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# FINAL ENVIRONMENTAL IMPACT REPORT

## FOR THE

PROPOSED AMENDMENT OF THE ADDENDUM TO ENVIRONMENTAL AUTHORISATION DATED 6 MARCH 2023, THE ENVIRONMENTAL AUTHORISATION DATED 7 APRIL 2021 AND THE ENVIRONMENTAL MANAGEMENT PROGRAMME FOR THE PROPOSED DEVELOPMENT OF HEROLD'S BAY COUNTRY ESTATE ON A PORTION OF PORTION 7 OF THE FARM BUFFELSFONTEIN NO. 204, HEROLD'S BAY, GEORGE

IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998), AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014

**PREPARED FOR:** Herold's Bay Country Estate (Pty) Ltd  
PO Box 23, Pretoria,  
Pretoria  
001

**DATE:** 4 May 2026

**DEADP REF NO:** 16/3/3/5/D2/29/0002/26

**DEADP EA ADDENDUM REF NO:** 16/3/3/5/D2/29/0011/22

**REF NO:**

**DEADP EA REF NO:** 16/3/3/1/D2/29/0008/20

**EMPr REF NO:** Approved April 2023; SES Ref: CT04/06\_DEMP\_r\_11 / WCP/EIA/AMEND/0000704/2023 (with the original EA Ref No. of: 16/3/3/1/D2/29/0008/20)

- 
- Environmental Impact Assessments • Basic Assessments • Environmental Management Planning
  - Environmental Control & Monitoring • Water Use License Applications • Aquatic Assessments



## PROJECT INFORMATION

<b>Report Ref. No:</b>	EMP/HCT/AMD//04/26
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### Expertise

**Sharples Environmental Services cc (SES)** has been actively engaged since 1998 in the fields of environmental planning, assessment and management. Clients include private, corporate and public enterprises on a variety of differing land use applications ranging from large-scale residential estates and resorts to golf courses, municipal service infrastructure installations and the planning of major arterials. SES consultants have over 20+ years of combined experience and operate in the Southern, Eastern and Western Cape regions.

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Michael studied at the University of Cape Town completing a Bachelor of Science degree majoring in Environmental and Geographic Science and Ocean and Atmospheric Science. Michael joined SES in 2014 and has extensive experience in assessments and monitoring and has worked on a variety of technical projects. See Appendix G for his curriculum vitae. Michael is registered with EAPASA as a certified Environmental Practitioner (EAPASA # 2021/3163).

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## Table of Contents

1.INTRODUCTION.....	1
2.LOCATION.....	2
3.BACKGROUND.....	4
4.THE PROPOSED AMENDMENT.....	7
5.PROPOSED AMENDMENTS TO THE EA.....	8
6.PROPOSED AMENDMENTS TO THE EMPr.....	13
7.INPUT FROM SPECIALISTS.....	23
8.ASSESSMENT OF IMPACTS.....	25
8.1 Aquatic Biodiversity Assessment:.....	25
8.2 Botanical Specialist Comment on the Proposed Amendment:.....	26
8.3 Visual Compliance Statement:.....	28
8.4 Socio-Economic Assessment.....	32
9.ENGINEERING INPUT.....	35
9.1 Traffic Impact Assessment:.....	35
9.2 Water and Sanitation Capacity:.....	39
10.MOTIVATION FOR THE PROPOSED AMENDMENT.....	49
11.SUMMARY OF THE PUBLIC PARTICIPATION PROCESS.....	51
12.CONCLUSION.....	52

## List of Figures

Figure 1: Locality of Herold's Bay Country Estate.....	2
Figure 2: Locality of Herold's Bay Country Estate.....	3
Figure 3: Locality of the proposed new consolidated portions 106 and 112 as a shop (Business Zone II) with the following consent uses: restaurant; place of leisure (gymnasium); liquor store; and flats.....	3
Figure 4: Original layout for Herold's Bay Country Estate.....	4
Figure 5: New proposed layout for Herold's Bay Country Estate.....	7
Figure 6: Design drawing showing the new proposed 1.5 ML reservoir and pipeline.....	40

## List of Tables

Table 1: Site location details.....	2
Table 2: Aquatic Assessment Impacts:.....	26
Table 3: Botanical and Terrestrial Biodiversity Assessment Impacts:.....	27
Table 4: Visual Assessment Impacts:.....	31
Table 5: Socio-Economic Assessment Impacts (Original Assessment):.....	33
Table 6: Socio-Economic Assessment Impacts (Amendment):.....	33
Table 7: Trip Generation: Residential Estate:.....	37
Table 8: Trip Generation: Commercial Development (New Trips):.....	37
Table 9: Deflected and Passer-by Trips: Commercial Development:.....	38
Table 10: Trip Generation: Residential Estate (No Change):.....	38
Table 11: Trip Generation: Commercial Development (Revised SDP Matrix):.....	38
Table 12: Trip Generation: Flats (on commercial erf):.....	39
Table 13: Sewerage Capacity Zone A:.....	49

## List of Appendices

<b>Appendix A1:</b>	Addendum to the Environmental Authorisation and Environmental Authorisation
<b>Appendix A2:</b>	Amended EMPr approval
<b>Appendix B1:</b>	Approved Amended EMPr
<b>Appendix B2:</b>	Proposed Amended EMPr
<b>Appendix C:</b>	Locality Map
<b>Appendix D1:</b>	Amended Layout
<b>Appendix D2:</b>	Concept Designs for Proposed Amendment
<b>Appendix E1:</b>	Aquatic Statement
<b>Appendix E2:</b>	Botanical Statement
<b>Appendix E3:</b>	Visual Impact Assessment
<b>Appendix E4:</b>	Socio-Economic Assessment

<b>Appendix E5:</b>	Updated Traffic Impact Assessment
<b>Appendix E6:</b>	Services Report and Required Services from George Municipality
<b>Appendix E7:</b>	SDP – Reservoir and Pipeline
<b>Appendix F:</b>	Proof of Public Participation Process
<b>Appendix G:</b>	Comments Received
<b>Appendix H:</b>	Comments and Response Report

**Abbreviations:**

<b>DEADP</b>	Department of Environmental Affairs and Development Planning
<b>EA</b>	Environmental Authorisation
<b>EIA</b>	Environmental Impact Assessment
<b>EIR</b>	Environmental Impact Report
<b>EMPr</b>	Environmental Management Programme
<b>GN</b>	Government Notice
<b>RoD</b>	Record of Decision
<b>SES</b>	Sharples Environmental Services cc

*Sharpley Environmental Services cc (SES)* has been appointed by *Herold's Bay Country Estate (Pty) Ltd* (the holder environmental authorisation) to apply for the amendment of the Addendum to the Environmental Authorisation (EA) (REF: 16/3/3/5/D2/29/0011/22), dated 06 March 2023, and the Environmental Authorisation(EA)(REF: 16/3/3/1/D2/29/0008/20), dated 7 April 2021, and the Amended Environmental Management Programme (EMPr) (REF: WCP/EIA/AMEND/0000704/2023 (with the original EA Ref No. of: 16/3/3/1/D2/29/0008/20)) for the Proposed Development of Herold's Bay Country Estate on a Portion of Portion 7 of the Farm Buffelsfontein No. 204, Herold's Bay, George.

*Herold's Bay Country Estate (Pty) Ltd*, located on a Portion of Portion 7 of the Farm Buffelsfontein No. 204, Herold's Bay, George, wishes to amend of the EA and EMPr to include the new layout where the filling station (Business Zone VI) on portion 106 and office block (Business Zone IV) on portion 112 is removed; and portions 106 and 112 is consolidated as a shop (Business Zone II) with the following consent uses:

- Restaurant;
- Place of leisure (gymnasium);
- Liquor store; and
- Flats.

This will all occur within the existing, approved footprint for the filling station and office block.

In addition, the applicant wishes to amend the EA and EMPr to reflect the change of ownership from Long Island Trading 44 (Pty) Ltd to Herold's Bay Country Estate (Pty) Ltd.

The amendments of the EA being applied for are:

- Removal of the Addendum to the EA (REF: 16/3/3/5/D@/29/0011/22) dated 6 March 2023.
- To reflect the new layout where the filling station (Business Zone VI) on portion 106 and office block (Business Zone IV) on portion 112 is removed; and portions 106 and 112 is consolidated as a shop (Business Zone II) with the following consent uses:
  - Place of leisure (gymnasium);
  - Liquor store; and
  - Flats.
- To reflect the change of ownership from Long Island Trading 44 (Pty) Ltd to Herold's Bay Country Estate (Pty) Ltd.

The amendments to the EMPr being applied for are to align the scope and layouts with the amendment proposed to the EA. These entail:

- To reflect the new layout where the filling station (Business Zone VI) on portion 106 and office block (Business Zone IV) on portion 112 is removed; and portions 106 and 112 is consolidated as a shop (Business Zone II) with the following consent uses:
  - Place of leisure (gymnasium);
  - Liquor store; and Flats.
- To reflect the change of ownership from Long Island Trading 44 (Pty) Ltd to Herold's Bay Country Estate (Pty) Ltd.
- To remove any monitoring requirements and impact management actions regarding the filling station.

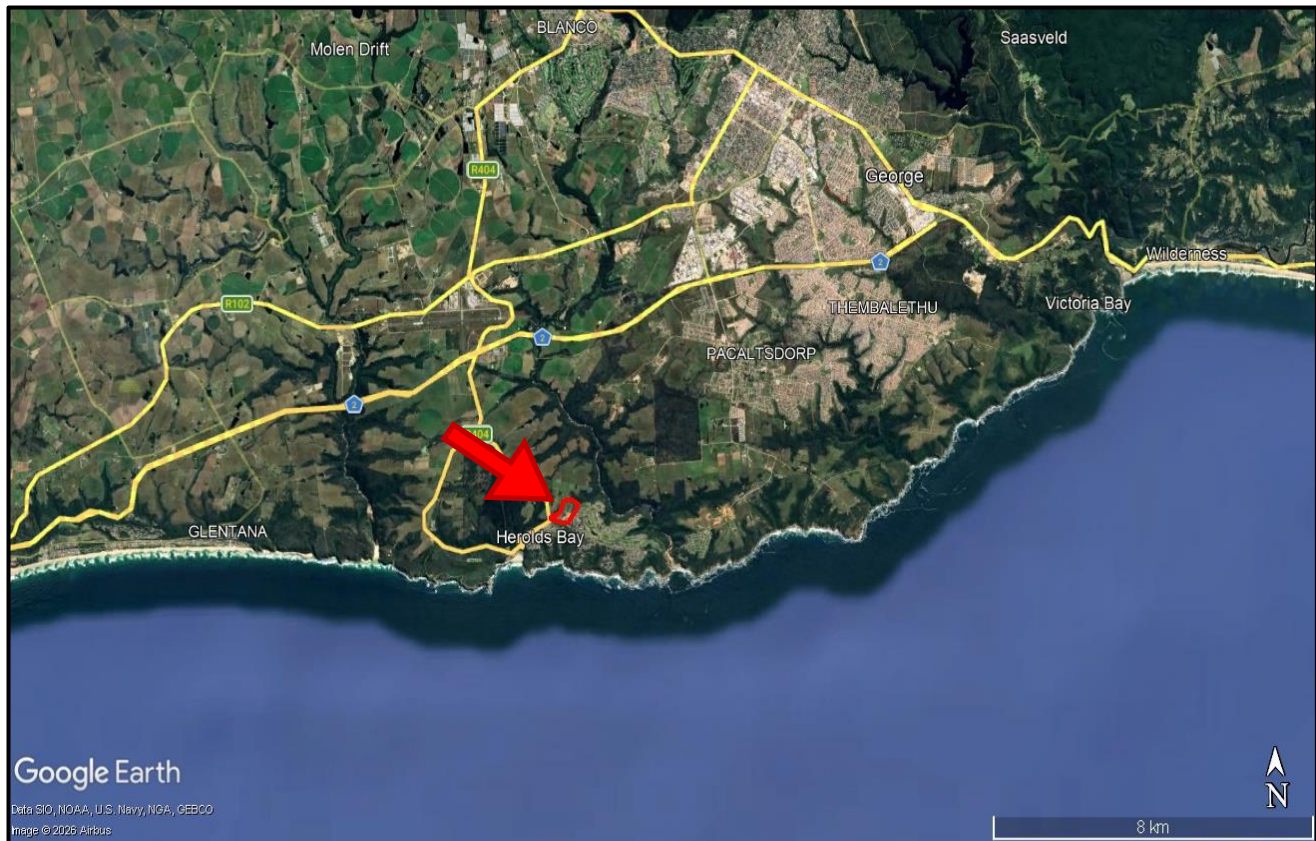
The amendment application falls within the ambit of amendments to be applied for in terms of Part 2 and Part 4 of Chapter 5 of the amended Environmental Impact Assessment Regulations (2014). The amendment is therefore subject to public participation. The public participation information will be included in the Final Impact Report. The amendment application form was submitted to the Department of Environmental Affairs and Development Planning (DEADP) on the 30<sup>th</sup> of January 2026.

<b>Section</b>	<b>LOCATION</b>
<b>2</b>	

Please refer to Figures 1 to 3, for the locality of the site.

