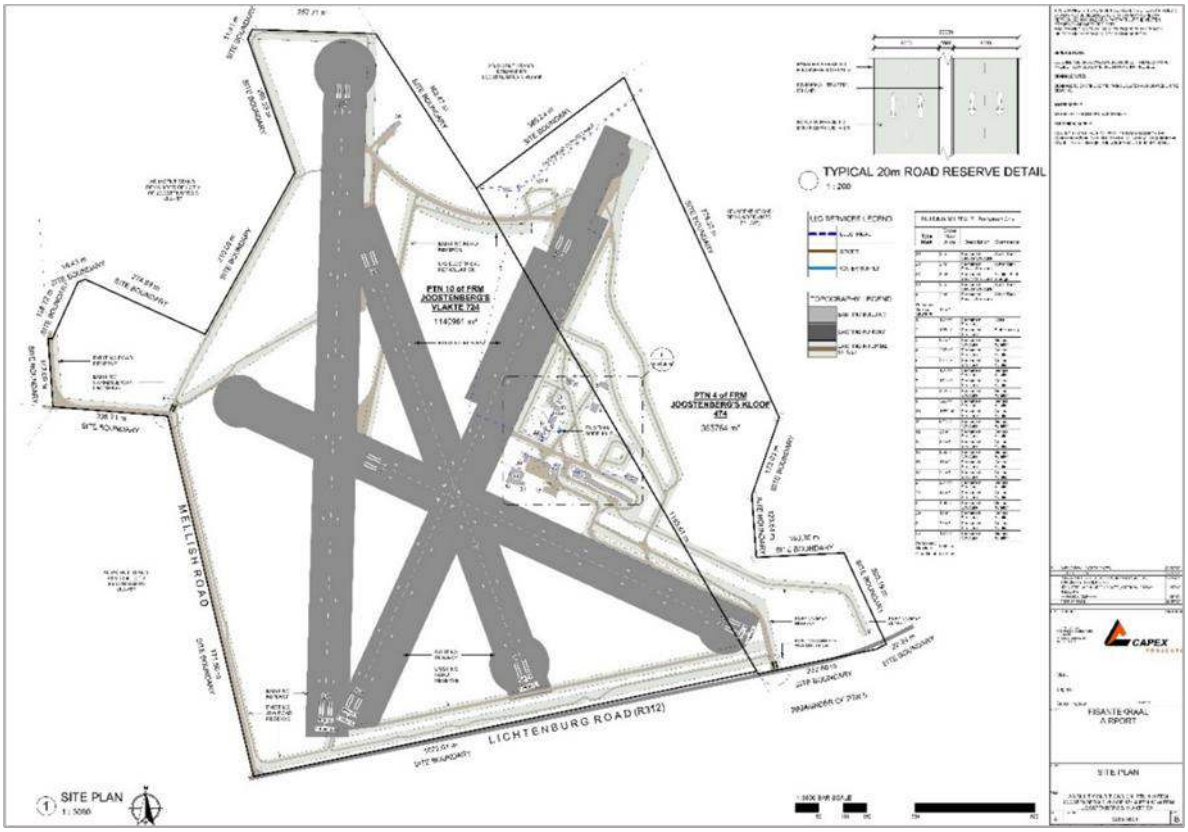


Fig.3 Fisantekraal Airport as Built August 2020
(Source: CAPEX)

The site borders Mellish Road on the western boundary and the R312 Lichtenburg Road on the southern boundary.

3. Legal Context of this Application

As per Section 53 (1) and of the LUPA:

> "No person may without an approval under subsection (2) or an exemption under subsection (3) develop land that will have a substantial effect on—
>
> (a) the orderly, coordinated or harmonious development of a region or the Province;
>
> (b) the general welfare of the inhabitants of a region or the Province; or
>
> (c) agriculture, due to—
>
> (i) the nature or scale of the proposed land use; or
>
> (ii) the cumulative effect of multiple developments."

As per Section 53 (2) of the LUPA:"

> The owner of the land concerned or a person authorised by the owner may apply to the Head of Department for approval to develop land that will have the effect contemplated in subsection (1).

In respect of land development requiring provincial approval, the following clauses in the LUPA regulations apply:

S10. (1) Subject to subregulation (2), land development contemplated in section 53(1) read with section 53(4) of the Act consists of the following categories:

(a) proposed land development—

(b) land development proposed on agricultural land that has been cultivated or irrigated during the 10-year period immediately preceding the proposed land development."

Regulation 10(1)(b) of The Western Cape Land Use Planning Regulations, 2015: Amendment, 2019 (PG 8083 dated 15 April 2019) substitutes the above paragraph (b) with the following paragraph:

> "proposed land development that utilises an area of five hectares or more of agricultural land that has been cultivated or irrigated during the 10-year period immediately preceding the proposed land development that involves urban development or urban expansion, including residential, resort, business, industrial and community development, utility services or transport uses, but excluding agricultural land uses or land development ordinarily associated with agricultural use such as agricultural storing and packing facilities, agricultural industries or accommodation for bona fide agricultural workers."

Section 54 (4) of the LUPA is further applicable:
"The Head of Department may approve a land development application subject to reasonable conditions that arise from the approval of the proposed utilisation of land."

> (5) Conditions imposed in accordance with subsection (4) may include, but are not limited to, conditions relating to—
>
> (a) settlement restructuring;
> (b) agricultural or heritage resource conservation;
> (c) biodiversity conservation and management;
> (d) energy efficiency;
> (e) requirements to address climate change;
> (f) the provision of land needed by other organs of state;
> (g) the requirements of other organs of state."

The basis of assessment of land development applications is further applicable in Section 55 of the LUPA:
"When the Head of Department considers and decides on a land development application under section 54, the Head of Department—

> (a) is limited to considering those aspects of the proposed land development that will have an effect contemplated in section 53 (1);
> (b) must consider the desirability of those aspects of the proposed land development; and
> (c) must have regard to—
>
> (i) the applicable spatial development frameworks;
> (ii) the applicable structure plans;
> (iii) the principles referred to in Chapter VI; and
> (iv) guidelines that may be issued by the Provincial Minister regarding the desirability of proposed land development.

4. LUPA Application Requirements

Table 1 provides the structuring of this application.

Table 1 LUPA Application Requirements

APPLICATION REQUIREMENT	REFERENCE
Power of attorney if applicant is not owner & resolution that applicant is authorized to act on behalf of a juristic person	Annex 35
Proof of payment of fees	Provided separately
Full copy of the title deeds	Annex 34
PART A: INTRODUCTION	
Locality Plan	Section 1 & Annex 1
Layout Plan of Existing Utilisation of Land, Structures & Activities	Section 2 & Annex 37
PART B: PROPERTY DETAILS AND PROPOSAL	
Proof of existing zoning applicable	Section 5 & Annex 2
Existing and Proposed Zoning of the Properties	Section 5 & Annex 4
Surrounding Zonings, Utilisation of Land and Known Developments	Section 7
Conceptual Layout Plans	Section 6 & Annex 5, 6a & 6b
PART C: THE MOTIVATION	
Alignment with Applicable Spatial Development Frameworks and Guidelines	Section 8
Desirability Considerations	Section 8, 9 & 10
Plans Related to the Effect on Agriculture, General Well Being and Surrounding Zonings Affected	Section 10
SPLUMA Principles	Section 11
Similar development in the region (potential cumulative effect)	Section 12
List of other approvals required for the proposed development	Executive Summary Table
Pre-Application Consultation Minutes	Annex 36

PART B: PROPERTY DETAILS AND PROPOSAL

5. Current Zoning, Title Deed Conditions and Proposed Zoning

5.1. Zoning

The proposal is to upgrade CWA from a general aviation airfield to a commercial airport capable of handling global long-haul, wide-body flights. Development will occur in phases based on projected passenger volumes. Phase 1 covers PALs 1A (1.7 million passengers by 2029) and 1B (2.5 million by 2032), while Phase 2 targets 5.2 million passengers by 2050 (PAL 4).[5] The EIA consolidates these into Phase 1 (PAL 1A–1B) and Phase 2 (PAL 2–4). Phase 1 will include a 3,500-meter Code F runway and supporting land, air, and bulk service infrastructure.

Fig. 4 displays the cadastral and farm portions included in the proposed development, totalling ± 880 ha. Fig. 5 shows the current and proposed zoning of the sites. The existing 150 ha site is currently zoned as Transport Zone 1 (grey) with consent for an airport, while the green areas are zoned for agriculture.

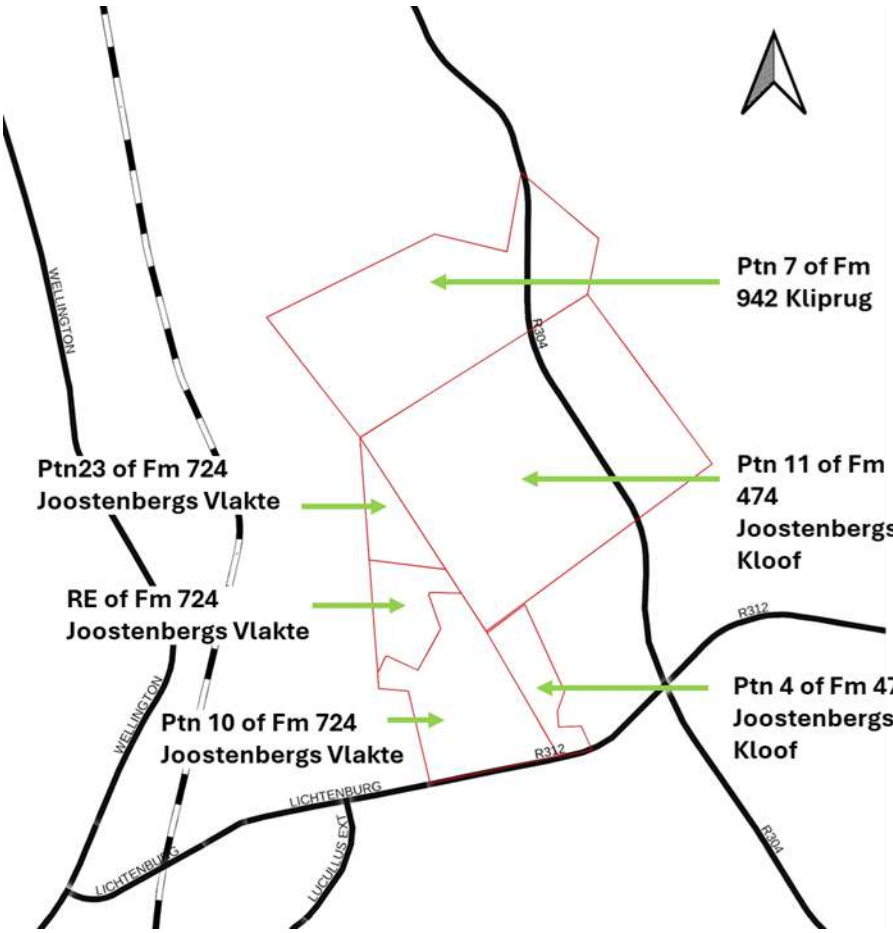


Fig.4 Summary of CWA Farm Portions

[5] Planning Activity Levels (PALs) refer to tiers or thresholds of expected or forecasted passengers activity.

Fig.5 Existing and Proposed Zoning of CWA land Parcels

The ownership details as of the 17th of October 2024, as well as the proposed rezoning areas are shown in Table 2. The rows highlighted in green require rezoning to Transport Zone 1.

Table 2: Summary of Rezoning Areas as of the 24th of July 2025

Description	Owner	Title Deed	LS Diagram Area	Area to remain Agricuture (AG1) zone	Area already zoned Transport Zone 1 (TR1)	Area to be rezoned to Transport Zone 1 (TR1)
Portion 4 of Farm 474 Joostenbergs Kloof	Capewinelands Aero (Pty) Ltd	T36552/25 dd 2025/06/17	36,1 ha		150,3 ha	
Portion 10 of Farm 724 Joostenbergs Vlakte			114,2 ha			
The Remainder of Farm 724 Joostenbergs Vlakte	Capewinelands Aero (Pty) Ltd	T14190/22 dd 2022/04/05	42,7 ha			275,0 ha
Portion 23 of Farm 724 Joostenbergs Vlakte	Corobrik	T13778/09 dd 2009/03/30	30,9 ha			
Portion 7 of Farm 942 Kliprug	Capewinelands Aero (Pty) Ltd	T55171/24 dd 2024/09/02	250,7 ha	443,6 ha		
Portion 11 of Farm 474 Joostenbergs Kloof	Buurmanskraal Boerdery (Pty) Ltd	T43767/25 dd 2025/07/24	405,1 ha			
Area rezoned to TR2 for existing Mellish Road and Lichtenburg Road				10,7 ha		
Total Hectares			**879,6 ha**	**443,6 ha**	**150,3 ha**	**275,0 ha**

The area to be rezoned to TR1 with consent of "Airport" is ±274.96 ha in addition to the 150 ha already zoned TR1 with consent of "Airport". The proposed uses within this TR1-zoned total area of ± 425.4 hectares have been slightly reduced since the EIA scoping phase.

A total of ± 275 hectares of agricultural land is proposed to be rezoned to Transport Zone 1 with a permanent consent use for "Airport". A proposal is made for a split zoning between "TR1" and "Agriculture" for Portion 7 of Farm 942, and Portion 11 of Farm 474 because not the entire cadastral area will entail development i.e. parts of these land parcels will be outside the proposed development area and will remain with agricultural zoning and land use. Approximately 10.7 ha of the land is to be rezoned to Transport Zone 2 to provide for the existing road reserves of Mellish Road and Lichtenburg Road.

The proposed consolidation of land units is shown in Fig. 6 as per BLG Professional Land Surveyors. A copy of the Conveyancer Certificates and Land Surveyor's statement on servitudes is provided in Annex 33. The total size of the consolidated parcels is 879.5911 ha as surveyed. This differs marginally from the individual title deed areas due to the age of some of the diagrams linked to the title deeds and improvements in modern surveying techniques.

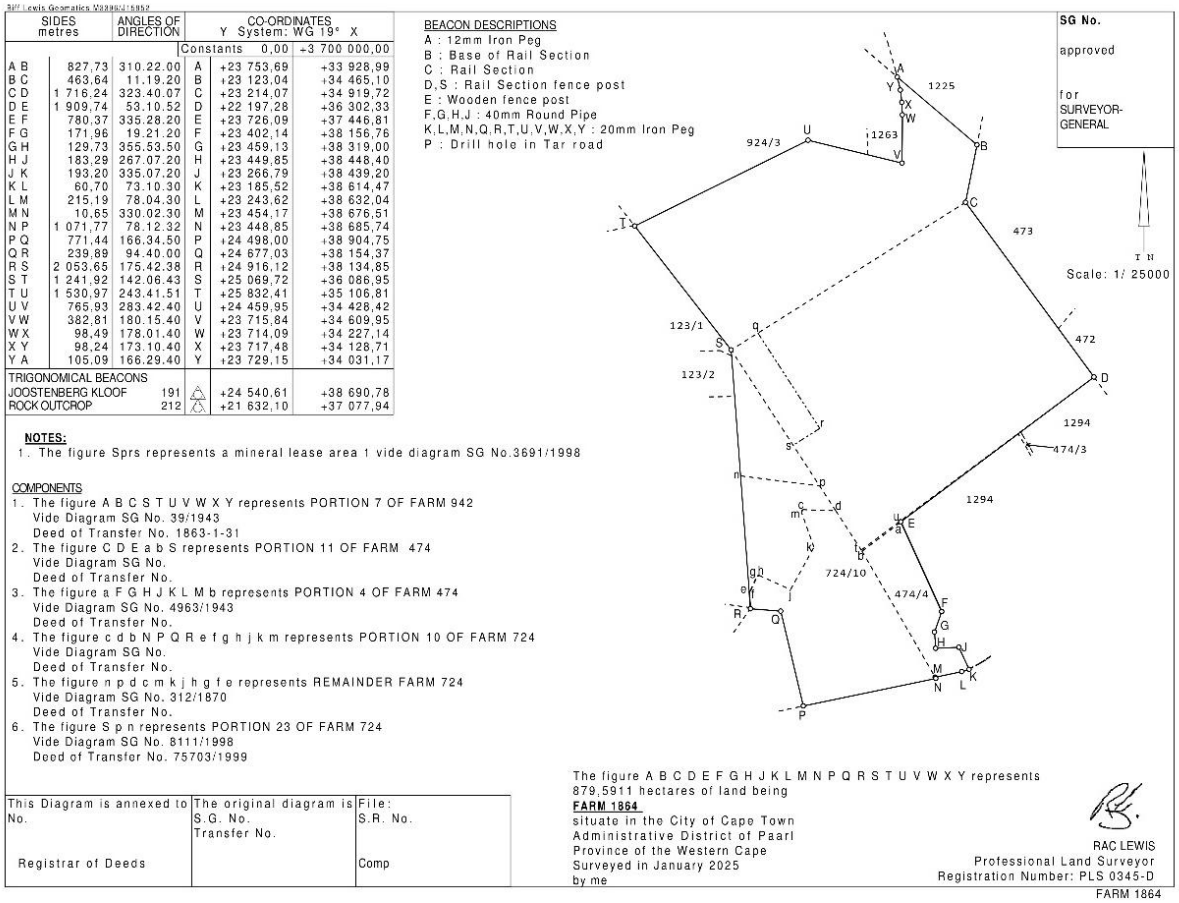


Fig. 6. Consolidation Diagram of CWA Properties
(Source: BLG Professional Land Surveyors, 2025)

In terms of access phasing, a proposal is made for the realignment and phasing of Mellish Road at its intersection with Lichtenburg Road. The existing section of Mellish Road will need to be closed and this will be applied for after the rezoning approval as the proposed re-alignment must be approved first. The realignment of Mellish road is to accommodate minimum access spacing for signalised intersections from the future Lucullus and Lichtenberg Road intersection.

The re-aligned Mellish Road is to be rezoned to TR2. The existing section of Mellish Road within the CWA property is currently zoned as Agriculture, will remain unchanged until the construction of the re-aligned dogleg and its rezoning to TR2. Afterwards, an application for a road closure of the redundant section of Mellish Road will be submitted in accordance with the Immovable Property By-law and Item 16(8) of the DMS apply.

The reserve for the future Lucullus Road extension to the west of the site is also proposed to be a split zone (TR2) to be transferred to the CoCT as and when required with a s.67(1)(k) exemption from subdivision. This can become a condition of rezoning.

5.2. Summary of rights applied for to the CoCT

The planned uses for the 2032 Phase 1 (PAL 1A and 1B) and 2050 Phase 2 (PAL 2 to 4) timeframes are detailed in Tables 3 and 4, with rounded breakdowns of Gross Leasable Area (GLA) and Floor Space.

Table 3. Planned Uses for CWA Phase 1 by 2032

Projected Horizon Year and Phases	Land Use	G.L.A. (rounded)	GLA Factor	Floor Space (rounded)
	Airport: terminal, utility & aviation services etc.	100,200 m^2 G.L.A.	1.0	100,200 m^2 F.S.
	Transport: Offices (consent use)	25,500 m^2 G.L.A.	0.85	30,000 m^2 F.S.
2032	Airport/Transport: Warehousing	10,600 m^2 G.L.A.	1.0	10,600 m^2 F.S.
Planning Activity Level PAL 1B	Airport/Transport: Hangers	16,000 m^2 G.L.A.	1.0	16,000 m^2 F.S.
2.5 million passengers p.a.	Transport: Service Station (consent use)	1,400 m^2 G.L.A.	1 station	2,000 m^2 F.S.
	Transport: Retail (consent use)	14,500 m^2 G.L.A.	0.85	17,100 m^2 F.S.
	Transport: Restaurants (consent use)	1,000 m^2 G.L.A.	0.85	1,200 m^2 F.S.
	Transport: Clubhouse (consent use)	3,000 m^2 G.L.A.	0.85	3,500 m^2 F.S.
	Transport: Airport Hotel (consent use)	4,700 m^2 G.L.A.	150 rooms	5,400 m^2 F.S.
Total Phase 1		**176,900 m^2 G.L.A.**		**186,000 m^2 F.S.**

Table 4. Total Planned Uses for CWA Phase 2 by 2050 (includes Phase 1)

Projected Horizon Year and Phases	Land Use	G.L.A. (rounded)	GLA Factor	Floor Space (rounded)
	Airport: terminal, utility & aviation services etc.	184,700 m^2 G.L.A.	1.0	185,000 m^2 F.S.
	Transport: Offices (consent use)	54,000 m^2 G.L.A.	0.85	64,000 m^2 F.S.
2050	Airport/Transport: Warehousing	24,000 m^2 G.L.A.	1.0	24,000 m^2 F.S.
Planning Activity Level PAL 4	Airport/Transport: Hangers	58,000 m^2 G.L.A.	1.0	58,000 m^2 F.S.
5 million passengers p.a.	Transport: Service Station (consent use)	1,400 m^2 G.L.A.	1 station	2,000 m^2 F.S.
	Transport: Retail (consent use)	14,500 m^2 G.L.A.	0.85	17,000 m^2 F.S.
	Transport: Restaurants (consent use)	1,000 m^2 G.L.A.	0.85	1,500 m^2 F.S.
	Transport: Clubhouse (consent use)	3,000 m^2 G.L.A.	0.85	3,500 m^2 F.S.
	Transport: Airport Hotel (consent use)	9,400 m^2 G.L.A.	300 rooms	11,000 m^2 F.S.
Total Phase 2 including earlier phases		**350,000 m^2 G.L.A.**		**366,000 m^2 F.S.**

The definitions for Floor Space (FS) and Gross Leasable Area (GLA) in the DMS are very similar. GLA, used for parking calculations and in the DC calculator, excludes areas like cleaning rooms and toilets. Given the nature of airport buildings, the difference between GLA and FS is less than 5% and is not considered material.

The DMS definition of "airport" means: "*a complex comprising aircraft runways and associated buildings for the take-off and landing of civilian aircraft, as well as facilities for the handling and storage of air freight*". The following definitions apply to Transport Zone 1:

- Primary uses include: *Transport use, multiple parking garage, utility service, warehouse and container sites*.
- Consent uses include: *Business premises, places of assembly, place of entertainment, hotel, conference facility and service station* .

The application to the CoCT seeks consent for the inclusion of additional uses namely, hotels, service station, place of assembly and business premises, within the framework of the TR1 zoning. Whereas the base TR1 zone permits shops, consent for business premises is required should the floor space for any shop exceed 400 m². In summary, the development shall be limited to the following:

Transport Zone 1 (TR1):

- The total Floor Space of 366 000 m².

- Consent for "Airport" with 185 000 m² Floor Space inclusive of terminal buildings, aviation services, avionics support infrastructure and utility services and 58 000 m² Floor Space for hangars.
- Floor Space of 24 000 m² for warehousing (Transport and Airport use).
- Floor Space of 64 000 m² for offices (Transport and Airport use) with a G.L.A. of 54 000 m².
- Consent for "Business Premises" with Floor Space of 18 500 m² and a G.L.A. of 15 500 m² inclusive of "retail" and "restaurants".
- Consent for "hotels" with Floor Space of 11 000 m² and a G.L.A. of 9 400 m² inclusive of 300 guest rooms (Phase 1 and 2).
- Consent for "Service Station" with Floor Space of 2 000 m² and a G.L.A. of 1 400 m².
- Consent for "Place of Assembly" to permit a club house with Floor Space of 3 500 m² and a G.L.A. of 3 000 m²,

Transport Zone (TR2)

- Two elongated portions on the western side of the consolidated site to accommodate a re-aligned Mellish Road reserve of 16 m and half of the road reserve width (20 m out of 40 m) for the future Lucullus Road.
- Along the southern boundary, the road reserve for Lichtenburg Road taken 16 m from the centerline.

The proposed uses form an integrated package, where proximity enhances functionality. For example, airport hotels serve air crews and transit passengers, unlike resort hotels aimed at leisure travellers. Car rental services need nearby fuel stations. Office space is required for import/export, tourism, and related businesses. Air freight-dependent warehousing and logistics operations locate near airports for efficient cargo handling, while road-based logistics prefer sites near major routes like the R300. Retail space outside the terminal is aimed at value retail stores that provide for producers to sell their stock to the public directly. The proximity of value retail stores to an airport provides convenience, accessibility, and an opportunity for travelers to shop for products during their journey.

5.3. Title Deed Restrictions

The State imposed a condition of title in 1993 on Portion 4 of Farm 474 Joostenbergs Kloof and Portion 10 of Farm 724 Joostenbergs Vlakte that *"the property shall be and/or remain to function as a public aerodrome and shall be used solely as a public aerodrome and/or for related purposes."* These two portions, 150.3 ha in extent, may not be used for farming or any other purpose than an airport.

The application to the CoCT to upgrade CWA is in support of this existing obligation in the title deed conditions for these two portions. There are no other restrictive conditions of title. Section 10 of this report deals with the title deed conditions in more detail. Copies of the title deeds and conveyancer certificates for the subject properties are included in Annex 34 and 35.

6. CWA's Conceptual Layout

The precincts, included in Annex 5, 6a and 6b, are described in Table 5. The precinct delineation for the full phase of development, is shown in Fig. 7 along with an Artist's impression of the layout in Fig. 8. The development, totalling 350 000 m² GLA and 366 000 m² Floor Space comprises of five precincts developed in two distinct phases; after the implementation of Phase 1, Phase 2 will evolve based on market demand.

Each precinct will have its own detailed "Site Plan" to be developed and submitted to the City for approval. These are not "precincts" as defined in the DMS. All the "precincts" (functional areas) will be developed simultaneously as they are interdependent. The second phase is simply an intensification (infill) of the first phase. For each precinct, a "Site Plan" will be submitted, along with an overall plan showing how the various components integrate cohesively.

It is not possible to provide one single fully detailed Landscape Master Plan due to the scale. A overall Concept Landscape Plan is provided in Annex 7. The CWA site is exceptionally large, covering ± 880 hectares with roads included. These circumstances do no warrant a "master" site plan and landscaping plan. The site is divided into 5 very large functional precincts ranging from 50 ha to 250 ha each. It is sufficient to only have one level of plan for each precinct, namely a site plan with a landscaping plan, and indicate the connections with adjacent precincts on such plans. The composite plan for the entire 880 ha site, should be for information purposes only.

A tree survey, tree planting and management strategy, irrigation and stormwater management plan, detailed proposals for fencing and boundary treatments, and a comprehensive lighting plan must still be submitted as a condition of approval to the City. Signage proposals must also be submitted separately in accordance with the requirements of the City's Outdoor Advertising By-law. The VIA also includes several recommendations, many of which can be addressed through the Urban Design detailing, likely to be required as a condition of approval under the MPBL.

Table 5. Total CWA Precinct GLA and Floor Space (Phase 1 and 2)

Projected Horizon Year and Phases	Precinct	Precinct Size ha (approx)	G.L.A. (rounded)	Floor Space (rounded)
	Airport Terminal Precinct	57	217,000 m^2 G.L.A.	229,000 m^2 F.S.
2050	Airport Airside Precinct	249	500 m^2 G.L.A.	1,000 m^2 F.S.
Planning Activity Level PAL 4	General Aviation Precinct	50	81,000 m^2 G.L.A.	84,000 m^2 F.S.
5 million passengers p.a.	Services Precinct	65	51,500 m^2 G.L.A.	52,000 m^2 F.S.
	Agricultural Precinct	444	0	0
Total Phase 2 including earlier phases			**350,000 m^2 G.L.A.**	**366,000 m^2 F.S.**

Fig. 7. Layout and Proposed Precinct Delineation - orientated north
(Source Vivid Architects & CAPEX Projects)

Fig. 8. Artist's impression of the overall Airport layout
(Source: Vivid Architects)

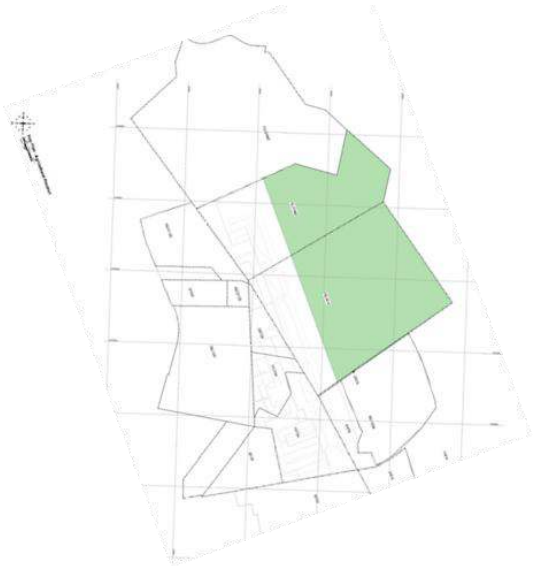
6.1 The Agricultural Precinct

At 443.6 ha, the Agricultural Precinct straddles the R304 (Stellenbosch-Klipheuwel Road). The primary use will be General farming practices to continue with rehabilitation & conservation of wetlands and conservation of intact indigenous vegetation.

The land is large enough to be farmed on its own but will be rented out to nearby farmers in response to interest already shown. CWA has also been admitted as a member of the Durbanville Farmers Association.

Apart from the airside fence along its western boundary, the Agricultural Precinct will remain unchanged.

Access to the farmland will remain from the existing access points on the R304. No vehicle or pedestrian access will be permitted from the airport side.



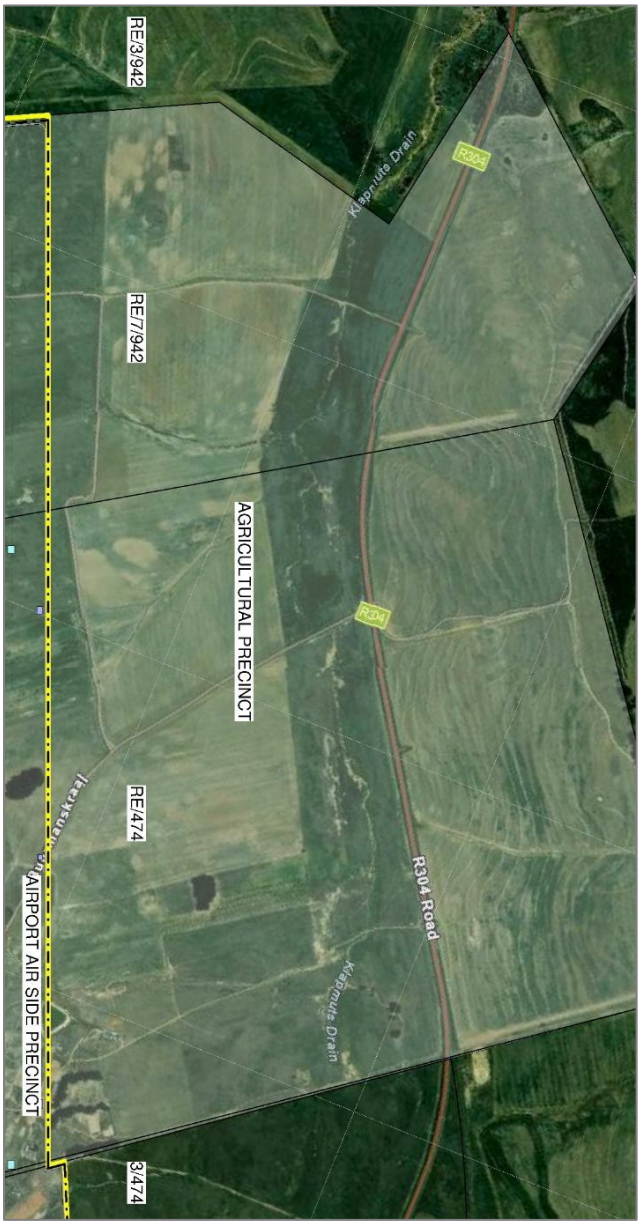


Fig. 9. The Agricultural Precinct

6.2 The Airport Terminal Precinct

This 57-ha precinct (GLA ± 217 000 m² and FS 229 000 m²) includes a Passenger Terminal Building (PTB), designed to latest ICAO Annexes and the IATA Airport Development Reference Manual (12th edition, May 2022). The PTB will be a double-level building with a handling capacity of 5.2 million passengers per annum and designed to process both domestic and international passengers. The PTB will include specialised equipment and areas to facilitate check-in and bag-drop, security screening, and customs and emigration/immigration.

The terminal precinct will have landscaping, hotels, an aviation museum, retail, cargo facilities, ground support equipment (GSE), an energy centre and aircraft sanitary station, landside substation (LS SS); restaurants; pedestrian walkways; multi-storey and at-grade parking with designated drop-and-go facilities; car rental facilities; petrol and diesel service station, droneport and vertiports; internal road and services configurations; access and egress roads; billboards (indoor and outdoor, static and electronic).

In terms of the Bylaw, consent is required for *'Airport'* over the Airport Terminal Precinct as well as for *'Hotel'*, *'Business premises'*, *'Service station'*.

Fig. 10. Airport Terminal Precinct
(Source: Vivid Architects & CAPEX Projects)

Fig. 11. Artist's impression of the Airport Terminal Precinct
(Source: Vivid Architects)

6.3 Airport Airside Precinct

This 249-ha precinct (GLA ± 500 m² and Floor Space ± 1000 m²) is a secured area, fenced off for safety, with strictly controlled vehicular and pedestrian access. All activities are focused on aircraft movement, including freight and passenger operations. Designed by NACO (Netherlands Airport Consultants), the layout meets international aviation standards.

The precinct will include a 3.5 km runway, oriented 01-19, serving up to Code 4F instrument operations. The runway will support both scheduled commercial and general aviation, with intersection take-off points to enhance efficiency. Essential systems will include parking aprons for aircraft, CAT III Instrument Landing Systems (ILS), airfield lighting, substations, a Remote Digital Control Tower System (RDTS) and Precision Approach Path Indicator (PAPI).

Airside service roads and security fence are included, adhering to aviation security standards. Moreover, noise and Obstacle Limitation Surfaces (OLS) are addressed through specialized assessments.

