

**Environmental Scoping Report for the Proposed
Expansion of the Pietermaritzburg Airport**

**APPENDIX 3
PUBLIC PARTICIPATION PROCESS REPORT
August 2016**



Institute of
Natural Resources

INR Report No.

Scoping Phase Public Participation Report for the Proposed Expansion of the Pietermaritzburg Airport

APPENDIX 3: PUBLIC PARTICIPATION REPORT

Prepared for



Prepared by



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ACRONYMS

BID	Background Information Document
C&RR	Comment and Response Register
EDTEA	Department of Economic Development, Tourism and Environmental Affairs
EMPr	Environmental Management Programme
FGM	Focus Group Meeting
I&AP	Interested and Affected Party
INR	Institute of Natural Resources
MM	Msunduzi Municipality
PMB	Pietermaritzburg
PPP	Public Participation Process
SEIA	Scoping and Environmental Impact Assessment
TFR	Transnet Freight Rail

1. OVERVIEW

The Public Participation Process (PPP) conducted in the Scoping Phase of the Scoping and Environmental Impact Assessment (SEIA) was designed to achieve two key objectives:

- i. To adequately inform interested and affected parties (I&APs) of the proposed development plans and options.
- ii. Gain the visions and perceptions of I&APs to advise the assessments to be conducted in the EIA phase, and to inform the proposed development planning and ensure appropriate growth of the study area.

This informative and engaging approach is adopted to ensure the commitment and buy-in of all I&APs, both within and outside the precinct study area.

The PPP was conducted by the Institute of Natural Resources NPC (INR), the SEIA environmental consultants, and support by Phelamanga, independent participation experts.

1.1. Overview of I&APs

There were five main categories of I&APs that were be engaged through the PPP, namely:

- i. Airport operators and tenants: those that operate within the Airports boundary
- ii. Airport users: users of the airport facilities (travel)
- iii. Adjacent residents: land owners and residents that are directly adjacent (share a boundary with) the Airport boundary
- iv. Precinct study area: land owners and residents within a close proximity to the Airport (defined by the precinct study area)
- v. External: those that are likely to be impacted by the proposed development through indirect implications, including service providers (for example, government departments, tourism industries, etc.)

Within each of these categories, there are a range of types of I&APs. These types include:

- Residential owners and residents (both locally and around the flight corridor)
- Airport operators and tenants (car hire, restaurant, hanger/aircraft owners, etc.)
- Industrial owners and residents
- Business owners and enterprises (lodges, schools, supermarkets, small-businesses, etc.)
- Government authorities and agencies (municipality, ward councillors, provincial departments, etc.)
- Airport users (commercial airline passengers)

2. PUBLIC PARTICIPATION PROCESS

To effectively engage I&APs in the Scoping Phase of the SEIA for the proposed Pietermaritzburg (PMB) Airport expansion, numerous methods were applied, ranging from initial notification and a Public Meeting, to Focus Group Meetings and individual comment. The PPP consisted of three main components; i) Notification, ii) Engagement, and iii) Comments and Response, as elaborated below.

2.1. Notification

2.1.1. I&AP Register

An initial I&AP register was developed, using records from previous engagements regarding the proposed developments, as well as municipal data pertaining to those land owners within the precinct. Through advertisements, notifications and meetings, this register continued to grow, to ensure that I&APs were notified with information and engagement meetings where relevant. This register will be continually updated throughout the PPP in the EIA Phase (Appendix 1: I&AP Database). I&APs were able to register via the following means:

- Attendance at meetings
- Email
- Facsimile
- Institute of Natural Resources (INR) webpage¹
- Phone (land line and cell)
- SMS portal

2.1.2. Background Information Document (BID)

The BID was completed and distributed digitally via email and made available on the INRs website (Appendix 2: Background Information Document). Registered letters with a printed copy of the BID were sent to adjacent land owners. In addition, the document was presented and distributed at the Scoping Phase Public Meeting, and was made available at publicly accessible locations surrounding the airport², namely:

- Emily's Supermarket (20 Emily Rd, Scottsville Extension)
- Kalinke Educational and SAVF Welfare Organisation (Oribi Village)
- Scottsville Clinic (1 Oribi Rd, Scottsville)

2.1.3. Adjacent Land Owners

Land owners adjacent to the PMB Airport (neighbouring the Airport property boundary) were directly notified of the SEIA for the proposed development. Using municipal data, a total of 75 land owners were identified (this excludes property owned by the Natal Housing Board and the Msunduzi Municipality). Land owners were provided with a covering letter and a copy of the BID. Initially, letters were delivered through a 'Drop and Sign' process to 39 land owners, and several hand

¹ <http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/>

² Local I&APs were notified via SMS and email that hard copies of the BID were available at those locations

delivered at the Scoping Phase Public Meeting (8 December 2015). The outstanding notification letters were sent via registered mail to land owners, of which 15 were delivered, and 21 were unclaimed (Appendix 3: Adjacent Land Owners – Notification).

2.1.4. Public Notices and Advertisements

Suitable locations to display public notices were identified, and 15 notices were placed in publically accessible and visible locations in the area surrounding the airport on 2 December 2015 (Appendix 4: Public Notices). These locations were:

- Bisley Park Primary School
- Emily's Supermarket
- Kalinka Educare Pre-school
- Mndeni Meats (Market Road)
- NCF Church (Alexandra Rd Extension)
- Pelham Senior Primary School
- Pelham Supermarket
- Pick 'n Pay in Polly Shorts Centre
- Spar in Southgate Shopping Centre
- St Vincent's Church
- PMB Airport (five notices)

In addition, advertisements (Appendix 5: Advertisements) were placed in the following newspapers:

- Natal Witness Echo (19 November 2015)
- Echo (19 November 2015)
- Eyethu (26 November 2015)

The public notices provided I&APs with information about the proposed development and the SEIA, and with the contacts and details for registering as an I&AP.

2.1.5. Inform Councillors and Key Interested Parties

The Ward Councillors of wards 24 (Bisley) and 36 (Mkondeni, Cleland) were consulted in the initial stages of the PPP, as well as the Councillors of the adjacent wards and wards along the flight corridor. Surrounding (adjacent) landowners and key I&APs, such as relevant government departments, were also notified and engaged in the PPP.

2.2. Engagement

To obtain comment, perceptions, concerns and opportunities from I&APs, a series of public engagement meetings were conducted. In addition, I&APs were able to submit written comment via email, post, facsimile and the INR website until 15 February 2016.

A typical challenge of public consultation and engagement is that the opinions and perceptions of the 'loudest voice' dominate conversation, resulting in an unrealistic representation of all I&AP

types. To mitigate this, a series of smaller engagements were conducted after an initial public meeting, with focus groups based on types of I&APs. This enabled each focus group (whose members are likely to have similar perceptions and visions) to have their comments captured. This also provide the opportunity for stakeholders to focus on concerns or issues that may only be applicable to them, therefore provide a more in-depth engagement process that resulted a greater level of understating.

2.2.1.Public Meeting

An initial public meeting was conducted on 8 December 2015 at the Bisley Park Primary School. This provided I&APs with the opportunity to register (if they had not done so already). This also provided the platform for the BID to be presented as a means of giving I&APs an adequate understanding of the proposed airport expansion. The purpose of the Scoping Phase Public Meeting was to:

- Create awareness and meet I&APs
- Introduce assessment team
- Identify headline concerns and opportunities

The minutes of this meeting (Appendix 6: Public Meeting Minutes) were distributed electronically to all those who attend the meeting as well as registered I&APs, while hard copies of the minutes were made publicly available at the following communal locations:

- Oribi Clinic (Oribi Road)
- SAVF Centre (Oribi Village)
- Emily's Supermarket (Emily Road)

2.2.2.Focus Group Meetings

The Focus Group Meetings (FGMs) were conducted in a workshop format, using a participatory mapping exercise (maps and images of the proposed expansion options) to enable I&APs to provide informed insight into the Scoping Phase. This informal process, conducted with relatively small groups of stakeholders, enabled for stakeholders to 'map-out' their thoughts, ideas, concerns and opportunities ideas in a constructive manner. The key aim of the FGMs was to understand the relationship between the anticipated impact/s and the receiving environment, and identify the concerns and opportunities perceived by I&APs. This provided stakeholders with the confidence that their 'voice has been heard', and thus provides a suitable benchmark for the PPP going forward.

Based on engagements with various stakeholders and the outcomes of the Public Meeting, the following 7 Focus Group Meetings (FGMs) were conducted:

1. Airport Operators and Tenants

- Date: 13 January 2016
- Minutes: Appendix 7: Airport Tenants and Operators FGM Minutes

2. Industrial Sector

- Date: 14 January 2016
- Minutes: Appendix 8: Industrial Sector FGM Minutes

3. Oribi Village Residents

- Date: 19 January 2016
- Minutes: Appendix 9: Oribi Village Residents FGM Minutes
- 4. Bisley and Scottsville Extension Residents**
 - Date: 21 January 2016
 - Minutes: Appendix 10: Bisley and Scottsville Extension Residents FGM Minutes
- 5. Flight Path – Hilton, Wembley and Surrounds**
 - Date: 28 January 2016
 - Minutes: Appendix 11: Flight Path FGM Minutes
- 6. Broader PMB business sector**
 - Date: Tuesday 2 February 2016
 - Minutes: Appendix 12: Business Sector FGM Minutes
- 7. Authorities and Government Agencies**
 - Date: Thursday 18 February 2016
 - Minutes: Appendix 13: Government Authorities and Agencies FGM Minutes

Registered I&APs were notified via email and SMS of the details of the FGMs, and digital versions of the minutes circulated via email. Hard copies of the local residents FGMs were made available to publically accessible locations and relevant I&APs notified via SMS.

2.2.3. Airport Information Stand

In addition to the Focus Group Meetings, two INR team members were stationed at the PMB Airport during peak hours (a Monday morning and Friday evening) to provide information to public airport users and capture any comments they may have. Several passengers informally discussed the proposed expansion with the project team members and registered as I&APs (Appendix 14: Airport Information Stand), but no formal comment was submitted.

2.3. Comment and Response Register (C&RR)

All of the comments received were compiled in a Comment and Response Register (C&RR), demonstrating the details of the I&AP that made the comment, what the comment pertains to and the response. The C&RR (which forms part of the Scoping Report) is a vital tool in preparing the Scoping Report and the Plan of Study for the EIA phase that follows as it provides a list against which to check that all issues of concern have been, or will be, addressed.

3. APPENDIXES

3.1. Appendix 1: I&AP Database

Name and Surname	Type of I&AP	Contact Number	Email Address	Address or Company
Abulele Qulu	Government	033 394 3625	abulele.qulu@msunduzi.gov.za	411 Boom Street
Akhona Siphahlanga	Resident - Oribi	083 772 2669		152 Uranus Road
Alexandra High School	Flight Path	0333948252	agraaf@alexhigh.org.za	53 Alexandra Road
Alvin Naidoo	Airport Tenant	072 977 7299	alvin.aidoo@msunduzi.gov.za	Manager
Amanda Maharaj	Government	0332642785	amanda.maharaj@kznedtea.gov.za	EDTEA
Amanda Maharaj	Government		amanda.maharaj@kznedtea.gov.za	EDTEA
Andre van Schalkwyk	Airport User	0828808942	arvs@mweb.co.za	9 Copson Close, Chase Valley, Pietermaritzburg, 3201
Annie van de Venter	Government		amafaddps@amafapmb.co.za	Amafa - 194 Langilebalele Street
Antointte De Bruin	Resident - Oribi	0609053587		325 Oribi Villiage
Anton Rousseau	Airport Tenant		anton@gryphonflight.co.za	Gryphon Flying Academy
Athlone Primary School	Flight Path	0333429530	athlone2@futurenet.co.za	1 Old Howick Rd
Auriel du Plooy	Resident - Oribi	0837892239	auriel.duplooy@gmail.com	200 Oribi Road
Barry du Plessls	Business	081 450 6644	barry@mtworthy.co.za	Showgrounds
Barry Price	Airport Tenant	073 322 5631	derby@xsinet.co.za	Airport Tenant
Bathethelele Dube	Resident - Oribi	0716308285		370 Zues Drive
Beatrice Bosch	Airport Tenant		beatriceb@servest.co.za	Servest Parking
Belinda Torre	Business	0860836337	biancat@l2b.co.za	Leads 2 Business
Bennett Steven	Resident - Oribi	0729400968		281 Triton Circle
Benny Braithwaite	Business	081 380 8552	bennybraithwaite@yahoo.co.uk	45 Chase Valley Road
Bertina Ngcobo	Resident - Oribi	0764777534		24 Zius Road
Billy Paton	Government	082 372 1968	billy.paton @msunduzi.gov.za	Fire and Rescue - 324 Pietemartiz Street
Bo Mhlongo	Resident - Oribi	078 981 3510	sm@bomhlongocivils.ca.za	24 Remi Bisley
Bongani Zuma	Resident - Oribi	063 286 3337		315 Flora Road
Bongi Nkosi Mkize	Resident - Oribi	0761411946		193 Triton Road
Boni Madlala	Resident - Oribi	078 673 7051		77 Triton Circle
Bradley Sampson	Business	083 642 7733	bradley.sampson@umgeni.co.za	310 Burger Street
Brett Hancocks	Industry	0823503050	brettcod@hotmail.com	5 Thomas Watkins Road
Brian Kanya	Government		brian.kanya@msunduzi.gov.za	Fire and Rescue - 324 Pietemartiz Street
Bruce Dempster	Flight Path		bruce@fernhillsystems.com	Hilton- Fernhills conservancy
Burrie & Edith van Niekerk	Resident - Bisley	0729291363	burrie.edith@gmail.com	14 Long Road, Bisley Heights
Busisiwe Mkhize	Resident - Oribi	076 537 4623		5 Chloe Road
Busisiwe Mlambo	Government		mlambob@nra.co.za	SANRAL - 58 Van Eck Place

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Appendix 3: Public Participation Report

Name and Surname	Type of I&AP	Contact Number	Email Address	Address or Company
Byron Bishop	Airport Tenant		hillb@cuesnet.co.za	Hillcrest Panel Beaters
C M Ngcobo (Mandla)	Resident - Scotts	0828086214, 0333461697	ngcobocm.maid@gmail.com	29 Nile Road
C Nezar	Resident - Oribi	076 306 1132		104 Triton Road
Calolie Ntomi	Resident - Oribi	029 949 8219		<u>29 Njord Road</u>
Candice Mbhele	Government	078 483 5881	candice.mbhele@kzncogta.gov.za	CoGTA - 271 Church Street
Caryn Lehmkuhl	Resident - Oribi	0716072053	savf.oribi@telkomsa.net	331 Zeus Rd, Oribi (SAVF-Kalinke Centre)
Celina Cradin	Government	0333922370	celina.cradin@msunduzi.gov.za	Fire and Rescue - 324 Pietemartiz Street
Celma Croudace	Government	0333922370	celma.croudace@msunduzi.gov.za	Disaster Management
Chantelle Hickley	Airport Tenant		chantelle.hickley@fedair.com	Federal Air
Charmaine Kruger	Resident - Oribi			1 Muse road
Chinga Mazhetese	Airport Tenant		mazhetesec@caa.co.za	CAA - Building 16 Treur Close
Chris Stretch	Government	083 628 1538	chris.stretch@kzntransport.gov.za	KZN Department of Transport - 172 Burger Street
Christine Smith	Airport Tenant	033 386 8453	christinesmith@flyairlink.com	SA Airlink
Christine Taljaard	Resident - Oribi	0788306445, 0721981718		88 Ceres Road
Christopher Till	Airport User	0833995111	christopher@apartheidmuseum.org	Stone House CliftonSchool Road, Nottingham Road
Claude Parnell	Airport Tenant		claudep@eastcoast.co.za	Parnell – East Coast Silicone
Clive Coetzee	Government	0827964500	clive.coetzee@kzntreasury.gov.za	KZN Tresury
Colin Johnston	Flight Path	0828061224	colin@sitiwi.co.za	Hilton
Colin Smith	Airport User	0825532704	cs.paperbark@gmail.com	Hayfields
Colin van Heerden	Industry	0825533100	colin@trudasnacks.co.za	
Cosmas Hamadziripi	Government	033 204 2785	cosmas.hamadziripi@kznedtea.gov.za	EDTEA -270 Jabu Ndlovu
Craig Millar	Councillor	0612327202	millar.craig@gmail.com	uMngeni - Ward 6
Craig Wing	Airport Tenant	0824504431	craig.wing@mweb.co.za	Aircraft and EAA hangar owner
Cynthia Hlophe	Resident - Oribi	0733884214		291 Morpheus Close
D Crafford	Resident - Oribi	072 588 3045		275 Triton Road
D Khoza	Resident - Oribi			
D T Mashishi	Airport User	0720750902	tryphinadmashishi@gmail.com	Pretoria
Dankie Williams	Airport Tenant		dankizatours@gmail.com	Dankiza Tours
Dave Rigby	Flight Path	033 343 5797	dave.rigby@gmail.com	113 Hillside Road, Hilton
Deidre Deetlefs	Airport Tenant		pmb@europcar.co.za	Europcar
Denise Fouche	Resident - Oribi	076 306 1274		349 Borease Circle
Denise Temple	Flight Path	033 343 1286	jabu.temple@gmail.com	45 Worlds View Road
Derrick Gwala	Resident - Oribi	076 727 3943		<u>105 Murus Circle</u>
Devan Denvar	Government	0333922911, 0333921602		Traffic Department
Dinesree Thambu	Government	033 845 1425	dinesree.thambu@kznwildlife.com	EKZNW - Queen Elizabeth Park
Dlomo Armstrong Bongani	Councillor	0732686398	primrose.shozi@msunduzi.gov.za	Msunduzi - Ward 13
Doug Burden	Flight Path		doug@duct.org.za	Hilton- uMngenyane conservancy

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Name and Surname	Type of I&AP	Contact Number	Email Address	Address or Company
Dudley Mbambo	Government	033 392 8100	mbambo@nra.co.za	SANRAL - 58 Van Eck Place
E D Lehmkuhl	Resident - Oribi	0716072052		331 Zeus Drive
Eleanor Naidoo	Airport User	0844808003	eleanor.naidoo@dha.gov.za	521 Westminster Ave, PTA
Epworth	Flight Path	0338462500	marketing@epworth.co.za	Golf Road
Erika Parker	Business	0829256100	hdheyns@icloud.com	7 Lion Park Road
Ernest Fouche	Resident - Oribi	076 306 1274		349 Borease Circle
Errol Agnew	Project Team	0721431275	errol@gwi.co.za	2 Lynroy Avenue, PMB
Essack Khan	Government	082 411 5954	essack.khan@msunduzi.gov.za	Fire and Rescue - 324 Pietemartiz Street
Ethel D Dladla	Resident - Oribi	0733597129		
Experimental Coast EAA Chapter 1502	Airport Tenant		mervyn@robchap.co.za	EAA
Fikile Sithole	Government	0333558600	fikile.sithole@kzntransport.gov.za	KZN Department of Transport - 172 Burger Street
François Davel	Airport Tenant		jmccabe@irricomp.com	F Daval
Gawie Bestbier	Airport Tenant	0115451097, 0834616016	bestbierg@caa.co.za	CAA - Building 16 Treur Close
Geetha Hariparsad	Government	084 555 6890	geetha.hariparsad@msunduzi.gov.za	21 Washington Road
George Lebelo	Municipality	0333923627	george.lebelo@msunduzi.gov.za	
Glenn Robert McArthur	Councillor	0728447630	g.mcarthur@telkomsa.net	Msunduzi - Ward 26
Goodness Julia	Resident - Oribi	0791588547	julalovey@yahoo.com	
Grace Booï	Resident - Oribi	0720795989	gracebooï98@gmail.com	195 Triton Circle, Oribi Road (Op Bisley School)
Grace College	Flight Path	0333432177	info@gracecollege.co.za	2 Hilton College Road
Gugu Dumakude	Resident - Oribi	0763705194		Zeus Drive
Gwala Sindisiwe Cydy	Councillor	0827396350	gwalasindi@gmail.com	Msunduzi - Ward 18
H Potgieter	Airport User	0828999158	hettie@potgroupd.co.za	Pretoria
Hamish Otto	Government	083 286 2803	hamist.otto@transnet.net	TRANSNET - 17 Devonshire Road
Hans van der Pol	Airport Tenant	082 577 3291	planes@mweb.co.za	Oribi Flying Services
Hazelwood Pre-Primary	Flight Path	0333862621	hazelwood@telkomsa.net	124 Oribi Rd
Hendrik Mosterl	Resident - Bisley	0333862211, 0818712965		211 Flora Road
Hennie Heyns	Business	0829256100	hdheyns@icloud.com	7 Lion Park Road
Henry Benoall	Resident - Oribi	072 636 2702		135 Triton Road
Hertz Car Hire	Airport Tenant		pmburgadmin@hertz.co.za	Hertz Car Hire
Hilton College	Flight Path	0333830100	hc@hiltoncollege.com; ar@hiltoncollege.com	Hilton College Road
Hilton Rate Payers' Association	Flight Path		hiltonratepayers@gmail.com	
Hilton Village.co.za	Flight Path	0726549779	desiree@hiltonvillage.co.za	Desiree Hickinbotham
Hlengiwe Ntuli	Resident - Oribi	0737013817		
Howard Richardson	Flight Path	033 343 2884	howardr@clubafrica.net	14 Worlds View Road
Hugh Temple	Flight Path		jabu.temple@gmail.com	Hilton- Worlds View Conservancy
Ian Felton	Government		ian.felton@kzndard.gov.za	EDTEA

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Name and Surname	Type of I&AP	Contact Number	Email Address	Address or Company
Ingrid Ledwaba	Airport User	073725433	ingrid.ledwaba@dha.gov.za	318 Gabananagakast, PTA
Irene Tamazio	Resident - Oribi	076 741 9489		220 Triton Road
Ishaan Rainklow	Government	033 392 8100	rainklowni@nra.co.za	SANRAL - 58 Van Eck Place
Jabulani Dlamini	Resident - Bisley	0824197478		2 Markham Road
Janet Booysen	Resident - Oribi	084 524 9876		203 Aries Road
Jeff Meyer	Resident - Scotts	0333953953	jeff.meyer@eskom.co.za	62 Globe Road, Scottsville Extension
Jennifer King	Resident - Oribi	0736682381, 073 668 1381	jp55williams@gmail.com, jpwilliams@gmail.com	59 Triton Circle
Jessica Taylor	Government	011 300 6139	jessica.taylor@wspgroup.co.za	WSP (on behalf of SANRAL)
Johan Janse van Vuuren	Airport Tenant	0720402536	johanvanvuuren87@gmail.com	Air Taxi Services - 5 Marconi Place
John Campbell	Airport Tenant		campbellfam@mweb.co.za	J Campbell
Jojo Dule	Resident - Oribi	079 385 5185		276 Oribi Road
Judy Bell	Flight Path	0836391657	judybell@mweb.co.za	Hilton- Winterskloof conservancy
Juggie Padayachee	Government	082 780 1176	juggie.padayachee@msunduzi.gov.za	Fire and Rescue - 324 Pietemartiz Street
Kasongo Kampweulu	Government	084 924 5059	kasongo.kampweulu@kzncogta.gov.za	CoGTA - 271 Church Street
Kelvin Price	Airport Tenant		merlisha.haripersadh@avisfleet.co.za	Avis Car Hire
Kerry Walton	Airport User	0724671522	waltonk@iafrica.com	Chase Valley
Kim Vanheerden	Government		kim.vanheerden@kzndard.gov.za	EDTEA
Kimberly Booysen	Resident - Oribi	079 557 9876		203 Aries Road
Koos Vorster	Business	0834537865		5 Breem Road, Montrose
Kwazi Zuma	Resident - Bisley	0828650233	kwazidynamics@telkomsa.net	64 Buckley Road
L Chetty	Resident - Scotts	0611887921	leeshen@mslprop.co.za	60 Globe Road
Lance Du Plooy	Resident - Bisley	0788030657	auriel.duplooy@gmail.com	200 Oribi Road
Larry Sanders	Government	0333556473	larry.sanders@kzncogta.gov.za	CoGTA - 271 Church Street
Lawrence Hoatson	Airport Tenant	0833053001	lhoatson@tekwani.co.za; reception@tekwani.co.za	Tekwani Sawmills (Hoatson)
Lawrence Mary Judith	Councillor	0827746168	buzzman@absamail.co.za	Msunduzi - Ward 27
Lecelia Bhengu	Resident - Oribi	082 738 5630		82 Ediclain Road
Lee du Preez	Business	0727343519	lee@beenovation.co.za	
Leo Quayle	Flight Path	0832720269	lquayle@futurenet.co.za	Upper Wembly Ass
Linda Sinodi	Resident - Oribi	082 697 0143		123 Helios Road
Lindo Mahlaba	Municipality	076 583 3001	lindo.mahlaba@msunduzi.gov.za	333 Church Street
Liz Dralle	Flight Path	0333436700, 0725912277	liz.dralle@gmail.com	9 Wylie Crescent, Wembly
Lloyd Singh	Government		lloyd.singh@msunduzi.gov.za	Fire and Rescue - 324 Pietemartiz Street
Londeka Zondi	Resident - Scotts	0722231666, 0729859150	londekazondi@webmail.co.za	Scottsville extension
Londiwe Bennett	Resident - Oribi	0711171394		282 Triton Circle
Louis van der Linden	Airport User	0783485916	louis@comrades.com	16 Connaught Road, Scottsville