**Table 1: Site location details**

<b>Province:</b>		Western Cape Province
<b>District Municipality:</b>		Garden Route District Municipality
<b>Local Municipality:</b>		George Municipality
<b>Ward Number(s):</b>		23
<b>Area / Town / Village:</b>		Herold's Bay
<b>Property Description:</b>		A Portion of Portion 7 of the Farm Buffelsfontein No. 204
<b>21 Digit Surveyor General's Number:</b>	<b>RE/7/204</b>	C02700000000020400007
<b>GPS Coordinates</b>	<b>RE/7/204</b>	Latitude (S): 34° 2' 43.99" Longitude (E): 22° 24' 20.37"



**Figure 1: Locality of Herold's Bay Country Estate.**



**Figure 2: Locality of Herold's Bay Country Estate.**



**Figure 3: Locality of the proposed new consolidated portions 106 and 112 as a shop (Business Zone II) with the following consent uses: restaurant; place of leisure (gymnasium); liquor store; and flats.**

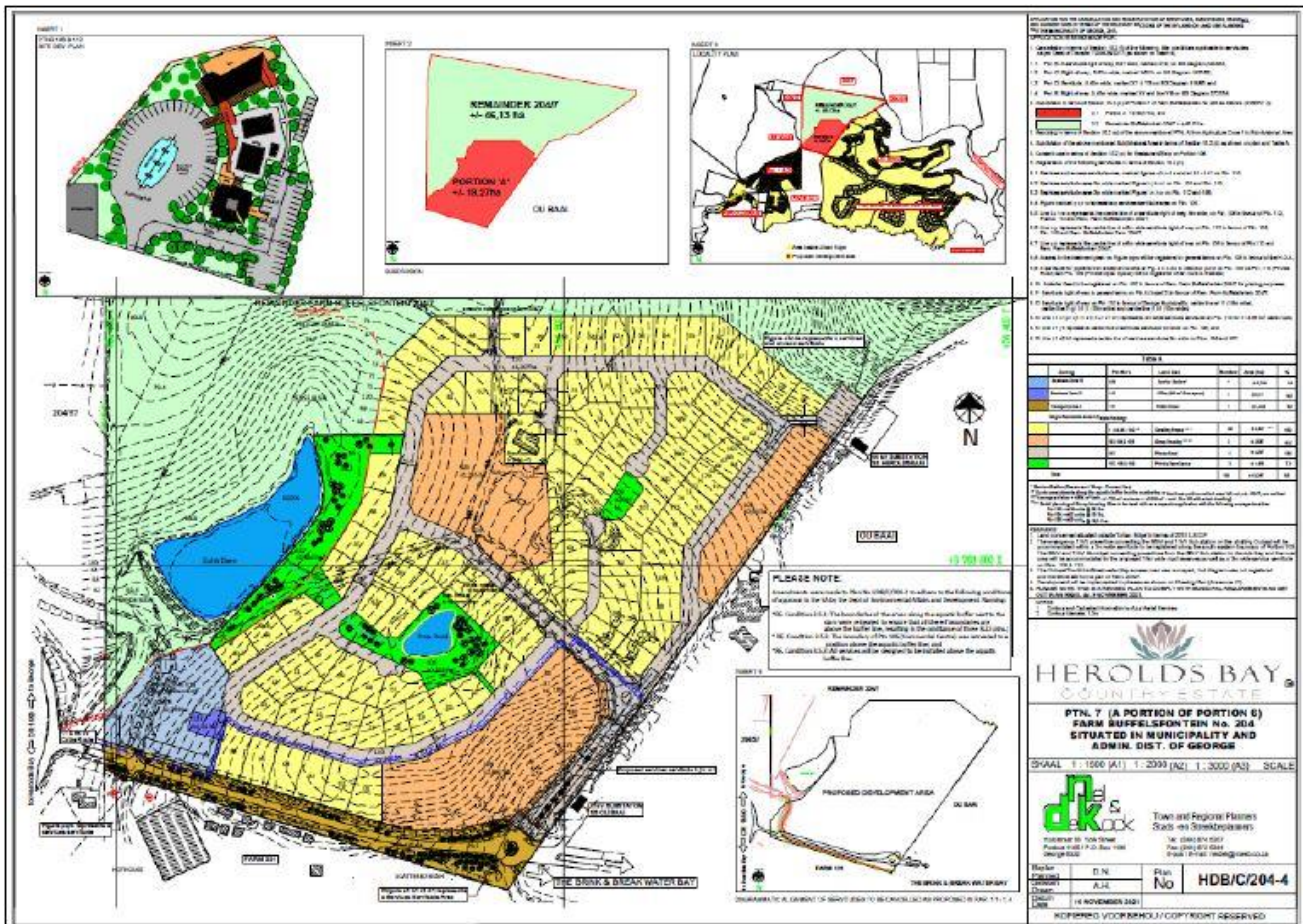


Figure 4: Original layout for Herold's Bay Country Estate.

Section	<b>3</b>	<b>BACKGROUND</b>
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The Addendum to the Environmental Authorisation (EA) (REF: 16/3/3/5/D2/29/0011/22), was issued by the Department of Environmental Affairs and Development Planning on 06 March 2023, and the Environmental Authorisation(EA)(REF: 16/3/3/1/D2/29/0008/20), was issued by the Department of Environmental Affairs and Development Planning on 7 April 2021 for the Proposed Development of Herold's Bay Country Estate on a Portion of Portion 7 of the Farm Buffelsfontein No. 204, Herold's Bay, George.

**The existing EA (16/3/3/1/D2/29/0008/20)** has authorized the following development proposal:

The proposal entails the development of a residential estate and business zone on a portion of Portion 7 of the Farm Buffelsfontein 204, Herold's Bay, George. The area where the development will take place is approximately 19 370 square meters in extent and the development will comprise of the following:

- A residential area consisting of 102 single residential erven (Single Residential Zone I) and 68 general residential erven (General Residential Zone II);
- A commercial area comprising two erven for:
  - A filling station for the storage and handling of a dangerous good (Business Zone II);
  - A convenience centre (Business Zone II);
  - A restaurant (Business Zone II); and
  - Office block (Business Zone IV).
- One open space area (Open Space Zone II) which includes the aquatic buffer;
- An erf for private road(s) (Transport Zone III);
- An erf for public streets (Transport Zone II);

- Servitudes registered for sewerage package plants.

This will require the clearance of more than 1 hectare (but less than 20 hectares) of indigenous vegetation. Also, more than 300 square meters of an area mapped as Endangered Garden Route Fynbos will be cleared of indigenous vegetation for this purpose but approximately 18.04 ha.

In addition, hereto the following associated infrastructure will be constructed:

- An internal road network with roads 10 to 26 meters wide.
- Installation of 3 gravity fed package plants for the treatment of sewage and will be situated in three (3) drainage zones.
- The internal sewer network will consist of 160mm pipes with a 110mm connection to each erf.
- The internal water reticulation system will consist of pipes varying in size between 63 mm and 90 mm diameter with the necessary provision made for isolating valves, pressure reducing valves, fire hydrants, as required and erf connections;
- Electricity reticulation, substations and street lighting, and
- Stormwater drainage structures and stormwater pipelines.

**The Amended Environmental Management Programme (SES REF: CT04/06\_DEMP\_r\_11 / DEADP REF: WCP/EIA/AMEND/0000704/2023 (with the original EA Ref No. of: 16/3/3/1/D2/29/0008/20))**, for the approval of the pre-construction, construction and post-construction phase for the proposed development of Herold's Bay Country Estate on a Portion of Portion 7 of the Farm Buffelsfontein No. 204, Herold's Bay, Western Cape, was approved by the Department of Environmental Affairs and Development Planning (DEADP) in April 2023.

The EMP has authorized the following development proposal:

The proposal entails the development of a residential estate and business zone on a portion of Portion 7 of the Farm Buffelsfontein 204, Herold's Bay, George. The area where the development will take place is approximately 19 370 square meters in extent and the development will comprise of the following:

- A residential area consisting of 102 single residential erven (Single Residential Zone I) and 68 general residential erven (General Residential Zone II);
- A commercial area comprising two erven for:
  - A filling station for the storage and handling of a dangerous good (Business Zone II);
  - A convenience centre (Business Zone II);
  - A restaurant (Business Zone II); and
  - Office block (Business Zone IV).
- One open space area (Open Space Zone II) which includes the aquatic buffer;
- An erf for private road(s) (Transport Zone III);
- An erf for public streets (Transport Zone II);
- Servitudes registered for sewerage package plants.

This will require the clearance of more than 1 hectare (but less than 20 hectares) of indigenous vegetation. Also, more than 300 square meters of an area mapped as Endangered Garden Route Fynbos will be cleared of indigenous vegetation for this purpose but approximately 18.04 ha.

In addition, hereto the following associated infrastructure will be constructed:

- An internal road network with roads 10 to 26 meters wide.
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- The internal sewer network will consist of 160mm pipes with a 110mm connection to each erf.
- The internal water reticulation system will consist of pipes varying in size between 63 mm and 90 mm diameter with the necessary provision made for isolating valves, pressure reducing valves, fire hydrants, as required and erf connections;
- Electricity reticulation, substations and street lighting, and
- Stormwater drainage structures and stormwater pipelines.

**Conditions of the Amendment Process:**

Sharples Environmental Services cc submitted a Notice of Intent to Develop to the Department of Environmental Affairs and Development Planning, on the 25<sup>th</sup> of September 2025, regarding the proposed amendment of Herold's Bay Country Estate. The Department of Environmental Affairs and Development Planning (DEADP) responded to the NOI on the 20<sup>th</sup> of November 2025, in their letter with reference number: 16/3/3/6/7/5/D2/29/0363/25. In this letter the DEADP indicated that the applicant had not complied with Condition 19.1 of the EA, which states that "During the period which the activities have been commenced with on site until construction of the bulk internal service infrastructure (i.3 internal roads; water-, sewer-, electricity reticulation and bulk storm water) has been completed on site, the Holder must undertake annual environmental audit(s) and submit the Environmental Audit Report(s) to the Competent Authority.". The DEADP indicated that in light of the above suspected non-compliance with the conditions of the EA and EMPr, we would be allowed an opportunity to submit representations to the DEADP regarding these aspects. It was also indicated that the DEADP would not be accepting an application for the amendment of the EA until such a time that the matter regarding the suspected non-compliance with the EA has been resolved.

SES then drafted a letter in response to the DEADP, which was sent to the case officer (Mr. Steve Kleinhans) on the 14<sup>th</sup> of January 2026. In this letter SES had indicated that an external auditor (JF Environmental Services) had been appointed and that the audit will be submitted to DEADP before the application for amendment of the EA and EMPr will be submitted. The external environmental audit report was submitted to the DEADP on the 30<sup>th</sup> of January 2026. The application for amendment of the EA and EMPr was submitted to the DEADP on the 30<sup>th</sup> of January 2026, along with proof of the submission of the external audit report onto the DEADP's One Drive.

Herold's Bay Country Estate (Pty) Ltd, wishes to amend the EA and EMPr for the Proposed Development of Herold's Bay Country Estate on a Portion of Portion 7 of the Farm Buffelsfontein No. 204, Herold's Bay, George, to implement the new layout where the filling station (Business Zone VI) on portion 106 and office block (Business Zone IV) on portion 112 is removed; and portions 106 and 112 is consolidated as a shop (Business Zone II) with the following consent uses:

- Restaurant;
- Place of leisure (gymnasium);
- Liquor store; and
- Flats.

This will all occur within the existing, approved footprint for the filling station and office block.

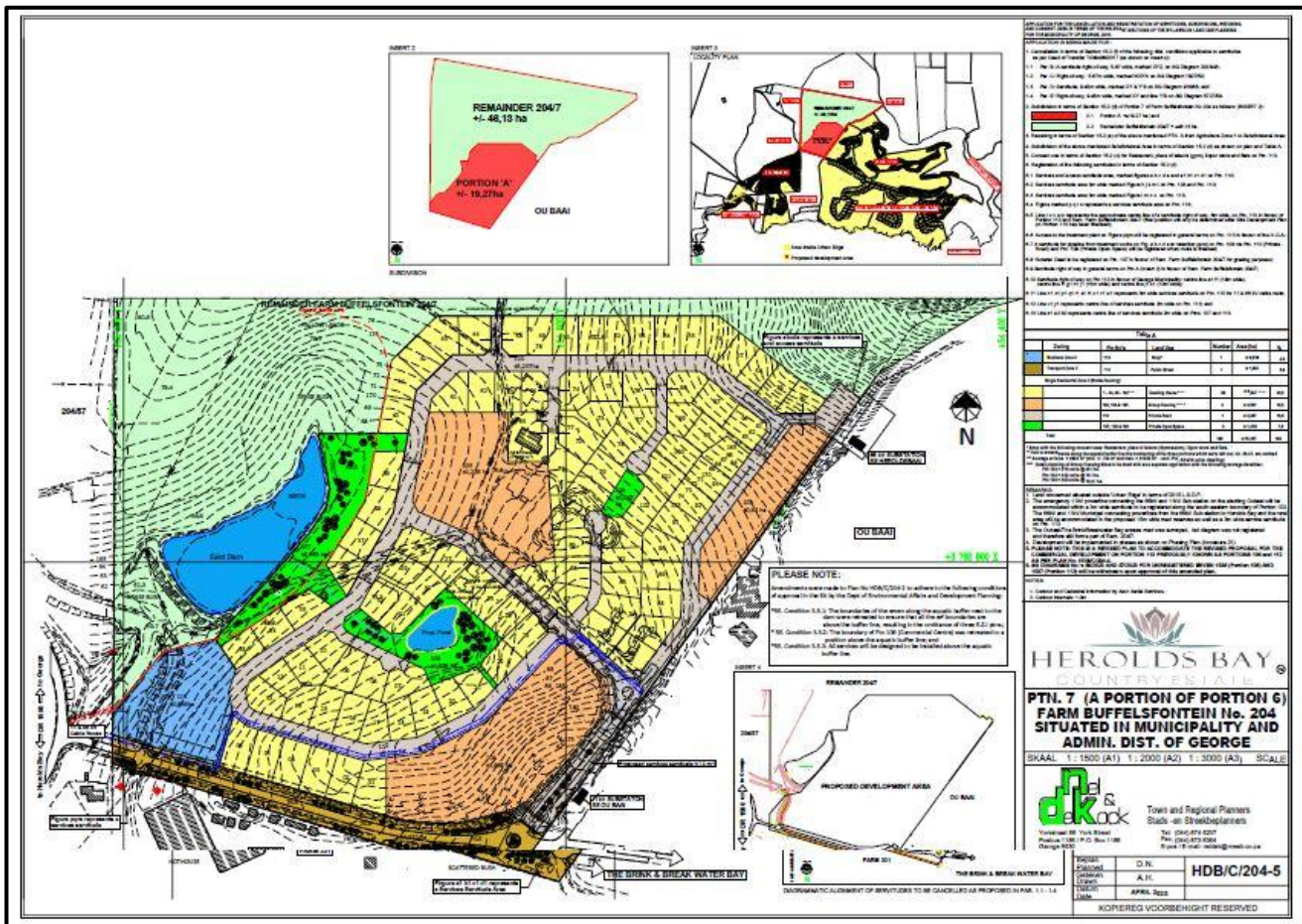


Figure 5: New proposed layout for Herold's Bay Country Estate.

In addition, the applicant wishes to amend the EA and EMPr to reflect the change of ownership from Long Island Trading 44 (Pty) Ltd to Herold's Bay Country Estate (Pty) Ltd.

The applicant proposes to remove the approved Addendum to the Environmental Authorisation, dated 06 March 2023 (EA REF: 16/3/3/5/D6/29/0008/22), and to amend the Environmental Authorisation, dated 07 April 2021 (EA REF: 16/3/3/1/D2/29/0008/20).

**PROPOSED REMOVAL OF ADDENDUM TO THE ENVIRONMENTAL AUTHORISATION (REF: 16/3/3/5/D2/29/0011/22) DATED 6 MARCH 2023:**

The Addendum to the Environmental Authorisation Section A (Page 1) that reads:

**Condition 10.1.6 in Section E is substituted with the following:**

**“Incorporate an Operational Phase Environmental Management Plan that will deal with the operational aspects including the filling station and must include:**

**(a) Include the implementation plan with clear management outcomes.**

**(b) An indication of the persons who will be responsible for the implementation of the impact management actions.**

**(c) Include all the mitigation measures as described in the Geotechnical Impact Assessment that deals with the filling station and the design measures that were recommended.**

**(d) Include the requirements on the comments provided by the WCG: Department of Environmental Affairs and Development Planning – Pollution and Chemicals Management**

**(e) Include emergency procedures and actions to be undertaken for emergency spills or malfunctioning of tanks.**

**(f) Detail the environmental auditing programme.”**

Should be removed as a filling station will no longer be constructed and will be removed from the Site Development Plan. **Pages 2-4 regarding the Reasons for Decision, Conditions and Appeals** should therefore also be removed.

