

PORTION 110 OF THE FARM GWAYANG NO 208, DIVISION GEORGE, GEORGE MUNICIPALITY

PROPOSED REZONING & SUBDIVISION



CLIENT: PLATRUG TRUST (NO IT 1608/97)
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JULY 2026

CONTENTS

(I) TABLE OF CONTENTS

SECTION A : BACKGROUND	1
1. BACKGROUND	1
1.1. Background to the Application Area.....	2
1.2. Pre-Application Consultation	2
2. THE APPLICATION	3
3. PROPERTY DESCRIPTION, SIZE AND OWNERSHIP	4
SECTION B : DEVELOPMENT PROPOSAL	5
4. DEVELOPMENT PRINCIPLES	5
5. DEVELOPMENT PROPOSAL	5
5.1. Proposed Light Industrial Property.....	6
5.2. Proposed Waste Water Treatment Works	7
5.3. Proposed Private Open Space	9
5.4. Access.....	9
5.5. Urban Design Guidelines.....	12
5.6. George Zoning Scheme Bylaw.....	13
6. ENGINEERING AND INFRASTRUCTURE SERVICES	14
6.1. Civil Services.....	14
6.2. Electrical Services	17
6.3. Traffic Impact Assessment.....	19
SECTION C : CONTEXTUAL INFORMANTS	22
7. LOCALITY.....	22
8. CURRENT LAND USE AND ZONING.....	22
8.1. Land Use	22
8.2. Zoning.....	23
9. SITE CHARACTERISTICS.....	24
9.1. Topography.....	24
9.2. Vegetation	25
9.3. Biodiversity.....	25
9.4. Access.....	26
9.5. Agricultural Potential.....	27

9.6.	Heritage Resources.....	28
10.	CHARACTER OF THE AREA.....	29
SECTION D : SPATIAL PLANNING POLICIES		31
11.	EXISTING SPATIAL PLANNING POLICY FRAMEWORKS	31
11.1.	National Development Plan.....	31
11.2.	Western Cape Provincial SDF (2014)	33
11.3.	George SDF (2023)	35
11.4.	Gwayang Local Spatial Development Framework (2015).....	37
11.5.	Draft Garden Route Regional Spatial Development Framework (2019) 38	
11.6.	George Integrated Development Plan (2022-2027).....	42
SECTION E : MOTIVATION.....		44
12.	ASSESSMENT OF APPLICATIONS.....	44
12.1.	Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) 44	
12.2.	Land Use Planning Bylaw for George Municipality, 2023	45
13.	CONSISTENCY WITH SPATIAL PLANNING POLICIES	45
14.	NO IMPACT ON MUNICIPAL INFRASTRUCTURE SERVICES.....	46
15.	ACCESSIBILITY OF THE APPLICATION AREA	46
16.	NO IMPACT ON THE CHARACTER OF THE SURROUNDING AREA	47
17.	NO IMPACT ON EXISTING RIGHTS	47
18.	INSIGNIFICANT IMPACT ON AGRICULTURAL POTENTIAL OF THE LAND	47
19.	NO IMPACT ON HERITAGE RESOURCES	48
20.	LOW VISUAL IMPACT	48
21.	POSITIVE SOCIO-ECONOMIC IMPACT	48
22.	LOCATIONAL FACTORS FOR THE PROPOSED DEVELOPMENT	49
23.	DESIRABILITY	51
24.	WESTERN CAPE LAND USE PLANNING ACT, 2014 (ACT 3 OF 2014)	56
24.1.	Spatial Justice.....	57
24.2.	Spatial Sustainability	58
24.3.	Spatial Efficiency	60
24.4.	Spatial Resilience.....	61
24.5.	Good Administration	61
25.	CONCLUSION	62

(II) ANNEXURES

ANNEXURE A.	Pre-Application Consultation Minutes
ANNEXURE B.	Power of Attorney & Company Resolution
ANNEXURE C.	Application Form
ANNEXURE D.	Copy of Title Deed
ANNEXURE E.	SG Diagram (SG 9156/1995)
ANNEXURE F.	Conveyancer's Certificate
ANNEXURE G.	Bond Holder's Consent
ANNEXURE H.	Zoning Certificate
ANNEXURE I.	Urban Design Guidelines
ANNEXURE J.	Civil Services Report
ANNEXURE K.	Electrical Services Report
ANNEXURE L.	Traffic Impact Assessment
ANNEXURE M.	Access Agreement
ANNEXURE N.	Biodiversity Statement
ANNEXURE O.	Aquatic Assessment
ANNEXURE P.	Agricultural Potential Report
ANNEXURE Q.	Heritage Notice of Intent to Develop
ANNEXURE R.	Heritage Western Cape Approval
ANNEXURE S.	Visual Impact Statement
ANNEXURE T.	Socio-Economic Impact Assessment
ANNEXURE U.	ACSA (Portion 34/208) Provisional Consent
ANNEXURE V.	Final Basic Assessment report
ANNEXURE W.	Environmental Authorisation

(III) PLANS

PLAN 1.	Locality Plan
PLAN 2.	Farm Subdivision Plan
PLAN 3.	Proposed Layout Plan

(IV) TABLE OF FIGURES

Figure 1.	Locality Plan	1
Figure 2.	Farm Subdivision.....	5
Figure 3.	Proposed Layout	6
Figure 4.	Proposed Light Industrial Use.....	7

Figure 5.	Proposed Site Layout For WWTW	8
Figure 6.	Extract George Airport North-Eastern Precinct Roads Master Plan	10
Figure 7.	Access Alternatives.....	10
Figure 8.	Existing Quarry Access Via Portion 34, off MR 347 (R404)	11
Figure 9.	Existing Farm Access on MR 347 (R404) to be Closed	11
Figure 10.	Future Underpass Access to Proposed Utility Site	12
Figure 11.	Proposed New 8m Wide Right of Way, Providing Access to the WWTW	12
Figure 12.	Water Supply for the Proposed Development	15
Figure 13.	Total Electrical Demand for the Proposed Development	18
Figure 14.	Proposed cable route for temporary LV and future MV (Cyan colour line) supply to development.....	18
Figure 15.	Locality	22
Figure 16.	Existing Aricultural Land Use	23
Figure 17.	George Integrated Zoning Scheme Bylaw (2023).....	23
Figure 18.	5m Contour Plan	24
Figure 19.	Slope Analysis.....	24
Figure 20.	Vegetation Cover on the Application Area	25
Figure 21.	Current Farm Access off R404	27
Figure 22.	Current Farm Access Gate off R404	27
Figure 23.	Existing Land Uses	29
Figure 24.	New Development Under Construction on Portions 60 & 139	30
Figure 25.	Cooking School on Portion 139	30
Figure 26.	Francois Ferreira Academy	30
Figure 27.	Elvis Bru on Portion 137.....	30
Figure 28.	George Airport on Portion 78.....	30
Figure 29.	Extract George SDF	36
Figure 30.	Gwayang Local Spatial Development Framework.....	37
Figure 31.	Southern Cape RSIF – Shared Values.....	40
Figure 32.	George IDP: Vision, Mission & Values.....	42
Figure 33.	George Mun. Strategic Objectives	43
Figure 34.	George Municipality Wards.....	43

SECTION A :**BACKGROUND****1. BACKGROUND**

Marike Vreken Urban and Environmental Planners has been appointed by **Platrug Trust (Pty)Ltd** to apply to the George Municipality to obtain development rights to develop a portion of **Portion 110 of the Farm Gwayang No 208 George** (*hereafter referred to as "The Application Area"*), for warehousing, Airport Support Services (Industrial Zone I), and for utility services, for an environmentally friendly, wastewater treatment works.

Portion 110 of the Farm Gwayang No 208 is deemed have an "Agriculture Zone I" zoning, with a "Utility Zone" spot zoning, in terms of the George Integrated Zoning Scheme Bylaw (2023). The application area is approximately 40.3536ha in extent. The locality of the farm is shown in Figure 1 below:



FIGURE 1: LOCALITY PLAN

The planned Western Bypass route bisects the application area and divides Portion 110 of the Farm Gwayang No 208 George into two portions, and the proposal is to develop the portion of the farm to the west of the Western Bypass for Airport Support Services (Industrial Zone I), and then the proposed environmentally friendly wastewater treatment works and harvested water storage (utility service), to the east of the future Western Bypass.

In order to obtain the desired development rights on the application area, additional approvals are required, such as:

- Approval for the Subdivision of Agricultural Land in terms of Act 70 of 1970;
- Environmental Authorisation in terms of the National Environmental Management Act, 1998 (Act 107 of 1998);
- Approval in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999).
- Approval in terms of Section 53(2) of the Western Cape Land Use Planning Act, 2014 (Act 3 of 2014);

This report serves as the Motivation Report for the application for rezoning and subdivision of Portion 110 of the Farm Gwayang No 208 George.

1.1. Background to the Application Area

Portion 110 of the Farm Gwayang No 208 is deemed have an "Agriculture Zone I" zoning, with a "Utility Zone" spot zoning, in terms of the George Integrated Zoning Scheme Bylaw (2023). The subject property is approximately 40.3536ha in extent.

The application area is located on the eastern side of Main Road 347, between the Old National Road (R102) to George, and the N2 National Road. The application area is approximately 700m southeast of the Old National Road and ± 350 m southeast the current entrance to the George Airport. The GPS co-ordinates for the centre of the proposed development are 34.000958° South, and 22.388221° East.

The proposed and authorised new Western Bypass road bisects Portion 110 and is near the west of the proposed development area.

The application area is currently vacant with no structures or built environment on the property. The application area is currently used for grazing for cattle and for non-pivot irrigated cultivation (planted pastures).

1.2. Pre-Application Consultation

The prescribed pre-application consultation did take place with George Municipality on 18 September 2024. A copy of the minutes of the Pre-Application consultation meeting, is attached as **ANNEXURE A**.

The table below contains a summary of the key points raised during the pre-application consultation:

Pre-Application Input	Application's Response
(i) Please submit the required environmental studies that will form part of the National Environmental Management Act application, with the land use application.	Attached as ANNEXURE J; ANNEXURE K; ANNEXURE L; ANNEXURE N; ANNEXURE P & ANNEXURE T

Pre-Application Input	Application's Response
(ii) Please submit the required heritage permit, as may be applicable, with the land use application (as may be required with the NEMA process).	<i>Attached as ANNEXURE R</i>
(iii) Please submit a Visual Impact Assessment	<i>Attached as ANNEXURE S</i>
(iv) Please obtain approval in terms of the Advertising on Roads and Ribbon Development Act (Act 21/1940).	<i>Application in process. Preliminary comments received in terms of the NEMA EA process.</i>
(v) A Traffic Impact Assessment to be included (considering the Masterplan Study)	<i>Attached as ANNEXURE L</i>
(vi) The proposed development must be informed by a set of urban design guidelines, that will tie in with the existing approvals on Portions 4, 130-132 & 139 of Farm No 208.	<i>Noted</i>
(vii) It was agreed that there are already rights approved for a hotel on the airport site. Another hotel is not preferable	<i>No hotel is proposed</i>
(viii) Should servitudes be required for access, please submit the agreements thereof, with the land use application [see Section 38(1)(j) of the Planning By-law, 2023].	<i>Attached as ANNEXURE M</i>
(ix) The application must be motivated in terms of the required legislation (MSDF, LSDF, SPLUMA, LUPA etc.)	<i>Noted, Refer Par 11</i>
(x) Access is restricted to the approved Provincial Road network (which requires Provincial approval).	<i>Noted.</i>
(xi) Electrical services report will be required. DC's applicable.	<i>Noted, Refer ANNEXURE K</i>

2. THE APPLICATION

The owner of Portion 110 of the Farm Gwayang No 208, Division George (hereafter referred to as "the application area") envisages developing warehousing, and airport support services on a portion of Portion 110 of the Farm Gwayang No 208, as well as an environmentally friendly wastewater treatment works on the eastern side of the future Western Bypass.

Marike Vreken Urban and Environmental Planners have been appointed by the **Platrug Trust** (No IT 1608/97) to prepare and submit the required application documentation (refer to **ANNEXURE B** for Power of Attorney & Company Resolution and **ANNEXURE C** for the Application Form) for:

- (i) The subdivision of Portion 110 of the Farm Gwayang No 208 into 2x Portions:
 - a. Portion A = $\pm$ 6,9662 ha (development site);
 - b. Remainder.
- (ii) The rezoning of Portion A of Portion 110 the Farm Gwayang No 208 from "Agriculture Zone I" to "Subdivisional Area" in terms of Section 15(2)(a) from the Land-Use Planning By-Law for George Municipality, 2023.
- (iii) The subdivision of "Portion A" of Portion 110 of the Farm Gwayang No 208, in terms of Section 15(2)(d) of George Municipality's By-Law on Municipal Land Use Planning (2023), into 4x Portions:
 - a. 1x Industrial Zone I property ($\pm$ 2,1801 ha);
 - b. 1x "Utility Zone" property ($\pm$ 2,9897 ha)
 - c. 1x Open Space Zone II (Private Open Space) property ($\pm$ 0,8569 ha);
 - d. 1x Agriculture Zone I (Agriculture) property ($\pm$ 0,9395 ha).

3. PROPERTY DESCRIPTION, SIZE AND OWNERSHIP

A copy of the Title Deed which includes all the information outlined below is contained in **ANNEXURE D**. The Surveyor General Diagrams (SG 9156/1995) for the application area is contained in **ANNEXURE E**. A copy of a Conveyancer's Certificate, confirming that the Application Area's Title Deed does not contain any restrictive conditions is attached as **ANNEXURE F**.

Title Deed Number:	T52377/1997
Title Deed Description:	Remainder of Portion 110 of the Farm Gwayang No 208, in the Division of George, Western Cape Province
Property Owner:	Platrug Trust (No IT 1608/97). Confirmation of the Trustees is attached as ANNEXURE B
Title Deed Restrictions:	There are no title deed restrictions that could prevent the proposed development.
Bonds:	A bond is registered in favour of Nedbank. A copy of the Bond Holder's written consent is attached as ANNEXURE G .
Property Size:	40,3536 ha (title deed) According to SG Diagram, the size of Portion 110 was 45,3585ha. Portion 111 (5,0094ha) and Portion 128 (5,7593ha) were deducted from Portion 110. Leaving a Remainder size of 34,5943 ha

There are no servitudes registered over the property that prevent the proposed development.

SECTION B :

DEVELOPMENT PROPOSAL

4. DEVELOPMENT PRINCIPLES

The following development principles were taken into consideration during the formulation of the design concept:

- No development on slopes steeper than 1:4;
- Supports the expansion of airport related land uses that is consistent with the George SDF and Gwayang Local SDF;
- Promoting development within the sub-regional industrial node which is in close proximity to the N2 and airport;
- Promoting development in a "Airport Support Zone" as identified in George Airport Corridor Study, supports airport facilities;
- To provide a necessary service to the community;
- To be as environmental sensitive as possible, hence an off-grid waste water treatment system.

5. DEVELOPMENT PROPOSAL

The development proposal is to subdivide Portion 110 of the Farm Gwayang No 208 into 2x Portions: Portion A = ± 6,9662 ha (development site), and a Remainder, that will remain as agricultural land.



FIGURE 2: FARM SUBDIVISION

"Portion A" of Portion 110 will then be rezoned to "Subdivisional Area" and further subdivided into 4x Portions, as shown in the figure below:

- a. 1x Industrial Zone I property ($\pm 2,1801$ ha);
- b. 1x "Utility Zone" property ($\pm 2,9897$ ha)
- c. 1x Open Space Zone II (Private Open Space) property ($\pm 0,8569$ ha);
- d. 1x Agriculture Zone I (Agriculture) property ($\pm 0,9395$ ha).

The portion that covers the western bypass will retain an agricultural zoning, since the land for the future western bypass has not yet been expropriated, and until expropriation, the land will be used for agricultural purposes, together with the remainder of the farm. The proposed layout of the four(4x) subdivisions is shown in the figure below:

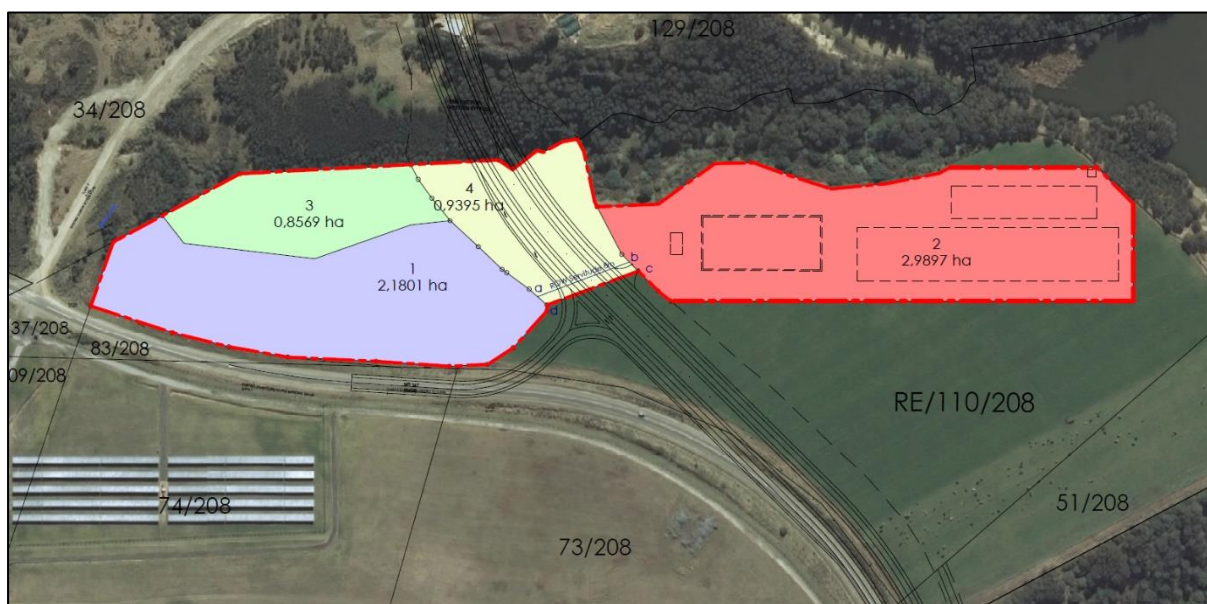


FIGURE 3: PROPOSED LAYOUT

The paragraphs below will explain the proposal in more detail:

5.1. Proposed Light Industrial Property

The development proposal provides a large "Industrial Zone I" erf for warehousing / logistical purposes and airport related uses, allowing new business opportunities to occur in an area demarcated for airport support services. The proposal will allow for the expansion of airport related land uses. Erf 1 will be $\pm 2,1801$ ha in extent, and can allow for several warehouse buildings. The table below is a summary of the land use descriptions (definitions) of the allowed land uses in "Industrial Zone I", according to the George Land Use Planning Bylaw:

Land Use	Definition
Light Industry	an industry, not being a hazardous or offensive industry or involving use of hazardous or offensive storage establishment, in which the processes carried on, the transportation involved, or the machinery or materials used do not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise; involves manufacturing that is less capital-intensive and requires less machinery than other types of manufacturing; and includes the manufacturing of consumer products, including electronics and clothing; warehousing; industrial hive; service trade; service station; Restaurant; Caretaker's quarters; Self-storage facility.
Warehousing:	a building used primarily for the storage of goods, except those that are offensive or dangerous and includes property used for business of a predominantly wholesale nature, includes storage and distribution for online sales and delivery; and does not include property used for business of a predominantly retail nature.

Figure 4 below shows the proposed site development plan for the proposed light industrial site:

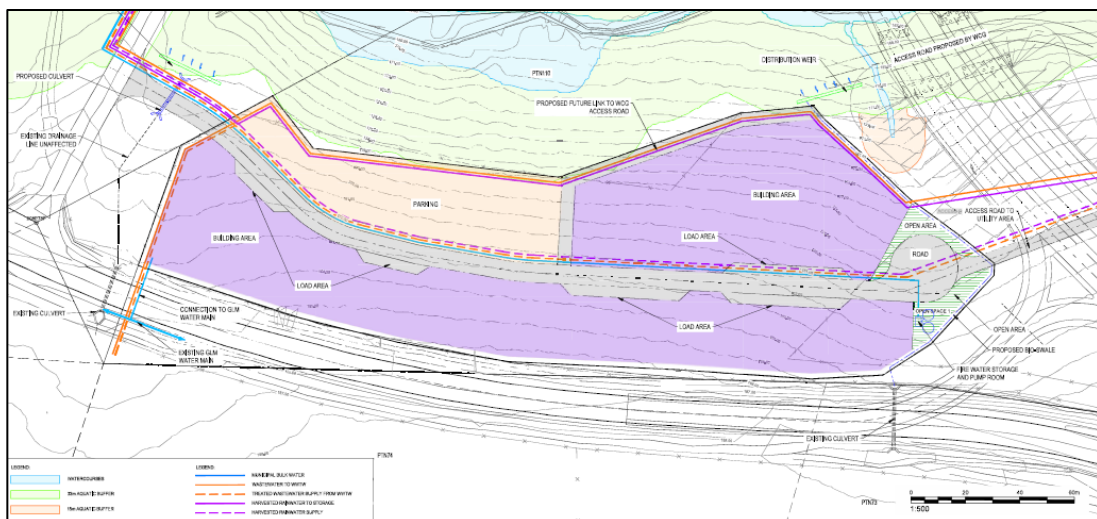


FIGURE 4: PROPOSED LIGHT INDUSTRIAL USE

5.2. Proposed Waste Water Treatment Works

The proposed property for the waste water treatment works is on the eastern side of the Western Bypass, and will be ± 2,9897 ha in extent.

The development of an environmentally friendly wastewater treatment works, disposal of treated effluent from the proposed light industrial development on Erf 1, the Airport Support Zone (ASZ), as well as irrigation of common spaces using treated effluent. The wastewater treatment works is planned on the eastern side of the planned Western Arterial.

The technology proposed for the wastewater treatment works produces effluent quality that is suitable for discharge to a watercourse. The proposed technology for wastewater treatment is a series of engineered wetlands using the Phragmifiltration treatment technology. The quality of treated effluent will meet General Limits.

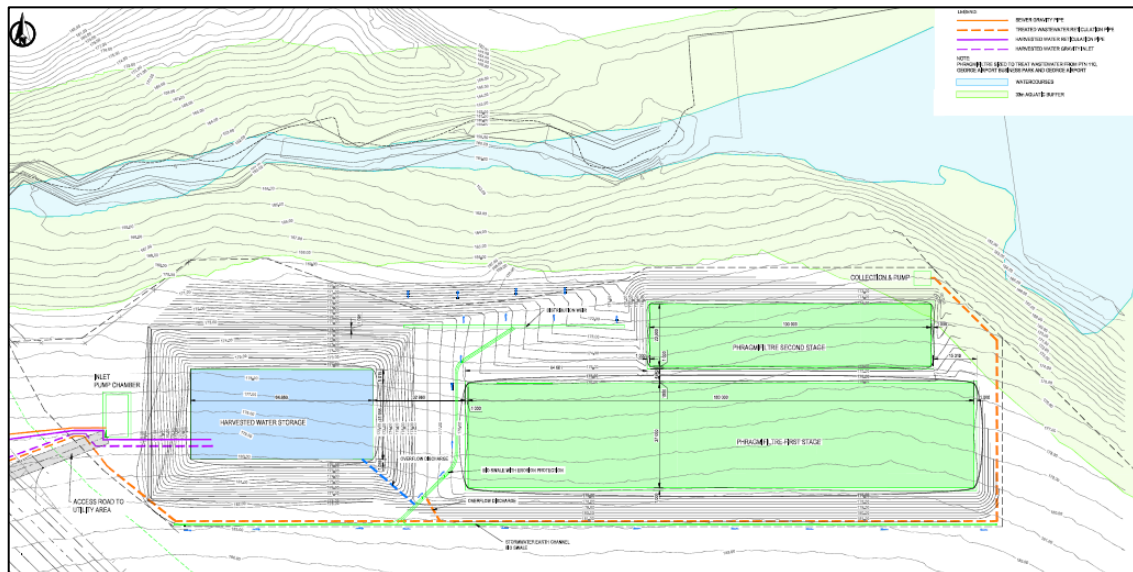


FIGURE 5: PROPOSED SITE LAYOUT FOR WWTW

The treatment system has 2 phases:- Phase 1 consists of 3x wetlands, and requires no energy and is not affected by power outages. Sludge is produced in the first stage which is retained on the surface and composts over time, with removal after to 10 to 15 years. The composted sludge is suitable for agricultural use.

The second stage has 2x wetlands in series, with vertical down flow reed beds. Partially treated wastewater from the Phase 1 wetlands permeates vertically down through water saturated media which typically consists of 13 mm stone, providing surface area for microbes to live. The extensive microbial growth area makes the wetlands very stable and able to cope with varying loads. The reed bed is aerated which increases the microbes' efficiency and reduces the footprint requirements of the reed bed by 10 times. The retention in each wetland is ± 20 hours which provides adequate contact time between partially treated effluent and microbes for treatment to take place. The retention time also mitigates the impact of power outages, since short periods without aeration have a limited impact on biological activity. To address risks of power outages, an off-grid system has been added to the WWTW design, including panels, and inverter and batteries, with a standby generator. The treatment system does not require highly trained personnel to operate and has low maintenance requirements because of the limited mechanical and electronic equipment, as well as the absence of complex control and instrumentation equipment.

Discharge of treated effluent will be via passive wetland areas associated with the check dams in the Aquatic Zone - i.e. no direct discharge of treated effluent to the watercourse will take place. Treated effluent will be disinfected prior to reuse in public areas.

The proposed wetlands utility facility is an ideal use to confirm the urban edge and prevent further urban sprawl in an eastern direction. The purified water can be utilised for irrigation for the remaining agricultural grazing, supporting the agricultural potential of the farm.

Land Use	Definition
Utility Service:	a use or infrastructure that is required to provide engineering and associated services for the proper functioning of urban development and includes a water reservoir and purification works, electricity substation, storm water retention facilities, and a waste-water pump station and treatment works, data centre, fibre optic infrastructure, rooftop base telecommunication station and freestanding base telecommunication station, renewable energy structures; and does not include transport use; and provided that a road is not regarded as a utility service.

5.3. Proposed Private Open Space

The "Open Space Zone II" (Private Open Space) erf will allow the natural water courses to be undisturbed and forms a buffer between the actual water courses and the proposed development. The Private Open Space erf will be ± 0,8569 ha in extent.

In order to secure the ongoing maintenance of the private open space property (Erf 3), it is proposed to notarially tie Erf 1 and Erf 3. The implication being that the one cannot be sold without the other, and the owners of Erf 1 will be responsible for the maintenance and upkeep of Erf 3.

5.4. Access

Access to the proposed Airport Support Services site to the west of the future Western Bypass, will be provided within Portion 34 linking Portion 110 to the Quarry Access Road, as per the recommendations of the approved George Airport North-Eastern Precinct Roads Master Plan. The approved road network in terms of this plan is shown in the figure below:



FIGURE 6: EXTRACT GEORGE AIRPORT NORTH-EASTERN PRECINCT ROADS MASTER PLAN

A public road will be provided within Portion 34 linking Portion 110 to the Quarry Access Road. Portion 110 will therefore gain access to the road network at the existing Portion 34 access, and will therefore gain access to the road network at the existing R404/Quarry Access Road intersection.