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Name and Surname	Type of I&AP	Contact Number	Email Address	Address or Company
Ludwig Winterbach	Councillor	0845114170	wintervw@sai.co.za	Msunduzi - Ward 36
Lurette Kruger	Resident - Oribi	060 322 7671	babygirl.luetter@gmail.com	<u>186 Nemesis Road</u>
M A Ferreira	Resident - Oribi	082 691 8812		180 Nemesis Road
M A Majola	Government	084 840 4530	mmandlenkosi953@gmail.com	EMRS - Greys Hospital
M Harenga	Airport User	0827086529	burmei1@yahoo.com	PMB
M M Zungu	Resident - Scotts	0827104106		6 Long Street
M Pieterse	Airport User	0763334483	maritza@somta.co.za	Jewett Cres, PMB
Mabandla Nkwanyana	Resident - Bisley	0824703963	nevillenkwanyana@gmail.com	48 Andries Prestorius Road
Mandisa Zungu	Government	0333556473, 0827788793	mandisa.zungu@kzncogta.gov.za	CoGTA - 271 Church Street
Mandla Ngcobo	Resident - Scotts	0828086214	ngcobocm.mail@gmail.com	29 Nile Road, Scottsville Extension
Marc Germiquet	Airport Tenant	072 120 3149	marc@collinsprop.co.za, marc@bushwags.com	Germiquet Trust, 1 Richefond Circle, Ridgeside Office Park, Umhlanga
Marc Hargreaves	Airport Tenant	079 532 0864	marchargreaves@avisbudget.co.za	Avis Car Hire
Margret Sole	Resident - Oribi			165 Oribi Village
Marinda Fouche	Resident - Oribi	073 582 8897		272 Nike Circle
Mariska White	Resident - Oribi	0795852334		88 Ceres Road
Mark Meter	Airport Tenant		pmb-aero@mweb.co.za	PMB Aero Club
Martin Flavell	Flight Path	0333455143	martin@fbp.co.za; enquiries@fbp.co.za	Chairperson Upper Wembly Ass
Martin Oosthuizen	Airport User	0834490946	moosthuizen@deheus.com	Wembley
Martizburg College	Flight Path	0333429376	headmaster@mccollege.co.za; calmeyer@mccollege.co.za	51 College Road
Mbatha Nondu	Resident - Bisley	0828860746	mambentse@gmail.com	9 Markham Road
Mbekiseni Zondi	Resident - Oribi	0843010993		First Andry Road
Mbongiseni Zuma	Resident - Bisley	0738403383	mbongi@christchurchmsunduzi.co.za	8 Long Street
MCS	Flight Path	0333863370	head@mcschool.co.za	82 Topham Road
Mdladla Siphosethu Hellen	Resident - Scotts	072 985 9150	siphosethumdladla@gmail.com	83 Globe Road
Mdulhula Shadoda	Resident - Oribi			165 Nemesis Road
Melanie Veness	Business	0333452747	ceo@pcb.org.za	PCB, Chamber House, Royal Showgrounds
Mewa Zuma	Resident - Scotts	0746263812		30 Nile Road
Mhlanga Madondo	Resident - Bisley	0836377877	mhlanga.madondo@gmail.com	61 Barkley Road
Michele Steijl	Airport Tenant	083 310 8355	shelley@sai.co.za	Azur
Mike De Villieres	Airport User	0824145530	mike@northmec.co.za	18 Ridge Road, PMB
Miles Johnson	Airport Tenant	083 631 7840	milesj@iafrica.com	Thoteng Trust
Mlungi Mdalose	Resident - Oribi	0832950611		92 Adit Road
Mlungisi Shez	Airport User	0722903423		61 Foxon Road, Hayfields
Mmathulo Ngwenya	Resident - Bisley	0824399928	mmathulo@gmail.com	1 Markham Road
Monica van Rensburg	Resident - Oribi	082 339 8032	bokkiejansevanrensberg@gmail.com	83 Aditi Lane

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Name and Surname	Type of I&AP	Contact Number	Email Address	Address or Company
Mr and Mr Prinsloo	Resident - Bisley	0761044296	p o box 101084, scottsville	Overcomer Church
Mr Barnes	Airport Tenant		paula@mbb-fin.co.za	Barnes
Mthokozisi Maphanga	Resident - Bisley	079 464 1368	mthokozisia@gmail.com	90 Osborne Road
Mvelo Mzolo	Resident - Oribi	0173981771		304a Morphues Close
Myles Sinclair & Grant Wishart	Airport Tenant	0333832011/2	melanie@emeraldg.co.za	Emerald Green
N Loelly	Government	079 076 5881	noeweilen.loelly@msunduzi.gov.za	Fire and Rescue - 324 Pietemartiz Street
N M	Resident - Oribi	076 306 1274		317 Oribi Village
N M Mkhise	Airport User	0768932668	nombuso.mkhize@kznpremier.gov.za	PMB
N Mokoena	Government	083 297 0832	mokoena@dws.gov.za	DWS - 85 Joe Slovo Street
N P Dlamini	Resident - Bisley	0839647574	njabs16@webmail.co.za	2 Markham Road
N P Dlamini	Resident - Oribi	084 235 2146		76 Artemis Road
Nabila Khan	Municipality	0333923877	nabila.khan@msunduzi.gov.za	333 Church Street
Nasihle Nzama	Municipality	0333922589	nasihlenzama@msunduzi.gov.za	
Nathi Sibisi	Business	079 044 6699	nathisibisi172@gmail.com	172 Mngadi Road
Naven Naidoo	Industry	0333861987, 0823721206	naven@inlandfuel.co.za	32 Halstead Road, Mkondeni
Ndawonde Caiphas	Councillor	0734314277	nomusa.isdora@msunduzi.gov.za	Msunduzi - Ward 19
Ndileka Ncinca	Resident - Oribi	0736832394		230 Flora Road
Nelson Nkabiti	Airport Tenant	084 461 6175	nkabiti@caa.co.za	CAA - Building 16 Treur Close
Nkosi Buthelezi	Business	0747099243, 0333864319	nkosi@rgconsultants.co.za	175 Triton Circle
Nkosikhona Buthelezi	Resident - Oribi	0725917542		75 Triton Circle
Nkosinathi Tomose	Business	0114766057, '0781630657	nkosinathi@ngtconsulting.co.za , www.ngtconsulting.co.za	2 Windsor Place, Princess Avenue, Windsor West, Randburg, 2194
Noewellen Loelly	Government		noewellen.loelly@msunduzi.gov.za	Fire and Rescue - 324 Pietemartiz Street
Nokubonga Magwenyana	Government		nokubonga.magwenyana@msunduzi.gov.za	Fire and Rescue - 324 Pietemartiz Street
Nombulela Hlophe	Resident - Oribi	079 051 8008		47 Woodster Noble Laan
Nombuso Mzobe	Resident - Bisley	082 963 6109	mzobenombuso@gmail.com	3 Markham Road
Nomonele Maphanga	Resident - Bisley	079 692 6114	nomonele@gmail.com	90 Osborne Road
Nondumiso Zuma	Resident - Oribi	079 177 7943	malvqalvga@gmail.com	315 Flora Road
Nonhlanhla Zuma	Resident - Bisley	0733177118	mbongi@christchurchmsunduzi.co.za	8 Long Road
Nonjabulo Mkhize	Resident - Oribi	079 569 4571	nonjabulozeen.mkhize@gmail.com	193 Ceres Road
Nonkululeko Mokoena	Government	0832970832, 0313362789	mokoenan@dws.gov.za	DWS
Nontobeko Khuzwayo	Resident - Oribi	0745480793		332 Zeus Drive
Nora Choveaux	Business	033 3963344, 082 771 6324	nora@broadlease.co.za	Suite 165 P/Bag X6 Cascades 3202
Ntokozo Mtolo	Resident - Oribi	083 580 0962		394 Triton Circle
Ntombizodwa Mabasa	Government	076 729 2595	zodwajune@yahoo.com	SSA Pretoria
P B Mmambo	Government	082 492 4495	kzn.alexandraroad.miccomm@saps.gov.za	SAPS Alexandra Road

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Name and Surname	Type of I&AP	Contact Number	Email Address	Address or Company
P N Gumede	Resident - Oribi	073 323 1515		10 Montus Circle
Pam Passmoor	Flight Path	082 498 9712	p.passmoor@telkomsa.net	7 Park Lane, Hilton
Pam Passmoor	Councillor	0824989712	cllr.passmoor@umngeni.gov.za	uMngeni - Ward 7
Patience Mkhize	Resident - Oribi	0720595189		193 Triton Road
Patrick Mulligan	Airport Tenant		operator@airbornecafe.co.za	Dunranch - Airborne Café
Pelham Senior Primary School	Flight Path	0333861211	admin@pelham.co.za	1 Melville Rd
Percy Ngcobo	Resident - Bisley	0842582712	percyngcobo57@gmail.com	28 Markham Road
Peron Amein	Resident - Oribi	0832895442	peron.amein@durban.gov.za	166 KE Mainga Road
Philani Ngidi	Councillor	072 546 7256		Councillor
Philani Ngidi	Councillor	0725467256	lindokuhle.mavimbela@msunduzi.gov.za	Msunduzi - Ward 24
Phungula Bernard Dumisani	Councillor	0833288328	dphungula@gmail.com	Msunduzi - Ward 23
PMB Girls' High	Flight Path	0333869271/2	admin@ghspmb.co.za	186 Alexandra Road
PurityNdlovu	Resident - Oribi	083 365 2483		118 Helios Road
Ramburan Shameela	Government		ramburans@dws.gov.za	DWS
Ravi Ronny	Government	0832836064	ronnyr@nra.co.za	SANRAL - 58 VanEck Place Mkondeni Pietermaritzburg
Reg Sivsunker	Airport Tenant		reg@flygoair.co.za	Fly Go Air
Reg Sutton	Industry	0829078904	reg@robsteel.co.za	12 Walter Hall Road
Reka kallicharan	Government	083 347 1820	reka.kallicharan@kzndard.gov.za	KZN DARD 8 Warwick Road
Riaan Myburgh	Airport Tenant	011 545 1510, 083 451 2635	myburghr@caa.co.za	CAA - Building 16 Treur Close
Ridhwaan Mahomed	Government		mahomedr@nra.co.za	SANRAL - 58 Van Eck Place
Rochelle Adkins	Resident - Oribi	083 671 9833		59 Triton Circle
Rod Bowes	Industry	0827896422, '0..8462200, '0338462233,	rod.bowes@bsisteel.com	Bsi Steel, 46 Eden Park Drive
Rodney Bartholomew	Municipality	0333923260	rodney.bartholomew@msunduzi.gov.za	Msunduzi Municipality
Rodney Trenam	Government	082 780 1173	rodtren@gmail.com, rodney.trenam@msunduzi.gov.za	Fire and Rescue - 26 Roberts Road
Ros Diebriex	Government	033 394 6543	built.enviro@amafapmb.co.za	Amafa - 194 Langilebalele Street
Russel	Resident - Oribi	084 443 7164		45 Addini Lane
Ruth Zuma	Resident - Oribi	0733407962		71 Njord Circle
S T Simelane	Resident - Bisley	0799996942		4 Powell Road
S Xulu	Resident - Oribi	078 394 4068		109 Monus Circle
Sakkie de Lange	Airport Tenant	033 386 8554	johannesd@atns.co.za	ATNS
Sanele Buthelezi	Government	083 257 1398	sanelen@ssa.gov.za	SSA Durban
Sarajina Mncwabe	Resident - Oribi			194 Triton Circle
Sbongile Bekwa (Audrey)	Resident - Oribi	0632836704		343 Boreas Circle

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Name and Surname	Type of I&AP	Contact Number	Email Address	Address or Company
Sbongile Mazeka	Resident - Oribi	0824663870	sbongile.mazeka@kzntransport.gov.za	342 Cronos Road
Sbusiso Mahlangu	Resident - Oribi	072 779 8068		333 Borhuos Circle
Segren Pillay	School Principle	0837094472	segren@bisley.co.za	Bisley Park Primary
Sfiso Shange	Resident - Oribi	082 760 3613		
Sgt M E Le Roux	Government	082 874 7726	kzn.alexandraroad.miccomm@saps.gov.za	SAPS Alexandra Road
Sharon Jordan	Resident - Oribi	072 101 6157		240 Nike Circle
Shaun Braithwaite	Business	082 909 0023	shaunjb23@gmail.com	23 Villers Drive
Shelley Steijl	Airport Tenant		shelley@sai.co.za	Azur
Sibusiso Mboto	Business	0333940044	news@capitalmedia.co.za	7 Triton cycle
Sibusiso Bophela	Resident - Oribi	0810144162, 079631044		
Sibusiso Dlamini	Government	0826931714	sibusiso.dlamini@kznhealth.gov.za	EMRS
Sibusiso Mboto	Media	0333940044, 0724832344	news@capitalmedia.co.za	www.eyethunews.co.za
Sibusiso Nkabinde	Airport Tenant	083 706 8406	sibusison@atns.co.za	ATNS - Durban
Simon Dix	Airport Tenant	082 570 4040	simon@simondix.co.za	Airport Tenant
Simphiwe Masilela	Airport Tenant	0116071228	simphiwem@atns.co.za	ATNS Eastgate Office Park, Block C, South Boulevard Road, Bruma
Sipho Mncube	Government	0333558868, 0836361119	sipho.mncube@kzntransport.gov.za	KZN Department of Transport - 172 Burger Street
Sipho Zimu	Resident - Oribi	0724499778	siphoz@sassa.gov.za	286 Triton Circle, Oribi Village
Slindile Xulu	Resident - Oribi	074 266 2123	xuluslindile@gmail.com	111 Helios Street
Smangele	Resident - Oribi	0794552090		First Andry Road
Spellele Ngcam	Resident - Oribi	071 969 7553		65 Njord Circle
St Anne's School	Flight Path	0333436100	mist@stannes.co.za	Hilton Avenue
Steve Svendsen	Airport Tenant	071 609 4266	s.sven@telkomsa.net	Airport Tenant
Suzette Benoall	Resident - Oribi	072 636 2702		135 Triton Road
T M Dladla	Resident - Oribi			257 Triton Circle Road
Tembi Hlope	Resident - Oribi	073 533 4203	hlopegt@gmail.com	77 Aditi Lane
Terence Talbot	Business	033 386 5499	terence@talbotlaw.co.za	Hayfields mall
Thandeka Ngubo	Resident - Oribi	074 972 4500		148 Uranus Road
Thandeka Nkabini	Resident - Oribi	0845690822	ndalonkabini@gmail.com	279 Triton Circle
Thandeka Zondi	Resident - Oribi	074 706 6998		58 Artemis Road
Thando Kuboni	Resident - Oribi	0769458286		
Thembeko Sokhela	Resident - Oribi	0782730726		188 Ceries Road
Thulasizwe Ncalane	Resident - Bisley	0824508079	thulasizwenc@gmail.com	36 Markham Road
Thuleleni	Resident - Oribi	078 085 6149		324A Flora Road
Thuso Ndou	Government	033 397 0761	ndout@dws.gov.za	DWS - 88 Field Street
Tim Madgwick	Government		tim.madgwick@kzntreasury.gov.za	KZN Treasury
Tony Markewicz	Project Team		tony@tmrp.co.za	Royal HaskoningDHV
Trevor du Plessis	Airport Tenant	082 553 3915	trevord@atns.co.za	ATNS - Durban

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Name and Surname	Type of I&AP	Contact Number	Email Address	Address or Company
University of KwaZulu-Natal PMB	Flight Path	0332605111	enquiries@ukzn.ac.za	King Edward Ave
Unknown 1	Resident - Oribi	073 696 0142		192 Nemesis Road
Vic Winterbach	Councillor	084 511 4110	wintervic@sai.co.za	Ward 36 councillor
Vicky Ramins	Airport User	0829257406	vicky@raminsfamily.co.za	Parktown North, JHB
Victoria Khosa	Resident - Oribi			374 Noton Circle, Oribi Villiage
Vuyiswa Ndlovu	Resident - Oribi	0796253155	vvgogela@gmail.com	10 Boreas Circle
Warren Briggs	Resident - Oribi	0714216476		Oribi Villiage
Wayne Bond	Airport Tenant		waynebondsa@gmail.com	Pacair
Welly Langa	Resident - Bisley	0825898636	welly.langa@gmail.com	20 Markham Road
Willem Prinsloo	Resident - Oribi	0810133353	willem.kerushs@gmail.com	302b Chloris Place
Xolani Mpofama	Resident - Oribi	0603351552		217 Flora Road
Yvonne Ofosu-kwakye	Government	0719922241, 0338975824	yvonne.ofosu@kzncogta.gov.za	CoGTA - 271 Church Street
Zakhele Bophela	Resident - Oribi	0818844781		
Zakwe Phiwe	Resident - Oribi	0765098971		304a Morphues Close
Zanele Mzizi/Zimu	Resident - Oribi	0725279602	nkosikhonasiphesihle@gmail.com	304b Morphues Close
Zilungile Chonco	Municipality	0333923275	zilungile.chonco@msunduzi.gov.za	12 Somerset Road
Zondi Londeka	Resident - Scotts	072 223 1666	londekazondi@webmail.co.za	83 Globe Road
Zonke Patience Mkhize	Resident - Oribi	0720595189		193 Ceres Road

3.2. Appendix 2: Background Information Document

Scoping and Environmental Impact Assessment Process EXPANSION OF THE PIETERMARITZBURG AIRPORT *Background Information Document*

BACKGROUND

The Msunduzi Municipality (MM) is proposing an expansion of the Pietermaritzburg Airport. The project involves the development of vacant land on the airport site, and the upgrade of aviation infrastructure to meet the increasing growth in passenger and cargo volumes, and air traffic movements.

The proposed commercial and industrial developments, and the infrastructure upgrades will be in terms of Phase 1 of the Airport Master Plan which is projected to last until 2025.

This proposed expansion will result in the transformation of more than 20ha of indigenous vegetation and thereby triggers the need for an application for environmental authorisation supported by a Scoping and Environmental Impact Assessment (SEIA) process. The MM has commissioned the Institute of Natural Resources NPC (INR) to manage this process.

Purpose of this Document

This document provides Interested and Affected Parties (I&APs) with an overview of the scope, nature and location of the proposed development. The document also summarises the manner in which I&APs may participate in the SEIA process.

PROJECT DESCRIPTION

The project involves the expansion or addition of the following components.

- **Airside Infrastructure:** Extension of the taxiway to service an extension of the aircraft apron.
- **General Aviation:** Reconfiguration of existing hangars, and expanded facilities for aircraft maintenance and repair.
- **Terminal Building:** Site allocated for future expansion of the terminal building.
- **Landside Infrastructure:** Improved access via a link to Washington and/or Market Roads, new parking area and drop off zone, an industrial zone, and mixed commercial zones.
- **Technology Hub:** Located between the runway and western boundary of the airport (Oribi Road) that provides for the following zones: special sports, mixed use/commercial, mixed use residential/hotel, aviation hub, education/techno-hub, and light industrial.
- **Open Space/Conservation:** Assigned to sensitive riparian systems and open land.

It is important to understand that the development of these various elements will take place over an extended period of potentially 10-15 years in response to market demand and other factors, notably finance. Funding is available for the layout of the Techno Hub, including bulk services. The Techno Hub will therefore be the first of the proposed developments at the airport, and is projected to commence in the second half of 2016.

LOCATION AND EXTENT

The project is proposed on the existing Airport Property (Remainder of Erf 10 000 and the adjoining properties: Rem of Erf 870, Erf 10159, Rem of Erf 1589, a portion of Erf 1910 all of Pietermaritzburg). These properties are located within the overall project area shown in Figure 1. The different land-uses proposed to be developed within the Techno Hub and their planned layout is shown in Figure 2.

