

Comment				Response
Date	Messrs	Representing		
07-Dec-10	Mr. Percy Knight	Attpower		
Please register Attpower as an Interested & Affected Party.				Attpower's registration confirmed in writing on 07/12/2010.
06-Dec-10	Mr. Jan Vrolijk	Jan Vrolijk Town Planner		
Reason for registering as an Interested & Affected Party: Interested in all developments for the Garden Route Mall surrounding area.				Noted.
06-Dec-10	Mr. A J Calitz	Land Owner / Filling Station Owner		
Proposed development is not supported. The full reasons as to why this application is not regarded to be desirable in terms of section 36 of the Land Use Planning Ordinance, 1985 (Or 15 of 1985) will be submitted when an application for the rezoning of the erf from Business Zone II to Business Zone V is submitted and advertised by the Municipality of George for public comment, or if necessary, on appeal to the Department of Environmental Affairs and Development Planning of the Provincial Government of the Western Cape.				An Application for the rezoning of the site from Business Zone II to Business Zone V will be submitted to the local authority shortly, following which it will be advertised for public comment early in the New Year. The upcoming Basic Assessment Report will include additional information regarding the proposal and outcome of specialist findings that should be used by registered I&APs to inform further input. It must be noted that Interested & Affected Parties (I&APs) are required to disclose all relevant information pertaining to an application as part of the process. Information (i.e. 'full reasons' referred to in submission) may not be withheld intentionally. The relevant reasons for not supporting to the proposed development must therefore be disclosed as part of the environmental process.
The following are key issues and concerns with regard to the proposed filling station development which should be addressed: <b>Water and ground pollution:</b> bearing in mind that this land slopes downwards to the north where some wetlands and a watercourse is located.				Concern noted. Specialised input on both ground and surface water resources are being obtained to inform the environmental process. The preliminary engineering design provides for a forecourt separator to intercept hydrocarbon pollutants such as petroleum and oil and prevent their entry to the stormwater drainage system. The overflow will be discharged into the sewer system and not the stormwater system in order to prevent surface water pollution. The necessary civil and geohydrological reports will inform the Basic Assessment environmental report (BAR) that will be made available to all registered I&APs as part of the process.
Storm water drainage: how is the storm water to be addressed bearing in mind that sensitive wetlands and an already severely damaged water course is located directly to the north of the site.				The preliminary engineering design provides for a forecourt separator to intercept hydrocarbon pollutants such as petroleum and oil and prevent their entry to the stormwater drainage system. The overflow will be discharged into the sewer system and not the stormwater system in order to prevent surface water pollution. The remaining run-off will be channelled/piped to the closest existing stormwater inlet/manhole at the northern edge of the existing traffic circle.
Light pollution: the adjacent area consist of a high income residential area where measures have been implemented to downscale light pollution. This 24 hour filling station will cause light pollution which did not exist before. Impact on Kraaibosch Estate and Kraaibosch Manor should be investigated.				SDK Architects have been appointed to assist with the design of the facility and where appropriate, the necessary mitigation measures will be implemented to avoid and reduce light pollution. The existing surrounding developments, including the Garden Route Mall with external lighted signage in proximity to existing residential areas including Blue Mountain and Kraaibosch developments, will be considered as part of the designing of the facility.
Air pollution: smells from petrol fumes - affect on Kraaibosch Estate.				In the event that petrochemical vapours from the proposed filling station are considered significant, the necessary mitigation measures will be investigated and recommended to recover the fumes and where feasible reduce the emission levels.