Proposed Access Alternatives are shown in the figure below:

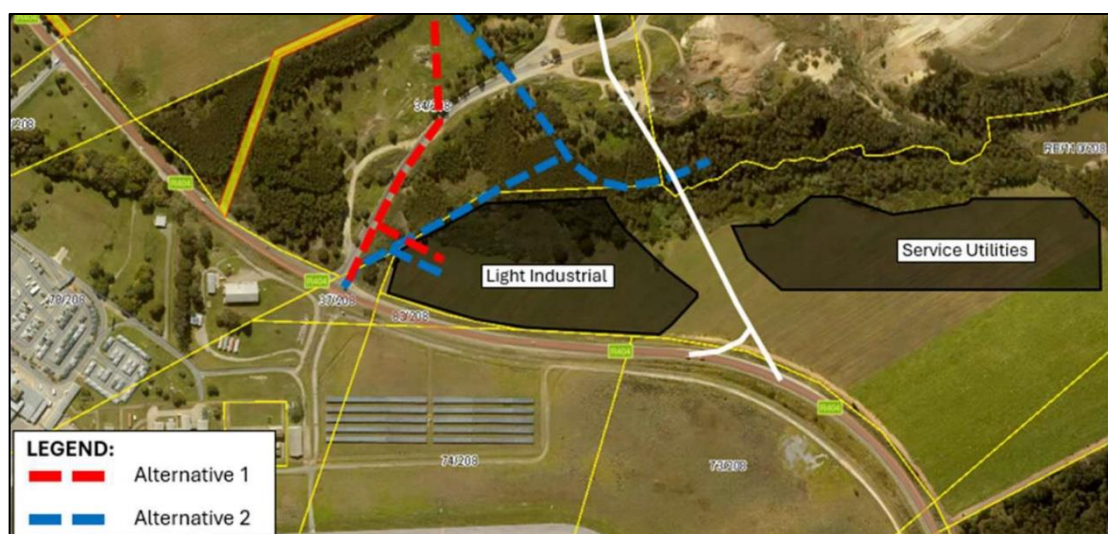


FIGURE 7: ACCESS ALTERNATIVES



FIGURE 8: EXISTING QUARRY ACCESS VIA PORTION 34, OFF MR 347 (R404)

Access to the service utilities proposed on Portion 110 will be directly from the light industrial site, by using the future underpass as proposed by the Western Cape Government in the preliminary design for the bypass. The Portion 110 utilities area will therefore gain access to the road network at the existing R404/Quarry Access Road intersection. It is then proposed to register a new, 8m wide, right of way servitude over the proposed Portion 4, linking the proposed waste water treatment site, and the light industrial site, until the future western bypass is constructed and implemented.

The existing farm access on the R404 (refer Figure 9 below) will be closed.



FIGURE 9: EXISTING FARM ACCESS ON MR 347 (R404) TO BE CLOSED

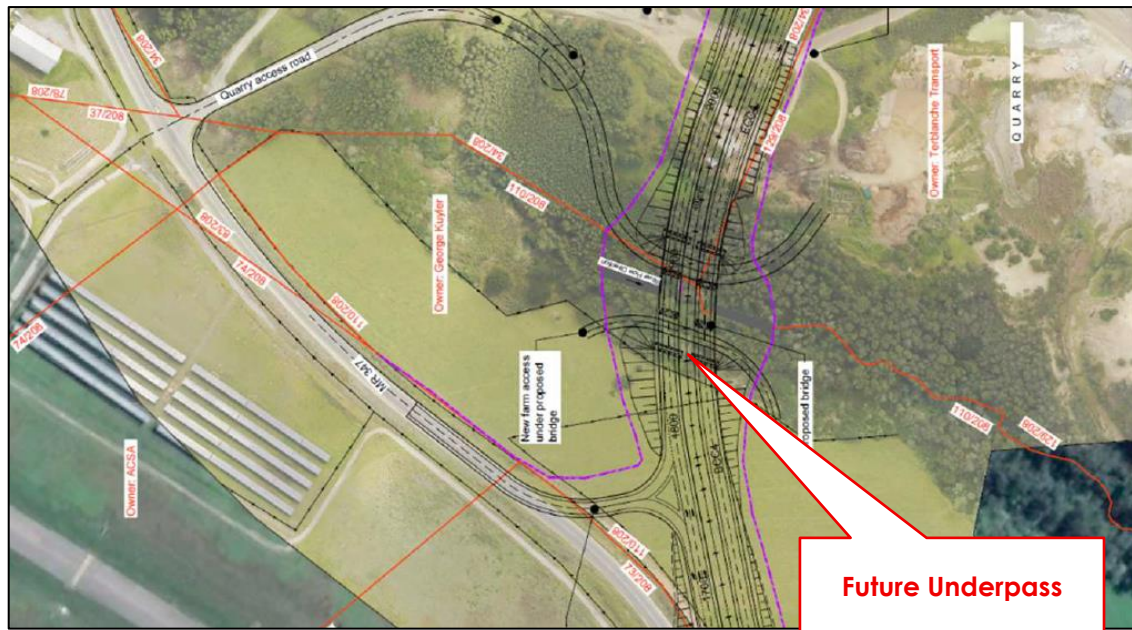


FIGURE 10: FUTURE UNDERPASS ACCESS TO PROPOSED UTILITY SITE

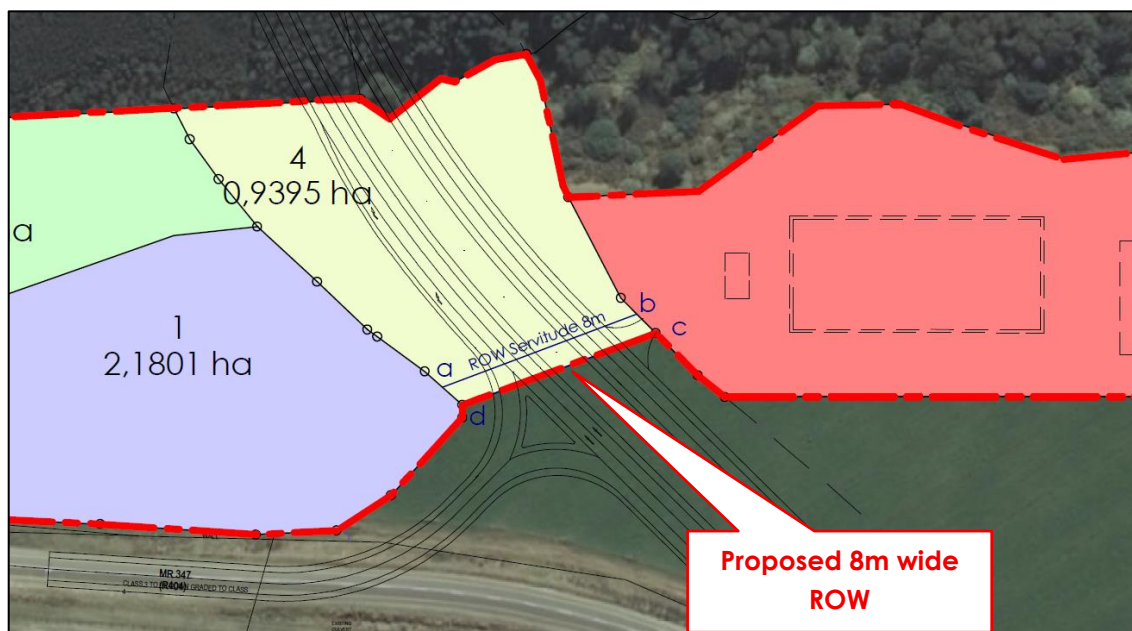


FIGURE 11: PROPOSED NEW 8M WIDE RIGHT OF WAY, PROVIDING ACCESS TO THE WWTW

Until such time as when the new Western Bypass is constructed, access to the service utilities proposed on Portion 110 will be directly from the proposed cul-de-sac circle on site. Portion 110 utilities area will gain access to the road network at the existing R404/Quarry Access Road intersection. An alternative will be the existing access via servitudes over Portions 129 and 111 north east of the site will be used. Portion 110 utilities area will therefore gain access to the road network from the R102.

5.5. Urban Design Guidelines

New Urban Architects and Urban Designers was appointed to prepare Urban Design Guidelines for the George Airport Business Park. These Guidelines were approved by George

Municipality on 25 April 2025. A copy of these approved guidelines, is attached as **ANNEXURE I**. This proposed development is within the Airport Support Zone along with the Airport Business Park, and it is proposed that this development complies with the same approved Urban Design Guidelines as per the Airport Business Park. Given to the extent of the existing Airport, the impact of this development within the landscape is much less of an impact than the Airport. The application area forms a portion of the total proposed **Airport Support Zone** as defined in the SDF and LSDF, and the approved urban design guidelines, will also be applicable to this development.

Although the development will have a **moderate to low impact** on the immediate area, it is however not considered degradation of the exiting landscape, but an extension of the current airport existing developed area. The airport support zone is contained by the existing and proposed roads as well as the natural topography which will avoid urban sprawl. This will limit the total feasible development area of the support zone.

As the **Airport is a major gateway** for the ever-growing tourism industry in the Garden Route, the celebration of the Gateway is an opportunity that can enhance the sense of the place and create a memorable experience.

5.6. George Zoning Scheme Bylaw

The George Zoning Scheme Bylaw (2023) provides the following land use descriptions for the following land uses:

The table below is a summary of the prescribed development parameters for a "Industrial Zone I" zoned property as set out in the George Integrated Zoning Scheme Bylaw (2023) and a comparison of how the proposed development's compliancy with the prescribed development parameters:

George Integrated Zoning Scheme Bylaw (2023)		Proposed development	Compliance
Primary Use	Light Industry	Warehousing & logistics	Comply
Floor Factor	At most 1,5		TBC
Coverage	At most 75%		TBC
Height	15m to the top of the roof	1 storey + Mezzanine for office space	Comply
Street Building Line	5m	5m	Comply
Side Building Line	3m	3m	Comply
Rear Building Line	3m	3m	Comply
Parking	2 bays per 100 m ² GLA up to 3000m ² 60 bays or 1 bay per 100m ² GLA, whichever is more, for more than 3000m ²		TBC

George Integrated Zoning Scheme Bylaw (2023)		Proposed development	Compliance
Loading bays	Floor area (m ²) – 5 001–10000 (3 bays) Every additional 10 000 or part thereof (1 additional bay)		TBC
Refuse Room	A refuse room must be provided on the land unit		TBC

6. ENGINEERING AND INFRASTRUCTURE SERVICES

6.1. Civil Services

Infrastructure Consulting Engineers ICE was appointed to investigate the provision of civil services and to prepare a civil services report for this application. A copy of this report is attached as **ANNEXURE J**. This report concluded that:

6.1.1. Water Supply

- The total water demand for this proposed development will be 100 litre per 400m²
- The proposed development consists of one stand with a single water connection. All internal water distribution pipes will be HDPE class 12 with welded joints. The expected water loss will therefore be minimal. The allowance for 10% reticulation loss is therefore excessive.
- The total average annual daily demand for the development is calculated at 43 m³ per day as a maximum, allowing for 400 litres per 100 m² per day as well as 10% water loss, and 32 m³ per day as a minimum, if the demand is reduced to 300 litres per 100 m² per day.
- The George Guidelines propose that the fire flow demand be treated in accordance with The Neighbourhood Planning and Design Guide. The risk classification for industrial is Moderate Risk 1. The Planning and Design Guide proposes total fire flow of 100 litres per second, minimum flow at one hydrant of 25 litres per second, minimum pressure at fire node of 15 m and minimum pressure at the rest of the system of 5 m, for high-risk classification developments. Due to the remote location of this development and the high water demand in case of fire, the developers plan to implement onsite fire water storage and fire water distribution infrastructure. The development will not be dependent on GLM for the supply of fire water.
- The Annual Water Services Development Plan Performance and Water Services Audit Report of October 2023 highlights the fact that the water requirement of the George / Wilderness distribution system will

exceed the sustainable yield from the various resources between 2028 and 2032 depending on the growth rate of George. Future planning for water supply must therefore aim to limit further demands on resources. In response to the constrained water resources, water supply for the development of Portion 110 will be from 3 sources, supplied through 3 separate supply pipe systems. The table below shows the makeup of the water supply:

Water supply for Portion 110		
Source	Ratio of total demand	Average daily supply for source (max) in m³
Municipal supply	20%	9
Harvested rainwater	30%	13
Recirculated treated and disinfected wastewater	50%	21

FIGURE 12: WATER SUPPLY FOR THE PROPOSED DEVELOPMENT

- The Developer of Portion 110 is in discussions with the Property Owners Association (POA) of the George Airport Business Park, to become a member of the POA. In this case a municipal water supply main to serve Portion 110 will be installed to join the existing POA internal system downstream of the POA bulk municipal meter. The alignment of the supply main will be subject to the development of Portion 34. The drawings attached in Annexure A show the proposed alignment. The final alignment is subject to an agreement with ACSA, the owner of Portion 34.
- An alternative to this is that a separate direct bulk connection be constructed to supply municipal water directly from the municipal bulk supply line on the western side of the R404, Due to the limit demand this connection to the GLM pipeline will be simple, This alternative is preferred.
- The size of the water main will be in all cases 110 mm dia. class 12 HDPE pipe with welded joints, to minimize water losses. The flow velocities and friction losses are in all cases lower than the limits proposed by GLM.

6.1.2. Sanitation

- The developer prefers to treat waste water locally to have treated waste water available to supply the non-potable part of the water demand.
- The peak day dry weather flow (PDDWF) is estimated as a ratio of the AADD for water. In the case of industrial and business zonings the

ratio stipulated by the George Guideline is 80%. The AADD for water is 43 m³. The peak day dry weather sewage flow is therefore 34 m³. Sizing the sewer reticulation is based on the peak hourly flow. A peak day factor is therefore applied to the PDDOWF, The George Guideline proposes the use of an Instantaneous Peak Dry Weather Flow (IPOWF). Pipes are then sized to cope with the instantaneous flow when running 70% full. The remaining 30% of the pipe cross section is allowed for stormwater ingress. The George Guideline however do not specify the ratio between peak day dry weather flow and the instantaneous peak dry weather flow. The Neighbourhood Planning and Design Guide, however, addresses this matter. It proposes a peak factor of between 2.5 and 4 for light industrial land uses. In this case a conservative peak factor of 4 is allowed for.

- The area on the eastern part of Portion 110, is proposed for utility zone, is available to treat wastewater from the Light Industrial Area to be developed on Portion 110. This area is large enough to accommodate an engineered wetland that can treat wastewater from Portion 110 (34 m³), the George Airport Business Park (390 m³) as well as the Airport, including the expanded Airport that will accommodate 2 million passengers per annum (123 m³).
- This location is at the lower end of the Airport Support Zone. All wastewaters can be transported from its source along gravity sewers to the WWTW. No sewer pump stations will be required. It also obviates the need for the existing Airport PS 1. The pump station can be put out of service. The alternative alignment of a pipe to transport sewage from the Airport Business Park to Portion 110 East, is a rising main that follows the southern boundary of the Airport Business Park all the way to the boundary of the R404. From there it will gravitate in a pipe along the R404 road reserve boundary up to the wastewater treatment works on Portion 110 East. A return main with treated wastewater to the Business Park will then follow the same alignment.

6.1.3. Storm Water Management

- The proposed drainage system consists of culverts, bio-swales and distribution weirs.
- Check dams are proposed to distribute concentrated water at the outlet of the culvert passing underneath the proposed access road to the development. The width of the distribution is adequate to limit flow velocities downstream of the check dam to lower than 2 m/s. The permissible maximum velocity for grass surfacing under these conditions is 2.5 m/s. Water passing through Culvert 2 is accommodated in a bio-swale along the eastern boundary of the Light Industrial Area. Velocities in the bio-swale are kept below 2 m/s to prevent erosion. Check dams are also proposed at the outlet of the

bio-swale on the eastern side of the industrial development. Berms and bio-swales are proposed to cut off stormwater runoff from areas upstream of the proposed wetland and harvested rainwater storage dam.

- Rain water will be harvested from all roofs. This drainage system will consist of an underground pipe system. This runoff will be routed to a harvested rainwater dam for re-use. This dam will provide the required peak flow mitigation to counter the impact of increased impermeable surfaces. The dam will be provided with an overflow outlet structure. The outlet will discharge onto the weir structure.
- Bio-swales will be used to transport runoff from parking and circulation areas on the site of the Light Industrial Area. Pollutants in runoff will be treated at source through the implementation of on-site swales to drain into a debris trap before discharging into bio-swales that leads up to the tributary of the Gwayang River.
- Swales to be vegetated with appropriate indigenous plants to promote trapping of contaminants. Flow velocities to be retained at levels that will prevent turbidity in runoff.
- Approximately 50% of runoff from the Light Industrial Area is intercepted by the harvesting system. This allows adequate detention even in cases where the storage dam is full. The development of the Utility Area will reduce the peak runoff due to the structure of wetlands and the storage dam proposed.
- The development of the Utility Area will reduce the peak runoff due to the structure of wetlands and the storage dam proposed.
- The final detail of the drainage of the Western Bypass is currently not available. It is however not expected that the drainage of the Western Bypass will have a significant impact on the drainage of Portion 110.
- Protection of the tributary of the Gwayang River is the responsibility of the Airport, the Airport Business Park and the proposed development on Portion 110. The Stormwater Management Plan for Portion 110 provides for adequate measures to limit runoff to predevelopment volumes. The area downstream of the proposed Light Industrial Area will be developed as a private open space. Alien vegetation will be removed from this area. This will serve to limit further erosion of the tributary. The ultimate solution for erosion is, however, the joint responsibility of the Airport and the other adjacent landowners.

6.2. Electrical Services

BDE Consulting Electrical Engineers was appointed to investigate the provision of electrical services and to prepare an electrical services report for this application. A copy of this report is attached as **ANNEXURE K**. This report concluded that:

- The ASZ Light Industrial development is within the licensed electricity distribution area of George Municipality. There is currently no existing electrical infrastructure servicing the Erf RE/110/208.
- The total load demand forecasted for RE/110/208 is 533,33 kVA.
- Total maximum electrical demand forecast is summarised in the table below:

Description	Watt/m ² Light Industrial	Building m ²	Total kVA
Estimated maximum demand (undiversified) forecast for complete ASZ Light Industrial development based on planned buildings.	60	8889	±533.3
Phase 1: Total expected maximum kVA to be supplied from temporary connection on MV O/H line: (Sufficient for ±15% of GB 1 area's expected load demand, plus general supplies to guardhouse, security and lighting.)			±27.6
Phase 2: Total expected maximum kVA to be supplied from permanent MV connection to future SS Aerotropolis: (Will supply GB 1 – GB 5 area's expected load demand, plus general supplies to guardhouse, security and lighting.)			±500.0
Proposed Installed transformer capacity for future mini substation at development			500

FIGURE 13: TOTAL ELECTRICAL DEMAND FOR THE PROPOSED DEVELOPMENT

- The light blue & orange route indicated in the figure below, shows the proposed cable route for installation of a LV cable to the development from the Point of supply to the Guard house, approximately 300m. The phase 1 initial supply to the development will be at 420V via the LV cable from a repurposed 50kVA 11000/400V transformer to be installed at the point of supply.



FIGURE 14: PROPOSED CABLE ROUTE FOR TEMPORARY LV AND FUTURE MV (CYAN COLOUR LINE) SUPPLY TO DEVELOPMENT

- A future 500KVA mini substation to be installed during phase 2 of the ASZ Light Industrial development. The installation of the mini substation will be implemented when the maximum demand required by the development increases beyond what can be supplied from the phase 1 temporary supply.
- Adequate spare capacity is available at the temporary point of supply on the MV O/H line to accommodate ASZ Light Industrial development's initial load demand during phase 1.
- Municipal approval will be required for a new temporary 60A three phase LV supply point from the existing MV O/H line, for the Phase 1 load requirement of the ASZ Light Industrial development on Erf RE/110/208.

6.3. Traffic Impact Assessment

ITS Traffic Engineers was appointed to conduct a Traffic Impact Assessment for the proposed development on the application area. A copy of this Traffic Impact Assessment is attached as **ANNEXURE L**. This Traffic Impact Assessment concluded that:

- Portion 110 is planned to develop with light industrial land uses (8 700m² GLA), in line with the other portions of GANEP.
- It was assumed that Portion 34 of GANEP will also develop with light industrial land uses (possible total of 21 076m² GLA).
- ACSA agreed with the assumption that the passenger and traffic volumes would increase by 20% over the next five years.
- Currently all study intersections are operating acceptably with no capacity constraints being experienced;
- As part of the approval of Portion 4, Portion 130 – 132 and Portion 139 of GANEP it was proposed that a single-lane roundabout be constructed at the R404/Airport Main Access intersection and that the R102/R404 intersection be upgraded to a roundabout or traffic signal.
- The construction of the proposed roundabout at the R404/Airport Main Access intersection has been completed.
- An average growth rate of 3% per annum was applied to the existing traffic volumes over a five-year horizon period to determine the background traffic volumes.
- Based on the result of the capacity analyses of the 2030 background, excluding latent demand, operations without the bypass, the R102/R404 intersection must be upgraded to a single-lane roundabout or a traffic signal.
- After implementing the proposed upgrades, all study intersections are expected to operate acceptably with no capacity constraints during the 2030 background, excluding latent demand, operations without the bypass scenario.

- All study intersections are expected to operate acceptably with no capacity constraints under the 2030 background, excluding latent demand, conditions with the bypass scenario.
- After implementing the recommended upgrades from the approved developments, all study intersections are expected to operate acceptably with no capacity constraints during the 2030 background, including latent demand, operations with the bypass scenario.
- Access to the site may only be from the Quarry Access Road or servitude right of way. No access along R404 or the bypass will be allowed and existing accesses along these roads must be closed.
- The preferred access to Portion 110 light industrial development is via a new public road provided within Portion 34 that links the site to the Quarry Access Road. Permission from ACSA must be granted for this access alternative.
- A minimum spacing of 60m must be provided along the Quarry Access Road between the site access and the R404/Quarry Access Road intersection.
- Portion 110 is expected to generate 47 trips (38 in, 9 out) during the AM peak hour and 47 trips (9 in, 38 out) during the PM peak hour.
- The GANEP transport study proposed six bus embayments within the GANEP vicinity. Two embayments were proposed along both sides of the R102, downstream of the R102/R404 intersection. Four embayments were proposed along both sides of the R404, downstream of both R404/Airport Main Access and the R404/Quarry Access Road intersections.
- Based on the result of the capacity analyses of the 2030 total operations without the bypass, the R404/Quarry Access Road intersection must be upgraded to a single-lane roundabout.
- However, if Portion 34 is not developed, the proposed roundabout at the R404/Quarry Access Road intersection is not required. It is proposed that the R404/Quarry Access Road roundabout only be constructed after Portion 34 has been developed.
- In the interim, it is proposed that a short dedicated left turn lane (30 m) be constructed along the Quarry Access Road at the R404/Quarry Access Road intersection.

The Traffic Impact Assessment recommended that the proposed Portion 110 development be approved by the relevant authorities under the following conditions:

- (i) **2030 Background excluding Latent Demand without Bypass Scenario:** The R102/R404 intersection be upgraded to single-lane roundabout or a signalised intersection.
- (ii) **2030 Background including Latent Demand with Bypass Scenario:** The R102/R404 intersection be upgraded to single-lane roundabout or a signalised intersection, as per the recommendations of the approved developments within GANEP.

- (iii) **2030 Total without Bypass Scenario:** A short dedicated left turn lane (30 m) be constructed along the Quarry Access Road at the R404/Quarry Access Road intersection, and The R404/Quarry Access Road intersection be upgraded to single-lane roundabout once Portion 34 is developed.

SECTION C :**CONTEXTUAL INFORMANTS****7. LOCALITY**(Plan 1: *Locality Plan*)

The application area is located near the entrance to the George Airport. The application area is located on the eastern side of Main Road 347, between the Old National Road to George and the N2 National Road.

The application area is approximately 600m south of the Old National Road and 350m south east of the current entrance to the George Airport. The GPS co-ordinates for the centre of the proposed development are 22° 23' 0.75" E and 33° 59' 56.45" S.

The proposed and authorised new western bypass road is aligned along the eastern boundary of the application area.

**FIGURE 15: LOCALITY****8. CURRENT LAND USE AND ZONING****8.1. Land Use**

The property is currently vacant. The property is currently used as grazing for cattle and for non-pivot irrigated cultivation (planted pastures).



FIGURE 16: EXISTING AGRICULTURAL LAND USE

8.2. Zoning

According to the George Zoning Map, the application area has a split zoning between “Agriculture Zone I” and “Utility” zone, in terms of the George Integrated Zoning Scheme Bylaw (2023) applicable to this area.

Figure 8 below shows an extract from the George Zoning Map. A copy of the Zoning Certificate as received from George Municipality is attached as **ANNEXURE H**.

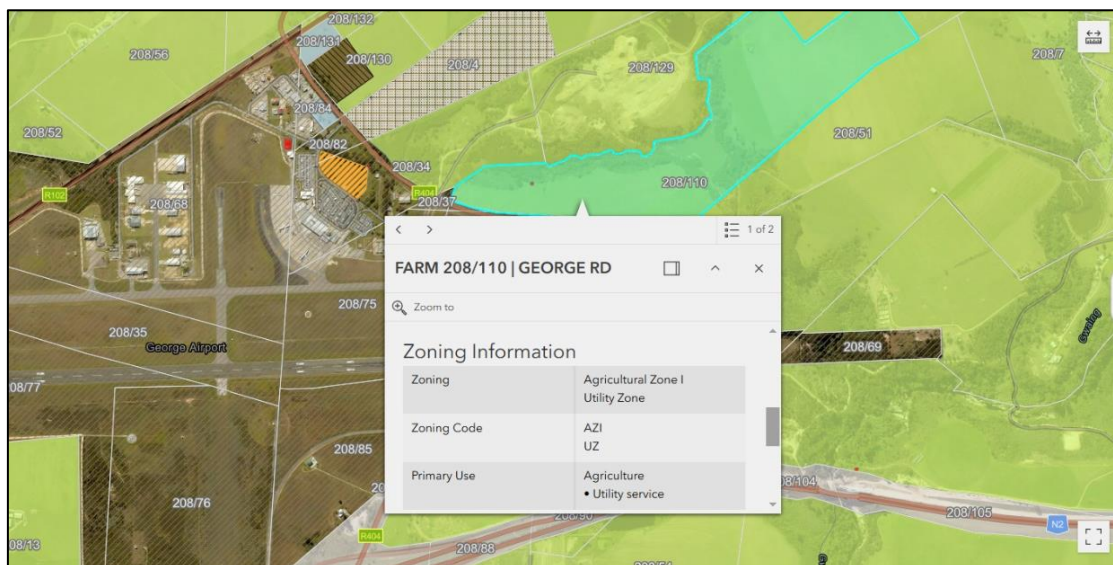


FIGURE 17: GEORGE INTEGRATED ZONING SCHEME BYLAW (2023)

9. SITE CHARACTERISTICS

9.1. Topography

The proposed development will be constructed on the western corner of the property. The application area has a moderate slope with northern sloping topography part of the property is characterised by a flat topography. The 5m Contour Plan and Slope (Degree) Plan indicate that the topography is very flat and slope of 0-5 degree covers the proposed development area.



FIGURE 18: 5M CONTOUR PLAN

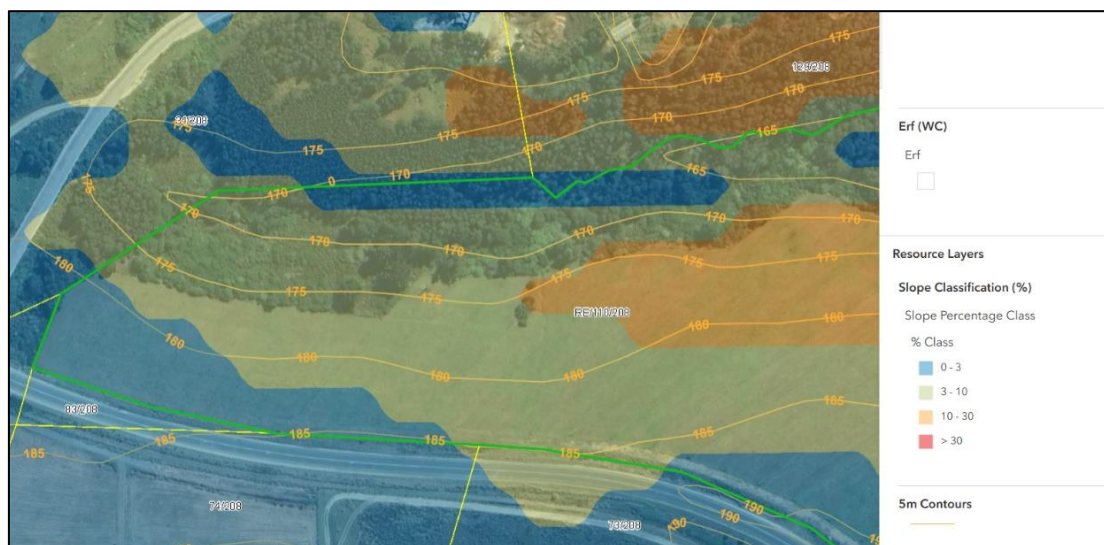


FIGURE 19: SLOPE ANALYSIS

9.2. Vegetation

The landcover on the area of the proposed development is classified as “critically endangered” Garden Route Granite Fynbos. However, the application area is currently used for cultivation and no fynbos exists on the application area.