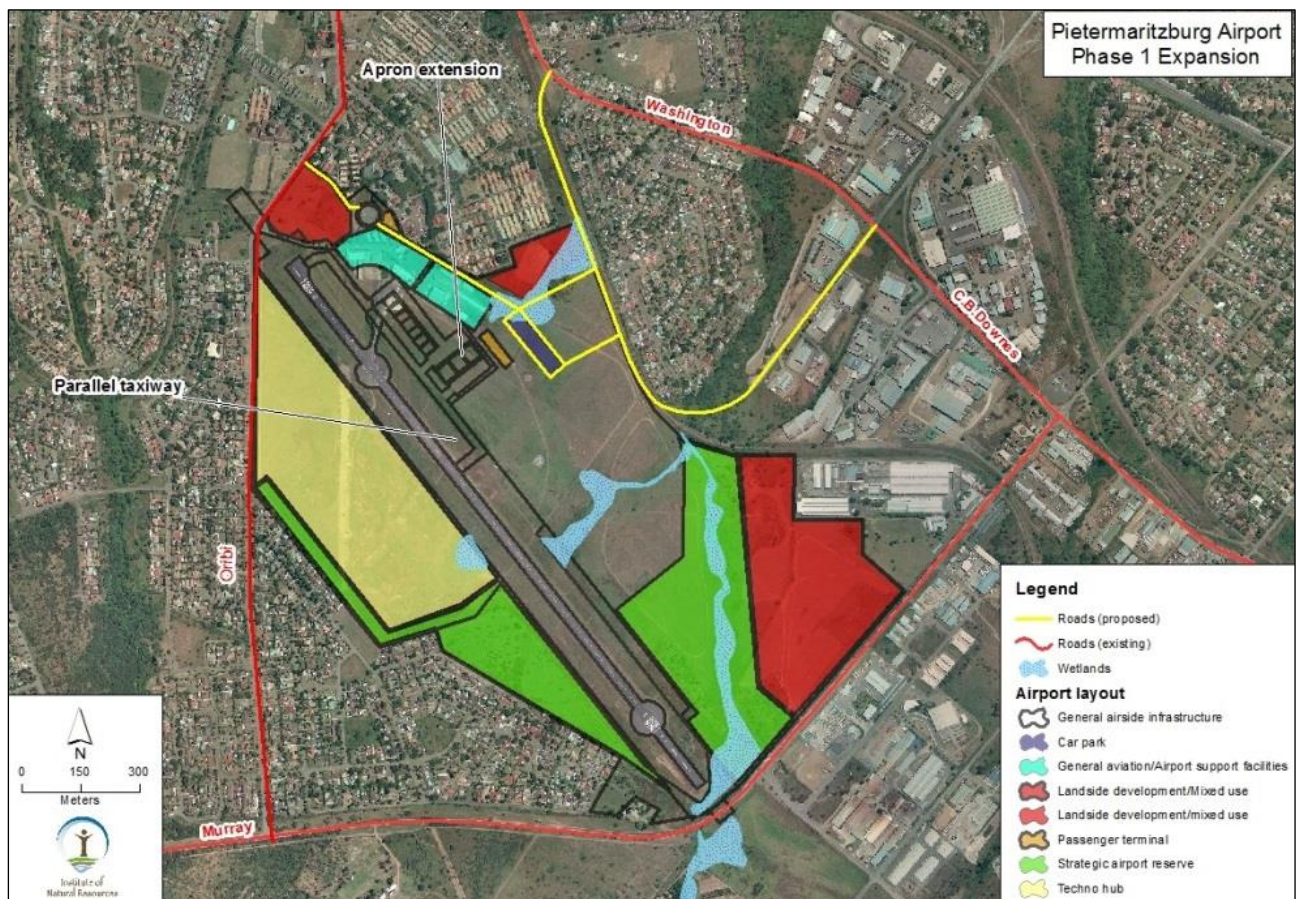


Figure 1 Location, layout and extent of proposed land-use and infrastructure

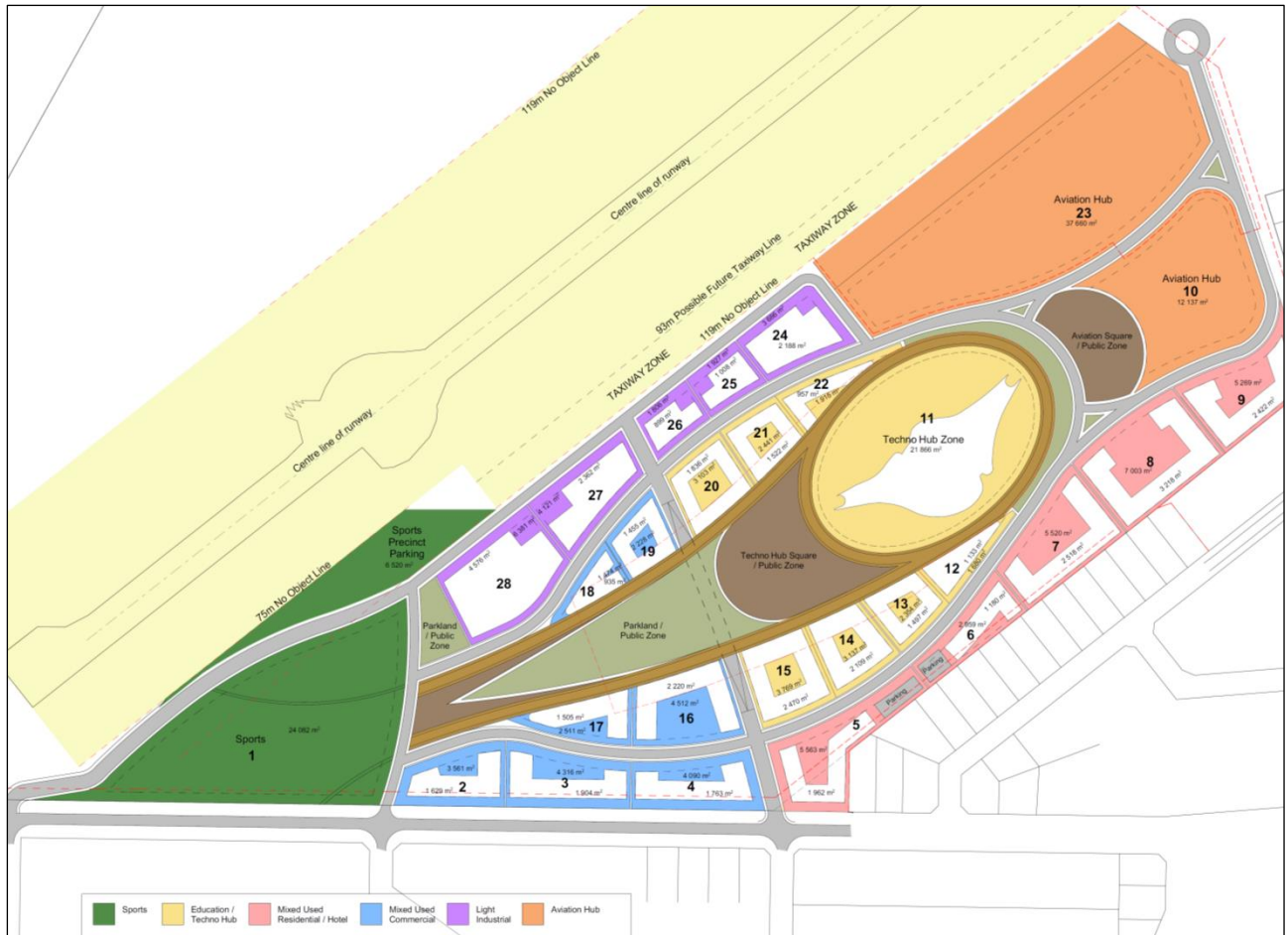


Figure 2 Proposed layout of zones and infrastructure within the Techno Hub

SCOPING AND ENVIRONMENTAL ASSESSMENT PROCESS

The SEIA Process involves the following phases and activities over a maximum period of 352 days.

1. **Scoping Phase** - The purpose of scoping is to identify significant issues that require investigation during the impact assessment phase. This is achieved through various means including public consultation. The outcome is an Environmental Scoping Report (ESR) which documents the alternatives to be investigated in the EIA Phase and the terms of reference for the specialist studies required to assess these issues. The ESR is circulated to all I&APs before approval by the Department of Economic Development, Tourism and Environmental Affairs (EDTEA).
2. **Environmental Impact Assessment Phase** - This phase involves the detailed investigation of the issues and impacts identified in scoping. An integrated assessment of the issues is undertaken. This includes the consideration of potential mitigation measures and culminates in a recommendation as to whether the project is sustainable and should proceed or not. Mitigation and management measures are documented in a draft Environmental Management Programme (EMPr). The Draft EIR

and EMPr are circulated to all registered I&APs for comment with responses provided before submission to EDTEA for a decision.

3. **Decision** – The competent authority's decision is circulated to all I&APs.
4. **Appeal Process** – There is a formal process through which I&APs or the proponent may appeal the decision.

PUBLIC PARTICIPATION PROCESS

Public Participation is an important component of the SEIA as it provides the mechanism through which I&APs may participate in the process and inform decision making process. The following opportunities will be provided for involvement in the PPP during the scoping phase:

1. **Public Meeting** – to be held on 8 December 2015 (17:30 for 18:00) at the Bisley Park Primary School Hall, located at 130 Oribi Road, Bisley. The purpose of the meeting is to: introduce the project and EIA process; explain the relationship between the EIA process and other planning processes underway for the area; register I&APs; provide an initial opportunity to register issues; and identify focus groups and methods for further engagement.
2. **Focus Group Meetings** - To be held in January and February 2016, to provide opportunity for specific focus groups to identify issues and alternatives for consideration in the process.
3. **Registration** - I&APs may register their involvement via the link on the INR website www.inr.org.za or by contacting the INR at the details provided below.
4. **Information** - The BID and other project information will be made available on the website and circulated to registered I&APs. I&APs may contact the INR for further information regarding the project or the EIA process.
5. **Comments** - Any comment on the proposed project must be made in writing in English or isiZulu and submitted via post, fax or e-mail to the INR by 15 February 2016.

INVITATION TO PARTICIPATE

I&APs are invited to register their involvement in the process by submitting their contact details to the INR.

CONTACT PERSON: Mrs. Sian Oosthuizen
P.O. Box 100396, Scottsville, 3209
Tel: 033 3460 796; Fax: 033 3460 895
Email: soosthuizen@inr.org.za



3.3. Appendix 3: Adjacent Land Owners – Notification

NOTIFICATION LETTERS

Road/Street Name	Street No.	Property Type	Owner/Resident Name	Receiver Name	Received letter
Oribi Road	207	Residential	Babongile Rejoice Mfeka	Celiwe Mthembu	YES
Oribi Road	209	Residential	Dale Jacob Jobert	UNCLAIMED	NO
Oribi Road	211	Residential	Thotshisiwe Ruth Mbanjwa	UNCLAIMED	NO
Long Street	4	Residential	Londeka Nondumiso Phakathi	UNCLAIMED	NO
Long Street	6	Residential	Florence Thokozani Mhlongo	MM Zungu	YES
Long Street	8	Residential	Mbongiseni Protus Zuma	Njabulo Sithole	YES
Long Street	10	Residential	Charmione Renee Foss	Charmione Foss	YES
Long Street	12	Residential	Veronica Maureen Venter	UNCLAIMED	NO
Long Street	14	Residential	Edgbert van Niekerk	Edgbert van Niekerk	YES
Long Street	16	Residential	Jeffrey Edward Bell	J Bell	YES
Long Street	18	Residential	Deseire Louise Bothma	UNCLAIMED	NO
Long Street	20	Residential	Jocelyn Eveleyn Lochner	UNCLAIMED	NO
Long Street	22	Residential	Derick John Walters	Derick John Walters	YES
Long Street	24	Residential	Phillip Gabriel Mey	Phillip Gabriel Mey	YES
Long Street	26	Residential	Nkosinathi Vincent Zondi	UNCLAIMED	NO
Long Street	28	Residential	Glenda Rae Baker	GR Baker	YES
Globe Road	28	Residential	Andrew Charles Pieterse	J Pieterse	YES
Globe Road	30	Residential	Anna Mampe Soares	Dennis	YES
Globe Road	32	Residential	Zithulele Silby Nene	UNCLAIMED	NO
Globe Road	34	Residential	Grant Rudling	Khulekani	YES
Globe Road	36	Residential	Thulani Patrick Khumalo	Sfiso	YES
Globe Road	38	Residential	Lungile Precillia Mlotshwa	A Mlotshwa	YES
Globe Road	40	Residential	Ernest De Bruin	Ernest De Bruin	YES
Globe Road	42	Residential	Darryl Denzel le Roux	N le Roux	YES
Globe Road	44	Residential	Mervin Raubenheimer	?	YES
Globe Road	46	Residential	Gideon Dawid von Locherenberg	UNCLAIMED	NO
Globe Road	48	Residential	Nkosinathi Blessing Bhengu	NB Bhengu	YES
Globe Road	50	Residential	Yvonne Vallerie McCabe	Y V McCabe	YES
Globe Road	52	Residential	Louis Joseph Matthysen	UNCLAIMED	NO
Globe Road	54	Residential	Johan Moller	?	YES
Globe Road	56	Residential	Jacqueline Wendy Robinson	?	YES
Globe Road	58	Residential	Ntombizonke Claudette Mkhize	NC Ntombizonke Mkhize	YES
Globe Road	60	Residential	Myandhra Chetty	UNCLAIMED	NO
Globe Road	62	Residential	Belinda Meyer	PP Meyer	YES
Globe Road	64	Residential	L Nkunzi	L Nkunzi	YES
Globe Road	66	Residential	Makhiseni Alfred Myeza	F Myeza	YES
Globe Road	68	Residential	Errol Neal Smith	E N Smith	YES
Globe Road	70	Residential	Miranda Oosthuizen	M Oosthuizen	YES
Globe Road	72	Residential	Glenrose Lovable Ngcobo	Ziphezinhle	YES
Globe Road	74	Residential	Lorraine Naude	?	YES
Globe Road	76	Residential	Cornelius Johannes le Roux	Cornelius le Roux	YES
Globe Road	78	Residential	Meagan Elaine Auths	UNCLAIMED	NO
Buckley Road	77	Residential	Helen Patricia Vermaak	DS Msimango	YES
Buckley Road	66	Residential	Guimani Samson Radebe	Wendy Mazibuko	YES
Buckley Road	64	Residential	Emmanuel Kwazi Zuma	?	YES
Buckley Road	58	Residential	Thulani Jerome Mbambo	TJ Thulani Mbambo	YES
Buckley Road	56	Residential	Muhle Milton Sibisi	UNCLAIMED	NO
Buckley Road	50	Residential	Sihlesenkosi Lusiwe Mhlongo	UNCLAIMED	NO
Buckley Road	48	Residential	Niel Hilton Prowse	NH Prowse	YES
Buckley Road	42	Residential	Bevon Green	Liz Cloete	YES

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Buckley Road	40	Residential	Nicolas Ian Cloete	Liz Cloete	YES
Markham Road	38	Residential	Lynette Grace du Bois	Naledi Matshotyana	YES
Markham Road	36	Residential	Nomtha Ndazo Luthuli	Ncalane	YES
Markham Road	32	Residential	Nomakhosi Valeria Molapo	Naledi Molapo	YES
Markham Road	30	Residential	Thabo Samuel Dhlamini	Simsiwe Dhlamini	YES
Markham Road	28	Residential	Matthews Percy Qinisela Ngcobo	Tshepo	YES
Markham Road	26	Residential	Sedcom Incorporated	UNCLAIMED	NO
Markham Road	24	Residential	Evert Philippus van Eeden Nienaber	?	YES
Markham Road	22	Residential	Euegenia Nomagugu Williams	DS Msimango	YES
Markham Road	20	Residential	Bonginkosi Simon Makhaye	Julenda Mfengu	YES
Markham Road	18	Residential	Cynthia Sibongile Ndlovu	UNCLAIMED	NO
Markham Road	16	Residential	Cordelia Matilda Simangele Dlamini	Cordelia	YES
Markham Road	12	Residential	Mnandi Family Trust	NMT Mnandi	YES
Markham Road	10	Residential	Lollius Ubacus Nimack	Mrs W Green	YES
Markham Road	8	Residential	Peter Phillip Meyer	PP Meyer	YES
Markham Road	6	Residential	Simphiwe Emmanuel Mchunu	UNCLAIMED	NO
Markham Road	4	Residential	Thembekile Sebenzile Mdletshe	UNCLAIMED	NO
Markham Road	2	Residential	Jabulani Dlamini	Jabo Dlamini	YES
Markham Road	15	Residential	Lungile Dorcus Mchunu	UNCLAIMED	NO
Markham Road	11	Residential	Simphiwe Emmanuel Mchunu	Juan Pienaar	YES
Markham Road	9	Residential	Nondumiso Nobuhle Authorine Mbense	Nondumiso Mbatha	YES
Markham Road	7	Residential	Adele Charlotte Taljaard	UNCLAIMED	NO
Markham Road	5	Residential	Nonuthuko Ignatia Dlamini	UNCLAIMED	NO
Markham Road	3	Residential	Nombuso Winnie Mzobe	Noluthando Mzobe	YES
Markham Road	1	Residential	Riba Gregory Ngwenya	Ziba Ngwenya	YES

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'DROP-AND-SIGN' AND HAND DELIVERED (AT PUBLIC MEETING) RECORDS

ADJACENT LAND OWNERS / RESIDENTS



PMB Proposed Airport Expansion – SEIA (Scoping)

Institute of Natural Resources NPC

Road/Street Name	Street No.	Property Type	Owner Name	Receiver Name	Sign	Date
Oribi Road	205	Vacant	The Msunduzi Municipality			
Oribi Road	207	Residential	Rejoice Babongile Mfeka	Celiso Mthembu	[Signature]	03/12/15
Oribi Road	209	Residential	Jacob Dale Jobert			
Oribi Road	211	Residential	Ruth Thotshisiwe Mbanjwa			
Long Street	4	Residential	Nondumiso Londeka Phakathi			
Long Street	6	Residential	Thokozani Florence Mhlongo	MM ZWINGA	[Signature]	03/12/2015
Long Street	8	Residential	Protus Mbongiseni Zuma	NJABULO SITHOLE	[Signature]	03/12/2015
Long Street	10	Residential	Renee Charmione Foss			
Long Street	12	Residential	Maureen Veronica Venter			
Long Street	14	Residential	Edgbert van Niekerk			
Long Street	16	Residential	Edward Jeffrey Bell			
Long Street	18	Residential	Louise Deseire Bothma			
Long Street	20	Residential	Eveleyn Jocelyn Lochner			
Long Street	22	Residential	John Derick Walters	Donal J Walters	[Signature]	3/12/2015
Long Street	24	Residential	Gabriel Phillip Mey	PHILLIP MEY	[Signature]	3/12/2015
Long Street	26	Residential	Vincent Nkosinathi Zondi			
Long Street	28	Residential	Rae Glenda Baker			
Markham Road	0	Vacant	The Msunduzi Municipality			
Oribi Road	0	Residential	Natal Housing Board			
Unknown	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Unknown	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			

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Institute of
Natural Resources

PMB Proposed Airport Expansion – SEIA (Scoping)

Institute of Natural Resources NPC

Road/Street Name	Street No.	Property Type	Owner Name	Receiver Name	Sign	Date
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Unknown	0	Other	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Unknown	0	Vacant	Natal Housing Board			
Oribi Road	0	Residential	Natal Housing Board			
Oribi Road	ERF 870	Residential	Natal Housing Board			
Unknown	ERF 1136	Industrial	Unknown			
Globe Road	28	Residential	Charles Andrew Pieterse	J. Pieterse	J. Pieterse	3/12/2015
Globe Road	30	Residential	Mampe Anna Soares	Dennis	Soares	3/12/2015
Globe Road	32	Residential	Silby Zithulele Nene			
Globe Road	34	Residential	Grant Rudling	Khulekani	AD	3/12/2015
Globe Road	36	Residential	Patrick Thulani Khumalo	SFiso	PK	3/12/2015
Globe Road	38	Residential	Precillia Lungile Mlotshwa	P. Mlotshwa	AM Mlotshwa	3/12/2015
Globe Road	40	Residential	Ernest De Bruin	Ernest De Bruin	EDB	3/12/2015
Globe Road	42	Residential	Denzel Darryl le Roux	N. le Roux	Nieroux	3/12/2015
Globe Road	44	Residential	Mervin Raubenheimer			3/12/2015
Globe Road	46	Residential	Dawid Gideon von Locherberg			
Globe Road	48	Residential	Blessing Nkosinathi Bhengu			
Globe Road	50	Residential	Vallerie Yvonne McCabe			
Globe Road	52	Residential	Joseph Louis Matthysen			

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Institute of
Natural Resources

PMB Proposed Airport Expansion – SEIA (Scoping)

Institute of Natural Resources NPC

Road/Street Name	Street No.	Property Type	Owner Name	Receiver Name	Sign	Date
Globe Road	54	Residential	Johan Moller	<i>M. Moller</i>		3/12/15
Globe Road	56	Residential	Wendy Jacqueline Robinson	<i>W. Robinson</i>		3/12/15
Globe Road	58	Residential	Claudette Ntombizonke Mkhize			
Globe Road	60	Residential	Myandhra Chetty	<i>Myandhra Chetty</i>	<i>Myandhra Chetty</i>	8/12/15
Globe Road	62	Residential	Belinda Meyer	<i>Belinda Meyer</i>		3/12/15
Globe Road	64	Residential	Ivor William Usher L. Nkunzi	<i>Ivor Usher</i>		03/12/15
Globe Road	66	Residential	Alfred Makhiseni Myeza	<i>Alfred Myeza</i>		3/12/15
Globe Road	68	Residential	Neal Errol Smith			
Globe Road	70	Residential	Miranda Oosthuizen			
Globe Road	72	Residential	Lovable Glenrose Ngcobo	<i>Lovable Ngcobo</i>	<i>Lovable Ngcobo</i>	03/12/15
Globe Road	74	Residential	Lorraine Naude	<i>Lorraine Naude</i>		03/12/15
Globe Road	76	Residential	Johannes Cornelius le Roux	<i>Johannes le Roux</i>	<i>Johannes le Roux</i>	3/12/15
Globe Road	78	Residential	Elaine Meagan Auths			
Foxhill Road	0	Vacant	The Msunduzi Municipality			
Buckley Road	77	Residential	Patricia Helen Vermaak			
Buckley Road	66	Residential	Samson Guimani Radebe	<i>Samson Radebe</i>	<i>Samson Radebe</i>	03/12/15
Buckley Road	64	Residential	Kwazi Emmanuel Zuma	<i>Kwazi Zuma</i>	<i>Kwazi Zuma</i>	03/12/15
Buckley Road	58	Residential	Jerome Thulani Mbambo			
Buckley Road	56	Residential	Milton Muhle Sibisi			
Buckley Road	50	Residential	Lusiwe Sihlesenkosi Mhlongo			
Buckley Road	48	Residential	Hilton Niel Prowse			
Buckley Road	42	Residential	John David Brooks Bevon Green	<i>Liz Cloete</i>	<i>Bevon Green</i>	3/12/2015
Buckley Road	40	Residential	Ian Nicolas Cloete	<i>Liz Cloete</i>	<i>Ian Nicolas Cloete</i>	3/12/2015
Markham Road	38	Residential	Grace Lynette du Bois	<i>Naledi Matshobane</i>	<i>Grace du Bois</i>	2/12/15
Markham Road	36	Residential	Ndazo Nomtha Luthuli	<i>Naledi Matshobane</i>	<i>Ndazo Luthuli</i>	2/12/15
Markham Road	32	Residential	Valeria Nomakhosi Molapo	<i>Naledi Molapo</i>	<i>Valeria Molapo</i>	03/12/15
Markham Road	30	Residential	Samuel Thabo Dhlamini	<i>Simisiwe Dhlamini</i>	<i>Samuel Dhlamini</i>	03/12/15

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Institute of
Natural Resources

PMB Proposed Airport Expansion – SEIA (Scoping)

Institute of Natural Resources NPC

Road/Street Name	Street No.	Property Type	Owner Name	Receiver Name	Sign	Date
Markham Road	28	Residential	Percy Matthews Qinsela Ngcobo	Tshepo Ntsho	[Signature]	3/12/15
Markham Road	26	Residential	Sedcom Incorporated	[Signature]	[Signature]	3/12/15
Markham Road	24	Residential	Philippus Evert van Eeden Nienaber	[Signature]	[Signature]	3/12/15
Markham Road	22	Residential	Nomagugu Euegenia Williams			
Markham Road	20	Residential	Simon Bonginkosi Makhaye	Julanda MFengu	[Signature]	3/12/15
Markham Road	18	Residential	Sibongile Cynthia Ndlovu			
Markham Road	16	Residential	Simangele Matilda Cordelia Dlamini	Cordelia	[Signature]	3/12/15
Markham Road	12	Residential	Mnandi Family Trust			
Markham Road	10	Residential	Ubacus Lollius Nimack	PP Mrs W. Nkomo	[Signature]	3/12/2015
Markham Road	8	Residential	Phillip Peter Meyer			
Markham Road	6	Residential	Emmanuel Simphiwe Mchunu			
Markham Road	4	Residential	Sebenzile Thembekile Mdletshe			
Markham Road	2	Residential	Lynette Audrey le Klerk	Jake Dlamini	[Signature]	3/12/2015
Markham Road	15	Residential	Dorcus Lungile Mchunu			
Markham Road	11	Residential	Emmanuel Simphiwe Mchunu	Juan Pienaar	[Signature]	3/12/15
Markham Road	9	Residential	Nobuhle Nondumiso Authorine Mbense	Nondumiso Mbatha	[Signature]	3/12/2015
Markham Road	7	Residential	Charlotte Adele Taljaard			
Markham Road	5	Residential	Ignatia Nonuthuko Dlamini			
Markham Road	3	Residential	Winnie Nombuso Mzobe			
Markham Road	1	Residential	Gregory Riba Ngwenya	Riba Ngwenya	[Signature]	03/12/2015

UNCLAIMED REGISTERED NOTIFICATION LETTERS

REGISTERED LETTER
GEREGISTREERDE BRIEF

(with an insurance option/met 'n versekeringsopsie)

25983

Addressed to/Geadresseer aan
NATURE SE
NATURE RESOURCES
100320

Date stamp issued
2016-01-25
datumstempel uitgereik

Please collect at
Haal asseblief af by
Post Office, counter No
Poskantoor, toonbankno
3209

within 30 days of date received at delivery office
binne 30 dae vanaf datum ontvang by afleweringkantoor

Initial of issuing officer
Paraaf van uitreikingsbeampte

No	Track and Trace reference No Volg-en-Spoor-verwysingsno	No	Track and Trace reference No Volg-en-Spoor-verwysingsno
1	PA312081189	26	
2	PA312081162	27	
3	PA312081747	28	
4	PA312081472	29	
5	PA312081451	30	
6	PA312081451	31	
7	PA312081451	32	
8	PA312081340	33	
9	PA312081424	34	
10	PA312081354	35	
11	PA312081990	36	
12	PA312081101	37	
13	PA312081116	38	
14	PA312081225	39	
15	PC081009081	40	
16	PC081009152	41	
17	PC081009047	42	
18	PC081009033	43	
19	PC081009028	44	
20	PC081009035	45	
21		46	
22		47	
23		48	
24		49	
25		50	

Total
Totaal

Signature of recipient
Handtekening van ontvanger

ID Number
ID-nommer

Company stamp
Maatskappystempel

Initial of delivery officer
Paraaf van aflewering-beampte

Date stamp delivered
datumstempel afgelewer

A.P.C.T. 701409

3.4. Appendix 4: Public Notices

PUBLIC NOTICE

PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT NOTICE OF SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

Notice is hereby given in terms of the Environmental Impact Assessment (EIA) regulations promulgated in Government Notice 38282 (4 December 2014), in terms of Section 24(5) and 44, of the National Environmental Management Act, No. 107 of 1998 (NEMA), of the proposed expansion of the Pietermaritzburg Airport by the Msunduzi Municipality.