In terms of the By-Law, consent is required for '*Airport*' over the Airport Airside Precinct.

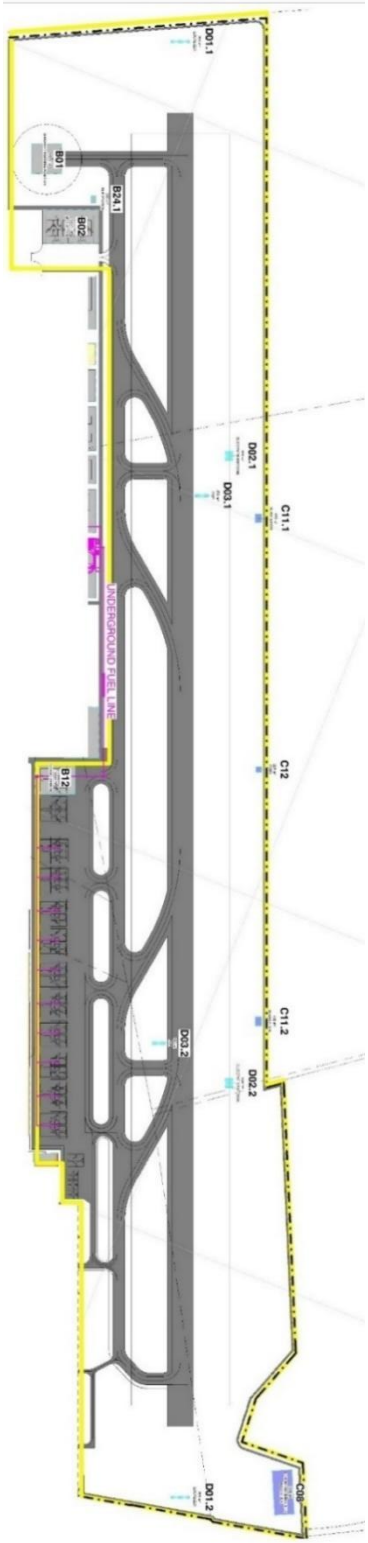


Fig. 12. Airport Airside Precinct

6.4 The General Aviation Precinct

This ± 50 ha precinct (GLA ± 81 000m² and FS 84 000 m²) is strategically located to provide safe, controlled aircraft access to the runway. It services non-scheduled aviation such as recreational flying, training, charters, crop spraying, firefighting, and private business, including helicopter operations. The precinct, accessed via Mellish Road, is designated for modular development rather than individually subdivided erven. The areas provided for aircraft moving from taxi to runway take up most of the space.

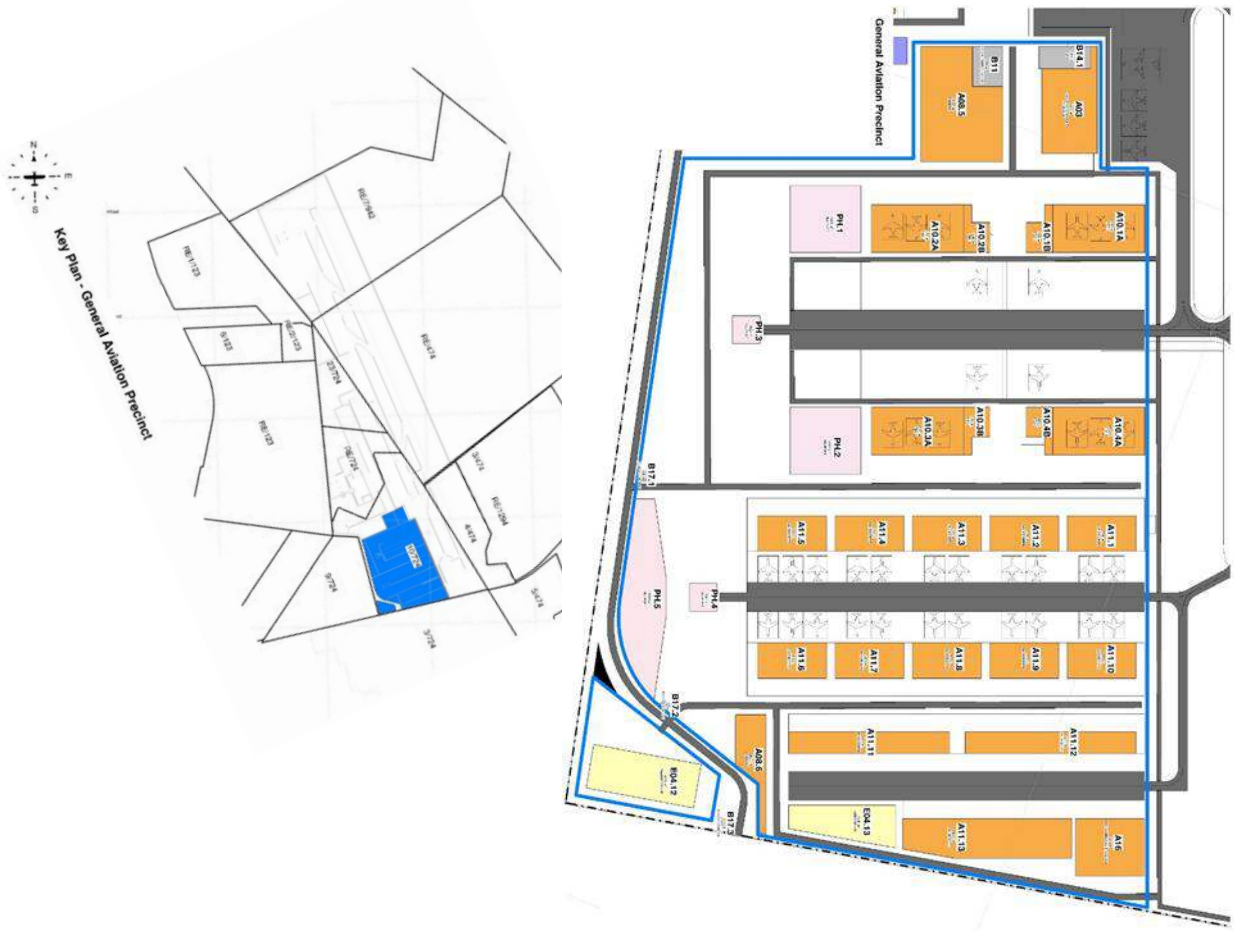


Fig. 13 The General Aviation Precinct

Planned facilities include four Fixed Base Operators (FBOs), a niche VIP terminal aimed predominantly for general aviation and government officials, a heliport with dedicated Final Approach and Take-off areas (FATOs), a general aviation clubhouse with airside views, and parking for visiting aircraft. Additional proposed developments include General Aviation hangars, a substation, a remote digital control tower, a value retail store for and landscaping along Lichtenburg Road.

In terms of the By-Law, consent is required for '*Airport*' over the General Aviation Precinct as well as for '*Business Premises*' and '*Place of Assembly*' for the club house.

6.5 The Services Precinct

This ± 65 ha precinct (GLA ± 51 500 m² and FS ± 52 000 m²) supports non-public airport operations, including Aircraft Rescue and Fire Fighting (ARFF), airport maintenance, ground support equipment (GSE) staging, and cargo handling. Located around and north of the quarry, it has restricted access via Mellish Road and internally from the Terminal Precinct.

Phase 1 includes a bulk fuel depot, general aviation kerbside refueling station, and commercial service station. Phase 2 will have an underground fuel line to the aprons.

The ARFF will meet ICAO Category 9 standards and be positioned adjacent the runway for optimal response times. A cargo facility for both belly and freighter cargo will be located near the passenger terminal, initially using the main apron. The Maintenance, Repair, and Overhaul (MRO) facility in the north will accommodate widebody aircraft.

Other Phase 1 developments include ground support equipment staging areas, a solar PV and biodigester system for renewable energy, and an Airport Operations Centre housing essential services like police, a clinic, and air traffic control. Phase 2 adds a catering building, additional cargo aprons, and further water and waste infrastructure.

In terms of the By-Law, consent is required for '*Airport*' over the Services Precinct.

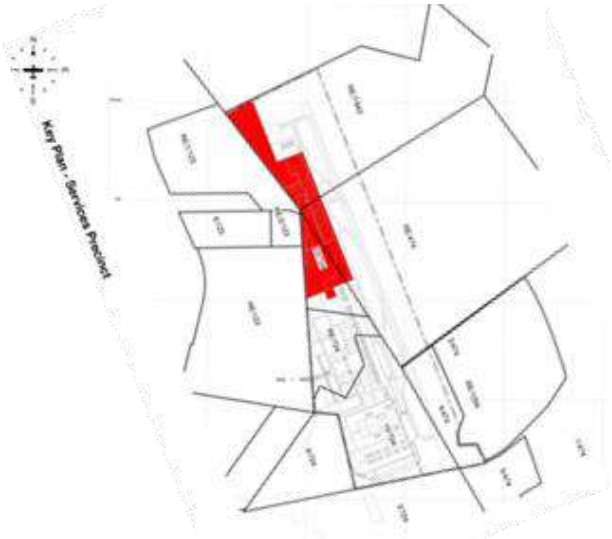


Fig. 14. The Services Precinct

7. Surrounding Zonings, Utilisation of Land and Known Third Party Developments

CWA's surrounding zonings, utilisation of land and known third party developments are described below.

7.1 Surrounding Zonings

Fig. 15 shows the existing zonings surrounding CWA. To the north and east, Agricultural zoning extends over 15 km, bordering Swartland and Drakenstein Municipalities. Roughly 2 km to the northwest is Mikpunt (Klipheuwel), zoned "Rural Zoning (RU)," with the Klipheuwel Housing Scheme (4.5 km away) zoned "Single Residential (SR1)" and an informal settlement on Agricultural land. Southeast and south of the site, all land is zoned Agriculture up to the N1 Highway, 6 km away.

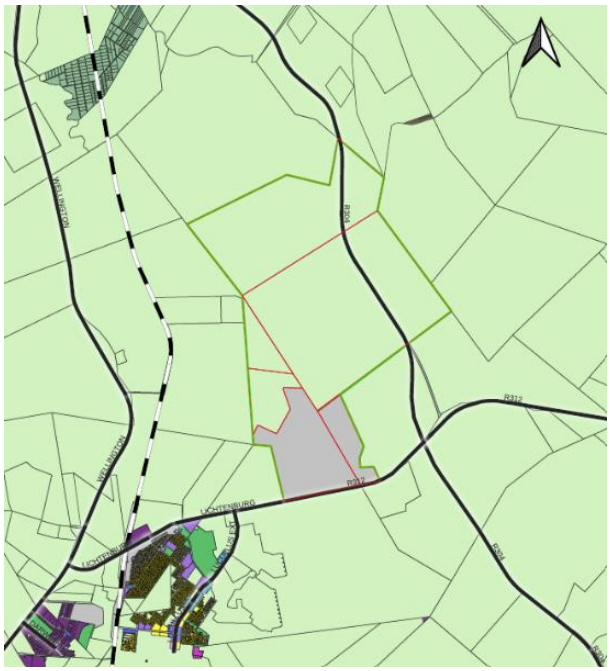


Fig. 15. Existing Zoning of surrounding properties
(Source: CoCT Map Viewer)

Land directly south of the site, alongside Lichtenburg Road (R312), is Erf 4 (shown in blue in Fig. 16), which was subdivided out of the larger Greenville Garden City development. The area east of this blue outline was rezoned in 2012 to 'subdivisional area' for a phased mixed-use development comprising of residential, business, industrial and institutional opportunities. The Zoning Scheme Extract issued by the City of Cape Town on 07 June 2022, states that Erf 4 Greenville is zoned as "*AGRICULTURAL ZONE (AG)*" and further notes that:

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

Both the 2018 and 2022 Valuation Roll of the City of Cape Town show the "use category" as being "*Agricultural,*" in line with the Zoning Extract issued.

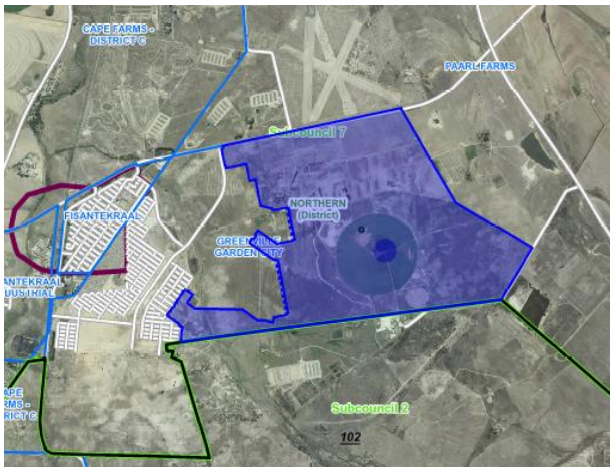


Fig. 16. Erf 4, Greenville
(Source: Zoning Scheme Extract issued by CoCT 7th June 2022)

7.2 Surrounding Utilisation of Land

Fig. 17 shows the existing utilisation of land both within and surrounding the proposed CWA development envelope.

The development envelope includes the existing CWA, a clay quarry, equestrian facilities, farmhouses, farm sheds, horse camps, fallow grazing land and cultivated fields. To the north and northwest, the area is mainly used for grain and livestock farming, with additional stud farming further north.

To the northeast and east, there's a mix of grain and livestock farming, along with stud farming. To the south, the area is primarily focused on beef and dairy farming. The southwest features County Fair chicken broilers, a feedlot, a planned residential development, Bella Riva Estate and the Fisantekraal WWTW.

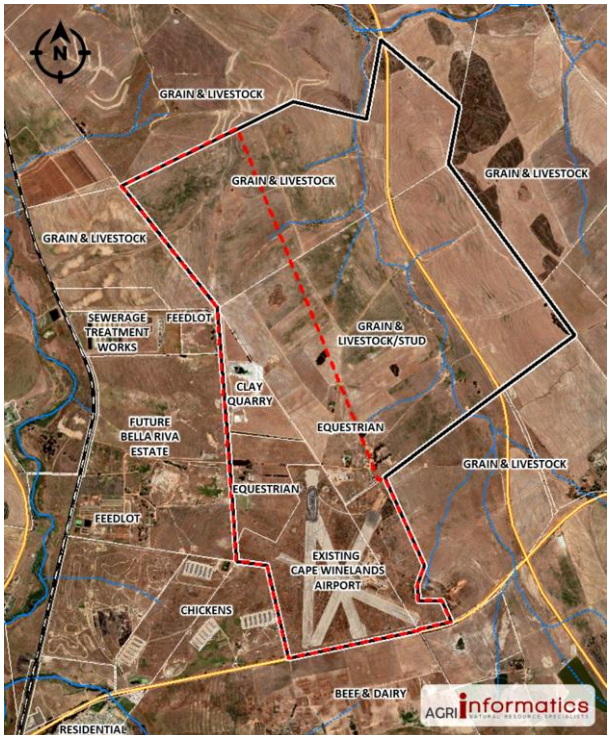


Fig. 17. Surrounding Utilization of Land
(Source: Agri-Informatics, 2025)

7.3 Known Third Party Developments

Fig. 18 shows the status of seventeen identified development proposals at the time of writing. Following the map, each development is described according to its corresponding number in the map, excluding the description for CWA as number 1.

2) Industrial Development on RE/180, 3/180 & 13/168: Portion 13 of Farm 168 was approved in 2019, while the Remainder of Farm 180 and Portion 3 of Farm 180 were approved in 2022. Since these approvals are valid for five years, an extension for Portion 13 of Farm 168 was granted in November 2023. The latest proposal includes a 135,867 m² GLA glass factory on the three erven. The project, approved for industrial and general business use, features a total GLA of 102,710 m².

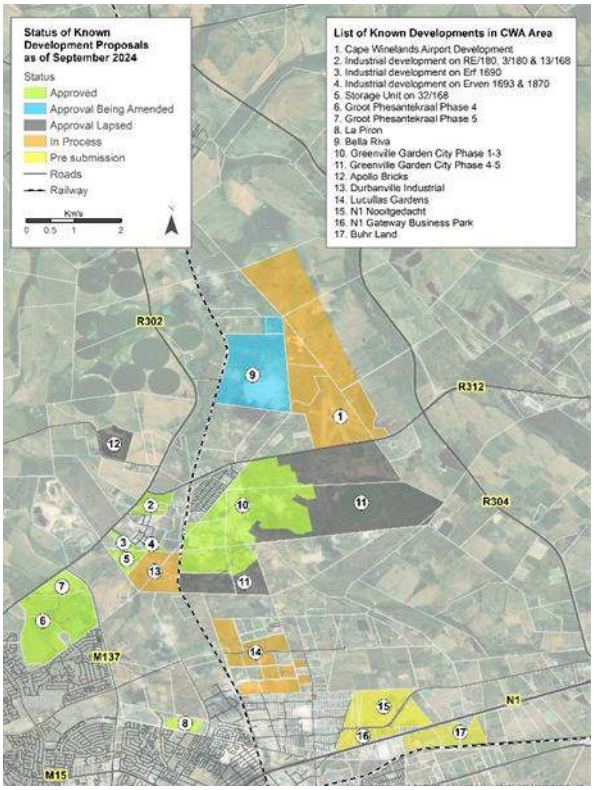


Fig. 18. Status of Known Third Parties' Developments around CWA
(Developments sourced from ITS and CoCT comments, 2024)

3) Industrial Development on Erf 1690: Construction has commenced on certain portions of the industrial development on Erf 1690, as observed through aerial imagery. The project has been approved, with the land designated for industrial use and a total GLA of 42,567 m².

4) Industrial Development on Erven 1693 and 1870: Construction has started on parts of the industrial development on Erf 1690, as seen in aerial imagery. The project, approved for industrial use, has a total GLA of 42,567 m²

5) Storage Unit on 32/168: Development on Portion 32 of Farm 168 has been approved for use as a storage facility, with the GLA currently unknown.

6) Groot Phesantekraal Phase 4: Approved in 2019, includes three subphases: 4.1, 4.2, and 4.3. Portions of Phase 4.1 have been built, while Phase 4.2 transfers are being negotiated. Phase 4.1 allows educational facilities, residential (townhouses), medical, and retail uses. Phase 4.2 will feature residential (townhouses, retirement village) and offices, and Phase 4.3 will include residential (townhouses) and retail. The total GLA is 25,000 m².

7) Groot Phesantekraal Phase 5: RE/1165 has been approved for mixed-use purposes, including a bulk trade centre, townhouses, an arms dealership, offices, a nursery, a shopping centre, fast food outlets, and a vehicle fitment centre, with a total GLA of 32,358 m².

8) La Piron: Portion 41 of Farm 725 has been approved, with the land designated for residential use, single residential units and group housing. The GLA for the project is currently unknown.

9) Bella Riva: The Bella Riva development is a phased, mixed-use project that comprises among others, 3,069 units (including 975 mixed-use units, 571 group housing units, 1,378 apartments, and 145 business units), schools for 2,000 pupils, crèches for 500 children, and a public transport interchange.

Three phases are planned over 5-year intervals and the site plan is intentionally flexible to accommodate the potential approval and expansion of CWA[6]. Phase 3 will be used for industrial purposes if CWA proceeds. Bella Riva's developers are therefore aligning the development to be compatible with CWA.

Fig. 19. Bella Riva SDP (North Facing)
(Source: Sturgeon Consulting, 2024)

[6] Pre-Application Draft Scoping Report for Bela Riva Mixed Use Development, Cornerstone Environmental Solutions. March 2025.

10) Greenville Garden City (GGC) Phases 1-3:

GGC will be executed in multiple phases shown across, with a subdivisional plan aligning Lucullus Road with Lichtenburg Road (R312). Only Phases 1 to 3 are approved, and construction is underway. The mixed-use development includes residential, business, and community facilities.

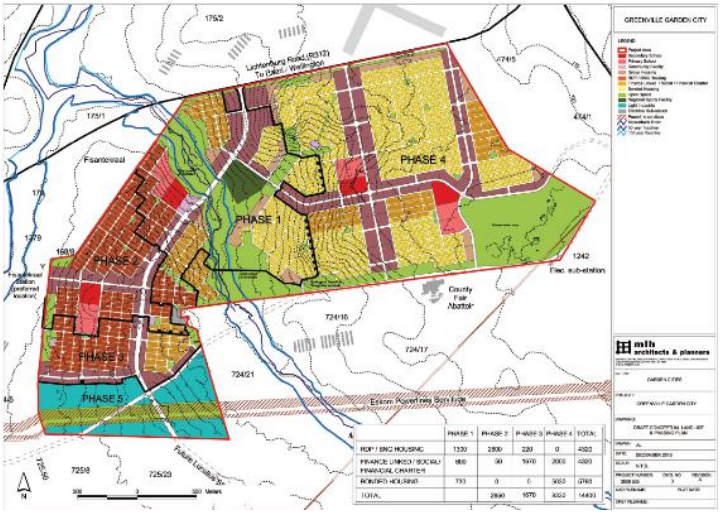


Fig. 20. GGC Conceptual Land Use and Phasing Plan
(Source: mlh architects and planners)

11) Greenville Garden City (GGC) Phase 4-5: No submission has been made for the subdivision of Erf 1 (phase 4 in the Fig. 20) within the allowed five-year time period, leading to the lapse of its approval. The now lapsed approval aimed for a mixed-use development with residential, business, and community facilities which also included completing the Lucullus Road southern extension and the East-West link road to the Darwin Road extension.

12) Apollo Bricks: Portion 42 of Farm 168 was rezoned and subdivided in 2019, but the approval has since lapsed. The planned industrial park has a total GLA of 120,000 m².

13) Durbanville Industrial: This application is currently in process according to comments by the CoCT and consists of multiple phases focusing on industrial use. The total GLA for the project is 207,198 m².

14) Lucullus Gardens: The CoCT Municipal Planning Tribunal (MPT) approved this mixed-use development based on CoCT comments, though it is subject to appeal. It includes residential, business, retail, institutional, life sciences, and industrial phases, with a total GLA of 418,880 m².

15) N1 Nooitgedacht: This application is currently in process as per recent CoCT comments. The land is designated for warehousing use, specifically on Portion 373 and the Remainder Portion 4 of Farm 728. The total GLA for the project is 321,543 m².

16) N1 Gateway Business Park: This development is currently in process and pending amended Environmental Authorization (EA) and appeal. The land is designated for use as an industrial area (park), including warehousing and distribution, covering Portions 29, 30, 32, 374, 375, and 377 of Farm 728. The total GLA is 144,526 m².17.

17) Buhr Land: This application is currently in process as per CoCT's recent comments and is designated for industrial use. It encompasses Portions 27, 327, and 407 of Farm 728, with a total area of 49 hectares.

PART C: THE MOTIVATION

8. Alignment and Desirability

Part C evaluates the desirability of the effects referenced in LUPA paragraph (a) by considering the factors outlined in sections 53(1) and 55 of the Act. It assesses the impact of CWA's proposed expansion on the orderly and harmonious growth of the region, the general welfare of residents, and agricultural viability. The assessment aligns to relevant spatial development frameworks and structure plans, regional desirability considerations, the potential effects on agriculture, surrounding zoning, and general well-being, as well as the principles of SPLUMA and LUPA.

8.1 Applicable Spatial Development Frameworks, Policies and Strategies

8.1.1 National Airport Development Plan (NADP) 2015

Alignment to the NADP is described in the CWA Civil Aviation Baseline and Site Sensitivity Assessment (Annex 31 – Appendix 16) and the CWA Socio-Economic Impact Assessment, which situates CWA within this broader context. In summary, the NADP (2015) expresses a preference for the "upgrading existing airports" over the development of "green-field" facilities.[7] Over 150 hectares of the proposed 425-hectare rezoning area already comprise an 81-year-old airport with existing land-use rights.

8.1.2 National Spatial Development Framework (NSDF) 2050

CWA is located within the Greater Cape Metro and National Urban Spatial Transformation & Economic Transition Region. The CoCT is recognized as a National Urban Node, connected to national and regional corridors.

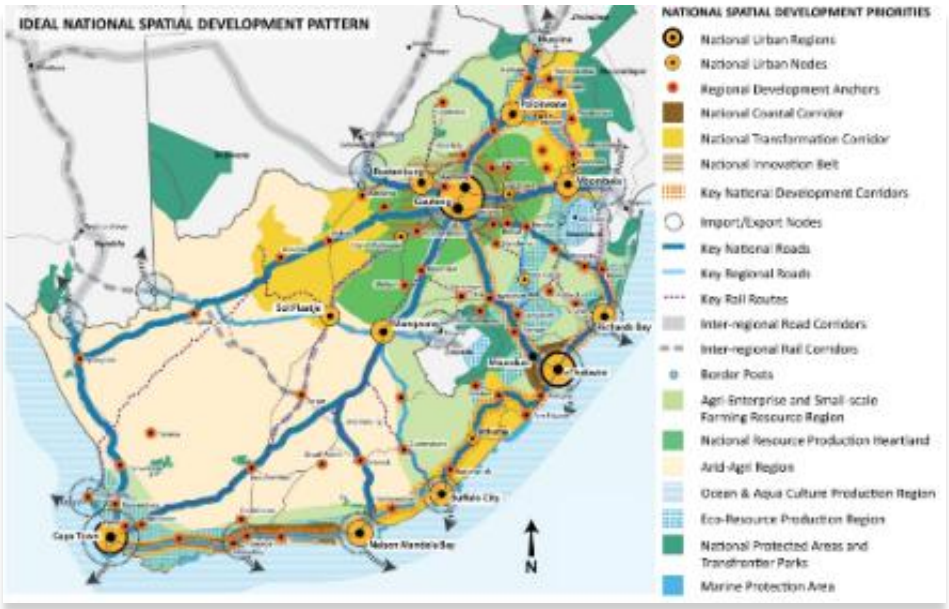


Fig. 21. NSDF Ideal Spatial Development Pattern
(Source: NSDF)

[7] "The term airport is used rather than the term "aerodrome" which is used in a generic sense and also applied in legislation and ICAO documentation. The two terms are considered synonymous for the purposes of the NADP." (NADP, 2015, p.74).

The NSDF vision related to the development of CWA includes:

- **The National Transport System:**
  - *"A well-functioning and well managed national transport and connectivity infrastructure network that ensures and enables: (1) the safe and efficient movement and transport of people, (2) the rapid and reliable flow of information and communication, (3) the efficient transport of goods, (4) the provision of services, and (5) the ability to participate and interact in the global economy."*[8]

Outcomes and investment priorities specific to where CWA is located, and which are related to airport expansion include:

- **National Spatial Development Outcome 1:**
  - *"A network of consolidated, transformed, and well-connected national urban nodes, regional development anchors, and development corridors."*[9]
- **National Spatial Development Outcome 2:**
  - *"Economic activities, settlement development and infrastructure are focused on/ located within well-connected inter-regional and national development corridors and routes."*[10]

- **National Spatial Development Outcome 3:**
  - *"All national road, rail, air, maritime and Information and Communication Technologies (ICT) networks and infrastructure are aligned and prioritised, based on the demand and volume of services, as well as envisaged future growth in identified areas."*[11]
  - *"National connectivity and movement infrastructure systems are strategically located, extended and maintained, to support a diverse, adaptive and inclusive economy, and a set of key national and regional gateway cities and towns."*[12]
- **Investment:**
  - *"Upgrading and maintenance of trade ports (airports, seaports, and border posts)*[13]*".*
  - *"Port and airport development [to] be strengthened in support of inter-regional trade flows and efficiency."*[14]
  - *"Logistics hubs, ports (airports and harbours) and border posts are maintained and timeously expanded to support and strengthen national economic growth and reduce delays at ports."*[15]

8.1.3 The Western Cape Provincial Spatial Development Framework (PSDF) 2014

The PSDF 2014 is enacted by the SPLUMA, 2013 (Act No. 16 of 2013) and the Western Cape LUPA, 2014 (Act No. 3 of 2014). The policy provides guidelines and principles for spatial planning, land use management, and development in the province. Fig. 22 shows CWA's

[8] Section 4.4.6, p 99, NSDF.
[9] Section 4.5.2, p101, NSDF.
[10] Section 4.5.3, p101 NSDF.
[11] Section 4.5.3, p101 NSDF.
[12] Section, p37, NSDF Greater Cape Town Report.
[13] Section 6, p 43, NSDF Coastal NSAA Report.
[14] Section 5.3.3, p 122, NSDF.
[15] Section 5.5, p 132, NSDF.

location in the PSDF's spatial strategy which designates the Greater Cape Metro as a major node of competitiveness with potential for highest economic growth.

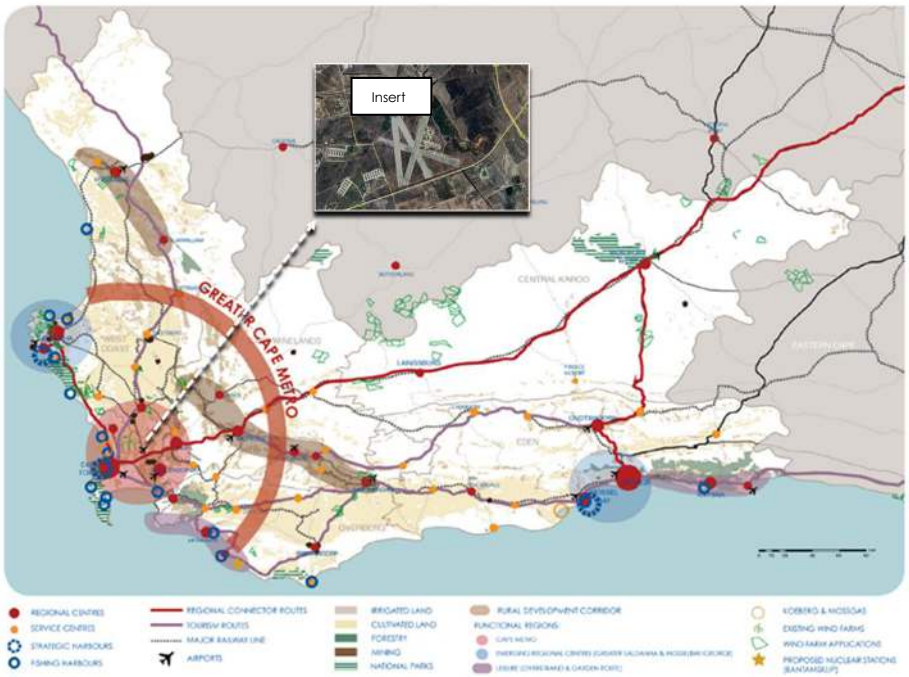


Fig. 22. CWA in relation to the WC PSDF 2014 and Greater Cape Metro RSIF and (Source: GCM RSIF 2019)

CWA is aligned with the following PSDF policy statements:

Opening Up Opportunities in the Space Economy:

- Policy E1: Use Regional infrastructure investment to leverage economic growth.
  - *"Limit new urban transport investment to spatial developments that reduce average travel times, as opposed to extending them."*[16]
- Policy E3: Revitalise and strengthen urban space-economies as the engine of growth.
  - *"Existing economic assets to be targeted to lever the regeneration and revitalisation of urban economies."*[17]
  - *"Incentives put in place to attract economic activities close to dormitory residential areas."*[18]

Developing Integrated and Sustainable Settlements:

- Policy S2: Improve Inter and Intraregional Accessibility.
  - *"Strengthen functional linkages between settlements and larger towns."*[19]
  - *"Rank, prioritise and develop fully Integrated Rapid Public Transport Networks (IRPTN) in the regional urban centres of the province such as the Cape Town Metro (including Paarl and Stellenbosch)."*[20]

[16] Section 3.2.5, p 71, PSDF 2014.
[17] Section 3.2.4.3, p71, PSDF 2014.
[18] Section 3.2.4.3, p71, PSDF 2014.
[19] Section 3.3.3.3, p 81, PSDF 2014.
[20] Section 3.3.3.3, p 81, PSDF 2014.

8.1.4 The Western Cape Rural Area Planning Guidelines

The WC Rural Area Planning Guidelines outlines a strategic framework for managing land use and development within the Western Cape's rural landscapes. The guideline objectives emphasize sustainable development, the protection of agricultural land and biodiversity, and the containment of urban sprawl, while also promoting rural economic diversification through tourism and other compatible ventures.

The guideline notes that *"Guidelines are never mandatory, are not binding and are not enforced"*[21] and that *"a decision maker is not prohibited from taking a decision on a land development application if the decision deviates from the guidelines, provided that the application must motivate to justify the deviation. In such instances the unique and exceptional circumstances which are relevant and present in the context of the application in question, may render the applicable guidelines inappropriate"*.[22] For example *"if the applicants case is an exception proposal"* such is the case for a secondary airport.

Similarly, Section 9(2) of the MPBL obliges the City to consider the specific circumstances of the site. Partial deviations from, as well as alignment with the CoCT's MSDF and the Northern District Plan are addressed in Sections 8.1.7, 8.2, and 8.3 of this report. The matter of desirability is covered in Section 9, while Section 10 examines the impact on agriculture, the biophysical environment, the general wellbeing of residents, and surrounding zoning. These considerations are supported by several specialist studies and mitigation measures are included in the CWA EIA (Annex 31).

According to the Rural Area guidelines, the term "rural areas" refers to all areas outside of the physical outer edge of existing built-up areas and settlements. Conversely, "urban areas" refer to the footprint of any settlement. [23] Therefore, only the parts of CWA's runway and runway safety area, being just outside the urban edge, fall under the definition of a "rural area" for the purposes of these guidelines.

Fig. 23. Current CoCT UDE in relation to CWA and Proposed extension.