**PROPOSED CHANGES TO THE ENVIRONMENTAL AUTHORISATION (REF: 16/3/3/1/D2/29/0008/20) DATED 7 APRIL 2021:**

- **Section A: Page 2:**

The section of the EA that reads:

**Long Island Trading 44 (Pty) Ltd.  
Mr. Abraham Jacobus Cronje  
Postnet suite 194  
Private Bag X 6950  
GEORGE  
6530**

**Tel: 082 804 9710  
E-mail: [jacques@gfaholdings.co.za](mailto:jacques@gfaholdings.co.za)**

Should be amended to read:

**Herold's Bay Country Estate (Pty) Ltd.  
Directors:  
Mr. Abraham Jacobus Cronje  
Mr. Conrad Swart  
Mr. Andries Olivier Swart  
PO Box 23  
Pretoria  
Pretoria  
Gauteng  
0001**

- **Section B: Page 3 and Page 4:**

The section of the EA that reads:

**Activity Number: 10**

**Activity Description:**

**The development and related operation of facilities or infrastructure for the storage, or storage and handling of a dangerous good, where such storage occurs in containers with a combined capacity of 30 but not exceeding 80 cubic meters.**

**i. Western Cape**

**ii. Areas zoned for use as public open space or equivalent zoning;**

**iii. All areas outside urban areas; or**

**iv. Inside urban areas:**

**(aa) Areas seawards of the development setback line or within 200 meters from the high-water mark of the sea if no such development setback line is determined;**

**(bb) Areas on the watercourse side of the development setback line or within 100 meters from the edge of a watercourse where no such setback line has been determined; or**

**(cc) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined.**

Should be removed as the filling station will no longer be constructed.

- **Section B: Page 4:**

The section of the EA that reads:

**A commercial area comprising two erven for:**

- **A filling station for the storage and handling of a dangerous good (Business Zone II);**
- **A convenience centre (Business Zone II);**
- **A restaurant (Business Zone II); and**
- **Office block (Business Zone IV).**

Should be amended to read:

**A shop area (Business Zone II) with the following consent uses:**

- **Restaurant**
- **Place of leisure (gymnasium)**
- **Liquor store; and**
- **Flats.**

- **Section C: Page 5:**

The section of the EA that reads:

**The proposed filling station is envisioned to be positioned in the south western corner of the development footprint area, adjacent to the Oubaai Main Road.**

Should be amended to read:

**The proposed restaurant, place of leisure (gymnasium), liquor store, and flats, are envisioned to be positioned in the south western corner of the development footprint area, adjacent to the Oubaai Main Road.**

- **Section E: Page 6:**

The section of the EA that reads:

**1.1 The non-operational component (i.e installation of bulk services and top structures and construction of the filling station) is subject to the following:**

- 1.1.1 The holder must start with the physical implementation and exceed the threshold of all the authorised listed activities on the site by 30 April 2026.**
- 1.1.2 The development of the facility for the storage and handling of dangerous goods (filling station) must commence by the 30 April 2026 and be concluded by 30 April 2028; and**
- 1.1.3 Rehabilitation and monitoring must be finalised at the site within a period of 3-months from the date the construction activities (construction phase) are concluded; but no later than 31 January 2031.**

Should be amended to read:

**1. The non-operational component (i.e installation of bulk services and top structures and construction of the filling station) is subject to the following:**

- 1.1.1 The holder must start with the physical implementation and exceed the threshold of all the authorised listed activities on the site by 30 April 2026.**
- 1.1.2 Rehabilitation and monitoring must be finalised at the site within a period of 3-months from the date the construction activities (construction phase) are concluded; but no later than 31 January 2031.**

- **Section E: Page 7:**

The section of the EA that reads:

**A commercial area comprising two erven for:**

- **A filling station for the storage and handling of a dangerous good (Business Zone II);**
- **A convenience centre (Business Zone II);**
- **A restaurant (Business Zone II); and**

- **Office block (Business Zone IV).**

Should be amended to read:

**A shop area (Business Zone II) with the following consent uses:**

- **Restaurant**
- **Place of leisure (gymnasium)**
- **Liquor store; and**
- **Flats.**

- **Section E: Page 9 and Page 10:**

The section of the EA that reads:

**10.1.5. A detailed Site Development Plan for the filling station, which also depicts inter alia:**

- (a) tank installations and auxiliary infrastructure for the handling of the dangerous goods;**
- (b) a site-specific stormwater management / drainage system and separation and or treatment devices;**
- (c) monitoring points including boreholes;**

**10.1.6 Incorporate an Operational Phase Environmental Management Plan that will deal with the operational aspects including the filling station and must include:**

- (a) include the implementation plan with clear impact management outcomes;**
- (b) An indication of the persons who will be responsible for the implementation of the impact management actions.**
- (c) Include all the conditions and monitoring aspects associated with the groundwater monitoring activities and requirements of the Fuel Retailers Association;**
- (d) Include all the mitigation measures as described in the Geotechnical Impact Assessment that deals with the filling station and design measures that were recommended**
- (e) Include the requirements in the comments provided by WCG: Department of Environmental Affairs and Development Planning – Pollution and Chemicals Management**
- (f) Include emergency procedures and actions to be undertaken for emergency spills or malfunctioning of tanks.**
- (g) Detail the environmental auditing programme.**

Should be removed as the filling station will no longer be constructed or form part of the development.

- **Section E: Page 10:**

The section of the EA that reads:

**14. A monitoring programme for the filling station must be developed and implemented which must include the following:**

- (a) The development of the facility and infrastructure for the storage and handling of a dangerous good (i.e., construction of the filling station) and must detail the requirements of the fuel containment area, forecourt area, the installation of the underground storage tanks, pipelines:**
- (b) Leak detection and monitoring thereof;**
- (c) The location of the monitoring boreholes**

**(d) Detail the Recordkeeping and Reporting protocol.**

Should be removed as the filling station will no longer be constructed or form part of the development.

- **Section E: Page 12:**

The section of the EA that reads:

**19.3 During the period the development of the facility or infrastructure for the storage and handling of a dangerous good (i.e. Construction of the filling station) is undertaken, the Holder must undertake annual environmental audit(s) and submit the Environmental Audit Report(s) to the Competent Authority.**

**A final Environmental Audit Report must be submitted to the Competent Authority within three (3) months of completion of the construction of the filling station component of the development and the post construction rehabilitation requirements thereof, but by no later than 30 July 2028.**

**During related operation of the facility or infrastructure for the storage and handling of a dangerous good at the filling station, the frequency of the auditing of compliance with the conditions of the environmental authorisation and of compliance with the EMPr may not exceed intervals of 5- years.**

Should be removed as the filling station will no longer be constructed or form part of the development.

- **Section E: Page 13:**

The section of the EA that reads:

**22. Three (3) groundwater monitoring boreholes must be established downgradient of the filling station in order to detect any potential contamination. The positions of the monitoring boreholes must be indicated on the layout plan, once the final design has been confirmed. The monitoring borehole must be established at least 3 months, prior to the installation of the tanks and baseline data must collected and recorded during this period.**

**23. A Site-Specific Stormwater Management Plan must be developed for the filling station site and must detail effective pollution and erosion control measures, as well as stormwater management. This must be submitted and approved by this Department as part of the EMPr, prior to commencement of construction activities.**

Should be removed as the filling station will no longer be constructed or form part of the development

Section	<b>PROPOSED AMENDMENTS TO THE EMPr</b>
<b>6</b>	

The applicant proposes to amend the approved Amended Environmental Management Programme, dated April 2023 (Ref: WCP/EIA/AMEND/0000704/2023 (with the original EA Ref No. of: 16/3/3/1/D2/29/0008/20))

**PROPOSED CHANGES TO THE ENVIRONMENTAL MANAGEMENT PROGRAMME (REF: WCP/EIA/AMEND/0000704/2023 (with the original EA Ref No. of: 16/3/3/1/D2/29/0008/20)) DATED APRIL 2023:**

- **Page 1:**

The section of the EMPr that reads:

**APPLICANT: Long Island Trading 44 (Pty) Ltd Contact: Mr Abraham Jacobus Cronje**

Should be amended to read:

**APPLICANT: Herold's Bay Country Estate (Pty) Ltd**

- **Section 1: Page 5:**

The section of the EMPr that reads:

Sharples Environmental Services cc (SES) was appointed by **Long Island Trading 44 (Pty) Ltd** (the proponent) to compile the Environmental Management Programme for the proposed development of Herolds Bay Country Estate on a Portion of Portion 7 Farm Buffelsfontein No. 204, Herolds Bay, Western Cape.

Should be amended to read:

Sharples Environmental Services cc (SES) was appointed by **Herold's Bay Country Estate (Pty) Ltd** (the proponent) to compile the Environmental Management Programme for the proposed development of Herolds Bay Country Estate on a Portion of Portion 7 Farm Buffelsfontein No. 204, Herolds Bay, Western Cape.

- **Section 2: Page 5:**

The section of the EMPr that reads:

This document is intended to serve as a guideline to be used by **Long Island Trading 44 (Pty) Ltd** (as the Implementing Agent) and any person/s acting on **Long Island Trading 44 (Pty) Ltd's** behalf, during the pre-construction, construction, post-construction rehabilitation and operational (maintenance) phases of the proposed development. This document provides measures that must be implemented to ensure that any environmental degradation that may be associated with the development is avoided, or where such impacts cannot be avoided entirely, are minimised and mitigated appropriately.

This EMPr has been prepared in accordance with the requirements of an EMPr as specified in the Environmental Impact Assessment Regulations, 2014 (as amended), and with reference to the "Guidelines for Environmental Management Programmes" published by the Department of Environmental Affairs and Development Planning (2005).

It is important to note that not only is the EMPr designed to manage the physical establishment of the development per se, but also as a tool which can be used to manage the environmental impacts of the development.

The rehabilitation, mitigation, management and monitoring measures prescribed in this EMPr must be seen as binding to the **Long Island Trading 44 (Pty) Ltd**, and any person acting on its behalf, including but not limited to agents, employees, associates, guests or any person rendering a service to the development site.

Should be amended to read:

This document is intended to serve as a guideline to be used by **Herold's Bay Country Estate (Pty) Ltd** (as the Implementing Agent) and any person/s acting on **Herold's Bay Country Estate (Pty) Ltd's** behalf, during the pre-construction, construction, post-construction rehabilitation and operational (maintenance) phases of the proposed development. This document provides measures that must be implemented to ensure that any environmental degradation that may be associated with the development is avoided, or where such impacts cannot be avoided entirely, are minimised and mitigated appropriately.

This EMPr has been prepared in accordance with the requirements of an EMPr as specified in the Environmental Impact Assessment Regulations, 2014 (as amended), and with reference to the "Guidelines for Environmental Management Programmes" published by the Department of Environmental Affairs and Development Planning (2005).

It is important to note that not only is the EMPr designed to manage the physical establishment of the development per se, but also as a tool which can be used to manage the environmental impacts of the development.

The rehabilitation, mitigation, management and monitoring measures prescribed in this EMPr must be seen as binding to the **Herold's Bay Country Estate (Pty) Ltd**, and any person acting on its behalf, including but not limited to agents, employees, associates, guests or any person rendering a service to the development site.

- **Section 3: Page 5:**

The section of the EMPr that reads:

It is essential that this EMPr be carefully studied, understood, implemented and adhered to as far as reasonably possible, throughout all phases of the proposed development. **Long Island Trading 44 (Pty) Ltd** must retain a copy of this EMPr, and an additional copy must be kept on site at all times during the pre-construction, construction and post-construction rehabilitation phases of the development.

This EMPr must be included in all contracts compiled for contractors and subcontractors employed by **Long Island Trading 44 (Pty) Ltd**, as this EMPr identifies and specifies the procedures to be followed by engineers and other contractors to ensure that the adverse impacts of construction and maintenance activities are either avoided or reduced. Appointed contractors must make adequate financial provision to implement the environmental management measures specified in this document.

Should be amended to read:

It is essential that this EMPr be carefully studied, understood, implemented and adhered to as far as reasonably possible, throughout all phases of the proposed development. **Herold's Bay Country Estate (Pty) Ltd** must retain a copy of this EMPr, and an additional copy must be kept on site at all times during the pre-construction, construction and post-construction rehabilitation phases of the development.

This EMPr must be included in all contracts compiled for contractors and subcontractors employed by **Herold's Bay Country Estate (Pty) Ltd**, as this EMPr identifies and specifies the procedures to be followed by engineers and other contractors to ensure that the adverse impacts of construction and maintenance activities are either avoided or reduced. Appointed contractors must make adequate

financial provision to implement the environmental management measures specified in this document.

- **Section 4: Page 6:**

The section of the EMPr that reads:

**Long Island Trading 44 (Pty) Ltd** proposes to construct a mixed-use development which entails combining residential, recreational and agricultural land uses. It is proposed that the development will include single residential erven, group housing units, **a filling station with convenience shop, an ancillary neighbourhood centre with commercial and office space (see Appendix 4)** and three package plants for onsite treatment of sewerage. The proposed developed will take place on a Portion of Portion 7 of Farm Buffelsfontein No. 204 situated in Herolds Bay, Western Cape.

Should be amended to read:

**Herold's Bay Country Estate (Pty) Ltd** proposes to construct a mixed-use development which entails combining residential, recreational and agricultural land uses. It is proposed that the development will include single residential erven, group housing units, **a restaurant, place of leisure (gymnasium), a liquor store, flats (see Appendix 4)** and three package plants for onsite treatment of sewerage. The proposed developed will take place on a Portion of Portion 7 of Farm Buffelsfontein No. 204 situated in Herolds Bay, Western Cape.

- **Section 4: Page 6 and 7:**

The section of the EMPr that reads:

It is being proposed that 102 single residential erven, 68 group housing units, **a filling station with convenience centre and restaurant and an office complex** be developed. In addition, there will be private open space, an internal road network and three on-site package plants for the treatment of sewerage. The residential portion of the proposed development is aimed towards holiday makers and tourists to the area, the business zones are aimed towards small business and business professionals located in the region.

The total size of the development footprint for the mixed-use development is approximately 19.264Ha. Refer to the **Figure 2 below** which shows the proposed layout plan for the Portion of Portion 7 Farm Buffelsfontein No. 204, as well as **Table 1 below** which outlines the different types of developments proposed and their relative sizes.