FIGURE 20: VEGETATION COVER ON THE APPLICATION AREA

9.3. Biodiversity

Although the DFFE’s National Web-based Environmental Screening Tool identified the project site as important for terrestrial biodiversity (Sensitivity rating: Very high), plant (Sensitivity rating: Medium) and animal (Sensitivity rating: High) species, a site sensitivity verification done by Dr Marietjie Landman and Dr Adriaan Grobler indicated that this sensitivity rating is not appropriate for these themes across the development area. A copy of the Final BAR and Environmental Authorisation issued for the proposal is attached as ANNEXURE V and ANNEXURE W. The Environmental Authorisation is currently under appeal, and the authorisation for the proposed WWTW on Portion 110, nullified the rights for the approved WWTW on Portion 4 of the Farm 208.

Drs Marietjie Landman and B. Adriaan Grobler were appointed to prepare a biodiversity compliance statement on the application area, for the proposed development. A copy of this report is attached as **ANNEXURE N**. This report concluded that amphibians, reptiles, mammals, birds, and important invertebrate (species identified by the Screening Tool) considered in the assessment. Instead, **sensitivity for these groups is Low**. The likelihood of animal SCC occurring on site is low, due to the **low suitability of the available habitat** and extensive anthropogenic threats to animal communities and animal-mediated processes. **Consequently, potential impacts from the proposed project on animal SCC can be considered negligible.**

While no additional management actions are recommended for the Environmental Management Programme beyond those that are considered standard good practise, it is recommended that an Invasive Plant Control and Management Plan be developed and implemented to eradicate these species in the vicinity of the project area. The plan should be developed by a qualified specialist.

An aquatic assessment has been done by Debbie Fordham. A copy of this report is attached as **ANNEXURE O**. This report concluded that:

- after mitigation, the overall impacts associated with the new layout are of Low to Medium negative significance to aquatic biodiversity.
- There are no fatal flaws associated with the latest layout, as it has adopted a buffer zone and included additional stormwater management measures. Mitigation must focus on preventing:
 - (i) physical disturbance of the buffer zone and wetland during construction activities
 - (ii) sediment-laden/ contaminated stormwater runoff from entering the watercourse
 - (iii) erosion from concentrated, high-velocity flow paths at stormwater outlets or discharge points,
 - (iv) increased stormwater runoff from entering the watercourse from hardened surfaces, and,
 - (v) untreated or poor-quality wastewater from being discharged into the buffer or watercourse itself

Provided that recommended mitigation measures are adhered to, the development is deemed as acceptable by the specialist.

9.4. Access

The Application Area has a current farm access off the R404 (MR 347) on the eastern side of the bend of MR 347, approximately 480m south east of the existing access off R404 (MR 347), at Portion 34/208. The position of the current access to the Application Area is shown in the figures below, but will be closed once the proposed development is being implemented.



FIGURE 21: CURRENT FARM ACCESS OFF R404



FIGURE 22: CURRENT FARM ACCESS GATE OFF R404

9.5. Agricultural Potential

An Agricultural Impact investigation was conducted by Johan Lans. This assessment concluded that the proposed development will result in some loss of irrigated pasture but will cause only a minor reduction in future agricultural production potential.

This assessment disputes the very high sensitivity rating of the site by the screening tool because of the site's assessed agricultural production potential and current agricultural land use.

Despite the soil limitations (limited soil depth, limited drainage, low water and nutrient holding capacity), the site is suitable and used for viable irrigated pastures. The soils are not of sufficient capability to be used for crop production. They are only suitable for pastures. Fairly intensive inputs of drainage and ridging would be necessary to make them suitable for crop production. The agricultural production potential is uniform across the whole cultivated land on which the development is proposed.

The entire potential development footprint is considered to be on the threshold for needing to be conserved as agricultural production land because it is suitable as irrigated pastures but has limitations that make it unsuitable as viable cropland. The proposed development on this land will result in some loss of future agricultural production potential in terms of national food security. The overall negative agricultural impact of the development (loss of future agricultural production potential) is assessed as being of low significance and acceptable.

Treated wastewater from the development offers potential to increase the availability and particularly the quality of irrigation water on the rest of the farm and could therefore unlock the development of potential avocado and macadamia nut production on the farm. A copy of this statement is attached as **ANNEXURE P**.

9.6. Heritage Resources

Perception Planning was appointed to investigate the heritage resources relevant to the application area and the application under consideration. A copy of the Notice of Intent to Develop (NID) that was submitted to Heritage Western Cape, is attached as **ANNEXURE Q**. The Heritage NID highlighted the following aspects:

- Basic historical background research did not identify or highlight any significant heritage related aspects related to the study area. It is unlikely that detailed archival research would provide further meaningful insight into former use and/or broader understanding of heritage-related themes of the area.
- No historical (older than 60yrs) farm steads exist on the application area, and much of the surrounding landscape had already been transformed through extensive agriculture/ cultivation by this period (1957). Archival sources confirm that agriculture had been an important land use within this landscape since at least the 18th century.
- It is unlikely that any significant artefact material will be identified along the study area. Scatters of ESA and/or MSA material are possible but are likely to be of low significance. Caves/rock shelters do occur in rock outcrops along the lower reaches of the Gwayang River near the coast, and it is possible that some may be found higher up the river valleys as well. However, these are not likely to be impacted. The study area is however ± 7 km north of the nearest coastline and the proposed pipeline will not impact any caves/ rock shelters.
- According to SAHRIS Palaeontological sensitivity mapping, the entire study area forms part of an area highlighted as being of no palaeontological sensitivity (grey) where "no palaeontological studies are required".

The Heritage NID concluded that "...no heritage resources of cultural significance (i.e. built environment, cultural landscape, archaeology, or palaeontology) would be impacted through the proposed development..." This statement is supported by the fact that Heritage Western Cape issued a positive Record of Decision, authorising the proposed development, without requiring any further Heritage Impact Assessments. A copy of the decision from Heritage Western Cape, dated 28 November 2024, is attached as **ANNEXURE R**.

10. CHARACTER OF THE AREA

The area is characterised by various agricultural, tourism business and airport related land uses. George Municipality approved the rezoning and subdivision for Portions 4; 60 & 139 of the Farm Gwayang no 208 for an airport support zone. This approved development is currently being implemented. The figure below shows the approved development, in relation to the application area, the airport as well as the existing mining activities on Portion 129 of the Farm Gwayang No 208.

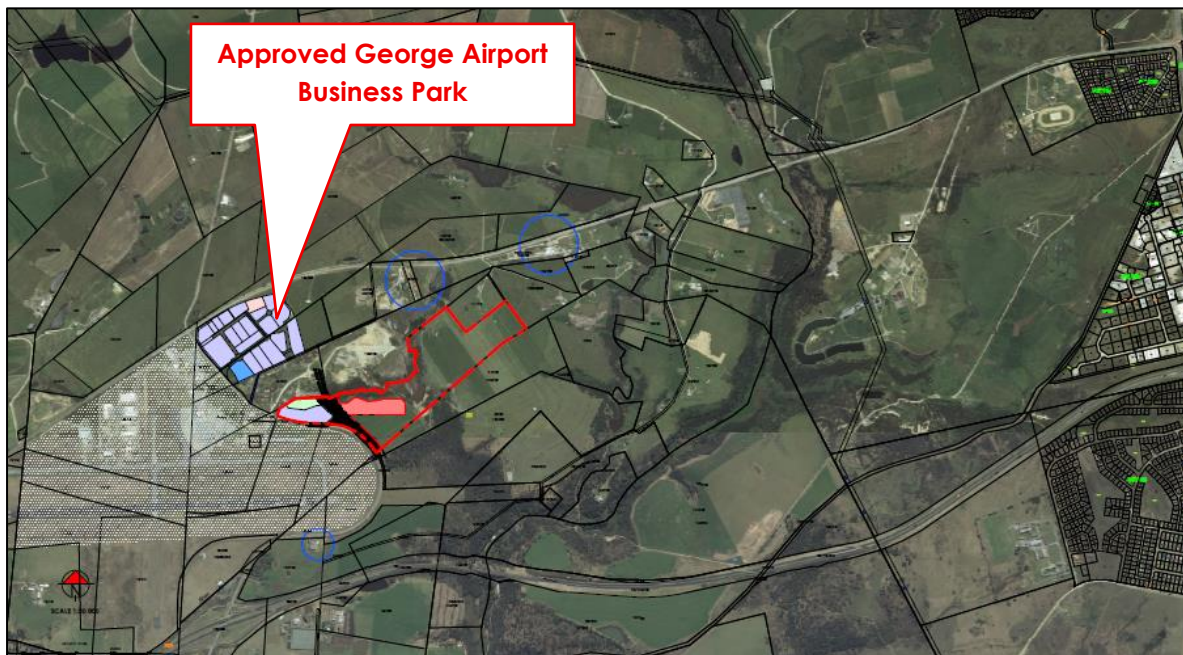


FIGURE 23: EXISTING LAND USES

Other land uses in the area include the Bargain Nursery and Elvis Bru on Portion 137 of the Farm 208 to the south of the Airport. The Norga Nursery is located on Portion 96 of the Farm 208, and the Francois Ferreira Academy is located on Portion 139, and incorporated within the approved development on Portion 139.



FIGURE 24: NEW DEVELOPMENT UNDER CONSTRUCTION ON PORTIONS 60 & 139



FIGURE 25: COOKING SCHOOL ON PORTION 139



FIGURE 26: FRANCOIS FERREIRA ACADEMY



FIGURE 27: ELVIS BRU ON PORTION 137



FIGURE 28: GEORGE AIRPORT ON PORTION 78

SECTION D :**SPATIAL PLANNING POLICIES****11. EXISTING SPATIAL PLANNING POLICY FRAMEWORKS**

This section will discuss the applicable policy frameworks that have an influence on any development proposal on the application area. These include:

11.1. National Development Plan

The National Development Plan aims to eliminate poverty and reduce inequality by 2030. South Africa can realise these goals by drawing on the energies of its people, growing an inclusive economy, building capabilities, enhancing the capacity of the state, and promoting leadership and partnerships throughout society.

The National Development Plan recognises that education, training and innovation are central to South Africa's long-term development. These are core elements in eliminating poverty and reducing inequality, and the foundations of an equal society. Education empowers people to define their identity, take control of their lives, raise healthy families, take part confidently in developing a just society, and play an effective role in the politics and governance of their communities.

The National Development Plan is a broad strategic framework. It sets out a coherent and holistic approach to confronting poverty and inequality based on the six focused, interlinked priorities summarised below:

- Building Safer Communities
- Environmental Sustainability
- Faster and inclusive economic rural and urban economic growth
- Economic infrastructure
- Promoting Health
- Transforming human settlements and urban space economy.

The National development plan is divided into 15 chapters which outlines the objectives and actions necessary to achieve the overall vision for South Africa by 2030: The following policies have been identified have a bearing on the proposed development.

NDP Chapter 3

The following economic development policies are proposed that focus on removing the most pressing constraints on growth, investment and job creation, including energy generation and distribution and urban planning. These policies include the following:

- Promote Private Investment- Private Investment is linked with improved condition as a result of policy certainty, infrastructure delivery, and efficiency of public services which will improve quality of labour in surrounding areas.

- Improve spatial dynamics and rural employment- Encourage development close to rural townships. Rural economies will be activated through stimulation of agriculture and tourism investment.
- Establish economic and growth clusters – firm decisions need to be taken on sectors which could serve as platforms to launch new growth trajectories.
- Establish Tourism Clusters- Increase number of tourists entering the country and increase the average amount of money spent in regional economy.
- South Africa can do more to develop regions as international tourist destination by empowering the broader diversity and range of tourism destinations.

NDP Chapter 5

The following guiding principles are defined for the transition of all aspects from policy to process to action. Focus should be put in place to establish regulatory framework for proposed land uses, to ensure the conservation and restoration of the natural environment. These guidelines include the following:

- Strategic Planning – Apply a systems perspective, while ensuring an approach that is dynamic, with flexibility and responsiveness to emerging risk and opportunity, and effective management trade offs
- Transformative approach- Address all aspects of the current economy and society requiring amongst others visionary thinking and innovative planning
- Manage transition – build on existing process to attain gradual change and phased transition.
- Opportunity focus – for business growth, competitiveness and employment creation, that will contribute to equality and prosperity.
- Full cost accounting – Internalise externalities through full cost accounting
- Effective participation of social partners – Be aware of mutual responsibilities, engage on differences, seek consensus and exact compromise

NDP Chapter 8

Provincial Land use management systems overlap with local municipalities creating confusion and conflict. Provincial governments overseeing key economic activities such as agriculture tourism environmental management

Spatial developments should conform to the following normative principles and should explicitly indicate how they would meet the requirements of these principles. These principles are directly related to Section 42 of the Spatial Planning and Land Use Management Act 16 of 2013 which will be implemented as the primary spatial and Land Use Management legislation on the 1st of July 2015. These principles include:

Normative Principles for Spatial Planning	
Principle	Description
Spatial justice	The historic policy of confining particular groups to limited space, as in ghettoization and segregation, and the unfair allocation of public resources between areas, must be reversed to ensure that the needs of the poor are addressed first rather than last.
Spatial sustainability	Sustainable patterns of consumption and production should be supported, and ways of living promoted that do not damage the natural environment.
Spatial resilience	Vulnerability to environmental degradation, resource scarcity and climatic shocks must be reduced. Ecological systems should be protected and replenished.
Spatial quality	The aesthetic and functional features of housing and the built environment need to be improved to create liveable, vibrant and valued places that allow for access and inclusion of people with disabilities.
Spatial efficiency	Productive activity and jobs should be supported, and burdens on business minimised. Efficient commuting patterns and circulation of goods and services should be encouraged, with regulatory procedures that do not impose unnecessary costs on development.

11.2. Western Cape Provincial SDF (2014)

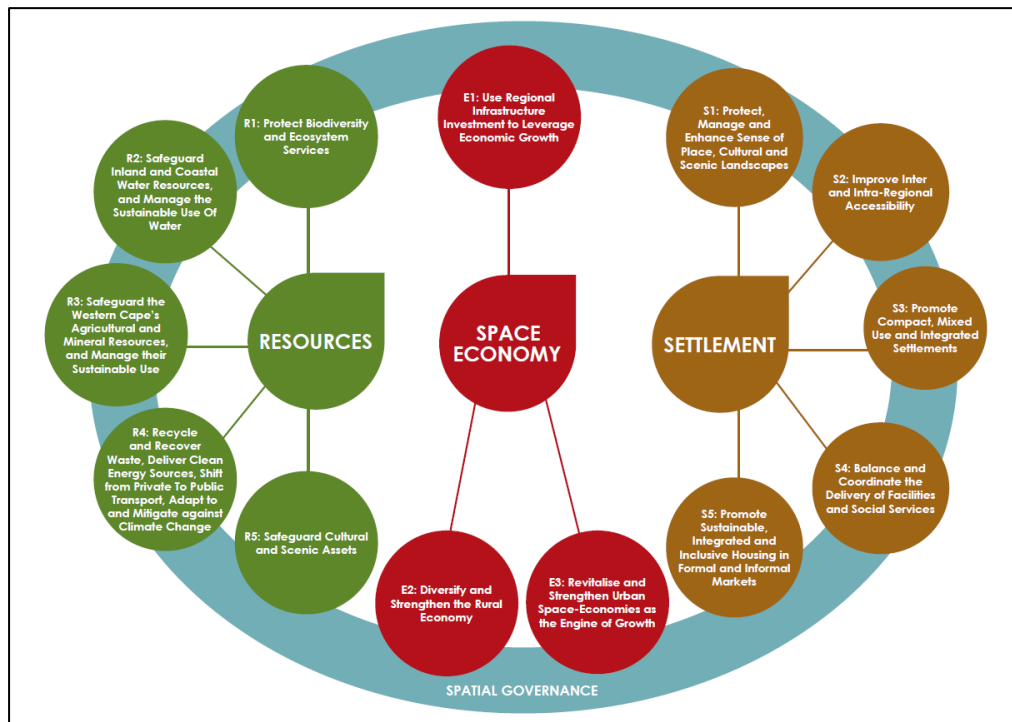
The Western Cape Provincial SDF was approved in 2014 by the Western Cape Parliament and serves as strategic spatial planning tool that “communicates the provinces spatial planning agenda”.

The recent shift in legislative and policy frameworks have clearly outlined the roles and responsibility of provincial and municipal spatial planning and should be integrated towards the overall spatial structuring plan for the province to create and preserve the resources of the province more effectively through sustainable urban environments for future generations. This shift in spatial planning meant that provincial inputs are in general limited to provincial scale planning.

The proposed development compliments the SDF spatial goals that aim to take the Western Cape on a path towards:

- Greater productivity, competitiveness and opportunities within the spatial economy;
- More inclusive development in the urban areas;
- Strengthening resilience and sustainable development.

However, it is important to note some of the key policies laid down by the PSDF have a bearing on the application.



Policy E1: Use Regional Infrastructure Investment to Leverage Economic Growth

2. Use Regional or District SDFs as basis for addressing and reconciling competing and overlapping demands for regional economic infrastructure (e.g. regional airport).

Policy E3: Revitalise and Strengthen Urban Space-Economies as the Engine of Growth

5. Existing economic assets (e.g. CBDs, township centres, modal interchanges, vacant and under-utilised strategically located public land parcels, fishing harbours, public squares and markets, etc.) should be targeted to lever the regeneration and revitalisation of urban economies.

7. Incentives should be put in place to attract economic activities close to dormitory residential areas, facilitate brownfields development.

Policy S1: Protect, Manage and Enhance Sense of Place, Cultural and Scenic Landscapes

2. Promote smart growth ensuring the efficient use of land and infrastructure by containing urban sprawl and prioritising infill, intensification and redevelopment within settlements.

Policy S3: Ensure Compact, Balanced & Strategically Aligned Activities & Land Uses

This policy reflects the main aim of the policy through targeting economic assists (e.g. Modal Interchanges underutilised strategically located land parcels) should be used as a lever to regenerate and revitalise urban settlements.

Promoting functional integration and mix land use to increase liability of urban areas. Thus, the policy specifies the importance to- increase density of settlements and number of units in new housing projects; continue to deliver public investment to meet the needs in settlement developments; integrate packages of land, infrastructure and services as critical to promote densification and efficiency associated with agglomeration.

Planning Implication:

The Western Cape Spatial Development framework has a strong emphasis on revitalising urban spaces creating an urban living environment which is more convenient, efficient and aesthetically pleasing to residents. The proposed development aims to contribute to the regional economic infrastructure by developing airport related uses in close proximity of the regional airport. Thus, supporting the economic growth in the regional airport area. Smart growth is promoted by ensuring efficient use of land and infrastructure by adhering to the structural plans for the area, ensuring development that is in line with the planning principles of the area. The proposed warehousing and logistical services development provides additional economic activities in an identified development area. Therefore, the proposal is consistent with strategic objectives as set out by the Western Cape Spatial Development Framework.

11.3. George SDF (2023)

The George Municipal Spatial Development Framework (SDF) was approved by George Municipal Council during 2023. The SDF is therefore the primary spatial tool for guiding development within the municipal area. The SDF is the spatial manifestation of the municipal development agenda. The spatial perspective provides the development context for the SDF with a planning Vision, Mission and Guiding Principles.

The George SDF acknowledges the approved airport support zone, and makes the following statements regarding the "Gwayang Node":

- The planned freight and passenger upgrades of the facilities at the George Airport is done in accordance with the airport development framework, read with the recently approved airport support zone, which strengthens this economic node.
- The George Airport Precinct (*outside the George City urban edge*) has been identified as a "Category B" node with the following role: - Sub-regional node in proximity to the N2 and airport, targeted at Southern Cape agri-processing/ related manufacturing, freight and logistics, and service industries.

- Improved and additional road linkages to the proposed Gwayang Industrial and mixed-use area and the airport precinct.
- The identified Airport precinct, includes the following uses: airport infrastructure (including terminal building), tourism related uses and accommodation, renewable energy structures, warehousing/ light industrial (logistics, cargo, and cold storage bulk freight) to support a freight facility extension and aviation related use, transport orientated development and facilities.
- The area around the airport to include uses to extend and integrate the airport uses, but implemented within context (non-urban, rural area integration, related to agri-processing, logistics, freight, and airport support uses).

The figure below is an extract from the George SDF, indicating that the application area is located within the Airport Support Precinct.

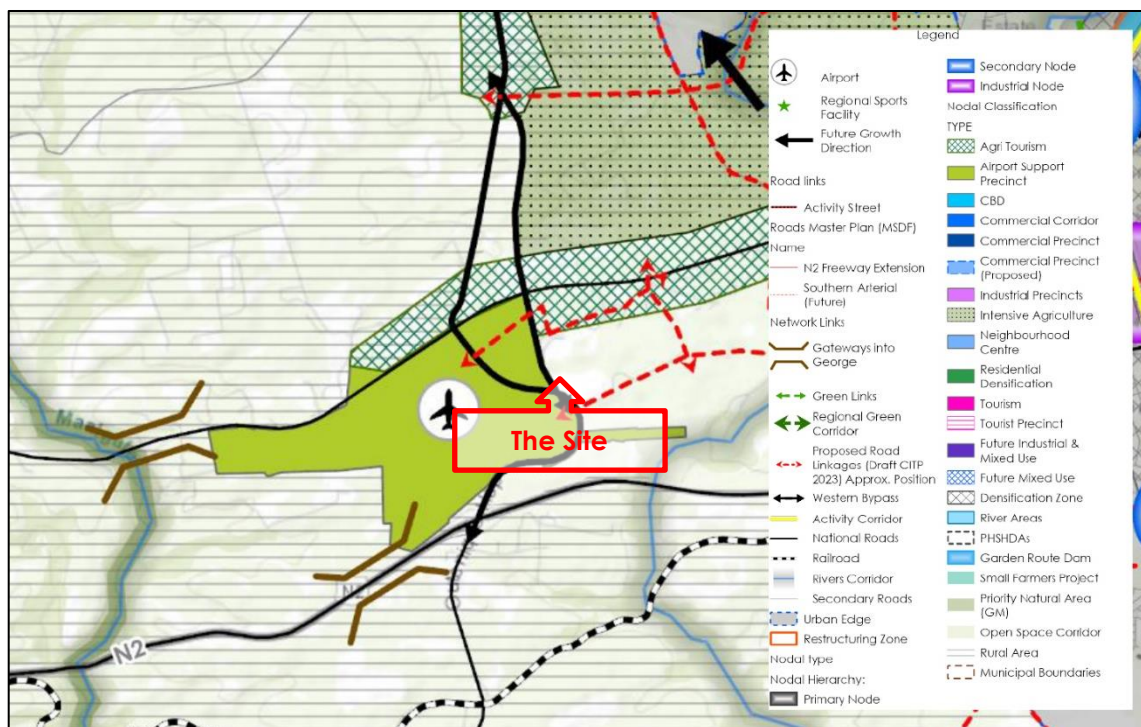


FIGURE 29: EXTRACT GEORGE SDF

Policy A5 of the George SDF states the following: "... PG a: Locate utility precincts/uses in areas where access is available, extension is possible and where urban growth and integration is not impeded...." It further explains this policy statement by: "...Utility areas, being support infrastructure to engineering functions, should not hinder future growth direction, nor obstruct integration of remote settlements to effect transformation..." Even though the proposed utility site is not within a spatially identified "utility precinct", in the SDF, the principle of not impeding urban growth is an important consideration why the proposed utility site should be located outside the urban edge, and not inside the demarcated development area.

The development proposal on the application area is therefore regarded as being consistent with the approved George Municipal SDF.

11.4. Gwayang Local Spatial Development Framework (2015)

George Airport plays a significant role in the Southern Cape's tourism industry and whether directly or indirectly, creates and supports jobs and economic growth for the George area.

Efficient airports are an essential part of the transport networks that all successful modern economies rely on. The George Airport is a crucial transport hub for the Southern Cape. As demand for travel increases, modern economies expect and demand a range of services and facilities at these transport hubs to improve their travel experience and to support their businesses. The George Airport is continuously improving on the service they render, which will also contribute to the development of the Southern Cape economy.

Currently the airport functions in isolation of the town and any complimentary commercial uses such as freight and logistics.

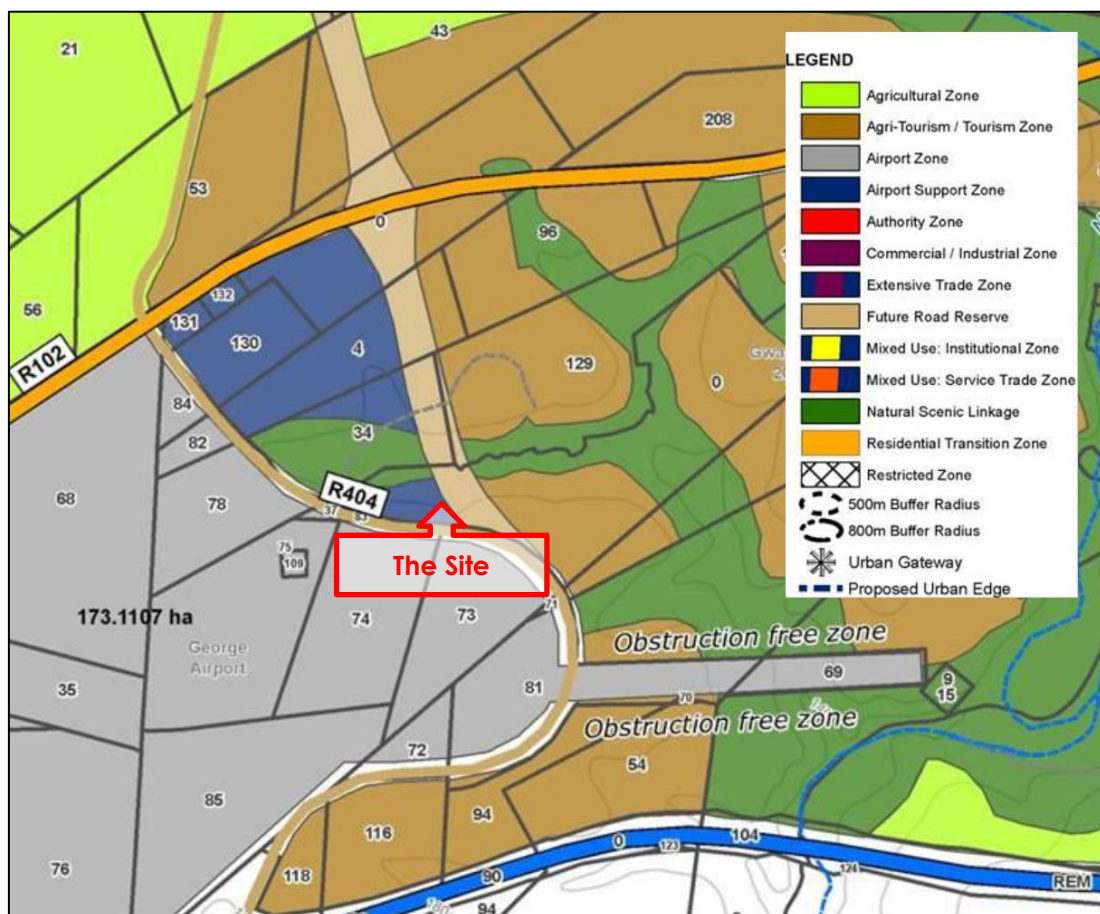


FIGURE 30: GWAYANG LOCAL SPATIAL DEVELOPMENT FRAMEWORK

The Gwayang Local Spatial Development Framework earmarks the land between the Western Bypass and the airport for **Airport Support Zone**.