Chapter 15 of the guideline acknowledges that 'Infrastructure Installations', which include airports, often need to be located outside urban areas due to their extensive space requirements, unique locational needs, or potential negative impacts on surrounding urban

[21] Annexure A. Section 3. p.79. Western Cape Land Use Planning Guidelines Rural Areas. 2019.
[22] Annexure A. Section 5. P79. Western Cape Land Use Planning Guidelines Rural Areas. 2019.
[23] Section 1.3.p.3. Western Cape Land Use Planning Guidelines Rural Areas. 2019.

areas.[24] The need for a large, clear area for CWA's runway and runway safety area serves as primary justification for its placement beyond the urban edge. The guidelines states that *"Where locations inside urban areas are impractical, then extensive agricultural areas peripheral to settlements are the preferred alternative"*.[25]

In addition to sections 8.1.7, 8.2, 8.3, 9 and 10 of this report, the following is provided for consideration under Chapter 15 of the Guideline:

- The landside portion being mostly within the urban edge aligns with the guideline's objective to promote smart growth by containing urban sprawl and prioritizing infill and densification of existing urban areas.
- As envisaged in the Chapter 15 guidance for implementation, locations inside urban areas are impractical for the airside activities, making extensive agricultural areas peripheral to settlements the preferred alternative.
- CWA's runway is not established on slopes of more than 12%.
- CWA's agriculture precinct is not being subdivided but rather a split zoning is undertaken to retain a 444-hectare agricultural precinct.
- Signage, lighting and solar at CWA is for safety and operational reasons and further detail is provided in the VIA (Annex 24) and Glint and Glare Assessment (Annex 31 – Appendix 33).
- CWA has demonstrated through an 89-hectare offset that it will not have a significant negative impact on biodiversity.
- The airside and agricultural precincts do not establish infrastructure or facilities with permanent onsite employees or residential component. The General Aviation, Terminal and Services Precincts also establish infrastructure without a permanent onsite residential component but mostly do not fall under the ambit of the Rural Areas guidelines.
- The height of some of the structures in the landside precincts will exceed 8.5m, but this is west of the runway safety area and contiguous with the 150-ha existing airport that is within the urban edge. These aspects are addressed in the VIA (See Annex 24).
- Significant setbacks are set from a safety perspective for the aviation and support activities.

Chapter 17 of the Guidelines puts forward that in assessing proposed developments in rural areas, the following criteria should be applied.

- **Environmental authorisation:** CWA has been assessed for its compatibility with land use activities as contained in the CWA Final EIA (See Annex 31).
- **Does not alienate unique or high value agricultural land, or compromise existing farming activities:** Impact on Agriculture is contained in the CWA Agro Eco-system Assessment and dealt with in section 10.1 of this report.
- **Does not compromise the current or future possible use of mineral resources:** No mineral leases are found on the site and only a quarry site and clay mining area, subject to an existing mining servitude cover portion of the proposed runway.
- **Is compatible with the cultural and scenic landscapes within which the development is proposed and does not infringe on the authenticity of rural landscapes:** This is dealt with in the VIA (See Annex 24) and in section 10.4.4.1 of this report.
- **Does not lead to inefficient service delivery or unjustifiable extensions to the municipality's reticulation networks:** CWA is privately funded.

[24] Section 15.1p.62. Western Cape Land Use Planning Guidelines Rural Areas. 2019.

- **Does not impose real costs or risks to the municipality delivering on its mandate:** As above, and noting the Socio Impact Assessment's calculation of thousands of potential jobs.
- **Due consideration of any set-back lines and zone risks:** This is extensively dealt with CWA's EIA and in sections 10.2 Impact on the Biophysical Environment and 10.4.2 of this report under the heading of Safety.

8.1.5 The Greater Cape Metro Regional Spatial Implementation Framework (GCM RSIF) 2019

The 2019 GCM RSIF is a regional plan approved in terms of the LUPA, 2014. It also identifies the GCM as a regional node of competitiveness with potential for higher growth. The GCM RSIF's spatial logic and development concepts that relate to the expansion of CWA include:

- **Regional Space Economy:**
  - *"The costs of doing business are low on account of spatial efficiencies in the provision of regional utilities, transport and freight infrastructure networks[26]".*
  - *"The Greater Cape excels globally as Africa's preferred tourist destination and producer of quality food and beverages."[27]*
- **Regional Infrastructure:**
  - *"An integrated and inter-modal regional freight and logistics network is in place[28]".*
  - *"The effectiveness of the [transport] network relies on logistics interfaces such as intermodal hubs and the quality of the transport system, which in turn influences port performance."[29]*

In summary, expansion at CWA directly supports the vision and development concept of the PSDF and GCM RSIF's regional space economy by enhancing regional transport infrastructure and logistics networks, lowering the costs of doing business and improving the efficiency of logistics operations in the region.

The proposition that this may apply to any major investment project does not detract from the benefit. There are a limited number of major investment projects of this scale and whether some of these limited opportunities may seem generic, this does not distract from the multiplier effect on the regional economy. To the contrary, it underscores the value of major investment projects, and the evidence can be found in the CWA Socio-Economic Assessment (Annex 14).

8.1.6 The CoCT Integrated Development Plan (IDP) 2022

The CoCT's IDP 2022-2027, adopted in terms of the Municipal Systems Act 32 of 2000, provides a set of strategic objectives to guide all municipal planning. In terms of local government legislation, the IDP is primarily a strategic instrument that guides the City's medium-term budgeting and resource allocation. As such, it focuses on levers directly under the City's control, such as aspects of public transport and municipal land. Strategically, the emphasis is on outcomes rather than inputs. Economic growth is a top-tier priority in the IDP, while transport—broadly including inter-city mobility—is identified as a second-tier priority. Although airport-related projects fall within the City's area of influence rather than its direct control, the proposed expansion will still meaningfully support several key objectives outlined in the IDP, such as:

[26] Section 2.3, p50, GCM RSIF.
[27] Section 2.3, p50, GCM RSIF.
[28] Section 2.3, p54, GCM RSIF.
[29] Section 3.3.3, p95, GCM RSIF.

- **Economic Growth:**
  - *"To support meaningfully faster economic growth."*[30]
- **Transport:**
  - *"A city that is better connected will be more productive and create more economic opportunities."*[31]
  - *"Cheaper and faster to move around the city to access jobs and services."*[32]

- **A more Spatially Integrated and Inclusive City:**
  - *"Where people have more equitable access to economic opportunities and social amenities."*[33]
  - *"People experience decreased spatial dislocation from the social and economic benefits that Cape Town has to offer."*[34]

Expansion of the CWA aligns closely with the IDP's adopted MSDF strategy *"to plan for employment and improve accessibility and access to economic opportunities*[35]*"*, whilst ensuring that *"infrastructure investment is central to economic recovery and realizing the City's strategic and spatial priorities."*[36]

CWA's expansion further supports the following IDP 2022-2027 strategic objectives.

- **Objective 1: Increased Jobs and Investment in the Cape Town economy.**[37]
- **Objective 4: Well-managed and Modernised Infrastructure to Support Economic Growth.**[38]
- **Objective 12: A Sustainable Transport System that is Integrated, Efficient and Provides Safe and Affordable Travel Options for All.**[39]
- **Objective 14: A Resilient City.**[40]
- **Objective 15: A More Spatially Integrated and Inclusive City.**[41]

8.1.7 The CoCT MSDF 2023

This section firstly describes how CWA partially deviates from the CoCT's MSDF and Northern District Plan. It then provides the motivations setting out the unique site-specific circumstances of the CWA site justifying a decision by the City that deviates in part from its MSDF, as prescribed by its Municipal Planning By-law. This is followed by setting out the alignment of the proposal with key policy statements in the MSDF.

8.1.6.1 How CWA's development proposal deviates from the CoCT MSDF

a) Firstly, the proposed runway and runway safety area and parts of the landside development extend beyond the Urban Development Edge (UDE):

[30] p 17, CoCT IDP 2022-2027 Exec Summary.
[31] p 17, CoCT IDP 2022-2027 Exec Summary.
[32] P 19, CoCT IDP 2022-2027 Exec Summary.
[33] p 17, CoCT IDP 2022-2027 Exec Summary.
[34] p 19, CoCT IDP 2022-2027 Exec Summary.
[35] p 43, CoCT IDP 2022-2027 Main Report.
[36] p 66, CoCT IDP 2022-2027 Main Report.
[37] p 54, CoCT IDP 2022-2027 Main Report.
[38] p 64, CoCT IDP 2022-2027 Main Report.
[39] p 90, CoCT IDP 2022-2027 Main Report.
[40] p 100, CoCT IDP 2022-2027 Main Report.
[41] p 105, CoCT IDP 2022-2027 Main Report.

Fig. 24. Current CoCT UDE in relation to CWA and Proposed extension.

b) Secondly, the section that is outside of the UDE includes land indicated in the MSDF as being of 'Agricultural Significance' and as a Discouraged Growth Area (outside the UDE):

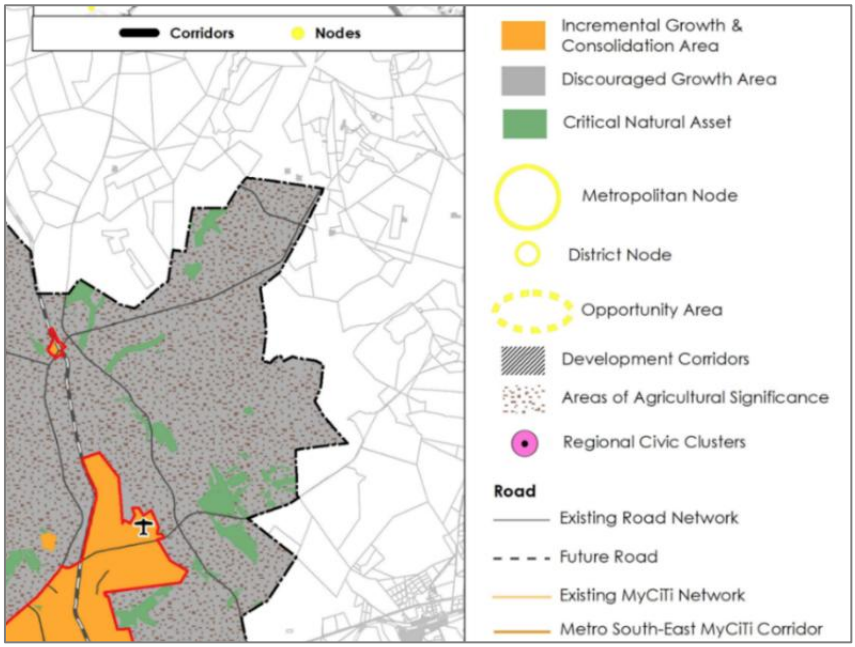


Fig. 25. Enlarged extract from the MSDF Consolidated Spatial Concept[42]

c) Lastly, the southeastern area of the site (Portion 4 of Farm 474 Joostenbergs Kloof) of the proposed development, which lies within the UDE, is partly identified as Core Biodiversity Area within both the CoCT's MSDF and Northern District Plan.

[42] MSDF Vol 1, approved January 2023 by City of Cape Town.

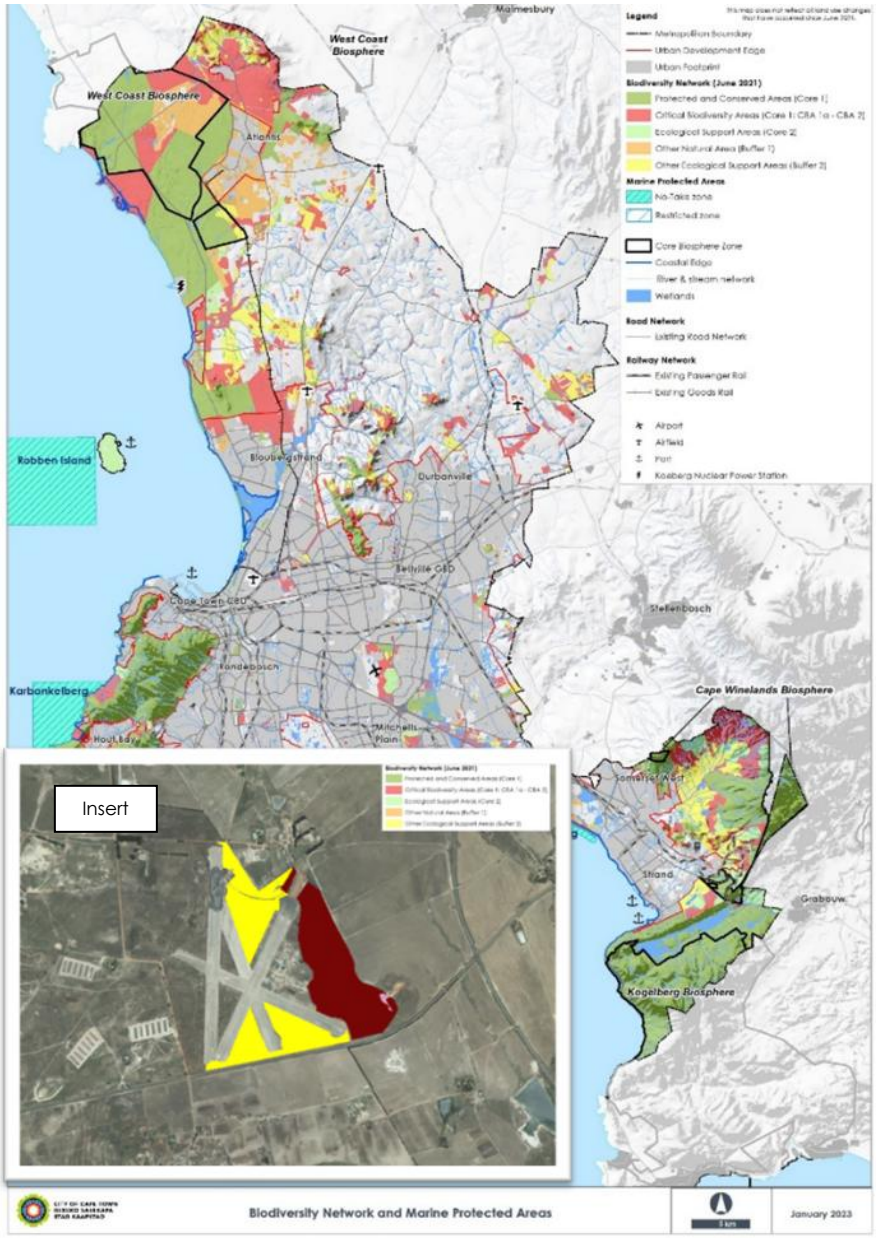


Fig. 26 CWA in CoCT MSDF BioNet 2023
(Source: CoCT MSDF 2023)

A 2025 Biodiversity Offset Study by M. Botha recommends a tradeoff of at least 77 hectares of Swartland Renosterveld. The proposed site for the terrestrial offset is Hercules Pilaar (1242), with an agreement now finalized. The total area exceeds 77 hectares, totaling 89 hectares (See Annex 17).

8.1.6.2 Unique Site-Specific Attributes of the CWA Site

Section 9(2) of the MPBL requires the City to apply its mind to the site-specific circumstances in the context of an application for the extension of an existing airport to serve the unique function as a secondary reliever airport. LiDAR-based GIS mapping provided by Aerstone Geospatial demonstrates five overlaying filters to provide rationale that this site has unique attributes distinguishing it from other sites in and outside of the CoCT's UDE, as is applicable Section 9 of the City's MPBL.

a) Slope, Topography and Wind Direction

To cater for an airport, this site is one of a very few useable sites within the area covered by the MSDF that is relatively gentle in slope, over this width and for the required length of a runway. The runway must have a reasonably accurate 0-19 southeast/northwest orientation to align with prevailing wind directions, which is necessary to avoid conflicts with take-offs and landings at CTIA.

All areas in the CoCT with slopes of less than 1% are reflected in light green in the map below. The runway, including safety areas for CTIA and CWA are shown as dark strips. It should be noted that some of the light green areas are shallow river courses, for example the Mosselbank River northwest of CWA shows as a linear flat site.

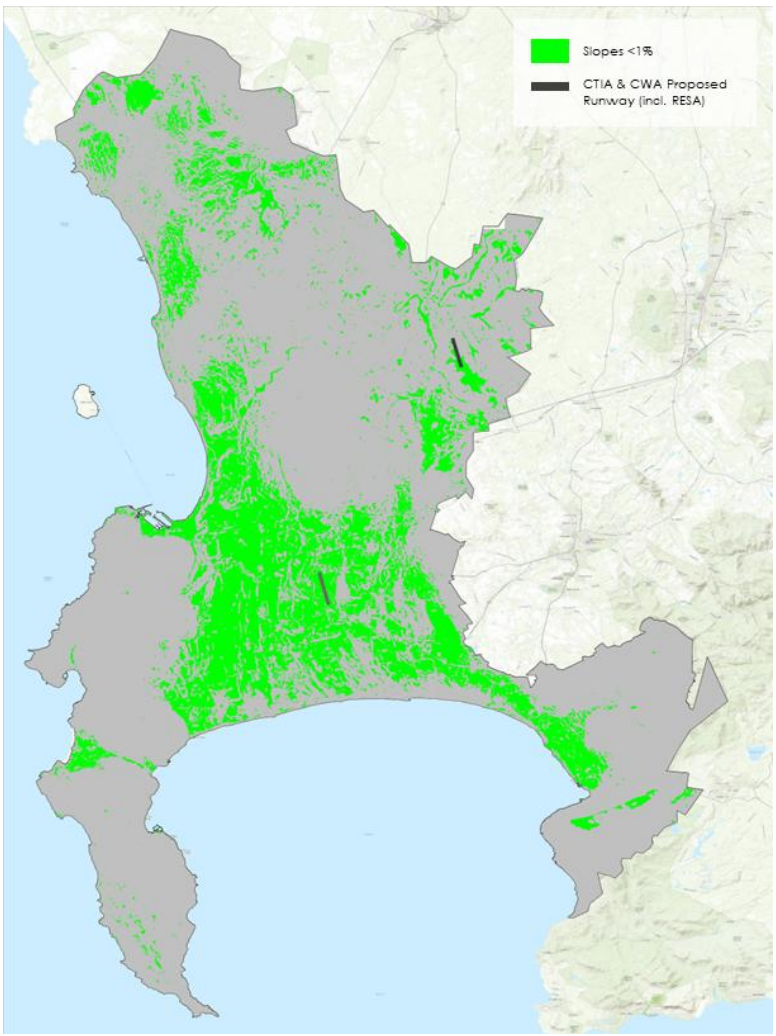


Fig. 26 CWA in relation to runway orientation and slopes of less than 1% in CoCT
(Source: Aerstone GeoSpatial, 2023)

The slope along the SE/NW direction should be preferably less than 1% over 4.215 km, including the runway and runway end safety areas (RESAs). As indicated in Fig. 27 and 28, the proposed runway for CWA has a slope of less than 1 % (0.73 %) with an elevational difference of less than 31 meters over a distance of more than 4 200 meters.

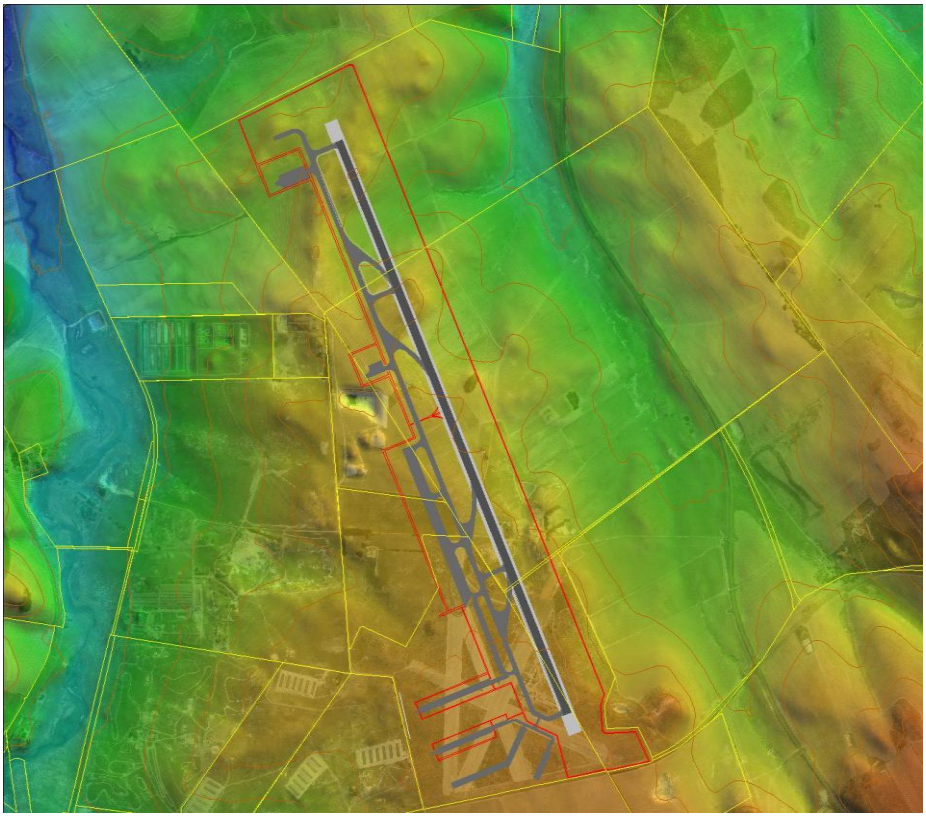


Fig. 27 Proposed CWA 3,500m Code F at a Slope less than 1 % at CWA

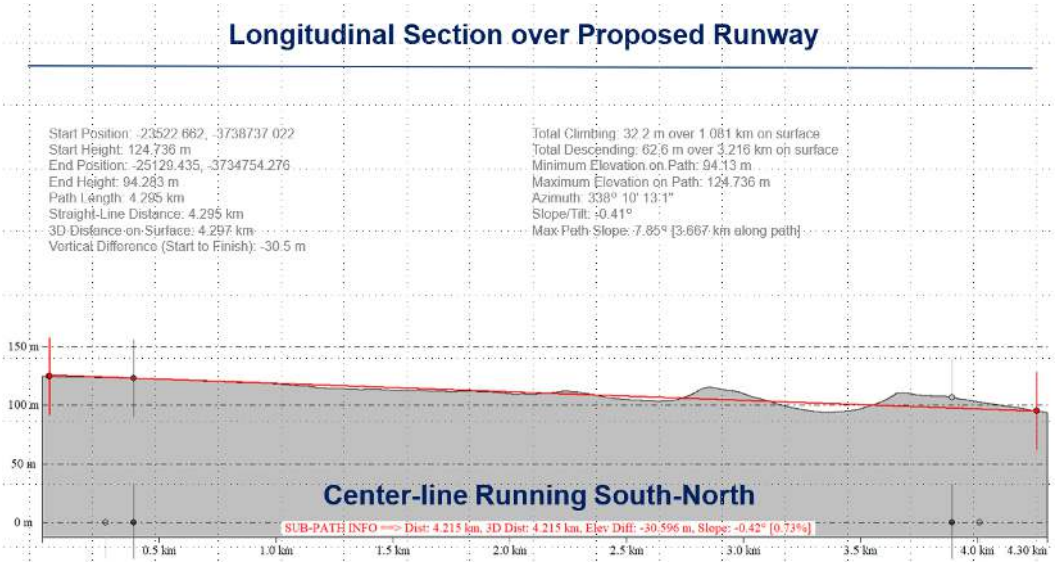


Fig. 28 Longitudinal Section over Proposed CWA Runway

b) Protected Nature Areas in the MSDF

Section 47(1) National Environmental Management: Protected Areas Act (NEM: PAA) 57 of 2003, states that no person or organ of state may fly over a special nature reserve, national park or world heritage site at a level of less than 2 500 feet (762 meters) above its highest point. To land and take off without penetrating the 2 500 feet ceiling, airports should not be close to protected nature reserves. The dark green in the map in Fig. 29 indicates the protected nature areas in the CoCT MSDF 2023.

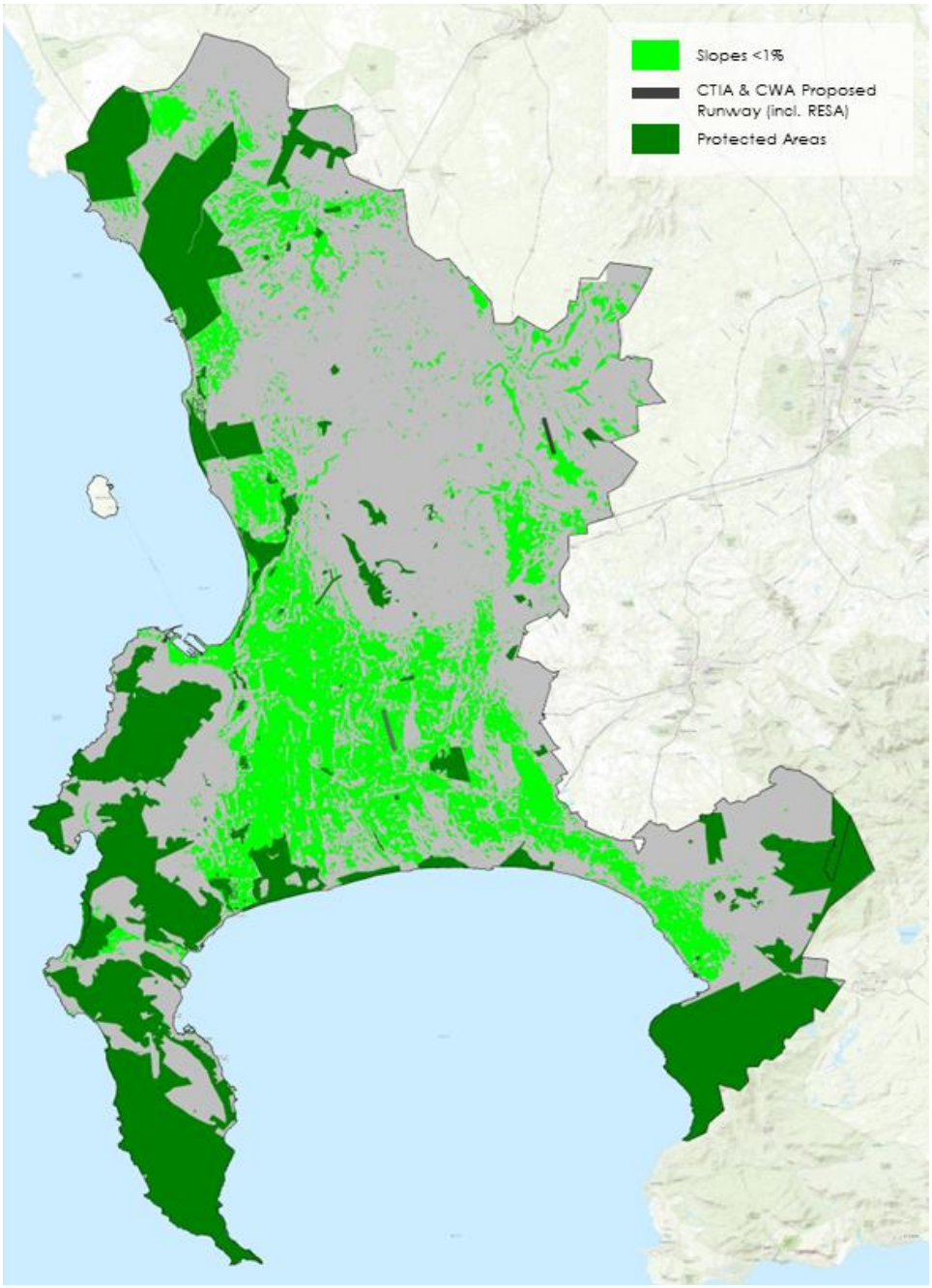


Fig. 29 CWA in relation to Slope <1% and Protected Areas
(Source: Aerstone GeoSpatial, 2023)

CWA is strategically located to avoid breaching the 2,500 feet altitude restriction imposed by the NEM:PAA. This careful placement ensures that flight paths for take-off and landing do not intersect with the airspace over protected nature reserves.

c) Existing Urban Development Footprint

Using 2020 South African National Land Cover Data, the existing built footprint areas are overlaid in yellow on the map below.

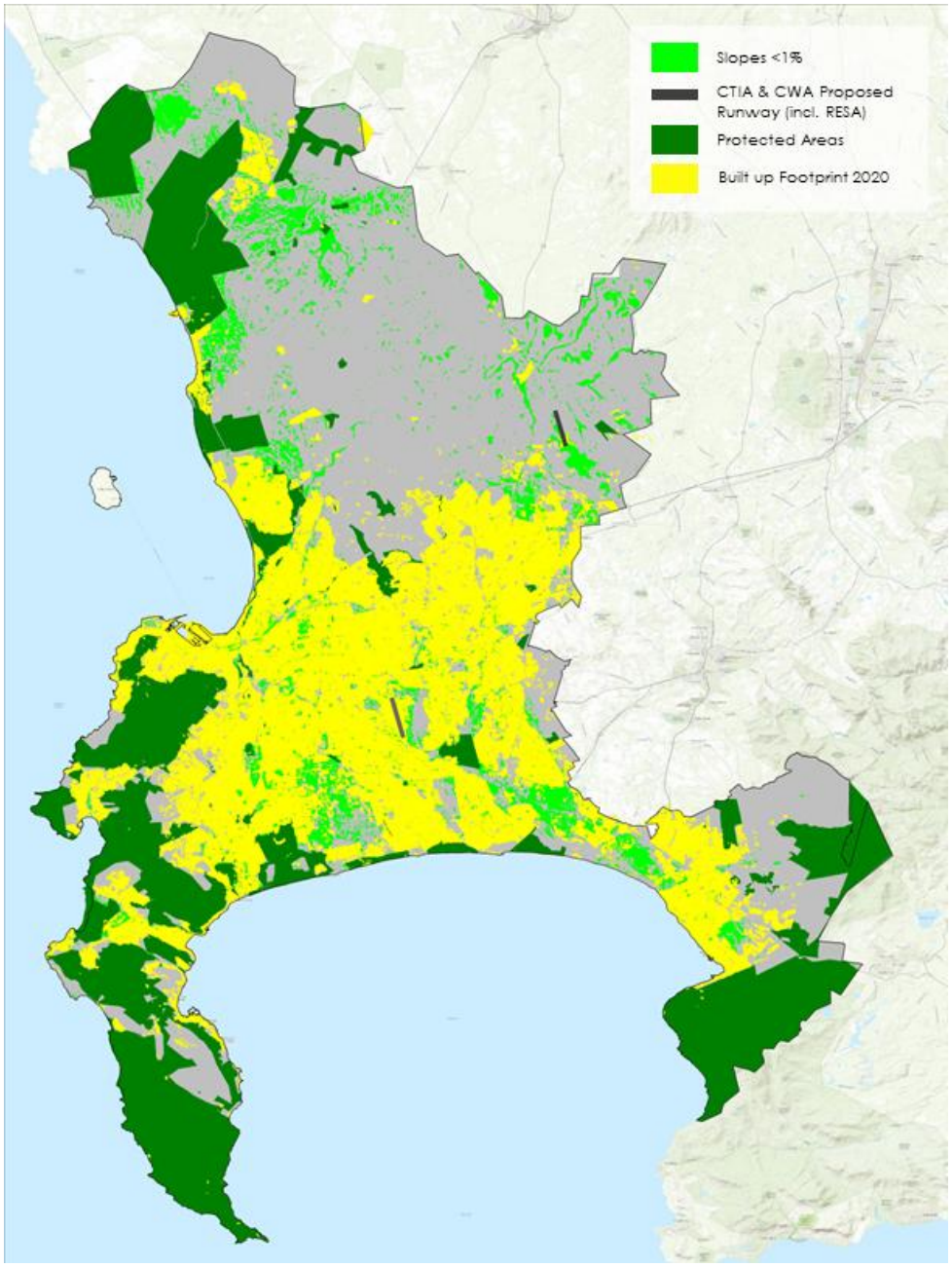


Fig. 30 CWA in relation to Built Footprint, Slopes <1% and Protected Areas
(Source: Aerstone GeoSpatial, 2023)

Only areas that are not already built-up or undevelopable can be considered for an airport. CWA's location as a secondary airport just outside the built footprint of the metropolitan area allows it to serve both the City and abutting municipalities effectively. Its distance is close enough to be convenient, yet far enough to avoid urban constraints or have an undue negative impact on large residential communities.

d) Controlled Airspace

The controlled airspace of CTIA and Ysterplaat airports, restricted to below 2,500 feet, is indicated in blue in Fig. 31.