**Table 1: Size and number of each respective aspect proposed.**

Zoning	Ptn No's	Land Use	Number	Area (ha)	%
Residential Zone I	1 - 102	Single Dwelling *	102	± 9,019 *	47
General Residential Zone II	103, 104 & 105	Group Housing **	3	± 3,613	19
Business Zone II Business Zone IV ****	106	Shop *** Office (300 m <sup>2</sup> floor space) ****	1	± 0,958	5
Open Space II	107, 108 & 109	Private Open Space	3	± 1,334	7
Transport Zone III	110	Private Road	1	± 3,209	16
Transport Zone II	111	Public Street	1	± 1,283	6
<b>Total</b>			<b>111</b>	<b>± 19,264</b>	<b>100</b>

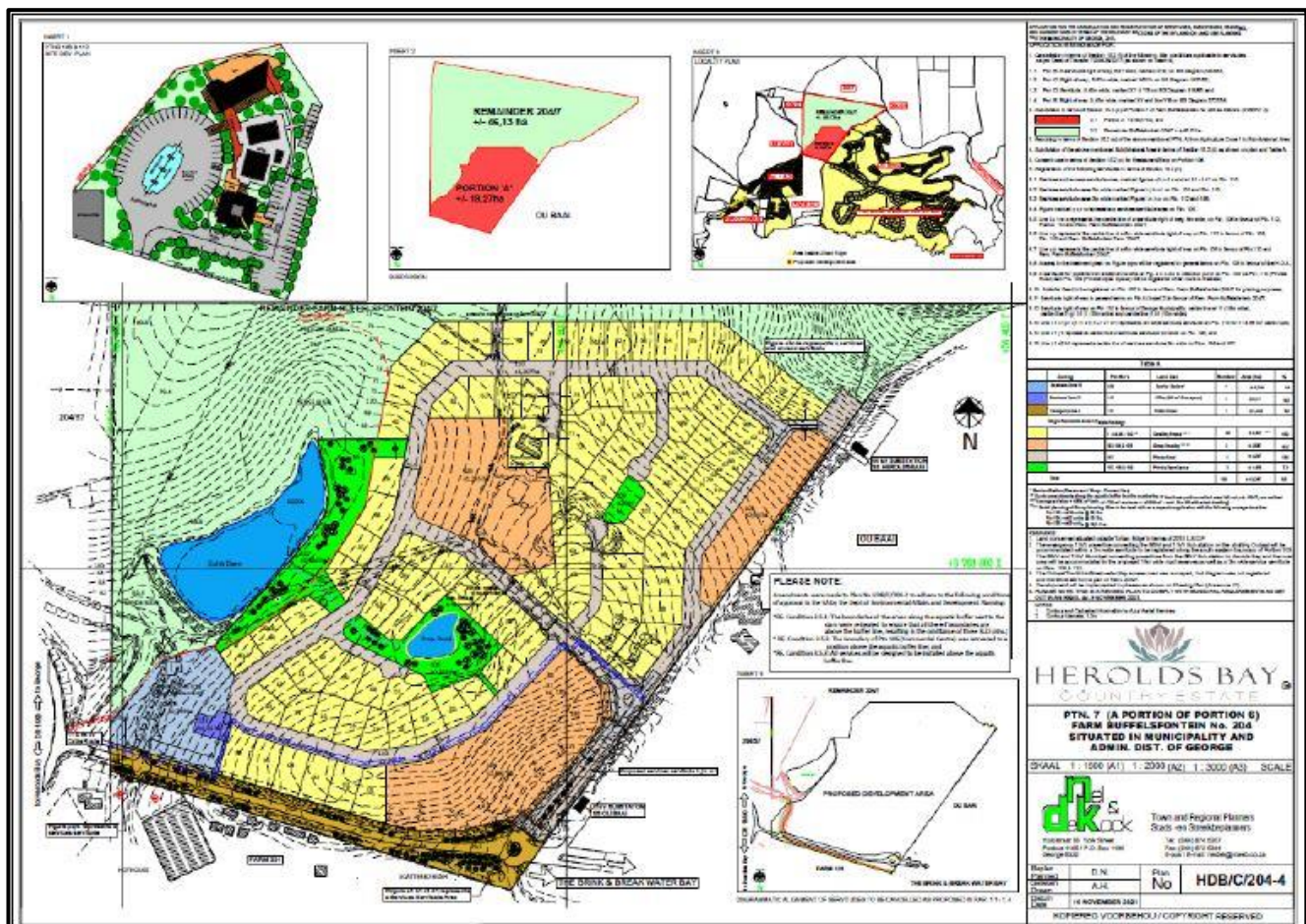


Figure 2: Layout Plan for the Proposed Herolds Bay Country Estate in Herolds Bay.

Should be amended to read:

It is being proposed that 102 single residential erven, 68 group housing units, **a restaurant, place of leisure (gymnasium), liquor store, and flats** be developed. In addition, there will be private open space, an internal road network and three on-site package plants for the treatment of sewerage. The residential portion of the proposed development is aimed towards holiday makers and tourists to the area, the business zones are aimed towards small business and business professionals located in the region.

The total size of the development footprint for the mixed-use development is approximately 19.264Ha. Refer to the **Figure 2 below** which shows the proposed layout plan for the Portion of Portion 7 Farm Buffelsfontein No. 204, as well as **Table 1 below** which outlines the different types of developments proposed and their relative sizes.

Table 2: Size and number of each respective aspect proposed.

	Zoning	Ptn No's	Land Use	Number	Area (ha)	%
	Business Zone II	113	Shop*	1	± 0,859	4,5
	Transport Zone II	111	Public Street	1	± 1,332	6,9
<b>Single Residential Zone II (Estate Housing):</b>						
		1 - 44, 48 - 102**	Dwelling House***	99	± 8,847***	45,9
		103, 104 & 105	Group Housing****	3	± 3,567	18,5
		110	Private Road	1	± 3,207	16,6
		107, 108 & 109	Private Open Space	3	± 1,456	7,6
	<b>Total</b>			<b>109</b>	<b>± 19,267</b>	<b>100</b>

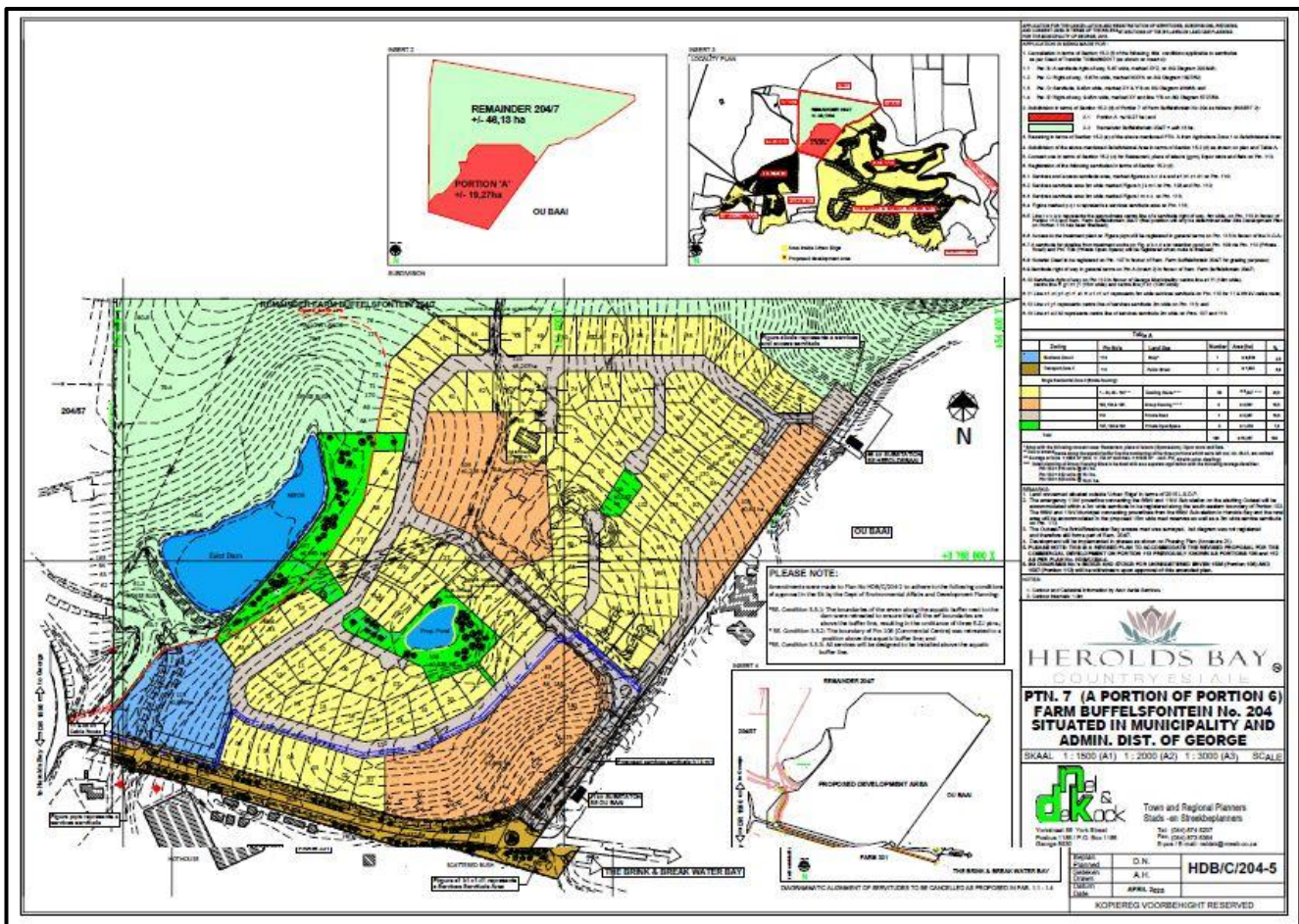


Figure 2: Layout Plan for the Proposed Herolds Bay Country Estate in Herolds Bay.

Section 6: Page 15:

The section of the EMPr that reads:

Due to the fact that this development proposal is an activity listed in the EIA Regulations, a Basic Assessment Process is required and the respective reports must be submitted to the Department of Environmental Affairs and Development Planning (DEADP) before they issue **Long Island Trading 44 (Pty) Ltd** with an Environmental Authorisation. The Environmental Authorisation has been attached as appendix 6.

Should be amended to read:

Due to the fact that this development proposal is an activity listed in the EIA Regulations, a Basic Assessment Process is required and the respective reports must be submitted to the Department of Environmental Affairs and Development Planning (DEADP) before they issue **Herold's Bay Country Estate (Pty) Ltd** with an Environmental Authorisation. The Environmental Authorisation has been attached as appendix 6.

- **Section 6: Page 16 and 17:**

The Section of the EMPr that reads:

**Activity 10**

**The development and related operation of facilities or infrastructure for the storage, or storage and handling of a dangerous good, where such storage occurs in containers with a combined capacity of 30 but not exceeding 80 cubic metres.**

**i. Western Cape**

**i. Areas zoned for use as public open space or equivalent zoning;**

**ii. All areas outside urban areas; or**

**iii. Inside urban areas:**

**(aa) Areas seawards of the development setback line or within 200 metres from the high-water mark of the sea if no such development setback line is determined;**

**(bb) Areas on the watercourse side of the development setback line or within 100 metres from the edge of a watercourse where no such setback line has been determined; or**

**(cc) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined.**

Should be removed as the filling station will no longer be constructed or form part of the development.

And the section of the EMPr that reads:

Therefore, in summary, the following activities will be applied for:

- Listing Notice 1: Activity No: 12, 19, 24 and 28;
- Listing Notice 2: None;
- Listing Notice 3: **Activity No: 10**

Should be amended to read:

Therefore, in summary, the following activities will be applied for:

- Listing Notice 1: Activity No: 12, 19, 24 and 28;
- Listing Notice 2: None;
- Listing Notice 3: **None**

- **Section 6: Page 17:**

The section of the EMPr that reads:

**Long Island Trading 44 (Pty) Ltd** is responsible for ensuring that all contractors, labourers and any other appointed person/entity acting on their behalf, remain compliant with the conditions of the received authorisations, as well as the provisions of all other applicable legislation and guidelines, including inter alia:

- National Environmental Management Act (NEMA) (Act No 107 of 1998, as amended);
- National Environmental Management Biodiversity Act (Act 10 of 2004);
- National Environmental Management: Waste Act (Act 59 of 2008);
- National Water Act (Act 36 of 1998)

- National Forest Act (Act No 84 of 1998);
- National Heritage Resources Act (Act No 25 of 1999);
- Occupational Health and Safety Act (Act 85 of 1993);
- Subdivision of Agricultural Land (Act No. 70 of 1970)
- Guideline for emp's for state-subsidised housing: Considerations to be taken into account in preparation of EMPs for state-subsidised housing (February 2019)

The above listed legislation have general applicability to most development applications, and it is the responsibility of **Long Island Trading 44 (Pty) Ltd** to ensure that all contractors and employees are aware of their obligations in terms of these Acts. This EMPr does not detract from any other legal requirements.

Should be amended to read:

**Herold's Bay Country Estate (Pty) Ltd** is responsible for ensuring that all contractors, labourers and any other appointed person/entity acting on their behalf, remain compliant with the conditions of the received authorisations, as well as the provisions of all other applicable legislation and guidelines, including inter alia:

- National Environmental Management Act (NEMA) (Act No 107 of 1998, as amended);
- National Environmental Management Biodiversity Act (Act 10 of 2004);
- National Environmental Management: Waste Act (Act 59 of 2008);
- National Water Act (Act 36 of 1998)
- National Forest Act (Act No 84 of 1998);
- National Heritage Resources Act (Act No 25 of 1999);
- Occupational Health and Safety Act (Act 85 of 1993);
- Subdivision of Agricultural Land (Act No. 70 of 1970)
- Guideline for emp's for state-subsidised housing: Considerations to be taken into account in preparation of EMPs for state-subsidised housing (February 2019)

The above listed legislation have general applicability to most development applications, and it is the responsibility of **Herold's Bay Country Estate (Pty) Ltd** to ensure that all contractors and employees are aware of their obligations in terms of these Acts. This EMPr does not detract from any other legal requirements.

- **Section 6: Page 18-27:**

The section pertaining to the **"6.3 Conditions of the EA, dated 07/04/2021, ref: 16/3/3/1/D2/29/0008/20, and the addendum thereof, dated 06/03/2023, ref: 16/3/3/5/D2/29/0011/22"** should be updated based on the outcome / decision of the Part 2 Amendment Process.