The airport support zone are the properties opposite the airport with the alignment of the future bypass road as the boundary thereof. Land uses will be strictly limited to those uses that will support tourists and airport facilities that cannot be located in the town with the same practical function.

The Gwayang Local Spatial Development Framework identifies a new sub-regional industrial node in proximity to the N2 and airport, targeted at Southern Cape manufacturing, freight and logistics, and service industries. The development will support the establishment of the proposed node in the area.

11.5. Draft Garden Route Regional Spatial Development Framework (2019)

The Garden Route (Southern Cape) Regional Spatial Development Framework is still in draft form, but nevertheless, it provides guidelines for development planning on a regional scale in the Garden Route District.

The 2014 Provincial Spatial Development Framework ('PSDF') identified three distinct urban priority regions in the Western Cape which are responsible for driving considerable economic growth and development in the province. These urban priority regions are 1) the Greater Cape Functional Region, 2) the Greater Saldanha Region, and 3) the Southern Cape Region.

To give effect to the PSDF, regional-scale spatial plans have been created for these urban priority areas, which include this Regional Spatial Implementation Framework for the Southern Cape ('SC RSIF'). This plan has as its **core objectives**:

- the stimulation of **inter-municipal growth and development opportunities**;
- to better support an **integrated, regional approach to sustainable development**, and
- **urban and rural area management** practices.

The Southern Cape region is identified as being a provincial leisure and tourism coastal belt and priority urban functional region, with Mossel Bay, George, Knysna and Plettenberg Bay, and the greater Oudtshoorn area as regional centres (*of different function and hierarchy*) providing clustered facilities and services. The PSDF directs that these towns should be prioritized for growing the provincial economy through regionally planned and coordinated infrastructure investment.

The **purpose** of the Southern Cape Regional Plan is to:

- [a] Provide a **coherent spatial vision** for the Southern Cape functional region taking into account the environmental, social and economic opportunities and constraints;
- [b] Provide **guidance** on the promotion of a rational and **predictable infrastructure, economic and land use planning within the region**;

- [c] taking a regional approach to address regional **environmental management**, regional **human settlement** provision, **economic development**, regional **infrastructure**, regional **transport**, **landscape character**, **sense of place preservation**, and **heritage**.
- [d] To give expression to the Provincial Spatial Development Framework, 2014, at the regional level:
 - Elaborate what it means for the Mossel Bay – George node being an **emerging regional centre** and **priority urban functional region** of Provincial significance, and what role these towns will play in the future growth and development of the region;
 - Elaborate what it means for the Wilderness to Plettenberg Bay corridor being a **leisure corridor** of Provincial significance;
- [e] From an **environmental perspective**:
 - Identify **key assets** in the region
 - Gain a thorough understanding of the **environmental challenges, risks, opportunities and constraints** and how these interact with socio-economic development, settlement building, and economic development
 - Identify **regional priorities, objectives and strategies**, that comply with land use and bioregional planning principles as contained in the PSDF;
 - Take a **balanced approach** to development which ensures, on the one hand, the integrity of critical biodiversity areas whilst on the other hand, facilitating **appropriate socio-economic development** of the region.
 - Ensure the **protection of the sense of place** and beauty that the Southern Cape is so well known for.
 - Set out **Spatial Planning Categories** that reflect suitable land use activities by utilising the latest Critical Biodiversity Areas (CBA) mapping, as a primary informant.
- [f] From a **social perspective**:
 - Set out **proposals** with regard to issues of **food security** and **the loss of productive farm land to urban development** with particular reference to the National Department of Agriculture's increased emphasis on this issue;
 - Provide spatial direction with respect to the placement and location – at a regional scale – of **human settlement** and low income housing opportunities, in response to environmental and economic constraints.
- [g] From an **economic perspective**:

- A consideration of the **main sectors** that (currently and potentially) drive the Southern Cape Functional Region's economy (in terms of **output and jobs**) and consider **associated value chains** that have organised themselves spatially;
- An understanding of the nature and structure of the economy.

The figure below sets out the shared regional aspirations and values that will be used to underpin the Southern Cape Regional Spatial Development Framework going forward:

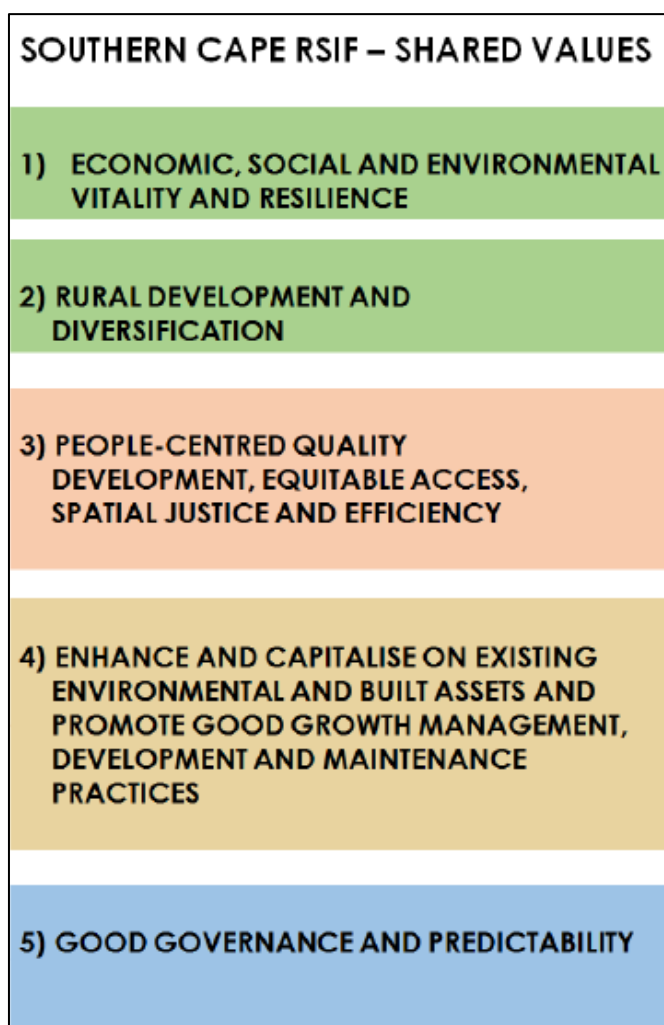


FIGURE 31: SOUTHERN CAPE RSIF – SHARED VALUES

The **Identified Regional Values** for the Southern Cape Region, includes:

1. **Economic, Social and Environmental Vitality & Resilience:** Enabling and Increasing economic growth and vitality, diversification, skills development, and a building a knowledge economy. Promoting spatial resilience and climate change mitigation and adaptation through the conservation of natural resources, sustainable resource management and capitalizing on the region's inherent potential.

Spatial Implication for George: - Low density settlements reinforce a segregated economy and difficulty to access formal economy opportunities. Settlement

sprawl also degrades the tourism appeal / landscape character of the region. The sprawling and low-density ribbon development in the region is exacerbating risks and subsequently increasing costs that cannot be met without sacrificing resources to meet other needs elsewhere. Settlement in flood risk areas and fire-prone areas is increasing disaster risks and decreasing resilience.

Economic urban growth centres should be diversifying in their economies and have a larger economic 'carrying capacity' (Mossel Bay, George).

2. **Rural Development & Diversification:** Promote sustainable agricultural practices, enhancing value chains, promoting agri-processing, rural economic diversification, and agricultural protection.
3. **People Centred Quality Development, Equitable Access, Spatial Justice & Efficiency:** People-centred development, creating quality living environments, enhancing the lives of the poor through poverty-alleviation and rural development strategies. Promoting equitable access to quality and affordable transport, facilities, services, and employment. Achieving spatial justice and efficiency by integrating and densifying our settlements, promoting continuity, compaction, and mixed use quality urban environments which are well consolidated, and function in a collaborative and complementing manner, reversing the apartheid spatial form.

Spatial Implication for George: - **Low-density sprawl** and commercial decentralisation are threatening the economic vitality of settlements in the region, a large proportion of which are identified as being high growth/ high-need. Town centres (Mossel bay and George).

4. **Enhance and Capitalise on Existing Environmental and Built Assets and Promote good growth management, development and maintenance practices:** Enhancing rural character, tourism potential, & sense of place of the region, thereby capitalizing on the assets of the region. Providing and maintaining the necessary regional and local infrastructure and guidelines for effective growth management in a financially and environmentally sustainable manner.

Spatial Implication for George: - **George as the service centre and highest order settlement**, Mossel Bay as an industrial, service, and tourism settlement, Knysna and Plettenberg Bay as the tourism and lifestyle settlements, etc

5. **Good Governance and Predictability:** Efficient, effective, and integrated management, good administration and governance;

In terms of the Spatial Concept for the Southern Cape, **George** is the **primary service** centre of the entire garden route region, offering most of the higher order services and facilities one would expect to receive in a metropolitan city, including modern airport infrastructure. It houses the primary administrative and regional offices of companies offering services in the region, but is also the heart of the vast golfing tourism offering, and a thriving agricultural sector specialising in export quality berries and other agricultural produce used in beer making and other agri-processing activities.

George's role in the Southern Cape Region is that of the highest order settlement, with higher order services and facilities, and recommended higher residential densities and

integrated clusters of development. The proposed new industrial (airport support services) development will contribute towards integrated development, economic development that will strengthen the rural economy and it will also support the Go-George bus / transport system for George. The proposal is therefore considered to be consistent with the proposals and policies of the Draft Southern Cape Regional Spatial Development Framework.

11.6. George Integrated Development Plan (2022-2027)

The George Council opted to adopt a new five-year IDP for the period 2022 – 2027. The IDP is a municipal planning instrument that drives the process to address the socio-economic challenges as well as the service delivery and infrastructure backlogs experienced by communities in the municipality's area of jurisdiction. The IDP is the municipality's principal five-year strategic plan that deals with the most critical development needs of the municipal area (external focus) as well as the most critical governance needs of the organisation (internal focus).



FIGURE 32: GEORGE IDP: VISION, MISSION & VALUES

The George IDP identified five strategic objectives for the Municipal Area. These agreed-upon strategic objectives are:



FIGURE 33: GEORGE MUN. STRATEGIC OBJECTIVES

The application area is located within Ward 23 of the George Municipality. None of the identified ward-based needs and priorities has a direct bearing or any reference to the proposed development on the subject property.



FIGURE 34: GEORGE MUNICIPALITY WARDS

The George IDP identified the following economic opportunities for George:

- The promotion of intensive agriculture practices, agri-processing and small farmer development.
- Enhance resilience in the land use management system to provide and enabling environment for agricultural and economic development.
- Significant uptake of industrial lands an indication of demand and points to the possible increase in job opportunities.

- The agglomeration of tertiary uses in well-located positions not only facilitates economic sustainability and coordinated infrastructure planning, but also benefits the majority of the users. A system of nodes, precincts, corridors and specialized activity areas guide the coordinated allocation of area for economic activity.
- The role of George as an administrative centre (government offices, regional business locality) must be supported.
- ***The emerging airport support zone renders economic- and job creation opportunity.***
- George is identified as a Regional Development Anchor in the Provincial Development Framework is an opportunity to attract investment (public and private).

Planning Implication:

The IDP is a municipal planning tool to integrate municipal planning and allocates municipal funding to achieve strategic objectives that will contribute to the overall municipal vision. The proposal will provide new and additional economic growth prospects.

The proposed land development application will not directly contribute to any of the Ward-based issues/priorities but is important to note that the proposal does not contradict any of them or the desired outcome for this ward. Although this application is regarded as being consistent with one of the strategic development interventions for the George Municipal Area.

SECTION E :

MOTIVATION

12. ASSESSMENT OF APPLICATIONS

12.1. Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)

The Spatial Planning and Land Use Management Act (SPLUMA) came into effect on 1 September 2014. One of the main objectives of this act is to provide a framework for spatial planning and land use management to address past spatial and regulatory imbalances.

Section 42 of SPLUMA prescribe certain aspects that have to be taken into consideration when deciding on an application. These are:

- (1). development principles set out in Chapter 2 of SPLUMA
- (2). protect and promote the sustainable use of agricultural land
- (3). national and provincial government policies
- (4). the municipal spatial development framework; and take into account—
 - (i) the public interest;
 - (ii) the constitutional transformation imperatives and the related duties of the State;

- (iii) the facts and circumstances relevant to the application;
- (iv) the respective rights and obligations of all those affected;
- (iv) the state and impact of engineering services, social infrastructure and open space requirements; and
- (v) any factors that may be prescribed, including timeframes for making decisions.

12.2. Land Use Planning Bylaw for George Municipality, 2023

George Municipality adopted its new Land Use Planning By-law and it came into effect on 21 April 2023. All land use applications are now being processed and assessed in terms of this by-law. This by-law states that the following aspects will be considered when the decision are made:

Criteria	Reference in Report
The impact of the proposed land development on municipal engineering services .	Par.6
The integrated development plan , including the municipal spatial development framework.	Par.11.6
The applicable spatial development frameworks adopted by the Municipality.	Par. 11.3 & Par 11.4
The applicable structure plans .	<i>n/a</i>
The applicable policies of the Municipality that guide decision-making .	Par. 12.2
The provincial spatial development framework .	Par. 11.2
Where applicable, a regional spatial development framework contemplated in section 18 of the Spatial Planning and Land Use Management Act or provincial regional spatial development framework.	Par. 11.5
The policies, principles and the planning and development norms and criteria set by the national and provincial government.	Par.12.1
The matters referred to in Section 42 of the Spatial Planning and Land Use Management Act. Principles referred to in Chapter VI (6) of the Western Cape Land Use Planning Act .	Par.24
Applicable provisions of the zoning scheme .	Par. 5.6
any restrictive condition applicable to the land concerned	<i>n/a</i>

13. CONSISTENCY WITH SPATIAL PLANNING POLICIES

As described in **Par. 11** of this report, the proposal is consistent with the relevant spatial planning policies for the following reasons:

- (1) The proposal is in line with the applicable policy documentation (Western Cape Provincial SDF, Draft Garden Route Regional SDF and the George Municipal SDF & IDP), meaning that it is in line with the spatial proposal and vision for the area

whilst complying to the development guidelines for the current proposal. Therefore, the approval of this application would not compromise the integrity of the applicable policy documents agreed to by the relevant authorities.

- (2) According to the current George SDF, the application area is inside the demarcated "Airport Support Zone" development precinct, and highlights the importance to develop airport support services, warehousing and logistical services in this area to support economic development and airport activities in this area.
- (3) The George SDF and IDP also identified the need for additional industrial land for George.

Section 19(2) of LUPA states that: "...If a spatial development framework or structure plan does not specifically provide for the utilisation or development of land as proposed in a land use application or a land development application, but the proposed utilisation or development does not conflict with the purpose of the relevant designation in the spatial development framework or structure plan, the utilisation or development is regarded as being consistent with that spatial development framework or structured plan..." For this reason, the proposed wellness centre is regarded as being consistent with the applicable spatial planning policies applicable to this area.

14. NO IMPACT ON MUNICIPAL INFRASTRUCTURE SERVICES

The proposed light industrial development and waste water treatment works will have limited impact on the proposed water network, and the proposed utility service results in no impact on the municipal bulk sewer network. In fact, the proposed waste water treatment works can also accommodate the current airport's waste water, that will relieve the pressure on the municipal bulk waste water treatment works.

15. ACCESSIBILITY OF THE APPLICATION AREA

Access to the proposed Airport Support Services site to the west of the future Western Bypass, will be provided within Portion 34 linking Portion 110 to the Quarry Access Road, as per the recommendations of the approved George Airport North-Eastern Precinct Roads Master Plan.

A public road will be provided within Portion 34 linking Portion 110 to the Quarry Access Road. Portion 110 will therefore gain access to the road network at the existing. Portion 110 will therefore gain access to the road network at the existing R404/Quarry Access Road intersection.

Access to the service utilities proposed on Portion 110 will be directly from the light industrial site, by using the future underpass as proposed by the Western Cape Government in the preliminary design for the bypass. The Portion 110 utilities area will therefore gain access to the road network at the existing R404/Quarry Access Road intersection. It is then proposed, to register a new, 8m wide, right of way servitude over the proposed new Erf No / Portion 4, linking the proposed waste water treatment site, and the light industrial site.

Until such time as when the new Western Bypass is constructed, access to the service utilities proposed on Portion 110 will be directly from the proposed cul-de-sac circle on site. Portion 110 utilities area will gain access to the road network at the existing R404/Quarry Access Road intersection. An alternative will be the existing access via servitudes over Portions 129 and 111 north east of the site will be used. The Portion 110 utilities area will therefore gain access to the road network from the R102.

The Application Area has a current farm access off the R404 (MR 347) on the eastern side of the bend of MR 347, approximately 480m south east of the existing access off R404 (MR 347), at Portion 34/208.

It is therefore clear that ample and sufficient access can be provided for the proposed development.

16. NO IMPACT ON THE CHARACTER OF THE SURROUNDING AREA

The area is characterised by various agricultural, tourism and airport related land uses. The infrastructure services for the approved development on Portions 4; 130 & 139 have been installed, and therefore the "Airport Support Zone" node is taking form. As mentioned in 10 of this motivation report, it was clearly shown that the proposed light industrial development and WWTW on the Portion of Portion 110, 4 is consistent with the existing character of the area, and an ideal use for the area in transition between "light industrial" and rural / agriculture.

17. NO IMPACT ON EXISTING RIGHTS

The proposed airport support services development, together with the environmentally friendly waste water treatment works, will not impact on any existing development rights, and will not prevent any surrounding land owner to exercise their existing land use rights.

18. INSIGNIFICANT IMPACT ON AGRICULTURAL POTENTIAL OF THE LAND

As discussed in Par 9.5 of this report, the entire potential development footprint is considered to be on the threshold for needing to be conserved as agricultural production land because it is suitable as irrigated pastures but has limitations that make it unsuitable as viable cropland. The proposed development on this land will result in some loss of future agricultural production potential in terms of national food security. The overall negative agricultural impact of the development (*loss of future agricultural production potential*) is assessed as being of **low significance and acceptable**.

Treated wastewater from the development offers potential to increase the availability and particularly the quality of irrigation water on the rest of the farm and could therefore unlock the development of potential avocado and macadamia nut production on the farm. A copy of this statement is attached as **ANNEXURE P**.

19. NO IMPACT ON HERITAGE RESOURCES

As discussed in Par 9.6 of this report, the proposed development will have no negative impact on any heritage resources. This statement is supported by the fact that Heritage Western Cape issued a positive Record of Decision for the proposed development (refer **ANNEXURE R**).

20. LOW VISUAL IMPACT

New Urban Architects and Urban Designers was appointed to prepare a Visual Impact Assessment for the proposed development. A copy of the Visual Impact Assessment (VIA) is attached as **ANNEXURE S**.

This VIA concluded that the proposed development would form an extension of the existing airport support zone. Given to the extent of the existing Airport, the impact of this development within the landscape is much less of an impact than the Airport. The application area forms a portion of the total proposed Airport Support Zone as defined in the SDF and LSDF, and the approved urban design guidelines, will also be applicable to this development.

Although the development will have a *moderate to low impact on the immediate area*, it is however not considered degradation of the exiting landscape, but an extension of the current airport existing developed area. The airport support zone is contained by the existing and proposed roads as well as the natural topography which will avoid urban sprawl. This will limit the total feasible development area of the support zone.

As the Airport is a major gateway for the ever-growing tourism industry in the Garden Route, the celebration of the Gateway is an opportunity that can enhance the sense of the place and create a memorable experience.

In order to soften the possible visual impacts, certain mitigation principles have been proposed. In addition to this, architectural guidelines for the development could be done in terms of; building form, proportion, scale, architectural elements and finishes. This will ensure the impact is managed and consistent throughout the development.

21. POSITIVE SOCIO-ECONOMIC IMPACT

Dr A H De Wit was appointed to conduct a Socio-Economic Impact Assessment to identify and assess the socio-economic impacts associated with the proposed Light Industrial Development on the application area. A copy of this assessment is attached as **ANNEXURE T**. The report concluded that:

- The construction phase of the proposed Light Industrial Development will see the creation of temporary (short-term) employment opportunities. This will culminate in positive (direct / indirect / cumulative) impacts in the form of increased economic activity, poverty alleviation and favourable socio-economic implications (such as improved access to and consumption of goods and services, greater freedom of choice, better quality of life, and so on) for the affected individuals and their dependants.

- The construction phase of the proposed Light Industrial Development will also have a positive (direct / indirect / cumulative) impact on the Gross Domestic Product (GDP) of the George Municipality. Local GDP is important because it reflects the capability of a municipality to create, sustain and develop its own economy, something with far-reaching socio-economic consequences.
- An increased demand for local goods and services during the construction phase will in addition have a positive (direct / indirect / cumulative) impact on the local economy, with various socio-economic benefits, such as employment creation and poverty reduction, as a result.
- The investment that would be required by the construction phase of the proposed Light Industrial Development is estimated at slightly more than **R64.37m**. It is therefore a sizeable construction project. For that reason, a noteworthy outcome of this development, throughout its construction phase, will be the **creation of 106 direct employment opportunities**, most presumably in the semi-skilled category.
- the number of **indirect** and induced **employment opportunities** that will be created by the proposed development's **construction phase** and activities is estimated at 114.
- The creation of employment opportunities (direct, indirect and induced jobs) is likely to have a considerable socio-economic impact in the form of increased economic activity, poverty alleviation and favourable socio-economic implications (such as improved access to and consumption of goods and services, greater freedom of choice, better quality of life, and so on) for the affected individuals and their dependants. Using household size estimates, the latter translates into a total of slightly **more than 370 people for the direct job category** alone.
- The commitment by developers to recruit local labour, as far as possible, to benefit local communities in general and the unemployed in particular.

From the above it is clear that the proposed development will have a significant positive socio-economic impact.

22. LOCATIONAL FACTORS FOR THE PROPOSED DEVELOPMENT

Specific locational factors that favour the proposed land-use are also important when desirability is assessed. Very close attention was paid to the location of the site, which took into account the wider situation. These factors include:

- The proximity of the property to the existing George Airport – the property is opposite the airport; the entrances are very close to another. The proposed development is within the Airport Support Zone, and consistent with the Airport Roads Master Plan.
- The property is easily accessible, consistent with the Municipality's approved Roads Master Plan.

- This area is envisaged as a small node near the airport, and near the recently approved George Airport Business Park, currently being developed. The development contributes to the establishment of the node.

The positioning of the constructed wetlands waste treatment system (WWTW) outside the demarcated urban edge, is desirable from a spatial perspective, for the following reasons:

- Constructed wetlands require a larger land area for their natural filtration processes than conventional treatment plants. Land is usually more available and affordable outside urban areas, making it easier to allocate enough space for effective wastewater treatment. It will not be reasonable and feasible to use high value “urban land” inside a demarcated urban area for such an “extensive” use.
- By situating a treatment plant outside the urban edge, there’s a reduced risk of unpleasant odours or insects affecting residential or commercial areas. This distance also reduces the chances of wastewater leakage or contamination impacting on urban areas.
- Wetland treatment systems often serve as a habitat for plants and animals, promoting local biodiversity. Being outside urban areas allows for natural buffer zones around the wetland, protecting its ecosystem from urban disturbances like pollution, noise, or human interference.
- Wetland systems are designed to handle variations in water flow, including stormwater. Placing them outside urban zones means they can integrate more easily into natural waterways, reducing the risk of urban flooding and supporting the region’s natural hydrological cycle.
- Wetland treatment works outside urban areas can enhance ecosystem services, such as groundwater recharge, carbon sequestration, and nutrient cycling, without being limited by urban development constraints. It’s a more sustainable setup that aligns with green infrastructure goals by maintaining ecological balance in areas that are less developed.
- Locating a green wetland treatment system outside urban areas provides spatial flexibility, minimises urban interference, and maximises the ecological and environmental benefits associated with this green infrastructure.
- Purified waste water can be used for irrigation for the abutting agricultural pastures, and this will support and enhance the agricultural potential of the remainder of the farm.

The locality of the proposed wetland system outside the demarcated urban edge, supports and confirms a demarcated urban edge. This will ensure no future urban development that can leapfrog the WWTW. This is similar to the existing WWTW that recently received an Environmental Authorisation on Remainder of Portion 4 of the Farm Gwayang No 208.

23. DESIRABILITY

Another defining factor when considering the desirability specifically for the proposal is in the public interest. The criteria as set out in the Relevant Considerations: Provincial Support Document covers the aspects to consider when determining whether a proposal is in the public interest or not.

Criteria	Compliance
The degree to which development principles & norms and standards will be promoted or prejudiced	▪ <i>The development of an airport support service (warehousing and logistical services) in this area is consistent with the George SDF and IDP.</i>
Degree of risk / potential risk	▪ <i>The applicant does not foresee any potential risk by allowing the proposal from a planning perspective. This unique portion of land with its unique locational factors can be fully utilised by allowing for the proposal.</i>
Impact on existing and surrounding land uses	▪ <i>The surrounding properties include similar land uses and various other tourist attractions. The proposal will not impact the surrounding land uses, in fact, it will complement the area and surrounding land uses.</i> ▪ <i>The implimentation of agricultural uses, animals, smells, noises, irrigation and pesticides, could have a more negative impact on the surrouding environment, than the proposed airport support uses.</i> ▪ <i>Purified waste water can be used for irrigation for the abutting agricultural pastures, and this will support and enhance the agricultural potential of the remainder of the farm</i>
Long term benefits (rather than short terms gains)	▪ <i>The vision as mentioned from national to provincial spatial policies is eventually to promote additional tourism developments, in a manner that is sustainable and that would not impact the charter of the area. Providing sought after facilities and amenities that will be beneficial for the economy of the George municipal area and the Eden District as a whole.</i> ▪ <i>The proposal will create sustained economic growth because it creates a hub for trade, cargo handling, and time-sensitive logistics, such as the fresh produce from the farms in the area, near the airport, attracting tenants and investors over the long term,</i> ▪ <i>The proposal will complement the surrounding land uses.</i> ▪ <i>Over time, related industries (freight forwarding, distribution, cold storage, packaging) may cluster around the site, reinforcing its economic resilience.</i>

Criteria	Compliance
	▪ <i>The proposed development can result in improved Regional Connectivity, by strengthening the link between air transport and land-based freight movement, enabling efficient supply chains and export capacity.</i> ▪ <i>Over the long terms, the proposed development could result in enhanced competitiveness, as the proposal improves the region's attractiveness for trade, positioning it as a logistics gateway.</i>

The following key considerations are taken into account to determine the desirability of the proposed land use.