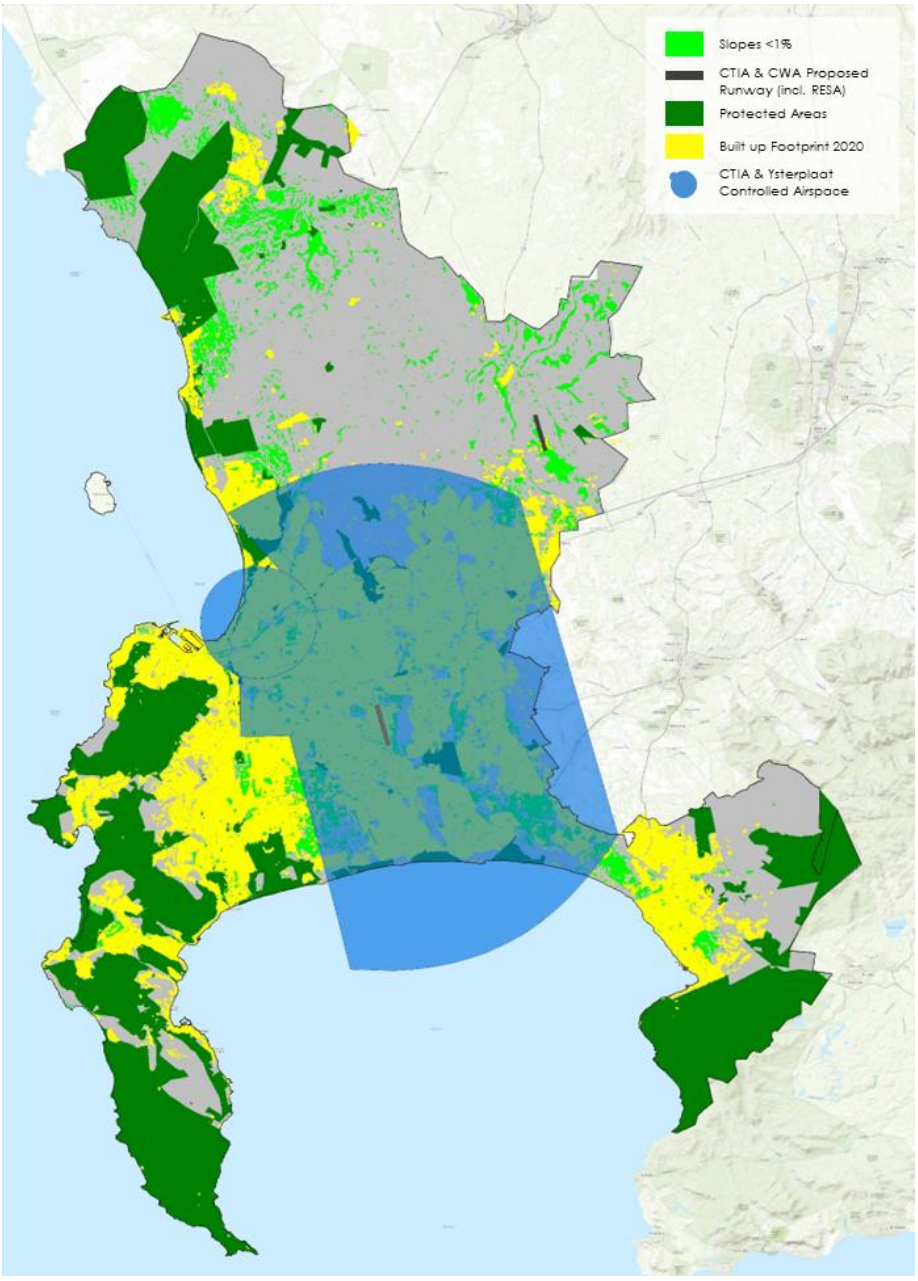


Fig. 31 Controlled Airspaces CTIA & Ysterplaat
(Source: Aerstone GeoSpatial, 2023)

CWA is strategically positioned outside of established controlled airspace, ensuring safe and unobstructed operations.

e) Koeberg Restriction Area

The Koeberg Nuclear Power Station Restriction Area Overlay Zoning and the CTIA and Ysterplaat controlled airspace is shown in Fig. 32. CWA's placement is significant for residents within a 16 km Urgent Protective Action Zone (UPZ), who may require evacuation within a restricted timeframe in the event of such an incident. A secondary airport was previously

indicated in the City's 2012 MSDF near Atlantis and subsequently removed because that location falls within the UPZ and would result in immediate additional road capacity issues to comply with legislated evacuation times and, in the unlikely event of a nuclear disaster, close an airport when it's most needed.

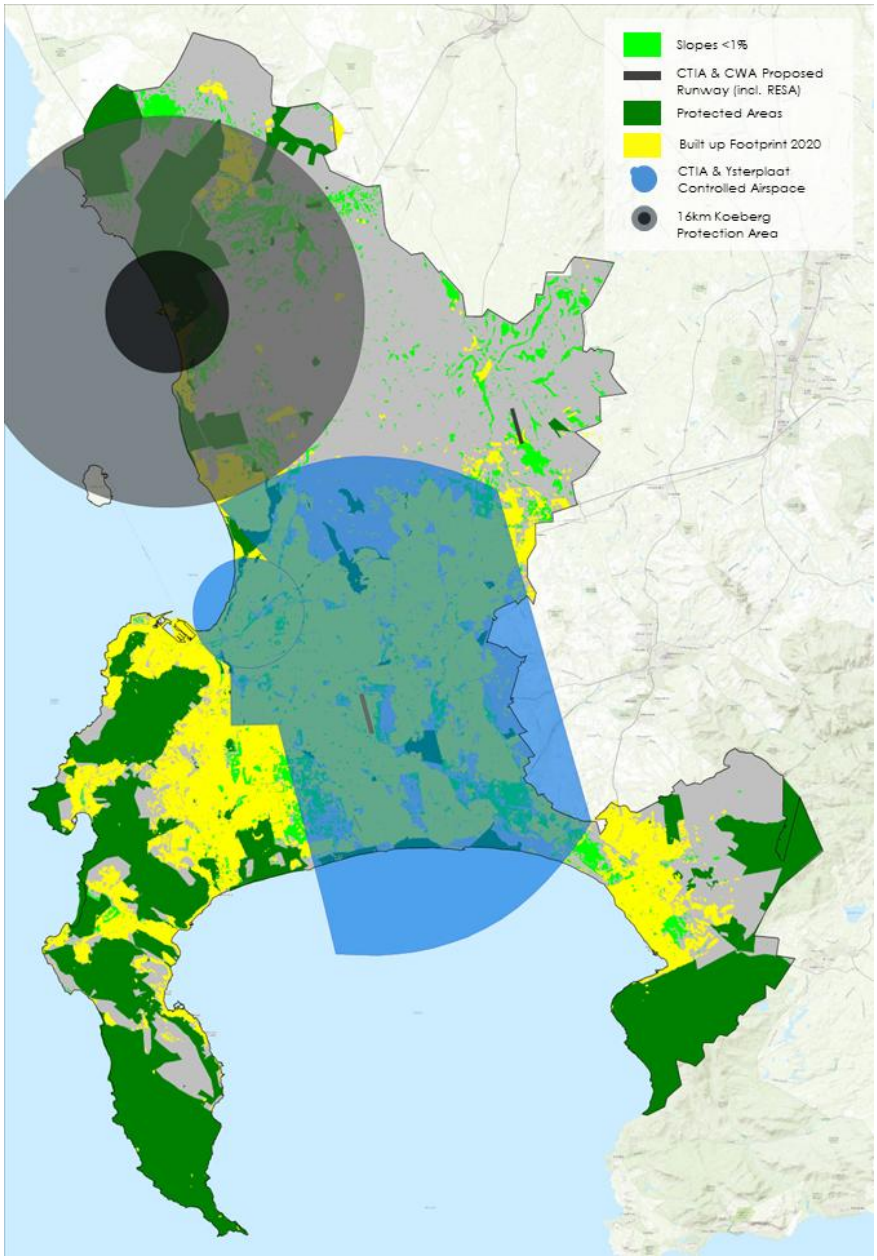


Fig. 32. Controlled Airspaces & 16km UPZ
(Source: Aerstone GeoSpatial, 2023)

Shown in Fig. 33, the northwestern section of the MSDF includes some of the few viable airport locations within the municipal boundary. However, these sites are either situated along river courses or far from essential bulk infrastructure like transportation networks, to be feasible from a demand side.

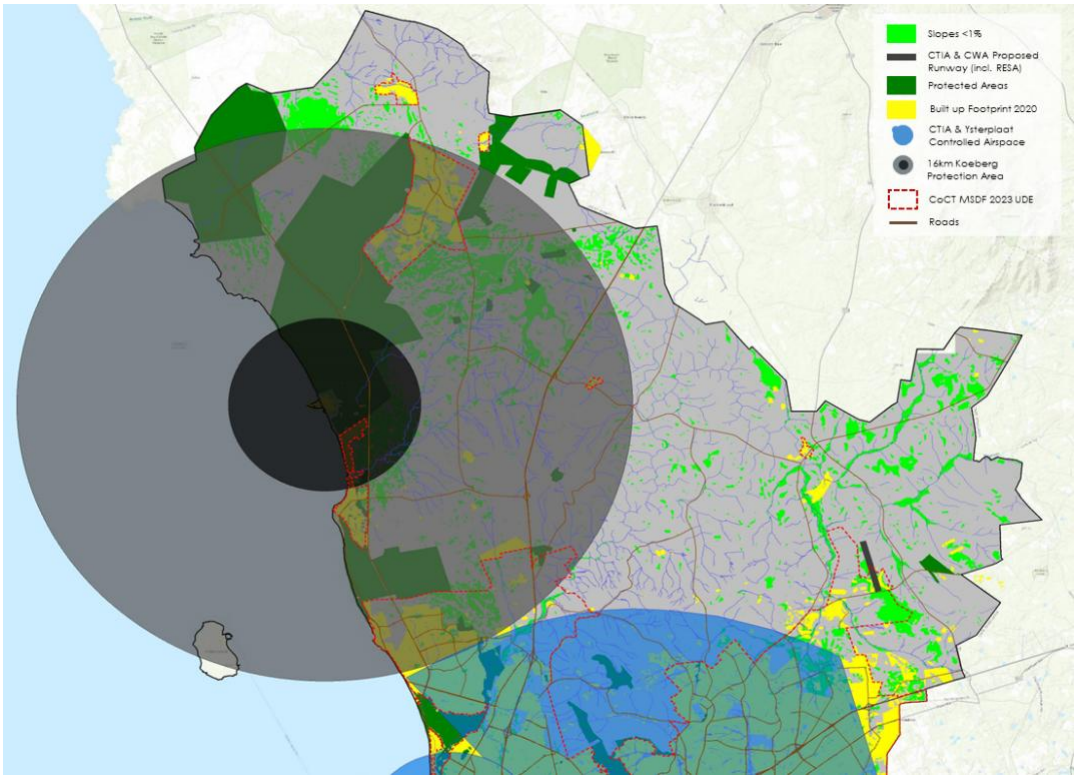


Fig 33. Overlay of spatial constraints demonstrating the uniqueness of the CWA Site for an airport development application
(Source: Aerstone GeoSpatial, 2023)

The development application for the CWA site, intended as a secondary airport for the CoCT, is guided by section 9(2) of the MPBL. This site possesses unique attributes that distinguish it from other potential locations within and outside the CoCT's UDE.
No other site could be identified in the study that is:

- already used for general aviation;
- situated at the right elevation;
- has a slope of less than 1 % over 4.2 km and in the direction of the prevailing winds;
- not in close proximity to a nature reserve;
- not in a physically built-up area, or so close that landings and take-offs will be problematic;
- falls outside of the FACT controlled airspace;
- is outside of the Koeberg UPZ exclusion zones;
- has direct access to existing Municipal, Provincial and National infrastructure, in particular road and rail networks.

The unique combination of factors justifies a deviation from the MSDF and District Plan based on site-specific circumstances, as this is the only suitable site within the MSDF-area given existing constraints. A secondary airport like CWA should ideally be located near or just outside the urban edge to balance accessibility, minimize disruption in densely populated areas, and support regional connectivity and economic integration. Proximity to urban infrastructure, freight and passenger accessibility, a robust road network, and nearby rail connections are essential for such airports.

Lastly, not only is CWA uniquely positioned in terms of geography but is also already suitable given its existing rights. Under the MPBL and LUPA, ''use right'', in relation to land, means the

right to utilise that land in accordance with its zoning … consent use… granted in respect of the rights to utilise the land." The existing use rights for the 150-hectare existing site designate it as Transport Zone 1, with consent for an airport. Acknowledging these rights aligns with the principle of Spatial Justice and demonstrates that no other site meets all the necessary criteria while also having parts of the legal use rights in place.

Where-as it is the City's power and function to decide whether site-specific circumstances exist which may or may not justify deviations from its MSDF, any decision made under LUPA may defer this aspect to the City to determine.

8.2 Alignment with the MSDF and District Plan

8.2.1 Alignment with the CoCT MSDF 2023

The above section dealt with the site-specific circumstances justifying the deviation from certain aspects of the MSDF. However, the application is aligned with many aspects of both the MSDF and the District Plan which are addressed below. Shown in the CoCT's MSDF Consolidated Spatial Concept below, CWA airport straddles the UDE.

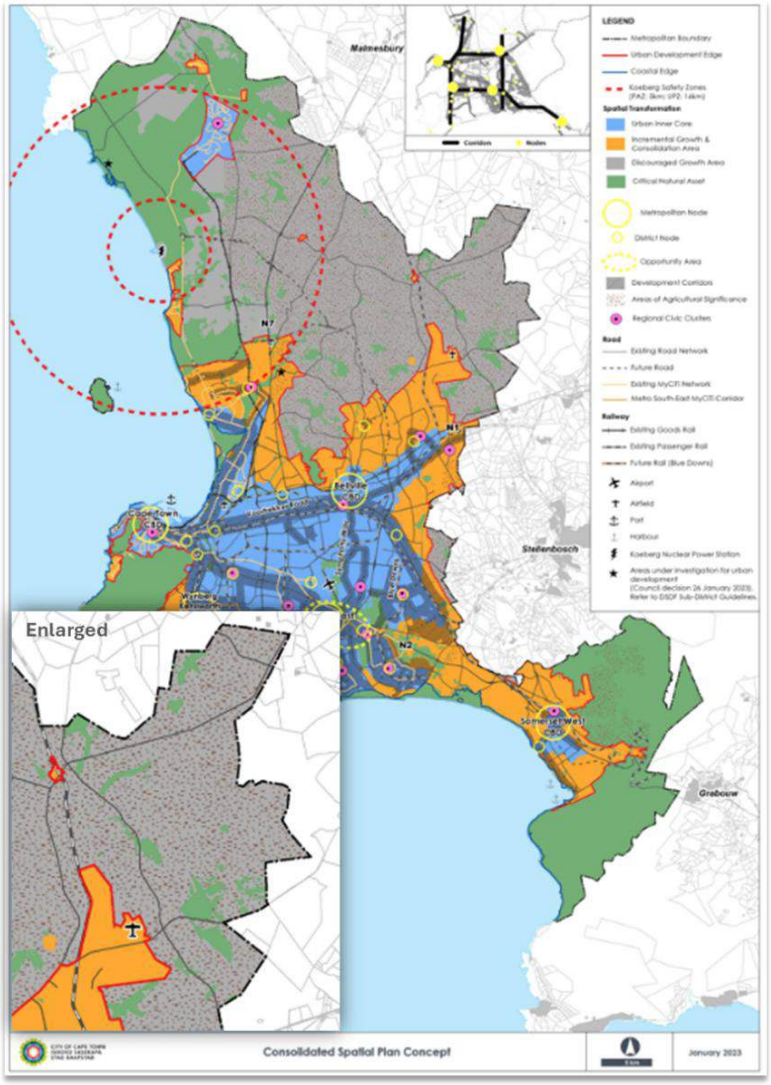


Fig. 34. MSDF Consolidated Spatial Concept
(Source: MSDF Vol 1, approved January 2023 by City of Cape Town)

As shown in Fig. 35, CWA does not fall within any heritage or cultural landscape areas designated in the MSDF and as shown in Fig. 36 CWA is uniquely located at a tourism gateway identified in the MSDF.

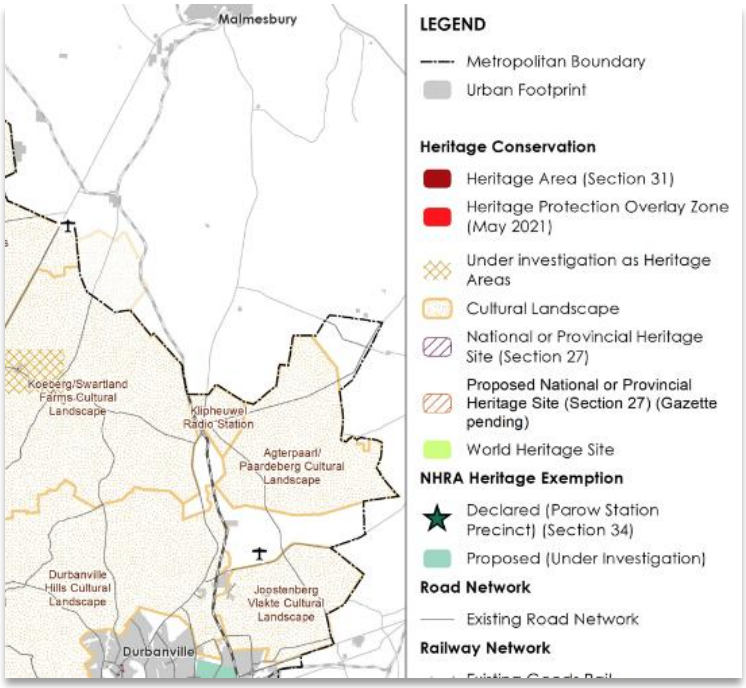


Fig. 35. Map 5f: Heritage Conservation Areas and Cultural Landscapes
(Source: MSDF Vol 1, approved January 2023 by City of Cape Town)

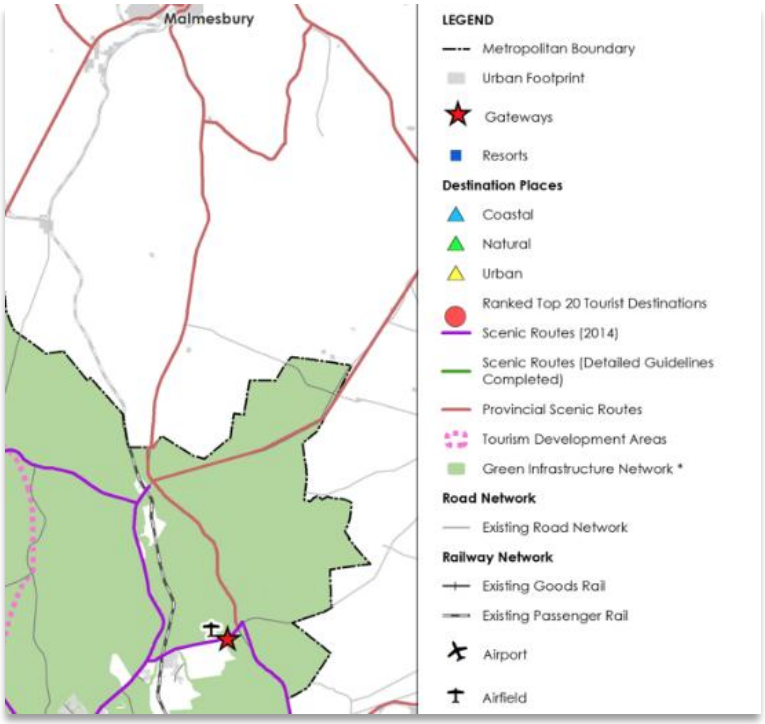


Fig. 36. Map 5g: Tourism Assets & Green Infrastructure Network
(Source: MSDF Vol 1, approved January 2023 by City of Cape Town)

The MSDF outlines three main strategies with policy statements to guide development form, scale, and location, informing land use decisions, sector plans, and implementation policies.

The first strategy is to **"*PLAN FOR INCLUSIVE ECONOMIC GROWTH AND IMPROVE ACCESS TO ECONOMIC OPPORTUNITIES*"**. Here, Policy 5 has direct relevance to CWA and is quoted below.

Policy 5: The strategic intent is to leverage large-scale economic investments in airport precincts to make Cape Town a globally competitive city that supports the regional economy.

Policy 5 also pertinently addresses the synergies that a reliever airport can bring to the CTIA.

Table. 5. Extract of CoCT MSDF 2023 Policy 5

***Policy 5**: Promote Cape Town as a globally competitive, diversified and productive city that supports a consolidated regional economy.*[43]	
Strategic intent	*P5.1 Land use decision making to consider the **leveraging of large-scale economic investments in airport precincts** and supporting transport infrastructure, with employment-generating land uses.* *P5.2 Support **land use intensification of land uses at CTIA and the Winelands Airport that enhance Cape Town's aviation-enabled competitive advantage.** Maintain a network of airfields used for civil aviation purposes, such as Morningstar.* [accents added]
Implementation intent	*P5.3 Decision-making on land development proposals in areas subject to cross-municipal-boundary urban development pressure, to ensure relevant consideration to longer-term implications of urban growth (i.e. increased peripheral land demand for urban development and bulk infrastructure investment).* *P5.4 Decision-making on land development proposals to take into consideration operational and economic cost benefits to the city as service provider, the affordability of services to future occupants and practicalities of regional service provision (like disaster risk management, firefighting, ambulance and emergency services). This implies the consideration of the impact of a potential development on the coherency and consolidated nature of spatial assets that underpin the regional economy (i.e. areas of agricultural significance; terrestrial and coastal natural resources; cultural and scenic landscapes; surface and ground water sources; minerals and construction materials; and air quality).* *P5.5 Support and prioritise the reconfiguration of inter- and intra-regional freight and logistics networks to reduce externalities and the costs of doing business. Support the regional development potential of CTIA and Cape Town.*

The second strategy in the CoCT MSDF is to **"*MANAGE URBAN GROWTH, AND CREATE A BALANCE BETWEEN URBAN DEVELOPMENT, FOOD SECURITY & ENVIRONMENTAL PROTECTION*".**

Sub-strategy 2.3 is to "*Appropriately protect the citizens of Cape Town from risk areas and activities*". Policy 16, under this heading, is directly relevant to airports with several interlinking sub-policies which are quoted below for ease of reference.

Policy 16 deals with directing urban growth away from risk areas and activities. This would include current and proposed noise contours for development proposals and must be part of the EIA processes.

[43] Section 7.4, p 141, MSDF.

Consultations are mandatory for all urban development proposals between 55dBA – 80dBA noise contours (current and proposed). Runways must be within the framework of restrictions in terms of SANS 10103: 2008 as well as any applicable height restrictions.

The future dueling of the CTIA single re-aligned runway must balance economic benefits with noise impact on existing and potential informal or formal residential development, as well as on a range of social infrastructure like clinics, schools, elder care facilities and halls. It would be reasonable to assume that similar considerations would apply to the CWA.

Likewise, Policy 16 also spells out that other land developments that are incompatible will not be supported if closely located to an airport or airfield with any existing or potential future aviation rights.

The implementation intent of Policy 16 is to support the CTIA to continue providing the national and international aviation function to a limit that is determined by its manageable impact on surrounding land uses (noise impacts).

Linked to this policy statement is the support of complementary and appropriate land development at CWA that will contribute to the efficiency of CTIA in terms of general aviation and related uses.

Table. 6. Extract of CoCT MSDF 2023 Policy 16

Policy 16: *Direct urban growth away from risk areas and activities.* [44]	
Strategic intent *Note:* ***Risk areas are*** *either already determined through proclamations/ law or specialist studies or* ***will be determined as part of the EIA processes*** *or pre-submission consultation processes and include both man-made and natural risks.* *See Map 5a & 5e*	*P16.1 ...* ***P16.2*** *Pre-application consultations are mandatory for all urban development proposals between 55dBA – 80dBA noise contours (current and proposed). Runways must be within the framework of restrictions in terms of SANS 10103: 2008 as well as any applicable height restrictions.* *P16.3 Ensure development applications adhere to risk mitigation measures and maximum design efficiency in accordance with SANS10103 and the National Building Regulations Act.* *P16.4 Decision-making and conditions of approval related to risk, or its mitigation must comply with regulations in terms of the Occupational Health and Safety Act or other applicable legislation or council-approved policies.* *P16.5 Future duelling of the planned Cape Town International Airport (CTIA) single re-aligned runway to be a key consideration.* *Proposed development must balance economic benefits with noise impact on existing and potential informal or formal residential development, as well as on a range of social infrastructure like clinics, schools, elder care facilities and halls.* *P16.6* ***Land development at, or close to, an airport or airfield that is incompatible with any existing or potential future aviation rights will not be supported*** *(Table 5.4 - Development Directives).* [accents added]

[44] Section 7.4, p 149, CoCT MSDF.

Implementation intent	*P16.9 Support the CTIA to continue providing the national and international aviation function to a limit that is determined by its manageable impact on surrounding land uses (noise impacts). The city, ACSA and other aviation / airport operators to consistently engage for long-term noise monitoring and mitigation measures with the objective to reduce health risks related to an inner-city airport.* *P16.10 Promote the development of economic activities in the CTIA catchment area through appropriate land use planning frameworks and infrastructure development.* *P16.11 Investigate the suitability of the current medium-term, and planned long-term, accommodation of the general aviation function of the airports / airfields and consider noise impacts even in the absence of declared noise contours.* *P16.12 Continued engagement between the City and ACSA (especially in the review of the CTIA Master Plan) to ensure that the envisioned future role of CTIA is flexible enough to cater for the City's vision to upgrade informal settlements and construct infill housing on land near the airport, as well as other economic and social development projects.* *P16.13* ***Support complementary and appropriate land development at the Cape Winelands Airport that will contribute to the efficiency of CTIA in terms of general aviation and related uses****.* [accents added]

Sub-strategy 2.4 is to "*Appropriately manage land development impacts on natural resources, green infrastructure and critical biodiversity networks*".

The existing CWA is within the UDE, but the proposed extension is partly located outside of the UDE. The runway and its safety zone in particular, are largely outside of the urban development edge, which will require consideration of Policy 18.

Table. 7. Extract of CoCT MSDF 2023 Policy 18

*"**Policy 18:** Increase efforts to protect and enhance natural resources such as biodiversity networks and agricultural / rural land at all levels of government in partnership with the public and the private sector.* [45]	
Strategic intent	***P18.1*** *Support inward growth, the protection of Critical Natural Assets and the protection of Areas of Agricultural Significance through the implementation of the Urban Development Edge.* ***P18.2*** *Protect agricultural areas and existing farmed areas from urban encroachment and support urban agriculture to promote food security and mitigate increased food prices.* ***P18.3*** *Land development proposals and decision-making to consider biodiversity connectivity, and protection and reinforcement of existing critical natural assets and biodiversity linkages, where possible.*
Implementation intent	***P18.4*** *Consolidate existing conservation and protected areas, especially where they provide buffering from climate change impacts.* ***P18.5*** *Proactively plan and manage areas within and beyond the urban development edge and prevent urban encroachment and unlawful land use in agricultural areas.* ***P18.6*** *Implement the Bioregional Plan to assess the impact of urban development on biodiversity areas and threatened species.* ***P18.7*** *Support operational requirements of biodiversity areas to ensure their ongoing value in green infrastructure networks."*

[45] Section 7.4, p 159, CoCT MSDF.

The MSDF designates the CWA site as being of "Agricultural Significance,". However, this is not supported by the Agricultural Agro-Ecosystem Assessment. This study concludes that "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 CWA development as a key infrastructure node for the Cape Metropole and surrounding districts and is therefore supported and recommended for approval.[46]

Similarly, the site's classification as a Core Biodiversity Area (CBA) is contradicted by field studies. The 2024 Botanical Assessment found no viable remnants of Swartland Shale Renosterveld[47], while the 2025 Biodiversity Offset Study identified only 5.33 hectares of degraded vegetation.[48] To offset residual impacts, an 89-hectare site was secured, exceeding the recommended 77 hectares. The ± 444-hectare Agricultural Precinct will be leased to nearby farmers, responding to local interest and strengthening ties through CWA's membership in the Durbanville Farmers Association. Compliance with SAPS NATJOINTS Instruction 2 of 2018 will also guide a multi-disciplinary tactical security plan, enhancing local safety through coordination with the CPF and Neighbourhood Watch.

CWA also aims to be the world's greenest airport, operating largely off-grid with solar power, biogas, and on-site groundwater treatment. Its cargo and cold storage facilities may also improve logistics for agri-exporters and e-commerce in the GCM region.

8.2.2 Alignment with The CoCT Northern District Plan 2023

The CoCT Northern District Plan 2023 is shown in Fig. 39. How the CoCT's Northern District Plan details the CoCT MSDF is described below.

8.1.8.1 Key Interventions of the Northern District Plan 2023:

The following key intervention/ actions are proposed to facilitate the achievement of the spatial objectives through the spatial vision, the role of the district and the spatial concept:

"10. Protect agricultural land from urban expansion

11. Amend urban development edge to provide for inclusion of CWA as well as rounding off the urban development edge to the north of the R312 (Lichtenburg Road)."

This amendment of the UDE includes the existing airport but does not cover the proposed expansion of the airport. Hence, site-specific circumstances for deviation from the MSDF are motivated for.

[46] CWA Agricultural Agro-Ecosystem Specialist Assessment. Agri Informatics, February 2025.

[47] Section 9. p. 25. CWA Botanical Impact Assessment. Nick Helme Botanical Surveys. February 2025.

[48] CWA Biodiversity Offset Study. Mark Botha, February 2025.

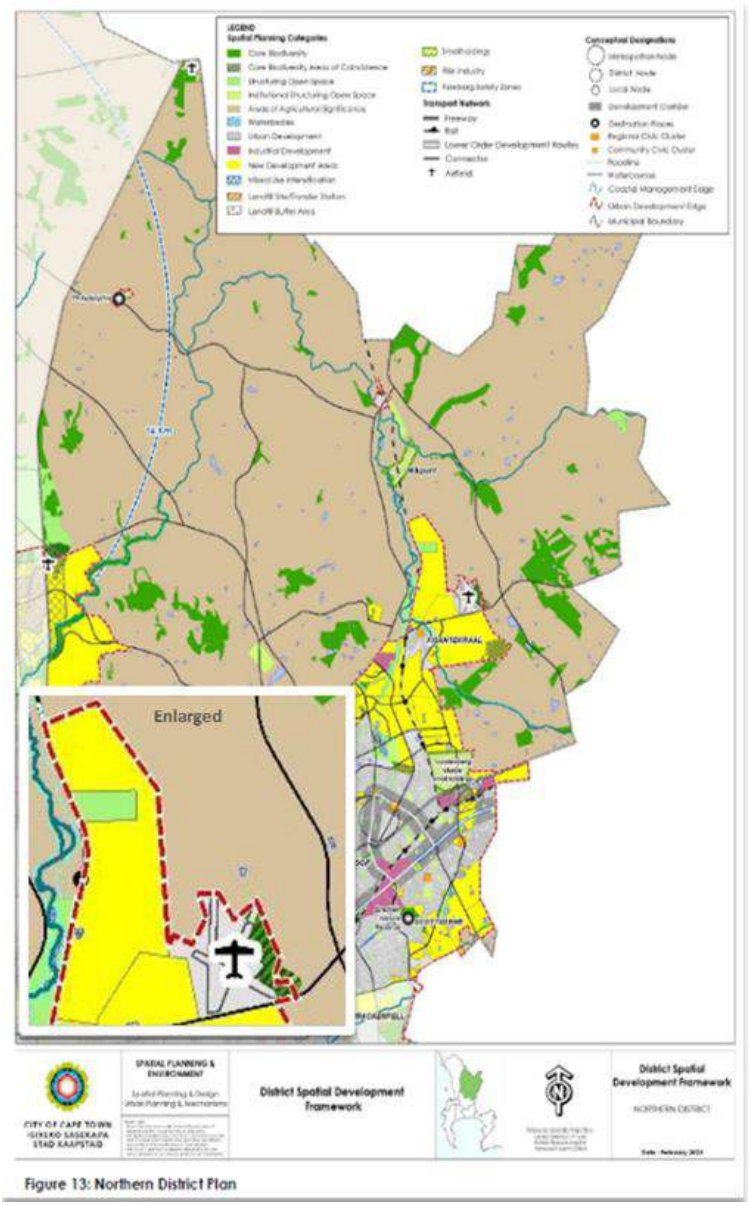


Fig. 37. Northern District Spatial Development Framework
(Source: Northern District Plan Vol 2, approved January 2023 by City of Cape Town)

Northern District Development Guidelines: The guidelines described below are relevant to the development of CWA.

8.1.8.2 Airports & other freight hubs

The Northern District Plan proposes various types and forms of residential and non-residential development to support the functioning of a sustainable and integrated community. District development guidelines are set out at sub-district levels for New Development Areas. The specific guidelines for transport infrastructure are tabulated under "*Spatial Development Framework categories*". One of these specific guidelines is for Airport and freight hubs.

CWA is explicitly supported and encouraged to address the market needs in the areas. Inter-dependent associated economic activities and the maximisation of economic opportunity within and in immediate proximity around the airport property are encouraged.

The applicable Northern District guidelines for CWA are shown in Table 8 below.

Table. 8. Extract of Northern District Plan Guidelines for CWA.[49]

SDF Route Categories	*District Elements*	*District-Wide Development Guidelines*
Airports & other freight hubs	*Cape Winelands Airport*	*1. Encourage and support the development of the airport in order to address market needs in the area.* *2. Encourage development of inter-dependent associated economic activities and the maximisation of economic opportunity within and in immediate proximity around the airport property, as appropriate.*

8.1.8.3 Urban Development Edge Guidelines

Aligned with the broad guidance of the MSDF, the District Plan delineates a detailed UDE and provides detailed development guidelines, shown in the table below. [50]

Table. 9. Extract of Northern District Plan UDE Guidelines

Elements / Areas	*Development Guidelines*
All areas beyond the urban development edge.	*1. Land beyond the urban development edge should not be considered in general for any urban development normally associated with, and which should be accommodated within, city development. However, application can still be made for uses not accommodated under the Agricultural or Rural zoning in the MPBL, but site- specific circumstances will need to be motivated and argued. Note that financial distress or soils of low agricultural potential will, inter alia, not serve as motivation. Refer to Table 4.2 (section relating to Spatial Planning Category: Discouraged Growth Areas) in the MSDF, clarifying the principles, informants and guidelines relating to development in the Discouraged Growth Areas.* *2. In these areas support non-urban development and activities supportive of the recreational or tourism economy. However, limit the scale of such development, and restrict any sub-division, to maintain and consolidate the long-term integrity of these areas.* *Ensure any development is of limited visual impact from all significant roads, neighbours, and wider cultural landscape, with location, scale, form and screening key in this regard.*
Urban development inside the urban- development edge abutting natural, agricultural, and rural areas / cultural landscapes.	*3. Ensure urban development at the urban development edge interface results in a positive interface (re- building orientation and form, surveillance, boundary wall/fence etc.) with due regard for local considerations (e.g. fauna management, fire-risk, visual impact, slope) and Green Infrastructure Ecosystem services.*
Possible future urban development areas outside the urban development edge.	*4. The only **possible exceptions** to guidelines 1-3 above are: **planned future large-scale utilities** (which includes renewable energy utilities such as solar farms) **which cannot be***

[49] Table 10, p 60, Northern District Plan Vol 2)
[50] Table 16, p 69, Northern District Plan Vol 2)

	accommodated inside the urban development edge. [Accent added]

Similar to planned future large-scale utilities mentioned under point 4 in Table 6, airports by their very nature, cannot be accommodated within areas of consolidation. The runways with associated noise contours should preferably be in areas of low intensity land use such as outside the urban development edge. Yet the landside development of airports with its role in regional entry port and logistics growth opportunities should be inside the edge. As stated above, site-specific circumstances for deviation from the MSDF in respect of the urban development edge and developing partially in an area of discouraged growth will have to be motivated in terms of the Municipal Planning By-law.