<p>Ground works: the filling station site is lower than the Knysna Road extension and the public road to the east. Cut and fill will have to be undertaken - impact of cut and fill on the use of the adjacent Business Zone II erf (Rem of Erf 24120, George).</p>	<p>The preliminary design for the proposed filling station has been done mindful of cut and fill requirements. Appropriate stabilising and/or landscaping measures will be investigated to ensure that the impact on neighbouring properties are considered.</p>
<p>Visual impact of the cut and fill from Knysna Road extension, the residential erven in Kraaibosch Estate, any business complex to be developed on the adjoining Business Zone II erf (Rem of Erf 24120, George), filling station on the predominantly residential area located to the north of Knysna Road extension.</p>	<p>Since the site is lower than Knysna Road it is unlikely that cut and fill will necessarily have an impact either from Knysna Road or the residential area located to the north of Knysna Road. Since the proposed filling station is separated from the remainder of the Kraaibosch residential development by another erf (24120) it is unlikely that cut and fill will be visible from Kraaibosch once erf 24120 is developed. Appropriate stabilising and/or landscaping measures will be investigated to ensure that the visual impact of cut and fill are considered.</p>
<p>Noise impact: 24 hour service and noise pollution during evenings is a concern.</p>	<p>The ambient noise (existing background noise level) in the area is already high as a result of the existing traffic volumes that use both the N2 and Knysna Road which are in close proximity to the development site. Traffic volumes are high during the day (when people visit the mall or travel along the relevant roads), but reduce significantly during the night time (after hours). Traffic volumes and activities at the proposed filling station are directly related and as such noise levels will be the lowest during night time and highest during the day time when the ambient noise levels are high. It is highly unlikely that the traffic associated with the proposed filling station (compared to the existing traffic volumes from Knysna Road and the N2) will be considered a noise source.</p>
<p>Need and desirability for another filling station - economic impact of the filling station on other filling stations located within a 5km range of this filling station should be investigated.</p>	<p>The need and desirability of the proposed Kraaibosch filling station is currently being investigated as part of the Economic Impact Assessment as will be reported on in the Basic Assessment Report.</p>
<p>Traffic impact: a full traffic impact study should be undertaken bearing in mind the proposals contained in the Kraaibosch Roads Masterplan and Kraaibosch / Glenwood Local Structure Plan. Accesses to the filling station and its impact on the road network, traffic movement, stacking distances to the intersection as well as how it is to affect the access to the adjacent Business Zone II erf are a concern.</p>	<p>A Traffic Impact Assessment is currently being undertaken. The Traffic Impact Assessment will include the Kraaibosch Roads Masterplan and the Kraaibosch / Glenwood Local Structure Plan. The Traffic Impact Assessment will be included in the upcoming BAR for stakeholder review and comment.</p>
<p>Desirability from a town planning point of view - no motivation has been provided why this site is regarded to be desirable from a town planning point of view bearing in mind the compatibility of the filling station with the adjacent residential land uses.</p>	<p>The need and desirability of the proposed filling station is partially motivated by the presence of several newly approved residential developments in the Greater Kraaibosch Area, which are at various stages of development, and which are stimulating the demand for associated services and amenities. The proposed filling station will cater mainly for passenger and light commercial vehicles, thus servicing the surrounding land uses (i.e. residential developments and visitors to the Garden Route Mall). The site is located within the urban edge, along a major collector road, at an already established signalled traffic intersection, thus providing vehicles with easy and safe access. Further details on the desirability of the proposed from a town planning point of view will be provided in the upcoming BAR and LUPO process.</p>
<p>Sense of place: the impact of the filling station on the sense of place of the adjacent residential area should be investigated.</p>	<p>The proposed development is proposed within a fast developing urban node that includes both residential and major commercial components. The existing sense-of-place is therefore defined as urban/commercial. The site falls within the urban edge of George and as such development is expected to take place within reasonable limits and with associated and anticipated impacts on the sense-of-place.</p>

<p>As an owner of an existing filling station in close proximity of this filling station, I have a direct interest in the development of this filling station as it will have a direct impact on the viability of my filling station which have the past year been subject to an expropriation which had a very negative effect on economic sustainability of my filling station. As an owner of land in close proximity of this proposed filling station I have an interest in the development of this specific area.</p>	<p>Noted. The need and desirability of the proposed Kraaibosch filling station is currently being investigated as part of the Economic Impact Assessment. This Economic Impact Assessment will pay specific attention to the expected impact of the proposed filling station on other surrounding and existing filling stations taking into consideration existing and future developing markets in the area.</p>