Key Considerations	Key Questions to Ask	Proposal's Response
Economic impact	Positive or Negative impact on neighbourhood / settlement?	(i) <i>Positive economic impact. No negative impact on surrounding property owners or their rights.</i> (ii) <i>Additional Rates & Taxes and employment opportunities.</i> (iii) <i>Enhanced competitiveness, as the proposal improves the region's attractiveness for trade, positioning it as a logistics gateway.</i> (iv) <i>improved Regional Connectivity, by strengthening the link between air transport and land-based freight movement, enabling efficient supply chains and export capacity.</i> (v) <i>Proposal will strengthen the proposed airport support zone, thereby making it more economically viable to roll the GoGeorge Bus system to this area and the airport.</i> (vi) <i>Additional Investment opportunities for George</i>
Social impact	Greater social justice, equity of access to opportunity	(i) <i>Improved employment opportunities for George.</i> (ii) <i>Promote inclusivity and provide a desirable establishment.</i>

Key Considerations	Key Questions to Ask	Proposal's Response
		(iii) <i>Logistics hubs provide accessible jobs at multiple skill levels, which helps local communities over decades and create a Stable employment base.</i> (iv) <i>Warehousing and logistical services create ongoing opportunities for technical training, upskilling, and apprenticeships</i>
Scale of capital investment	> capital investment - > positive impact	(i) <i>Significant private investment. No Municipal funding is required.</i> (ii) <i>Developers will contribute to the implementation of the Airport Support Area Roads Master Plan;</i> (iii) <i>The investment that would be required by the construction phase of the proposed Light Industrial Development is estimated at slightly more than R64.37m.</i> (iv) <i>Developers are proposing an environmentally safe waste water treatment facility, that will ease the burden on the existing bulk infrastrucutre.</i> (v) <i>Additional rates and taxes =income for the municipality.</i>
Compatibility with surrounding land uses		(i) <i>Proposal consistent with existing character of the area. Refer Par 9.5</i>

Key Considerations	Key Questions to Ask	Proposal's Response
Impact on external engineering services	How much must the developer contribute to municipal costs incurred?	(i) <i>With the proposed development, no impact on external municipal engineering services.</i> (ii) <i>The proposed utility service results in no impact on the municipal bulk sewer network. In fact, the proposed waste water treatment works can also accommodate the current airport's waste water, that will relieve the pressure on the municipal bulk waste water treatment works.</i>
Impact on safety, health & well-being of the surrounding community		(i) <i>Proposed airport support service will have no impact on the George Airport.</i> (ii) <i>No impact on the eastern and southern agricultural activities</i> (iii) <i>Proposal consistent with existing approved Airport Support Zone Development, currently being implemented.</i> (iv) <i>Unlike construction jobs (short term), warehousing and logistics sustain ongoing operational, managerial, and service jobs, creating job creation stability.</i>
Impact on heritage		(i) <i>No heritage elements on the application area;</i> (ii) <i>No Heritage Impacts. Heritake Western Cape issued a positive Record of Decision for the proposal.</i>
Impact on the biophysical environment	Are there negative impacts? Are they adequately mitigated?	(i) <i>To be determined during the NEMA Environmental Authorisation Process.</i> (ii) <i>The Biodiversity reports concluded that the proposal will result in an insignificant impact on biodiversity.</i> (iii) <i>The proposed environmentally wetland treatment works provides a sustainable service backbone,</i>

Key Considerations	Key Questions to Ask	Proposal's Response
		<i>lowering operational costs for water reuse and reducing ecological impacts;</i> <i>(iv) Treated wastewater from the development offers potential to increase the availability and particularly the quality of irrigation water on the rest of the farm and could therefore unlock the development of potential avocado and macadamia nut production on the farm.</i>
Traffic impacts, parking access, other transport considerations	Support for densification & functional public transport system?	<i>(i) Proposed access consistent with the proposals of the George Airport Support Zone Roads Master Plan</i> <i>(ii) Proposal will strengthen the need for the Go-George Bus Service to this area.</i> <i>(iii) According to the TIA, all study intersections are expected to operate acceptably with no capacity constraints under the 2030 background.</i> <i>(iv) Portion 110 is expected to generate 47 trips (38 in, 9 out) during the AM peak hour and 47 trips (9 in, 38 out) during the PM peak hour.</i>
Impact on quality of life (incl. views, sunlight, privacy, visual impact, character)		<i>(i) No views will be obscured.</i> <i>(ii) Fits within the character of the area.</i> <i>(iii) The VIA concluded that the proposed development would form an extension of the existing airport support zone. Given to the extent of the existing Airport, the impact of this development within the landscape is much less of an impact than the Airport.</i>

Key Considerations	Key Questions to Ask	Proposal's Response
Timing – need to densify or protect urban edges	The best option for the site at this point?	<i>(i) Within urban edge.</i> <i>(ii) Suitable area for proposal.</i> <i>(iii) Encouraged by all relevant spatial planning policies.</i> <i>(iv) The proposed wetland waste water treatment system will protect the urban edge of the airport support zone, with no development that can expand into or over the wetland.</i>
Cumulative impacts	Unacceptable cumulative impacts?	<i>Only positive impacts. No negative impact on any of the surrounding property owners.</i>
Opportunity costs	Any unacceptable opportunity costs?	<i>Private investment</i> <i>No municipal funding required</i>
Alignment with SDF's		<i>Consistent with applicable SDF's.</i> <i>Refer to Par. 11</i>

It can, therefore, be concluded that the proposal is regarded as desirable.

24. WESTERN CAPE LAND USE PLANNING ACT, 2014 (ACT 3 OF 2014)

The purpose of this Provincial legislation is to consolidate legislation in the Province pertaining to provincial planning, regional planning and development, urban and rural development, regulation, support and monitoring of municipal planning and regulation of public places and municipal roads arising from subdivisions; to make provision for provincial spatial development frameworks; to provide for minimum standards for, and the efficient coordination of, spatial development frameworks; to provide for minimum norms and standards for effective municipal development management; to regulate provincial development management; to regulate the effect of land development on agriculture; to provide for land use planning principles; to repeal certain old-order laws; and to provide for matters incidental thereto.

Section 59 of this Act prescribe the Land Use Planning Principles that are applicable to all land development in the Province. These are summarised in the tables below. The tables below aim to summarise how the proposed development on the application area complies with these planning principles:

24.1. Spatial Justice

Criteria	Compliance	Planning Implication
Past spatial and other development imbalances must be redressed through improved access to and use of land.	Not applicable	This policy is not applicable to the application area.
Spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation.	Not applicable	This policy is not applicable to the application area. Not a Spatial Development Framework or Policy.
Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons.	Not applicable	This policy is not applicable to the application area.
Land use management systems should include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas and informal settlements.	Not applicable	This policy is not applicable to the application area.
Land development procedures must include provisions that accommodate access to, and facilitation of, security of tenure and the incremental upgrading of informal areas.	Not applicable	The municipality should process this application within the prescribed guidelines of the Land Use Planning By-Law for George Municipality, 2023.
A competent authority contemplated in this Act or other relevant authority considering an application before it, 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.	Comply	The municipality should process this application within the prescribed guidelines of the Land Use Planning By-Law for George Municipality, 2023.

Criteria	Compliance	Planning Implication
The right of owners to develop land in accordance with current use rights should be recognised.	Not applicable	This policy is not applicable to the application area, as the proposal is not to implement the existing rights.

24.2. Spatial Sustainability

Criteria	Compliance	Planning Implication
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;	Comply	▪ The proposed development can be regarded as "spatially compact" as it is within the identified George Airport Support Zone precinct. ▪ The proposal will contribute to additional capital income for the municipality. ▪ The proposal is resource frugal as the waste water treatment works will accommodate the proposed development, and will have capacity to also accommodate the George Airport's waste water.
Ensure that special consideration is given to the protection of prime, unique and high potential agricultural land.	Comply	▪ Although the property is zoned for agricultural purposes, it is not regarded as high potential agricultural land. ▪ The proposal is subject to the provisions of Act 70 of 1970. ▪ Treated wastewater from the development offers potential to increase the availability and particularly the quality of irrigation water on the rest of the farm and could therefore unlock the development of potential avocado and macadamia nut production on the farm.
Uphold consistency of land use measures in accordance with environmental management instruments.	Comply	▪ An Environmental Authorisation process is currently underway. ▪ The design of the proposal has taken all sensitive environmental informants on the site into consideration. ▪ The Biodiversity reports concluded that the proposal will result in an insignificant impact on biodiversity. ▪ The proposed environmentally wetland treatment works provides a sustainable service backbone, lowering operational costs for water reuse and reducing ecological impacts; ▪

Criteria	Compliance	Planning Implication
Promote and stimulate the effective and equitable functioning of land markets.	Comply	- The proposed development is consistent with the spatial planning policy for the area, and will not result in speculation of agricultural land. - Development is occurring in the area and change of land use is not an irregular occurrence. - The proposal to rezone will not influence the functioning of the land markets in the area. - The value of the surrounding properties will increase.
Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments.	Comply	- Any service upgrades at the cost of the applicant. - The applicant proposes an off-grid, eco-friendly waste water treatment works, that will relief the pressure of bulk services provision from the local authority. - Proposal will create a significant economic investment, without increasing the need for the provision of additional social services. - The optimal development of this strategic precinct, will result in increased viability of the GoGeorge Bus service.
Promote land development in locations that are sustainable and limit urban sprawl.	Comply	- The application area is located within the identified George Airport Support Zone development precinct. - No undesirable urban sprawl – the wetland waste water treatment system will prevent urban expansion east of the western bypass.
Result in communities that are viable.	Comply	- The proposed development will result in additional rate payers that will support the existing businesses in the area. - The proposed development will create additional temporary and permanent employment opportunities for the area. - The investment that would be required by the construction phase of the proposed Light Industrial Development is estimated at slightly more than R64.37m. It is therefore a sizeable construction project. For that reason, a noteworthy outcome of this development, throughout its construction phase, will be the creation of 106 direct employment opportunities, most presumably in the semi-skilled category. - the number of indirect and induced employment opportunities that will be created by the proposed development's construction phase and activities is estimated at 114.

Criteria	Compliance	Planning Implication
Strive to ensure that the basic needs of all citizens are met in an affordable way.	Not Applicable	This principle is not applicable to the applicant or this development.
The sustained protection of the environment should be ensured.	Comply	The layout design was undertaken, taking all environmental informants into consideration (i.e. topography, drainage, botanical, faunal, etc.).

24.3. Spatial Efficiency

Criteria	Compliance	Planning Implication
Land development should optimise the use of existing resources, infrastructure, agriculture, land, minerals and facilities.	Comply	Given the strategic location of the application area, the proposed development will support the existing community uses and business activities in the area.
Integrated cities and towns should be developed.	Comply	- The proposed warehousing and logistical uses on the application area, will result in more integrated development, by improving connectivity, streamlining the flow of goods and services, and creating new job opportunities that link the local economy with global supply chains. - Warehousing and logistics businesses adjacent to airports offer seamless connections to air transport, expediting last-mile delivery for urban areas. By reducing transport times, they can bring goods closer to end consumers, making cities more accessible and efficient. - The development around airports often leads to the emergence of "aerotropolises" — urban forms where infrastructure, logistics, and residential and commercial areas are centered around airports. This type of urban planning can foster a blend of urban, industrial, and commercial spaces, leading to a more interconnected and economically dynamic urban environment.
Policy, administrative practice and legislation should promote speedy land development.	Not Applicable	The municipality should process this application within the prescribed time frames of the Land Use Planning By-Law for George Municipality, 2023.

24.4. Spatial Resilience

Criteria	Compliance	Planning Implication
Flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.	Comply	- The proposal is in line with all the various spatial plans, zoning scheme and policies, as motivated by the report. - The proposed application complies with the requirements of the Land Use Planning By-Law for George Municipality, 2023.

24.5. Good Administration

Criteria	Compliance	Planning Implication
All spheres of government should ensure an integrated approach to land use planning.	Applicable to George Municipality	This principle has no direct bearing on the application; however, the George Municipality is obligated to consider the application fairly and within the timeframes provided in terms of the municipal planning bylaw. What is however important is that all decision making is aligned with sound policies based on nation, provincial and local development policies.
All government departments must provide their sector inputs and comply with any other statutory requirements during the preparation or amendment of spatial development frameworks.		
The requirements of any law relating to land development and land use must be met timeously.		
The preparation and amendment of spatial plans, policy, zoning schemes and procedures for land development and land use applications, should include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them.		
The legislation, procedures and administrative practice relating to land development should be clear, promote predictability, trust and acceptance in order to inform		

Criteria	Compliance	Planning Implication
and empower members of the public.		
A spatial development framework, zoning scheme or policy should be developed in phases and each phase in the development thereof should include consultation with the public and relevant organs of state and should be endorsed by the relevant competent authority.		
Decision-making procedures should be designed to minimise negative financial, social, economic or environmental impacts.		
Development application procedures should be efficient and streamlined and timeframes should be adhered to by all parties.		
Decision-making in all spheres of government should be guided by and give effect to statutory land use planning systems.		

25. CONCLUSION

In light of this motivation, and the information contained in the foregoing report, it is clear that the application for:

- (i) The subdivision of Portion 110 of the Farm Gwayang No 208 into 2x Portions:
 - a. Portion A = ± 6,9662 ha (development site);
 - b. Remainder.
- (ii) The rezoning of Portion A of Portion 110 the Farm Gwayang No 208 from "Agriculture Zone I" to "Subdivisional Area" in terms of Section 15(2)(a) from the Land-Use Planning By-Law for George Municipality, 2023.
- (iii) The subdivision of "Portion A" of Portion 110 of the Farm Gwayang No 208, in terms of Section 15(2)(d) of George Municipality's By-Law on Municipal Land Use Planning (2023), into 4x Portions:
 - a. 1x Industrial Zone I property (±2,1801 ha);
 - b. 1x "Utility Zone" property (±2,9897 ha)

- c. 1x Open Space Zone II (Private Open Space) property ($\pm 0,8569$ ha);
- d. 1x Agriculture Zone I (Agriculture) property ($\pm 0,9395$ ha).

Meets the criteria as set out in The Spatial Planning and Land Use Management Act (SPLUMA) and the George Municipality's By-Law on Municipal Land Use Planning (2023) and is desirable. It is therefore recommended that the application be supported by the relevant authorities and approved by George Municipality.

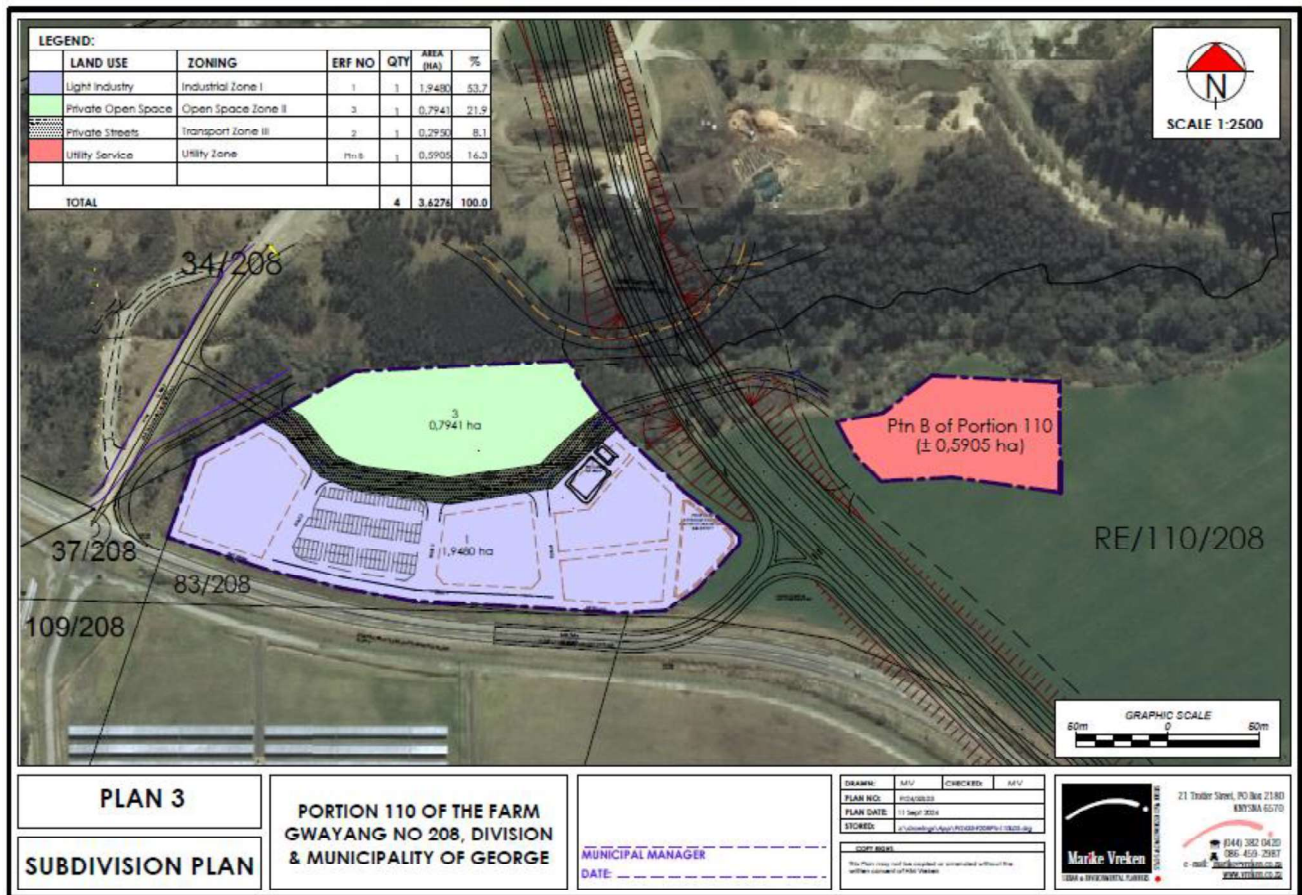
Marike Vreken Urban and Environmental Planners
October 2025

ANNEXURE A:

Pre-Application Consultation Minutes

Town & Spatial Planning:

The plan below and attached documents were discussed at the pre-application meeting on 18 September 2024.



- It was confirmed that an application for subdivision will also be submitted in terms of the Subdivision of Agricultural Land Act (Act 70/1970).
- Comment from the Western Cape Department of Agriculture will also be required.
- Please submit the required environmental studies that will form part of the National Environmental Management Act application, with the land use application.
- Please submit the required heritage permit, as may be applicable, with the land use application (as may be required with the NEMA process).
- Please submit a Visual Impact Assessment (as may be required with the NEMA process).
- Please obtain approval in terms of the Advertising on Roads and Ribbon Development Act (Act 21/1940).
- A Traffic Impact Assessment to be included (considering the Masterplan Study).
- The proposed development must be informed by a set of urban design guidelines, that will tie in with the existing approvals on Portions 4, 130-132 & 139 of Farm No 208.
- It was agreed that there are already rights approved for a hotel on the airport site. Another hotel is not preferable.
- There are approved rights for two filling stations in close proximity of the application site. Should the developer wish to propose a filling station, the required feasibility studies must be undertaken and submitted in support thereof.
- Should servitudes be required for access, please submit the agreements thereof, with the land use application [see Section 38(1)(j) of the Planning By-law, 2023].
- The application must be motivated in terms of the required legislation (MSDF, LSDF, SPLUMA, LUPA etc.).

CES:

- **Access:** Access is restricted to the approved Provincial Road network (which requires Provincial approval). The developer will be required to make financial contribution towards the road network upgrades, including the

potential R102/R404 intersection upgrade, which must be included within the Service Level Agreement. The formulation of the road reserve should also be concluded. The provision of UA infrastructure in support of public transport must also be considered and included, which may require a possible development setback line. Relocation of services will be required.

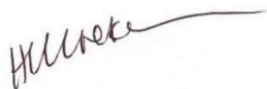
- **Parking:** All parking to be provided on site in terms of the GIZS 2023 parking tables. No parking will be allowed within the road reserve. The developer will be required to install/take measures to ensure compliance in this regard. All costs will be for the developer's account.
- **DC's:** Normal DC's, as per the DC policy and Town planning By-law, will be applicable.
- **Water and Sewer:** Water and sewer services are available, subject to capacity confirmation.
- **Stormwater:** Developer to adhere to the applicable Stormwater By-law.

ETS:

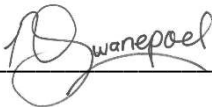
- Electrical services report will be required. DC's applicable.

PART F: SUMMARY / WAY FORWARD

See Part E above.

OFFICIAL:	Martin Botha	PRE-APPLICANT:	Marike Vreken
SIGNED:		SIGNED:	
DATE:	19 September 2024	DATE:	11 September 2024

OFFICIAL: Naudica Swanepoel

SIGNED: 

DATE: 20 September 2024

**Please note that the above comments are subject to the documents and information available to us at the time of the pre-application meeting and we reserve our rights to elaborate on this matter further and/or request more information/documents should it be deemed necessary.*

ANNEXURE B:

Power of Attorney & Company Resolution

Bianca Lotz

From: Michael Elston <md.elston@gmail.com>
Sent: Friday, April 17, 2026 4:44 PM
To: Bianca Lotz
Subject: Re: Pr2433 Gwayang 208 Ptn 110: Rezoning and subdivision report

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Bianca,

I have confirmed with George Kuyler Jnr that there are only two trustees, as per the signatures on the document - his father, George, and Hennie Kuyler.

I trust this document is sufficient. Please submit to the Municipality.

Kind regards,
Michael

On Fri, 17 Apr 2026 at 08:28, Bianca Lotz <info@vreken.co.za> wrote:

Hi Michael

The Municipality needs to know how many director's the trust has and if more than one then all need to sign the Resolution

Kind Regards

Bianca

Stads & Omgewingsbeplanners  Marike Vreken Urban & Environmental Planners	Bianca Du Toit Marike Vreken Town Planners CC PO Box 2180, Knysna, 6570 tel. +27 (0)44 382 0420 fax. +27 (0)86 459 2987
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From: Michael Elston <md.elston@gmail.com>
Sent: Thursday, April 16, 2026 8:30 AM
To: Bianca Lotz <info@vreken.co.za>
Cc: marike@vreken.co.za
Subject: Re: Pr2433 Gwayang 208 Ptn 110: Rezoning and subdivision report

Hi Bianca,

Please check whether the attached isn't sufficient regarding the trust mandate.

I have also attached the latest version of the TIA as well as the Environmental submission that deals with the options for access. Let me know if anything is still not clear.

Kind regards,

Michael

On Wed, 8 Apr 2026 at 12:02, Bianca Lotz <info@vreken.co.za> wrote:

Thank You Michael

With reference to the following point on the attached Letter:

“Access to the Property: The Traffic Impact Assessment (TIA) recommends that access to Portion 110 of Farm 2028 along Road R404 be closed. However, the motivation report contends that access to the development will be gained from R404, which contradicts the TIA recommendations. It is noted that the existing Servitude Right of Way Agreement, as submitted does not include the subject property. It is further noted that there is discrepancy regarding access between the TIA, VIA and proposed site plan. Please address this discrepancy and provide the necessary servitude agreement where applicable.”

Kindly could you confirm what the latest is on this.

Also with reference to the following point:

“Company/Trust Resolution: The submitted Trust Resolution is signed by only one person. Please provide the Trust Registration Documents to confirm whether the Trust consists of a single trustee. If not, you are required to submit the minutes of the Trustees’ meeting, and the signed attendance register where the resolution was adopted.”

Kindly could you confirm whether the trust is a single trustee

Kind Regards

Bianca

Stads & Omgewingsbeplanners  Marike Vreken Urban & Environmental Planners	Bianca Du Toit Marike Vreken Town Planners CC PO Box 2180, Knysna, 6570 tel. +27 (0)44 382 0420 fax. +27 (0)86 459 2987
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From: Michael Elston <md.elston@gmail.com>
Sent: Wednesday, April 08, 2026 11:24 AM
To: Bianca Lotz <info@vreken.co.za>

Cc: Marike Vreken <marike@vreken.co.za>

Subject: Re: Pr2433 Gwayang 208 Ptn 110: Rezoning and subdivision report

Hi Bianca,

Please find the attached letters from Nedbank regarding the approval of their bond to take over the existing bond on the property, and that they do not oppose the subdivision and rezoning.

I trust this is all you now require to publish the planning application. Let me know if there is anything else.

Kind regards,

Michael Elston

On Tue, 3 Mar 2026 at 13:37, Bianca Lotz <info@vreken.co.za> wrote:

Hi Michael

Just following up on the Bond Consent

Kind Regards

Bianca

Stads & Omgewingsbeplanners  Marike Vreken Urban & Environmental Planners	Bianca Du Toit Marike Vreken Town Planners CC PO Box 2180, Knysna, 6570 tel. +27 (0)44 382 0420 fax. +27 (0)86 459 2987
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From: Bianca Lotz <info@vreken.co.za>
Sent: Thursday, February 19, 2026 4:54 PM
To: 'md.elston@gmail.com' <md.elston@gmail.com>
Cc: marike@vreken.co.za
Subject: RE: Pr2433 Gwayang 208 Ptn 110: Rezoning and subdivision report

Hi Michael

Please find attached, as requested. I have also completed the Bond Consent request letter, it is just the Bond Account number that is not filled in.

Kind Regards

Bianca

Stads & Omgewingsbeplanners  Marike Vreken Urban & Environmental Planners	Bianca Du Toit Marike Vreken Town Planners CC PO Box 2180, Knysna, 6570 tel. +27 (0)44 382 0420 fax. +27 (0)86 459 2987
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From: Michael Elston <md.elston@gmail.com>
Sent: Thursday, February 19, 2026 10:00 AM

To: Bianca Lotz <info@vreken.co.za>

Subject: Re: Pr2433 Gwayang 208 Ptn 110: Rezoning and subdivision report

Hi Bianca,

Good news, George Kuyler has confirmed that nedbank is taking over the loan on the property, and so we should get a letter from them soon.

Regarding the documentation required. Does the attached from the Trust and Gedultrivier assist? - can I sign the Power of Attorney?

Otherwise please send me (again probably) the forms to get the trust to sign.

Kind regards,

Michael

On Fri, 6 Feb 2026 at 12:13, Bianca Lotz <info@vreken.co.za> wrote:

Good Day Michael

Any feedback on the following yet:

* Bondholders Consent: Submission of the Bondholder's Consent is a prerequisite for processing the application. The application can only be accepted once the Bondholder's Consent has been provided. - Has this been received yet?

Kind Regards

Bianca

Stads & Omgewingsbeplanners  Urban & Environmental Planners	Bianca Du Toit Marike Vreken Town Planners CC PO Box 2180, Knysna, 6570 tel. +27 (0)44 382 0420 fax. +27 (0)86 459 2987
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From: Michael Elston <md.elston@gmail.com>
Sent: Thursday, October 23, 2025 4:08 PM
To: Bianca Lotz <info@vreken.co.za>
Cc: flip@iceisp.co.za; marike@vreken.co.za
Subject: Re: Pr2433 Gwayang 208 Ptn 110: Rezoning and subdivision report

Hi Bianca,

Regarding the bondholder consent I have been following up with George Kuyler but am not having much luck. He has noted previously that he is in the process of getting a Nedbank bond to replace the private bond, but I'm not sure where he is with that process either. I'll let you know as soon as I have something.

I'll also get the Platrug Trust resolution resolved.

Kind regards,

Michael

On Thu, 23 Oct 2025 at 14:06, Bianca Lotz <info@vreken.co.za> wrote:

Good Day Michael

With reference to the attachment:

* Bondholders Consent: Submission of the Bondholder's Consent is a prerequisite for processing the application. The application can only be accepted once the Bondholder's Consent has been provided. - Has this been received yet?

* Company/Trust Resolution: The submitted Trust Resolution is signed by only one person. Please provide the Trust Registration Documents to confirm whether the Trust consists of a single trustee. If not, you are required to submit the minutes of the Trustees' meeting, and the signed attendance register where the resolution was adopted - Kindly could you provide clarity

* Power of Attorney: The submitted Power of Attorney will only be considered valid once the Trust Resolution matter has been resolved.

Kind Regards

Bianca
Stads & Omgewingsbeplanners

MarikeVreken

Urban & Environmental Planners
Bianca Du Toit
Marike Vreken Town Planners CC
PO Box 2180, Knysna, 6570
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-----Original Message-----

From: Bianca Lotz <info@vreken.co.za>
Sent: Friday, October 17, 2025 3:07 PM
To: 'md.elston@gmail.com' <md.elston@gmail.com>
Cc: 'flip@iceisp.co.za' <flip@iceisp.co.za>; marike@vreken.co.za
Subject: Pr2433 Gwayang 208 Ptn 110: Rezoning and subdivision report
Importance: High

Good Day Michel

Please see attached Incomplete Notification from George Municipality. Kindly

could you confirm

Kind Regards

Bianca
Stads & Omgewingsbeplanners

MarikeVreken

Urban & Environmental Planners
Bianca Du Toit
Marike Vreken Town Planners CC
PO Box 2180, Knysna, 6570
tel. +27 (0)44 382 0420
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-----Original Message-----

From: post@george.gov.za <post@george.gov.za>
Sent: Friday, October 17, 2025 10:04 AM
To: info@vreken.co.za
Cc: charmainedp@be.co.za; kimukhovha@george.gov.za
Subject: Land Use Application - Instruction
Importance: High

Dear Bianca,

RE: 208/110 - Owner: PLATRUG TRUST (NO IT 1608/97)

We hereby acknowledge receipt of your application. Please refer to the outcome below.