8.1.8.4 Sub-district Development Guidelines

The Northern District is divided into five sub-districts to provide guidance for land use decision-making on a more localised scale. The Cape Winelands Airport's landside development falls predominantly in sub-district 3 and is indicated as New Development Area with the eastern boundary as a Core Biodiversity Area of Coincidence. The parts outside of the UDE falls within sub-district 4 and is shown as an Area of Agricultural Significance.

With most of the landside proposals falling under Sub-district 3, the Cape Winelands Airport receives special attention as one of three designated "*New Development Areas*" (NDAs).

The New Development Area includes the existing Cape Winelands Airport and the two farm portions occupied by County Fair. See Fig. 40. These areas are indicated in purple directly to the west of Cape Winelands Airport.

The development proposal's landside development includes Portion 23 of Farm 724 Joostenbergs Vlakte, the Corobrick quarry and the Remainder of Farm 724 Joostenbergs Vlakte which is wedged between the Corobrick quarry, the existing airport and Bella Riva. These two portions are not described in the Northern District Plan as being part of the New Development Area. The airside development (runway and safety area) extends to north of the existing airport as set out elsewhere in this report.

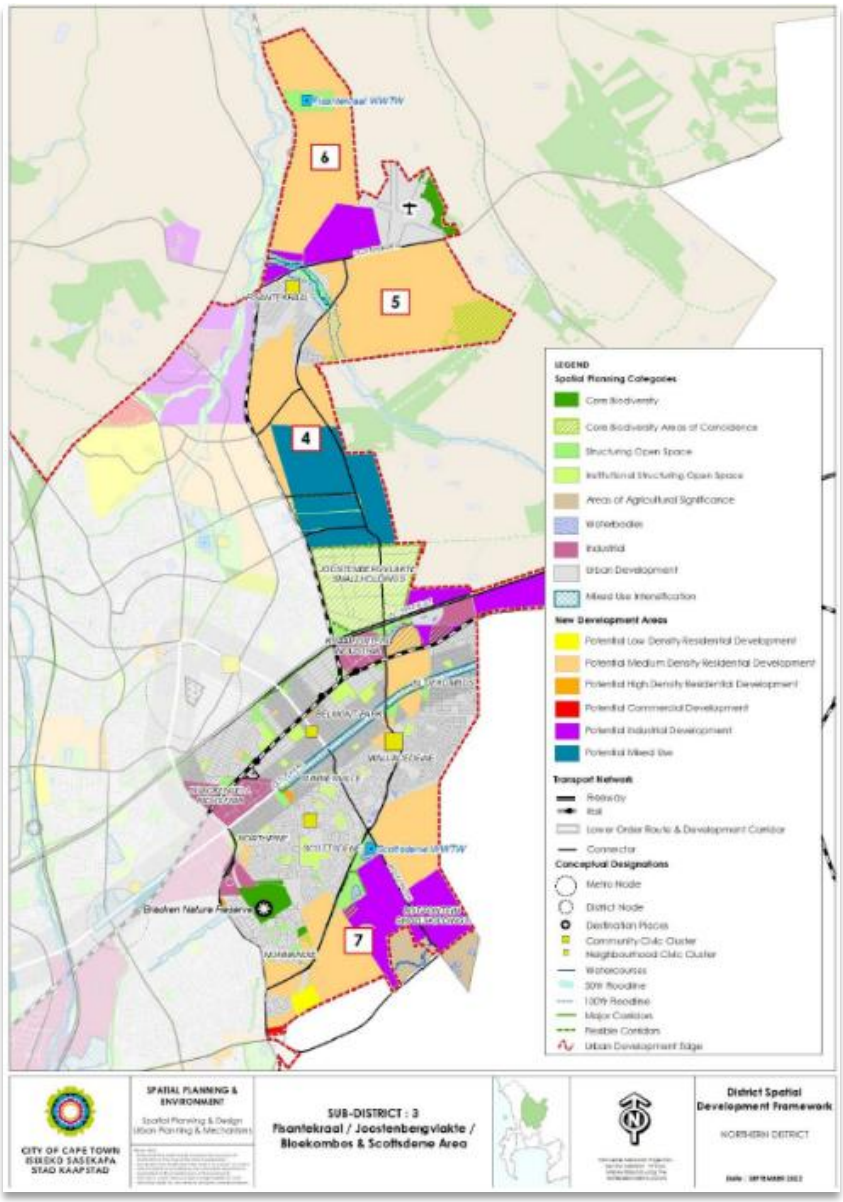


Fig. 38. Sub-district: 3 – *Figure 19 in Northern District Plan*
(Source: Northern District Plan Vol 2, approved January 2023 by City of Cape Town)

The development guidelines for this designated "*New Development Area*" are:[51]

"***b. Cape Winelands Airport*** *(PA 474-4 & PA 724-10) and Farm portions to the west (PA 724-9 & CA 175-2)*

1. The airfield, located directly north of the R312 operates under private ownership. Any extension to the existing operations, or application for amendment of approvals (existing) need to follow due process, as may be prescribed. Regarding the portions identified on the Biodiversity Map and SDF Plan areas of high biodiversity value, detailed ground- truthing needs to establish the extent and conservation value of those portions.

[51] Section 4.3 b., p 94, Northern District Plan Vol 2)

2. To round off the urban development edge in the area to the north of the R312, CA 175/2 & 724/9 are included inside the UDE, and may be considered for industrial development, together with CA 175/1, to increase employment for the Fisantekraal community. Access onto the R312 needs to be resolved by applicants prior to development of proposals, which should include pedestrian movement across the R312.

3. Note that for any development proposals located within the noise contour zones around the airfield, the relevant authority should be consulted with regards to the applicable noise regulations and the type of development (i.e. residential or non-residential) that could be permitted to ensure that appropriate mitigation measures are put in place, where necessary. The AOLS (Airport obstacle limitation services) limit building heights of developments located in proximity to the airport flight paths. These developments are subject to comment from the South African Civil Aviation Authority."

9. Desirability from a Regional Perspective

This section addresses the desirability of CWA's development from a broader regional spatial and land use planning perspective.

9.1 Location Factors

CWA is strategically positioned to address regional air transport needs, providing convenient access to Cape Town's northern suburbs, the Bellville secondary business node and the important growth towns of Paarl, Stellenbosch, Franschhoek, Ceres, Worcester and Malmesbury. While proximity between residential areas and employment opportunities is a key consideration, the broader principle of spatial accessibility is not only limited to daily work trips, it also encompasses access to essential infrastructure, including airports. For example, business flights are a significant component of air traffic in and out of Cape Town as manifested by the high occupancy for early morning and late afternoon flights between Cape Town and Johannesburg. The may similarly occur on a semester basis, for students travelling and returning to research institutions in the Greater Cape Metro.

The CWA site has exceptional road connectivity via major routes like the N1, R304, R312, and R302, as well as proximity to rail links connecting to the Saldanha and Cape Town ports. CWA could therefore become a key node in an integrated multi-modal transport network by facilitating the seamless transfer of cargo between air, rail, and road. By harnessing this connectivity, CWA could attract investment and generate economic spillover effects, further strengthening the region's transport and economic infrastructure, as is described in the CWA Socio Economic Impact Assessment (See Annex 14).

The area directly west of CWA is designated for 'industrial' use in the Northern District Plan (See Fig. 39). The area stretches up to the railway line and includes the failed Fisantekraal Industrial Park.

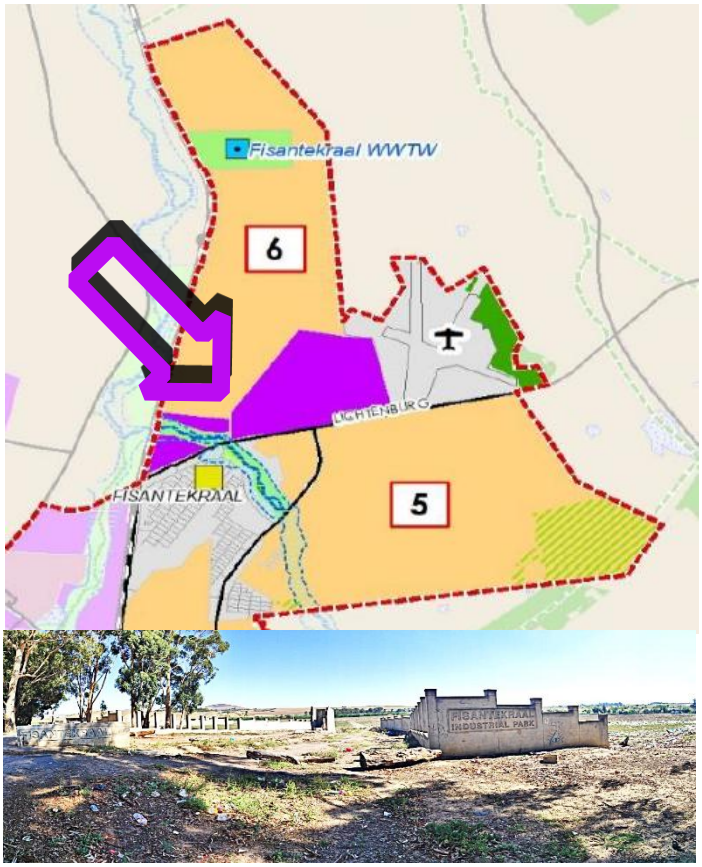


Fig. 39. The ruins of the entrance to the Fisantekraal Industrial Park (cnr of Lichtenburg Rd and Boy Biers Dr - and an extract of Sub-district 3 Plan in the Northern District Plan)

The goal of the relevant spatial plans for the area is to create job opportunities to avoid transforming surrounding neighborhoods into mono-use dormitory towns, far from work opportunities. While residential development can occur anywhere, commercial and industrial nodes depend on business interdependence. Without a catalyst like CWA, the Fisantekraal Industrial area is unlikely to thrive as an employment hub, risking it becoming another spatially dislocated settlement. While the emerging industrial development southwest of Fisantekraal is a positive change, it represents only a small fraction of the employment opportunities required. CWA therefore has the potential to put Fisantekraal on the map, acting as a catalyst for creating a more integrated subdistrict settlement, as envisioned in the Northern District Plan.

9.2 Historic and Operational Uniqueness

- CWA has an uninterrupted 82-year history as an Air Force Base and later as a general aviation training airfield. Its four runways are unique, and no other operational site in the region, aside from Ysterplaat AFB, shares this legacy. Notably, CWA predates CTIA and was built when location selection had greater flexibility.

- CWA is already a licensed aerodrome with Transport Zone 1 and consent for airport operations. Only CTIA and CWA hold such zoning in the region.

- The site is controlled and owned by Capewinelands Aero (Pty) Ltd, simplifying its development process.

- The 2015 National Airport Development Plan (NADP) prioritizes upgrading existing airports over developing greenfield sites. Building a new airport would involve prohibitively high costs for land acquisition and development, making CWA's optimization more feasible and cost-effective.[52]

9.3 Appropriateness of Timing

9.3.1 Economic Growth, Investment Timing and Competitive Edge

- CWA's expansion supports regional and national economic growth and diversification in both the short and long term by unlocking market efficiencies and creating jobs in aviation, tourism, business, e-commerce and agri logistics, as shown in the CWA Socio-Economic Assessment. Post-COVID recovery remains a priority, and enhanced air infrastructure and connectivity are essential for driving investment, tourism, and trade in the CoCT and Greater Cape Metro, the province's economic hub and fastest-growing region. In a rapidly evolving global market, diversified aviation infrastructure is ideal for maintaining a competitive edge, accommodating various aviation needs, and relieving capacity constraints at major hubs.

- This large-scale, privately funded project marks a key milestone in regional infrastructure. Nearly two decades after FIFA 2010 and the CT Stadium spurred economic growth, flagship projects like CWA can once again attract both global and local investment. CWA will therefore improve the attractiveness of the City to host major events by providing additional airport capacity. When the city bids for a mega event, air access is always a key consideration.

9.3. Need for a Secondary Airport

- Secondary airports are proven solutions for mid-sized and large cities to meet increasing air travel demand and to reduce congestion for global trade and tourism. Examples include London's six airports and other cities with two airports such as: Windhoek (2023 population 486,169), Lisbon (2023 population 567,131), Nairobi (2024 population 4,828,000), Rome (2025 population 4,223,885), Glasgow (2022 population 622,820) and Cleveland (2024 population 365,379) highlight the benefits of this approach.

- Despite CTIA's theoretical 45 million passenger capacity, it currently handles 10 million passengers a year and lacks approvals for full expansion to two parallel runways to accommodate that 45 million passengers, which may still face delays and contestation. CWA industry consultations reveal unmet demand, with increasing flight frequency to the region. A secondary airport could support economic growth, ensure aviation sustainability, and ensure healthy competition, avoiding a monopolistic scenario like Cape Town's port.

- Being privately owned, CWA has a lower fiscal burden on the state compared to ACSA owned airports. The 2021 White Paper on National Transport Policy affirms that civil aviation should expand trade and tourism by applying free-market principles to maximize consumer choice. However, ACSA manages over 95% of South Africa's commercial passenger traffic and scheduled aircraft movements, holding complete

[52] Section 11.3.2, p. 52. National Airport Development Plan 2015.

monopoly status in nearly every major urban node. The market therefore remains imbalanced. CWA exists precisely to offer a credible, scalable and commercially viable alternative to ACSA's airport network. Private airports like CWA could relieve pressure on the state-owned utility, introduce further benchmarking, enhance innovation, and add to diversified air infrastructure. By limiting competition and favoring a single entity, the aviation sector risks missing key opportunities for broader industry growth and equitable market access.

- The World Bank has repeatedly underscored the centrality of competition to unlock South Africa's economic potential. In its *2024* Driving Inclusive Growth in South Africa report, the World Bank states that "*many of South Africa's markets lack dynamism*," adding that "*firm entry and exit are a third of the average of a typical middle-income country.*"[53] This means that very few new businesses, whether small or large, are being created that can employ South Africans and contribute to the country's economic activity. It notes that "*reducing the protection of incumbents, including state-owned enterprises, which often operate as monopolies and are highly inefficient*," is essential to stimulate innovation, create jobs, and improve economic outcomes.

- South Africa's leading low-cost carrier, FlySafair, has formally recognised the need for CWA as a secondary airport. In a letter of support, FlySafair's CEO states the following:

  "We recognise the need for additional airport capacity in the Western Cape—not just to accommodate future growth, but to improve the operational resilience and redundancy of the region's airspace. The establishment of CWA adds critical support infrastructure from both a physical operations standpoint and as a designated alternate airport, which is essential for robust flight planning, emergency preparedness, and overall system reliability.

  The airport's location near the Cape Winelands and northern growth corridors of Cape Town positions it well to serve multiple demand centres across business, tourism, and logistics. This decentralised positioning will support access to emerging catchments and ease pressure on existing infrastructure. 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."[54]

7.6.3.3 Risk Mitigation and Redundancy from Closures at a Single Airport

- The reliance of the local region's economy on a single commercial airport remaining functional and having capacity for passenger and goods movement may be a high-risk scenario, specifically where the tourism sector and agri-exports are cornerstones of the regional economy.
- Cape Town's geographic position is akin to an island on the southern tip of Africa with road, rail and port networks to the rest of Africa in various states of overuse and/or deterioration. Having multiple airports could enhance much needed resilience during

[53] Daily Investor, 2024: https://dailyinvestor.com/south-africa/90847/south-africa-finishes-last-in-competition-friendly-economy-survey/?source=newsletter.
[54] Memorandum of Support for CWA by FlySafair, dated 07 July 2025. See Annex 29.

natural disasters or emergencies, ensuring business continuity and supporting disaster recovery in the region. Recent examples of issues at CTIA causing mass diversions or flight cancellations (not weather-related) include:

- 18 April 2023 – fibre network fault caused an outage of the navigational aids (instrument landing system) that pilots rely on, causing diversions for multiple hours.
- 12 October 2023 – hydraulic fluid spill closes the main runway for nearly 18 hours. This caused the mass diversion of aircraft, including at least 4 widebody aircraft en route from US/Europe/Middle East to JHB/Durban at enormous cost to industry.
- 29 July 2024 – runway lights & critical airside safety systems offline due to a two-day power outage, causing the mass diversions of aircraft, including 2 wide body diversions to JHB.
- 25th January 2025 – power disruptions due to damaged power cable affected critical operations at CTIA, including the airports fuel depot, leading to several flight cancellations by airlines.

7.6.3.4 Diversion and Fuel Planning Capability

- CWA's master plan fully meets the requirements to serve as an alternate destination aerodrome for all aircraft flying to CoCT. This provides a crucial diversion option, reducing risk and preventing potential economic losses. Airlines are legally required to designate an alternate airport for emergencies and to carry sufficient fuel to abort a landing and reroute. This is significant, since diversions are predominantly to OR Tambo Airport.[55]

- According to the Alternate Aerodrome Study by Munich Airport International GmbH, 2024 among six SA airports [including George and PE Airports], only King Shaka and OR Tambo, besides CWA in future, can handle the vast majority of aircraft types flying to CTIA.[56]

- The Diversion Airport Analysis 2023 by the German-based PACE Aerospace Engineering assessed fuel savings when using CWA as an alternate airport instead of OR Tambo or Gqeberha for inbound CTIA flights. Findings showed fuel uplift savings ranging from 600 kg to 10 tons per flight, with fuel burn savings of up to 3 tons per flight.[57] These efficiencies result from shorter diversion distances, reducing the fuel weight allocated to reserves. Additionally, diverted passengers would still reach their intended destinations with minimal delays. Based on extrapolated 2019 direct traffic data into Cape Town, the absence of a closer destination alternate resulted in approximately 110 million kilograms of unnecessary fuel being carried, leading to 20 million kilograms of excess fuel burn and 60 million kilograms of avoidable carbon emissions. Establishing a closer alternate airport would not only address this inefficiency but also transform the air cargo landscape in Cape Town and South Africa—enabling up to 300% more cargo capacity on certain flights by removing weight penalties currently imposed by distant alternate requirements.[58]

7.6.3.4 General Aviation

[55] Munich Airport International GmbH: Cape Winelands Alternate Aerodrome Feasibility Study April 2024.
[56] Cape Winelands Alternate Aerodrome Feasibility Study. Munich Airport International GmbH, 2024.
[57] CWA Diversion Airport Analysis. PACE Aerospace Engineering & Information Technology, 2023.
[58] Memorandum on CWA Alternate Airport Annual Savings Methodology by Capewinelands Aero (Pty) Ltd dated 01 July, 2025. See Annex 38.

- CWA could alleviate hangar shortages and relocate General Aviation (GA) from CTIA, reducing congestion in airspace and on CTIA's runway, allowing CTIA to focus on its core operations. Currently, GA operators struggle to compete for take-off/landing slots at CTIA due to the high volume of scheduled commercial operations, which take preference. Many businesses rely on the flexibility and efficiency provided by general aviation. This includes the ability to reach multiple locations in a single day, which is crucial for industries like finance, manufacturing, and technology.

- Cities with GA airports are generally more attractive to companies and investors, particularly those with international operations. The ability to fly directly to a destination without relying on commercial schedules is a significant advantage.

10. Plans Related to the Effect on Agriculture, Biophysical Environment, General Well Being of Residents and Surrounding Zonings Affected

The specialists' impact assessments conducted for the CWA EIA are submitted with this application for consideration to further assess the desirability in terms of Section 55(b) of the LUPA. Some of these specialists' studies are summarised below with the full studies attached to the application.

10.1 Impact on Agriculture & Food Security

The CWA Agricultural Agro-Ecosystem Specialist Assessment conducted by Agri informatics and finalised in February 2025 is attached as an Annex 15. Although not serving as motivation per se, it should be noted that the parts of the western portion of where the runway is proposed, indicated as being of "*Agricultural Significance*" in the MSDF, has low agricultural potential given the existing Corobrik quarry site and clay mining area, subject to an existing mining servitude of 24.9 hectares (See Fig. 40).

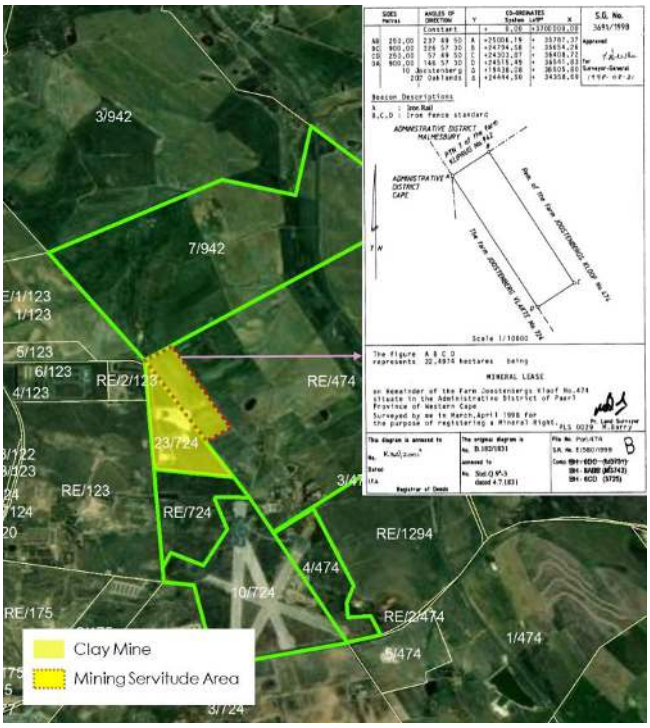


Fig. 40 Corobrik Clay Mine and Mining Servitude Area

The agricultural land classes of the CWA site are shown in Fig. 41. Farm Portion 7/942 and RE/474 largely support winter cereal production.

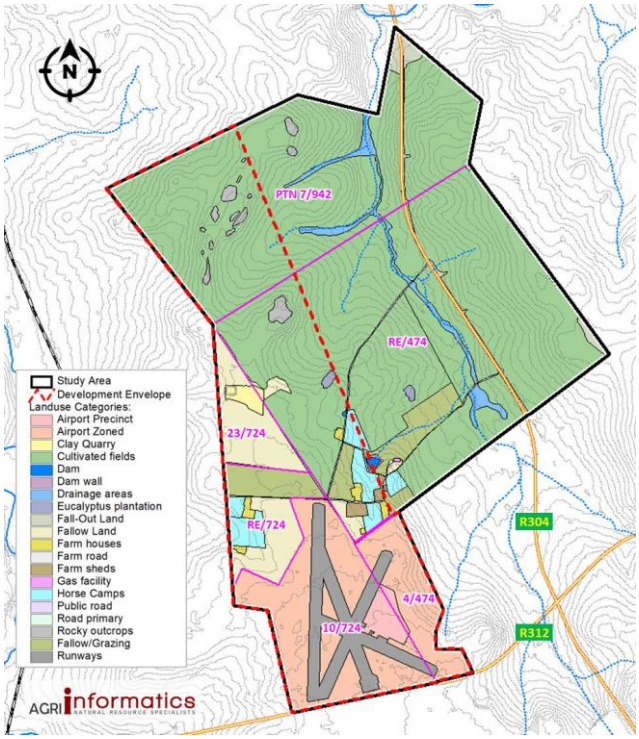
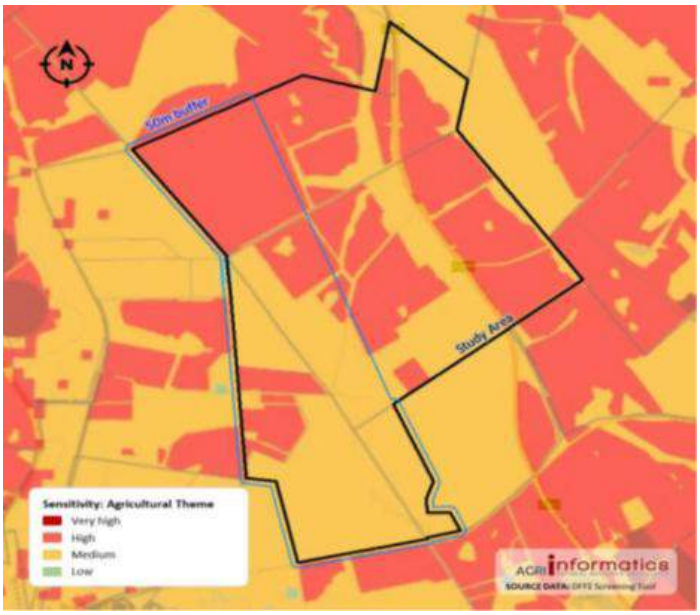


Fig. 41 Land Classes of the Site to be Zoned
(Source Agri informatics, 2024)[59]

The agricultural sensitivity of the site is shown in Fig. 42. The areas of "High" sensitivity in the northern part corresponds to annual dryland cultivated fields, while the areas in the eastern part correspond to horse paddocks, previously used for wine grape production, but the last vineyards were uprooted more than 10 years ago[60].



[59] Section 5.7, p.15 Agri Informatics 2023: CWA Scoping and EIA: Agro-Ecological Assessment.
[60] Section 5.1.3. p21. CWA Agricultural Agro-Ecosystem Specialist Assessment. Agri Informatics, February 2025.

Fig. 42. Agri Sensitivity DFFE Screening Tool
(Source Agri informatics, 2025)

Fig. 43 describes the land use, coverage, farm area to be rezoned and associated sensitivity using the DFFE screening tool.

Land use category	Total Area (ha)	Farm area to be rezoned (ha)	Sensitivity
Airport Precinct	8.8	n/a	
Airport Zoned	101.6	n/a	
Clay Quarry	3.9	3.9	Low
Cultivated fields	575.0	168.0	High
Dam	0.7	0.3	Low
Dam wall	0.5	0.2	Low
Drainage areas	14.0		
Eucalyptus	1.4	0.8	Low
Fall-Out Land	12.9		
Fallow Land	52.0	51.2	Low
Fallow/Grazing	36.2	19.9	Low
Farmhouses	3.4	3.5	Low
Farm road	1.5	0.6	Low
Farm sheds	2.4	2.0	Low
Gas facility	0.1		
Horse Camps	19.0	16.4	Low
Public road	3.0	2.1	Low
Road primary	4.9		
Rocky outcrops	6.7	5.5	Low
Runways	38.7	n/a	
Total	**886.8**	**274.5**	

Fig. 43 Loss of Farmland associated with the proposed CWA
(Source: Agri informatics, 2025)

The Agro Ecosystem system report provides that the agricultural loss of high sensitivity agricultural land (cultivated fields) amounts to ±168 ha, of which only ±60% (100 ha) are being cultivated, mainly for wheat, per year. The remaining 106.5 ha is low sensitivity consisting mainly of fallow grazing land and horse camps.

CWA still retains over 443.63 ha's or ±50% of the site after rezoning to TR1. The Agro-Ecosystem Specialist Assessment concludes that while there may be a reduction in available cultivated land for wheat, the threat to food security is marginal and food security issues in the country lie mainly in distribution and logistics issues, which CWA could help improve. Additionally, job creation from CWA could enhance food affordability in the region, offsetting the minor loss in wheat production. The report also asserts that food security in relation to any future potential disruption to County Fairs operations can be mitigated by increased imports or fully mitigated by relocation of this facility, as would become essential in the longer term.

10.2 Impact on the Biophysical Environment

Informing the layout of the CWA development plan, Fig. 44 shows the combined biophysical and geological constraints map contained in the CWA EIA. Summaries of the biophysical constraints and impact, including the proposed offsets, are provided.

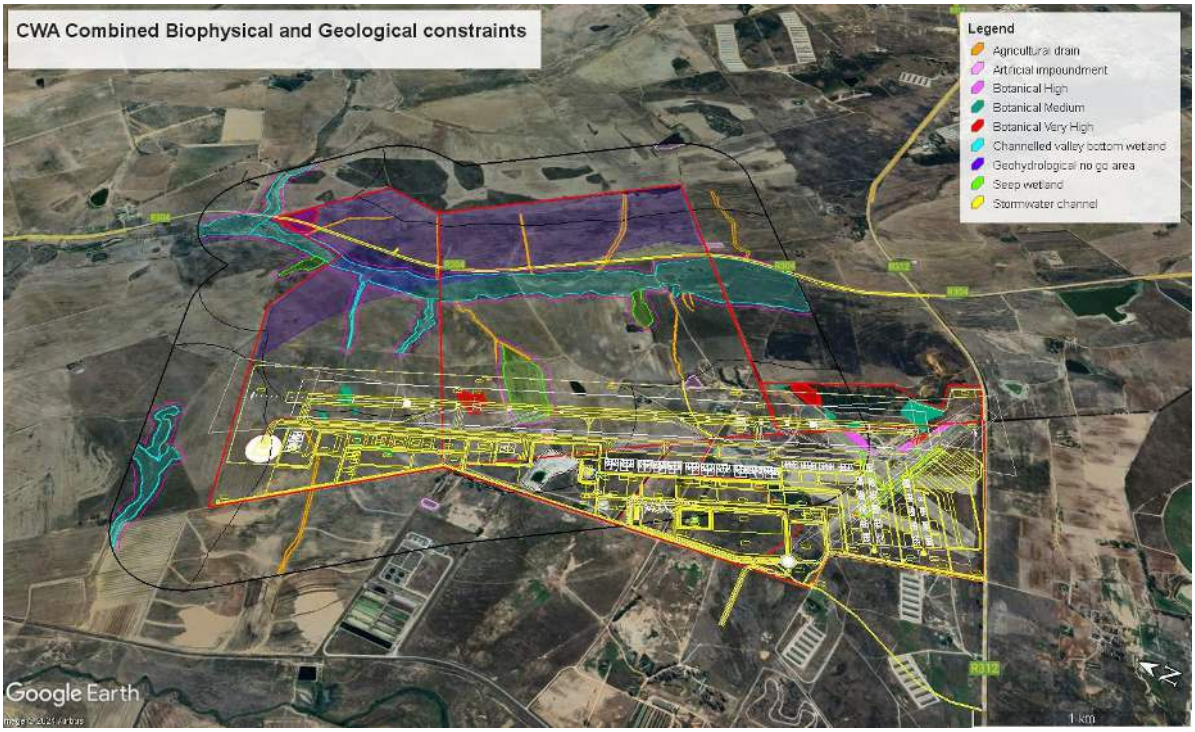


Fig. 44 CWA Scoping Report, 2024
(Source: PHS Consulting, 2024) [61]

10.2.1 Geology, Geohydrological and Geotechnical Impact: A Groundwater Impact Assessment (GIA) conducted by GEOSS South Africa (Pty) Ltd was finalized in February 2025 and the full source document is attached as an Annex 31 – Appendix 3. The GIA executive summary determined that the site has a low to low/medium vulnerability classification, meaning that the susceptibility of the aquifer to contamination from anthropogenic activities is low to medium and groundwater quality ranges from "ideal" to "poor" (in terms of EC). Recommendations from the GIA include:

- *"Development may proceed; however, only on the basis that construction and operation of the facility employs relevant mitigation, protection and monitoring measures so as not to impact on groundwater and associated groundwater users.*
- *No high-risk activities are to take place in the no-go area delineated in the proximity of the Conlenso fault (See Fig. 52).*
- *A standalone groundwater monitoring programme report must be designed and finalised once the intricate details of all the planned facilities and activities are known."*[62]

10.2.2 Hydropedology Assessment: A Hydropedological Assessment was finalized by Zimpande Research Collaborative in February 2025 and the full source document is attached as Annex 31 – Appendix 31. The Assessment revealed that "*the majority of the study area has been subject to large scale transformation through historical clay mining, on-going agricultural practices, excavation and infilling activities. Thus, limiting or reducing the hydrological functioning and linkage of historic freshwater systems within the study area to the valley bottom wetlands identified outside the study area (i.e., Mosselbank River and the unnamed tributary of the Klapmuts River)*." [63]

[61] Section 7.4, p. 237. CWA Scoping Report, PHS, 2024.
[62] Exec Summary. p i. Groundwater Impact Assessment for the Proposed Cape Winelands Airport GEOSS, 2024.
[63] Exec Summary. p.V. CWA Hydropedology Assessment, Zimpande Research Collaborative, February 2025.

As per LUPA requirements for this application a soil survey map showing dominant soils is provided in Fig. 45, followed by a map showing hydropedological soil types in Fig. 46.