<p>The site is at present zoned Business Zone II. This zoning allows for shops to be developed on the erf as a primary right. When the land use application for Kraaibosch Estate and Manor was originally approved, the intention of the developers of Kraaibosch was to zone this specific piece of land to this zoning to allow for a corner shop type development on this erf which would serve the needs of the residents in Kraaibosch Estate and Kraaibosch Manor as well as the residents of the future residential area to the north which would have access via the public road located directly adjacent to the erf to the east. This zoning should preferably be maintained. The no-go option is thus an option that should be seriously considered.</p>	<p>The No-Go Alternative will be considered as part of the environmental process, as a baseline against which expected impacts associated with the filling station will be assessed. Changes to the existing zoning is subject to a formal Land Use Planning Ordinance (LUPO) application.</p>
<p>A business node has been created to the south of Knysna Road extension around the Garden Route Mall. The filling station should rather be moved to within this designated business node where it will be more compatible and in keeping with the proposed business land uses. This location will also result in the proposed filling station having no affect on residential properties. The area to the north of Knysna Road has been earmarked for residential purposes and the land use for this specific erf should be restricted to that which is allowed in terms of the present zoning of the erf, which can be regarded to be in keeping with the adjacent residential land use. In the alternative, if the Business Zone II zoning is not viable, a residential and or institutional land use should be considered for this site.</p>	<p>The business node is not only limited to the areas south of Knysna Road. The business node itself was planned around the intersection in a circular manner, hence provision was made for business zonings north of Knysna Road as well (including the development site). The area north of Knysna Road is not earmarked for residential development only. Residential developments have been approved on both the northern and southern areas of Knysna Road and as such the proposed filling station will affect residential developments on either side of the road.</p>
<p>A residential zoning will be more in keeping with the existing residential developments to the north of Knysna Road extension. Flats or high density group housing or town housing scheme should be considered as an alternative. These uses will be more in keeping with the existing residential development in the area to the north of Knysna Road extension.</p>	<p>The outcome of the environmental and planning processes will inform the final development proposal.</p>
<p>Other alternatives that should be considered are institutional land uses such as a church, play school, crèche, etc. which will fulfil the needs of the residents to be located to the north of the Knysna Road extension.</p>	<p>The outcome of the environmental and planning processes will inform the final development proposal.</p>
<p>06-Dec-10   Mr. Calvin van Wijk   Heritage Western Cape</p>	
<p>Because the site is smaller than 5000 square metres, the National Heritage Resources Act (Act 25 of 1999) is not triggered.</p>	<p>It is noted that no approval / input are needed for the filling station Application in terms of the National Heritage Resources Act (Act 25 of 1999).</p>
<p>23-Nov-10   Mr. Kallie Erasmus   Petroleum Retailers Alignment Forum (PRAF)</p>	
<p>Advise what the zoning / land use rights status of the target property is. Confirm in writing by return that the EIA Applicant and landowner have both been informed that our clients have a direct interest in any application for rezoning / change of land use rights and have been requested to give us specific notice of any application for rezoning / altered land use rights.</p>	<p>Erf 25831 is currently zoned Business Zone II. It has been confirmed in writing, that the Applicant (Strané Trust 4023/01) and landowner (Sapphire Cove Investments 12 (Pty) Ltd) have both been informed of the PRAF represented filling stations' direct interest in any application for rezoning or change of land use rights. Notification of the relevant rezoning / altered land use rights remains the responsibility of the local Authority. Cape EAPrac is not responsible for facilitation of planning process and can therefore not take responsibility for public involvement in that process. Cape EAPrac has however informed the appointed Town Planners, DELplan (Mr. Delarey Viljoen) of PRAF's interest in the rezoning application documentation.</p>