PROJECT DESCRIPTION: The project involves the expansion or addition of the following:

- **Airside Infrastructure:** an extension of the taxiway to service an extension of the aircraft apron.
- **General Aviation:** reconfiguration of existing hangars, and expanded facilities for aircraft maintenance and repair.
- **Terminal Building:** site allocated for future expansion of the terminal building.
- **Landside Infrastructure:** improved access via a link to Washington or Market Roads, new parking area and drop off zone, an industrial zone, and mixed commercial zones.
- **Technology Hub:** located between the runway and western boundary of the airport (Oribi Road) that provides for the following zones: special sports, mixed use/commercial, mixed use residential/hotel, aviation hub, education/techno-hub, and light industrial.
- **Open Space/Conservation:** assigned to sensitive riparian systems and open land.

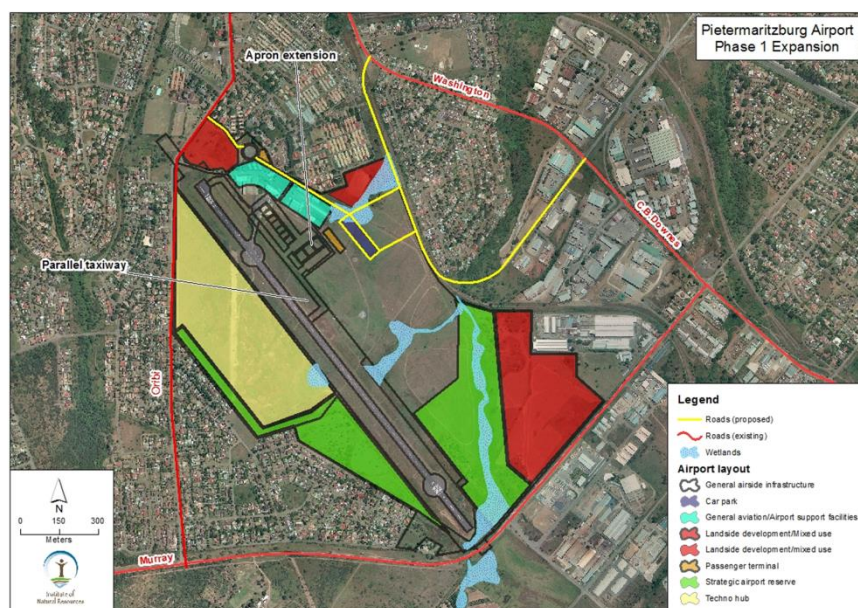
LOCATION: The expansion is proposed on the existing Airport Property (Remainder of Erf 10 000) and the adjoining properties: Rem of Erf 870, Erf 10159, Rem of Erf 1589, a portion of Erf 1910, all of Pietermaritzburg.

PROCESS: The expansion will result in the transformation of more than 20ha of indigenous vegetation and thereby triggers the need for an application supported by a Scoping and Environmental Impact Assessment (EIA) process.

PUBLIC CONSULTATION: The Institute of Natural Resources NPC (INR) has been appointed to manage this process. The following opportunities and methods will be provided for involvement in the Public Participation Process (PPP):

1. **Public Meeting:** to be held on **8 December 2015 (17:30 for 18:00)** at the **Bisley Park Primary School Hall**, located at 130 Oribi Road, Bisley. The purpose of the meeting is to: introduce the project and EIA process; explain the relationship between the SEIA process and other planning processes underway for the area; register interested and affected parties (I&APs); provide an initial opportunity to register issues; and identify focus groups and methods for further engagement.
2. **Focus Group Meetings:** To be held in early 2016. These will provide opportunity for interest groups to identify issues for consideration in the process.
3. **Registration:** I&APs may register their involvement via the link on the INR website (www.inr.org.za - homepage under "What's New") or by contacting the INR at the details provided below.
4. **Information:** The Background Information Document (BID) is available on the INR website and I&APs may contact the INR for further information regarding the project or SEIA process.
5. **Comments:** Any comment on the proposed activity must be made in writing in English or isiZulu and submitted via post, fax or e-mail to the INR by **15 February 2016**.

Mrs. Sian Oosthuizen
Institute of Natural
Resources
P.O. Box 100396,
Scottsville, 3209
Tel: 033 3460 796
Fax: 033 3460 895
Email:
soosthuizen@inr.org.za



EVIDENCE OF 15 SITES WHERE PUBLIC NOTICE WERE PLACED

Kalinka Educare Pre-school (Oribi Road)



Emily's Supermarket (20 Emily Road)



Mndeni Meats (Market Road)



NCF Church (Alexandra Rd Extension)



Pelham Senior Primary School



Pelham Supermarket



Pick 'n Pay in Polly Shorts Centre



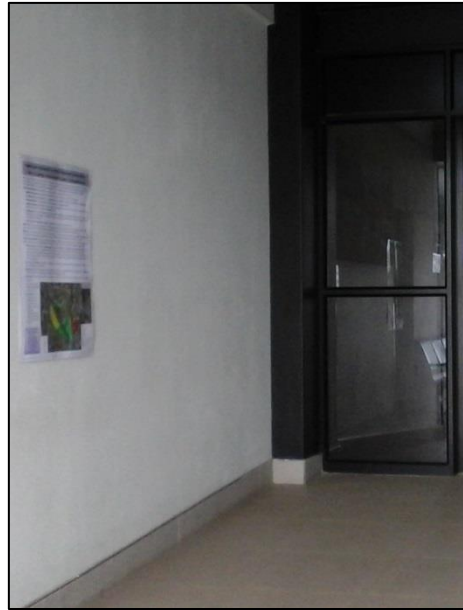
Spar in Southgate Shopping Centre



PMB Airport boundary (1)



PMB Airport boundary (2)



PMB Airport boundary (3)



PMB Airport boundary (4)



PMB Airport boundary (5)



St Vincent's Church – Non-photographed location (after discussions, the pastor placed the site notice on church's notice board later that day)

Bisley Park Primary School – Non-photographed location (after discussions, the school principle placed the site notice on the school notice board later that day)

3.6. Appendix 6: Public Meeting Minutes

MINUTES¹ OF THE SCOPING PHASE PUBLIC MEETING - TUESDAY 8 DECEMBER, 2015 - BISLEY PARK PRIMARY SCHOOL

Overview

- The public meeting was conducted and represented by:
 - The Msunduzi Municipality – development proposer/client
 - David Gengan
 - The Institute of Natural Resources (INR) NPC – Social and Environmental Impact Assessment (SEIA) consultant
 - David Cox
 - Sian Oosthuizen
 - Phelamanga – Public Participation Specialists
 - Rod Bulman
 - Rosemary Owen
 - Growth With Integrity (GWI) Group Project Managers – development designers/engineers
 - Errol Agnew
- A total of 76 Interested and Affected Parties (I&APs) were in attendance (3 of which did not sign the attendance register but submitted a comment slip with their details). The consolidated attendance register and a copy of the original register are included in Appendix 1. Attendees consisted of:
 - 60 Residents
 - 3 Business/Community Based Organisation (CBO) Representatives
 - 1 Airport Operator
 - 1 School Principal
 - 5 Government Officials (Msunduzi Municipality)
 - 2 Consultants
 - 1 Media Representative
 - 2 Unspecified
- The meeting was opened by Rod Bulman at 18:00, and closed at 20:00.

Presentation

- A copy of the Public Meeting presentation is included in Appendix 2.
- Throughout the presentation, attendees were encouraged to ask for clarity or more detail.
- Rod Bulman (Phelamanga) provided an introduction to the public meeting and the scheduled agenda
 - Agenda accepted by all present
- Rod Bulman conducted the welcome and introductions, the opening and attendance, provided an overview of the purpose of the meeting, and the 'rules of engagement'.

¹ These minutes are not intended as a verbatim transcript of the meeting, but rather as a summary of the salient discussions which took place

- David Gengan (Msunduzi Municipality) provided the background to the proposed development, the status quo of the Pietermaritzburg Airport and the original and revised Master Plan.
- David Gengan provided detail on the revised Phase 1 Master Plan, and gave detail into the Technology Hub proposed development.
- David Cox (INR) provided an overview of the EIA process and the intention of the process. In this, David Cox demonstrated the involvement of I&APs in the EIA and their future engagement opportunities.
- David Cox went into detail about the current phase of the EIA, the Scoping Phase, and its intention and planned process.
- David Cox indicated that the next step of the process was the Focus Group Meetings.
 - David Cox queried if there were any additional groups that should be engaged and if there are any existing, active community forums that could be invited. All were in agreement that no other groups were immediately identifiable and that there are no active community forums in Bisley, Oribi Village or Scottsville Extension.
- David Cox provided details on how I&APs could pose questions and comments by contacting the INR through a variety of communication channels. The contact details of Sian Oosthuizen (INR) were provided.

Questions and Answers

The Questions and Answers (Q&A) session was run by Rosemary Owen (Phelamanga), who took the questions, which were answered by either the Msunduzi Municipality or the Institute of Natural Resources. The Q&A posed during the meeting are provided in the table below, indicating the stakeholder who asked the question, a summary of the question posed¹, the response/answer provided¹ and the name of the representative who provided the response.

Stakeholder	Question Posed	Respondent	Response/Answer Provided
Percy Ngcobo (Resident)	<ul style="list-style-type: none"> • There are some fears, where clarity is needed, that homes adjacent to airport boundary are going to be demolished? 	David Gengan (Msunduzi Municipality)	<ul style="list-style-type: none"> • At the moment, the Master Plan deals with the property within the red line show in the map (therefore within the airport boundary). Both the EIA and Master Plan do not impact any property outside of airport area (land boundary). • In terms the Techno Hub, which is likely to be the only development that could impact properties that border those buildings, there will be a buffer between the Techno Hub buildings and the adjacent properties so that residents will not be visually impacted. There will be no noise, banging, smoke etc. generated by the Techno Hub. • In terms of Oribi Village, if we look at the plan, there will be a road built in that area – those houses and the small businesses in that area will benefit. In addition, a traffic impact will be conducted as a specialist study to evaluate the impact of the road. • To answer the question in short – there will be no demolition of any houses. The proposed development does not does not impact anyone outside of the airport boundary, in that manner.

¹ The Q&As are not direct quotes

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Stakeholder	Question Posed	Respondent	Response/Answer Provided
Sibusiso Mboto (School parent)	<ul style="list-style-type: none"> As a parent of child who attends a school in the area, in the long term, how is the higher volume of aircrafts (air traffic) going to impact and affect the children at school in the area. This already distracts their attention. 	David Gengan (Msunduzi Municipality)	<ul style="list-style-type: none"> With technology becoming more sophisticated over the years, the aircrafts that are used generate less noise and use less fuel. For example, the new SAA Airlink plane generates less noise than the old plane, which was not only noisier but had a smaller passenger capacity. Therefore the noise impact is reduced as aircrafts become more sophisticated. There is no question that living next to an airport will generate a noise impact however the noise of modern aircrafts is reduced and will continue to reduce in the future. It is unknown how the frequency of aircrafts will impact air traffic and its impacts. This will be looked at in the medium term (2035) and therefore will be investigated in due course. There are legal limitations of noise impact that the airport has to comply with.
Thulasizwe Ncalane (Resident)	<ul style="list-style-type: none"> What will happen to property values (of my house)? I am also concerned about the structural integrity of our houses as, in the morning when the planes are leaving, you can hear the windows rattling. It gives me relief that there is someone looking for these concerns 	David Gengan (Msunduzi Municipality)	<ul style="list-style-type: none"> In terms of the structural integrity of houses – whatever new aircraft comes in will not have a greater impact than what is currently happening. As previously indicated, with new technologies, there will be less noise and turbulence from new aircrafts. In terms of property value - in some cases, property around airports increases due to higher demand for that land. Therefore it is likely that properties around the airport will increase in value.
		George Lebelo (Msunduzi Municipality)	<ul style="list-style-type: none"> As part of airport precinct plan, there will be a specialist study in the precinct as part of the process to identify the impacts on houses and how houses can be improved to reduce the structural integrity impact.
		David Cox (INR)	<ul style="list-style-type: none"> A specialist assessment on the impact of the proposed development on the value of properties will be conducted.
T M Dladla (Resident)	<ul style="list-style-type: none"> I live in Oribi Village, and I would like to know what will happen to my property and residents in that live in the area - what will happen to our houses? 	David Gengan (Msunduzi Municipality)	<ul style="list-style-type: none"> The proposed development is not going to impact Oribi Village. In actual fact, as development happens, Municipality will have to develop the areas around the airport. Therefore, Oribi Village will be positively impacted.
		George Lebelo (Msunduzi Municipality)	<ul style="list-style-type: none"> The Municipality intends to enhance the current context of Oribi Village. To echo David's response, the current condition and value of properties in the area is only going to improve. There are planning preparations in process as the Municipality would like you to take over this area from the province to improve it and invest money in the area.
Thulasizwe Ncalane (Resident)	<ul style="list-style-type: none"> How are you going to ensure that our family members will get jobs in the construction of the development and in the future. What benefit will there be for the local community? 	David Gengan (Msunduzi Municipality)	<ul style="list-style-type: none"> <i>See comment response below – Segren Pillay posed a similar question.</i>
Segren Pillay (School)	<ul style="list-style-type: none"> For the Bisley Park Primary School, I am concerned about an increase in volume due to air traffic as the 	David Gengan (Msunduzi)	<ul style="list-style-type: none"> There will be specialist studies conducted, one of which will be a noise impact assessment. Schools are an obvious concern, especially for teachers.

Stakeholder	Question Posed	Respondent	Response/Answer Provided
principal)	<p>planes fly directly over the school (less than 500m above the buildings). The frequency of aircrafts, even, if the noise is decreased, is a concern. At the moment, we have to stop classroom activities when the planes fly over which impacts on teaching. Maybe sound proofing buildings would be an idea (positive aspect).</p> <ul style="list-style-type: none"> • Oribi Village has been completely neglected and there must be some positive spinoffs of those residents in the form of security, jobs, benefits, etc. • With all development, for example the Techno Hub, taking place – there is going to be a traffic impact. At the moment, traffic is hectic. This should be sorted out first before the development happens. The number of vehicles in the morning is hectic – one cannot get in or out of the school and airport between 7:00 and 7:30 in the mornings. 	Municipality	<p>Sound proofing ceilings and rooms will be investigated.</p> <ul style="list-style-type: none"> • The point regarding Oribi Village is critical. It will be a travesty of justice if we (the Municipality) do the airport development without benefit to Oribi Village. Let me give you assurance that in terms of development happening in the Municipality, 70% of contractors and employment (labour) must be sourced from the local area. If we (the local area) do not have the skills, then they will have to be outsourced. There will be a project management process that compels a monthly report on labour breakdown (number from local area, gender composition, etc.) during the construction phase. This is evident in other developments in the area. There will also be efforts to try to upskill labour in the local area. • A traffic assessment will also be conducted in due course. It should be noted that development is not going to happen overnight. The Techno Hub will be the first component of the development, but even this will happen in layers. For example, Durban university of Technology (DUT) may be the first and will slowly grow over time. Therefore, the impact is not immediate. It is also important to note that with this development comes the pressure to upgrade infrastructure. For example, Oribi Road will need to be extended (widened) as the development goes forward – this is a positive benefit for the area.

Comments

Before the Q&A session, all attendees were provided with a Comment Slip (see template in Appendix 3), which they submitted at the end of the Public Meeting. The comments indicated on these slips were captured (see consolidated version in in Appendix 3). The points below are a collation of the comments, concerns and questions captured from the Comment Slips, and provide an overview of considerations for the proposed development the SEIA and future engagements.

- Proposed development is welcomed and has positive implications
 - Positive impact due to increased economic activity
 - Looking forward to the final result of the development
 - Business travellers stimulate the economy
 - Minor inconveniences surpass the benefits that it will generate
 - Good project as long as homes adjacent to the airport are not demolished
- Negative impacts need to be assessed and mitigated
 - Assess and mitigate traffic impacts
 - Noise impact, particularly for schools in the area as this is a distraction
 - Pollution increase and what measure will be taken to prevent this
 - Health environment to people living next to the airport
 - Impacts for those living close to the airport - will they be removed
 - Increase in size and frequency of planes

- Safety environment to residents
- Benefit to the local community and area from the proposed development
 - There is a need for a high school in the area
 - Employment and skills development opportunities
 - Improve the condition of Oribi Village (more appropriate housing)
 - Improved security
 - Infrastructure development
 - Structural integrity of houses (how can they be improved, sound proofed, etc.)
 - Clarity on what will happen to Oribi Village residents

Appendixes

1. Attendance Register

1.1. Integrated Attendance Register

Name and Surname	Type of Stakeholder	Contact Number	Email and/or Address	Address
Antoinette De Bruin	Resident	0609053587		325 Oribi Village
Auriel du Plooy	Resident	0837892239	auriel.duplooy@gmail.com	200 Oribi Road
Bathethelele Dube	Resident	0716308285		370 Zues Drive
Bennett Steven	Resident	0729400968		281 Triton Circle
Bertina Ngcobo	Resident	0764777534		24 Zius Road
Bongi Nkosi Mkize	Resident	0761411946		193 Triton Road
C M Ngcobo (Mandla)	Resident	0828086214,0333461697	ngcobocm.maid@gmail.com	29 Mile Road
Christine Taljaard	Resident	0788306445,0721981718		88 Ceres Road
Cynthia Hlophe	Resident	0733884214		291 Morpheus Close
E D Lehmkuhl	Resident	0716072052		331 Zeus Drive
Errol Agnew	Consultant	0721431275	errol@gwi.co.za	2 Lynroy Avenue, PMB
George Lebelo	Msunduzi Municipality	0333923627	george.lebelo@msunduzi.gov.za	
Goodness Julia	Resident	0791588547	julalovey@yahoo.com	
Grace Booi	Resident	0720795989	gracebooi98@gmail.com	195 Triton Circle Oribi Road (Op Bisley School)
Gugu Dumakude	Resident	0763705194		Zeus Drive
Hendrik Mosterl	Resident	0333862211, 0818712965		211 Flora Road
Hlengiwe Ntuli	Resident	0737013817		
J King	Resident	0736681381	jp55williams@gmail.com	
Jabulani Dlamini	Resident	0824197478	jabulani.dlamini@??	2 Markham Road
Johan J van Vurren	Airport Operator	0720402536	johanvanvurren87@gmail.com	5 Marconi Place
Koos Vorster	Business Fighting Crime	0834537865		5 Breem Road, Montrose
Kwazi Zuma	Resident	0828650233	kwazidynamics@telkomsa.net	64 Buckley Road
L Chetty	Resident	0611887921	leeshen@mslprop.co.za	60 Globe Road

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Name and Surname	Type of Stakeholder	Contact Number	Email and/or Address	Address
Lance Du Plooy	Resident	0788030657	auriel.duplooy@gmail.com	200 Oribi Road
Lee du Preez	Business	0727343519	lee@beenovation.co.za	
Londiwe Bennett	Resident	0711171394		282 Triton Circle
M M Zungu	Resident	0827104106		6 Long Street
Mabandla Nkwanyana	Resident	0824703963	nevillenkwanyana@gmail.com	48 Andries Prestorius Road
Mariska White	Resident	0795852334		88 Ceres Road
Mbatha Nondu	Resident	0828860746	mambentse@gmail.com	9 Markham Road
Mbekiseni Zondi	Resident	0843010993		First Andry Road
Mbongiseni Zuma	Resident	0738403383	mbongi@christchurchmsunduzi.co.za	8 Long Street
Mewa Zuma	Resident	0746263812		30 Nile Road
Mlungi Mdalose	Resident	0832950611		92 Adit Road
Mmathulo Ngwenya	Resident	0824399928	mmathulo@gmail.com	1 Markham Road
Mr and Mr Prinsloo	Resident	0761044296	P O Box 101084, Scottsville	Overcomer Church
Mvelo Mzolo	Resident	0173981771		304a Morphues Close
N Khan	Msunduzi Municipality	0333923877		333 Church Street
N P Dlamini	Resident	0839647574	njabs16@webmail.co.za	2 Markham Road
Nasihle Nzama	Msunduzi Municipality	0333922589	nasihlenzama@msunduzi.gov.za	
Ndileka Ncinca	Resident	0736832394		230 Flora Road
Nkosi Buthelezi	Consultant	0747099243, 0333864319	nkosi@rgconsultants.co.za	175 Triton Circle
Nkosikhona Buthelezi	Resident	0725917542		75 Triton Circle
Nonhlanhla Zuma	Resident	0733177118	mbongi@christchurchmsunduzi.co.za	8 Long Road
Nontobeko Khuzayo	Resident	0745480793		332 Zeus Drive
Patience Mkhize	Resident	0720595189		193 Triton Road
Percy Ngcobo	Resident	0842582712	percyngcobo57@gmail.com	28 Markham Road
Rodney Bartholomew	Msunduzi Municipality	0333923260	rodney.bartholomew@msunduzi.gov.za	
Ruth Zuma	Resident	0733407962		71 Njord Circle
S T Simelane	Resident	0799996942		4 Powell Road
SAUF (Caryn Lehmkuhl)	Welfare Organisation	0716072052	sauf.oribi@telkomsa.net	Kalinke Educational and Community Centre
Sbongile Bekwa (Audrey)	Resident	0632836704		343 Boreoos Circle