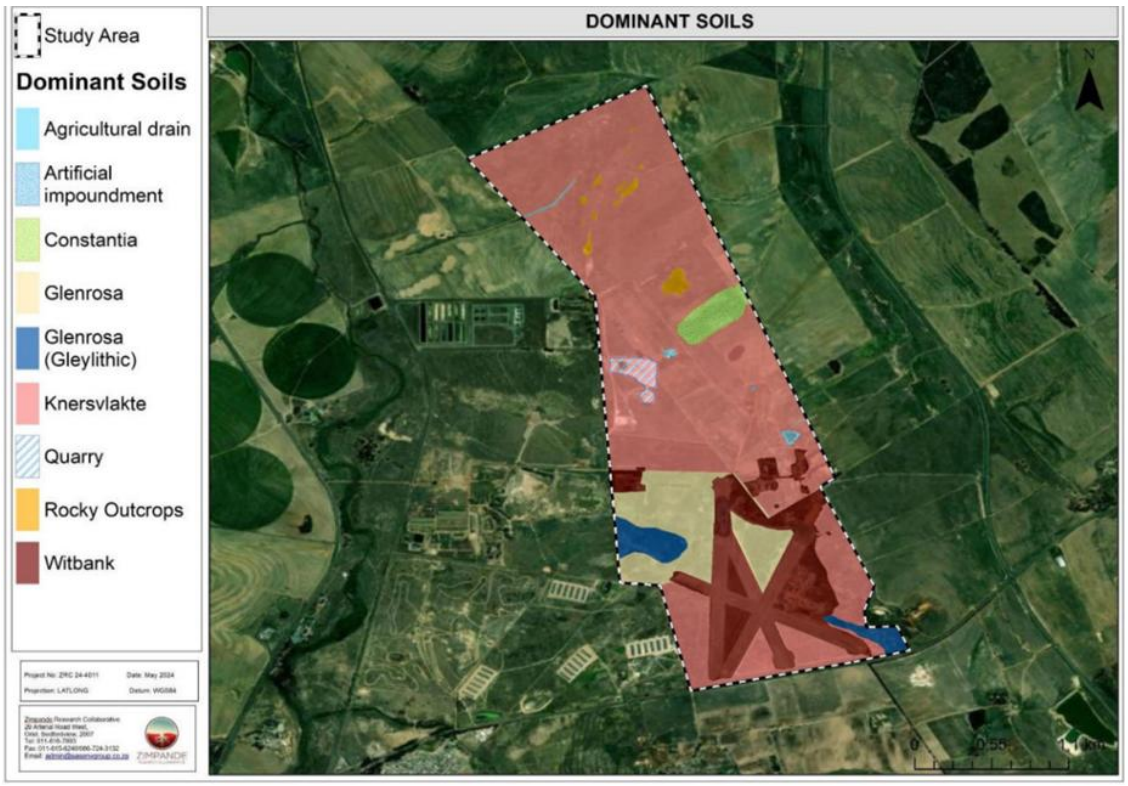


Fig. 45 Spatial distribution of soils within the study area.
(Source: Zimpande Research Collaborative, 2025)

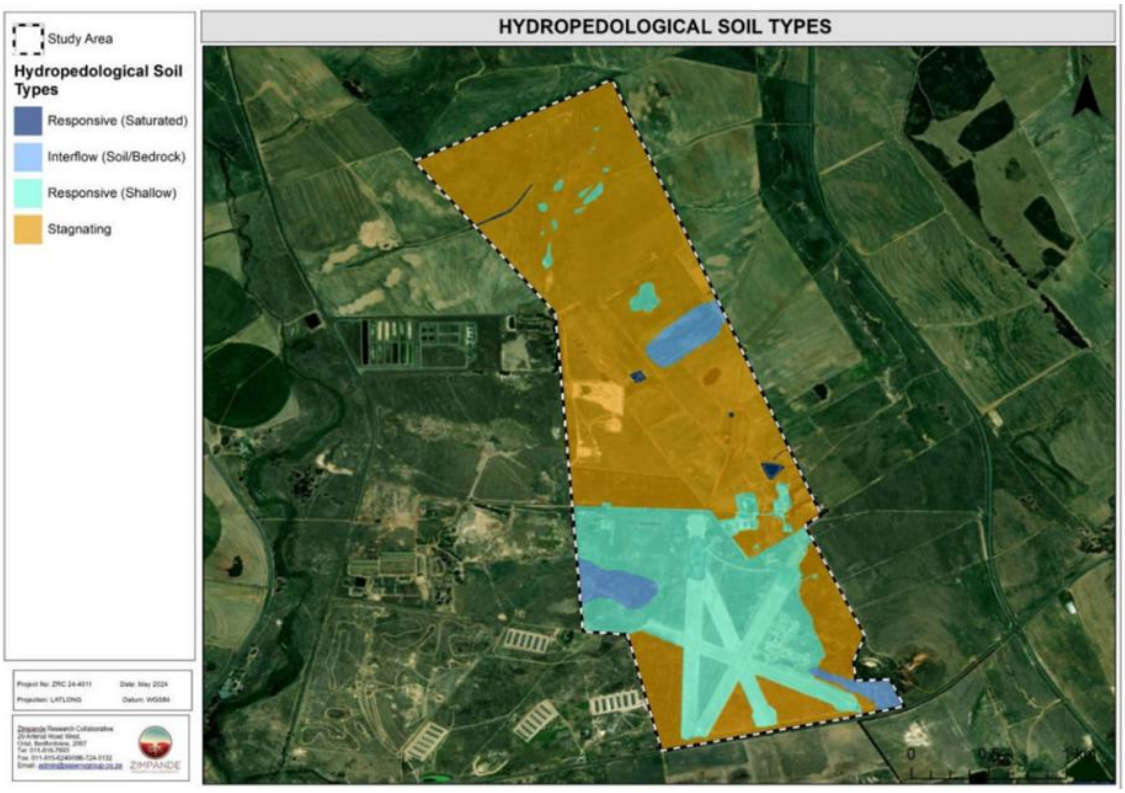


Fig. 46 Spatial distribution of soils within the study area.

(Source: Zimpande Research Collaborative, 2025)

The Hydropedological Assessment in the executive summary that CWA can be considered for authorization from a hydropedological perspective as it is not anticipated to cause an unacceptable impact of the wetland recharge mechanisms based on the type of soils identified as well as the quantification of hydropedological losses. The PES/EIS and functionality will likely remain unchanged once mitigations have been implemented.

10.2.3 Faunal and Avifaunal Ecological Impact: A Faunal and Avifaunal Ecological Impact Assessment was conducted by Scientific Terrestrial Services (Pty) Ltd in February 2025 and the full source document is attached as as Annex 31 – Appendix 8, 9 and 10. According to the report's findings, the sensitivity of the habitat units varies from moderately low (Modified habitat) to intermediate within the Renosterveld and Freshwater Habitat. The highly fragmented nature of the indigenous vegetation limits the conservation, but consideration will need to be given to the potential impact on the Blue Crane species throughout development.[64] The specialist recommends that CWA be approved, provided that all management and mitigation measures as stipulated in its reports are implemented.

10.2.4 Botanical Impact: A Botanical Impact Assessment was conducted by Nick Helme Botanical Surveys in February 2025 and the full source document, titled Plant Species Impact Assessment for Proposed CWA, is attached as an Annex 16.

The Botanical Impact Assessment identifies four vegetation types in the area, with only Swartland Silcrete Renosterveld and Swartland Shale Renosterveld remaining on-site, both classified as Critically Endangered. About 93% of the site has been heavily disturbed, leaving little indigenous vegetation, which is of Low botanical sensitivity and poses no constraints to development. However, four patches of Very High botanical sensitivity (totaling approximately 6.9 ha) have been identified, supporting 25 plant Species of Conservation Concern. [65]

The full development scenario could have a Medium-High negative botanical impact, mainly due to the loss of a 1.6 ha patch of Swartland Silcrete Renosterveld. This could be reduced to Low-Medium negative with mitigation measures, including ongoing ecological management and a 77-ha biodiversity offset.

10.2.5 Biodiversity Offset Study: A Biodiversity Offset Study was conducted by Mark Botha Pr.Sci.Nat (MSc (UCT)) in February 2025 and the full source document is attached as an Annex 17. According to its findings, the offset has been determined to be not less than 77 hectares of Swartland Renosterveld on Shale, Silcrete/Ferricrete or Granite.[66] The proposed site for the terrestrial offset is Hercules Pilaar (1242), with an agreement now finalized.

10.2.6 Freshwater Ecological Impact Assessment: A Freshwater Ecological Impact Assessment was conducted by FEN Consulting in September 2024 and the full source document is attached as an Annex 31 – Appendix 7. The report determined that 6.74ha (total loss of 7.44ha which includes the indirect impacts) of wetland habitat would be lost due to the proposed CWA development. The direct loss of 6.74 ha of wetland habitat is due to construction of the runway over the seep wetland 1. Furthermore, stormwater release into seep wetland 1 will also

[64] Exec Summary. P. ii. CWA Faunal and Avifaunal Assessment, Scientific Terrestrial Services, February, 2025.
[65] Section 9. p. 25. CWA Botanical Impact Assessment. Nick Helme Botanical Surveys. February 2025.
[66] Section 9, p 18. CWA Biodiversity Offset Study. Mark Botha, February 2025.

pose a risk to the ecological functioning of the wetland. As a result, wetland offsetting was recommended.[67]

Based on the provision that all control measures stipulated in Freshwater Ecological Impact Assessment are implemented, the specialist recommends the project to be authorized considering clear evidence of a viable offset and compensation plan ensuring no net biodiversity loss.

10.2.7 Wetland Offset Study: A Wetland Offset Study and Implementation, conducted by FEN Consulting in 2024, is included in the CWA EMPr and attached as Annex 19. According to the wetland offset study plan, the remaining seep wetland habitat (3.68 ha) in the eastern part of the study area, after the runway construction, along with a channeled valley bottom wetland (36.2 ha) further east of the study area into which the seep wetland drains, have been identified as suitable for rehabilitation and offset purposes, thereby compensating for the residual loss of wetland habitat, ensuring no net loss of wetland functionality.

10.2.8 Climate Change Study: A Climate Change Impact Assessment was conducted by Brundtland Consulting and finalised in February 2025 and the full source document is attached as an Annexure 31 – Appendix 28. According to the report's findings, CWA can align with climate goals through planned mitigation and adaptation strategies. The project will emit 3.68 million tCO2e in the borders of South Africa, or 0.097% of South Africa's carbon budget to 2050. The climate impact is rated low-medium for airport operations and medium when including domestic flights, with the overall impact deemed medium. The specialist concludes that "*the additional benefits in terms of decongestion and enhanced operational efficiencies that come with the role of [CWA] in the region may facilitate sustainable growth*".[68]

10.3 Compatibility with Surrounding Uses

10.3.1 Compatibility Considerations: As described in section 7, noteworthy adjacent areas are the planned Bella Riva mixed use development to the west, County Fair Chicken breeder houses to the south-west and Greenville Erf 4, directly to the south. The following should be considered:

- CWA is predominantly surrounded by agricultural uses. Airports, by their nature, shouldn't be accommodated in highly built-up areas. Runways and associated noise contours are best situated in areas of low-intensity land use, preferably outside the urban development edge. However, the landside development of airports, serving as regional entry and logistics points, should ideally be within the urban edge, requiring proximity to urban services, infrastructure, and housing.
- The proposed zoning of expanded CWA sites to TR 1, further consolidates the CWA's existing zoning.
- Airports and agriculture are generally compatible (e.g., air cargo logistics for fresh produce exports etc.) and do not generate significant urban conflicts like noise complaints, thereby minimizing conflicts with urban development while ensuring connectivity to transport corridors.
- The potential impact on surrounding land is addressed in detail across several appendices, in particular the Noise Impact Assessment, Obstacle Limitation Surface

[67] Executive Summary. p ii. CWA Detailed EIA Phase Freshwater Ecological Assessment. FEN Consulting, February, 2025.
[68] Section 8. p 67. CWA Climate Change Impact Assessment. Brundtland. February, 2025.

(OLS), TIA, VIA, Air Quality Assessment, Poultry Biosecurity Assessment and Agro-ecosystem Assessment.

- CWA (ex Fisantekraal Aerodrome) has a long history of co-existence with surrounding uses like County Fair Chicken operations.
- Dr Petty, a veterinarian scientist and expert in the field of Physiology and Poultry Science concludes in the Poultry Biosecurity Assessment that with suitable mitigation measures it should be possible for the farm and the proposed airport to coexist (See Annex 23).
- CWA's lowest noise contour (55 dB) does not intersect County Fair's operations.
- Airfield lighting at CWA will not impact the breeder complex due to terrain and building placement.[69]
- Bella Riva's most recent site plan is intentionally flexible to accommodate the expansion of CWA and engagements are being held between CWA and Bella Riva to ensure compatibility and coherency between CWA and development of Bella Riva's detailed design.
- Only Phases 1–3 of Garden Cities are approved. Erf 4 south of Lichtenburg Road remains agricultural use due to lapsed approval. Therefore, none of Garden Cities' approved residential phases with existing rights fall within the 65 dBA contour. Under Policy 16.6 of the MSDF, land use that is incompatible with existing or potential future aviation rights will not be supported.
- Erf 4 has the "current land use rights" for Agriculture only, while CWA's existing site (Portion 4 of Fm 474 Joostenbergs Kloof and Portion 10 of Fm 724 Joostenbergs Vlakte) have the "current land use rights" for an airport. Recognizing the existing rights, is one of the Principles of Spatial Justice set out in LUPA to guide land use planning.
- The MPBL, LUPA and SPLUMA do not make provision for a concept of "latent" or "potential" land use rights. The MPBL is very clear that the MSDF and District Plans do not confer or take away rights. The only land use rights dealt with in planning legislation are confirmed and unconfirmed land use rights, non-conforming uses and lapsed rights.

This section continues with a summary of the CWA Noise Impact Assessment and expert Civil Aviation Assessments.

[69] Section 13. p. 169. CWA Visual Impact Assessment Revision 5. FILIA Visual, February 2025.

10.3.2 Noise Impact Assessment (NIA): The 2nd Draft NIA for the proposed CWA expansion, completed by DDA Environmental Engineers in February 2025, is provided as an Annex 21. The NIA evaluated the noise impact of CWA's construction phase and three operational scenarios, namely 1: Existing runways at full capacity; 2: New runway during its operational year and 3: New runway at full capacity.

In 2014, the CoCT's Spatial Planning and Urban Design Department, in consultation with its Health Department, for the CTIA runway realignment, categorized district types and noise guidelines as defined in SANS 10103. These include: '*Urban Residential*', '*Urban with workshops/businesses/main roads*", "*central business*", and "*industrial*". The SANS 10103 Code of Practice provides typical ambient noise rating levels. For instance, a district considered to be '*Urban with workshops / businesses / main roads*" would have 60 dBA as the ambient rating, where-as district which is only '*Urban Residential*' would have 55 dBA as the ambient rating.

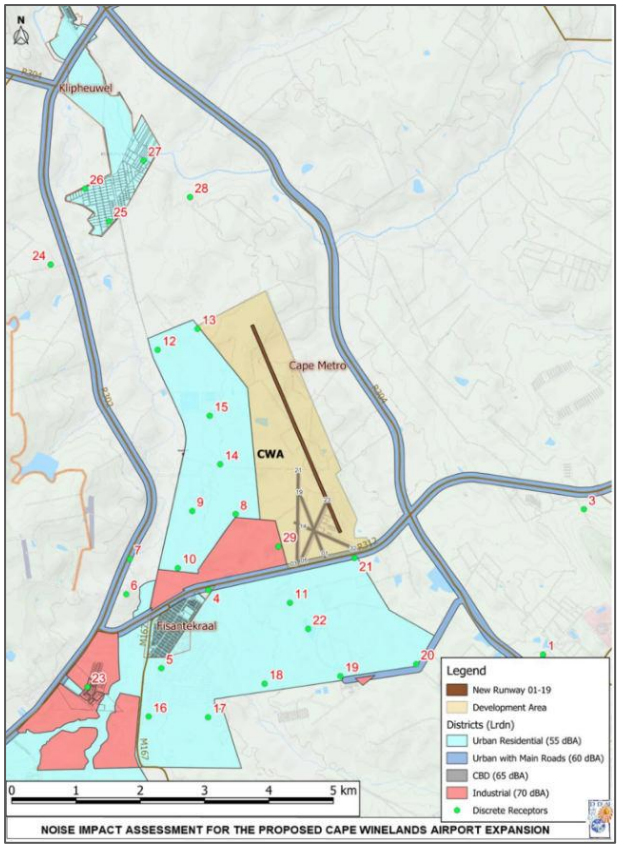


Fig. 47. Discrete Receptors & Noise District Types
(Source: DDA Environmental Engineers, 2025)

To calculate aircraft noise with future urban noise, 29 discrete receptors are overlayed onto district classifications and SANS 10103 noise guidelines (See Fig. 42). Modelled noise levels at these receptors for scenario 3 are contained in section 4.3.4 of the NIA.

Fig. 42 reflects the proposed Bella Riva and Greenville Garden Cities proposals west and south of CWA (in light blue), which were assigned appropriate district noise level guidelines from SANS and used to calculate noise exceedances from aircraft operations. A receptor is also placed at county fair chicken operations west of CWA.

For land use planning, international practice expresses aircraft noise as an integrated, or energy-averaged level over 24 hours, using the LRdn metric (equivalent continuous day-night rating level). This is an international norm adjusted for South Africa indicating the average noise exposure over a 24-hour period, with a 10 dB penalty added to the night-time.[70]

During the construction phase, noise is expected to remain within the SANS guidelines for urban residential areas, and no specific mitigation measures are required.

The Operational Phase Scenario findings of NIA are described below:

[70]Section 2.2. p.16 Noise Impact Assessment for the Proposed CWA, DDA Environmental Engineers. February, 2025.

10.3.3 Scenario 1 - Existing Four Runways at Full Capacity: This is considered the EIA "*no go*" alternative. *"For Scenario 1, the day-night noise rating level LRdn noise contour of 55 dB(A) will encompass a total area of 2.47 km² around the airport. A small portion of this contour extends beyond the R312 towards the south, within the Greenville Garden City and covers a zone of approximately 0.44 km²…*

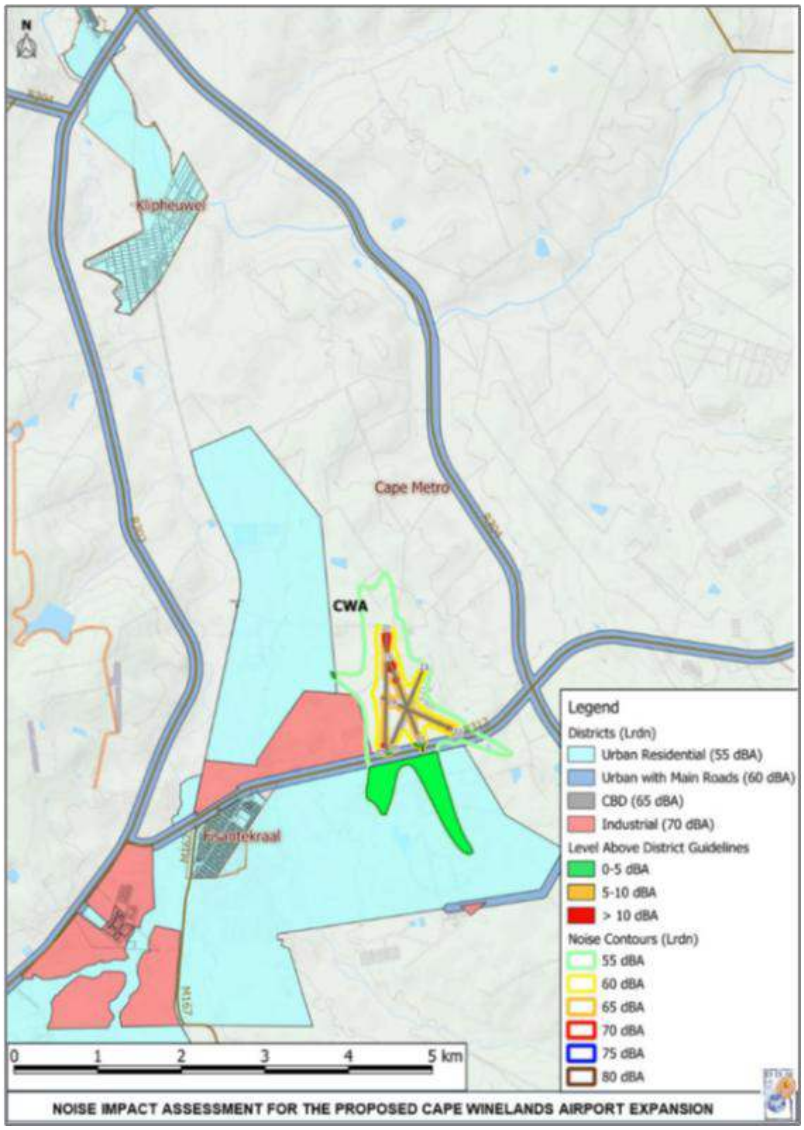


Fig. 48. Scenario 1 Day-Night Noise Rating Level (LRdn) relative to SANS 10103 District Guidelines
(Source: DDA Environmental Engineers, 2025)

…Within this zone it would not be recommended to establish residences, without providing additional noise mitigation measures irrespective if the airport gets extended or not. While the LRdn 60 dB(A) zone is completely contained within the airport site for Scenario 1, the overall impact rating without mitigation for Scenario 1 was found to be of HIGH significance."[71]

10.3.4 Scenario 2 New Runway in Operational Year: *"With the introduction of the new runway, the noise impact zones during the operational year will be greatly reduced compared to the ones resulting from the current runway system at full capacity. The area with LRdn 55 dB(A) during the operational year will only be 1.44 km² and will not extend into the proposed residential areas west and south of the airport, and will be contained within the development*

[71] Section 5.2.1. p.60 Noise Impact Assessment for the Proposed CWA, DDA Environmental Engineers, February 2025.

area of the airport site." [72] This scenario did not include the underlying district classifications because the 55 dB(A) contour is contained within the development area of the airport site, as shown in Fig. 44.

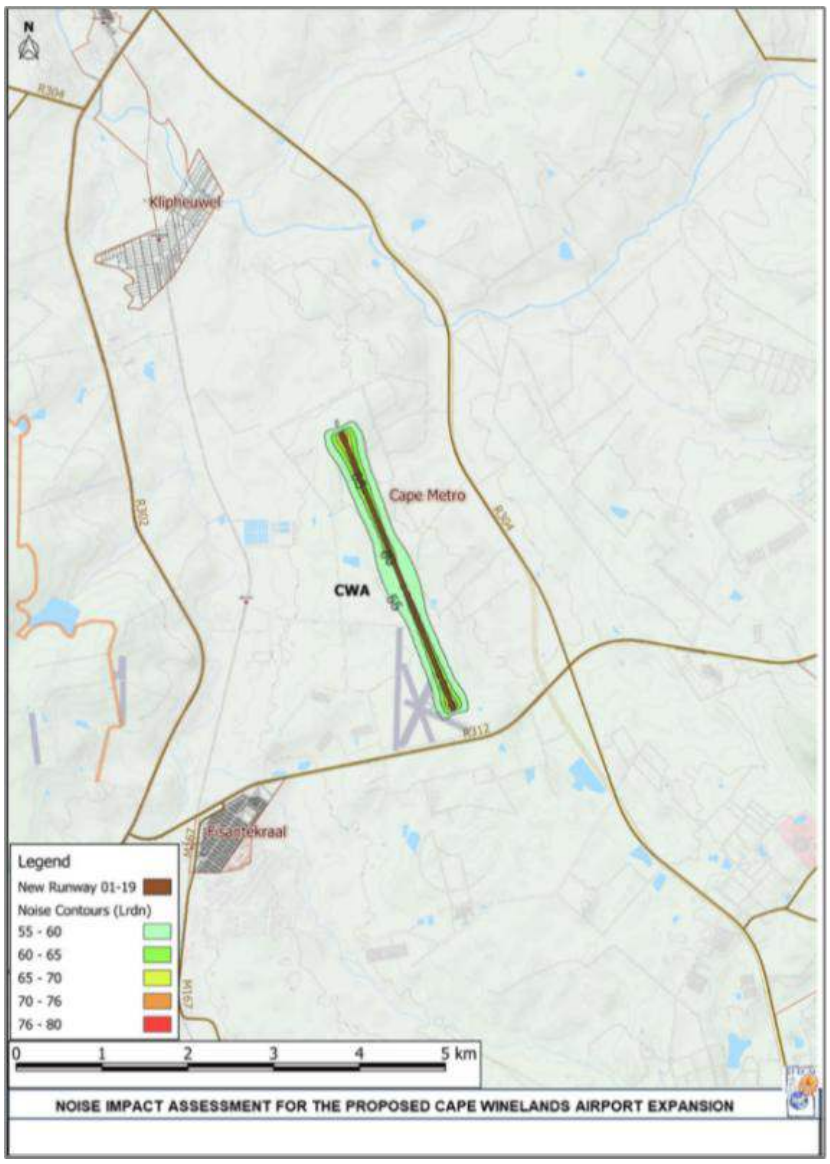


Fig. 49. Scenario 2 Day-Night Noise Rating Level (LRdn)
(Source: DDA Environmental Engineers, 2025)

10.3.5 Scenario 3 - New Runway at Full Capacity: "*By the time [CWA] reaches full capacity, the length of the LRdn 55 dB(A) impact zone will extend up to 4 km north of its northern site boundary. The Klipheuwel residential area will remain outside this impact zone. The noise level in the southeastern part of the Klipheuwel community is expected to reach 49 dB(A), which aligns with the SANS 10103 guideline for Urban Districts with minimal road traffic*."[73]

[72] Section 5.2.1. p.57. Noise Impact Assessment for the Proposed CWA, DDA Environmental Engineers. February 2025.
[73] Section 5.2.3. p.61. Noise Impact Assessment for the Proposed CWA, DDA Environmental Engineers. February, 2025.

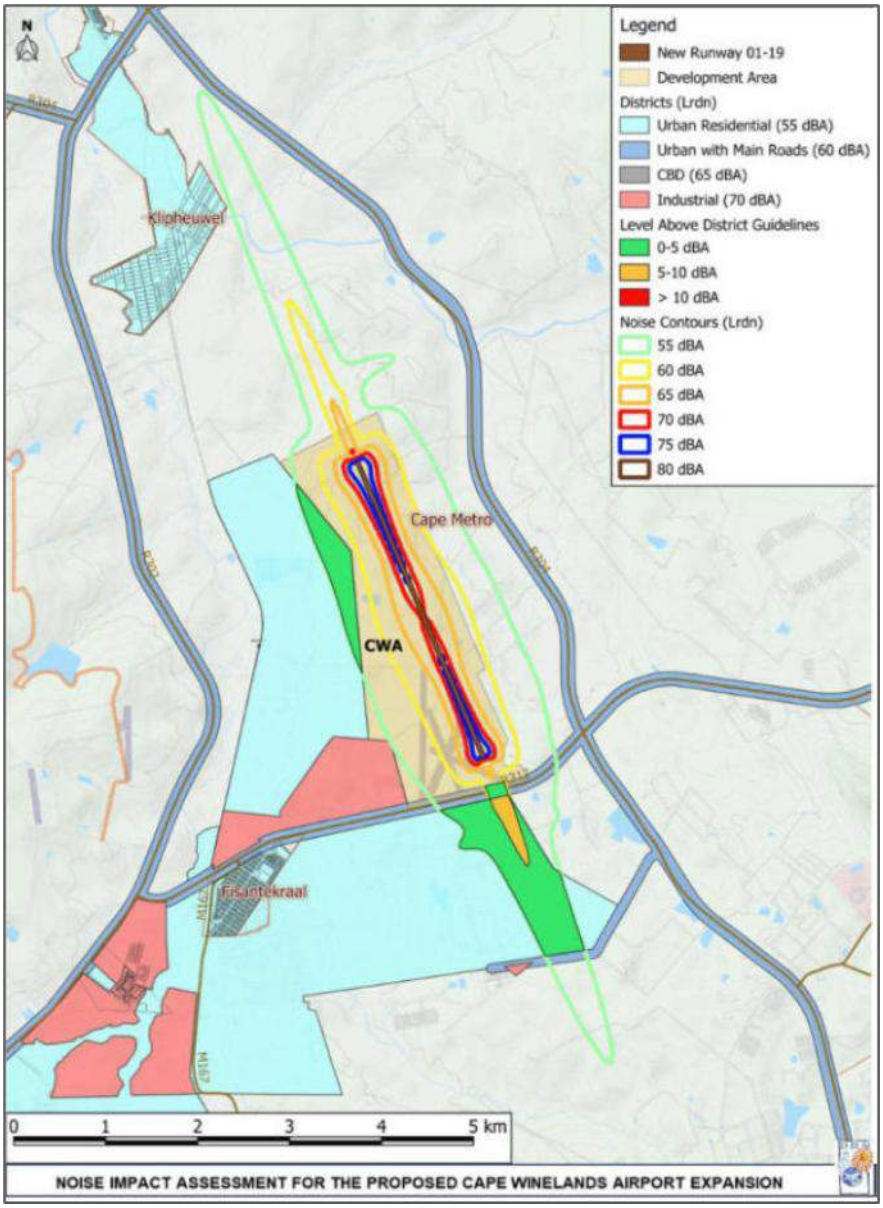


Fig. 50. Scenario 3 Day-Night Noise Rating Level (LRdn) relative to SANS 10103 District Guidelines
(Source: DDA Environmental Engineers, 2025)

"Towards the south, the 55 dB(A) noise contour will extend to a lesser extent, reaching a distance of approximately 3.3 km. This zone will overlap with the Greenville Garden City development, covering an area of approximately 1.03 km². Additionally, immediately south of the runway, there will be a small zone within the Greenville Garden City area where the LRdn is expected to range between 60 dB(A) and 63 dB(A). This high-noise zone will cover an area of approximately 0.11 km². In the direction of the Bella Riva area, the LRdn 55 dB(A) contour will extend approximately 300 meters from the easternmost point of this development. The total area affected within the Bella Riva development is estimated to be 0.38 km²."[74] Further information related to impact for residential areas under Scenario 3 is provided in

[74] Section 5.2.3. p.61. Noise Impact Assessment for the Proposed CWA, DDA Environmental Engineers. February, 2025.

According to DDA Environmental Engineers, 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.

10.3.6 Mitigations are provided in Section 5.3 of the NIA and include:

- Encourage land-use planning incentives for airlines to invest in quieter aircraft, such as noise-related landing charges and preferential airport fees. Implement optimized take-off and landing procedures, including Continuous Descent Operations (CDO), steeper approach angles, and noise-preferential routes to avoid sensitive areas like Klipheuwel.
- Enhance public engagement by providing real-time flight and noise data and establishing communication channels with affected communities. Consider noise-related operational restrictions for nighttime flights, either voluntarily or through regulation.
- Passive mitigation strategies should include noise insulation for homes and sensitive buildings, as well as landscaping and sound barriers in critical areas.
- Noise monitoring should occur throughout airport construction to ensure compliance with SANS 10103:2008 and Western Cape Noise Control Regulations. Two monitoring points should be placed inside the airport boundary—one at the main entry for construction vehicles and another near the closest affected community.
- For long-term noise management, three permanent monitoring terminals should be installed near Klipheuwel, Greenville Garden City, and Bella Riva. Quarterly reports should be submitted to authorities, and a noise complaints registry should be linked to the monitoring system to correlate complaints with.

10.3.7 Expert Aviation Specialist Studies: In terms of airspace, multiple aviation specialist studies and designs for CWA confirm its compatibility with surrounding uses as well as with the Cape Town International Airport. These studies and designs were undertaken by leading international airport experts, including Netherlands Airport Consultants (NACO), Royal NLR - Netherlands Aerospace Centre, Munich International Airport GmbH (MAI) Consultants, and PACE Aerospace & IT software developers from Germany. These studies include:

1. CWA's Runway Design - NACO
2. CWA Diversion Airport Analysis – PACE, 2023 (Annex 28)
3. CWA Civil Aviation Baseline and Site Sensitivity – NACO, 2024 (Annex 31 - Appendix 16)
4. CWA Airspace Concept of Operations (CONOPS) – NACO, 2024 (Annex 30)
5. CWA Obstacle Limitation Surface (OLS) Height Limitation – NACO, 2024 (Annex 25)
6. CWA Airspace and Capacity Study, Straten CSL (Annex 31 - Appendix 20)
7. CWA & CTIA Combined Operations Royal NLR & NACO, 2023 (Annex 31 - Appendix 21)
8. CWA Alternate Airport study – MAI, 2024 (Annex 27)

The OLS and CONOPS studies are summarised below:

10.3.7.1 CWA Airspace Concept of Operations (CONOPS), NACO: Both NACO's 2024 Revised Final Report on the Development of an Airspace CONOPS and Straten CSL's Airspace and Capacity Study 2024 affirm CWA's air space compatibility with CTIA, shown in Fig. 46 and attached as Annex 30, CTIA's operations and air traffic movements can function in principle as is, with no or minor adjustments.[75]

[75] p.89-90. Revised Final Report on the Development of an Airspace CONOPS, NACO, 2024.

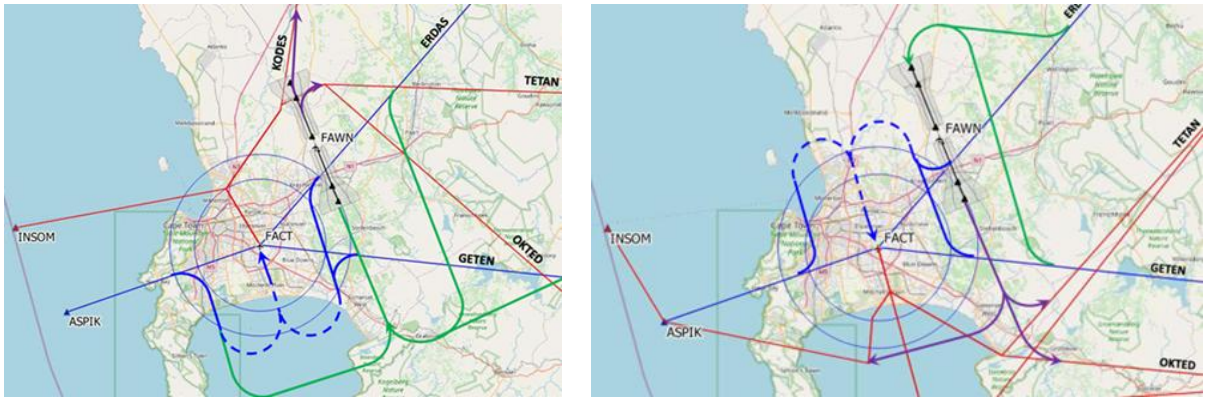


Fig. 51. Schematic mergers of northern and southern traffic operations to/from CWA (FAWN) with existing routes to/from CTIA (FACT)
(Source: NACO, 2024)

When planes are coming in to land at CTIA (shown in blue – north and south), they can switch to a different path (shown in green) to go to CWA if needed. When planes take off from CWA (shown in purple), they can join the paths that planes from CTIA (shown in red) are already using.