<p>Provide us with full copies of all and / or any applications for rezoning / land use rights for purposes of a filling station if such application has been made or provide us with a copy of any land use rights / zoning approval as may have been granted (if such approval has been granted we herewith formally reserve all our clients' rights).</p>	<p>The site will need to be rezoned to Business Zone V to accommodate a filling station and ancillary retail facilities. The rezoning of the site will form part of the planning process which will be undertaken in terms of the Land Use Planning Ordinance (1985), a process separate from the environmental process. An Application for the rezoning of the site from Business Zone II to Business Zone V has not yet been lodged, but will be submitted to the local authority shortly, following which it will be advertised for public comment. A copy of the current zoning approval certification will be included in the upcoming Basic Assessment Report.</p>
<p>Confirm in writing that the EIA Applicant, landowners and any possible associates and / or successors in title have been or will be informed that our clients have a direct interest in any and all applications for licenses in terms of the Petroleum Products Act, 1977 and require specific notification of the making of such application(s) and full copies thereof. Any attempt to make or pursue such application(s) without specific notification to our clients and / or provision of the copies as requested (care of our address) will be deemed to be a deliberate attempt to prejudice interested and affected parties and all our clients' rights are strictly reserved in such an event.</p>	<p>It has been confirmed in writing that the Applicant (Strané Trust 4023/01) and landowner (Sapphire Cove Investments 12 (Pty) Ltd) have both been informed of the PRAF represented filling stations' direct interest in any licence applications lodged in terms of the Petroleum Products Act (1977) with the request for copies of this Application and associated documentation as and when such an application is submitted. Cape EAPrac is not responsible for facilitation of the petroleum license process and can therefore not take responsibility for public involvement in that process.</p>
<p>Environmental Issues: Water, Soil, Air and Light pollution.</p>	<p><b>Water pollution:</b> Surface water pollution mostly originate from surface pollutants including fuel and oil spillage. The stormwater systemw is likely to be designed in such a manner that (with forecourt separators) that polluted run-off is separated from the 'clean' stormwater and discharged into the sewage system instead of the stormwater system. Remaining run-off will be filtered and discharged to the closest existing stormwater inlet/manhole at the northern boundary of the existing traffic circle. The civil engineering and geohydrological investigated will be reported on in the BAR. <b>Soil pollution:</b> The environmental process will give specific attention to the threat of potential soil pollution and measures to avoid and mitigate such impacts will be described and recommended in the BAR particularly with reference to underground fuel tank specifications. <b>Air pollution:</b> Assuming that air pollution refers to the release of petrochemical vapours from the fuel it must be noted that in the event such is consid</p>
<p>Socio-economic Issues: Need for and desirability of yet another filling station; Impact on existing filling stations; How many jobs will be lost? How many jobs will be created? Sense of place.</p>	<p>The need and desirability of the proposed Kraaibosch filling station is currently being investigated as part of the Economic Impact Assessment. This Economic Impact Assessment will consider, amongst others, the need and desirability of the filling station, the impact of the proposed filling station on other existing filling stations, potential job losses and potential job opportunities. The sense-of-place associated with the study area is that of residential/commercial with already approved, large scale residential and commercial development in proximity to the development site. The property falls within the urban edge of George and filling stations form an inherent part of normal township development and is therefore unlikely to negatively affect the residential/commercial sense-of-place.</p>
<p>Cultural / Historical Issues</p>	<p>Heritage Western Cape (HWC) who is the delegated authority in the Western Cape has confirmed that the site is not considered sensitive from a heritage perspective and that development thereof does not require further investigation or approvals in terms of the National Heritage Resources Act.</p>
<p>Alternative land uses including but not limited to the no-go option.</p>	<p>In terms of the National Environmental Management Act (Act No. 107 of 1998, as amended in 2006, 2009 and 2010) legislation, alternatives must be considered during an environmental process, including the "No-Go (Status Quo) Alternative". Other alternatives can include site, activity or technological alternatives. Should PRAF wish to indicate any reasonable or feasible alternatives, such alternatives must be specified.</p>

16-Nov-10	Mr. Manie Abrahams	Department of Health: Eden District Office	
George Municipality must provide all potable water to the development.			The proposed development will link to the existing bulk water services that are in place and formed part of the greater Kraaibosch area development. The George Municipality will provide potable water. In order to promote water conservation it is recommended that rainwater harvesting take place to substitute potable water for landscaping purposes and to use in toilets.