- **Section 9: 9.1 OBJECTIVE 1: APPOINTMENT OF AN ENVIRONMENTAL CONTROL OFFICER – Page 38:**

The Impact Management Actions section of the EMPr that reads:

Responsible Party: **Long Island Trading 44 (Pty) Ltd**

Should be amended to read:

Responsible Party: **Herold's Bay Country Estate (Pty) Ltd**

- **Section 9: 9.2 OBJECTIVE 2: DETAILED DESIGN AND SITE LAYOUT PLAN – Page 39:**

The Impact Management Actions section of the EMPr that reads:

Responsible Party: **Long Island Trading 44 (Pty) Ltd / Consulting Engineer**

**Should be amended to read:**

- **Section 11: 11.2 OBJECTIVE 2: PREVENT POLLUTION AND SOIL/ WATER CONTAMINATION – Page 46:**

The Impact Management Actions section of the EMPr that reads:

**Installation of the proposed underground storage tanks (USTs) and construction of the filling station**

- **All liquid chemicals and fuel must be stored in a bunded area with a capacity of at least 110% of the maximum allowable volume. The storage area should be fenced and all access controlled.**
- **Corrosion resistant tanks, -pipes and -detectors must be used and must conform to the relevant SANS codes.**
- **The tanks must be fitted with an overfill protection device.**
- **Shear-off valves must be anchored below fuel dispensers so that no spillage occurs if the dispenser is accidentally knocked over. There must also be breakaway couplings on the hoses in case a vehicle pulls away from pump dispenser while the nozzle is still in the filler.**
- **During fuel tank delivery, the tanker driver must be present at all times during product offloading. An emergency cut-off switch must be installed to immediately stop fuel delivery should an accident occur.**
- **The surfaces of all refuelling areas must be constructed from concrete to form an impervious layer, which must be sloped towards the spillage containment areas.**
- **Stock reconciliation must be undertaken regularly to ensure effective stock monitoring, recording and regular auditing for early identification of possible leaks and such leakage records must be produced on demand.**
- **Fire-fighting equipment, regularly serviced, must be present on site and staff training in emergency firefighting must have been completed.**
- **Training of all staff must be given to prevent the risk of environmental pollution.**
- **Appropriate management (handling, storage, transportation and disposal) of waste and chemicals must be implemented. All hazardous wastes must be stored in an enclosed and surfaced area prior to disposal at a registered waste management facility.**

Should be removed as the filling station will not be constructed and is no longer part of the development.

- **Section 11: 11.4 OBJECTIVE 5: ALIEN CLEARING – Page 51:**

The Impact Management Actions section of the EMPr that reads:

Responsible Party: **Long Island Trading 44 (Pty) Ltd**

Should be amended to read:

Responsible Party: **Herold's Bay Country Estate (Pty) Ltd**

- **Section 11: 11.5 OBJECTIVE 6: JOB CREATION – Page 52:**

The Impact Management Actions section of the EMPr that reads:

**The Long Island Trading 44 (Pty) Ltd** should inform local community leaders, organizations and councillors of the project and the potential job opportunities for local builders and contractors.

**The Long Island Trading 44 (Pty) Ltd** should establish a database of local construction companies in the area, specifically SMME's owned and run by HDI's, prior to the commencement of the tender process for the development. These companies should be notified of the tender process and invited to bid for project related work.

**The Long Island Trading 44 (Pty) Ltd** in consultation with the appointed contractor/s should seek to ensure that a percentage of the labour required for the construction phase is sourced from local area in order to maximize opportunities for members from the local HD communities.

Responsible Party: **Long Island Trading 44 (Pty) Ltd / Contractor**

Should be amended to read:

**The Herold's Bay Country Estate (Pty) Ltd** should inform local community leaders, organizations and councillors of the project and the potential job opportunities for local builders and contractors.

**The Herold's Bay Country Estate (Pty) Ltd** should establish a database of local construction companies in the area, specifically SMME's owned and run by HDI's, prior to the commencement of the tender process for the development. These companies should be notified of the tender process and invited to bid for project related work.

**The Herold's Bay Country Estate (Pty) Ltd** in consultation with the appointed contractor/s should seek to ensure that a percentage of the labour required for the construction phase is sourced from local area in order to maximize opportunities for members from the local HD communities.

Responsible Party: **Herold's Bay Country Estate (Pty) Ltd / Contractor**

- **Section 12: 12.1 OBJECTIVE 1: SITE CLOSURE & REHABILITATION – Page 60:**

The Impact Management Actions section of the EMPr that reads:

Responsible Party: Contractor / **Long Island Trading 44 (Pty) Ltd**

Should be amended to read:

Responsible Party: Contractor / **Herold's Bay Country Estate (Pty) Ltd**

- **Section 12: 12.2 OBJECTIVE 2: MAINTENANCE OF ENVIRONMENTAL INTEGRITY DURING THE OPERATIONAL PHASE – 62:**

The Impact Management Actions section of the EMPr that reads:

Responsible Party: **Long Island Trading 44 (Pty) Ltd**

Should be amended to read:

Responsible Party: **Herold's Bay Country Estate (Pty) Ltd**

- **Section 12: 12.2 OBJECTIVE 2: MAINTENANCE OF ENVIRONMENTAL INTEGRITY DURING THE OPERATIONAL PHASE – 64:**

The Impact Management Actions section of the EMPr that reads:

- **At least three groundwater monitoring boreholes should be installed in order to detect any potential contamination, downgradient of the filling station.**
- **The monitoring boreholes should be appropriately designed and constructed – that is the depth of the monitoring boreholes should be deeper than the bottom of the USTs and seated within the intact granite (just beyond the weathered zone), and below the water table.**
- **Groundwater monitoring programme to be compiled based on the recommendations in the Groundwater Impact Assessment.**
- **The findings and results of this monitoring programme must be made available to the relevant authorities, including this Directorate, on request.**
- **A rapid response plan must be developed should any hydrocarbon spillages or leakages be detected.**

Should be removed as the filling station will not be constructed and is no longer part of the development.

- **APPENDIX 1: Location Maps and Borehole Locations:**

Borehole locations should be removed, as the filling station will no longer be constructed or form part of the development.

- **Appendix 2: Site Layout Plans with aquatic buffer:**

This Appendix should reflect the new amended layout.

- **Appendix 3: Filling Station Site Layout Plan:**

This Appendix should be removed, as the filling station will no longer be constructed or form part of the development.

- **Appendix 4: Environmental Authorisation and Addendum:**

This Appendix should be amended based on the outcome of the Part 2 Amendment process.

- **Appendix 5: ROC Environmental Consultants - EMP for service station**

This Appendix should be removed, as the filling station will no longer be constructed or form part of the development.

**Appendices should be amended to read:**

- **Appendix 1: Location Maps**
- **Appendix 2: Site Layout Plan with aquatic buffer**
- **Appendix 3: Environmental Authorisation and Addendum**
- **Appendix 4: Terra Geotechnical - Geotech report**

**REMOVAL OF THE ENVIRONMENTAL MANAGEMENT PLAN FOR THE SERVICE STATION LOCATED ON PORTION 112 OF THE FARM BUFFELSFONEIN 204/7 AS PART OF THE FUTURE HEROLDS BAY COUNTRY ESTATE, GARDEN ROUTE MUNICIPALITY, WESTERN CAPE PROVINCE, DATED 24 JUNE 2022:**

This filling station EMP should be removed or disregarded from the development proposal, as the filling station will no longer be constructed or form part of the development proposal.

<b>Section</b>	<b>INPUT FROM SPECIALISTS</b>
<b>7</b>	

The changes to the scope of the proposed development and the new layout was sent to the specialists so that they can provide their input and comments on the impacts of the proposed amendment. Please refer to Appendix E1-E4 for the specialist reports.

**Aquatic Biodiversity Assessment:**

Upstream Consulting was appointed to compile the Aquatic Assessment dated 28 October 2025, the assessment concludes that:

Based on the review of previous assessments (SES 2019a, 2019b) and the site verification conducted in October 2025, the following conclusions are drawn:

- The proposed amendment does not increase the extent or significance of impacts on aquatic ecosystems relative to the 2019 findings.
- The risk of surface-water contamination is reduced under the new Business Zone II land-use scenario.
- The earlier mitigation and management measures remain applicable and sufficient to maintain the current ecological condition of the watercourses.

From a freshwater ecological perspective, the amended layout is acceptable, and the proposed EA amendment is supported.

**Botanical Specialist Comment on the Proposed Amendment:**

Mark Berry Botanical Surreys was appointed to compile the comment on the proposed amendment, dated 23 October 2025.

The specialist concludes that the proposed amendment does not present any new or greater impacts on terrestrial biodiversity or plant species than the previous layout. The site is significantly degraded/modified. The area of impact also remains unchanged. No additional mitigation measures are needed.

**Visual Compliance Statement:**

Eco-Thunder Consulting (Pty) Ltd was appointed to compile the Visual Compliance Statement, dated 28 November 2025. The compliance statement concludes that:

- The proposed amendment to the commercial node does not expand the authorised development footprint and remains within the same erf extent, location and visual envelope as the originally approved Portions 106 and 112.
- The broader estate layout, ridgeline controls, dam buffer, open space structure and visual mitigation framework established in the original VIA, BAR and EMPr are unaffected by the amendment and remain applicable.
- The replacement of a service station and office with a Business Zone II mixed-use node including shop, restaurant, gym, liquor store and flats is expected to:
  - Maintain the node's role as a gateway and activity focus for the estate;

- Reduce or remove certain visually intrusive elements typical of service stations (pumps, canopies, extensive forecourt hard surfacing, high mast/pylon signage and associated high-intensity lighting); and
- Allow a more architecturally integrated, estate-appropriate building form, provided that existing design and mitigation controls are adhered to.
- For key external receptors (Herolds Bay Extensions 1 and 2, Oubaai and local roads), the extent and pattern of visibility of the commercial node remain as previously assessed. The anticipated night-time visual prominence of the node is likely to be similar to or lower than that associated with the originally authorised service station, subject to full implementation of lighting controls.
- The amendment does not alter the visual role of the dam and open space as the central landscape feature, nor does it increase encroachment into the aquatic buffer or ridgeline areas.

From a visual perspective, and subject to continued compliance with the original VIA mitigation measures, estate architectural guidelines and EMPr requirements, the proposed amendment to the commercial node of the Herolds Bay Country Estate is:

- Visually compliant with the assumptions, mitigation framework and conclusions of the original VIA and BAR; and
- Not expected to result in an increase in the level of visual impact previously assessed and accepted for the authorised development.

The residual visual impact significance of the estate, including the amended commercial node, is therefore considered to remain within the medium significance rating previously accepted in the original VIA, and may be marginally reduced in respect of night-time lighting and forecourt clutter.

**Socio-Economic Assessment:**

Urban-Econ was appointed to compile the Socio-Economic Assessment, dated 2025. Their assessment concludes that:

Overall, the proposed amendment to the commercial node does not expand the authorised development footprint and remains within the same erf extent, location and visual envelope as the originally approved Portions 106 and 112. The amendment removes the provision of a filling station (Business Zone VI) and office block (Business Zone IV) and instead consolidates Portions 106 and 112 into a shop (Business Zone II) with consent uses for a restaurant, place of leisure (gymnasium), liquor store and residential flats, thereby shifting the focus from fuel and office functions to a neighbourhood-scale mixed-use node that responds more directly to local convenience and lifestyle needs.

Economically, this change redirects investment from specialised fuel and office infrastructure towards diversified retail, leisure and residential components, which is expected to increase footfall, broaden local spending, support a wider range of employment opportunities and strengthen long-term municipal revenue through rates and service charges. Socially and in amenity terms, the introduction of a shop, restaurant, gym and liquor store addresses gaps in convenience retail, fitness facilities and liquor outlets in Herolds Bay, while the addition of flats introduces a currently under-supplied residential typology at lower entry price points than freestanding estate housing, thereby enhancing local housing diversity. From a visual perspective, the removal of typical filling station elements such as fuel pumps, canopies, large forecourt areas and intense night-time lighting is anticipated to reduce visual clutter and night-time illumination, resulting in a visual impact that is similar to or marginally lower than the originally approved scenario, provided that existing estate design guidelines and mitigation measures remain in force.

From a socio-economic perspective, and subject to continued adherence to the original SEIA mitigation measures, the proposed amendment to the commercial node of the Herolds Bay Country Estate remains consistent with the assumptions and conclusions of the original SEIA and BAR and is not

anticipated to generate any adverse socio-economic impacts. The amendment retains the approved development footprint while replacing a more intensive petrol and office precinct with a context-sensitive mixed-use node that improves local amenity and economic resilience and softens visual impacts, in line with the spatial planning and socio-economic intent of the original authorisation. Overall, the influence of socio-economic impacts is expected to remain within the previously accepted ranges, with reasonable potential for marginally altered (more positive or less negative) ratings where the revised land-use mix reduces risks associated with fuel operations and strengthens local amenity and economic performance.

Section	<b>ASSESSMENT OF IMPACTS</b>
<b>8</b>	

As indicated in the previous section, none of the proposed changes invoke any impact significance increases to the environment.

### **8.1 Aquatic Biodiversity Assessment:**

Because the amendment involves only a change in land-use type and not in physical extent, the magnitude and significance of potential impacts on aquatic habitat remain fundamentally unchanged. In fact, the pollution risk is reduced: replacing the fuel station with low-intensity commercial and residential uses eliminates the hydrocarbon contamination risks associated with fuel storage and dispensing. The remaining activities (restaurant, gymnasium, liquor store, and flats) represent standard urban uses, whose runoff quality can be adequately managed through the stormwater and wastewater controls already recommended in the earlier assessment. No additional vegetation clearance, excavation, or stormwater outlets are proposed; therefore, the construction-phase risks remain as previously evaluated.

All general mitigation measures and conditions previously recommended remain valid and must continue to be implemented. These include controls on stormwater management, erosion prevention, alien plant control, rehabilitation of disturbed areas, and appropriate operational management of effluent and runoff. The recommendations specific to the former fuel station (such as hydrocarbon containment, oil-separator maintenance, and spill-response measures) are no longer applicable. The approved development footprint must not be expanded beyond what was authorised, and all construction and operational activities must remain within the demarcated area.

Based on the review of previous assessments (SES 2019a, 2019b) and the site verification conducted in October 2025, the following conclusions are drawn:

- The proposed amendment does not increase the extent or significance of impacts on aquatic ecosystems relative to the 2019 findings.
- The risk of surface-water contamination is reduced under the new Business Zone II land-use scenario.
- The earlier mitigation and management measures remain applicable and sufficient to maintain the current ecological condition of the watercourses.

From a freshwater ecological perspective, the amended layout is acceptable, and the proposed EA amendment is supported.