Outcome: Incomplete or rejected Application Section 40

George Municipality
Planning and Development Department
File attached: Portion 110 of Farm 208 Section 40 Letter.pdf 274 KB
CONFIDENTIALITY & DISCLAIMER NOTICE The information contained in this message is confidential and is intended for the addressee(s) only. If you have received this message in error or there are any problems please notify the originator immediately. The unauthorized use, disclosure, copying or alteration of this message is strictly forbidden. George Municipality will not be liable for direct, special, indirect or consequential damages arising from alteration of this message by a third party or as a result of any malicious code or virus being passed on. If you have received this message

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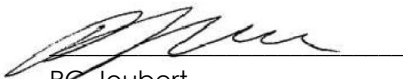
***** Privacy policy George Municipality implements a privacy policy aimed at protecting visitors to our social media sites. POPIA We respect the privacy rights of everyone who uses or enquires about our services. Protecting your personal information, as defined in the Protection of Personal Information Act, Act 4 of 2013, will be respected. Personal information will only be shared for purposes of resolving customer enquiries, providing customer services or for any other legitimate purpose relating to George Municipal functions. For your reference, the POPI and PAIA Acts are available at www.gov.za/documents/acts with amendments listed on www.acts.co.za

Gedultsrivier Beleggings (Pty)Ltd
2015/360356/07
TAX no: 9342411189

MANDATE/ PROXY

The **Gedultsrivier Beleggings (Pty)Ltd (Registration no. 2015/360356/07)** hereby authorizes **Michael Elston (SA ID 7911145073087)**, to appoint the necessary specialist consultants and make applications in respect of development on the subject farm Portion 110 of Farm Gwayang No. 208, George.

Signed at Pretoria on 19 June 2025.

A handwritten signature in black ink, appearing to read 'PG Joubert', is written over a horizontal line.

PG Joubert
DIRECTOR

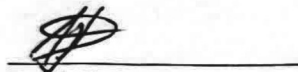
Platrug Trust.
IT 1608/1997
VAT nr: 4760164865

MANDATE/ PROXY

The **PLATRUG TRUST (IT 1608/97)**, being the registered landowner of the **REMAINDER OF PORTION 110 OF THE FARM GWAYANG 208, GEORGE DISTRICT AND MUNICIPALITY** hereby authorizes **Gedultsruier Beleggings (Pty)Ltd.** as represented by **Michael Elston (SA ID 7911145073087)**, to appoint the necessary specialist consultants and make applications in respect of development on the subject farm.

Signed at George on 18/03/2025.


George Kuyler


Hennie Kuyler

ANNEXURE C:

Application Form



Application Form for Application(s) Submitted in terms of the Land Use Planning By-Law for George Municipality

NOTE: Please complete this form by using: Font: Calibri; Size: 11

PART A: APPLICANT DETAILS

First name(s)	Marike		
Surname	Vreken		
SACPLAN Reg No. (if applicable)	Pr. Pln A/1101/1999		
Company name (if applicable)	Marike Vreken Town Planners CC		
Postal Address	P.O. Box 2180		
	Knysna	Postal Code	6570
Email	info@vreken.co.za / marike@vreken.co.za		
Tel	044-382-0420	Fax	
		Cell	082-927-5310

PART B: REGISTERED OWNER(S) DETAILS (if different from applicant)

Registered owner	Platrug Trust (No IT 1608/97)		
Address			
		Postal code	
E-mail			
Tel		Fax	
		Cell	079-878-3508

PART C: PROPERTY DETAILS (in accordance with Title Deed)

Property Description [Erf / Erven / Portion(s) and Farm number(s), allotment area.]	Remainder of Portion 110 of the Farm Gwayang No 208, in the Division of George, Western Cape Province					
Physical Address	Main Road 347, between the Old National Road to George and the N2 National Road					
GPS Coordinates	22° 23' 0.75" E and 33° 59' 56.45" S		Town/City	George		
Current Zoning	split zoning between "Agriculture Zone I" and "Utility"	Extent	Remainder size of 34,5943 ha	Are there existing buildings?	Y	N
Current Land Use	Agriculture					
Title Deed number & date	T52377/1997					
Any restrictive conditions prohibiting application?	Y	N	If Yes, list condition number(s).			
Are the restrictive conditions in favour of a third party(ies)?	Y	N	If Yes, list the party(ies).			
Is the property encumbered by a bond?	Y	N	If Yes, list Bondholder(s)?	Louis Stephan Du Plessis		
Has the Municipality already decided on the application(s)?	Y	N	If yes, list reference number(s)?			
Any existing unauthorized buildings and/or land use on the subject property(ies)?	Y	N	If yes, is this application to legalize the building / land use?	Y	N	
Are there any pending court case / order relating to the subject property(ies)?	Y	N	Are there any land claim(s) registered on the subject property(ies)?	Y	N	

PART D: PRE-APPLICATION CONSULTATION

Has there been any pre-application consultation?	Y	N	If Yes, please complete the information below and attach the minutes.			
Official's name	Martin Botha Naudica Swanepoel		Reference number	3419460	Date of consultation	11 September 2024

PART E: LAND USE APPLICATIONS IN TERMS OF SECTION 15 OF THE LAND USE PLANNING BY-LAW FOR GEORGE MUNICIPALITY & APPLICATION FEES PAYABLE

***Application fees that are paid to the Municipality are non-refundable and proof of payment of the application fees must accompany the application.**

BANKING DETAILS

Name: **George Municipality**
 Bank: **First National Bank (FNB)**
 Branch no.: **210554**
 Account no.: **62869623150**
 Type: **Public Sector Cheque Account**
 Swift Code: **FIRNZAJJ**
 VAT Registration Nr: **4630193664**
 E-MAIL: **msbrits@george.gov.za**
 *Payment reference: Erven ____, George/Wilderness/Hoekwil...

PART F: DETAILS OF PROPOSAL

Brief description of proposed development / intent of application:

See attached Motivation report

PART G: ATTACHMENTS & SUPPORTING INFORMATION FOR LAND USE PLANNING APPLICATIONS

Please complete the following checklist and attach all the information relevant to the proposal. Failure to submit all information required will result in the application being deemed incomplete.

Is the following compulsory information attached?

Y	N	Completed application form		Y	N	Pre-application Checklist (where applicable)
Y	N	Power of Attorney / Owner's consent if applicant is not owner		Y	N	Bondholder's consent
Y	N	Motivation report / letter		Y	N	Proof of payment of fees
Y	N	Full copy of the Title Deed		Y	N	S.G. noting sheet extract / Erf diagram / General Plan
Y	N	Locality Plan		Y	N	Site layout plan

Minimum and additional requirements:

Y	N	N/A	Conveyancer's Certificate		Y	N	N/A	Land Use Plan / Zoning plan
Y	N	N/A	Proposed Subdivision Plan (including street names and numbers)		Y	N	N/A	Phasing Plan
Y	N	N/A	Consolidation Plan		Y	N	N/A	Copy of original approval letter (if applicable)
Y	N	N/A	Site Development Plan		Y	N	N/A	Landscaping / Tree Plan

Y	N	N/A	Abutting owner's consent		Y	N	N/A	Home Owners' Association consent
Y	N	N/A	Copy of Environmental Impact Assessment (EIA) / Heritage Impact Assessment (HIA) / Traffic Impact Assessment (TIA) / Traffic Impact Statement (TIS) / Major Hazard Impact Assessment (MHIA) / Environmental Authorisation (EA) / Record of Decision (ROD) (strikethrough irrelevant)		Y	N	N/A	1 : 50 / 1:100 Flood line determination (plan / report)
Y	N	N/A	Services Report or indication of all municipal services / registered servitudes		Y	N	N/A	Required number of documentation copies 2 copies
Y	N	N/A	Any additional documents or information required as listed in the pre-application consultation form / minutes		Y	N	N/A	Other (specify)

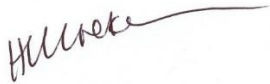
PART H: AUTHORISATION(S) IN TERMS OF OTHER LEGISLATION

N	N	National Heritage Resources Act, 1999 (Act 25 of 1999)		Y	N/A	Specific Environmental Management Act(s) (SEMA)
N	N	National Environmental Management Act, 1998 (Act 107 of 1998)				(e.g. Environmental Conservation Act, 1989 (Act 73 of 1989), National Environmental Management: Air Quality Act, 2004 (Act 39 of 2004),
N	N	Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970)				National Environmental Integrated Coastal Management Act, 2008 (Act 24 of 2008),
Y	N/A	Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)(SPLUMA)				National Environmental Management: Waste Act, 2008 (Act 59 of 2008),
Y	N/A	Occupational Health and Safety Act, 1993 (Act 85 of 1993): Major Hazard Installations Regulations				National Water Act, 1998 (Act 36 of 1998) (strikethrough irrelevant)
N	N	Land Use Planning Act, 2014 (Act 3 of 2014) (LUPA)		Y	N/A	Other (specify)
N	N	If required, has application for EIA / HIA / TIA / TIS / MHIA approval been made? If yes, attach documents / plans / proof of submission etc. N/A				
Y	N	If required, do you want to follow an integrated application procedure in terms of section 44(1) of the Land-Use Planning By-law for George Municipality?				

SECTION I: DECLARATION

I hereby wish to confirm the following:

- 1. That the information contained in this application form and accompanying documentation is complete and correct.*
- 2. The Municipality has not already decided on the application.*
- 3. I'm aware that it is an offense in terms of section 86(1)(d) to supply particulars, information or answers in an application, knowing it to be false, incorrect or misleading or not believing them to be correct.*
- 4. I am properly authorized to make this application on behalf of the owner and (where applicable) copies of such full relevant Powers of Attorney/Consent are attached hereto.*
- 5. I have been appointed to submit this application on behalf of the owner and it is accepted that correspondence from and notifications by the Municipality in terms of the by-law will be sent only to me as the authorised agent and the owner will regularly consult with the agent in this regard (where applicable).*
- 6. That this submission includes all necessary land use planning applications required to enable the development proposed herein.*
- 7. I confirm that the relevant title deed(s) have been read and that there are no restrictive title deed restrictions, which impact on this application, or alternatively an application for removal/amendment/suspension forms part of this submission.*
- 8. I am aware of the status of the existing bulk services and infrastructure in the subject area and that I am liable for any possible development charges which may be payable as a result of the proposed development.*
- 9. I acknowledge that in terms of the Protection of Personal Information Act (POPIA) all correspondence will be communicated directly and only to myself (the applicant). No information will be given to any third party and/or landowner (if the landowner is not the applicant). I herewith take responsibility to convey all correspondence to the relevant parties.*

Applicant's signature:		Date:	2025-10-07
Full name:	Hendrika Maria Vreken		
Professional capacity:	Town Planner		
SACPLAN Reg. Nr:	Pr. Pln A/1101/1999		

ANNEXURE D:

Copy of Title Deed

22

151

MARAIS MÜLLER

Opgestel deur my:

REKLEAAN JAVAVALEDDING-COMPUTER: DATA CAPTURE

DATE	OF JAFED/OPERATOR
26/6	[Signature]

TRANSPORTBESORGER
HOFMEYR M T S

SEELREG
DUTY R.....

FOOI
FEE R 100,00

VERBIND MORTGAGED

VIR FOR R 275 000,00

FOR
RELEASE
SEE
BOND

Reg 68 (11)

BC 0039300/2011 B 34970 97

GEKANSELEER
CANCELLED

REGISTRATEUR/REGISTRAR

FOR FURTHER ENQUISEMENTS SEE

VIR VERDERE ENQUISEMENTS SIEN

13 AUG 2021

52377 97

T

TRANSPORTAKTE

S84S.

HIERBY WORD BEKEND GEMAAK:

ERNST LOEWICHS CONRADIE
DAT JOHANNES HENDRIK VAN DER VYVER
voor my, Registrateur van Aktes
verskyn het te KAAPSTAD
hy, die genoemde komparant synde behoorlik daartoe gemagtig deur 'n volmag aan
hom verleen deur

MARGARET CATHLEEN MORKEL (Voorheen de Swardt)
Identiteitsnommer 570425 0087 00 6
Getroud buite gemeenskap van goed;

gedateer 8 Mei 1997, en geteken te KUILSRIVIER.

540 13/8/99

Hierdie verband
rangeer voor
B 34970197.

- 6 -

VERBIND		MORTGAGED	
VIR FOR R 1 000 000 00			
B	43937 99	<i>Pranzi</i> REGISTRATEUR/REGISTRAR	
	08 10 99		

BC 1973/02
GEKANSLEER CANCELLED
REGISTRATEUR/REGISTRAR
2002-01-15

PARA 2

VERBETERING VAN EIENDOMSBEROEWING	
CHANGING TRADING ART. 4 (1) (2) VAN AMENDED IN TERMS OF SECTION 4 (1)	
VET 47 VAN 1937 OM TO LEES: (2) OF ACT 47 OF 1937 TO READ:	
RESTANT VAN GEDEELTE 51 (1) N GEDEELTE	
VAN GEDEELTE 7) VAN DIE PLAAS	
GWA GWAYANG NR 208	
BC49061 199	<i>Pranzi</i> REGISTRATEUR/REGISTRAR
08 10 99	

VERBIND		MORTGAGED	
VIR FOR R 175 000 00			
B	001985 / 2002	<i>halk</i> REGISTRATEUR/REGISTRAR	
	2002-01-15		

FOR RELEASES
SEE BOND

Reg 68(1)

BC 000039301 / 2002
GEKANSLEER CANCELLED
REGISTRATEUR/REGISTRAR
13 AUG 2024

ET SEQ
VOOR KANSSEMENTE KYK BLADSY
VIR INDOORSEMENTE, SEE PAGE.....

En genoemde Komparant het verklaar dat Sy voorsege Prinsipaal werklik en wettiglik verkoop het op 14 April 1997

en dat hy in sy voornoemde hoedanigheid hierby in volkome en vrye eiendom sedeer en transporteer aan en ten gunste van :

Die Trustees van tyd tot tyd van die
PLATRUG TRUST ✓
 nr IT 1608/97 ✓

Diese Opvolgers in Titel of Regverkrygendes :

1. **DIE RESTANT VAN GEDEELTE 110** van die plaas **GWAYANG** nr 208, geleë in die Afdeling van George, Provinsie Wes-Kaap;

GROOT : 40,3536 (VEERTIG komma DRIE VYF DRIE SËS) Hektaar;

AANVANKLIK GEREÏSTREER en **STEEDS GEHOU** kragtens Sertifikaat van Verenigde Titel nr T 23209/96 met Kaart SG nr 9156/1995 wat daarop betrekking het;

- I. **WAT BETREF DIE FIGUUR A B C D E F G H x R S** op Kaart nr SG 9156/1995 :

ONDERHEWIG aan die voorwaardes waarna verwys word in Transportakte nr T 12828/1956.

~~6~~ - 7 -

FOR FURTHER ENDORSEMENTS
SEE PAGE..... 8

FOR RELEASE
SEE BOND

VERBIND MORTGAGED	
VIR FOR R 100 000.00	
B 000052652 / 2003	BC 000039302 / 2024
11 SEP 2003	GEKANSELLEER CANCELLED
REGISTRATEUR/REGISTRAR	REGISTRATEUR/REGISTRAR
	13 AUG 2024

Para: 1. Gedeelte 68 - Groote 57593

GETRANSPORTEER AAN MERCEDES TRUST	TRANSFERRED TO
HERAANT/REMAINDER 34,5943 HECTARS	
T 000086294 / 2007	
3 OCT 2007	REGISTRATEUR/REGISTRAR

Restant Para 1 + Para 2

VERBIND MORTGAGED	
VIR FOR R 2 000 000.00	
B 000022392 / 2009	BC 000039003 / 2024
20 AUG 2009	GEKANSELLEER CANCELLED
REGISTRATEUR/REGISTRAR	REGISTRATEUR/REGISTRAR
	13 AUG 2024

Restant Para 1 + Para 2

VERBIND MORTGAGED	
VIR FOR R 2 000 000.00	
B 000013699 / 2013	BC 000039304 / 2024
2013-00-27	GEKANSELLEER CANCELLED
REGISTRATEUR/REGISTRAR	REGISTRATEUR/REGISTRAR
	13 AUG 2024

II WAT BETREF DIE FIGUUR x J K L M N P Q R op Kaart nr SG 9156/1995 :

- A. ONDERHEWIG** aan die voorwaardes waarna verwys word in Transportakte nr T 5988/1993.
- B. ONDERHEWIG VERDER** aan die bepalings van die Endossement gedateer 19 Julie 1957, vervat in Transportakte nr T 321/1954, wat soos volg lui :

Kragtens Notariële Akte nr 328/57 gedateer 5/4/1957 ontvang die eienaar van die eiendom hieronder gehou van die eienaar van die eiendom gehou onder T 5989/33 die ewigdurende reg om 'n pad 12 Kaapse voet wyd te gebruik, welke pad oor die laasgenoemde eiendom loop d.w.s. langs 'n roete waarvan die suidelike grens die bruin lyn A B en die gebroke lyn B E, aangetoon op die Kaart nr 6142/56, geheg aan gesegde Notariële Akte, is. Onderhewig aan voorwaardes en soos meer volledig sal blyk uit gesegde Notariële Akte 'n afskrif waarvan hieraan geheg is.

III. WAT BETREF DIE GEHEEL VAN DIE EIENDOM :

ONDERHEWIG VERDER aan die bepalings van die Endossement gedateer 29 Maart 1996, vervat in Sertifikaat van Verenigde Titel nr T 23209/96, wat soos volg lui :

Kragtens Sertifikaat van Verenigde Titel nr T 23210/96 is die Restant van binnegemelde eiendom geregtig op 'n 7 meter padserwituut oor Ged. 111 ('n ged van Ged 110) van die plaas Gwayang nr 208, die Noord-Oostelike grens van welke serwituut aangedui word deur die lyn BC op kaart nr 9157/95 daaraan geheg.

Soos meer volledig sal blyk uit gesegde Sertifikaat van Verenigde Titel.

Remainder para 1 + para 2

VERBIND		MORTGAGED	
VR FOR R 20 000 000 00			
⑤	B 000022946 / 2024		8
	13 AUG 2024		

For Information Only

2. **DIE RESTANT VAN GEDELETE 51** van die plaas **GWAYANG** nr 208, geleë in die Afdeling van George, Provinsie Wes-Kaap;

GROOT : 20,2315 (TWINTIG komma TWEE DRIE EEN VYF) Hektaar;

AANVANKLIK OORGEDRA kragtens Verdelingstransport nr T 17244/1948 met kaart nr 419/47 wat daarop betrekking het en GEHOU kragtens Transportakte nr T 21002/1981;

ONDERHEWIG aan die voorwaardes waarna verwys word in Verdelingstransport nr T 17244/1948.

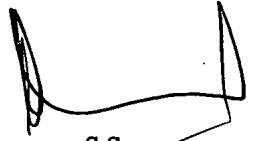


WESHALWE die Komparant afstand doen van al die regte en titel wat die **TRANSPORTGEWER** voorheen op die genoemde eiendom gehad het en gevolglik ook erken dat die **TRANSPORTGEWER** geheel en al van die besit daarvan onthef en nie meer daartoe geregtig is nie; en dat, kragtens hierdie Akte, die **TRANSPORTNEMER TRUSTEES**, Diese Opvolgers in Titel of Regsverkrygendes, tans en voortaan daartoe geregtig is ooreenkomstig plaaslike gebruik, behoudens die regte van die Staat;

EN TEN SLOTTE erken hy dat die koopprijs R400 000,00 bedra.

TEN BEWYSE WAARVAN, ek die genoemde Registrateur, tesame met die Komparant, hierdie Akte onderteken en dit met die Ampseël bekragtig het.

ALDUS GEDOEN EN VERLY in die kantoor van die Registrateur van Aktes te Kaapstad, op hede die 6^{de} Dag van die Maand Junie in die Jaar van Ons Heer, Een Duisend Negehoonderd Sewe en Negentig (1997).


q.q.

In my teenwoordigheid



REGISTRATEUR VAN AKTES



This report is compiled exclusively from the very latest data directly supplied to WinDeed by the Deeds Office.

Any personal information obtained from this search will only be used as per the Terms and Conditions agreed to and in accordance with applicable data protection laws including the Protection of Personal Information Act, 2013 (POPI), and shall not be used for marketing purposes.

**** ASTERISKS INDICATE THE INFORMATION IS ENRICHED FROM THE WINDEED DATABASE.**

SEARCH CRITERIA

Search Date	2024/09/11 12:12	Farm Number	208
Reference	Pr2433	Registration Division	GEORGE
Report Print Date	2024/09/11 12:12	Portion Number	110
Farm Name	-	Search Source	Deeds Office
Deeds Office	Cape Town		

PROPERTY INFORMATION

Property Type	FARM	Diagram Deed Number	T23209/1996
Farm Name	GWAYANG	Local Authority	OUTENIQUA DC
Farm Number	208	Province	WESTERN CAPE
Registration Division	GEORGE RD	Extent	34.5943H
Portion Number	110 (REMAINING EXTENT)	LPI Code	C02700000000020800110
Previous Description	-	Co-ordinates (Lat/Long)**	-33.999402 / 22.392272
Suburb / Town**	10KM NORTH OF GROOT BRAKRIVIER		

OWNER INFORMATION (1)

PLATRUG TRUST		Owner 1 of 1	
Company Type**	TRUST	Document	T52377/1997
Registration Number	1608/97	Microfilm / Scanned Date	-
Name	PLATRUG TRUST	Purchase Price (R)	400 000
Multiple Owners**	NO	Purchase Date	1997/04/14
Multiple Properties**	NO	Registration Date	1997/06/06
Share (%)	-		

DISCLAIMER

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ENDORSEMENTS (2)

#	Document	Institution	Amount (R)	Microfilm / Scanned Date
1	B22946/2024	PLESSIS LOUIS STEPHANUS DU	20 000 000	-
2	FROM-208/33,208/36	-	-	-

HISTORIC DOCUMENTS (7)

#	Document	Institution	Amount (R)	Microfilm / Scanned Date
1	B43937/1999	-	-	2002 014 6 :21:05
2	B34970/1997	ABSA BANK	-	-
3	B1985/2002	-	-	-
4	B52652/2003	-	-	-
5	B22392/2009	-	-	-
6	B13699/2013	-	-	-
7	T23209/1996	MORKEL MARGARET CATHLEEN CCT	CCT	1997 045 1 :53:02

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This report contains information provided to LNRM by content providers and LNRM cannot control the accuracy of the data nor the timely accessibility. LNRM will not be held liable for any claims based on reliance of the search information provided. This report is subject to the terms and conditions of LexisNexis Risk Management Agreement. LexisNexis Risk Management (Pty) Ltd is a registered credit bureau (NCRB26).

ANNEXURE E:

SG Diagram (SG 9156/1995)

SIDES Metres		ANGLES	CO-ORDINATES Y System Lo 23° X			S.G. No. 9156/1995
		Constants	+	0,00	+3 700 000,00	
AB	369,5	A 88 19 50				Approved <i>Ratze</i> Surveyor-General 1995 . 12 . 05
BC	149,4	B 84 16 50				
CD	938,1	C 190 21 30				
DE	86,2	D 86 25 30	D	+ 56 092,1	+ 63 845,1	
EF	80,0	E 195 00 40	E	+ 56 144,4	+ 63 776,5	
FG	80,0	F 194 27 10	F	+ 56 207,7	+ 63 727,7	
GH	80,0	G 194 27 10	G	+ 56 281,2	+ 63 696,2	
HJ	79,5	H 187 13 40	H	+ 56 360,3	+ 63 684,0	
JK	71,5	J 176 43 40	J	+ 56 439,9	+ 63 681,9	
KL	71,5	K 173 29 20	K	+ 56 511,1	+ 63 675,9	
LM	71,5	L 173 28 10	L	+ 56 581,2	+ 63 661,9	
MN	46,9	M 88 23 50	M	+ 56 648,3	+ 63 640,0	
NP	99,2	N 137 37 30				
PQ	178,9	P 154 49 30				
QR	16,5	Q 142 23 50				
RS	598,2	R 252 57 40				
SA	521,9	S 179 34 50				
(12) Brakkefontein			Δ	+ 56 611,3	+ 68 014,3	SHEET 1 OF 2 SHEETS
(127) Geo 14			Δ	+ 59 587,5	+ 64 350,3	

BEACONS

D, E, F, G, H, J, K, L, M 20x900 mm iron peg in concrete
 N Planted stone 305x183 mm
 P Planted stone 305x203 mm
 Q Planted stone 305x254 mm
 R Planted stone 330x203 mm

COMPONENTS

- The figure A B C D E F G H X R S
 representing the Remainder of Portion 33 of the farm Gwayang No.208
 Vide Dgm. No.A4577/1926 D.T. 1927 - 123 - 5463
- The figure X J K L M N P Q R
 Representing the Remainder of Portion 36 of the farm Gwayang No.208
 Vide Dgm. No.A309/1931 D.T. 1933 - 119 - 5988

The figure A B C D E F G H J K L M N P Q R S
 represents 45,3585 Hectares of land being

Portion 110 of the farm Gwayang No.208 comprising 1 & 2 above

Situate in the
 Administrative District of George
 Province Western Cape
 Compiled in October 1995

M.D. Clough

by me M.D.Clough (0100)
 Professional Land Surveyor

This diagram is annexed to No. 23209/96 Dated i.f.o.	The original diagrams are as scheduled above	File No. Geor.208 S.R. No. Compiled AL-188 (6484) Comp. BL-7DDC (4134) AL-488 (3587)
VIR ENDOSSERMENTE BIEN KEEERSY VAN KAART		

**S.G. No.
9156/1995**

Approved

f Surveyor-General
1995.12.05

SHEET 2 OF 2 SHEETS



Widening

**M.D.Clough (0100)
Professional Land Surveyor**

by me

9156/95

THE FOLLOWING DEDUCTIONS HAVE BEEN MADE FROM THIS DIAGRAM					
DIAGRAM NO.	SUBDIVISION	AREA HA./SQ. ft.	TRANSFER NO.	INITIALED	REMOVED
E 293/95 9157/95	Pln. III	5,004.9 ha	23210/96	WLT	
E 821/07 1616/07	Pln. 128	5,759.3 ha	86294/07	MA	

ANNEXURE F:

Conveyancer's Certificate

CONVEYANCER'S CERTIFICATE

I, the undersigned

WILLEM MUNRO LUTTIG

a Conveyancer practising at the firm RAUBENHEIMERS INCORPORATED in GEORGE and duly admitted as such in the High Court of South Africa hereby certify as follows:

I. PROPERTY AND OWNER

REMAINDER PORTION 110 of the farm GWAYANG No. 208 in the Municipality and Division of George, Western Cape Province

In Extent : 34,5943 (three four comma five nine four three) hectares, is held by THE TRUSTEES FOR THE TIME BEING OF PLATRUG TRUST IT1608/97, by virtue of Deed of Transfer Number T52377/97 ("the property").

II. DEEDS OFFICE RECORDS

REMAINDER PORTION 110 of the farm GWAYANG No. 208, George is indicated on Diagram SG No. 9156/1995 annexed to Certificate of Consolidated Title number T23209/96.

III. APPLICATION FOR REZONING AND SUBDIVISION

The owner of the property intends lodging an application to George Municipality for:

- (i) The subdivision of Portion 110 of the Farm Gwayang No 208 into 2x Portions:
 - a. Portion A = ± 8,6201 ha (development site);
 - b. Remainder.
- (ii) The rezoning of Portion A of Portion 110 the Farm Gwayang No 208 from "Agriculture Zone I" to "Subdivisional Area" in terms of Section 15(2)(a) of the Land-Use Planning By-Law for George Municipality, 2023.