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Name and Surname	Type of Stakeholder	Contact Number	Email and/or Address	Address
Sbongile Mazeka	Resident	0824663870	sibongile.mazeka@kzntransport.gov.za	342 Cronos Road
Segren Pillay	School Principle	0837094472	segren@bisley.co.za	Bisley Park Primary
Sibbosise Mboto	Media	0333940044	news@capitalmedia.co.za	7 Stron?? Street
Sibusiso Bophela	Resident	0810144162,079631044		
Sipho Zimu	Resident	0724499778		286 Triton Circle
Smangele	Resident	0794552090		First Andry Road
T M Dladla	Resident			257 Triton Circle Road
Thandeka Nkabini	Resident	0845690822	ndalonkabini@gmail.com	279 Triton Circle
Thando Kuboni	Resident	0769458286		
Thembeko Sokhela	Resident	0782730726		188 Ceries Road
Thulasizwe Ncalane	Resident	0824508079	thulasizwenc@gmail.com	36 Markham Road
Victoria Khosa	Resident			374 Noton Cirle, Oribi Village
Vuyiswa Ndlovu	Resident	0796253155	vvogogela@gmail.com	10 Boreas
Warren Briggs	Resident	0714216476		Oribi Village
Welly Langa	Resident	0825898636	welly.langa@gmail.com	20 Markham Road
Willem Prinsloo	Resident	0810133353	willem.kerushs@gmail.com	302b Chloris Place
Xolani Mpofama	Resident	0603351552		217 Flora Road
Zakhele Bophela	Resident	0818844781		
Zakwe Phiwe	Resident	0765098971		304a Morphues Close
Zanele Mzizi/Zimu	Resident	0725279602	nkosikhonasiphesihle@gmail.com	304b Morphues Close
Zilungile Chonco	Msunduzi Municipality	0333923275	zilungile.chonco@msunduzi.gov.za	12 Somerset Road
Ethel D Dladla	Resident	0733597129		
Zonke Patience Mkhize	Not specified	0720595189		
D Khoza	Not specified			

1.2. Original Attendance Registers

Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport
Public Meeting – 8 December 2015
ATTENDANCE REGISTER

	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
1	Mr & Mrs Prinsloo	Resident	076 1044 296	P.O.Box 101054, Scottville	Overcome church
2	Briggs, Warren	"	071 421 6476	-	Otibi Village
3	Thando KUBONI		076 9458286		
4	Gugule dumaqade	Resident			Zeus Drive
			076 3705194		
6	ED. Lehmkuhl	Resident	071 6072052		Zeus Drive 331
6	N. Khan	Manduzi Muni	033 392 3871		33 Church St
7	S.T. SIMELANE	RESIDENT	67 9996 942		4 POWELL ROAD
8	JABULANI MAMINI	Resident	082 4197478	Jabulani Mamini & Associates	2 MARKHAM RD Riley
9	Adrian Bennett	Reside			
9	MBONISENI Zuma	Resident	073 8405583	mbonisi@chistchurch	8 Long Road
10	Sibusiso Mbo	Media	89 400 400	mbonisi@chistchurch	7 Sharnock St
11	KLAMI MABAMA	RESIDENT	060 3351 552	newse capital media 10-20	217 FLORA Rd
12	T.M. Dladla	Resident	-	-	257 Tinton Circle Road

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
13	George Lebelo	MSunduzi	033 392 3627	george.lebelo@msunduzi.gov.za	
14	ERROL AGNEW	Consultant	0721431275	errol@awi.co.za	1 KNOX AVE DURBAN
15	J. King	Resident	07366811381	jp55williams@gmail.com	
16	IMBEKISONI Zondi	Res Student	0843010998		FIRST ANDRY PRAD 3201
17	Zung Ruth	Resident	0733407962	71 njor circle oribi	
18	VUYISWA NDLOVU	Resident	0796253155	vvgogel9@gmail.com	10 BOERS
19	NKOSI BUTHELEZI	CONSULTANT	0747099243	NKOSI@rgconsultants.co.za	175 TRITON CIRCLE
20	SIPHO ZINY	Resident	0724499778	N/A	286 TILTON CIRCLE
21	M. M. Zungu	Resident	0827104106	N/A	6 Long Road
22	NP Dlamini	Resident	0839647574	nyabs16@webmail.co.za	2 Markham Rd.
23	C M Ngweni	Resident	0828086214	ngweni.mari@gmail.com	29 M. H. Road
24	Christina Jalawa	Resident	0788304115		88 Ceres Rd oribi
25	Segren Mthembu	Sch Principal	0837094472	segren@bishop.w.za	Bishop Park Inn S2

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Appendix 3: Public Participation Report

RESOURCES NPL

	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
26	Kwaazi Zuma	Resident	0828650233	Kwaazidynamics@elkamba.net	64 Buckley Rd.
27	Thembeka Sphelela	Resident	0782730726	—	188 CERIES RD.
28	Mlungisi Mhalese	RESIDENT	0832950611	N/A	92 ADIT ROAD
29	Goodness Julia	Resident	0791588547	julia10x3@yahoo.com	230
30	ADILEKA NCINXA	Resident	0736832394	N/A	230 FLORA ROAD
31	PATIENCE MKHIZE	Resident	0720595189	N/A	193 ORITON RD
32	BONGINKOSI MKHIZE	Resident	0761411946	N/A	193 ORITON RD
33	Landwe Bennett	Resident	0711171394	N/A	252 Triton Circle Dini.
34	THULASIZWE NCAANE	RESIDENT	0824508079	THULASIZWENC@GMAIL.COM	36 MARKHAM ROAD BISLEY
35	MAKHOSI Dladla	Resident	0726996483	N/A	307 Clara Road
36	Welly Langa	Resident	0825898636	welly.langa@gmail.com	20 Markham Rd Bisley.
37	Zilungile Chonco	Msunduzi	0333923275	zilungile.chonco@msunduzi.gov.za	12 Somerset Rd, Richmond Crest.
38	H. Mootsi	Resident	0333862211	211 Globe Rd	211 Globe Road Crest. Delago

	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
39	GRACE BOOI	Resident	0720795989	graceBooi98@gmail.com	ORIBI ROAD opposite Bisley Res
40	ROONEY BARTHOLOMEWS	Msunduzi Municipality	0766263923240		195 ORITON CIRCLE
41	Hlangwe Ntuli	Resident	0787013817		
42	NASHLE MUREN	Msunduzi Municipality	0333922589	nashle.muren@msunduzi.gov.za	
43	Victor Kheza	Resident			37 ORITON CIRCLE oribi village
44	J. Janse van Vuuren	Airport Operator	0720402536	jhansevanvuuren87@gmail.com	5 Marconi Place - NMB
45	L. CHETTY	Resident	0611887921	leeshe@mslprop.co.za	60 Globe Rd.

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Appendix 3: Public Participation Report

ATTENDANCE REGISTER

Resources NPC

	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
46	Bertina Ngobo.	Resident	0764777534		Zions 24 (Road.)
47	WILLEM FRANKLO	RESIDENT	0810133353	WILLEMFRANKLO@GMAIL.COM	302 B CHORIS PLACE
48	Nontobeko Khuzwayo	Resident	0745480793	N/A	332 Zeus Dr.
49	MMATHULO NGWENGA	RESIDENT	0824399928	mmathulo@gmail.com	1 MARKHAM ROAD
50	BALHE DUBE	Resident	0716308285	N/A	3024 AZ DRUG
51	Sbongile Mqozo	Resident	0824663870	N/A	342 Cronos Rd
52	Lee du Preez	Business	0727343519	LEE@BEEInnovation.co.za	PMB
53	Mewa Zuma	Resident	0746263872	-	30 ME RD.
54	Nonhlanhla Zuma	Resident	0733177118	Hh	8 Long Road Bisley
55	Aurriel Duplooy	Resident	0837892239	aurriel.duplooy@gmail.com	200 ORIBI ROAD
56	Mariska White	Resident	0795852331	"	88 Ceres Road
57	SIBUSISO DOPHELA	RESIDENT	0810144162	N/A	8308155313087
58	CYNTHIA HORTE	ORIBI	0733884214	N/A	291 MORPHEUS CLOSE ORIB.
59	PERCY NGCOBO	RESIDENT	0842582712	percyngcobo57@gmail.com	28 MARKHAM RD, BISLEY
60	SAUF. (Welfare Organisation)		0716072052	sauf.oribi@telkom.co.za	
	Kalanka Educator & Community Centre				

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	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
61	Mvelo Mzolo	Resident	0713981771	N/A	304A Morphues close
62	Zakwe Phile	Resident	0765098971	N/A	304A Morphues close
63	Zanele Mzizi	Resident	0725279602	N/A	304B Morphues close
64	NKOSIKHONA BUTHEZI	Resident	0725917542	NKOSIKHONASIPHESILE@gmail.com	175 Triton Circle
65	Kou Vorster	Bus Fight Crime	0834537865	-	5 Brecken, Monstine.
66	Sibongile bekwa	Resident	0632836704	N/A	343 Boreouscicle road.
67	Thandeka Nkabin	Resident	0845690822	ndalontabini@gmail.com	279 Triton Circle
68	Mabandla Nkwanyana	Resident	0824703963	nkwilankwanyana@gmail.com	48 Andries Pretorius Road Bisly 32
69	Bennett Steven	Resident	0729400968		281 Triton Circle
70	Mbatha Nandu	RES	0828860746	mambentse@gmail.com	9 Marcham Rd
71	Antoinette De Bruin	RES	0609058	N/A	325 Oribi village.
72	Zakhele Bathela		0609063587		
73	Lance du Toit	Resident	0818844781		
74	Smangeli	Resident	0794552080	N/A	200 ORIBI ROAD
75	Mbeki Senizond	Resident	0843010993	N/A	FIRST ANDRIA Road

1.3. Photographic Evidence of the Public Meeting

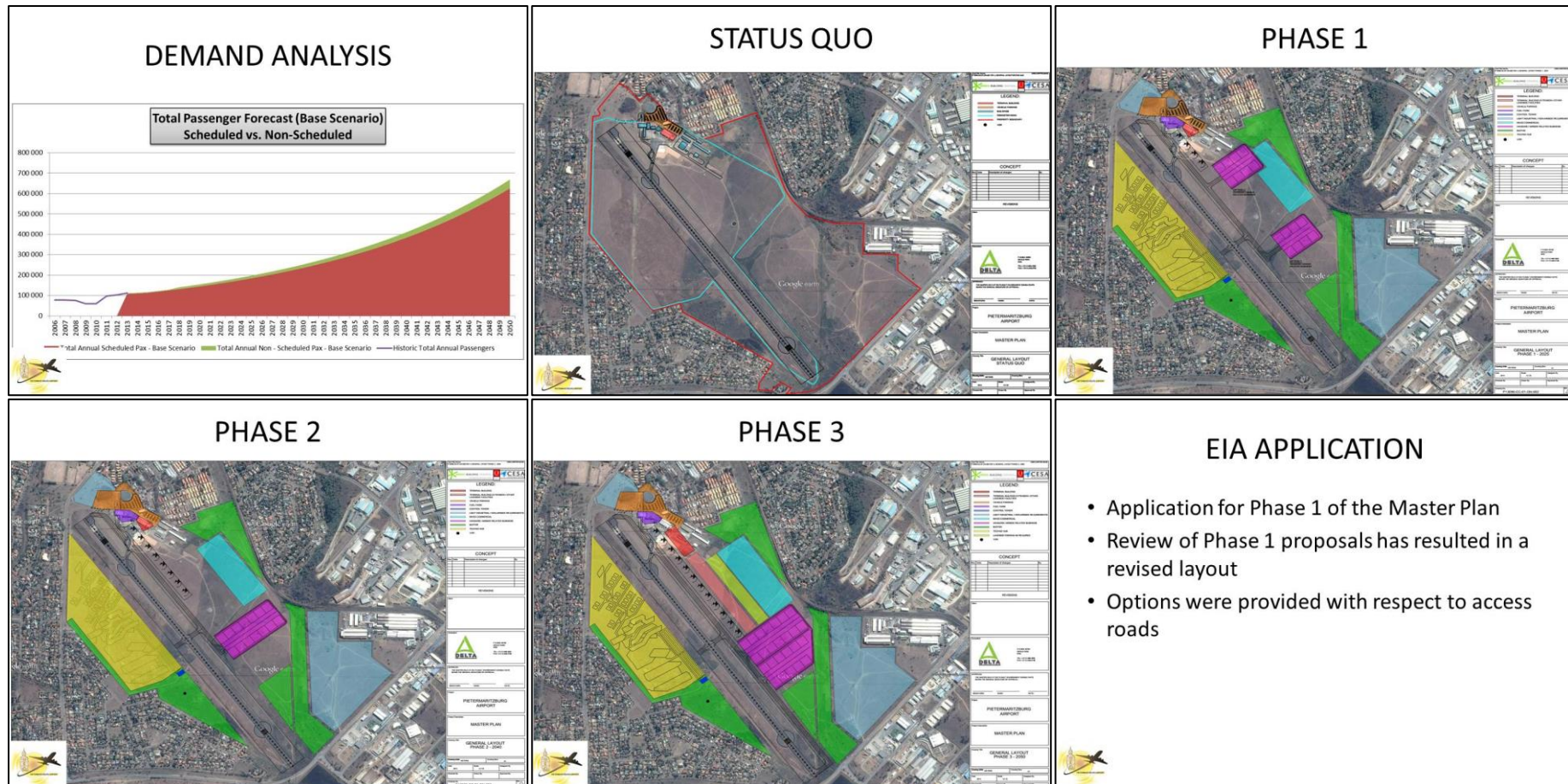


2. Public Meeting (08/12/15) Presentation

<p>OPENING, ATTENDANCE</p> <ul style="list-style-type: none"> ▪ Please sign the attendance register ▪ Please write your contact details CLEARLY 	<p>PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT</p> <p><i>Public Meeting</i></p> <p>Tuesday 8 December, 2015 Bisley Park Primary School</p> 	<p>AGENDA</p> <ul style="list-style-type: none"> ▪ Opening, Attendance ▪ Introductions ▪ Purpose of the meeting ▪ "Rules of engagement" ▪ Acceptance of Agenda ▪ Project History and Description ▪ EIA Process ▪ Questions ▪ Contact details
<p>OPENING, ATTENDANCE</p> <ul style="list-style-type: none"> ▪ Please sign the attendance register ▪ Please write your contact details CLEARLY 		<p>INTRODUCTIONS</p>  <pre> graph TD A[City of Grahamstown Project Proponent] --> B[Environmental Assessment Practitioner] C[Phelamanga Public Participation Specialist] --> B B <--> D[Interested & Affected Parties] </pre>

<h3>PURPOSE</h3> <ul style="list-style-type: none"> ▪ Scoping meeting ▪ Start the process of engagement with stakeholders ▪ Gauge the best approach to structure that further engagement ▪ More opportunity for comment and input 	<h3>RULES OF ENGAGEMENT ACCEPTANCE OF AGENDA</h3> <ul style="list-style-type: none"> ▪ Any additions or changes to the Agenda? ▪ Proposed guidelines for the meeting <ul style="list-style-type: none"> ○ NO HOGGING ○ NO FROGGING ○ NO BOGGING 	<h3>BACKGROUND</h3> <ul style="list-style-type: none"> • During 2013 the province adopted a strategy to promote research, development and innovation. • Province then approved the establishment of technology and innovation hubs – Pmb one of four • Location – airport • Council approved: <ul style="list-style-type: none"> – An investigation into the creation of a municipal entity to manage the airport – An airport precinct plan – Royal Haskoning appointed in June 2015
<h3>BACKGROUND</h3> <ul style="list-style-type: none"> • Need for additional revenue sources for airport acknowledged by council – 2005 • Vacant land at entrance to the airport identified for development – commercial, hotel • Decided to obtain authorisation for all vacant land in the airport – prompted a review of the master plan • KZN Treasury facilitated a grant of R40 million for urgent upgrades 	<h3>BACKGROUND</h3> <ul style="list-style-type: none"> • A portion of the Treasury grant was set aside for the revision of the Airport Master Plan, and the EIA • The balance of the funds was used for the: <ul style="list-style-type: none"> – Upgrade of the runway – Extension of the terminal building – Reconfiguration of the apron • Master Plan completed and approved in February 2015 	<h3>STATUS QUO</h3> 

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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REVISED PHASE 1



TECHNOLOGY HUB

- Will be the first development in Phase 1
- Final designs are nearing completion - January 2016.
- Grant funding will finance construction of bulk services and infrastructure
- Investors will lease sites for their development and finance the top-structure
- Incentives for investment in the hub will be provided
- Prospective developments: Aviation academy (DUT), Aviation Cluster (AAM), Multi Sports Complex, Enterprise Zone, Accommodation



TECHNOLOGY HUB



DEVELOPMENT PLAN

- Construction of the Techno Hub will commence once the EIA completed (assuming a positive decision)
- Feasibility studies (DBSA funding)
 - Market Road access
 - General Aviation Zone
- Establish the Airport Entity to manage the airport and the precinct
- Complete the airport precinct plan
- Detailed planning for expansion of taxiways and new apron
- Land release programme for land side developments



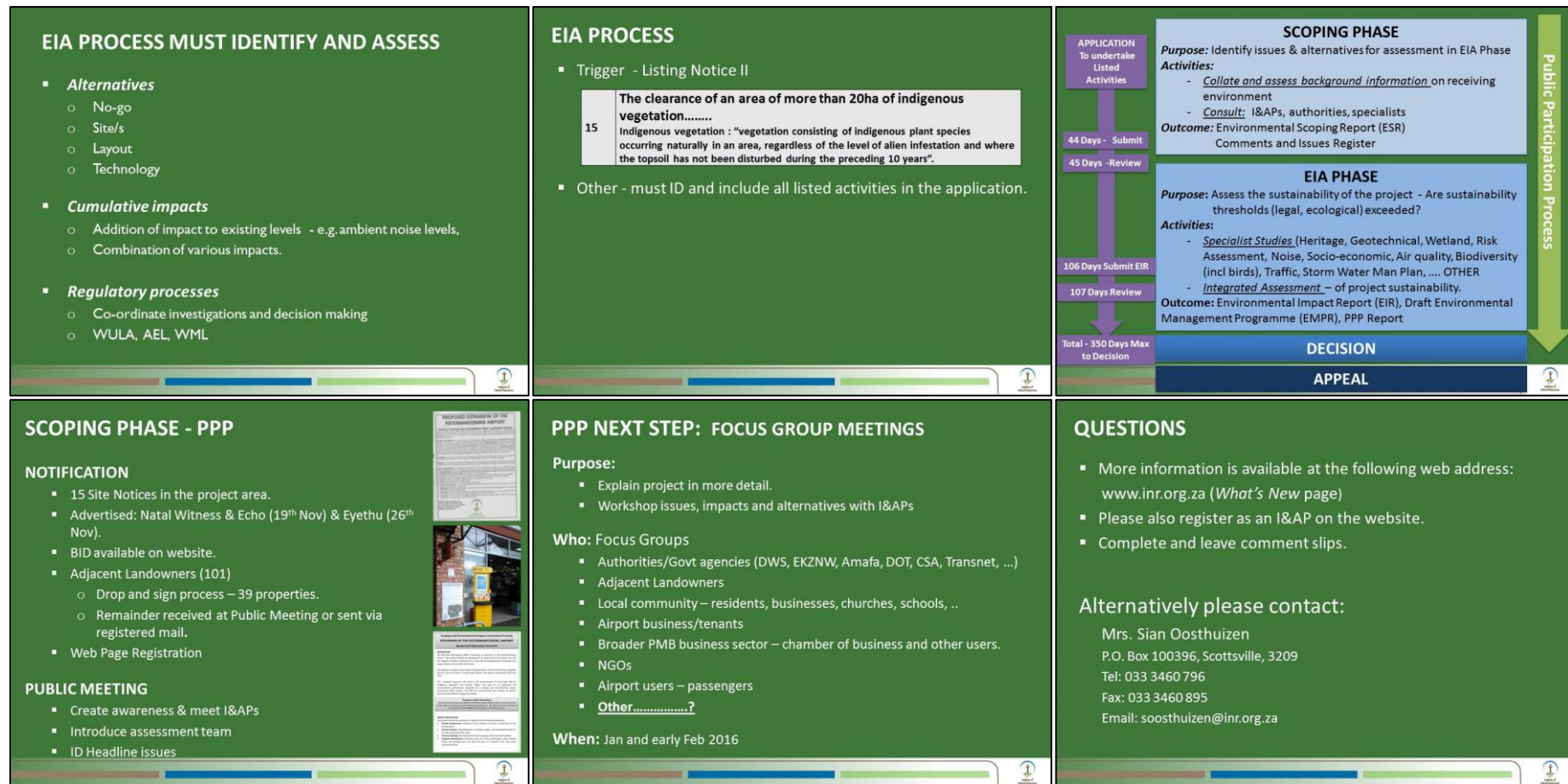
THANK YOU

OVERVIEW OF EIA

- A *process* by which the *environmental consequences* of a proposed project is *evaluated* – i.e. *sustainability*.
- **Legal process**
 - 2014 EIA regulations promulgated in terms of National Environmental Management Act, No 107 of 1998.
- **Outcome – decision**
 - Refuse authorisation.
 - Grant authorization – with conditions.



ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report



Comment Slips

The following comments have been captured from the 'Comment Slips' distributed during the public meeting. Minor spelling and grammar edits have been made (copies of the original slips can be made available if necessary). In total, 42 I&APs submitted a Comment Slip, however only 21 I&APs provided comment/s, the remainder indicated that they had "no comment/s" or left the section blank. Only those that provided comment are included here.

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: _____

Contact details (please tick preferred method of communication):
Tel: _____ ☐ Email: _____ ☐

Type of Interested and Affected Party (please tick):
 Airport Tenant/Business ☐ Business/Commercial ☐ Resident ☐
 Airport User ☐ Government ☐ Industrial ☐ Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

Left: Template of the Comment Slip distributed

Name and Surname	Type of Stakeholder	Comments
C M Ngcobo (Mandla)	Resident	Positive - increase economic activity. Mitigate traffic flow especially during peak hours.
Hlengiwe Ntuli	Resident	As a resident of Oribi – we do not have schools around the area, especially higher level grade. We only have Bisley Park Primary. We need a high school for our children instead of taking them to neighbouring areas like Taleudale School etc. And the way we are living in Oribi it is not in a good condition, we need houses that are built like hostels. We do not need these places that are keeping gangsters.
Johan Janse van Vurren	Airport Operator	Infrastructure development is welcomed and will have a positive impact overall. Having an airport conveniently located in town surpasses minor inconveniences of movement by passengers and aircrafts. Most travellers do so for business that stimulates the local market.
Lee du Preez	Business	Looking forward to the final result.
Mabandla Nkwanyana	Resident	1. Sound effect is for me a big issue as the number of planes (traffic) will increase. 2. My house is cracking because of the vibration from the larger aircraft. 3. What are the benefits of this project for the community, not the municipality and stakeholders? 4. There will be increased pollution so what measures will be taken to help this case.
Mbekiseni Zondi	Resident	What is going happen to us as we all know that we will not be staying here. Yes, I guess that it is good

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Name and Surname	Type of Stakeholder	Comments
		and really fantastic to see our place develop, but like I said before, what is going happen to us? Especially those who live close to the airport.
Mbongiseni Zuma	Resident	Health environment to people living next to the airport
Mmathulo Ngwenya	Resident	How is this development going to impact the residents who reside where this development is going to take place? What is going to happen to their houses/homes? Will we have bigger aircrafts? And more airline companies whereby users can have more than two options or airlines to choose from?
Nkosi Buthelezi	Consultant	What form of development is going to be offered to Oribi Village.
Nonhlanhla Zuma	Resident	Safety environment to residents.
Percy Ngcobo	Resident	Good project as long as it is not going to have some homes adjacent to the airport demolished.
S T Simelane	Resident	1. Noise during school hours (interrupt). 2. Security near school. 3. Noise level on surrounding of airport. 4. Homes security during upgrade.
SAUF (Caryn Lehmkuhl)	Welfare Organisation	Impact of development on Oribi Village.
Sibusiso Bophela	Resident	It is a suggestion – this could create employment as there are lot of people are not working in the area
Thembeko Sokhela	Resident	Good ideas of planning ahead with a future. I suggest that, with DUT and all other things happening, you need to take all the Oribi people out of the Village so that you will have peace of mind. But you need to get us some other houses elsewhere, but not far from town or Bisley School. We heard that municipality took over Oribi Village, is that a lie?
Thulasizwe Ncalane	Resident	It is a good move from PMB, however there is a lot of investigation and research needed.
Vuyiswa Ndlovu	Resident	Please contact me any meeting/changes. I am going to the holiday until 11 Jan 2016.
Welly Langa	Resident	Big ups to the Msunduzi Municipality for the development of the airport. It is good for the economy. The concerns though are the noise, pollution and traffic impacts.
Willem Prinsloo	Resident	1. How will I as a resident be affected e.g. relocation/losing my house? 2. Will local community residents be used for employment and skills training?
Xolani Mpofama	Resident	Go to more details on how often we will meet.
Zanele Mzizi/Zimu	Resident	I live in Oribi I want to know what happening to us?