**Table 2: Aquatic Assessment Impacts:**

Impact	Original Impact Significance	Amendment Impact Significance
<b>CONSTRUCTION PHASE</b>		
Freshwater Impacts: Disturbance/Loss of Habitat and Sedimentation	Low-Medium (-)	Low-Medium (-) <b>NO CHANGE IN IMPACT SIGNIFICANCE</b>
Freshwater Impacts: Water Pollution	Low-Medium (-)	Low-Medium (-) <b>NO CHANGE IN IMPACT SIGNIFICANCE</b>
Freshwater Impacts: Flow Modification	Low-Medium (-)	Low-Medium (-) <b>NO CHANGE IN IMPACT SIGNIFICANCE</b>
Freshwater Impact: Erosion & Sedimentation	Low-Medium (-)	Low-Medium (-) <b>NO CHANGE IN IMPACT SIGNIFICANCE</b>
<b>OPERATIONAL PHASE</b>		
Freshwater Impacts: Disturbance/Loss of Habitat and Sedimentation	Low-Medium (-)	Low-Medium (-) <b>NO CHANGE IN IMPACT SIGNIFICANCE</b>
Freshwater Impacts: Water/Soil Pollution	Low-Medium (-)	Low-Medium (-) <b>NO CHANGE IN IMPACT SIGNIFICANCE</b>
Freshwater Impacts: Modified Hydrology and Hydrodynamics	Low-Medium (-)	Low-Medium (-) <b>NO CHANGE IN IMPACT SIGNIFICANCE</b>
Freshwater Impact: Erosion & Sedimentation	Low-Medium (-)	Low-Medium (-) <b>NO CHANGE IN IMPACT SIGNIFICANCE</b>

**Advantages of the Proposed Amendment Identified by the Aquatic Specialist:**

- The proposed amendment does not increase the extent or significance of impacts on aquatic ecosystems relative to the 2019 findings;
- The risk of surface-water contamination is reduced under the new Business Zone II land-use scenario;
- The earlier mitigation and management measures remain applicable and sufficient to maintain the current ecological condition of the watercourses.

**Disadvantages of the Proposed Amendment Identified by the Aquatic Specialist:**

- None identified.

**8.2 Botanical Specialist Comment on the Proposed Amendment:****Original Botanical Survey Findings:**

Due to the transformed state of the site (for both proposed development footprints), there will be no direct impact on biodiversity. No significant fynbos or forest elements remain on site, except for the indigenous forest lower down in the small valley on the north-eastern side. Although the proposed development encroaches onto a mapped CBA, it is not expected to impact on the CBA network significantly. The affected CBA comprises an alien forest dominated by black wattle and southern blue gum. Unless the aliens are cleared its potential for rehabilitation is very slim

### Amendment Findings:

This letter, which was requested by Sharples Environmental Services, serves as a comment on the proposed amendment to the approved development layout for Portion 7 of Farm Buffelsfontein 204, north of Herolds Bay. The project comprises a mixed-use development, which includes single residential erven, group housing, a business area, roads and infrastructure. The applicant now wishes to amend the western corner of the development plan, which includes the business area. It is proposed to consolidate Portions 106 and 112 (as indicated on the approved plan) with the intention to remove the filling station and amend the zoning to Business Zone II for the consolidated portion, with the consent uses for a restaurant, place of leisure (gymnasium), liquor store and flats.

In order to familiarise myself again with the site, a follow-up survey was undertaken on 20 October 2025. The previous botanical survey and report (also undertaken by the undersigned) date back to March/April 2019. Please refer to the latter report for more detail of the vegetation and flora encountered.

Attention was devoted to the 0.6-1.4 m tall scrub on the western side of the proposed amendment area. This area is highly degraded and comprises aliens and pioneer indigenous species. Indigenous species recorded here include *Nidorella ivifolia*, *Helichrysum foetidum*, *H. petiolare*, *H. cymosum*, *Metalasia trivialis*, *Osteospermum moniliferum*, *Passerina corymbosa* (dominant), *Searsia lucida* (dominant), *Pterocelastrus tricuspidatus*, *Gymnosporia sp*, *Diospyros dichrophylla* (dominant) and *Carpobrotus edulis*. The latter is a useful soil binder. These species typically populate previously disturbed regrowth areas, such as road reserves. The presence of these species also does not allocate the scrub to a specific vegetation type. Several invasive alien species were also recorded here, including *Acacia mearnsii* (black wattle), *A. cyclops* (rooikrans), *Lantana camara* (lantana), *Eucalyptus sp* (blue gum), *Solanum mauritanum* (bugweed) and *Cenchrus clandestinus* (kikuyu). The rest of the site is also highly modified/transformed by past agricultural activities and completely overtaken by grasses and weeds.

The proposed amendment, therefore, does not present any new or greater impacts on terrestrial biodiversity or plant species than the previous layout. The site is significantly degraded/modified. The area of impact also remains unchanged. No additional mitigation measures are needed.

**Table 3: Botanical and Terrestrial Biodiversity Assessment Impacts:**

Impact	
<b>CONSTRUCTION PHASE</b>	
No direct impacts to terrestrial biodiversity and no significant impact to CBA network.	No greater impacts on terrestrial biodiversity or plant species. Area of impact remains unchanged. No additional mitigation measures are needed.
<b>OPERATIONAL PHASE</b>	
No direct impacts to terrestrial biodiversity and no significant impact to CBA network.	No greater impacts on terrestrial biodiversity or plant species. Area of impact remains unchanged. No additional mitigation measures are needed.

### Advantages of the Proposed Amendment Identified by the Botanical Specialist:

- The proposed amendment, therefore, does not present any new or greater impacts on terrestrial biodiversity or plant species than the previous layout.
- No additional mitigation measures are needed.

### Disadvantages of the Proposed Amendment Identified by the Botanical Specialist:

- None identified.

### **8.3 Visual Compliance Statement:**

#### **Summary of Baseline Visual Environmental and Authorised Visual Impacts:**

The original VIA characterises the site and surroundings as:

- A pastoral “bowl” landscape with a dam at its focal point, enclosed by surrounding ridgelines;
- A setting with high scenic quality, where the dam and grassed slopes form the foreground to long-distance views towards the Outeniqua Mountains; and
- A landscape already influenced by existing residential development in Herolds Bay and Oubaai, but retaining a rural and natural character in the immediate project area.

Key visual receptors identified include:

- Residents and visitors within Herolds Bay Extensions 1 and 2 (notably the northern parts with elevated views towards the site and mountains);
- Receptors within the Oubaai area and along its access road; and
- Users of local access roads and public viewpoints in the vicinity

#### **Original authorised visual impacts:**

For the preferred estate layout (Alternative 2), which included the service station and commercial node, the original VIA concluded:

A medium visual significance for the estate as a whole, including the commercial and infrastructure components, after implementation of mitigation measures;

- The commercial node at the south-western corner (service station, convenience centre and offices) would be one of the most visually prominent elements, particularly by day due to its activity and by night due to lighting; and
- The change from pastoral landscape to residential and commercial estate would be noticeable and long-term, but acceptable in the context of an expanding suburban landscape, provided that specific design and mitigation measures were implemented.

Mitigation measures central to the visual acceptability of the project included, inter alia:

- No-build/setback zones on ridgelines, to prevent new structures breaking the skyline;
- A dam buffer of approximately 10–20 m from full supply level, with riparian vegetation and public access maintained around the dam;
- Stepped building heights, spacing between blocks and protection of view corridors towards the Outeniqua Mountains;
- A controlled colour and material palette (subdued, earth-toned roofs and walls) and appropriate road surfacing;
- Retention and strengthening of indigenous vegetation, including key tree groups and slope treatment; and
- A lighting strategy that minimises glare, light spill, and skyglow, particularly from prominent nodes.

The visual acceptability of the estate, including the service station, thus rests on both spatial controls and design-level mitigation.

#### **Assessment of Visual Compliance (Amendment):**

The spatial extent of the commercial node remains identical to the combined footprint of the previously authorised Portions 106 and 112 ( $\pm 0.859$  ha). The position of the commercial node relative to the dam, aquatic buffer, internal roads, and surrounding erven is unchanged. No outward shift towards the dam or buffer occurs, and no additional land take along ridgelines or open space is proposed.

On this basis, the amendment does not extend the visual envelope of the authorised development. The area within which the estate, including its commercial node, is visible to external receptors remains as previously modelled and assessed in the original VIA.

### **Landscape character and sense of place:**

The original estate concept introduced a suburban, country-estate character into a previously pastoral “bowl”, with the commercial node functioning as a vehicular and service-oriented gateway.

Under the amendment:

- The node transitions from a fuel-forecourt and office focus to a mixed-use commercial and residential focus.
- The anticipated built form is likely to be more building-dominated (continuous façades with shopfronts and flats) and less dominated by forecourt infrastructure (pumps, canopies, large hardstand areas and fuel-related structures), subject to final design.

In terms of sense of place:

- The node will continue to act as an estate entrance and activity focus, consistent with the original concept;
- The underlying character of the broader landscape is unchanged, as no additional landform alteration or expansion of development is proposed; and
- Provided that architectural design, materials and landscaping conform to the existing guidelines and EMPr requirements, the amended node is expected to reinforce the estate character rather than introduce a more intrusive, highway-oriented service station aesthetic.

Overall, the degree of change in landscape character relative to the original authorised state is considered limited and compatible with the previously accepted estate typology.

### **Visual Exposure and Key Receptors**

The visual exposure of the node to key receptors (Herolds Bay Extensions 1 and 2, Oubaai and local access roads) is controlled primarily by:

- The bowl topography and enclosing ridgelines;
- The elevation of the commercial node relative to surrounding ground and to the dam; and
- The distance to external receptors.

As the node remains in its original location and within the same footprint, the primary visual exposure relationships do not change. External observers will continue to perceive:

- A developed estate basin with built form around the dam; and
- A commercial/entrance node in the south-western corner.

The nature of activity and built form within the node may change (fewer forecourt elements; more continuous buildings), but this occurs within the same visual window already assessed in the VIA. The visibility band classification (high/medium/low) for this area therefore, remains applicable.

### **Night Time Character and Lighting**

The originally authorised service station would ordinarily be associated with:

- High-intensity forecourt lighting, often operating for extended hours or 24/7;
- Branded signage, potentially including illuminated high pylon signs and canopy branding; and
- Large areas of reflective hard surfacing, contributing to glare and light spill.

Under the amendment:

- The node is expected to function as a local mixed-use estate centre rather than a regional fuel stop;
- Although there will be internal and external lighting for retail, restaurant, gym and flats, the intensity and configuration of lighting can reasonably be expected to be more comparable to estate-scale commercial/residential lighting than to a service station forecourt; and
- No fuel canopies, pump islands or associated high mast/pylon lighting are required.

Provided that the existing lighting mitigation measures (shielded luminaires, downlighting, avoidance of upward light spill, controlled operating hours, and appropriate colour temperatures) are retained and applied

to the amended node, the night-time visual prominence of the commercial area is likely to be similar to or lower than that of the originally assessed service station configuration.

### **Aquatic Buffer, Dam Edge and Public Realm**

The original visual and environmental acceptability of the estate relied strongly on:

- Maintaining a vegetated buffer around the dam;
- Ensuring public access and the visual openness of the dam edge; and
- Avoiding direct hard-edged development up to the water's edge.

In the amendment:

- The commercial erf boundary remains above the aquatic buffer line, as per the original approved plans;
- No additional encroachment into the dam buffer is proposed; and
- The functional relationship between the commercial node and the dam (view over the water, pedestrian access around the dam) remains as previously envisaged.

As long as the buffer, planting and public realm provisions from the BAR and EMPr are fully implemented and maintained, the amendment does not alter the visual role of the dam as the central open-space focal point of the estate.

### **Architectural Character, Bulk and Height**

The original visual design framework requires that:

- Building heights are stepped down-slope and kept within limits that avoid new structures breaking the skyline;
- View corridors from key external receptors towards the Outeniqua Mountains are protected; and
- Colours and materials are subdued and cohesive, reinforcing a unified estate identity.

The amendment introduces flats as a consent use within the commercial node, which may result in a more vertically articulated building form compared to the original office and single-storey forecourt structures.

From a visual compliance perspective:

- This is acceptable provided that the overall building heights remain within the same maximum height and roofline controls are applied across the estate, and that the building does not project above the relevant ridgeline or horizon when viewed from key external receptors;
- The architectural style, roof forms, colours, and materials must remain consistent with the estate's approved architectural guidelines and EMPr; and
- The building mass should be broken up through articulation, setbacks, and landscaping to avoid a monolithic block appearance at the entrance.

Subject to these conditions, the introduction of flats and associated mixed-use components is not expected to increase the level of visual impact relative to the previously authorised.

commercial node. The potential for equal or improved integration with the estate character is present if design controls are rigorously applied.

### **Cumulative Visual Effects**

The original VIA considered cumulative effects in the context of:

- Existing and planned development in Herolds Bay, Oubaai and surrounding estates; and
- The shift from a predominantly rural bowl to a more suburban, estate-based landscape.

The amendment does not introduce:

- New development nodes outside the authorised area;
- Additional linear infrastructure or services corridors; or
- New lighting sources beyond those anticipated for a commercial/estate node.

Consequently, the cumulative visual context described in the original VIA remains valid. The amendment substitutes one form of commercial activity (service station and office) with another (mixed-use commercial and flats) within the same node and does not materially alter the cumulative visual footprint of development in the area.

**Conclusion:**

Based on the information reviewed and the analysis above, the following conclusions are drawn:

- The proposed amendment to the commercial node does not expand the authorised development footprint and remains within the same erf extent, location and visual envelope as the originally approved Portions 106 and 112.
- The broader estate layout, ridgeline controls, dam buffer, open space structure and visual mitigation framework established in the original VIA, BAR and EMPr are unaffected by the amendment and remain applicable.
- The replacement of a service station and office with a Business Zone II mixed-use node including shop, restaurant, gym, liquor store and flats is expected to:
- Maintain the node's role as a gateway and activity focus for the estate;
- Reduce or remove certain visually intrusive elements typical of service stations (pumps, canopies, extensive forecourt hard surfacing, high mast/pylon signage and associated high-intensity lighting); and
- Allow a more architecturally integrated, estate-appropriate building form, provided that existing design and mitigation controls are adhered to.
- For key external receptors (Herolds Bay Extensions 1 and 2, Oubaai and local roads), the extent and pattern of visibility of the commercial node remain as previously assessed. The anticipated night-time visual prominence of the node is likely to be similar to or lower than that associated with the originally authorised service station, subject to full implementation of lighting controls.
- The amendment does not alter the visual role of the dam and open space as the central landscape feature, nor does it increase encroachment into the aquatic buffer or ridgeline areas.

From a visual perspective, and subject to continued compliance with the original VIA mitigation measures, estate architectural guidelines and EMPr requirements, the proposed amendment to the commercial node of the Herolds Bay Country Estate is:

- Visually compliant with the assumptions, mitigation framework and conclusions of the original VIA and BAR; and
- Not expected to result in an increase in the level of visual impact previously assessed and accepted for the authorised development.

The residual visual impact significance of the estate, including the amended commercial node, is therefore considered to remain within the medium significance rating previously accepted in the original VIA, and may be marginally reduced in respect of night-time lighting and forecourt clutter.