- (iii) The subdivision of "Portion A" of Portion 110 of the Farm Gwayang No 208, , in terms of Section 15(2)(d) of George Municipality's By-Law on Municipal Land Use Planning (2023), into 5x Portions:
- a. 1x Industrial Zone I property ($\pm$ 2,1801 ha);
 - b. 1x "Utility Zone" property 2,9897)
 - c. 1x Open Space Zone II (Private Open Space) property ($\pm$ 0,8569 ha);
 - d. 2x Transport Zone III (Private Street) properties.

IV. **ZONING**

According to my information the property is situated within the George Integrated Zoning Scheme of which George Municipality is the controlling authority in terms of the Land Use Planning Act of 2014 (Section 39(4)).

V. **RESTRICTIVE CONDITIONS**

I am of the opinion that there are no conditions contained in Deed of Transfer No. T52377/97 that prohibit the subdivision and improvement of the property subject thereto that it complies with the Planning By-Law.

VI. **BOND**

A first bond No. B22946/2024 for an amount of R20,000,000 is registered over the property in favour of Louis Stephan du Plessis.

DATED at GEORGE on 15 August 2025



CONVEYANCER

ANNEXURE G:

Bond Holder's Consent



The trustees of Platrug Trust
Skimmelkrans Farm
R102
George
6529

7 April 2026

**PROPOSED REZONING AND SUBDIVISION OF THE REMAINDER OF PORTION 110 OF THE FARM
GWAYANG NO. 208, GEORGE: BONDHOLDER'S CONSENT**

As you are already aware Nedbank has agreed to lend to the trust an amount of R23,500,000-00 on the basis that the properties herein referred to will serve as security for the said loan.

Nedbank wish to confirm that we consent to the following:

- 1) Nedbank has no objection and consents to the proposed rezoning and subdivision as more fully set out in the town planning documentation received from George Kuyler Jnr.
- 2) Nedbank consents to the sale by Platrug Trust to Gedultsrivier of the subdivision for the sum of R10,420,000-00;
- 3) Nedbank consents to the transfer by Platrug Trust of the subdivision to Gedultsrivier without any amount to be paid by either Gedultsrivier or Platrug Trust to Nedbank upon the transfer of the subdivision to Gedultsrivier and the releasing of the subdivision from the operation of the mortgage bond to be registered over Portion 110.

Instruction has been given to Brand and van den Berg attorneys as per discussion and they are attending to the cancellation of the bond held by LS du Plessis, subdivision and registration of the new bond over Portion 51 and portion 110 of the Farm Gwayang no 208, Geoge.

Please do not hesitate to contact me should you require any further information in this regard.

Kind Regards



Carin Venter

Commercial Banking | Cape Inland | Garden Route Inland

108 York Street 1st floor George 6530
T 044 805 1000

Directors: AD Mminele (Chairperson) JP Quinn (Chief Executive) MS Bomela HR Brody (Lead Independent Director) BA Dames MH Davis (Chief Financial Officer) N Davydova
NP Dongwana OD Fortuin FR Grobler Dr MA Hermanus DA Joshi P Langeni RAG Leith L Makalima GK Njenga MC Nkuhlu (Chief Operating Officer) Dr TM Nombembe S Rao
S Subramoney PG Wharton-Hood
Company Secretary: J Katzin 03.03.2026.

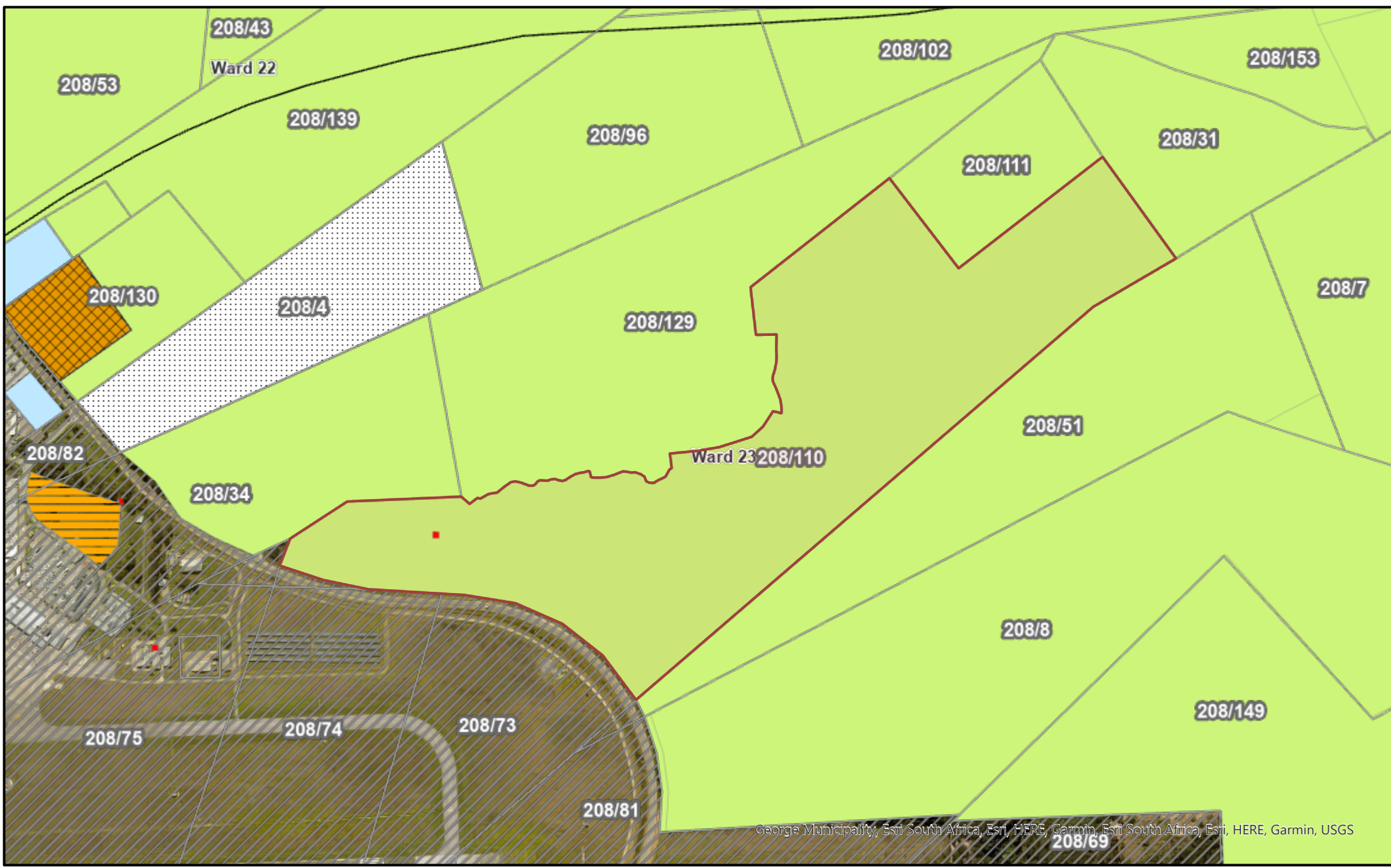
nedbank.co.za

NEDBANK

ANNEXURE H:

Zoning Certificate

Portion 110 of the Farm Gwayang no. 208, Division George Zoning Map



0 0.17 0.35 0.7 km

Date: 11/27/2024 6:07 AM

Scale: 1:9,028



Disclaimer
George Municipality makes no warranties as to the correctness of the information supplied.
Persons relying on this information do so entirely at their own risk.

George Municipality will not be liable for any claims whatsoever, whether for damages or otherwise,
which may arise as a result of inaccuracies in the information supplied.

27 November 2024

To whom it may concern

ZONING CERTIFICATE: PORTION 110 OF THE FARM GWAYANG 208, DIVISION GEORGE

The Zoning of Portion 110 of the Farm Gwayang no. 208, Division George is:

- **"AGRICULTURAL ZONE I"** with a **"UTILITY ZONE"** spot zone in terms of the George Integrated Zoning Scheme By-law, 2023.

Portion 110 of the Farm Gwayang no. 208, Division George may only be used as such and for no other purposes.

Please note:

- The above zoning category and land use rights are subject to various development parameters and restrictions contained in the applicable zoning scheme regulations a copy of which is available on request at the Town Planning Office, George Municipality.
- The extract information above primarily states land use rights as reflected in the relevant scheme regulations and doesn't necessarily include reference to all previous land use approvals, restrictions, exclusions or departures. As such, you are therefore required to check the subject property's title deed for any restrictions that might be more onerous and/or records of any other previous approvals, consents, exclusions or departures granted from the zoning scheme regulations.
- Use of the property in accordance with the above specified zoning category does not exempt the owner/occupier from compliance with any other legal statutory requirement which may affect the property.
- This document has no status unless signed by the Senior Manager: Planning and Development or other person exercising sub-delegated powers.

Yours truly,



N. SWANEPOEL
SENIOR TOWN PLANNER: HUMAN SETTLEMENTS, PLANNING AND DEVELOPMENT

ANNEXURE I:

Urban Design Guidelines

**Menslike Nedersettings, Beplanning en Ontwikkeling
Human Settlements, Planning and Development**

Collaborator No.: 3191096
Reference / Verwysing: Portion 4, 130 -139 of farm Gwayang No 208, Division George
Date / Datum: 25 April 2025
Enquiries / Navrae: Primrose Nako

Email: planning@delplan.co.za

DELPLAN
P O Box 9956
GEORGE
6530

**APPLICATION FOR ARCHITECTURAL GUIDELINES: PORTION 4, 130,131,132 AND 139 OF THE FARM
GWAYANG NO.205, DIVISION GEORGE**

Your application in the above regard refers.

The Acting Senior Manager: Planning (Authorised Official) has, under delegated authority, 4.16.18.1 of 30 June 2023 decided that the application for Permission, in terms of Section 15(2)(l) of the Land Use Planning By-law for George Municipality, 2023, for the approval of the Airport Business Park Architectural and Urban Design Guidelines Revision 8 dated April 2025 (attached as **Annexure A**) in terms of condition 8 of the approval dated 6 May 2022 for Portion 4 of the Farm Gwayang No 208, Division George, condition 15 of the approval dated 31 March 2023 for Portions 130, 131 and 132 of the Farm Gwayang No 208, Division George, and condition 14 of the approval dated 21 July 2023 for Portion 139 of the Farm Gwayang No 208, Division George. **BE APPROVED** in terms of Section 60 of the said By-law for the following reasons:

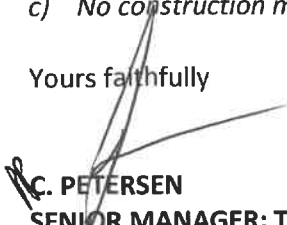
REASONS:

- (i). The Architectural and Urban Design Guidelines are not in conflict with the George Integrated Zoning Scheme By-law, 2023 or the conditions of the respective approvals.
- (ii). A Visual Impact Assessment (VIA) was submitted with the subdivision and rezoning applications, in support of the proposal in its current form.

Notes:

- a) *The developer is to adhere to the requirements of all relevant Acts, as well as all conditions stipulated by any other authority whose approval is required and obtained for this proposed development.*
- b) *Site Development Plans must be submitted and approved in accordance with the respective conditions of approval and Zoning Scheme., prior to building plan approval*
- c) *No construction may be commenced with until such time as a building plan has been approved.*

Yours faithfully


C. PETERSEN
SENIOR MANAGER: TOWN PLANNING

C:\scan\Portion 4, 130 Gwayang (Achitectural Guidelines Approval)Delplan.docx

AIRPORT BUSINESS PARK, GEORGE

Light Industrial

Urban Design Guidelines
Farm Gwayang no 208
George, Western Cape, South Africa

Ref nr 30 233-8
April 2025

MUNISIPALITEIT GEORGE MUNICIPALITY

Approved in terms of Section 60 of the George Municipality: Land Use Planning By-law (2023) subject to the conditions contained in the covering letter.

2025/04/25

DATE
DATUM

.....
SENIOR MANAGER: TOWN PLANNING
SENIOR BESIGTER: STADSBEPLANNING

Contents

1.	AIM	3
2.	INTRODUCTION	3
3.	APPROACH	6
4.	DEVELOPMENT CONTROLS	7
5.	OPEN SPACE, SERVICE CORRIDORS & TRANSITION ZONES	9
5.1	OPEN SPACE AND SERVICE CORRIDOR GUIDELINES	9
5.2	TRANSITION ZONES and REAR SITE BOUNDARIES	11
6.	STREET INTERFACE AND SITE DEVELOPMENT GUIDELINES	12
6.1	STREET INTERFACE: ALL USES FACING MAIN ROADS R102 AND R404	12
6.2	GENERAL AND LIGHT INDUSTRIAL	13
7.	GUIDELINE DRAWINGS	18
7.1	BUILDING HEIGHTS	18
7.2	GREEN STRUCTURE	19
7.3	OPEN AND SERVICE CORRIDORS	20
7.4	SERVICES	21
8.	STREETSCAPE GUIDELINES	22
8.1	TYPE A - 20m TREE-LINE ENTRANCE BOULEVARD _ CONCORD WAY	23
8.2	TYPE B - 18m COLLECTOR STREETS – CESSNA AND SPITFIRE	24
8.3	TYPE C - 16m CUL DE SAC - GULFSTREAM	25
9.	SECURITY GUIDELINES	26
9.1	PHYSICAL SECURITY	26
9.2	ELECTRONIC SECURITY	26
10.	DESIGN REVIEW and APPROVAL PROCESS	27
11.	ANNEXURES	
11.1	ANNEXURE 1 - LANDSCAPE MASTER PLAN	
11.2	ANNEXURE 2 – CONSTITUTION OF THE GEORGE ABP PROPERTY OWNERS ASSOCIATION	



1. AIM

Development controls relate specifically to the setting out of statutory rights applicable to each site, and the control of the utilization of these rights on the site. The development guidelines in this document are generic and provide general guidance and rules to which built form should comply. Ultimately, site development and individual design must comply with the *Urban Design and Architectural Guidelines for George (2011)* and the site specific guidelines in this document. This document was developed for the GEORGE ABP PROPERTY OWNERS ASSOCIATION (ABP POA) as an environmental management tool to use in conjunction with the Constitution of the ABP POA, with special reference to Clause 8 of this Constitution.

2. INTRODUCTION

The project falls within in the George Municipality and the properties under discussion are located opposite to the George Airport, on portion 130, 131 & 132, 139 and Ptn 4 of Farm Gwayang No. 208 George. NEWURBAN Architects & Urban designers (NEWURBAN), compiled a VISUAL IMPACT ASSESSMENT in accordance with the Guideline for Involving Visual and Aesthetic Specialists in EIA Processes (Edition 1: 2005) - as compiled by the Provincial Government of the Western Cape Department of Environmental Affairs and Development Planning dated June 2004.

The Urban Design Guidelines proposed in this document are drawn from-, and supportive of, the *Urban Design and Architectural Guidelines for George (2011)*. NEWURBAN prepared an urban design vision for the full Airport Support Zone, for The Western Gateway Industrial Node - as identified in the Gwayang Local Spatial Development Framework (2015). The VIAs for the various developments forming the precinct are site specific and have been compiled taking into consideration a Category 4 development, which entails a possible high visual impact according to the Guideline for Involving Visual and Aesthetic Specialists in EIA Processes (Edition 1: 2005).

Mitigating measures have been considered for their potential to manage and reduce the impact of the development on the surrounding environment. Due to the moderate outcome of the visual impact assessment, mitigation measures are more prevalent for close-distance mitigations. Therefore, the types of mitigating measures considered are:

MATERIALITY

Natural materials can be used to blend with the local landscape.





Material selections ensure the proposed buildings/structures harmonise with their surrounds as far as possible.

Locally sourced materials contribute to a lower carbon footprint for the development.

SIGNAGE

Consistent and clear signage contributes to wayfinding and a defined sense of place.

All signage along public roads should adhere to National Road Traffic Act 1993, (Act 03 of 1996) and the National Road Traffic Signs Regulations, 2000.

Advertisements or signage should comply with the George Municipality's Municipal Outdoor Advertising Management and Control By-Law.

Major route (R102 and R404) signage should be carefully considered and positioned, to not distract from the intended agreed signage system of the ABP POA.

If branded signage and wayfinding system is introduced, the design and format should be consistent through the whole precinct.

No design specific proposals are included in these development guidelines, but any application to the Municipality must first be approved by the ABP POA and should adhere to any agreed branding policy or agreed signage design regulations of the ABP POA.

COLOUR

Colour selection should be sensitive to the environment and cultural landscape.

Preferably dark green, dark grey and dark brown, anthracite or white walls.

Roofs can be white, or light coloured for energy efficiency purposes. Dark colours are allowed subject to the use of solar reflective technology or adequate building insulation.

The development should also avoid ANY use of reflective surfaces in the design.

Colour variations and patterns can be used to break down the single box-like nature of the development

BULK & BUILDING FORM

Scale, bulk and building form should be used to articulate the buildings in order to mitigate or reduce the impact of the specific 'industrial – box' typology.

HEIGHT & SCALE

The height and scale of the buildings should be minimised where possible, this will reduce the overall impact of the development from the surrounding environment.

The 8 – 15m height controls should be mitigated by use of setbacks and screens to reduce the scale of the buildings. See plans The tallest buildings should be placed central to the development with lower buildings that step down towards the street edges (R102 & R404). The vision suggests that 15m structures be placed in the centre of the development, surrounded by a lower tier of 8 -10,5m structures.

SCREENING

Screening through the planting of indigenous and waterwise trees should be a priority.

Structural screens should be used where natural, landscaped elements are not possible.

Unightly areas such as mechanical services-, refuse-, outdoor storage- and loading yards should be screened from public view.

The placement of these screens will be most effective along the boundary and/or roadside.

Screening reduces the impact of the development on surrounding areas and should therefore incorporate plant life and be as natural as possible.

URBAN DESIGN GUIDELINES

The **role of the urban design guidelines** is to establish the intent for the design and development within AIRPORT BUSINESS PARK, GEORGE and to provide the framework within which site development and building applications will be evaluated. The guidelines set out herein are in addition to any regulations or by-laws of the local authority and National Building Regulations, and of the Urban Design and Architecture Guidelines for George (2011). The draft guidelines are defined in the following categories:

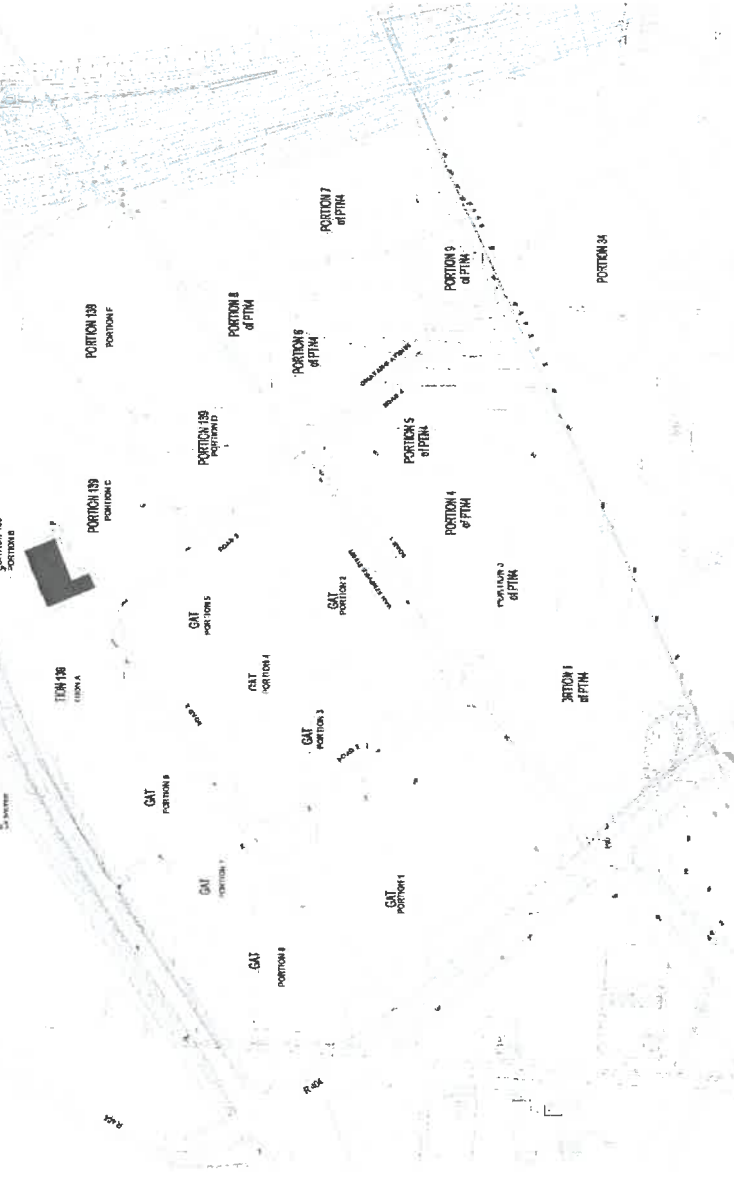
- **Development Controls** are provided, in alignment with the Conditions of Establishment for AIRPORT BUSINESS PARK, GEORGE.
- **Street Interface Guidelines** address the interface between the public domain (road or street) and the private domain (individual development). Through the interface guidelines the positive impact of a development on the public domain should be maximised and the negative impact minimised, thereby contributing to a **quality public environment**.
- **Site Development Guidelines** address the development of individual sites to ensure that each contributes to an enhanced overall quality through improved **public environments**.



3. APPROACH

The guidelines attempt to provide the opportunity to design within a simple series of constraints, providing a platform from which design distinction can be achieved without compromising the cohesive vision for the airport support zone. The **overall premise** for the urban guidelines is to:

- encourage a **unique relationship between landscape and urban form** by promoting green linkages at various scales of development.
- encourage consistency of street edge definition.
- enforce an **equitable relationship between public and private domains**.



- The Urban Design Guidelines mainly focus on the edge conditions, public-private interface, and public realm, and is not prescriptive regarding site utilization in terms of circulation and form - apart from the mitigating measures, as per section 2(above).

4. DEVELOPMENT CONTROLS

Each site has a set of approved statutory development controls:
The Portion numbers reflected in these tables are in terms of the Surveyor General portion numbers, with those in brackets reflected on other layouts in the document.

Portions 164, 165, 166, 167 and 171 of the Farm No 208, Gwayang (Portion numbers as reflected on layouts are Portions 1, 2, 6, 7 and 8 of Portions 130/131/132):

LAND USE ZONE (LAYOUT)	APPROPRIATE LAND USE	COVERAGE	HEIGHT	FAR	PARKING REQUIREMENTS
Light Industrial	INDUSTRY: The Industrial Zone I erven shall be limited to airport support services or uses including agricultural processing, logistics, freight, warehousing and storage, vehicle car hire, parking or other similar light industrial uses. The erven may not be used for the manufacturing of consumer products, including electronics and clothing, a service trade, a service station, the sale of motor vehicles or open-air motor vehicle display.	75%.	Maximum height: 2 storey / 10.5m (Including Mezzanine and Double Storey for office component only)	0.75	All parking is to be provided on site to the following requirements: 2 Parking Bays per 100m² GLA.

Portions 178, 179, 180, 181 and Remainder of the Farm No 208, Gwayang (Portion numbers as reflected on layouts are Portions 1, 3, 4, 5, 6 and 7 of Portion 4):

LAND USE ZONE (LAYOUT)	APPROPRIATE LAND USE	COVERAGE	HEIGHT	FAR	PARKING REQUIREMENTS
Light Industrial	INDUSTRY: The Industrial Zone I erven shall be limited to airport support services or uses including agricultural processing, logistics, freight, warehousing and storage, vehicle car hire, parking or other similar light industrial uses. The erven may not be used for the manufacturing of consumer products, including electronics and clothing, a service trade, a service station, the sale of motor vehicles or open-air motor vehicle display. (Filling station agreed among landowners to be on portion 1 of Portion 4 of 208)	75%.	Statutory Control: Maximum height 1 storey / 8m (Including Mezzanine and Double Storey for office component only)	0.75	All parking is to be provided on site to the following requirements: 2 Parking Bays per 100m² GLA.

NOTE: for Portion 1 of Portion 4 of the Farm No 208, Gwayang:

Business VI
The proposed filling station erf is subject to an approved Site Development Plan which will determine the final allowed development parameters for that property.

MUNICIPALITEIT GEORGE MUNICIPALITY

Approved in terms of Section 60 of the George Municipality: Land Use Planning By-Law (2023) subject to the conditions contained in the covering letter.

25/04/2025
DATE
DATUM

SENIOR MANAGER: TOWN PLANNING
SENIOR ASSISTANT: STATISTICS PLANNING

Portions 155, 156, 158 and 159 of the Farm No 208, Gwayang (Portion numbers as reflected on layouts are Portions A, B, E and F of Portion 139):

LAND USE ZONE (LAYOUT)	APPROPRIATE LAND USE	COVERAGE	HEIGHT	FAR	PARKING REQUIREMENTS
Light Industrial	INDUSTRY The Industrial Zone I erven shall be limited to airport support services or uses including agricultural processing, logistics, freight, warehousing and storage, vehicle car hire, parking or other similar light industrial uses. The erven may not be used for the manufacturing of consumer products, including electronics and clothing, a service trade, a service station, the sale of motor vehicles or open-air motor vehicle display.	75%.	Statutory Control: 1 storey / 8m Maximum height: 10.5m (Including Mezzanine and Double Storey for office component only)	0.75	All parking is to be provided on site to the following requirements: 2 Parking Bays per 100m ² GLA.
NOTE: for Portion B of Portion 139					
Place of instruction (Institutional)	Temporary departure for Place of Instruction (Culinary school)				

Portions 157 and 160 of the Farm No 208, Gwayang (Portion numbers as reflected on layouts are Portions C and D of Portion 139):

LAND USE ZONE (LAYOUT)	APPROPRIATE LAND USE	COVERAGE	HEIGHT	FAR	PARKING REQUIREMENTS
Light Industrial	INDUSTRY The Industrial Zone I erven shall be limited to airport support services or uses including agricultural processing, logistics, freight, warehousing and storage, vehicle car hire, parking or other similar light industrial uses. The erven may not be used for the manufacturing of consumer products, including electronics and clothing, a service trade, a service station, the sale of motor vehicles or open-air motor vehicle display.	75%.	Statutory Control: 1 storey / 8m (Including Mezzanine and Double Storey for office component only)	0.75	All parking is to be provided on site to the following requirements: 2 Parking Bays per 100m ² GLA.

Portions 168, 169 and 170 of the Farm No 208, Gwayang (Portion numbers as reflected on layouts are Portions 3, 4 and 5 of Portions 130/131/132):

LAND USE ZONE (LAYOUT)	APPROPRIATE LAND USE	COVERAGE	HEIGHT	FAR	PARKING REQUIREMENTS
Light Industrial	INDUSTRY The Industrial Zone I erven shall be limited to airport support services or uses including agricultural processing, logistics, freight, warehousing and storage, vehicle car hire, parking or other similar light industrial uses. The erven may not be used for the manufacturing of consumer products, including electronics and clothing, a service trade, a service station, the sale of motor vehicles or open-air motor vehicle display.	75%.	Maximum height 2 storey / 15m (Including Mezzanine and Double Storey for office component only)	0.75	All parking is to be provided on site to the following requirements: 2 Parking Bays per 100m ² GLA.

MUNICIPALITEIT GEORGE MUNICIPALITY

Approved in terms of Section 60 of the George Municipality: Land Use Planning By-Law (2023) subject to the conditions contained in the covering letter.