3.7. Appendix 7: Airport Tenants and Operators FGM Minutes

MINUTES¹ OF THE AIRPORT TRADERS, OPERATORS AND TENANTS FOCUS GROUP MEETING - WEDNESDAY 13 JANUARY 2016 – PIETERMARITZBURG AERO CLUB

Overview

- The focus group meeting was conducted and represented by:
 - The Msunduzi Municipality – development proposer/client
 - David Gengan
 - The Institute of Natural Resources NPC (INR) – Scoping and Environmental Impact Assessment (SEIA) consultant
 - David Cox
 - Sian Oosthuizen
 - Jabulile Matshazi
 - Samiksha Singh
 - Phelamanga – Public Participation Specialists
 - Rosemary Owen
- A total of 12 Interested and Affected Parties (I&APs) were in attendance. The consolidated attendance register and a copy of the original register are included in Appendix 1.
- The meeting was opened by David Cox at 11:15, and closed at 14:00.

Context

- David Cox (INR) conducted the welcome and introductions of all present and gave an overview of the purpose of the meeting. David discussed the role of the INR as an independent EIA practitioner, whose client is the Msunduzi Municipality, for the proposed expansion of the Pietermaritzburg airport. Rosemary Owen (Phelamanga) was introduced as a support to the INR in the public participation process.
- David Cox provided an introduction to the focus group meeting and the scheduled agenda
 - Agenda accepted by all present
- David Gengan (Msunduzi Municipality) provided the background to the proposed development, the status quo of the Pietermaritzburg Airport and the revised Master Plan.
- A copy of the presentation that provided the proposed development project's background and overview is included in Appendix 2. During the presentation by David Gengan, a number of questions arose which were answered either by David Gengan or David Cox. The questions with their corresponding answers have been tabulated (Table 1).
- David Cox provided an overview of the Scoping and Environmental Impact Assessment (SEIA) process and the intention of the process. In this, David Cox demonstrated the involvement of I&APs in the SEIA and their future engagement opportunities.
 - David Cox provided detail about the current phase of the SEIA, the Scoping Phase, and its intention and planned process.

¹ These minutes are not intended as a verbatim transcript of the meeting, but rather as a summary of the salient discussions which took place

Table 1: Questions Posed (indicates the stakeholder who asked the question, a summary of the question posed, the response/answer provided¹ and the name of the representative who provided the response)

Stakeholder	Question Posed	Respondent	Response/Answer Provided
Craig Wing	The development is focused on improving the airport for an increase in commercial passengers. Are there any possibilities for the increase in freight airlines that transport goods and cargo? It was also mentioned that the road access from Mkondeni will be a good idea on which cargo trucks can travel.	David Gengan (Msunduzi Municipality)	There are plans in place for the extension of the runway but this is futuristic and may only come about in 2040. SAA Airlink has sufficient capacity for passengers at its current flying times and a possibility for cargo planes to fly outside of Airlink times transporting goods may be a possibility.
Simon Dix	Is there a possibility for the Pietermaritzburg (PMB) airport to gain international status?	David Gengan (Msunduzi Municipality)	South African aviation authorities are not happy to give Pietermaritzburg airport international status because of border control and safety issues associated with this. The close proximity of Pietermaritzburg Airport to King Shaka International Airport is another reason that PMB will not be granted international status.
Steve Svendsen (with inputs from various other users)	Glad that the municipality is taking the expansion of the airport seriously, however raised a concern on the topography of the area the development would be expensive due to topographical constraints. Topography was however only one concern related to the layout of the various elements. There was to a broader more significant concern regarding the master planning (MP) process and specifically: <ul style="list-style-type: none"> - The manner in which the airport users/tenants had been engaged - How their inputs and alternatives had been considered in arriving at the final Master Plan (MP). This is summarized below. (It is important to note that this view expressed by Mr Svenson was shared by several other participants who have been involved at the airport over many years and were involved in the MP process). During the master planning process, the airport operators and tenants had formed a committee to engage in the process which undertaken in 2011 and 2012. They rejected the proposed Master	David Gengan (Msunduzi Municipality)	Topography Issue. A full topographical survey has been conducted for the entire Airport site. The western area proposed for the Techno Hub is not as flat as thought, and engineers will need to build platforms into the design. With regards the master planning process, Mr Gengan responded that in the Municipalities view: The alternative proposed by the airport users, operators and tenants had been reviewed by the master planning team and further by a range of aviation experts due to the concerns raised by the airport users committee. The expert team had concluded that the MP layout with the Techno Hub on the western side was the most appropriate. Post this further investigation, the final MP was presented to the group. It was acknowledged by Mr Gengan that: <ul style="list-style-type: none"> - While the group indicated “they were not entirely happy with the final plan, that they could live with it”. Based on this process, the MP has subsequently been signed off by council and planning and significant

¹ The Q&As are not direct quotes

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Stakeholder	Question Posed	Respondent	Response/Answer Provided
	<p>Plan, as well as the revised Master Plan having proposed the following alternative:</p> <ol style="list-style-type: none"> 1. The General Aviation be left largely where it is, as there is ample space for development and additional hangers of which are desperately required with operators/owners ready to invest immediately. 2. The terminal/commercial Scheduled Aircraft should be developed on the Western Side of the runway. This option would have the following benefits. <ul style="list-style-type: none"> - No disruption to Scheduled Traffic (commercial) while the development is in progress. - Good access off Oribi Road and from Murray Road for commercial passengers and traffic. - Large, reasonably flat area as required for large commercial/Scheduled Aircraft, which could be easily developed. - Security as required by ICAO for Scheduled Aircraft could easily and sustainably be established without affecting other Non-Scheduled/General Aviation operators (as is the case now). - Separation of commercial and general operations which is currently an issue in terms of safety. 3. The Techno Hub could easily be established on the area to the East of the runway as the topography of the land, including the marsh and water courses could be included and enhance the Techno Hub development. The advantages of this include: <ul style="list-style-type: none"> - Easy access to the Techno Hub through the Oribi Village area and Mkondeni Road/intersection Extension (although it is believe this intersection and Flyover is already completely oversubscribed and as suggested the SANRAL should consider developing the bridge before the Mkondeni Flyover for future to reduce the already prevalent traffic problem) - The Techno Hub would be close to the Mkondeni industrial area. 	David Cox (INR)	<p>investment into the development and planning of the Techno Hub has taken place. The alternatives proposed by the airport users are consequently no longer considered an alternative.</p> <ul style="list-style-type: none"> - The demand for hangars remained a pressing need. Mr Gengan engaged with airport users recently (November 2015) to present an updated version of the MP. At this meeting, the issue of hangar space was raised - and it was apparent that the revised phase 1 MP only provided for new hangar space when the terminal building is moved, which will happen in the near future. The group made suggestions about alternatives for addressing this short term need. Mr Gengan is awaiting these plans to from the group to take forward. <p>Requested Mr Gengan and the airport users, tenant and operators to provide records of the previous engagements – in the form of plans, minutes of meetings etc. – in order that the consideration of the various alternatives in the master planning process could be accurately documented.</p> <p>Mr Cox acknowledged that a level of unhappiness remained amongst airport users regarding the plans on the table, but suggested that:</p> <ul style="list-style-type: none"> - The consideration of the alternative originally proposed was no longer considered viable by the Municipality based on the finalisation of the MP and agreement by airport users (albeit reticently) to move on. - As summarized in the presentation, the EIA process required the identification of alternatives. Mr Cox therefore asked that the meeting proceed with the workshop process to see whether any other

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Stakeholder	Question Posed	Respondent	Response/Answer Provided
	<p>- Would not interfere with the Airport in any way and at this site would be in a better position to enhance the airport.</p> <p>In summary, the participants felt they had not been appropriately engaged or taken seriously in the master planning process – in their words - they had given up resisting the plan because they did not feel they were being considered and did not want to delay the development of hangars and other pressing needs at the airport.</p>		<p>alternatives could be identified that may address the airport user concerns.</p> <p>The meeting proceeded on this basis.</p>
Michele Steijl	The plans indicate the bringing together of the aprons for the general aviation and the commercial aircrafts. This is a problem as the larger commercial aeroplanes will blow the smaller planes over when it manoeuvres. These problems were brought forward before. Why haven't they been addressed?	David Gengan (Msunduzi Municipality)	These plans were developed by the municipality together with aviation experts, who believe that this is the best layout.
		David Cox (INR)	Part of the EIA process is to look for alternatives going forward. In terms of the concerns, suggestions and alternatives of the current layout, the EIA process will have to determine technical and legal constraints, safety issues and environmental concerns associated with suggested layout. These suggestions will have to be documented to determine if it complies with current regulation.
Sakkie de Lange	The airport experts in question may not have been to this particular site (Pietermaritzburg Airport) to see how it operates. The different sized aircrafts have to be taken into consideration and the process cannot be done in isolation. Air traffic controllers have to be included in this decision making because it is imperative that developments do not block their view of the runway.	David cox (INR)	It is important to bring everyone together to document these issues.
Christine Smith	It was important that airport role players including tenants and operators are consulted as they work and live here. Concerns have been put in writing to the municipality. We do want to see the airport develop but general aviation has to be considered as well.	David cox (INR)	We will look at previous documentation to see if we can incorporate suggestions that were brought forward. The workshop process to follow in this meeting provides the opportunity to unpack these concerns.

Discussion

The discussion session comprised of a participatory mapping exercise which was facilitated by Sian Oosthuizen (INR), who provided an introduction as to how the exercise would be run and its purpose. The session was run in a group, using participatory mapping to unpack the concerns and opportunities related to the proposed development. The group was provided with a map of the airport precinct area, with detail of the proposed development and contextual features. Each I&AP was given three sticker dots, with the instruction to place a sticker on the map where they perceived a concern and/or opportunity. This part of the exercise was conducted in silence to ensure that the perceptions of each I&AP are independent and not influenced by other I&APs.

Once this was complete, it was evident that some stickers were placed in clusters at certain points indicating that more than one individual had a concern with that particular area. Each cluster and individual sticker was allocated a number and discussed within the group with the aim of describing the concern and then finding opportunities or alternatives to these concerns. This discussion was recorded using a comment sheet, documenting the key outcomes of each topic. Participants were encouraged to not only provide detail of the concern, but identify what opportunity/ies are available with regard to the concern. Due to the size of the group, two maps were used during this exercise, (photographs and scanned copies are provided in Appendix 3). Table 2 provides the concerns and opportunities/alternatives discussed by the group together with the corresponding map and sticker number and the level of concern.

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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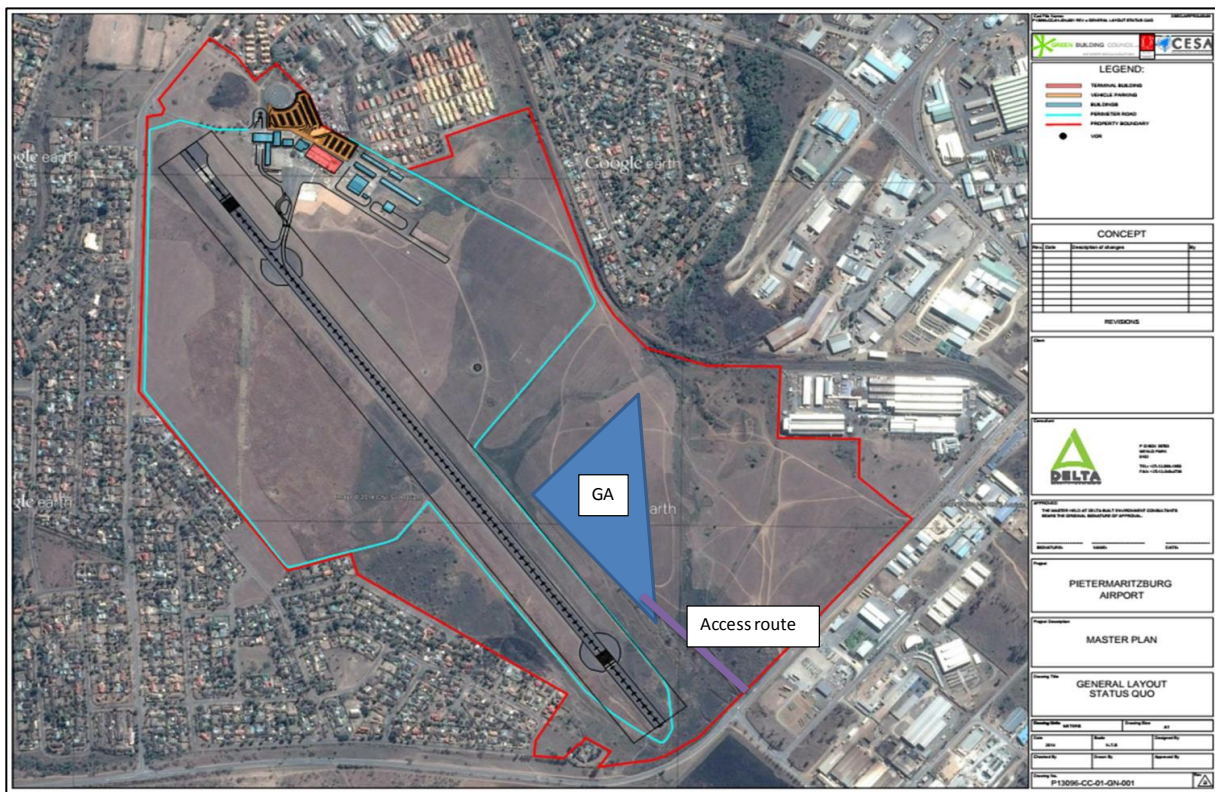
Table 2: Summary of areas of concern and opportunities/alternative discussed during the participatory mapping exercise.

Map and Sticker Number	Area/Topic of concern	Level of Concern <small>(based on number of stickers: 1 LOW, 2-3 = MEDIUM, 4-above = HIGH)</small>	Detail of Concern	Opportunities and/or alternatives
Map 1: Sticker 1 Map 2: Sticker 1	Hanger availability	High	There is no immediate provision for hangers. When considering hangar space it is important to take into account not only runway length but runway width as well. Provision has to be made for the run-up, compass swings and manoeuvrability	<ul style="list-style-type: none"> The best alternative would be to build the terminal and Commercial/Scheduled aircraft area in the area that is demarcated for the Techno Hub in the revised Master Plan. This will also allow for a large area on either side of the runway which can accommodate larger aircrafts. This would avail space for general aviation and hangers to remain where it currently is, where there is ample space for immediate development. It was also suggested to move the access road to Murray Road to allow for easier access from the commercial/scheduled aircraft area to the industrial area. The second (yet less ideal) alternative option is to move general aviation to the area demarcated as a strategic airport reserve near the industrial area. If the general aviation is moved to this point there would need to allocate for driveways and fuel pumps in the development plan. There is an increased need for hanger space with the closing of Virginia airport. There needs to be long term consideration for this problem as it makes no sense to build a structure which will have to be removed and relocated in a few years' time.
Map 1: Sticker 2	Traffic control tower	Low	The Traffic control tower needs a clear view of the runway. Development specifications should not interfere with the line of site of the Traffic control tower.	The Traffic control tower needs to be positioned in an area of cleared land. Topography and future extension of the buildings have to be taken into consideration. The tower cannot be positioned west of the runway and cannot be moved more than 600m from its current position. If the Techno Hub is relocated then the tower can be incorporated as a learning opportunity. However, the Techno Hub has to have low level buildings to ensure that the visibility from the Traffic control tower is not compromised.
Map 1: Sticker 3 Map 2: Sticker 4	Taxiway entrance onto runway	Medium	The point of entrance of the taxiway leading to the runway is not favourably positioned.	Consider having the point of entrance at the centre of the runway to reduce runway time.

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Map and Sticker Number	Area/Topic of concern	Level of Concern <small>(based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)</small>	Detail of Concern	Opportunities and/or alternatives
Map 1: Sticker 4 Map 2: Sticker 7	The Runway	High	Runway length and width	Even though the runway extension is a long term plan, it still poses a problem now. The runway width is as important as the length. Big aircrafts cannot take off from the runway because not only is it too heavy but the runway is not long enough. Consider extending the runway length and width to accommodate freighters and the anticipated accumulating number of passengers.
Map 2: Sticker 2	Aircraft apron (parking)	High	The aircraft parking has to be on a flat piece of land to avoid incidents such as the spillage of fuel from a parked aircraft.	There should be different apron/parking for general aviation and commercial aviation aircrafts. This parking is important as there are not only commercial planes utilising the airport but private charters and Emergency services as well and most likely cargo planes in the future.
Map 2: Sticker 3	Demarcated apron/parking area	High	The proposed apron/parking area for wide bodied aircrafts is in the incorrect place due to the swampy nature of the land.	This apron/parking area should be moved to the proposed Techno Hub area as it is less swampy. May consider combining the concerns in sticker 2 and 3 of map 2 as they both are concerned with the proposed location siting general topography /terrain constraints of the area.
Map 2: Sticker 5	The proposed access road off Washington Road.	Low	The proposed access road off Washington Road. This area is already congested with a 10-15 minute delay in traffic which is escalated by the number of learner drivers and the Mkhondeni testing ground in the area.	There is an opportunity to widen Market Road and upgrade the interchange allowing Murry Road to become an off-ramp from the N3. An entrance at Mkhondeni may also be considered to minimise the traffic congestion.
Map 2: Sticker 6	Techno Hub	High	The activities that will occur within the Techno Hub should have a strong aviation theme.	The Techno Hub should incorporate activities that focus on aviation such as training together with business and industry that have a strong aviation theme.

The session was concluded once the mapping exercise discussions were completed. A key outcome of this process was the emergence of an alternative layout which involves General Aviation (GA) moving to the site to the east of the runway indicated roughly in the diagram below.



It is considered an appropriate option because:

- Importantly separates commercial/scheduled aircraft and GA. There would be separate access off Murray Road (apparently there is an existing dirt road).
- There is adequate flat land for existing and future demand for GA, which according to users is significant (all users indicated that they had been approached by various private owners looking for hangar space).
- There is no specific use for this area in the future MP – so no apparent conflict with other uses. Consequently there would be no limitation to using it in the short term to address the pressing demand for new hangar space.

Potential issues/constraints that would need to be considered were:

- Cost of the infrastructure (access road, earthworks, bulk services etc.).
- Site constraints (there is a large donga/gulley in the area).

Dave Cox thanked the participants for their positive involvement in arriving at what appears at face value to be a viable alternative. He indicated that he would present it to the Municipality for consideration and feedback to participants, involving them where necessary to further development of the concept if viable. Participants agreed to this way forward, noting that this is their second option with their original proposal remaining the preferred option.

The I&APs were thanked for their attendance and encouraged to register on the database and send any comments or suggestions at any time. The various actions to be taken forward are in summary:

- Accessing documentation detailing the airport users preferred proposal put forward in the master planning process and a record of the engagement to document the consideration of this alternative.
- Submission of the new alternative to the municipality for consideration by their internal departments and consulting teams (precinct planning and DBSA funded consulting team) to assess the viability/feasibility of the alternative.
- Circulation of the minutes for comment.

Appendixes

1. Attendance Register

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Simon Dix	082 570 4040	simon@simondix.co.za	Box 163 Hilton, 3245
Milies Johnson	083 631 7840	milaj@iafrica.com	Box 181 Howick, 3298
Marc Germiquet	072 120 3149	marc@bushwags.com	Summerview, Summerveld
Craig Wing	082 450 4431	Craig.wing@mweb.co.za	
Michele Steijl	083 310 8355	Shelley@sai.co.za	Pietermaritzburg Airport (AZUR)
Hans V D Pol	082 577 3291	PLANES@Mweb.co.za	Pietermaritzburg Airport
Marc Hargreaves	079 532 0864	marchargreaves@avisbudget.co.za	Pietermaritzburg Airport
Barry Price	073 322 5631	derby@xsinet.co.za	Pietermaritzburg Airport
Christine Smith	033 386 8453	christinesmith@flyairlink.com	Pietermaritzburg Airport
Sakkie de Lange	033 386 8554	JOHANNESd@atns.co.za	Pietermaritzburg Airport
Alvin Naidoo	072 977 7299	alvin.aidoo@msunduzi.gov.za	Pietermaritzburg Airport
Steve Svendsen	071 609 4266	s.sven@telkomsa.net	P.O. Box 259 Hilton 3245

1.2. Original Attendance Registers

Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport
Focus Group Meeting – Airport Operators and Tenants
ATTENDANCE REGISTER



Name and Surname	Contact No.	Email Address	Address
Simon Dix	082 570 4040	simon@simondix.co.za	Box 163 Hilton, 3245
Milies Johnson	083 631 7840	milaj@iafrica.com	Box 181 Howick 3298
Marc Germiquet	072 120 3149	marc@bushwags.com	Summerview, Summerveld
CRAIG WING	082 450 4431	craig.wing@mweb.co.za	
MICHELE STEIJL	083 310 8355	shelley@sai.co.za	PMB AIRPORT (AZUR)
Hans v d Pol	082 577 3291	PLANES@MWEB.CO.ZA	PMB AIRPORT
Marc Hargreaves	079 532 0864	marchargreaves@avisbudget.co.za	Pmburg Airport
Barry Price	073 322 5631	derby@xsinet.co.za	Pmburg Airport
CHRISTINE SMITH	033 386 8453	christinesmith@flyairlink.com	PMB AIRPORT
SAKKIE DE LANGE	033 386 8554	JOHANNESd@atns.co.za	" "
ALVIN NAIDOO	072 977 7299	alvin.aidoo@msunduzi.gov.za	PMB AIRPORT
Steve Svendsen	071 609 4266	S.sven@telkomsa.net	P.O. Box 259 Hilton 3245

1.3. Focus Group Meeting (13/01/16) Presentation

PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Focus Group Meeting - Industrial Sector -

Thursday 14 January, 2016
Truda Snacks, Mkondeni



WELCOME & INTRODUCTIONS



MEETING PURPOSE

- Identify and develop working relationship between project team and I&APs.
- Provide IA&Ps with an understanding of the project and the EIA process.
- Workshop Process
 - Establish a deeper understanding of the receiving environment.
 - Issues and opportunities to be investigated in more detail in the EIA Phase.
 - Alternatives & other mitigation to be considered in the assessment phase.

AGENDA

- Welcome and Introductions
 - Introductions
 - Purpose and Structure
 - Acceptance of Agenda
- Project Description
- Overview of the Scoping and Environmental Impact Assessment (SEIA) process
 - Purpose and steps in process
 - Progress to date
 - Points of clarity
- Discussion
 - Introduction
 - Participatory mapping
 - Current state
 - Opportunities
- Going Forward
- Contact Details and Closure

OVERVIEW OF EIA

- A **process** by which the **environmental consequences** of a proposed project is **evaluated** – *i.e. sustainability*.
- Legal process**
 - 2014 EIA regulations promulgated in terms of National Environmental Management Act, No 107 of 1998.
- Outcome – decision**
 - Refuse authorisation.
 - Grant authorization – with conditions.