**Table 4: Visual Assessment Impacts:**

Impact	Original Significance	Impact	Amendment Significance	Impact
<b>OPERATIONAL PHASE</b>				
Visual Impact	Low-Medium (-)		Low-Medium (-)	<b>NO CHANGE IN IMPACT SIGNIFICANCE</b>

**Advantages of the Proposed Amendment Identified by the Visual Specialist:**

- The proposed amendment to the commercial node does not expand the authorised development footprint and remains within the same erf extent, location and visual envelope as the originally approved Portions 106 and 112;

- The replacement of a service station and office with a Business Zone II mixed-use node including shop, restaurant, gym, liquor store and flats is expected to:
  - Maintain the node's role as a gateway and activity focus for the estate;
  - Reduce or remove certain visually intrusive elements typical of service stations (pumps, canopies, extensive forecourt hard surfacing, high mast/pylon signage and associated high-intensity lighting); and
  - Allow a more architecturally integrated, estate-appropriate building form, provided that existing design and mitigation controls are adhered to
- For key external receptors (Herolds Bay Extensions 1 and 2, Oubaai and local roads), the extent and pattern of visibility of the commercial node remain as previously assessed. The anticipated night-time visual prominence of the node is likely to be similar to or lower than that associated with the originally authorised service station, subject to full implementation of lighting controls.
- The amendment does not alter the visual role of the dam and open space as the central landscape feature, nor does it increase encroachment into the aquatic buffer or ridgeline areas;
- The residual visual impact significance of the estate, including the amended commercial node, is therefore considered to remain within the medium significance rating previously accepted in the original VIA, and may be marginally reduced in respect of night-time lighting and forecourt clutter.

**Disadvantages of the Proposed Amendment Identified by the Visual Specialist:**

- None identified.

**8.4 Socio-Economic Assessment**

Amending the application to remove the filling station and office block, and instead establish a consolidated shop (Business Zone II) with consent uses for a restaurant, gymnasium, liquor store, and residential flats, will influence the project's impacts as follows:

Overall, the proposed amendment to the commercial node does not expand the authorised development footprint and remains within the same erf extent, location and visual envelope as the originally approved Portions 106 and 112. The amendment removes the provision of a filling station (Business Zone VI) and office block (Business Zone IV) and instead consolidates Portions 106 and 112 into a shop (Business Zone II) with consent uses for a restaurant, place of leisure (gymnasium), liquor store and residential flats, thereby shifting the focus from fuel and office functions to a neighbourhood-scale mixed-use node that responds more directly to local convenience and lifestyle needs.

Economically, this change redirects investment from specialised fuel and office infrastructure towards diversified retail, leisure and residential components, which is expected to increase footfall, broaden local spending, support a wider range of employment opportunities and strengthen long-term municipal revenue through rates and service charges. Socially and in amenity terms, the introduction of a shop, restaurant, gym and liquor store addresses gaps in convenience retail, fitness facilities and liquor outlets in Herolds Bay, while the addition of flats introduces a currently under-supplied residential typology at lower entry price points than freestanding estate housing, thereby enhancing local housing diversity. From a visual perspective, the removal of typical filling station elements such as fuel pumps, canopies, large forecourt areas and intense night-time lighting is anticipated to reduce visual clutter and night-time illumination, resulting in a visual impact that is similar to or marginally lower than the originally approved scenario, provided that existing estate design guidelines and mitigation measures remain in force.

From a socio-economic perspective, and subject to continued adherence to the original SEIA mitigation measures, the proposed amendment to the commercial node of the Herolds Bay Country Estate remains consistent with the assumptions and conclusions of the original SEIA and BAR and is not anticipated to generate any adverse socio-economic impacts. The amendment retains the approved development footprint while replacing a more intensive petrol and office precinct with a context-sensitive mixed-use node that improves local amenity and economic resilience and softens visual impacts, in line with the spatial

planning and socio-economic intent of the original authorisation. Overall, the influence of socio-economic impacts is expected to remain within the previously accepted ranges, with reasonable potential for marginally altered (more positive or less negative) ratings where the revised land-use mix reduces risks associated with fuel operations and strengthens local amenity and economic performance.

**Table 5: Socio-Economic Assessment Impacts (Original Assessment):**

Impacts	Significance Post Mitigation
<b>Construction Phase Impact</b>	
Temporary Impact on Gross Domestic Product	Positive (+)
Temporary Impact on Production	Positive (+)
Temporary Impact on Household Income	Positive (+)
Temporary Impact on Employment	Positive (+)
Temporary Impact on Property Values	Negative (-)
Temporary Impact on Tourism	Negative (-)
<b>Operational Phase Impact</b>	
Sustainable Impact on Gross Domestic Product	Positive (+)
Sustainable Impact on Production	Positive (+)
Sustainable Impact on Household Income	Positive (+)
Sustainable Impact on Employment	Positive (+)
Sustainable Impact on Traffic	Negative (-)
Sustainable Impact on Tourism	Positive (+)
Sustainable Impact on Local Government Revenue	Positive (+)
Sustainable Impact on Infrastructure	Negative (-)

**Table 6: Socio-Economic Assessment Impacts (Amendment):**

Impacts	Significance Post Mitigation
<b>Construction Phase Impact</b>	
Impact on Production and GDP	Low (+)
Impact on Employment	Low (+)
Impact on Household Income	Low (+)
Impact on Sense of Place	Low (-)
<b>Operational Phase Impact</b>	
Impact on Production and GDP	Low - Medium (+)
Impact on Employment	Low - Medium (+)
Impact on Household Income	Low - Medium (+)
Impact on Social Amenities	Medium (+)
Impact on Improved Housing Supply	Medium (+)
Impact on Sense of Place	Low (-)

**Advantages of the Proposed Amendment Identified by the Visual Specialist:**

- Economic Impacts:

The shift away from fueling and office services toward a consolidated shop with a gym, restaurant, liquor store, and flats will redirect capital expenditure from specialized infrastructure to broader retail, residential, and leisure facilities. This investment is likely to drive higher foot traffic, support local suppliers, and broaden economic activity across retail, hospitality, leisure, and residential sectors. Operational costs and revenue streams will become more diversified, promoting sustained commercial turnover and municipal income through rates and service fees. The expanded mix of amenities and services is expected to deliver a positive economic impact through increased local spending, job creation, and economic stimulation, supported by a more service-oriented expenditure profile and local sourcing.

- Employment and Household Income:

There may be slight variations in construction employment due to the revised building requirements, but construction and operational employment is expected to remain strong. Job opportunities will shift towards a broader array of roles in retail, hospitality (restaurant), leisure (gym), and residential services, replacing those connected to the previous fueling and office functions. As a result, household income levels are likely to stabilise or increase modestly, supported by steady year-round employment and a wider range of income-generating opportunities. This diversified mix increases staffing demands and service delivery, fostering sustained economic activity throughout the year.

- Social Impacts:

The consolidation and introduction of new amenities, such as a restaurant, gym, and flats, will broaden local service offerings and attract a more diverse mix of residents and visitors, improving community life and increasing local housing diversity. Removing the filling station could alleviate traffic and potential environmental concerns, while the liquor store enhances commercial diversity but requires effective management and by-law compliance to mitigate social risks.

- Improved Housing Supply:

Herolds Bay's apartment supply is limited, with only one block in the lower village and 128 units in Oubaai Golf Estate. The inclusion of sectional-title options in Herolds Bay Country Estate would assist in meeting demand for lower-maintenance, more affordable units. Introducing more affordable apartments in relation to what is currently provided within Oubaai Golf Estate would broaden market access for permanent residents, investors, and buyers seeking lock-up-and-go coastal homes, complementing rather than competing with existing free-standing houses.

- Visual Nature (Sense of Place):

The proposed amendment to the Herolds Bay Country Estate's commercial node retains the same erf footprint, location, and spatial extent as previously approved, without altering the estate layout, road structure, dam configuration, or visual mitigation measures. The key change involves replacing the approved service station and separate office with a mixed-use commercial and residential building accommodating retail outlets, a restaurant, gym, liquor store, and residential flats as a consent use. The node will continue to function as the estate's gateway and activity hub, maintaining its role in the overall layout. Visually, the amendment does not expand the development's footprint or visual envelope and remains consistent with the estate's established character. The shift from a forecourt-dominated service complex to a more building-focused mixed-use development is expected to better integrate with the estate's suburban, country-estate aesthetic, provided design and landscaping adhere to existing guidelines. Overall, the visual and character changes are minor and compatible with the original approved development.

**Disadvantages of the Proposed Amendment Identified by the Visual Specialist:**

- None identified.

### 9.1 Traffic Impact Assessment:

The following conclusions can be reached from the updated Traffic Impact Study (Revision 3) for the proposed development of the commercial site at Herolds Bay Country Estate:

1. The development was approved and a services agreement has been signed between the developer and the municipality.
2. Services for phase 1 and 2 of the development have been completed and houses are under construction.
3. The original TIA was approved during the approval process of the development.
4. The developers wish to now amend the density and mix of the commercial erf only. The rest of the residential development will remain as per the approved SDP and as per the signed services agreement.
5. The purpose of this updated TIA is to inform and accompany the application for the amendment on the commercial erf, this is the only amendment applied for.
6. The residential development will still consist of 102 single residential erven and 68 group housing units, the approved SDP will not change and is hence not the focus of this TIA.
7. The approved rights versus the proposed densification and mix amendment of the commercial site are as follows:

Description	Approved	Proposed
Filling Station	1	0
Retail (GLA m2)	750	768
Restaurant (GLA m2)	250	300
Offices (GLA m2)	300	0
Flats (units)	0	76

- a. The filling station is omitted from the mix;
  - b. Offices are omitted from the mix;
  - c. Retail GLA is increased slightly from 750m2 to 768m2;
  - d. Restaurant GLA is increased slightly from 250m2 to 300m2;
  - e. Flats are added (76 flats).
8. Access to the residential development is obtained via Oubaai Main Road from the traffic circle at the entrance to Oubaai Golf Estate. This access has been approved during the approval of the development and has been formally constructed during the construction of phase 1 of the Herold's Bay Country Estate.
  9. Access to the commercial site has been approved during the approval of the development. The access has been incorporated into the signed services agreement with the municipality. This access is from Oubaai Main Road at a point approximately 78m east of the intersection with the DR1590(R404);
  10. A number of developments are located adjacent and/or in close proximity to the study area. The extent of these developments and approved rights was studied as input into this report;
  11. The peak hour trip generation of the development is indicated in the tables presented in the report.
  12. Trip distribution and assignment are presented in the report.
  13. Updated traffic counts were conducted for this revised TIA on 18 September 2025. The day on the traffic counts were conducted was a normal work and school day. No rain was present.;

14. The study area is classified as an average growth area and a growth rate of 3.5% per annum was applied to obtain the horizon year traffic volumes;
15. A capacity analysis was performed for the weekday AM and PM peak hours for the existing background (2025), future background (2030) and total future traffic (2030) conditions. The capacity analysis was performed by means of the Sidra Intersection 8.0 software to compare the impact of the development against the background traffic. The analysis is presented in detail in the report. The analysis concluded the following:
  - a. Intersection 1 (Oubaai Main Road and Development Access - Traffic circle): The development has a negligible impact on the Level of Service during both the morning and afternoon horizon year peak hours and the intersection will continue to operate at a Level of Service A for both the morning and afternoon peak hours;
  - b. Intersection 2 (Oubaai Main Road and Commercial Access):
    - i. The development has a negligible impact on the Level of Service during both the morning and afternoon horizon year peak hours and the intersection will continue to operate at a Level of Service A for both the morning and afternoon peak hours;
    - ii. The total horizon year 2030 traffic at the commercial development access was weighed against the warrants for right turn lanes in order to consider the safety of right turn manoeuvres alongside and opposed to the main traffic stream in Oubaai Main Road. The necessity of a right turn lane is not triggered in this analysis for this intersection.
    - iii. Although a right turn lane is not triggered for this intersection, during the original approval of the development, a right turn lane was negotiated between the developer of Herolds Bay Country Estate, the municipality and the adjacent land owner (Denneseerus). The detail design of the configuration will be workshopped with the Municipality during the detail design stage. A concept configuration is provided in the report, as per the original approval.
  - c. Intersection 3 (Oubaai Main Road and Rooidraai Road/DR1590(R404)): The development has a negligible impact on the Level of Service during both the morning and afternoon horizon year peak hours and the intersection will continue to operate at a Level of Service A for both the morning and afternoon peak hours;
16. Access to the commercial site has been approved during the approval of the development. The access has been incorporated into the signed services agreement with the municipality. This access is from Oubaai Main Road at a point approximately 78m east of the intersection with the DR1590(R404). Sight distances at this access point are acceptable in both the horizontal and vertical alignments and satisfactory for development purposes.
17. Non-motorized- and public transport facilities (commercial site): These facilities will remain as per the original negotiations and signed services agreement with the municipality. Refer to the signed services agreement for details.
18. Parking (commercial site): Sufficient parking exists on the proposed SDP of the commercial development. Disabled parking is provided and are indicated on the SDP. Delivery parking is provided and are indicated on the SDP. Detail designs of the commercial site layout will be submitted for approval prior to construction.
19. The commercial centre will not have an access gate and ingress traffic will be free flow.
20. Refuse removal shall be performed by the George Municipality in accordance with the signed services agreement.
21. No vehicular thoroughfare may be obtained between the boundaries of the commercial site and the residential development. Pedestrian and golf cart access may be provided at this point;

In line with the conclusions above, the following is recommended:

1. That the proposed densification of the commercial site at Herold's Bay Country Estate be approved from a Traffic Engineering perspective;
2. That an addendum to the services agreement with the municipality be compiled and signed;
3. That all recommendations contained in this report be implemented in accordance with the relevant design standards and legislation;
4. That all engineering designs be performed by a registered professional engineer and be submitted to the municipality for approval prior to construction.