10.3.7.2 NACO's Obstacle Limitation Surfaces (OLS) Assessment: Finalized in August 2024 is attached as Annex 25. Using LIDAR, this study provides information on the maximum permissible development heights in the surrounding areas, at specific distances from the runway. It also defines the elevation above the runway that must remain clear of any existing or noted obstacles[76]. An example of an OLS is shown across. The dimensions vary depending on the runway code and category.

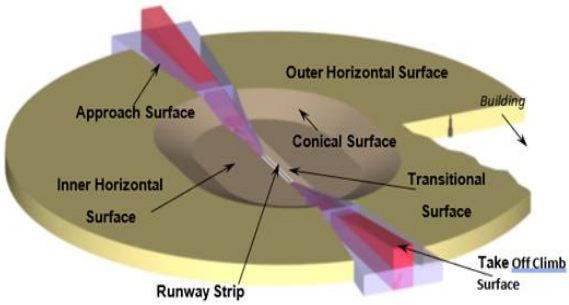


Fig. 52. Obstacle Limitation Surface (OLS)
(Source: CAA.co.uk in NACO, 20224)

Fig. 53 shows CWA's OLS, with the take-off, obstacle related surface (blue), extending 298 meters north and 314 meters south, and the approach surface (red) spanning 272 meters south and 256 meters north. If obstacles pose a risk, SACAA requires safety measures like lighting/marking, flight procedure changes, obstacle removal, or airspace restrictions. Obstacles include trees south of Lichtenburg Road (needing removal) and outside of the inner horizontal surface, tall radio masts to the far west, and electrical lines to the far south that may require lighting or marking.

[76] Section 2. p 2. NACO, 2024. Obstacle Limitation Surfaces Visualisation of Development Heights Available in the vicinity of the Cape Winelands Airport.

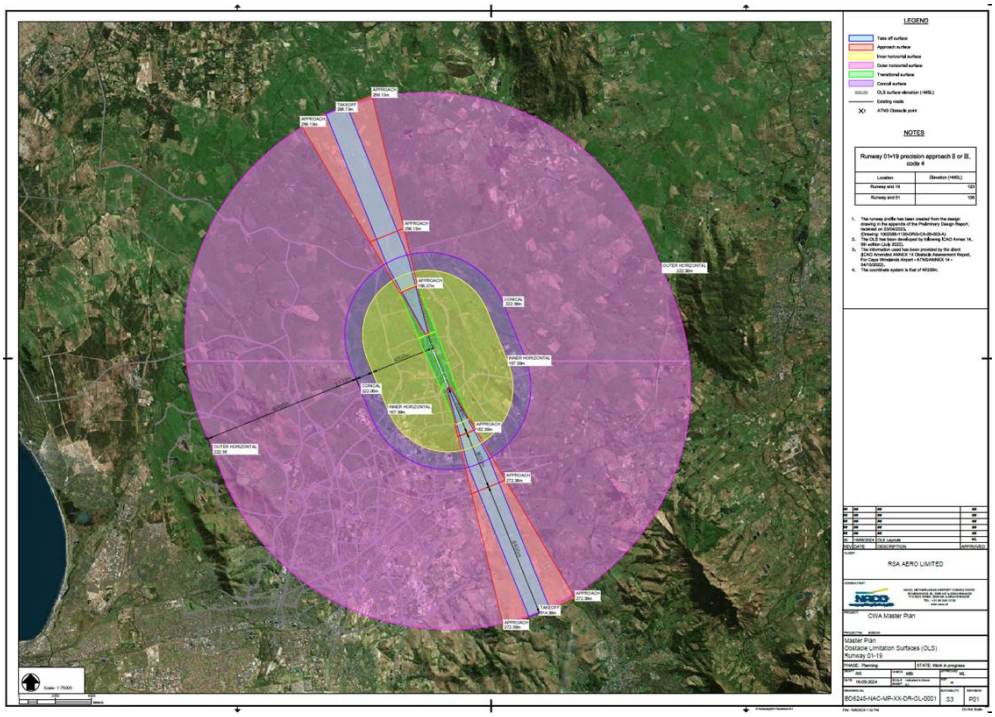


Fig. 53. Runway 01-19 Obstacle Limitation Surfaces (OLS)
(Source: NACO, August 2024)

Fig. 54 shows the maximum development height available in the area covered by the OLS. The max height available towards the South varies from 3m to 38m and 3m to 164m to the North. This limitation of building heights would need to be considered in future development frameworks and would result in height restrictions imposed in respect of future development.

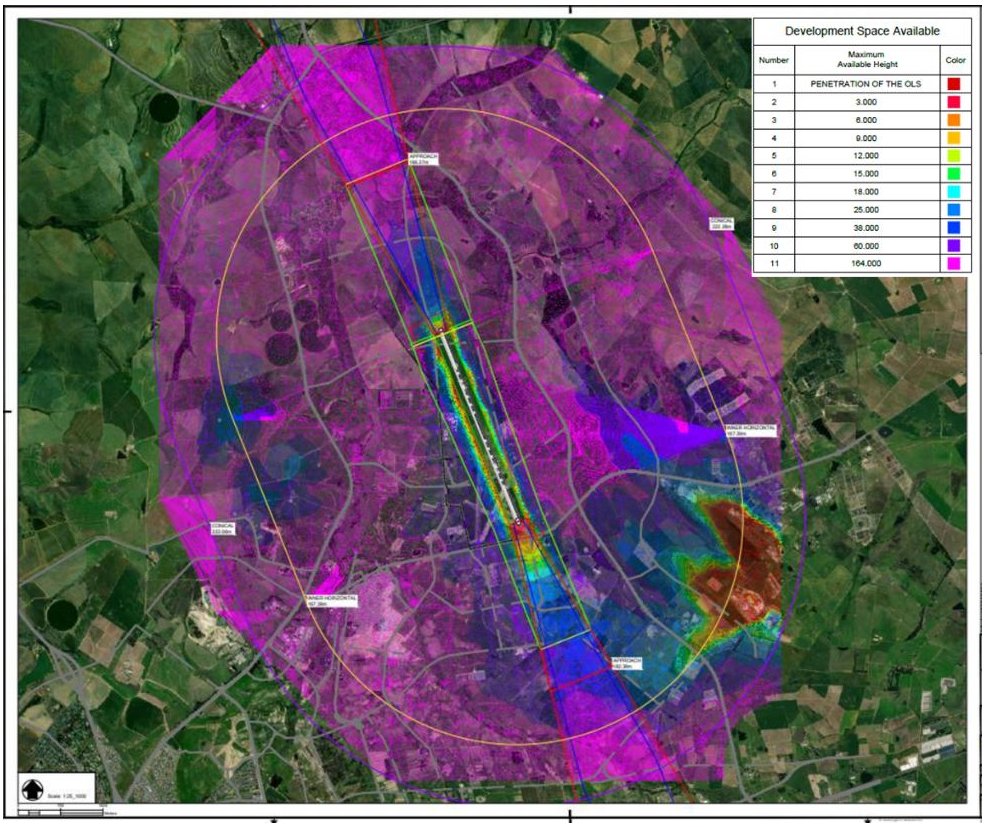


Fig. 54. Runway 01-19 Obstacle Limitation Surfaces (OLS)
(enlarged legend added)

(Source: NACO, August 2024)

10.4 Impact on General Welfare of Residents

10.4.1 Socio-Economic Impact

The CWA Socio Economic Impact Assessment, March 2025, drafted by Dr J. Bloom is attached as an Annex 14. This assessment summarises the economic benefits as follows:

"*In terms of economic benefits, 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 GGP of the Western Cape economy during construction…During an initial 20-year operational period, which includes a substantial component of maintenance expenditure, an estimated R36,1 billion in nominal terms could generate R76,1 billion in new business sales…*

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".[77]

To address the issue of over-estimating opportunities resulting from operational expenditure, Dr Bloom established the baseline from the first expenditure and adjusted the job movement for each successive year. This approach results in a net gain of 9 155 sustainable employment opportunities (direct, indirect and induced) during the first 20 years of operations [78]. Likewise, the net gain of 11 420 (direct, indirect and induced) employment opportunities during construction[79].

Apart from this, the Socio-Economic Assessment identifies some potential negative impacts like traffic flows, sense of place, nuisance factors, local crime, influx of job seekers, informal settlements and construction workers that could impact local communities. However, the study asserts that if the site is properly managed and the mitigation measures indicated by specialists are implemented, the significance of these impacts will be low to moderate.

The assessment concludes that "*our analysis indicates 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*".[80]

10.4.2 Safety

10.4.2.1. Civil Aviation: As with all airports, CWA must comply with the Civil Aviation Act, following ICAO regulations for both design and operations. This includes obtaining the necessary authorization from SACAA, subject to the standard processes for aerodrome certification and licensing. All infrastructure, airspace management, and flight procedure designs must adhere to prescribed methods and comply with relevant legislation, regulations, standards, and recommended practices to ensure safety and proper integration into both regional and national airspace systems. Furthermore, an Emergency Preparedness and Response Plan will be a condition of approval if Environmental Authorisation (EA) is obtained.

[77] p.5. Socio-Economic Impact Assessment for the proposed CWA, Fisantekraal. Dr J. Bloom, March 2025.
[78] p.85. Socio-Economic Impact Assessment for the proposed CWA, Fisantekraal. Dr J. Bloom, March 2025.
[79] p.61. Socio-Economic Impact Assessment for the proposed CWA, Fisantekraal. Dr J. Bloom, March 2025.
[80] p.94. Socio-Economic Impact Assessment for the proposed CWA, Fisantekraal. Dr J. Bloom, March 2025.

Expert aviation studies confirm CWA's compatibility with the region's airspace and CWA's Civil Aviation Compliance Statement indicates no unacceptable impacts on current civil aviation installations.[81][82] Furthermore, CWA may enhance airline safety if problems arise at CTIA, providing airlines and passengers with an alternate destination to land.

CWA will also implement an active bird strike avoidance program involving airlines, pilots, air traffic controllers and wildlife management specialists as is done at other South African airports (See Annex 31 – Appendix 34). A Wildlife Hazard Management Plan will be also become a condition of approval if EA is obtained. Similarly, the Landscape Guidelines should take into account the unique requirements for an airport as set out in the specialist reports, for example, the Bird Strike Risk Assessment.

10.4.2.2 Crime and Informal Growth: CWA's development requires implementing NATJOINTS Instruction 2 of 2018 under SAPS, mandating an Integrated Multi-Disciplinary Tactical Plan to secure the airport and its perimeter and surroundings. This may enhance law enforcement in the area, with CWA's Security team leading through platforms like the Neighbourhood Watch and CPF's. On-site security measures like perimeter fencing, controlled access, and security guards and patrols may minimize the risk, while CWA's official membership in the Durbanville Farmers Association could further integrate security efforts, providing farmers direct access to CWA's highly experienced and professional security chief. CWA's Socio-Economic assessment further recommends cooperation between the developer and contractors as essential to ensure the surrounding area remains secure during construction. The EMPr also includes guidance on Pre-Construction, Construction Operational Management.

10.4.2.3 Traffic: Increased vehicular traffic during the construction and operational phases is expected and safety procedures are required for this to occur. Further detail is provided in section 10.7 of this report. Road upgrades in the vicinity of CWA are generally expected to enhance safety through improved conditions like upgraded intersections, turn lanes, signage etc.

10.4.2.4 Major Hazard Installation: A Quantitative Risk Assessment of the Proposed Fuel Storage at CWA was compiled by RISCOM (PTY) LTD, 2024 (See Annex 22). The assessment identified Jet A-1 and Avgas as hazardous, flammable materials, though not acutely toxic when inhaled. No materials to be stored on-site are listed as notifiable under the General Machinery Regulation 8.[83]

RISCOMS simulations of pool and flash fires, as well as potential tank explosions, show that the 1% fatality risk from Avgas and Jet A-1 incidents would not affect areas accessible to the public or runway operations.

According to RISCOM, the kerbside Avgas filling facility poses acceptable risk levels, with no fatality thresholds extending into public areas. The proposed apron pipeline, while posing some localized risk in the event of containment loss, also remains within acceptable safety parameters. Across all project phases, the MHI hazard tier is expected to remain low, and while notifiable substances are not present, regulatory review and compliance with MHI legislation will be necessary before construction.

[81] Section 6. p12. Aviation Specialist Studies in support of the Environmental Impact Assessment at Cape Winelands Airport. NACO. 2025.

[82] Revised Final Report on the Development of an Airspace CONOPS, NACO, 2024.

[83] Section 6 Exec Summary. p. xviii. Quantitative Risk Assessment of the Proposed Fuel Storage at CWA. RISCOM (PTY) LTD, 2025.

In summary, "*RISCOM did not find any fatal flaws that would prevent the project proceeding to the detailed engineering phase*"[84] and supports the project with adherence to mitigatory conditions set out in the risk assessment.

10.4.2.5 Fire: A Veldfire Management Plan is included in CWA's EMPr and is included as EMPr Annex 32 – Annexure 5. The measures include fire water tanks, building fire protection, a fire response plan, and trained personnel with response vehicles. Fire breaks will also prevent veldfires from spreading, and removing alien vegetation will reduce fire intensity.[85]

10.4.2.6 Back up Energy: Due to the safety and operational requirements of the airport and supporting aircraft management systems, the electricity supply design must include multiple redundant sources of power, including diesel generator plant and uninterruptible-power supplies, designed to operate only when the Solar PV and Biodigester, and alternatively the Eskom supply, is not available.[86] Backup diesel generator power will also be included for airport facility critical facilities, ensuring that applicable safety standards and requirements are achieved for aircraft operations.

10.4.2.7 Solar Reflection: Given the primary function and usage of the site as an airport, a Glint and Glare Study was developed to ensure the panels installed will have no impact on air traffic safety.[87]

10.4.3 Health

10.4.3.1 Air Quality: The Air Quality Impact Assessment for the proposed CWA expansion was completed by DDA Environmental Engineers in November 2024 and the full source document is attached as (See Annexure 31 – Appendix 33). In summary:

During the construction phase the primary concern is dust. After mitigation measures like dust suppression and dust monitoring, among others, the impact is expected to be insignificant.[88] Air quality at community receptors, including Fisantekraal and Klipheuwel, remains within standards.[89] Recommendations and mitigations include:

- Continuous air quality monitoring to track pollutants, with biannual reporting to the City of Cape Town Air Quality Management Unit and the South African Air Quality Information System as operated by SAWS, on an ongoing basis.
- Airport-compatible land-use planning.
- Implement measures to decrease queuing lines.
- Limit the length of the course of taxiing.
- Shutting down as many engines as possible when idling and taxiing.
- Reduce reverse thrust use during landing.
- Utilise aircraft-serving equipment with "cleaner" technology.
- Investigate the provision of electricity at terminal gates, to minimise use of the APUs and GSE as much as possible.

[84] Section 6 Exec Summary. p. xviii. Quantitative Risk Assessment of the Proposed Fuel Storage at CWA. RISCOM (PTY) LTD, 2025.
[85] Section 10.2. p 727. Amended Draft EIAR for the proposed expansion of the Cape Winelands Airport. PHS Consulting, 2025.
[86] p16. CWA Consulting Electrical Engineers Bulk Services Design Report. Zutari, 2025.
[87] Section 6. p12. Aviation Specialist Studies in support of the Environmental Impact Assessment at Cape Winelands Airport. 2025.
[88] Section 6.1.p71. 2nd Draft Air Quality Impact Assessment for the Proposed Winelands Airport Expansion. DDA Environmental Engineers. November 2024.
[89] Section 6.2.3. p74. 2nd Draft Air Quality Impact Assessment for the Proposed Winelands Airport Expansion. DDA Environmental Engineers. November 2024.

10.4.3.2 Solid Waste Management: A Waste Management Plan (WMP) is included in the CWA EMPr and is included in Annex 12. According to the Draft EIA, the site will generate various waste streams managed through an on-site waste management facility (WMF) and no waste license is needed unless storage capacities are exceeded. The WMF is an evolving document until the WMF undergoes final design.

10.4.3.3 Noise: As described in Section 8.2.1 of this report, the significance of noise impacts during the fully operational phase is low to medium post-mitigation. A Noise Mitigation and Management Plan will be a condition of approval if EA is obtained.

According to DDA Environmental Engineers, the World Health Organization (WHO) recommends that night-time outdoor noise levels 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.

According to DDA Environmental Engineers, in line with both WHO guidance and South African standards (SANS 10103), the 45–55 dB(A) LRdn range is considered a low to moderate environmental noise exposure band. Within this range:

- Residential activities are generally not significantly impacted, especially when standard building envelope attenuation (typically around 10 dB(A)) is taken into account.
- Noise levels do not warrant mandatory mitigation measures, such as land-use exclusion or enforced acoustic insulation upgrades.

Regarding the impacts on Existing and Future Residential Areas around CWA, DDA Environmental Engineers describe the following.

- Existing residential areas (e.g. Klipheuwel and Fisantekraal) are outside the 55 dB(A) LRdn contours in the full-capacity Scenario 3 and are therefore not subject to significant average noise exposure.
- For future development areas, such as Bella Riva, only a portion of the site falls within the 55–60 dB(A) LRdn contour. Importantly:
    - 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).
    - 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.

It is also noted that under Scenario 3 (full utilisation), 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:

- Repeated awakenings or sleep disturbance, which are primarily caused by frequent nighttime noise events.
- Cumulative sleep-related health impacts, even for those in the vicinity of the airport.

10.4.3.4 Water Quality: Concerns could include contamination from construction activities, wastewater treatment, fuel storage, accidental releases, and irrigation with treated effluent.[90] Extensive mitigation measures are proposed to reduce the risk of groundwater contamination, and the significance of these impacts is generally rated as medium before mitigation and very low to low after mitigation.[91] A Groundwater Management Plan will be a condition of approval if EA is obtained.

10.4.3.5 Poultry Assessment: A Poultry Impact Assessment for the proposed CWA expansion was completed by Dr. Petty in January 2025 and the full source document is attached as Annex 23. The report concludes that open water should be netted to prevent bird attraction, and that poultry manure shouldn't be used in the biodigester, but international flight galley waste can be used in the biodigester.[92] It further asserts that Poultry health may be affected by pollution, dust, and water issues, but mitigation measures like proper lighting placement may help.

According to Dr Petty, the poultry farm's proximity to a township, just 600 m away, poses an ongoing biosecurity risk, likely contributing to a past HPAI outbreak despite strong on-farm procedures. Township residents often keep poultry or purchase cull chickens, creating a high-risk pathway for disease. In contrast, future traffic on Melish Road, driven largely by airport-related travel, is expected to pose far less risk, as such individuals are unlikely to transport disease vectors. While any traffic increase near a poultry operation is concerning, the primary biosecurity threat remains the existing township and associated farm-related movements along the R312.

Dr Petty adds that the farm's surrounding environment has evolved, introducing biosecurity challenges that were not present at its inception, a common occurrence in South Africa. CWA however predates the Chicken farm by a number of decades. The closure of the Midrand Rainbow breeder farms due to similar developmental pressures serves as a pertinent example. Measures to mitigate the biosecurity risks include:

- Implement visual screening along the section of the poultry farm closest to the construction area, either by planting fast-growing, non-bird-attracting vegetation and/or by using built structures—provided such measures align with applicable policies and guidelines, including the City of Cape Town's 2009 Boundary Walls and Fences Policy and the 2019 Western Cape Land Use Planning Guidelines for Rural Areas, as referenced in the Visual Impact Assessment (VIA).
- To mitigate noise of vehicles passing County Fair the site, the erection of signage, bumps etc should be considered.
- During the construction phase, trucks and heavy machinery should make use of other roads as much as possible.
- The developer proposes that a barrier be constructed to the west of Mellish Road along the common boundary between CWA and County Fair in proximity to the broiler breeder chicken houses. While the final form of the barrier will be determined in consultation with County Fair and subject to the City of Cape Town's guidelines and regulatory requirements, a landscaped berm is anticipated to be the most effective solution. CWA will be responsible for covering all associated costs. The final

[90] Section 8.3. p411. Amended Draft EIAR for the proposed expansion of the Cape Winelands Airport. PHS Consulting, 2025.
[91] Section 8.3. p415-463. Amended Draft EIAR for the proposed expansion of the Cape Winelands Airport. PHS Consulting, 2025.
[92] p.24. Impact of a Proposed Development of an Airport in the Cape Winelands on Poultry Biosecurity and Health.

Environmental Impact report recommends that such a barrier must align with regulatory guidelines and requirements, and it needs to achieve the mitigation requirements for dust, noise and lighting impacts

10.4.3.6 Sewage: Emergency overflow ponds are proposed, thereby providing mitigation against spillage should there be a problem with the pump station.[93]

10.4.4 Well-Being:

10.4.4.1 Sense of Place: A Visual Impact Assessment for the proposed CWA expansion was completed by FILIA Visual, 2025 and the full source document is attached as an Annex 24.

- The study shows that "the visual impact anticipated should be Moderate overall (for the Operational Phase)" of CWA.[94]
- The visibility of light sources is expected to have a medium significance during the operational phase and mitigation options are somewhat limited due to aviation safety requirements.
- For site-specific visual impacts, the "cumulative visual impact of the construction phases is considered medium in significance, given the total duration of the time within which construction activities are anticipated to be undertaken".[77]
- Regarding, visual absorption capacity for Scenic Routes and Cultural Landscape during a fully operational CWA, the impact on the R312 Lichtenburg Road Scenic Route is expected to be medium significance after mitigation, with scope for positive enhancement.[95]
- The assessment says that "while the R312 Lichtenburg Road scenic route is noted in the Scenic Drive Network Management Plan adopted by the CoCT in 2003, it was not listed in the Development Management Scheme (DMS) as a Scenic Drive, and so is not technically subject to the provisions of Item 171 of the Scenic Drive Overlays (SDO) (2012), and does not therefore enjoy statutory protection under the Municipal Planning By-Law."[96]
- Of four landscape areas considered, only the Agter-Paarl Paardeberg Cultural Landscape to the northeast has a medium rating compared to low for the others.

The VIA makes many recommendations which can be incorporated into the Urban Design Guidelines and the Landscaping Guidelines that are intended to be submitted with further detailing of the site plans, prior to building plan approvals Mitigation measures from the VIA, amongst others, include:

- Apply a 20m visual buffer zone offset from the R312 Lichtenburg Road within which no buildings may be placed.
- No 1st party signage, 3rd party signage, billboards, outdoor advertising and (specifically) no illuminated or digital signage within 100m of the property boundary adjacent to the R312. Only 1st party signage may be permitted at the entrance to CWA at the discretion of the City.
- Apply a 9m height control restriction along the R312.

[93] Section 6.8. p232. Amended Draft EIAR for the proposed expansion of the Cape Winelands Airport. PHS Consulting, 2025.
[94] Section 8. p135. CWA Visual Impact Assessment Revision 5. FILIA Visual, February 2025.
[95] Section 8. p139. CWA Visual Impact Assessment Revision 5. FILIA Visual, February 2025.
[96] Section 3. p135. CWA Visual Impact Assessment Revision 5. FILIA Visual, February 2025.

- Lighting kept to minimum, but in allowance with the required health and safety requirement for nighttime operations i.e. Dark sky lighting (<3000K LED) to minimize light impact.
- A Landscape Masterplan Plan, Landscape Guidelines, and Architectural Guideline document to be developed.
- Further visual specialist input required at the level of the Land Use Planning application and the future SDP planning phases.

10.5 Impact on Heritage

A Heritage Impact Assessment for the proposed CWA expansion was completed by Aikman Associates, 2024 and the full source document is attached as Annex 31 – Appendix 12 and 13. The assessment reveals that "*agricultural activity has irrevocably transformed the properties acquired for the proposed CWA development over the last 300 years. From an archaeological perspective, it can be concluded that although isolated stone tools may be exposed below the topsoil during site preparation, the significance is likely low*."[97]

The CWA heritage baseline assessment identified two homesteads on RE of Farm 474 and on RE of Farm 724 as already in existence in 1953. An application will be made for the demolition of these buildings considering that it falls within the footprint of the proposed development. The HIA concludes that none of the farmsteads in the study area appear to be of aesthetic, historical or architectural significance, although they contain structures older than 60 years. There will be no significant threat to archaeological heritage resources, and the two farmsteads to be lost are not considered conservation-worthy.

The HIA recommends that Heritage Western Cape supports the development proposals subject to the mitigation measures set out in the VIA, namely, a Landscape master plan and specialist input to future SDP planning phase. The Heritage Western Cape Committee subsequently noted that the proposal was substantially in accordance with the approved plans and confirmed the final comment, dated 7 February 2025, as being consistent with the endorsed Heritage Impact Assessment (HIA), which is considered to have met the provisions of Section 38(3) of the National Heritage Resources Act (NHRA).

10.6 Traffic Impacts Parking, Access and other Transport Related Considerations

The CWA Traffic Impact Assessment Revision 2 June 2025 is attached as Annex 8. A summary of the report is provided below.

10.6.1 Existing Transport: Table. 10 shows the major roadways in the vicinity of CWA, namely Klipheuwel Road (R302) to the west, Lichtenburg Road (R312) to the south and Koelenhof Road (R304) to the east.

Table.10 Major Roadways in the CWA Site Vicinity
(Source: ITS Consulting, 2025)

Roadway	Classification*	Posted Speed (km/h)	Sidewalks	Bike Lanes
Klipheuwel Road (R302 / MR188)	Major Arterial (Class 2)	80 / 100	No	No
Lichtenburg Road (R312 / MR213)	Major Arterial (Class 2)	100	No	No
Koelenhof Road (R304 / MR174)	Major Arterial (Class 2)	100	No	No

[97] Section 7. p 21. CWA Heritage Impact Assessment. Aikman Associates, October 2024.

Fig. 55 shows the Metro road and rail network with future road upgrades in dotted lines. All major roadways surrounding CWA are under the authority of the Western Cape Government, Department of Transport and Public Works.

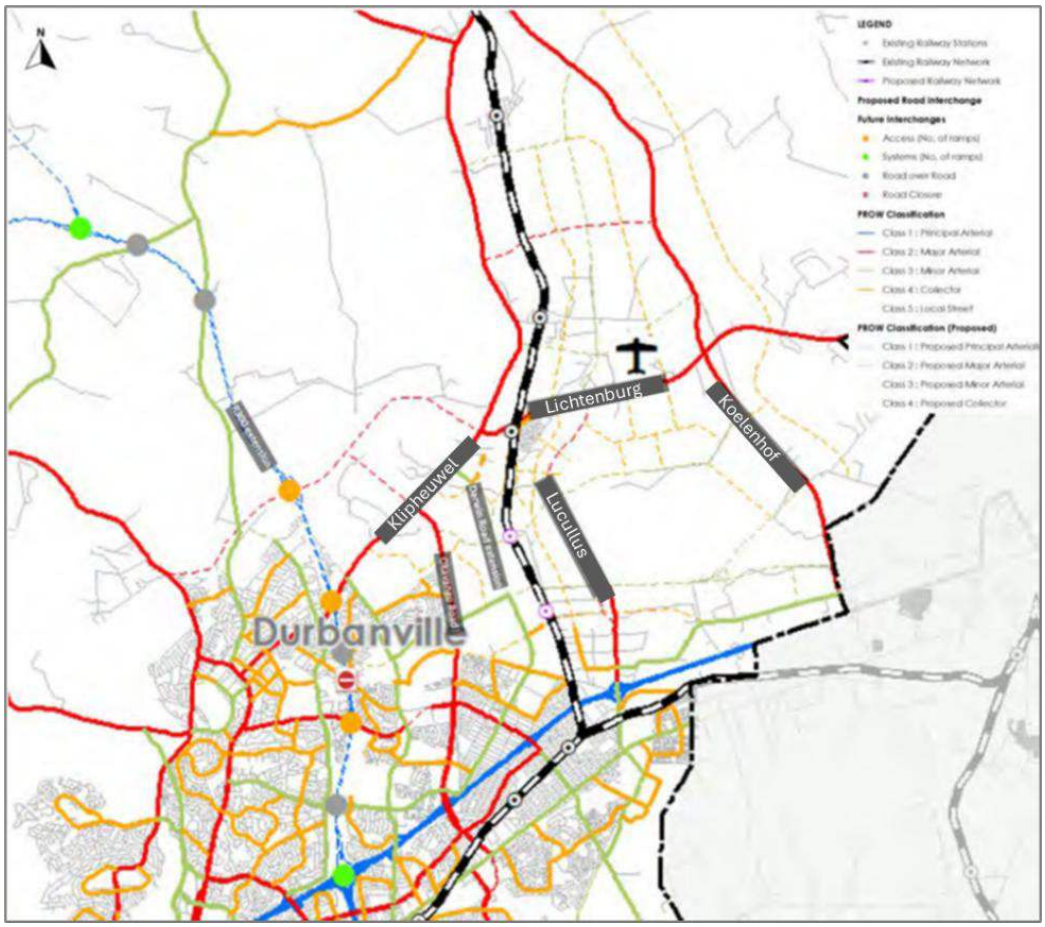


Fig. 55. Metropolitan Road & Rail Network with Future Road Upgrades Shown in Dotted Liness
(Source: ITS Consulting, 2025) [Road label accents added]

10.6.2 Road Network Plans: According to ITS there are several planned north-south and east-west future roads in the site vicinity linking to the existing road network. The future Class 2 Lucullus Road extension from the N1 linking to Lichtenburg Road will change to a Class 3 minor arterial north of Lichtenburg Road. Furthermore, "*all future planned roads will be City-owned*" and "*with the development and land uptake from the CWA, the east-west links currently crossing the site and well as north of the site are being amended in consultation with the [CoCT] Urban Mobility Directorate to align with the latest development proposals*."[98]

10.6.3 Public Transport: The main public transport in the area is minibus taxis (MBTs) between Fisantekraal and Durbanville. While the Fisantekraal rail line has potential, it lacks commuter service with only one commuter rail service per day between Cape Town and Malmesbury but may however offer increased services if future demand arises. Once the Fisantekraal rail service is operational, a demand-driven shuttle between the CWA and the station should be introduced in phases aligned with CWA development, with public transport facility details to be finalised later but incorporated into the final Site Plans.[99]

[98] Section 3.21. p 11. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.
[99] Section 5.6 p 34. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.

The nearest MyCiTi trunk routes serve Durbanville CBD and Kraaifontein, with future feeder services planned for Fisantekraal. However, further MyCiTi expansion into the wider Durbanville area is a long-term goal due to current priorities in the southeast metro. Public transport facilities are proposed within the Bella Riva precinct and should connect with existing and future networks. In the interim, Golden Arrow services are expected to meet demand until IPTN implementation.

The City's long-term cycle plans include a proposed Class 2 route along Lucullus Road, with recommendations to extend the Class 3 route from Klipheuwel to Lichtenberg and introduce a new route along Lichtenberg Road.

10.6.4 Road Reserves: Lichtenburg Road (MR213) has a proclaimed road reserve of 32m (16m either side of the centre line).

- Klipheuwel Road has a proclaimed road reserve of 25m (12.5m either side of the centre line).
- Mellish road, bordering the western side of the site (shown below as 6/8) is mostly contained within the CWA property and has a proclaimed road reserve width of 20m (10m either side of the centre line).

For the above roads, if the side of the road has been fenced and the width is greater than the said minimum width, then this will be the reserve width.[100]

10.6.5 Intersections Analysed: 15 intersections are included in the TIA and shown in Figure A1 in Annexure A of the TIA

10.6.6 Existing Traffic Conditions 2024: The capacity analysis results indicate that most of the intersections currently operate at an acceptable Level of Service (LOS) during peak hours.[101] However, the following intersections are operating at a poor LOS:

- Klipheuwel Road/Lichtenburg Road: Upgrades are recommended, including dedicated turn lanes and the installation of a traffic signal,
- Lichtenburg Road/Boys Biers Drive: This intersection is planned for conversion to a left-in, left-out (LILO) configuration as per the Access Management Plan (AMP). Due to this planned change and the future development of Greenville Garden City (including the Lucullus Road southern extension and the East-West link road), no upgrades are recommended until the dualling of Lichtenberg Road is justified.
- Klipheuwel Road/CSG Plastics Access: The long-term dualled access management plan for Klipheuwel Road (MR188) includes the realignment of the CSG Plastics Access to the Klipheuwel Road/Stanler Road intersection.
- Klipheuwel Road/Stanler Road.
- Klipheuwel Road/Arum Lily Street: As part of the MR188 AMP, this intersection is planned to be converted to a LILO configuration.

10.6.7 Future Developments: Fig. 56 shows approved/in process developments considered in the CWA TIA traffic conditions and capacity analysis. These are also described in Section 5.3 of this application.

[100] Section 2.2. p 15. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.
[101] Section 2.4. p 7. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.