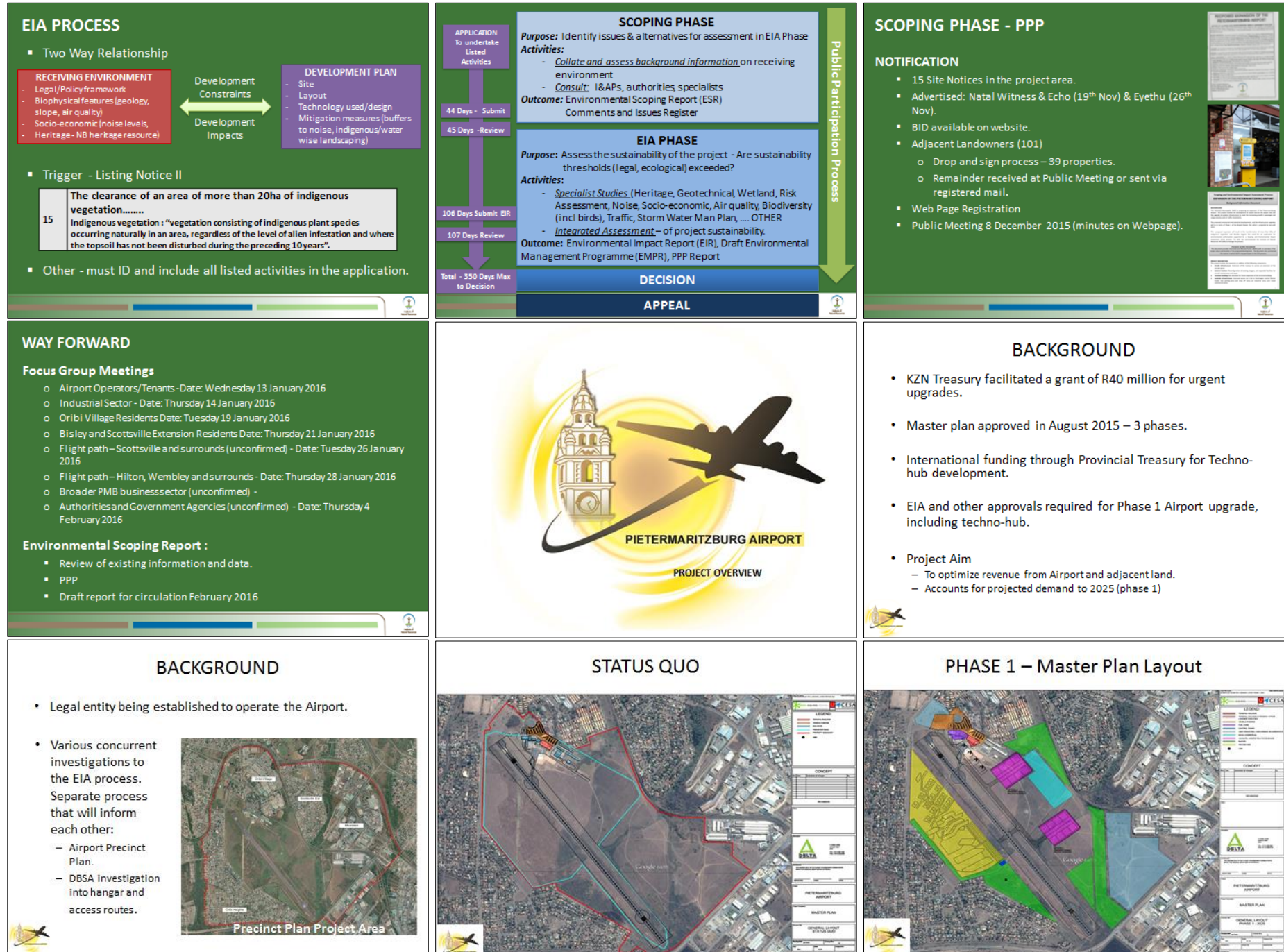


EIA PROCESS MUST IDENTIFY AND ASSESS

- Alternatives**
 - No-go
 - Site/s
 - Layout
 - Technology
- Cumulative impacts**
 - Addition of impact to existing levels - e.g. ambient noise levels,
 - Combination of various impacts.
- Regulatory processes**
 - Co-ordinate investigations and decision making
 - WULA, AEL, WML

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Appendix 3: Public Participation Report



DEVELOPMENT PLAN

- Construction of the Techno Hub will commence once the EIA completed (assuming a positive decision).
- Detailed planning for expansion of taxiways and new apron informed by feasibility study.
- Complete the airport precinct plan.
- Establishment of Airport Entity to manage the airport and the precinct.
- Land release programme for land side developments.



PHASE 1 – Revised Layout



ULTIMATE DEVELOPMENT



TECHNOLOGY HUB

- Will be the first development in Phase 1.
- Final designs are nearing completion - early 2016.
- Grant funding will finance construction of bulk services and infrastructure.
- Investors will lease sites for their development and finance the top-structure.
- Incentives for investment in the hub will be provided
- Prospective developments: Aviation academy (DUT), Aviation Cluster (AAM), Multi Sports Complex, Enterprise Zone, Accommodation.

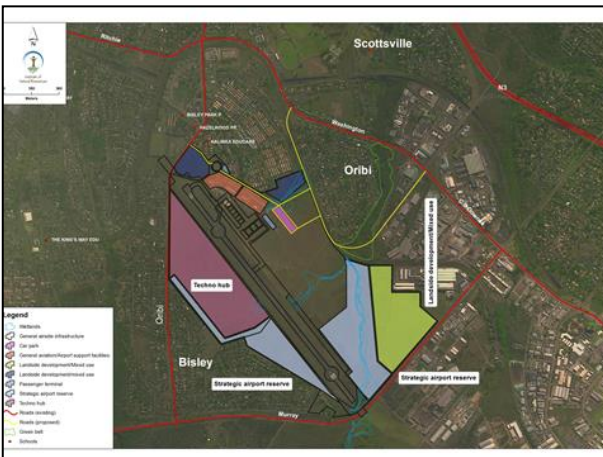


TECHNOLOGY HUB



Discussion

- Introduction
- Participatory mapping
 - Current state
 - Opportunities



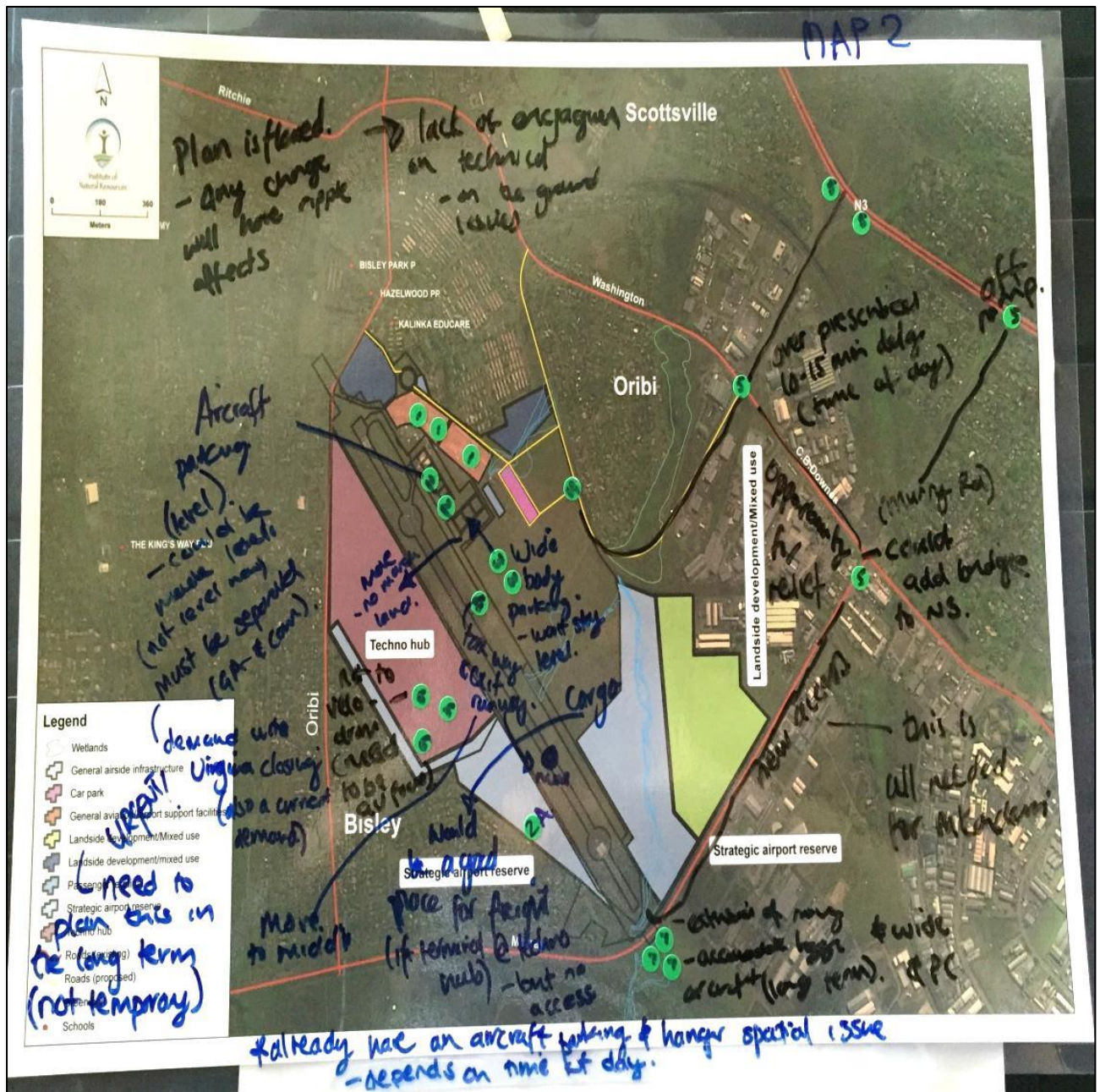
CLOSURE

- Details and minutes available via the INR website: www.inr.org.za (What's New page)
- Please also register as an I&AP on the website.

Alternatively please contact:

Mrs. Sian Oosthuizen
P.O. Box 100396, Scottsville, 3209
Tel: 033 3460 796
Fax: 033 3460 895
Email: soosthuizen@inr.org.za

Map 2



ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Focus Group Meeting – Airport tenants/operators
13 January 2016, 11:00, PMB Aero Club

GROUP No.: MAP1

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
1 MAP ① # ②	Gen. Aviation - no immediate provision for - hangarage - run up - manoeuvrability - compass swing (fuel tanker impacts compasses)	- Techno Hub in a new space - terminal where Techno is proposed - current proposed terminal be for GA - if terminal is where Techno is proposed there is opportunity for wider aircraft -x= - move GA to strategic reserve near industry - access from Munnig Rd. (16) (airside on both sides of the runway) - security - fuel buser
2 MAP ①	Tower - needs clear view of the full runway "line of sight"	- move it to clear land space consider air, topography, extensions must be relocated not be west of runway - if techno hub is relocated then tower near hub is opportunity

Focus Group Meeting – Airport tenants/operators
13 January 2016, 11:00, PMB Aero Club

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
MAP 2 ②	Parking - Aircraft - need level ground - private plane parking (seasonal)/day time - Hangarage will become problematic soon - Virginia closing - temp hangars proposed	- proposed needs to be made level - platform cutting - to separate schedule & GA traffic - Virginia closing dev. this hangarage space properly - positioning needs to consider longterm 2a. Strategic reserve → for cargo where adept air where going to be ↳ compromises access
MAP 2 ③	Additional wide booby parking (plane) - quality of land - marshy - levels	- move to techno hub space ↳ land is not marshy

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Focus Group Meeting – Airport tenants/operators
13 January 2016, 11:00, PMB Aero Club

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
4 map 2 3 map 1	taxiway location / turn around pt.	- move to centre - reduce runway line
map 2 7 map 1 4	runway ext. - kalinga estate - not been approved - issues of restriction ↳ width of runway	- longterm extension - widen runway - height opportunity

Focus Group Meeting – Airport tenants/operators
13 January 2016, 11:00, PMB Aero Club

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
Map 2 ⑤	road access - market rd - trucks / @ drivers - Dribi rd is - congested	- market rd opportunity ↳ needs widening - upgrade interchange - murray rd N3 interchange
Map 2 ⑥	techno Hub	- focus more on aviation activities - industry - business

3.8. Appendix 8: Industrial Sector FGM Minutes

MINUTES¹ OF THE INDUSTRIAL SECTOR FOCUS GROUP MEETING - THURSDAY 14 JANUARY 2016, TRUDA SNACKS – MKONDENI

Overview

- The focus group meeting was conducted and represented by:
 - The Msunduzi Municipality – development proposer/client
 - David Gengan
 - The Institute of Natural Resources (INR) NPC – Scoping and Environmental Impact Assessment (SEIA) consultant
 - David Cox
 - Sian Oosthuizen
 - Jabulile Matshazi
 - Samiksha Singh
 - Phelamanga – Public Participation Specialists
 - Rod Bulman
- A total of 6 Interested and Affected Parties (I&APs) were in attendance. The consolidated attendance register and a copy of the original register are included in Appendix 1.
- The meeting was opened by David Cox at 16:15, and closed at 18:30.

Context

- David Cox (INR) conducted the welcome and introductions of all present and gave an overview of the purpose of the meeting. David Cox discussed the role of the INR as an independent EIA practitioner, whose client is the Msunduzi Municipality, for the proposed expansion of the Pietermaritzburg Airport. Rod Bulman (Phelamanga) was introduced as a support to the INR in the public participation process.
- David Cox provided an introduction to the focus group meeting and the scheduled agenda
 - Agenda accepted by all present
- David Cox provided an overview of the SEIA, process which is in two phases, and the intention of the process. David further explained the current stage of the SEIA process, the scoping phase, and the involvement of I&APs in the SEIA and their future engagement opportunities.
- David Gengan (Msunduzi Municipality) provided the background of the proposed development, the status quo of the Pietermaritzburg Airport and the revised Master Plan.

¹ These minutes are not intended as a verbatim transcript of the meeting, but rather as a summary of the salient discussions which took place

- A copy of the presentation that provided the proposed development project's background and overview is included in Appendix 2. During the presentation by David Gengan, a number of questions arose. The questions with their corresponding answers have been tabulated (Table 1).

Table 3: Questions Posed (indicating a summary of the question posed¹, the response/answer provided¹ and the name of the representative who provided the response)

Question Posed	Respondent	Response/Answer Provided
Is the Techno Hub connected to the airport in any way?	David Gengan (Msunduzi Municipality)	The aviation section of the Techno Hub is connected to the runway. However, access to the Techno Hub is via Oribi Road, therefore separate to the airport entrance. There is land available within the Techno Hub for aviation-type investors.
Will the development/upgrade of the Market Road intersection not interfere with SANRAL's plans?	David Gengan (Msunduzi Municipality)	The development will not interfere with SANRAL's plans - in fact, there is an opportunity to propose a Market Road extension so SANRAL can do all the upgrades at the same time.
Will there be separate meetings for those I&APs situated along the flight path?	Sian Oosthuizen (INR)	Yes, there will be two separate focus group meetings for those I&APs along the flight path planned. One group comprises of the Bisley, Scottsville Extension and Pelham I&AP's while the other focus group is made up of the Hilton and Wembley (and surrounds) I&APs.

Discussion

The discussion session involved a participatory mapping exercise which was facilitated by Sian Oosthuizen (INR), who provided an introduction as to how the exercise would be run and its purpose. The session was run in a group, using participatory mapping to unpack the concerns and opportunities related to the proposed development. The group was provided with a map of the airport precinct area, with detail of the proposed development and contextual features. Each I&AP was given three sticker dots, with the instruction to place a sticker on the map where they perceived a concern and/or opportunity. This part of the exercise was conducted in silence to ensure that the perceptions of each I&AP were independent and not influenced by other I&APs.

Once this was complete, it was evident that some stickers were placed in clusters at certain points indicating that more than one individual had a concern with that particular area. Each cluster and individual sticker were allocated a number and discussed within the group with the aim of describing and understanding the concern, and then finding opportunities or alternatives. This discussion was recorded using a comment sheet, documenting the key outcomes of each topic. Participants were

¹ The Q&As are not direct quotes

encouraged not only provide detail of the concern, but to identify opportunities associated with the area of concern. A single map was used during this exercise, which was accompanied by the comment sheet on which the discussion was captured (photographs and scanned copies are provided in Appendix 3). Table 2 provides the concerns and opportunities/alternatives discussed by the group together with the corresponding sticker number and the level of concern.

The session was concluded once the mapping exercise discussions were completed. The I&APs were thanked for their attendance and encouraged to register on the database and send any comments or suggestions at any time. It was indicated to the I&APs that the minutes of the meeting would be circulated in due course.

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Table 2: Summary of areas of concern and opportunities/alternative discussed during the participatory mapping exercise.

Sticker number	Area/Topic of concern	Level of Concern <small>(based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)</small>	Detail of Concern	Opportunities and/or alternatives
1	Airport customer parking	Low	There is not enough parking available at the airport for passengers. There is also no drop-off zone at the airport.	The parking area at the airport should be expanded. This could be achieved by creating a parkade. A 'no-pay' drop off zone should also be considered in the development plans
2	Environmentally sensitive area demarcated in the airport's strategic reserve	Low	There is future development potential in the area that is set aside as a strategic reserve. However, the environmental sensitivity of the area is a major challenge for the development this area is environmentally sensitive due to the wetlands identified in this area.	It is important to start the Water Use Licence Application (WULA) process as soon as possible and think of development opportunities for this area together with authorisations that might be needed.
3	Traffic concerns in the Mkondeni area	High	There is already heavy traffic congestion in the Mkondeni area and this area has not reached its full capacity in terms of development as yet. There are already major traffic concerns on CB Downes road at present and this road cannot be widened any further.	Suggestions to create access roads from Gladys Manzi Road should be discussed. There should also be accesses from the N3 to the Mkondeni area. Original SANRAL plans indicated an N3 interchange and a circle road that joined Washington road and Oldfield Road however these plans have been subsequently shelved. SANRAL should be involved in this planning process
4	Wetland constrains on industrial development	Low	The areas demarcated as a wetland area is a huge constraint on industrial development and proper authorisation is usually difficult to obtain	WULA processes should start immediately and buffers around the wetland should be created. Ramsey Engineering for example have agreed to incorporate the wetland into their developments.
5 and 6	Murray Road extension	Low	Original plans for the Murray Road extension were shelved. This extension would have been important in alleviating the traffic in this area.	These plans need to be reconsidered as well as the potential for an Epworth interchange and a flyover that joins with Cleland Road.
7	Bottle neck in the residential area	High	There is a bottle neck of traffic along Cleland Road and Hesketh Drive as people are trying to avoid traffic in the Mkondeni area. Engen Petroleum wanted to develop the area around the ring road demarcated on the map but were denied this development by the municipality.	Due to the mentioned concerns it is evident that the municipality may have to change some of their previous decisions once the airport and roads surrounding the airport start developing.
8	Traffic constrains on Oldfield Road	Low	The is major traffic congestion on Oldfield Road	Oldfield Road needs to be upgraded and the creation of a link road that joins Umlaas Road may be feasible. This will decrease traffic congestion in the Mkondeni area.
9	Caravan park site	Low	This area is highly developable but access to the site is a major constraint	This site should have an access of the N3. However final plans have to be developed to determine the feasibility of this.
10	Wetland system	Low	The wetland system is sensitive to developments	It is important to look at the cumulative impacts of developments and roads on the wetland system.

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Sticker number	Area/Topic of concern	Level of Concern <small>(based on number of stickers: 1 LOW, 2-3 = MEDIUM, 4-above = HIGH)</small>	Detail of Concern	Opportunities and/or alternatives
11	Bisley Nature Reserve	Low	Concern of the effect of the proposed development and airport expansion on Bisley Nature Reserve - Will the Bisley Nature Reserve be effected by the airport expansion and surrounding development?	Bisley Nature Reserve is a 'no-go' zone.
12	Freight/cargo planes	Low	It is important to note that the industrial sector I&APs did not bring up the need or opportunity to use the airport as a means to transport goods via planes.	The I&APs have indicated that their businesses do not have potential for the use of cargo planes. However, there is potential to transport fragile goods such as flowers and fruit. It was indicated that SAA Airlink can convert one of their current planes into a cargo/freight plane.
13	Flight path	Low	The noise impact of the flight path is not a problem for the industries. Factory operations are loud as is and are not disturbed by the sound from landing or departing aeroplanes.	The noise impact is probably a bigger problem for the Bisley residents.