**Number of trips generated by the authorised SDP:**

**Table 7: Trip Generation: Residential Estate:**

TMH 17 Classification	Peak Hour	Units / GLA	Trip Reduction Factor	Trip Generation Rate	Split		Trips		Sub Total
					In	Out	In	Out	
210 Single Dwelling Units	AM	102	10%	1	25%	75%	23	69	92
	PM		10%	1	70%	30%	64	28	92
231 Townhouses	AM	68	15%	0.85	25%	75%	12	37	49
	PM		15%	0.85	70%	30%	34	15	49
Total Trips	AM						35	106	141
	PM						99	42	141

**Table 8: Trip Generation: Commercial Development (New Trips):**

TMH 17 Classification	Peak Hour	Units / GLA	Trip Reduction Factor	Trip Generation Rate	Split		Trips		Sub Total
					In	Out	In	Out	
844 (SATGR) Filling Station	AM	358 Adjcnt Trips	0%	0.0056	50%	50%	1	1	2
	PM		0%	0.0056	50%	50%	1	1	2
820 Convenience Centre	AM	750 sqm	0%	0.6/100sqm	65%	35%	3	2	5
	PM		0%	0.6/100sqm	35%	65%	2	3	5
932 Restaurant	AM	250 sqm	0%	0/100sqm	-	-	0	0	0
	PM		0%	8/100sqm	65%	35%	13	7	20
710 Offices	AM	300 sqm	0%	2.1/100sqm	85%	15%	5	1	6
	PM		0%	2.1/100sqm	20%	80%	1	5	6
Total Trips	AM						9	4	13
	PM						17	16	33

**Table 9: Deflected and Passer-by Trips: Commercial Development:**

TMH 17 Classification	Peak Hour	Units / GLA	Trip Reduction Factor	Deflection & Passer-by Rate	Split		Trips		Sub Total
					In	Out	In	Out	
844 (SATGR) Filling Station	AM	358 Adjcnt Trips	0%	0.03	50%	50%	5	5	10
	PM		0%	0.03	50%	50%	5	5	10
820 Convenience Centre	AM	750 sqm	0%	0.36/100 sqm	65%	35%	2	1	3
	PM		0%	0.36/100 sqm	35%	65%	1	2	3
932 Restaurant	AM	250 sqm	0%	0/100sqm	-	-	0	0	0
	PM		0%	2.4/100sqm	65%	35%	4	2	6
Total Trips	AM						7	6	13
	PM						10	9	19

**Number of trips generated by the amended SDP (As indicated in Appendix E5 of the Final Impact Report):**

**Table 10: Trip Generation: Residential Estate (No Change):**

TMH 17 Classification	Peak Hour	Units / GLA	Trip Reduction Factor	Trip Generation Rate	Split		Trips		Sub Total
					In	Out	In	Out	
210 Single Dwelling Units	AM	102	10%	1	25%	75%	23	69	92
	PM		10%	1	70%	30%	64	28	92
231 Townhouses	AM	68	15%	0.85	25%	75%	12	37	49
	PM		15%	0.85	70%	30%	34	15	49
Total Trips (Res. Estate)	AM						35	106	141
	PM						99	42	141

**Table 11: Trip Generation: Commercial Development (Revised SDP Matrix):**

TMH 17 Classification	Peak Hour	Units / GLA	Trip Reduction Factor	Trip Generation Rate	Split		Trips		Sub Total
					In	Out	In	Out	
820 Retail	AM	768 sqm	10%	3.56/100sqm	65%	35%	16	8	24
	PM		10%	20.13/100sqm	50%	50%	69	69	138
932 Restaurant	AM	300 sqm	10%	0/100sqm	-	-	0	0	0
	PM		10%	8/100sqm	65%	35%	14	8	22
Total Trips (Commercial)	AM						16	8	24
	PM						83	77	160

**Table 12: Trip Generation: Flats (on commercial erf):**

TMH 17 Classification	Peak Hour	Units / GLA	Trip Reduction Factor	Trip Generation Rate	Split		Trips		Sub Total
					In	Out	In	Out	
220 Flats	AM	76	15%	0.65	25%	75%	11	33	44
	PM		15%	0.65	70%	30%	31	13	44
Total Trips (Flats)	AM						11	33	44
	PM						31	13	44

### **9.2 Water and Sanitation Capacity:**

The George Municipality has confirmed that the existing bulk water infrastructure within the Oubaai reservoir supply zone does not currently have sufficient capacity to accommodate the additional water demand associated with the proposed amendment. While the development falls within the service area of the George Water Treatment Works, which has adequate treatment capacity, limitations exist within the downstream bulk storage and distribution infrastructure serving the area.

Specifically, the Municipality has indicated that the Oubaai reservoir zone presently lacks sufficient storage capacity to support the expansion of the proposed development. In order to provide the required bulk water supply capacity, upgrades to the bulk water infrastructure are required. These upgrades include the construction of a new 1.5 ML reservoir, together with the associated inlet and outlet pipelines required to connect the reservoir to the existing municipal bulk water network. The implementation of this bulk infrastructure will enable the water system to accommodate the increased potable water demand generated by the development.

In addition to the bulk storage upgrade, improvements to the local water reticulation system are also required. The existing pipeline along Estate Boulevard / Oubaai Road, extending for approximately 390 m from the Roodraai Road intersection, must be upgraded. The current 200 mm diameter pipeline will need to be replaced with a 315 mm diameter pipeline in order to provide sufficient conveyance capacity and ensure adequate supply to the development area. These upgrades are necessary to strengthen the reticulation network and facilitate the reliable distribution of water once the development is implemented. According to the drawing for the required upgrades (Figure 6 and Appendix E7) the pipeline will be 290m with a 1m disturbance corridor to install the pipe.

The Municipality has further confirmed that the responsibility for the implementation of the required infrastructure upgrades will rest with the developer as part of the development process and associated services agreement. The upgrades will therefore form part of the enabling infrastructure required before the proposed development amendment can be accommodated within the municipal water supply system.

It is therefore proposed to construct the new 1.5 ML reservoir and the existing pipeline along Estate Boulevard / Oubaai Road according to the following specifications shown in the design drawing, Figure 6:





**Image 1: Entrance road to Oubaai Reservoir site.**



**Image 2: Entrance road to Oubaai Reservoir site.**



**Image 3: Entrance road and Oubai Reservoir site.**



**Image 4: Site where new 1.5ML reservoir is proposed to be constructed.**



**Image 5: Site where new 1.5ML reservoir is proposed to be constructed.**



**Image 6: Current Oubai Reservoir.**



**Image 7: Connection point of pipeline at Estate Boulevard / Oubaai Road.**



**Image 8: Section of pipeline route showing vegetation on site.**



**Image 9: Section of pipeline route showing vegetation on site.**



**Image 10: Section of pipeline route showing vegetation on site.**



**Image 11: Section of pipeline route showing vegetation on site.**



**Image 12: Vegetation along pipeline route.**



**Image 13: vegetation along pipeline route.**



**Image 14: Connection point of pipeline.**

The following NEMA EIA Regulations Listed Activities were taken into account to determine their applicability to the required upgrades:

- Listing Notice 1 Activity 9 states “The development of infrastructure exceeding 1000 metres in length for the bulk transportation of water or storm water –  
(i) With an internal diameter of 0.36m or more; or  
(ii) With a peak throughput of 120 litres per second or more;

Excluding where –

- (a) Such infrastructure is for bulk transportation of water or storm water draining inside a road reserve; or
- (b) where such development will occur within an urban area.

The pipeline will not occur within an urban area however, it is under 1000m in length (290m) and the internal diameter of the pipeline is 315mm. **Therefore, this activity will not be triggered by the installation of the pipeline.**

- Listing Notice 1 Activity 13 states: “The development of facilities or infrastructure for the off-stream storage of water, including dams and reservoirs, with a combined capacity of 50 000 cubic metres or more, unless such storage falls within the ambit of activity 16 in Listing Notice 2 of 2014.”, the proposal is for the construction of a 1.5 ML (1500 cubic meters), **therefore this activity is not triggered by the construction of the new 1.5 ML reservoir.**
- Listing Notice 3 Activity 2 states: “The development of reservoirs, excluding dams, with a capacity of more than 250 cubic metres.

**i. Western Cape:**

- i. A protected area identified in terms of NEMPAA, excluding conservancies;
- ii. In areas containing indigenous vegetation; or
- iii. Inside urban areas:
  - (aa) Areas zoned for use as public open space; or
  - (bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority, or zoned for a conservation purpose.

The reservoir will have a capacity of more than 250 cubic meters (1.5 ML) however, it will be built in an existing disturbed footprint that does not occur within a protected area, does not contain indigenous vegetation, and is not within an urban area. **Therefore, this activity is not triggered by the construction of the new 1.5 ML reservoir.**

- Listing Notice 3 Activity 12 states: “The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan.

**i. Western Cape:**

- i. Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004;
- ii. Within critical biodiversity areas identified in bioregional plans;
- iii. Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas;
- iv. On land, where, at the time of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning; or

v. On land designated for protection or conservation purposes in an Environmental Management Framework adopted in the prescribed manner, or a Spatial Development Framework adopted by the MEC or Minister.

The area is mapped as having Garden Route Granite Fynbos according to CapeFarmMapper's VegMap 2024 Beta, with a threat status of critically endangered. However, the site is situated within an existing disturbed footprint and based on the findings of our site visit on the 5<sup>th</sup> of March 2026, the site does not contain any indigenous vegetation or the Garden Route Granite Fynbos vegetation unit. The site only contains maintained lawns and existing infrastructure. The pipeline route shown in Images 7-14 shows that there is patchy indigenous vegetation on site which could possibly conform to the Garden Route Granite Fynbos vegetation unit, the pipeline route will however be 290m with a 1m disturbance footprint, resulting in the clearance of 290m<sup>2</sup> of vegetation. **Therefore, this activity will not be triggered by the construction of the new 1.5ML reservoir, or by the installation of the new pipeline.**

Based on the information described above, the new 1.5ML reservoir and pipeline will not trigger listed activities of then terms of the Environmental Impact Assessment Regulations, 2017 (as amended), promulgated under the National Environmental Management Act (Act 107 of 1998).

Please refer to Appendix E6 of the Final Impact Report - Services Report and Required Services from George Municipality, The George Municipality requested that the developer confirm that the package plant servicing the development as part of the approved services agreement can accommodate the additional sewer outflow. The letter compiled by Element Consulting Engineers confirms that the package plant for the commercial erf is located in its own drainage zone, and that it has not been designed or constructed yet. The design will hence be adjusted for the additional flow of approximately 19.7kl/day created by the densification of the commercial site and be constructed as such.

**Table 13: Sewerage Capacity Zone A:**

Sewerage Capacity Zone A – Previously Approved	Sewerage Capacity Zone A - Amendment
Zone A – 60kl/day	Zone A – 79kl/day

Section	<b>MOTIVATION FOR THE PROPOSED AMENDMENT</b>
<b>9</b>	

This motivation is submitted in support of the proposed amendment to the Environmental Authorisation (EA Ref: 16/3/3/1/D2/29/0008/20 dated 7 April 2021) and the approved Amended EMPr (approved April 2023; SES Ref: CT04/06\_DEMP\_r\_11) for the proposed development of Herold's Bay Country Estate on a portion of Portion 7 of Farm Buffelsfontein No. 204, Herold's Bay, George. The Environmental Impact Assessment Regulations, 2014 (as amended) require that an application for amendment must be in writing and accompanied by a motivation for such amendment.

**1. Legislative basis and applicability of the amendment process**

The proposed amendments relate to:

- A change of ownership (from Long Island Trading 44 (Pty) Ltd to Herold's Bay Country Estate (Pty) Ltd); and
- A layout / land-use adjustment within the already authorised footprint, specifically the removal of the approved filling station (dangerous goods storage/handling) and office block, and the consolidation of Portions 106 and 112 into a Business Zone II shop node with consent uses (restaurant, gym/place of leisure, liquor store, flats).

The amendment is motivated on the basis that it does not expand the authorised development footprint and, based on specialist confirmation, does not increase the level or nature of environmental impacts previously assessed and accepted.

## **2. Need and desirability of the amendment**

The proposed amendment is required to implement an updated, more context-appropriate commercial node that better responds to estate and local service needs, while remaining inside the already approved development envelope. The consolidation of the commercial portions and replacement of a service station component with a mixed-use neighbourhood-scale node is intended to:

- optimise land-use efficiency within the authorised footprint;
- improve the functional fit of the commercial node to the estate's intended character; and
- ensure the authorisation and EMPr accurately reflect the project proponent.

## **3. Environmental rationale and benefits**

A key driver for the amendment is that the filling station component introduces higher-risk pollution pathways (notably hydrocarbon spills/leaks and associated groundwater/surface-water contamination risks) and requires specialised mitigation, monitoring and emergency procedures. Removal of the filling station therefore:

- reduces the pollution risk profile of the commercial node (i.e., elimination of hydrocarbon storage/dispensing risks);
- allows removal of filling-station-specific conditions (e.g., UST-related measures, boreholes, specialised stormwater separation/containment and spill-response requirements) which become unnecessary; and
- retains the existing, approved footprint and the broader mitigation framework already secured through the EA/EMPr (stormwater management, erosion control, rehabilitation, alien plant management, etc.).
- Specialist input provided for the amendment supports that the change does not increase impact significance and in several respects reduces risk, particularly in relation to water quality and visual clutter/lighting typically associated with service stations.

## **4. Consistency with the original authorisation and specialist findings**

The amendment is consistent with the original authorisation intent, because:

- the change occurs within the previously authorised commercial node area and does not expand the development footprint or encroach further into sensitive areas such as the aquatic buffer;
- aquatic, botanical, visual and socio-economic specialists confirm that the amended layout does not introduce new or greater impacts than those previously assessed; and
- the overall estate layout, ridgeline controls, open space structure and mitigation measures remain applicable and must continue to be implemented.

## 5. Compliance context (audit issue resolved for amendment submission)

DEADP raised suspected non-compliance with EA audit requirements (Condition 19.1) and indicated that an amendment application would not be accepted until the matter was addressed. An external auditor was appointed, the external environmental audit was submitted to DEADP (30 January 2026), and the amendment application was submitted together with proof of submission. This ensures the amendment request proceeds on the basis that the compliance matter has been formally engaged and responded to, and that ongoing implementation remains regulated through the amended EA and EMPr.

## 6. Conclusion

For the reasons above, the amendment is motivated as a reasonable and environmentally preferable refinement to the authorised development, as it:

- updates the authorisation/EMPr to reflect the correct holder and implementable layout;
- removes a higher-risk component (filling station/dangerous goods storage and handling) and therefore reduces pollution risk; and
- maintains the approved footprint and existing mitigation framework, with specialist confirmation that overall impacts remain within previously accepted levels.

Accordingly, the proposed amendment is supported for approval, subject to continued implementation of the applicable EA and EMPr conditions and the retention of all relevant mitigation measures.

### Motivation for amendments to the EMPr:

- To align the EMPr with the proposed amendments to the EA.
- To update the documents with the new name of the holder.

Section	<b>SUMMARY OF THE PUBLIC PARTICIPATION PROCESS</b>
<b>10</b>	

The I&AP list from the BAR and the Addendum to the Environmental Authorisation (Ref: 16/3/3/5/D2/29/0011/22) and list of state departments included in the Application Form was used to distribute this report for PPP via email, in addition to the site notice and newspaper advert. All comments received during the Public Participation Process are included under Appendix G of the Final Impact Report, Proof of Public Participation is included under Appendix F of the Final Impact Report and the Comments and Response Report is included under Appendix H of the Final Impact Report.

**Availability of the report and supporting documentation**

As requested by the DEADP, the availability of the Final Impact Report along with the supporting documentation on the SES website ([www.sescc.net](http://www.sescc.net)), under the public documents section, will be sent to all authorities and registered I&AP's via email.

Section	
11	<b>CONCLUSION</b>

In terms of the biophysical environment, the proposed amendments are regarded as insignificant as none of the proposed changes invoke any impact significance increases to the environment. The proposed footprint of the development will also not be expanded, and will stay within the confines of the original assessment. As such we believe that the proposed amendments to the EA and EMP should be approved.