25/04/2025

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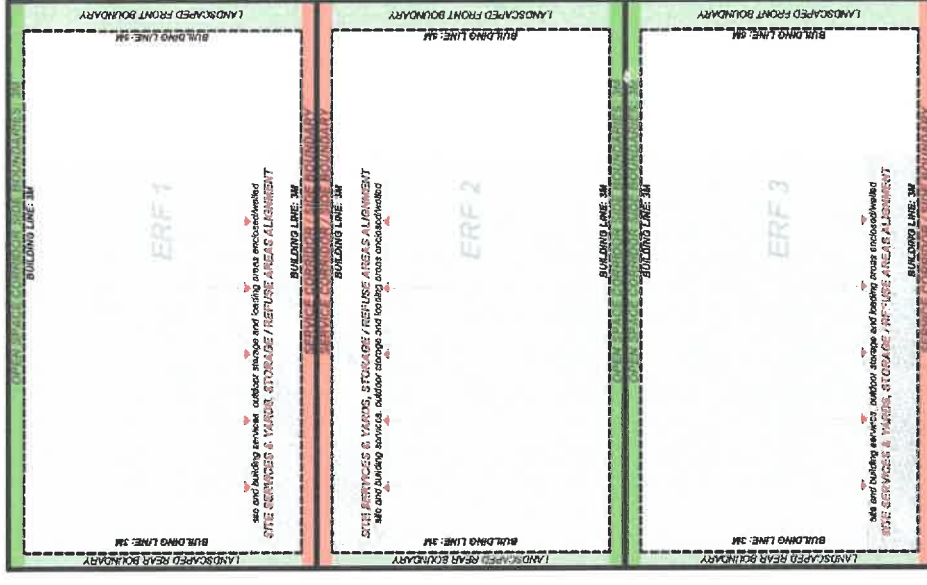
SENIDI MANAGER: TOWN PLANNING

5. OPEN SPACE, SERVICE CORRIDORS & TRANSITION ZONES

5.1 OPEN SPACE AND SERVICE CORRIDOR GUIDELINES

In line with the overall premise to encourage a strong link with the natural environment, open space and service corridors guidelines address **side boundary interfaces** of individual *erven*. In principle, areas along *erf* boundaries between the natural landscape and the development become landscape transition zones. Services are separated from landscape transition zones; and a corridor for services, circulation and utilities would be positioned along an opposite *erf* boundary. The width of these corridors will ultimately depend on detail design of services.

The **intent** is to ensure continuous **open space, ecological linkages** separated from service and utility areas. Separated corridors protect the environmental integrity of open space. Furthermore, by demarcating open space and service corridors, such corridors could be combined with those of adjacent *erven* to facilitate greater environmental protection or to increase the width of service areas between *erven*.



GUIDELINE ELEMENT	OPEN SPACE CORRIDOR: SIDE BOUNDARY	SERVICE CORRIDOR: SIDE BOUNDARY
BUILDING LINE WIDTH	3m wide	3m wide or as per detail design - In areas with steep slopes or where the shape of the erf presents a planning hazard, this guideline may be adjusted subject to an alternative workable solution being presented
SCREEN WALLS/ FENCES	A permeable security fence may be erected between adjacent <i>erven</i> using Clearvu fencing or similar permeable product.	The service corridors of adjacent <i>erven</i> can be combined with no security wall on the side boundary between <i>erven</i>, or

		• Solid boundary wall can be erect on the inside of the service corridor where it is critical to screen off private outdoor space or service areas. • The wall should complement the design of the building in terms of articulation and materials. No prefabricated walling systems, Vibacrete, unplastered blocks, barbed wire, corrugated sheet metal walls or wire fences will be allowed.
USAGE OF AREA WITHIN BUILDING LINE	• The open space corridors should be retained on natural ground level as far as possible • No buildings or permanent structures will be permitted in the open space corridor. • No vehicular movement will be permitted along the open space corridor. • The area must be landscaped and maintained by the owner of the erf in accordance with the landscape development plan to the satisfaction of the local authority. • Trees must be selected from a tree pallet as part of the landscaping guidelines to be developed by a Landscape Architect as per SDP. • If such area is not satisfactorily maintained, the local authority can do such maintenance through a contractor for the account of the owner of the erf. • Pedestrian walkways must include hard landscaping for walkways, lighting, dustbins and benches. • The furniture must be selected from the list of products included in the landscaping guidelines.	• The service corridor can be used for the installation of underground engineering services, access, parking, loading, refuse storage and other service-related activities. • Unightly areas such as storage and refuse areas must be screened from adjacent erven by a non-transparent screen wall. • The wall should complement the design of the building in terms of articulation and materials. No prefabricated walling systems, Vibacrete, unplastered blocks, barbed wire, corrugated sheet metal walls or wire fences will be allowed.
COMBINING CORRIDORS OF ADJACENT ERVEN	• Combine the 3m landscaping corridors of adjacent properties to form 6m wide corridors	• Combine the service corridors of adjacent properties to form omnibus corridors
COMBINATION OF SERVICE AND OPEN SPACE	• In some areas of the layout, it is required that a service corridor of 3m be developed adjacent to a landscape corridor on the same side boundary of an erf. • In such cases the open space corridor is always located along the erf boundary and the service corridor to the inside. • The service corridor may be separated from the open space corridor by a transparent screen wall to demarcate and protect the open space corridor from intrusion by service-related activities.	

MUNICIPALITEIT GEORGE MUNICIPALITY

Approved in terms of Section 60 of the George Municipality: Land Use Planning By-Law (2023) subject to the conditions contained in the covering letter.

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DATE
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SENIOR MANAGER: TOWN PLANNING
SENIOR BESTUURDER: STADSTOEWISSING

5.2 TRANSITION ZONES and REAR SITE BOUNDARIES

The **aim** of open space transition zones is to address the interface between development and conservation areas. The aim of guidelines for rear site boundaries is to address the rear site boundary of *erven* not adjacent to conservation areas.

The **intent** is to demarcate open space zones that will form part of a continuous open space network along the rear boundaries of properties and to address the transition from developed land to natural environment in such a way as to retain natural linkages.

The graphics to the right demonstrate the separation of services and landscaping and the implication for the development on sites.

GUIDELINE ELEMENT	OPEN SPACE TRANSITION ZONE	REAR SITE BOUNDARY
WHERE DOES THE GUIDELINE APPLY	If an <i>erf</i> abuts onto a conservation area, a transition zone shall be included long that edge of the <i>erf</i>	All <i>erven</i>, except those <i>erven</i> abutting onto a conservation area.
BUILDING LINE WIDTH	3m wide	3m wide
SCREEN WALLS/ FENCES	A permeable security fence may be erected on the <i>erf</i> boundary such as Clearvu fencing or similar permeable fencing.	If a wall is erected, it should complement the design of the building in terms of articulation and materials. No prefabricated walling systems, Vibacrete, unplastered blocks, barbed wire, corrugated sheet metal walls or wire fences will be allowed.
USAGE OF AREA WITHIN BUILDING LINE	- The building line must be kept free from any building or permanent structure and must be on natural ground level as far as possible. - Landscaping of this area must be in accordance with the guidelines of the SDP. - The area must be landscaped and maintained by the owner of the <i>erf</i> in accordance with the SDP to the satisfaction of the local authority. - Trees must be selected from a tree pallet as part of the landscaping guidelines. - If such area is not satisfactorily maintained, the local authority can do such maintenance through a contractor for the account of the owner of the <i>erf</i>.	- If retaining walls are erected in the building line, it must be constructed at an angle not exceeding 35 degrees, consisting of retainer planter boxes. - The area within building line must be landscaped in accordance with the SDP to the satisfaction of the local authority. - Apart from retainer planter boxes retaining walls, no other permanent structures are permitted in the building restriction area.

MUNISIPALITEIT GEORGE MUNICIPALITY

Approved in terms of Section 60 of the George Municipality: Land Use Planning By-Law (2023) subject to the conditions contained in the covering letter.

2025/04/25

DATE
DATUM

SPRUIT MANAGER: TOWN PLANNING
SENIOR BESTUURDER: STADSBEPLANNING

6. STREET INTERFACE AND SITE DEVELOPMENT GUIDELINES

6.1 STREET INTERFACE: ALL USES FACING MAIN ROADS R102 AND R404.

Intent: Due to high visibility from the main roads and the 'gateway location' of the airport support zone, buildings should convey a strong presence through deserving architecture, established within a park-like environment created through appropriate landscaping.

GUIDELINE ELEMENT	GUIDELINE
	All erven along Main Roads R102 and R404 will be subject to the requirements as determined by the Provincial Roads Department
BUILDING LINE / BUILD-TO LINE	A rear, building line of 20m for erven along Main Roads R102 and R404
SCREEN WALLS/ FENCES	A permeable security fence may be erected on the erf boundary using Clearvu fencing or similar product. No prefabricated walling systems, Vibacrete, unplastered blocks, barbed wire, corrugated sheet metal walls or wire fences will be allowed.
USAGE OF AREA WITHIN BUILDING LINE	- To maintain a park-like character, only trees but no shading structures will be allowed between the building and the fence on the main road. The building line must be kept free from any building or permanent structure and must be on natural ground level. - The building restriction area shall be landscaped in accordance with the SDP part of the site development plan submissions to the satisfaction of the local authority. - Trees to be planted should be selected from a tree pallet provided as part of the SDP. - Landscaping of this area must be in accordance with the guidelines of the SDP. - The area must be landscaped and maintained by the owner of the erf in accordance with the SDP to the satisfaction of the local authority. - If such area is not satisfactorily maintained, the local authority can do such maintenance through a contractor for the account of the owner of the erf.
BUILDING PLACEMENT AND FAÇADE	Storage areas should not be visible from the main road. It should be placed in the service corridors and should be adequately screened off by a wall designed as an extension of the building architecture. Advertisements or signage along the main road will have to comply with the standards as determined by the Design Review Committee.

MUNICIPALITEIT GEORGE MUNICIPALITY

Approved in terms of Section 60 of the George Municipality: Land Use Planning By-Law (2023) subject to the conditions contained in the covering letter.

2025 10 14 12:55

DATE DATUM

SENIORE KANTOORHOOFD: TOWN PLANNING

SENIOR BESTUURDER: STADSBEPLANNING

6.2 GENERAL AND LIGHT INDUSTRIAL

General Industry shall be limited to airport support services or uses including agricultural processing, logistics, freight, warehousing and storage, vehicle car hire, parking or other similar light industrial uses. The erven may not be used for the manufacturing of consumer products, including electronics and clothing, a service trade, a service station, the sale of motor vehicles or open-air motor vehicle display.

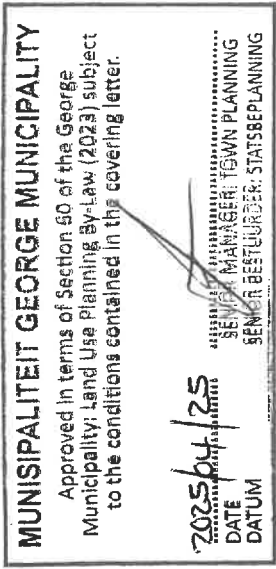
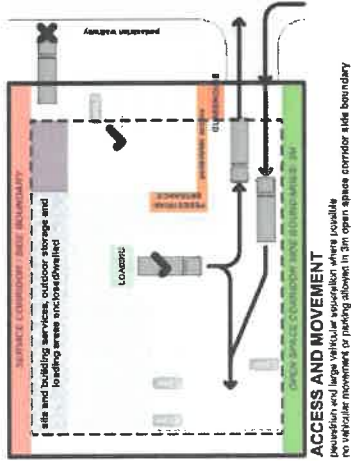
Intent: The development should be physically and visually integrated within its direct environment. The following are principles that will be applied:

- The street interface should be **defined to promote a street with a sense of enclosure, but should be on a human scale.**
- It should reflect the corporate branding of the Estate.
- For the full impact of a **park-like development, a green zone is incorporated along the edge of the sidewalk and the development.**
- To encourage the extension of the **public domain**, a defined “front-of-house” is suggested.
- It is advised that the **public face** of the development is positioned along the edge facing the street.
- Placement of buildings on the site should be such as to ensure that the development of the land responds to the topography and to regulate building mass and roof articulation

GUIDELINE ELEMENT GUIDELINE

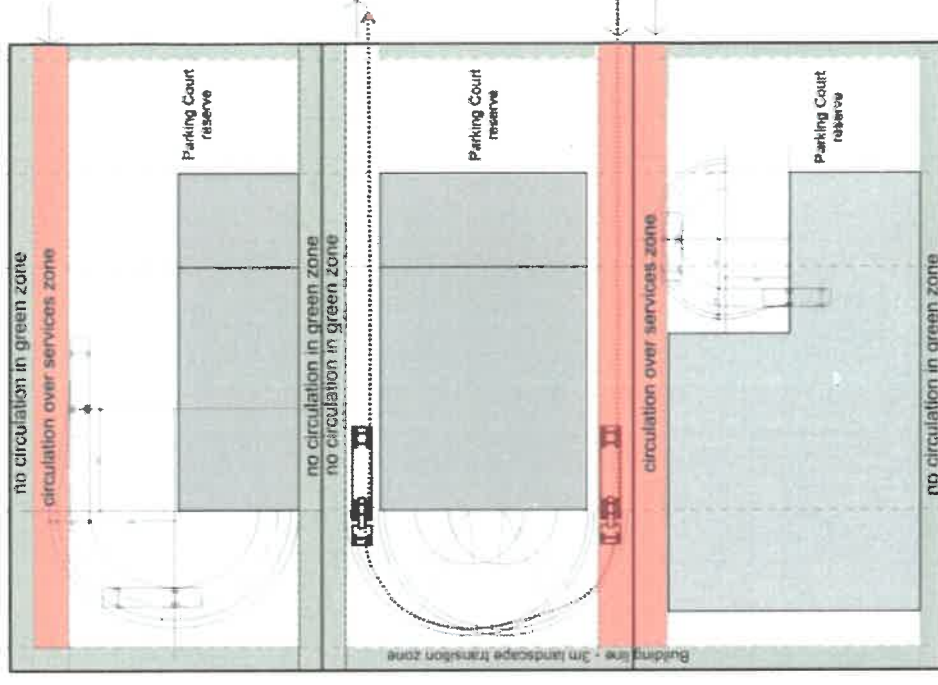
BUILDING LINE / BUILD-TO LINE

- A building line of 5m along the street edge applies.
- Maximum 45m setbacks allowed to accommodate 'front loading' bays
- Public interface/reception positioned along on street edge – primary pedestrian areas free from large truck movement.
- Where possible, truck loading bays to be located away from visitor's parking



USAGE OF AREA WITHIN BUILDING LINE

- A landscaping strip should be developed along the street edge. Landscaping of this area must be in accordance with the guidelines of the SDP.
- Only shading structures complementing the design and materials of the building will be allowed between the building and the street boundary.
- Trees to be planted should be selected from a tree pallet provided as part of the SDP.
- Service Yards (example: refuse yards and all mechanical equipment.) should not be visible from the road. It should ideally be placed within the service corridor site edges, and adequately screened off by a wall designed as integral part of the building.
- Green zones as defined by the SDP are to be kept free of vehicular traffic.
- Where a 20m setback is required the setback area may be used for truck circulation or car parking, provided it is screened off from view by means of soft screening applications as it will be facing onto the public roads.



MUNICIPALITEIT GEORGE MUNICIPALITY

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2025/04/25

DATE
DATUM

SENIOR PLANNER: TOWN PLANNING
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USE LOCATION ON SITE	- To establish a positive street edge and to promote passive surveillance, the primary uses on each site should be located according to the following principles: - Office buildings should preferably be located along the street interface of the site;	Development Area Public Interface Road Reserve Industrial Collector Public Interface Warehouse / Industrial Variable
BUILDING PLACEMENT, SERVICE AND YARD LOCATION AND FAÇADE	- Buildings on corner stands should select the lower order road for its building façade to correspond with its access. Storage yards, (including loading, and outdoor storage facilities) should be concentrated and located to minimize impact on surrounding areas. These areas should not be visible from the main road and should be adequately screened off. Service yards are encouraged over a dispersal of service facilities. These included provision for loading, refuse storage (in-lieu of a separately enclosed refuse area), utility cabinets and meters, transformers, generators, heating and cooling systems, antennas, satellite dishes and communications equipment, and all other outdoor mechanical equipment for the building. Service yards should be placed along service corridors and should be adequately screened off by a wall designed as an extension of the building architecture. Service yards should be located and designed for easy access by service vehicles and tenants. - No retaining wall higher than 1m from natural ground level will be permitted. Landscaping, visitor's parking, public reception, and office components could contribute to an articulated façade. - Advertisements or signage along the street interface should be integrated in the design of the building and should not appear as an add-on or separate feature. - Signage shall be provided in accordance with the Design Review Committee's Panel branding guidelines. - The Estate Branding and property address shall be placed on one side of the access gate and the advertisement or signage of the development on the other side.	
ADVERTISEMENT AND SIGNAGE	- Advertisements or signage along the street interface should be integrated in the design of the building and should not appear as an add-on or separate feature. - Signage shall be provided in accordance with the Design Review Committee's Panel branding guidelines. - The Estate Branding and property address shall be placed on one side of the access gate and the advertisement or signage of the development on the other side.	
BUILT FORM IN RELATION TO STREET EDGE	- The key principle for the built form in the estate is the creation of a quality public environment with built form enclosure and a positive relationship between the building façade and the streetscape without compromising the operational requirements of any development. - Locating the office space facing the street edge overlooking the parking court provides a positive building face to the street enhancing both the public environment as well as the branding of the building occupant. Ensuring the industrial/warehouse component of the development is always at the rear reduces the impact of the scale of this component as well as putting the utilitarian aspect of the development where it will not detract from the overall quality of the street/most public realm and pedestrian environment.	

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	• Clustering service areas away from the most pedestrian street interface is preferred. Landscaping, visitor's parking, public reception, and office components could contribute to a positive streetscape.
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GUIDELINE ELEMENT	GUIDELINE
ACCESS AND INTERNAL CIRCULATION GUIDELINES	• Access gates are to be positioned on the street edge to comply with transport engineer's requirements: • Internal access can make use of the service-zone site edge, utilizing space that cannot be built on. • Access gates may be shared between adjacent erven.
PLAT FORMING	• The individual sites will require re-contouring to achieve gentle falls over wide areas. • Plat-forming should be respectful of storm water management, the quality of the streetscape and impact on neighbours. • Where retaining walls consisting of retainer blocks can be constructed at an angle of not more than 35 degrees, such retaining walls can be developed to a maximum height of 2m to create level platforms.
SERVICE AREA	• Provided that the erf does not abut onto a conservation zone, service areas can be developed to the rear of the building. • Service yards are encouraged over a dispersal of service facilities. • Service yards should be located and designed for easy access by service vehicles and tenants. • Unightly areas such as storage, refuse, and all other outdoor mechanical equipment for the building, must be screened from adjacent erven by a non-transparent screen wall. The wall should complement the design of the building in terms of articulation and materials. No prefabricated walling systems, Vibacrete, unplastered blocks, barbed wire, corrugated sheet metal walls or wire fences will be allowed. • Water storage and emergency fire water storage should be placed in the service yard and visually screened off.

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7.3 OPEN AND SERVICE CORRIDORS

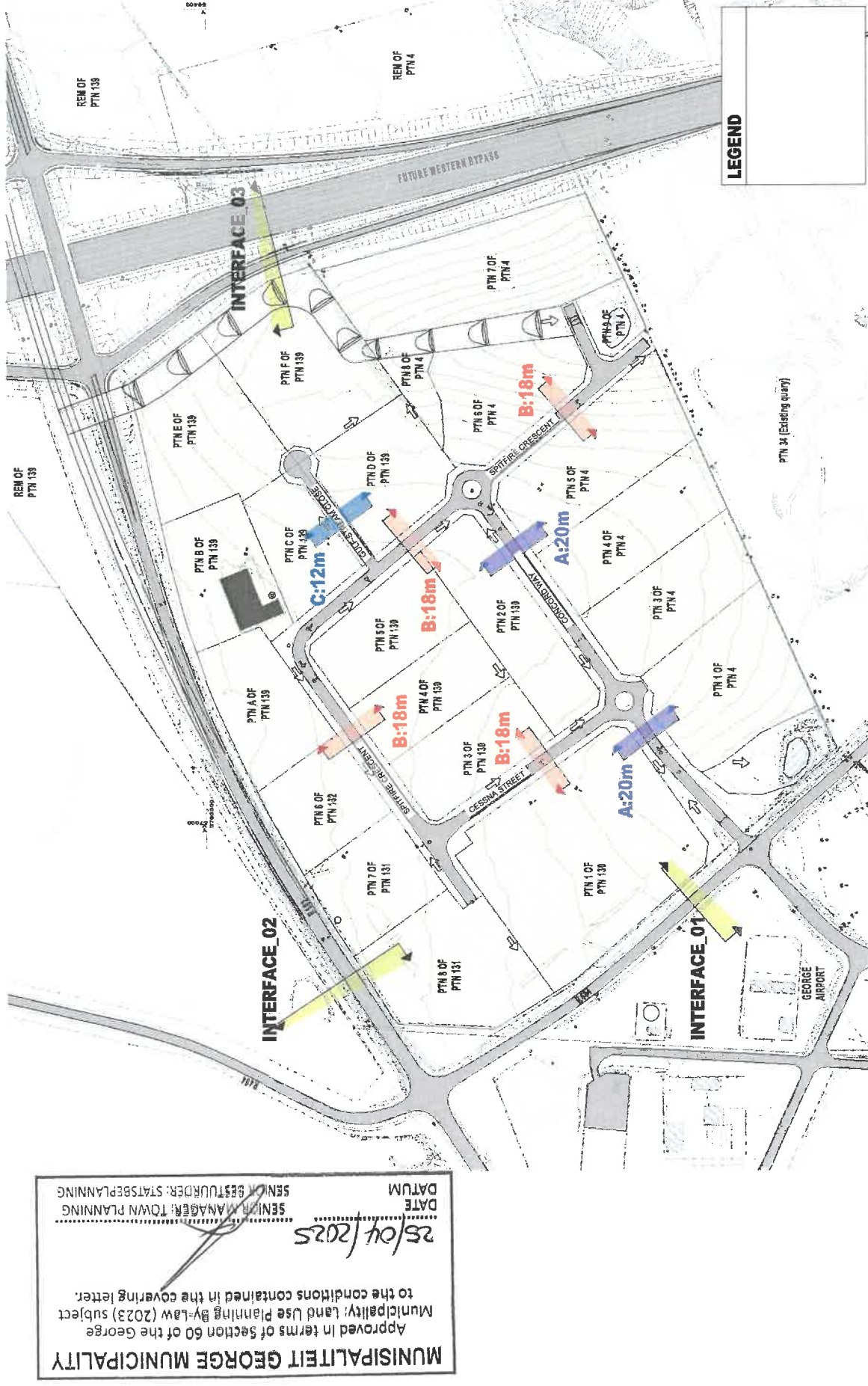
Whenever two or more portions are consolidated, the open space transition zone and the service space transitions zone may be combined, but may not overlap. If three portions or more are consolidated a revised landscape masterplan for the whole precinct must be approved by the municipality before consolidation.



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See Annexure 1 – Landscape Master Plan

8. STREETSCAPE GUIDELINES



24

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Urban Design Guidelines Report -- April 2025 Rev8

9. SECURITY GUIDELINES

Within the broader estate security plan each site will have to provide for its individual site security. It is promoted that as a rule security installations should be as least visible as possible.

9.1 PHYSICAL SECURITY

GUIDELINE ELEMENT	GUIDELINE
ACCESS AND EGRESS CONTROL GATES AND FENCING.	Control of access to the individual sites should be either by remote control access card or like method. • All gates and fencing to be visually permeable. • No solid boundary walls or gates will be acceptable. No prefabricated walling systems, Vibacrete, unplastered blocks, barbed wire, corrugated sheet metal walls or wire fences will be allowed.
THE REAR OF THE SITE	The security at the rear of the site will be as for the adjoining boundaries in the form of a visually permeable fence.

9.2 ELECTRONIC SECURITY

GUIDELINE ELEMENT	GUIDELINE
INTELLIGENT SECURITY SYSTEMS	• Visually unobtrusive security measures for individual sites are promoted, and security systems that are intelligent and can be linked to the overall estate security would be preferred. • CCTV systems are becoming a positive aspect of crime prevention and detection. Any such system proposed by individual developers will be supported and facilitated.

The following management guidelines should be incorporated into **Property Owners Association** Manual:

- Reducing the opportunities for crime through well-planted pedestrian routes, appropriately designed informal trading areas, mixed-use and extended hours of use of facilities;
- Limiting the potential danger posed by reducing and managing open spaces and vacant land;
- Providing appropriate down facing lighting that comply with airport protocols, in parks, along streets and pedestrian routes;
- Providing adequate infrastructure and facilities such as roads and telecommunication to improve interaction between communities and the police; and
- Managing the built environment efficiently, for example replacing light bulbs timeously, trimming trees and vegetation when and where required, collecting refuse regularly etc.

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DATUM	SENIOR MANAGER: TOWN PLANNING SENIOR BESTUURDER: STADSBEPLANNING

10. DESIGN REVIEW and APPROVAL PROCESS

Urban Design Guidelines were developed for the ABP POA who can delegate the Approval of any development to the **Management Committee** who can co-opt or appoint consultants for technical assistance, if needed to form a **Design Review Panel (DRP)**.

The design review process is structured as follows:

1. Introduction to Design Review Panel ("DRP")

- Pre-design briefing and site visit
- Response to any queries regarding the guidelines.
- Conclusion of Design Review Agreement ("DRA") which will be compiled by the POA and includes the following:

- URBAN DESIGN GUIDELINES as per this document
- All the conditions and requirements by the POA that needs to be adhered to over and above the URBAN DESIGN GUIDELINES
- Approval fees per application
- Any operational requirements during construction period
- Any security requirements during the construction period
- Sidewalk and services deposits to be re-imbursed after Final Signoff
- Time frames for development completion and penalties, if required

- Payment of fees to the Property Owner's Association as per the DRA

- The DRP will consist of a Professional Architect and/or relevant professionals (affiliated to respective professional bodies), as required for the development under review. The DRP will also consist of representatives of Property Owner's Association. (ABP POA)

2. Design Review Panel: Consideration of documents prior to submission to George Municipality.

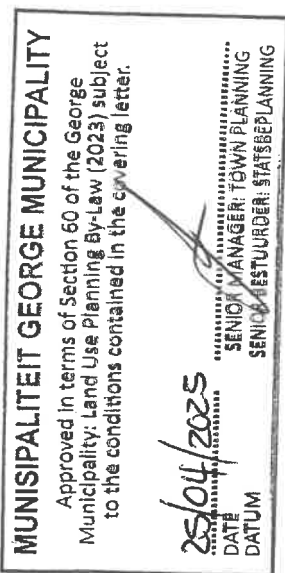
- All documents that are intended for onward submission to George Municipality, (part of "Council Pack") must be submitted to DRP for perusal, comment, and approval prior to submission to Council.
- This includes but is not limited to the SDP, design feasibility, landscape plan, elevations, ground floor and conceptual plans.
- Amendments, if any, should be approved by DRP prior to Council submission.

3. Design Review Panel: Final Review

- Detailed plans, including technical drawings to be reviewed and approved by DRP prior to submission to Council.
- DRP to review any amendments required by Council post submission.
- Developer's architect to confirm adherence to the provisions of the specifications noted in the Design Guidelines ("affidavit")
- Proof of final Council approval or successful Section 7(6) application required prior to construction commencing

4. Design Review Panel: Final Signoff

- Physical inspection by DRP prior to application for occupation certificate from or actual site inspection of Council
- Re-imbursements of deposits.



The Design Review Process is mandatory and will be conducted by the AIRPORT BUSINESS PARK, GEORGE Design Review Panel (GADRP), for which a fee will be charged by the GADRP.

The process may vary depending upon the nature, type and extent of the development that is to be undertaken. Specific land use and typology may also influence the process which may include one or more additional meetings. Specific details of each DRP will be shared and clarified at the initial meeting – “Pre-design briefing and site visit”, to avoid any uncertainty.