All sewage is to be connected to the George Municipal sewage system.			The proposed development will link to the existing bulk sewer reticulation that is already in place and formed part of the greater Kraaibosch area development. The George Municipality will receive and treat effluent from the proposed development. It is recommended that polluted water from the forecourts (containing oil/fuel spillage) also be directed to the sewer system (instead of the stormwater system).
George Municipality must have the capacity to provide the afore-mentioned services.			The George Municipality is a registered Key Stakeholder and proof of services will be obtained
The George Municipal waste water treatment works must have the capacity to handle the additional load without negative effect.			Noted. These comments will be forwarded to the appointed civil services engineers for their consideration and the necessary discussions with the waste water treatment works.
All refuse removal and disposal is to be incorporated into the George Municipal solid waste stream.			It is anticipated and will be recommended as a condition of approval that all refuse removal and disposal of solid waste will feed into the formal municipal waste disposal system. Recycling of waste-at-source is highly recommended to reduce the pressure on the municipal solid waste stream.
No environmental, ground or surface water pollution will be allowed.			The importance of preventing pollution of water sources is acknowledged. Pollution prevention measures will be of utmost importance, and will be described in the Environmental Management Programme which will need to be implemented should the application be approved.
The owner / operator of the filling station must have an Environmental Management Plan in place to combat any pollution that might occur.			An Environmental Management Programme will be compiled as per the environmental legislation requirements, for both construction and operational phases. Considering the potential pollution impact associated with filling stations, specific attention will be given to pollution avoidance. The Underground Storage Tanks must comply with the relevant ISO standards and Community Service By-Laws, and installation of these tanks must include sustainable containment measures to ensure that leakages are avoided. Mitigation measures for the operational phase will also be investigated – such measures will include the regular monitoring of fuel levels to ensure early detection of leakage and regular maintenance to electronic gauges and/or probes
Any spillage or pollution that has occurred must be cleaned immediately by the owner / operator of the filling station and the environment rehabilitated.			Noted – will be included in the Environmental Management Programme.
The owner / operator of the filling station must inform this office and the Municipal Health Department of Eden District Municipality (George Office) of any pollution that has occurred.			Noted - will be included in the Environmental Management Programme.
All tanks to be installed must be completely leak proof to prevent the pollution of the environment.			The underground tanks to be installed will need to comply with the relevant design standards to avoid leakages. The tanks will be installed in contained areas to ensure that leakages are avoided. Details of the designs will be included with the BAR. Regular monitoring will be recommended for the operational phase.
Monitoring wells must be installed to detect any possible leaks and leak detectors must also be installed.			The Geohydrological Investigation recommended that two monitoring wells (to a depth of 30 - 40m) to ensure early detection of potential leaks. It is recommended that this monitoring measure be a condition of approval and that sampling be done every three months. The
If a leak is detected the owner / operator must repair the leak without delay and rehabilitate the environment.			Noted - will be included in the Environmental Management Programme.
All possible steps must be taken to prevent overflow of tanks and vehicles.			Noted.
The necessary public ablution facilities must be provided.			The development proposal does provide for public ablution facilities that will be maintained by

All ablution facilities must be kept in a clean and hygienic state at all times	Noted.
The proposed restaurant/shop must have a Certificate of Acceptability (COA) from Eden District Municipality (George Office).	Noted – the Applicant will be informed of this requirement.