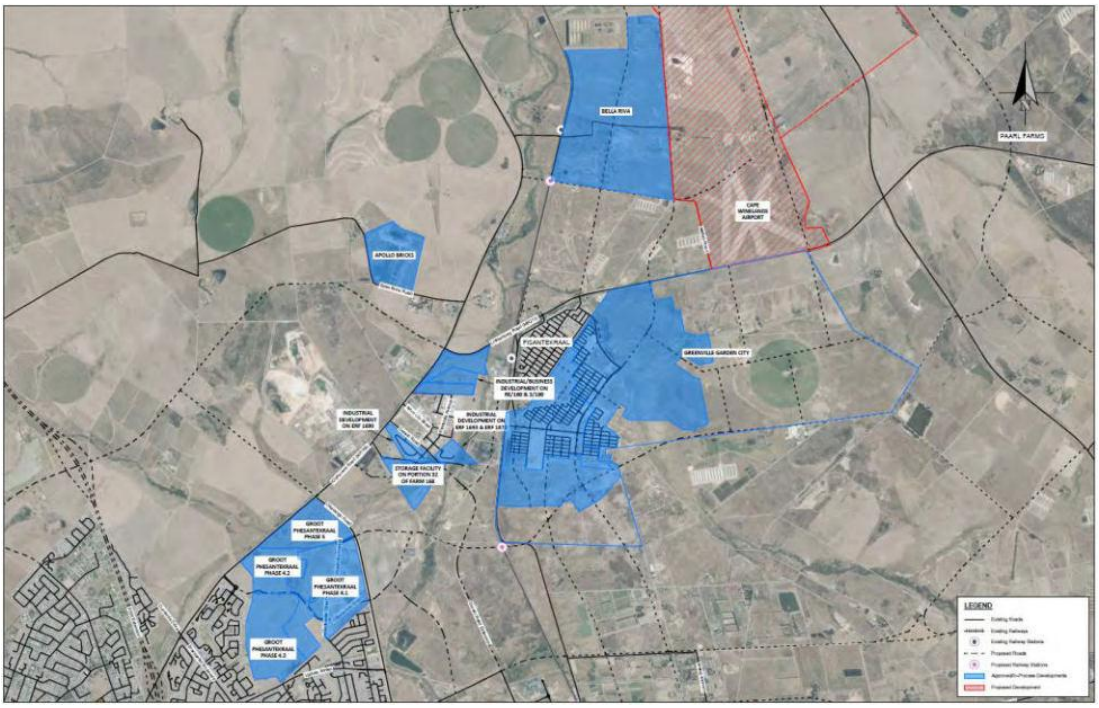


Fig. 56. Expected new developments (approved/in process with expected future road network upgrades
(Source: ITS Consulting, 2025)

10.6.8 Phasing: CWA will be developed in multiple phases based on projected airline traffic (See Table 11). The CWA EIA groups these into two phases: Phase 1 (PAL 1A and 1B) and Phase 2 (PAL 2 to 4). Phase 1 includes the Passenger Activity Levels (PALs) 1A (1.7 million annual passengers by 2029) and PAL 1B (2.5 million by 2032). Phase 2 anticipates 5.2 million annual passengers by 2050 (PAL 4).[102] These numbers are used to generate trip generation forecasts in the TIA.

Table.11 CWA Phasing
(Source: ITS Consulting, 2025)

Planning Activity Level (PAL)	PAL Year	Million Annual Passengers (MAP)	EIA Phase
1A	2029	1.7	Phase 1
1B	2032	2.5	
2	2038	3.5	Phase 2
3	2044	4.4	
4	2050	5.2	

The site is expected to be operational by 2029 (PAL 1A), with full build-out (PAL 4) by 2050. According to ITS, "*the development will be market-driven, starting with core terminals in the north and expanding southward to Lichtenburg Road, including remaining FBOs and hangars" and "when accounting for the airport area (including hangars, terminals, parking, etc.) and all associated supplementary uses, the total GLA for the full buildout (PAL 4) is estimated at a GLA of 350 000 m².*"[103]

[102] Section 5.3. p 29. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.
[103] Section 5.3. p 29. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.

10.6.9 Access Phasing for CWA has three options:

1. Access via Mellish Road / Lichtenburg Road (R312) is considered the most viable first interim main connection.

2. Access via Mellish Road / Klipheuwel Road (R302). To be constructed by Bella Riva, the proposed Class 3 route through Bella Riva will be available for a public connection to CWA. Similar to the Lucullus Road extension, the feasibility of a joint agreement to design and construct the road should be assessed[104]. This route could then be an option if the Lucullus Road extension is not feasible in the short term.

Fig. 57. Three Phases of Accessibility to CWA
(Source: ITS Consulting, 2025)

3. Access via the Lucullus Road extension is the preferred initial route. Joint funding from Bella Riva and CWA could possibly be used to construct the road. However, agreements need to be established between the developers as well as the current landowner to accommodate the existing operations of the chicken farm on the property. The alignment and road reserve requirements of Lucullus Road bordering the west edge of the site must be confirmed. Lucullus Road will be an important link within the road network to access CWA in future. However, Lucullus was not assessed as a requirement to accommodate airport traffic only in the TIA. Alternative routes exist to link the airport with the external road network (e.g. the N1). Upgrades to the network are therefore recommended to improve existing routes although the implementation of Lucullus will alleviate traffic along these routes in future.

10.6.10 Background Traffic Conditions 2029: According to ITS "*given the multiple developments planned in the area, this increase in traffic will trigger the need for road upgrades, especially along Klipheuwel and Lichtenburg Roads. The proposed upgrades include the dualling of Klipheuwel Road, the installation of traffic signals at several intersections, and the construction of additional turning lanes. The Klipheuwel Road/Arum Lily Street intersection will be converted to a leftin, left-out (LILO) configuration as part of their access management plan (AMP). With proposed upgrades in place, capacity constraints are expected at some priority-controlled intersections. However, alternative routes via signalised intersections such as Klipheuwel Road/Darwin Road and Lichtenburg Road/Dulah Omar Street will help alleviate traffic congestion.*"[105] The latter alternative reliever intersections are also applicable to 2032 background and total traffic conditions.

[104] Section 5.2.2. p 28. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. June, 2025.
[105] Section 12. p 54. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.

10.6.11 Total Traffic Conditions 2029: "*This scenario assessed the impact of Phase 1 (PAL 1A) of the CWA, with the realigned Mellish Road access and the East-West link from Bella Riva as a secondary access. The proposed upgrades include the installation of a traffic signal at Lichtenburg Road/Mellish Road and the construction of a dual-lane roundabout at the Mellish Road/CWA Access intersection. As with the 2029 Background Traffic Conditions, capacity constraints are expected to continue at the priority-controlled intersections along Klipheuwel and Lichtenburg Roads*."[106]

10.6.12 Sensitivity Analysis 2029: "*A sensitivity analysis was conducted to evaluate the impact of using only the Mellish Road/Lichtenburg Road access for Phase 1 (PAL 1A) of the CWA. The capacity analysis results show that the proposed upgrades in the 2029 Total Traffic Conditions scenario will be sufficient to accommodate the traffic generated by Phase 1 (PAL 1A). Mellish Road is therefore the only access required to accommodate the CWA Phase 1 (PAL 1A) traffic. It is, however, recommended that the East-West link across Bella Riva Phase 1 be extended to the airport by CWA when the road reserve is available."*[107]

ITS recommends the following upgrades for Phase 1 (PAL 1A)[108]:

- Lichtenburg Road/Mellish Road: Realign Mellish Road with
  - *Southbound – Construct a dedicated right-turn lane and a dedicated left-turn lane.*
  - *Eastbound – Construct a dedicated left-turn lane.*
  - *Westbound – Construct a dedicated right-turn lane.*
  - *Intersection control – Install a traffic signal.*
- *Mellish Road/CWA Access:*
  - *Intersection control – Construct a dual-lane roundabout.*

10.6.13 Background Traffic Conditions 2032: "*Due to the added background development trips, this increase in traffic will trigger the need for upgrades at the Klipheuwel Road/Brackenfell Boulevard intersection. With proposed upgrades in place, capacity constraints are still expected at some priority controlled intersections."*[109]*, but relieved with alternative intersections.*

10.6.14 Total Traffic Scenario 2032: "*This scenario assessed the impact of Phase 1 (PAL 1B) of the CWA, with the realigned Mellish Road access and the East-West link from Bella Riva as a secondary access. This scenario requires upgrades at the Lichtenburg Road/Koelenhof Road intersection. As with the 2032 Background Traffic Conditions, capacity constraints are expected to continue at the priority-controlled intersections along Klipheuwel and Lichtenburg Roads."*[110]*,* but relieved with alternative intersections.

10.6.15 Capacity Analysis 2050: "*The City's EMME model was used to evaluate the impact of Phase 2 (PAL 4) of the CWA for the 2050 horizon. This included the total extent of the future developments in the area and assessed the R300 northern extension along with several new road links, including the Darwin Road extension, and the extensions of Lucullus Road and the*

[106]Section 12. p 54. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.
[107] Section 12. p 54. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.
[108] Section 12. p 54. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.
[109] Section 12. p 54. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.
[110] Section 12. p 54. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.

East-West links. The results indicated that the future road network will be sufficient to accommodate future developments, including Phase 2 (PAL 4) of the CWA."[111]

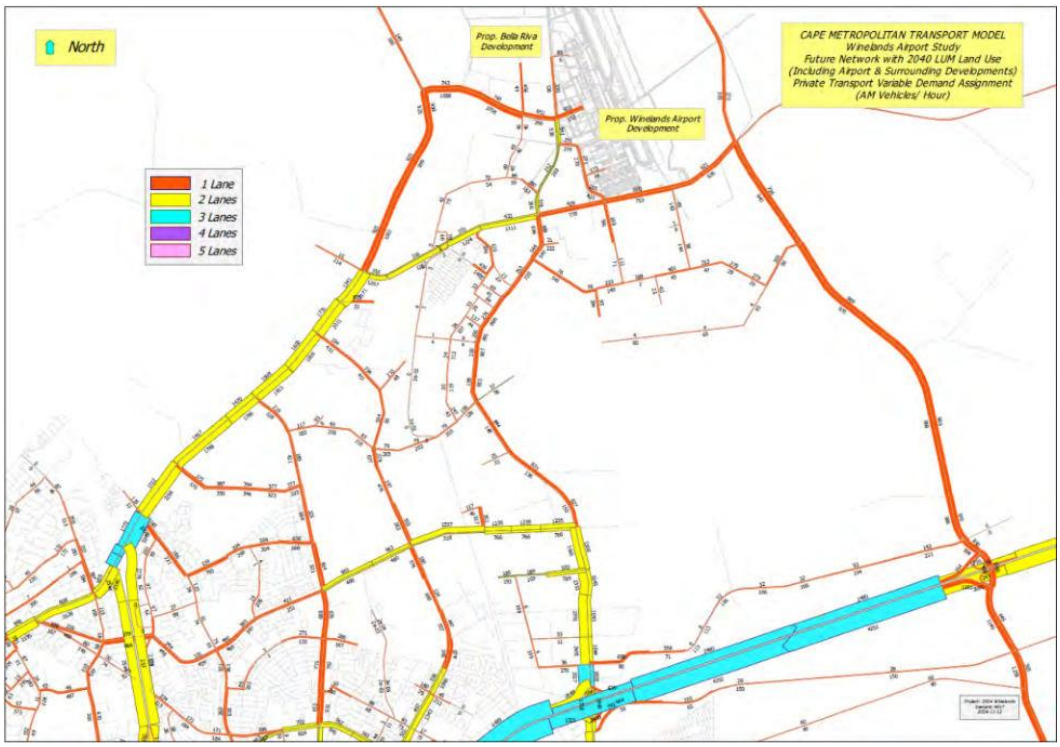


Fig. 58. Cape Metropolitan Transport Model – Future Network
(Source: ITS Consulting, 2025)

The results also highlights the "*necessity of upgrading Klipheuwel Road, Lichtenburg Road (between Klipheuwel Road and the Lucullus Road northern extension intersections), and the Lucullus Road northern extension to dual carriageways. Furthermore, the results highlight the importance of the East-West links and the impact that these links would have on the future Lucullus Road southern extension, as these routes serve as main connections to the airport*."[112]

10.6.16 Road Infrastructure Costs and Contributions: The TIA estimates development charges for this and other known developments and assesses the total road improvements required for the combined impact. According to ITS, "*when comparing the cost of the road network upgrades with the available DCs, there are sufficient funds available to upgrade the road network. Several road upgrades, including the R300 extension and Klipheuwel Road dualling, will be undertaken by the WCG and other developments such as Groot Phesantekraal Phase 4, Durbanville Industrial, and Greenville Garden City. These upgrades are therefore not the responsibility of the CWA*."[113]

ITS recommends that the following upgrades fall under the responsibility of the CWA for Phase 1 (PAL 1A and 1B):

Road Link Upgrades:

- Realignment and construction of Mellish Road

[111] Section 12. p 54. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS Consulting. June, 2025.
[112] Section 9. p 45. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS. June, 2025.
[113] Section 12. p 55. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS. June, 2025.

- The East-West Link between Klipheuwel Road and the CWA access through Bella Riva is to be shared:
  - Bella Riva to be responsible for the first section to its Phase 1 access point.
  - CWA to be responsible constructs the remaining portion to the CWA Access.

Intersection Upgrades:

- Lichtenburg Road/Mellish Road
- Lichtenburg Road/Koelenhof Road
- Klipheauwel Road/Okavango Road
- Mellish Road/CWA Access

The intersection and road link high level cost estimates and responsibilities are provided for in the TIA. ITS asserts that "*the construction of the R300 northern extension, along with new road links such as the Darwin Road extension and extensions of Lucullus Road and the East-West links, is expected to reduce the demand at some of the study intersections. Therefore, it is recommended that the construction of these road links be fast-tracked to ensure that the intersection upgrades are not abortive in the future*."[114]

The TIA concludes that "*based on this assessment, it is evident 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."*[115]

10.7 Impact on External Engineering Services

Bulk infrastructure services are to be supplied by CWA but require sufficient local capacity. Summaries of the relevant engineering assessments are provided below.

10.7.1 Bulk Electricity and Solar: An Electrical Services Study was conducted by Selkirk and Selkirk, 2025 and the full source document is attached as an Annex 9.

In summary, CWA needs 10 MVA of power. The site has a 66kV Eskom supply but needs upgrading to support CWA's expansion, with a preliminary Bulk Mains Requirement of 10-MVA. A fully off-grid solution is ideal, with Eskom as a backup. Eskom supply will be connected using 3 feeders for redundancy.[116]

A biodigester will provide 1 MVA all year round, while solar PV's will aim to produce over 20MW of renewable energy (under 100MW) for private, on-site use only, without feeding power into the Eskom grid[117]. Critical systems require 3 to 4 MVA, and backup diesel generators will ensure key airport functions stay operational.

10.7.2 Bulk Water: The CWA Bulk Engineering Services Report was conducted by Zutari, 2025 and is included as Annex 9. The report covers the development phasing, earthworks, internal

[114] Section 12. p 55. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS. June, 2025.
[115] Section 12. p 55. CWA Transport Impact Assessment Durbanville, Cape Town, Revision 2. ITS. June, 2025
[116] p1-2. CWA Consulting Electrical Engineers Bulk Services Design Report. Selkirk & Selkirk, 2025.
[117] Section 6.7. p213. Amended Draft EIAR for the proposed expansion of the Cape Winelands Airport. PHS Consulting. February, 2025.

roads, stormwater and sewer drainage and potable water supply. Summaries are provided below in section 10.7.3 and 10.7.4 below.

10.7.3 Water Supply: CWA falls within the Spes Bona Reservoir supply zone, which is served by a 400-mm trunk main along the R312 Lichtenburg Road. However, the site currently lacks a municipal water connection and relies on a borehole on its eastern side.

The water supply strategy for CWA is phased, using ground water as a primary supply source in the short term until municipal infrastructure can either supplement the groundwater supply or be the primary source of supply.[118] Until municipal infrastructure can support CWA's needs, groundwater will serve as the primary water source. According to the Zutari Engineering Services Report, 2025: "*three production boreholes were drilled on site, these boreholes have sufficient yield to form the primary water supply for the preliminary demand for the CWA Development…and…a water treatment plant is being considered to treat the borehole water to a potable water standard. If [CWA] elects to treat groundwater to supply their development in lieu of municipal supply, then the developer is required to obtain a Water Supply Intermediary License from the CoCT. Discussions have been held with the CoCT in this regard*."[119]

10.7.4 Sewage Management and Treatment: Three options are proposed by Zutari, with option 3 being the preferred:

- Option 1: Construction of Onsite Package Sewage Treatment Plant
- Option 2: Construct a pump station and rising main to send sewage directly to Fisantekraal WWTW.
- Option 3: Pump to Fisantekraal with extraction (preferred). This entails a dual treatment approach. This entails building an on-site packaged - closed system - sewage treatment plant with an internal sewer network, allowing treated effluent reuse for irrigation, toilet flushing, and biodigester needs. A water use license application (WULA) has been submitted. Remaining sewage will be directed to nearby municipal WWTW.[120]

The City of Cape Town's Water & Sanitation Directorate's assessment of the Water and Sanitation Infrastructure Capacity: The City of Cape Town's Water & Sanitation Directorate's response is set out in a memorandum[121] dated 09 July 2025 (Annex 10). The information provided in this memorandum is based on City of Cape Town master plan model as well as comments from relevant branches of the department.

"***Conclusion***:*Based on the comprehensive assessment of existing infrastructure, projected demands, and proposed supply strategies, the Cape Winelands Airport development is considered feasible from a water and sanitation perspective. The total projected water demand of 1 552 kℓ/day will be met through a combination of potable and non-potable sources, including treated sewage effluent (TSE) from an on-site wastewater treatment plant, municipal supply from the City of Cape Town, and groundwater abstraction via boreholes. The use of TSE for all non-potable applications significantly reduces reliance on municipal potable water, enhancing sustainability.*

[118] Section 7.4. p32. CWA Bulk Engineering Services Report (Version L). Zutari, 2025.
[119] Section 7.4.1. p34. CWA Bulk Engineering Services Report (Version L). Zutari, 2025.
[120] Section 6.4.3. p26. CWA Bulk Engineering Services Report (Version L). Zutari, 2025.
[121] WATER AND SANITATION INFRASTRUCTURE CAPACITY AND DEVELOPMENT CONDITIONS FOR THE PROPOSED CAPE WINELANDS AIRPORT DEVELOPMENT. Director: Technical Services, Water & Sanitation Directorate, 09 July 2025.

On the sanitation side, the development will implement both a pump station and rising main to convey sewage to the Fisantekraal Wastewater Treatment Works (WwTW), as well as an on-site wastewater treatment package plant. This dual approach ensures operational flexibility and compliance with municipal standards. Subject to adherence to the outlined technical conditions and regulatory approvals, the existing and planned infrastructure is sufficient to support the proposed development."

10.7.5 Stormwater Management: A concept Stormwater Management Plan (SWMP) was developed by Zutari in 2024 and is included in Annex 13. An approved SWMP must still be submitted as part of the civil engineering design drawing submission phase.

According to the concept SWMP, CWA is located between the Mosselbank River and Klapmuts River tributary and is not at risk of flooding due to its elevated position. However, its development will alter runoff patterns due to increased hardened surfaces and changes in slopes and drainage. To mitigate potential downstream flood risks, eight detention ponds are planned to manage runoff and the quarry on Ptn 23/724 is also being considered for conversion into an attenuation and treatment wet pond.[122] The detention ponds have been designed to ensure post-development flood peaks do not exceed pre-development levels. In many cases, flood peaks have been reduced. The modeling results indicate that post-development flood inundations are similar to or slightly lower than pre-development conditions, demonstrating effective flood risk management.[123]

11. SPLUMA AND LUPA Principles

Section 99(2)(g) requires the consideration of National and Provincial legislation relevant to the MPBL. The five principles outlined in Section 7 of SPLUMA, further elaborated in Section 59 of LUPA, and their relevance to the desirability are demonstrated below as applicable to this motivation. Many of these principles specifically apply to spatial planning and land use management systems, such as SDF's and zoning schemes, rather than individual land use applications.

11.1 Spatial Justice

Whereby, in SPLUMA and LUPA;

- **"past spatial and other development imbalances must be redressed through improved access to and use of land, including previously excluded areas and areas characterized by deprivation", and; "a competent authority … may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land or property will be affected by the outcome of the application".**

CWA's expansion aligns with the CoCT's IDP and MSDF strategy of economic growth "where residents have more equitable access to economic opportunities" and where "people experience decreased spatial dislocation from social and economic benefits."

[122] Section 6.11. p242. Amended Draft EIAR for the proposed expansion of the Cape Winelands Airport. PHS Consulting, 2025

[123] Section 8.15.4. p653. Amended Draft EIAR for the proposed expansion of the Cape Winelands Airport. PHS Consulting, 2025.

While proximity between residential areas and employment opportunities is a key consideration, the broader principle of spatial accessibility is not only limited to daily work trips — it also encompasses access to essential infrastructure, including airports. Therefore, residents in the CoCT's northern suburbs and abutting municipalities may experience decreased spatial dislocation from air service offerings. By establishing CWA, economic benefits can be fairly distributed beyond the municipal boundary into the broader metropolitan region.

LUPA adds the following guideline under Spatial Justice:

- **"the right of owners to develop land in accordance with current use rights should be recognised."**

LUPA defines *''use right'', in relation to land, means the right to utilise that land in accordance with its zoning, … consent use,… granted in respect of the rights to utilise the land.*" At present, 1.5 million m² of the properties under application is already zoned as and used for *Transport Zone 1 with consent for an Airport*. The principle of Spatial Justice requires that these current use rights be recognized.

11.2 Spatial Sustainability

Whereby 'spatial planning and land use management systems' must, in SPLUMA:

- **"promote land development that is within the fiscal, institutional and administrative means of the Republic;"**

and In LUPA:

- **"promote land development that is spatially compact, resource frugal and within the fiscal, institutional and administrative means of the relevant competent authority in terms of this Act or other relevant authority;"**

Although this principle refers to the systems for spatial planning and land use management, the following considerations can be made.

- CWA is being developed on a purely commercial basis, without government funding, on the principle of financial sustainability and viability
- CoCT is SA's top rated metropolitan local authority in terms of credit rating and clean audits and is well-equipped to accommodate this type of private sector infrastructure investment.

11.3 Efficiency

Whereby, in SPLUMA: "land development optimizes the use of existing resources and infrastructure;" and in LUPA:

"(a) **land development should optimize the use of existing resources, infrastructure, agriculture, land, minerals and facilities;**

- CWA represents the continuation and enhancement of an existing use and will operate largely off-grid.

(b) **integrated cities and towns should be developed, whereby—**

i. the social, economic, institutional and physical aspects of land development is integrated;

- CWA is required to be socially inclusive during and after its development, boosting the local and regional economy and improving physical connectivity both locally and globally.

ii. land development in rural and urban areas in support of each other is promoted;

- Mutually supportive rural and urban land development is reflected in CWA's landside located within the urban edge, while the proposed runway is located outside of the urban edge in a rural area associated with a proposed CWA agricultural precinct.

iii. the availability of residential and employment opportunities;

- CWA "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."[124]

iv. a diverse combination of land uses is promoted;

- CWA will support a mix of commercial, industrial and logistics land uses.

v. the phenomenon of urban sprawl in urban areas is discouraged and the development of more compact towns and cities with denser habitation is promoted;

- CWA's development is grounded in transit-oriented development and the existing site presents as intensification and infill.

vi. historically distorted spatial patterns of settlement are corrected;

- Without a catalyst like CWA, the Fisantekraal Industrial area is unlikely to thrive as an employment hub, risking it becoming another spatially dislocated settlement

vii. the quality and functionality of the public spatial environment is promoted;

- By planning CWA within a broader spatial framework, its development can be aligned with the guidelines promoted in respect of the quality and functionality of the public spatial environment.

11.4 Spatial Resilience

Whereby in SPLUMA and LUPA:

- **"Flexibility in spatial plans, policy and land use management systems is accommodated to ensure sustainable livelihoods in communities …".**

This principle, as outlined in both SPLUMA and LUPA, refers to the broader spatial planning and land use management systems, rather than individual land use applications. Section 9 of the MPBL allows for this flexibility in the spatial plans be allowing for deviations from the MSDF if warranted site-specific by circumstances. Applying section 9 of the MPBL responsibly gives effect to this principle in SPLUMA and LUPA for a more adaptable and responsive approach

[124] p.5. Socio-Economic Impact Assessment for the proposed CWA, Fisantekraal. Dr J. Bloom. March, 2025

to spatial planning in cases where long-term planning could not foresee hugely beneficial developments.

Considering an uncertain and stagnant economic environment, adopting a flexible incremental approach to the airport extension that can be implemented in stages offers enhances spatial resilience, ensuring that land use systems remain adaptable while still aligning with the municipality's broader goals. By submitting the end-state impact assessments for the planning proposal for 5.2 million passengers per annum and splitting that into two stages, the engineering requirements can be quantified and reviewed at appropriate stages so that the development can take place in response to market demand.

11.5 Good Administration

Whereby in SPLUMA and LUPA: "all spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems as embodied in this Act"

- The statutory processes are being followed and coordinated between the spheres of government where required. All relevant considerations in SPLUMA, LUPA, the By-Law and associated policy have been considered and all interested and affected partes have and will continue to be provided the opportunity to give input, which will be considered during the EIA process.
- the application details and the processing of the application comply with the need for a pre-application consultation which took place on 25th November 2024 and was minuted (See Annex 36).

12. Similar Development in the Region

The CWA EIA, in Section 8, provides extensive information related to CWA's cumulative impact through specialist studies (See Annex 31). The EIA states that "*Consideration must be given to the extent of any cumulative impact that may occur due to the proposed development. Such impacts must be evaluated with an assessment of similar developments already in the environment. Such impacts will be either positive or negative, and will be graded as being of negligible, low, medium, or high impact.*"[125]

Cumulative impacts, mitigation and monitoring measures for the following specialist assessment are provided in Section 8 of the EIA:

- Waste
- Geohydrological
- Air Quality
- Noise
- Botanical
- Freshwater Ecological
- Hydropedological
- Terrestrial Ecological
- Socio-economic
- Heritage and Visual
- Agro-ecosystem

[125] Section 8.1.3. p.400. CWA Final Environmental Impact Assessment Report. PHS Consulting. 2025.

- Civil Aviation
- Transport
- Climate Change
- Aviation Glint and Glare
- Bird Strike
- Major Hazard and Risk
- Poultry Biosecurity

13. Reasons for Decision

The reasons for approving the CWA development as set out in this motivation, is summarised as follows:

- The proposal is largely consistent with the PSDF, Greater Cape Metro RSIF, WC Rural Areas Guideline, NSDF, the National Airport Development Plan the CoCT IDP, CoCT MSDF, Northern District Plan.
- Noting that it is the City's power and function to decide whether site-specific circumstances exist which may or may not justify deviations from its MSDF, this aspect is deferred to the City in respect of the decision(s) made under LUPA may defer this aspect.
- CWA is already a licensed aerodrome with Transport Zone 1 and consent for airport operations.
- CWA is strategically located to serve both Cape Town and adjacent municipalities, with significant potential to improve regional air accessibility.
- The development has the potential to unlock over R8 billion in private sector capital investment.
- CWA could act as a key driver of economic growth in the Greater Cape Metro and the Western Cape.
- It is projected to support significant employment during both construction and operational phases, increasing household income.
- CWA could function as a complementary reliever to CTIA, strengthening operational resilience in the regional aviation network.
- Diversified aviation infrastructure is crucial for the City and the Greater Cape Town Metropolitan Region to maintain a competitive edge.
- Reduced fuel reserve requirements from the placement of CWA could lower emissions, contributing to environmental sustainability goals.
- By accommodating general aviation, CWA could relieve pressure on CTIA and enable it to focus on domestic and international passenger traffic.
- CWA could enhance logistics capacity, particularly for agri-exports and the growing e-commerce sector.
- After rezoning and development, CWA still retains a ± 444-hectare Agricultural Precinct.
- CWA can promote aviation-related skills development through training and workforce opportunities i.e. the cooperation agreement between Stellenbosch and CWA for further research and skill straining.
- The project could expand access to employment for historically underserved communities such as Fisantekraal.
- Existing land use rights are not significantly negatively impacted upon.

ANNEXURES

ANNEXURES and EIR and EMPr indexes. The complete Final Environment Impact Assessment and its Environmental Management Programme with Appendices form an integral part of this MPBL submission and are attached as Annexures to this MPBL application.

Annexure 1	Location Plan
Annexure 2	Existing Zoning Map
Annexure 3	Consolidation Plan
Annexure 4	Proposed Zoning Map
Annexure 5	Key plan for Precincts and composite site plan
Annexure 6a	Site Plans for Phases 1 for each precinct
Annexure 6b	Site Plans for Phase 2 for each precinct
Annexure 7	Overall Landscape Concept Plan
Annexure 8	Transport Impact Assessment Report
Annexure 9	Bulk Engineering Services Report (Ver. L)
Annexure 10	City of Cape Town's assessment of the Water and Sanitation Infrastructure Capacity and Development Conditions dated 09 July 2025
Annexure 11	Bulk Electrical Services Design Report
Annexure 12	Draft Waste Management Plan
Annexure 13	Concept Stormwater Management Plan
Annexure 14	Socio Economic Impact Assessment
Annexure 15	Agro-Ecosystem Impact Assessment Report
Annexure 16	Botanical Impact Assessment Report
Annexure 17	Biodiversity Offset Report
Annexure 18	Freshwater Ecological Impact Assessment Report
Annexure 19	Wetland Offset Study and Implementation Plan
Annexure 20	Air Quality Impact Assessment Report
Annexure 21	Noise Impact Assessment
Annexure 22	Major Hazard Installation Risk Assessment
Annexure 23	Poultry Biosecurity Assessment
Annexure 24	Visual Impact Assessment
Annexure 25	CWA Obstacle Height Limitations (OLS) by *Netherlands Airport Consultants (NACO)*
Annexure 26	ICAO Amended Ann. 14 OLS Report by *Air Traffic and Navigation Services (ATNS)*

Annexure 27	CWA Alternate Aerodrome Study by *Munich Airport International GmbH (MAI)* (analysis of the suitability of CWA) as a diversion Airport)
Annexure 28	CWA Diversion Airport Analysis by *PACE Aerospace Engineering and Information Technology GmbH* (Quantification of fuel savings, carbon savings and costs)
Annexure 29	FlySafair: Letter of Support – Cape Winelands Airport (CWA)
Annexure 30	CWA Airspace CONOPS Study and Airspace and Capacity Study
Annexure 31	Final Environmental Impact Report appendices (FEIR)
Annexure 32	Final Environmental Management Programme with annexures (EMPr)
Annexure 33	Conveyancer Certificates and Land Surveyor's statement on servitudes
Annexure 34	Title Deeds
Annexure 35	Powers of Attorney
Annexure 36	Minutes of Pre-Application Consultation November 2024
Annexure 37	Existing Airport (Fisantekraal) Site Plan and conditions of approval

The complete list of Appendices attached to the Final Environmental Impact Report (FEIR) that forms part to this application and is attached as Annexure 30 to this MPBL submission) is as follows:

EIAR FOR THE PROPOSED EXPANSION OF THE CAPE WINELANDS AIRPORT

APPENDIX 1:	EAP Curriculum Vitae
APPENDIX 2:	DFFE Screening report and Site Sensitivity Verification
APPENDIX 3:	Groundwater Impact Assessment Report
APPENDIX 4:	Air Quality Impact Assessment Report
APPENDIX 5:	Noise Impact Assessment Report
APPENDIX 6:	Botanical Impact Assessment Report
APPENDIX 7:	Freshwater Ecological Impact Assessment Report
APPENDIX 8:	Terrestrial Ecology Impact Assessment Part A
APPENDIX 9:	Terrestrial Ecology Impact Assessment Part B
APPENDIX 10:	Terrestrial Ecology Impact Assessment Part C
APPENDIX 11:	CWA-Service-Provision-Letters-11-July-2025
APPENDIX 12:	Heritage Impact Assessment Report
APPENDIX 13:	Archaeological Report for Scoping
APPENDIX 14:	Visual Impact Assessment Report
APPENDIX 15:	CWA Diversion Airport Analysis
APPENDIX 16:	Civil Aviation Baseline and Site Sensitivity
APPENDIX 17:	Annex 14 OLS Report
APPENDIX 18:	Airspace CONOPS Report

APPENDIX 19: OLS Height Limitations report

APPENDIX 20: Airspace and Capacity Study

APPENDIX 21: Visualization of FACT and FAWN combined operations

APPENDIX 22: CWA Alternate Airport study

APPENDIX 23: Socio-economic Impact Assessment Report

APPENDIX 24: Transport Impact Assessment Report

APPENDIX 25: SDP & technical plans and layouts

APPENDIX 26: Aircraft Refuelling Facilities Report

APPENDIX 27: Agro-Ecosystem Impact Assessment Report

APPENDIX 28: Climate Change Impact Assessment Report

APPENDIX 30: WULA Technical Report (inclusive of WULA process status and Geohydrological report)

APPENDIX 31: Hydropedological Assessment

APPENDIX 32: Major Hazard Installation Risk Assessment

APPENDIX 33: Glint and Glare Assessment

APPENDIX 34: Bird Strike Risk Assessment

APPENDIX 35: Poultry Biosecurity Assessment

APPENDIX 37: Bulk Engineering Services Report (Version L)

APPENDIX 38: Bulk Electrical Services

APPENDIX 39: Environmental Management Programme

APPENDIX 41: Aviation Protocol Compliance Statement

APPENDIX 42: Impact Assessment Summary

The complete list of Annexures attached to the Environmental Management Programme (EMPr) that forms part to this application is attached as Annexure 31 to this MPBL submission, is as follows:

EMPR

Annexure 1: Curriculum Vitae

Annexure 2: Locality Plan

Annexure 3A: Site Development Plan (incl. Precinct Plans)

Annexure 3B: Environmental Sensitivity Map

Annexure 4: Fossil Finds Poster

Annexure 5: Draft Veld Fire Management Plan

Annexure 6: Draft Alien Vegetation Management Plan

Annexure 7: Draft Wetland Offset Study and Implementation Plan

Annexure 8: Draft Waste Management Plan

Annexure 9: Landscaping Plan (s)

Annexure 10: Concept Stormwater Management Plan

Annexure 11: Wildlife Hazard Management Plan (including Birds) *[to be drafted as a condition of the EA]*.

Annexure 12: Emergency Preparedness and Response Plan *[to be drafted as a condition of the EA]*.

Annexure 13: Architectural Design Guidelines

Annexure 14: Outdoor Signage Guidelines / Plan

Annexure 15: Environmental Awareness Plan

Annexure 16: Maintenance Management Plan

Annexure 17: Groundwater Management Plan *[to be drafted as a condition of the EA]*.

Annexure 18: Biodiversity Offset Report

Annexure 19: Noise Mitigation and Management Plan *[to be drafted as a condition of the EA]*.

Annexure 20: Permits and License