Appendixes

1. Attendance Register
- 1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Collin van Heerden	082 5533 100	colin@trudasnacks.co.za	
Naven Naidoo	082 372 1206	naven@inlandfuel.co.za	32 Halstead Road, Mkondeni
Reg Sutton	082 907 9804	reg@robsteel.co.za	12 Walter Hall
Rodney Bartholomew		Rodney.bartholomew@msunduzi.gov.za	
Vic Winterbach	084 511 4120		Ward 36
Brett Hancocks	082 350 3050	brettcod@hotmail.com	5 Thomas Watkins Road

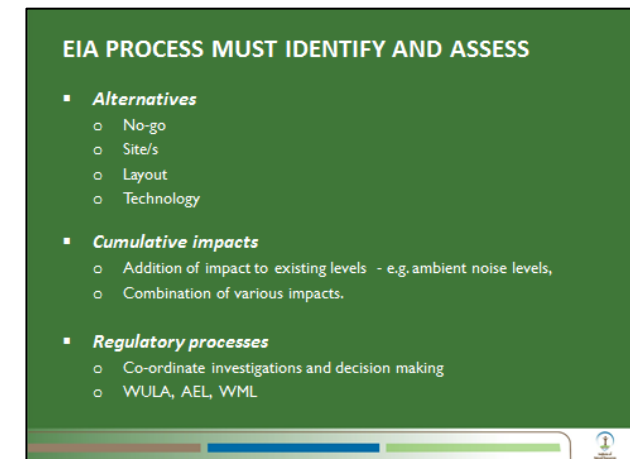
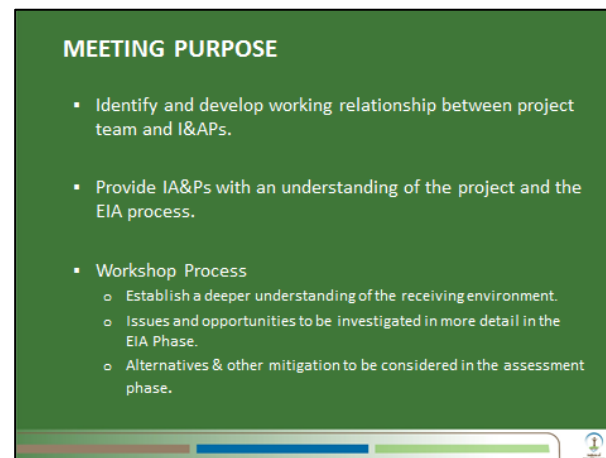
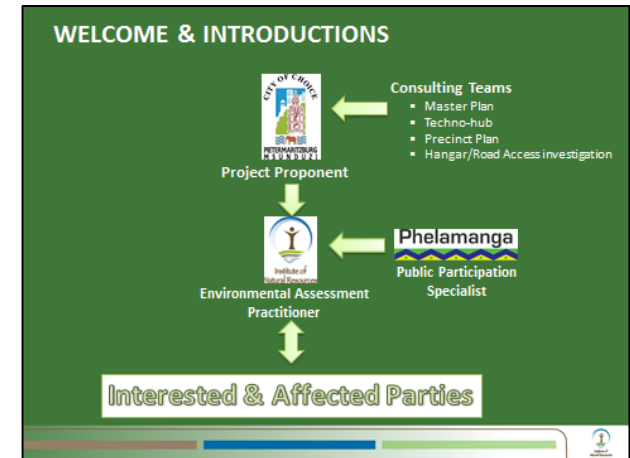
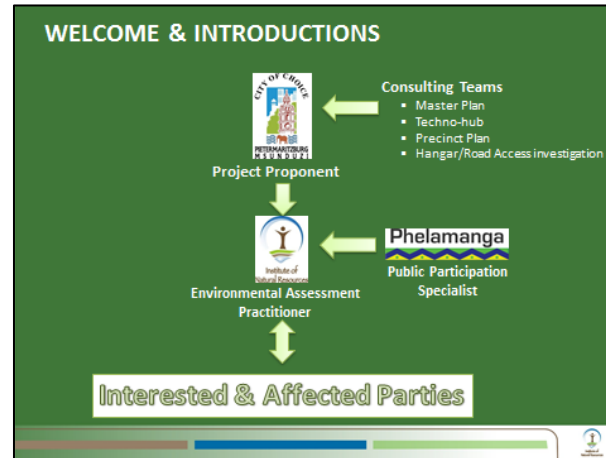
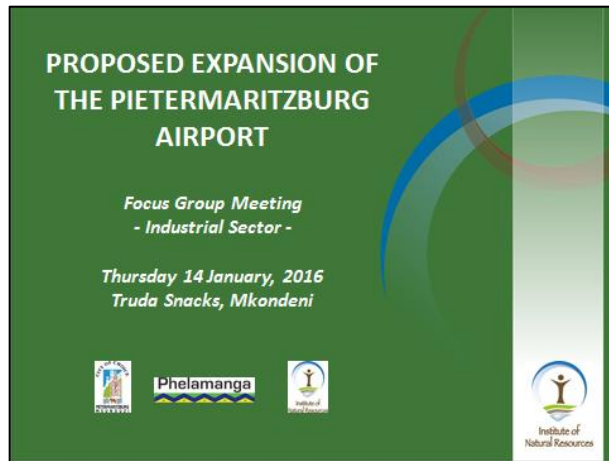
- 1.2. Original Attendance Register

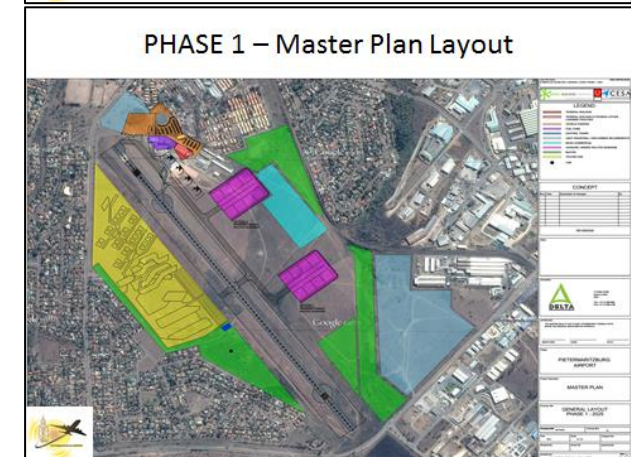
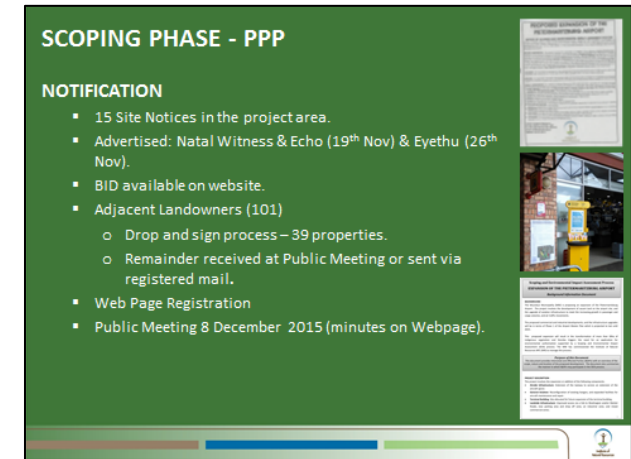
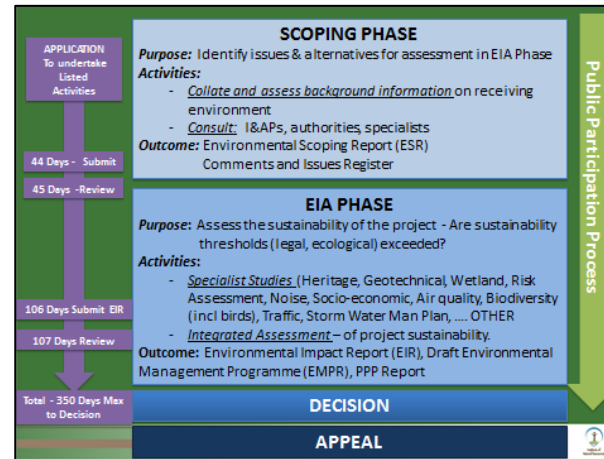
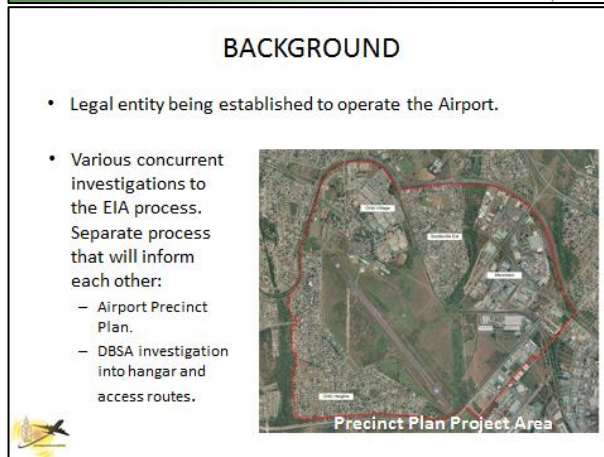
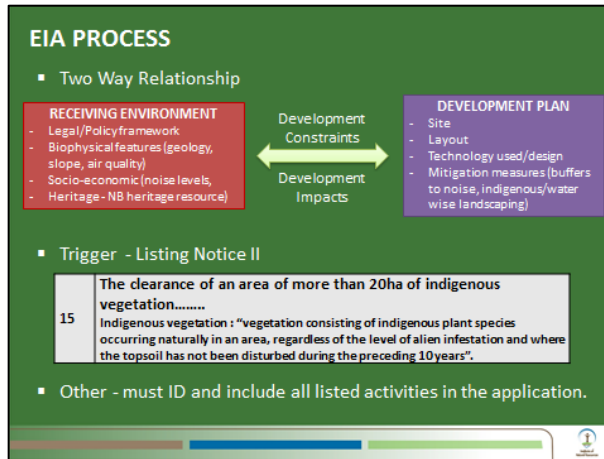
Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport
Focus Group Meeting – Industrial Sector
ATTENDANCE REGISTER



Name and Surname	Contact No.	Email Address	Address
COLIN VAN HEERDEN	082 5533 100	COLIN@TRUDASNACKS.CO.ZA	
NAVEN NAIDOO	082 372 1206	naven@inlandfuel.co.za	32 HALSTEAD ROAD, MKONDENI
REG SUTTON	082 907 9804	reg@robsteel.co.za	12 WALTER HALL
RODNEY BARTHOLOMEW		rodney.bartholomew@msunduzi.gov.za	
VIC WINTERBACH	084 511 4120	winterb@sa.gov.za	Ward 36,
BRETT HANCOCKS	082 350 3050	Brettcod@hotmail.com	5 Thomas Watkins Road

2. Focus Group Meeting Presentation



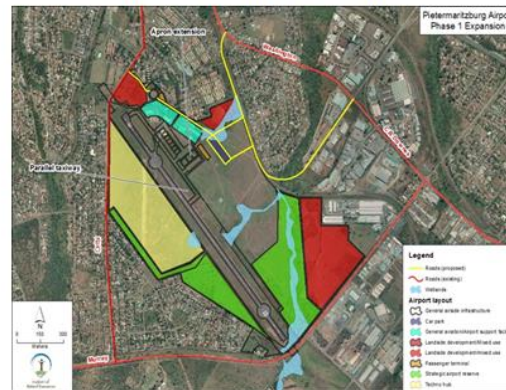


DEVELOPMENT PLAN

- Construction of the Techno Hub will commence once the EIA completed (assuming a positive decision).
- Detailed planning for expansion of taxiways and new apron informed by feasibility study.
- Complete the airport precinct plan.
- Establishment of Airport Entity to manage the airport and the precinct.
- Land release programme for land side developments.



PHASE 1 – Revised Layout



ULTIMATE DEVELOPMENT



TECHNOLOGY HUB

- Will be the first development in Phase 1.
- Final designs are nearing completion - early 2016.
- Grant funding will finance construction of bulk services and infrastructure.
- Investors will lease sites for their development and finance the top-structure.
- Incentives for investment in the hub will be provided
- Prospective developments: Aviation academy (DUT), Aviation Cluster (AAM), Multi Sports Complex, Enterprise Zone, Accommodation.

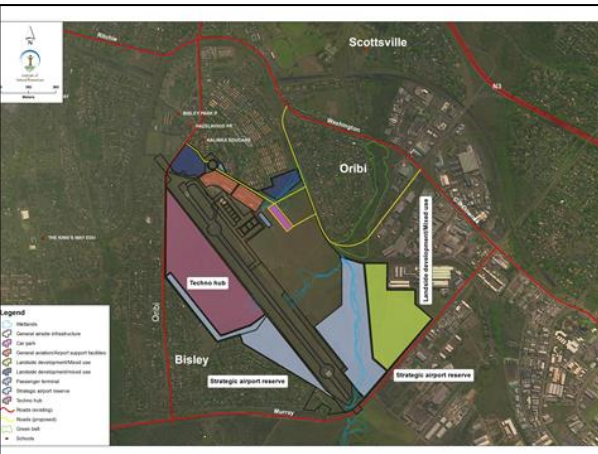


TECHNOLOGY HUB



Discussion

- Introduction
- Participatory mapping
 - Current state
 - Opportunities



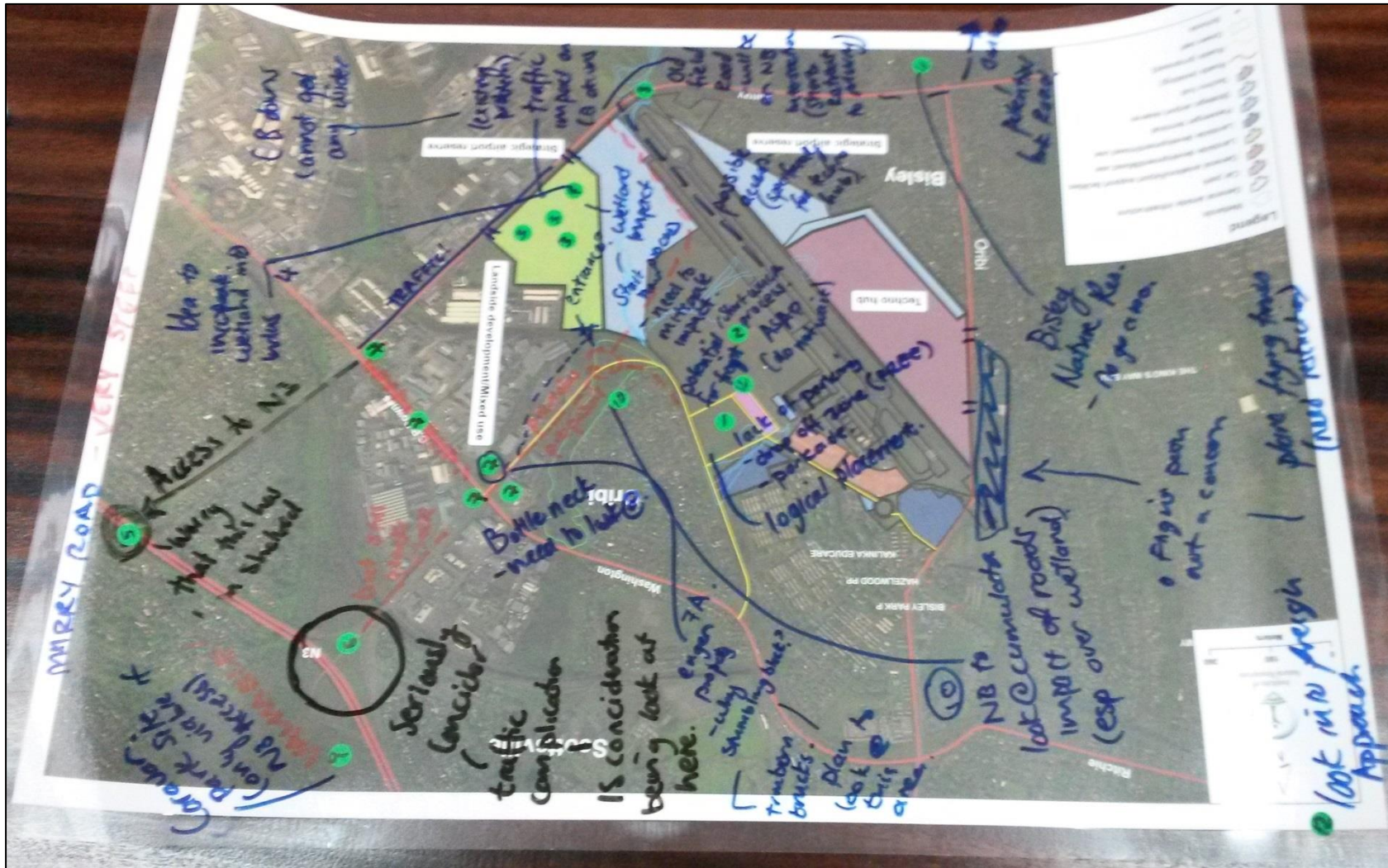
CLOSURE

- Details and minutes available via the INR website: www.inr.org.za (What's New page)
- Please also register as an I&AP on the website.

Alternatively please contact:

Mrs. Sian Oosthuizen
P.O. Box 100396, Scottsville, 3209
Tel: 033 3460 796
Fax: 033 3460 895
Email: soosthuizen@inr.org.za

3. Map and Comment Sheets



ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Focus Group Meeting – Airport tenants/operators Industrial sector.
13 January 2016, 11:00, PMB Aero Club
14

GROUP No.: _____

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
1	<ul style="list-style-type: none"> - Not enough parking in the airport - long term vision, need a parkade - drop-off zones - logical placement 	
2	<ul style="list-style-type: none"> - A # of wetland area, there are stumbling blocks for the development of the area. Will need in authorisation for development. - May as well start the WULA process immediately 	Possible

Focus Group Meeting – Airport tenants/operators
13 January 2016, 11:00, PMB Aero Club

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
3	<ul style="list-style-type: none"> - Industrial area - Increased traffic on morning - Start WULA - CB doors can't be widened 	<ul style="list-style-type: none"> - Possible 2 access points - Access to N3 - Upgrading on-ramp road.
4	<ul style="list-style-type: none"> - wetland. - get authorisation. - developer can build a building as they need to mitigate around the wetland. 	<ul style="list-style-type: none"> - Better option - Ramsar taking at Taree & happy to incorporate the wetland into the area.

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Focus Group Meeting – Airport tenants/operators
13 January 2016, 11:00, PMB Aero Club

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
5	Murray road is too steep.	
6.	N3 need to consider (traffic)	* proposed interchange with a fly over.

Focus Group Meeting – Airport tenants/operators
13 January 2016, 11:00, PMB Aero Club

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
7.	Bottleneck from trucks in the area.	- Interchange.
8.	Old field road & here will be a bottleneck.	- Old field can be an option to get into the CSP - Potential of being a major road.

Focus Group Meeting – Airport tenants/operators
13 January 2016, 11:00, PMB Aero Club

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
9	Caravan Park site. - Poor access	- High developable area
10		Proposal

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Focus Group Meeting – Airport tenants/operators
 13 January 2016, 11:00, PMB Aero Club

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
11	Bida Reserve. No go area.	
		<ul style="list-style-type: none"> - freight - transportation of freight pallets e.g. fresh pallets - should be consultation on introducing freight.

Focus Group Meeting – Airport tenants/operators
 13 January 2016, 11:00, PMB Aero Club

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
	flight path. - noise impacts to the residents of Bida, Klimbly - Cumulative effects (noise) if planes start flying to early, e.g. 03:00	<ul style="list-style-type: none"> - buffer from 9-12:00 midday - there's enough space for more flights.

3.9. Appendix 9: Oribi Village Residents FGM Minutes

MINUTES¹ OF THE ORIBI VILLAGE FOCUS GROUP MEETING - TUESDAY 19 JANUARY 2016, SAVF COMMUNITY CENTRE, ORIBI VILLAGE

Overview

- The focus group meeting was conducted and presented by:
 - The Institute of Natural Resources (INR) NPC – Scoping and Environmental Impact Assessment (SEIA) consultant
 - David Cox
 - Samiksha Singh
 - Phelamanga – Public Participation Specialists
 - Rod Bulman
 - Rose Owen
- A total of 76 Interested and Affected Parties (I&APs) were in attendance. The consolidated attendance register and a copy of the original register are included in Appendix 1.
- Apologies: David Gengan (Msunduzi Municipality)
- The meeting was opened by David Cox at 15:00, and closed at 17:30.

Context

- David Cox (INR) conducted the welcome and introductions of all present and gave an overview of the purpose of the meeting. David Cox discussed the role of the INR as an independent EIA practitioner, whose client is the Msunduzi Municipality, for the proposed expansion of the Pietermaritzburg airport. Rod Bulman and Rose Owen (Phelamanga) were introduced as a support to the INR in the public participation process.
- David Cox provided an introduction to the focus group meeting and the scheduled agenda
 - Agenda was accepted by all present.
- David Cox provided an overview of the Scoping and Environmental Impact Assessment (SEIA) process, which is split into two phases (i.e. Scoping phase and Environmental Impact Assessment phase) and further explained the intention of the SEIA process. David provided a detailed summary of what has been done to date in the Scoping phase, linking the involvement of I&APs in the process and their future engagement opportunities.
- David Cox provided the background of the proposed development, the status quo of the Pietermaritzburg Airport and the revised Master Plan.

¹ These minutes are not intended as a verbatim transcript of the meeting, but rather as a summary of the salient discussions which took place

- A copy of the presentation that provided the proposed development project's background and overview is included in Appendix 2. During the presentation by David Cox, a number of questions arose. The questions with their corresponding answers have been tabulated (Table 1).

Table 4: Summary of the question posed, the response/answer provided¹ and the name of the representative who provided the response

Question Posed	Respondent	Response/Answer Provided
Will this development affect the residents of Oribi Village negatively in terms of them losing their houses, or will their houses be demolished with this development?	David Cox (INR)	The EIA we are carrying out is related to the developments that will occur within the airport boundary. According to our knowledge, these developments within the airport boundary will not result in the loss or demolishing of houses of the Oribi Village residents.
Will the proposed access road that passes along the boundary of Oribi Village, parallel to the railway line joining with Washington Road, result in the removal of the vacant piece of land nearby and how close is this proposed road to the houses?	Dave Cox (INR)	The road is parallel to the railway line so there is enough space between the houses and the proposed road.
What job opportunities will the development of the airport bring to the residents of Oribi Village?	David Cox (INR)	The project brings along many potential jobs in different sectors which will benefit the residents of Oribi village ranging from the construction, commercial and tourism sectors, to name a few.
Currently, the Oribi Village residents are experiencing water supply shortages/challenges. Will the proposed project aggravate the water supply situation?	David Cox (INR)	The plans do not indicate that there will be any interference with the water supply to Oribi Village.
The ward councillor requested that the presentation presented by David Cox be translated into isiZulu.	David Cox (INR)	Unfortunately David Cox could not translate the presentation into isiZulu, however he requested the ward councillor to assist with the translation; to which the councillor gladly accepted.

Discussion

The discussion session involved a participatory mapping exercise which was facilitated by Rose Owen (Phelamanga) who provided an introduction as to how the exercise would be run and its purpose. Many of the attendees left the meeting after their concerns had been addressed during the Q&A session. As a result, the participatory mapping exercise was run in two groups, namely an isiZulu (9 persons) and an English (5 persons) group. The groups used participatory mapping to unpack the concerns and opportunities related to the proposed development. Each group was provided with a map of the airport precinct area, with detail of the proposed development and contextual features. Each I&AP was given three sticker dots, with the instruction to place a sticker on the map where they

¹ The Q&As are not direct quotes

perceived a feature of importance, or about which they had a concern and/or opportunity. This part of the exercise was conducted in silence to ensure that the perceptions of each I&AP were independent and not influenced by other I&APs.

Once this was complete, it was evident that some stickers were placed in clusters at certain points indicating that more than one individual had a concern with that particular feature or area. Each cluster and/or individual sticker was allocated a number and discussed within the group with the aim of describing and understanding the concern associated with that feature, and then finding opportunities or alternatives. Participants were encouraged not only provide detail of the concern, but to identify opportunities associated with the area of concern. This discussion was recorded using a comment sheet, documenting the key outcomes of each topic (photographs and scanned copies are provided in Appendix 3). Table 2 provides the concerns and opportunities/alternatives discussed by the group together with the corresponding sticker number and the level of concern.

The meeting was concluded once the mapping exercise discussions were completed. The I&APs were thanked for their attendance and encouraged to register on the database and send any comments or suggestions at any time. It was indicated to the I&APs that the minutes of the meeting would be circulated in due course.

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Map and Sticker number	Area/Topic of concern	Level of Concern <small>(based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)</small>	Detail of Concern	Opportunities and/or Alternatives
Map 1 (isiZulu group): Sticker 1	Techno Hub	High	The access to the Techno hub needs to be developed in a way that it does not create higher volumes of traffic along Oribi Road. The Techno Hub is an area of information, understanding and education, but may not be used by everyone especially those in our (Oribi Village) community where literacy is a concern. It is important that the multipurpose sports facility is available for everyone to access.	There needs to be separate entrances to the Techno Hub. The Techno Hub should be developed in a way that it can be used by all age groups as well as for aviation type education and activities. There should be provision for basic education facilities to improve literacy levels in the area.
Map 1 (isiZulu group): Sticker 2	Access to facilities	Medium	Access to the university (UKZN) sports facilities and other facilities such as crèches and community halls are difficult in this area especially as residents do not have their own means of transport and rely on public transport.	Provision for better access to these facilities has to be made during this development.
Map 1 (isiZulu group): Sticker 3	Education - Schools	High	There is no high school in the area. The closest high school is Alexandra High School (Scottsville). There is an increased risk to children walking to school due to increased amount of traffic associated with this development.	Pedestrian risks can be decreased by the creation of concrete pedestrian pavements, traffic lights and overhead walkways. Children, especially those at a high school level, should be given the opportunity to access the Techno Hub maybe through school excursions to increase their understanding of current innovations.
Map 1 (isiZulu group): Sticker 4	Business opportunities	Low	There are no clear descriptions on the types of job opportunities that will be available during the construction phase as well as long term job opportunities once the developments are complete.	Clarity on the types of jobs available is important. It is also important to ensure that a number of job opportunities are provided for the residents of Oribi Village, not only construction type jobs but more permanent jobs as well.
Map 1 (isiZulu group): Sticker 5	Wetland	Low	The wetland area within the airport boundary is an important environmental feature.	It is important that this wetland is conserved during and after construction as it plays an important environmental role.
Map 1 (isiZulu group): Sticker 6	Access road	High	The use of this new proposed road by the residents of Oribi Village is a concern. The railway line going past Oribi Village is dilapidated and not maintained, therefore posing a safety threat.	The residents hope that there will be accesses off this road into Oribi Village and not just access to the airport. It will be important for Transnet to maintain this railway line to ensure that it does not become a threat to the residents of Oribi Village. Vacant land around this area may end up being dumpsites. However, this land can be developed into gardens which can provide the community with food and income.

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Map and Sticker number	Area/Topic of concern	Level of Concern <small>(based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)</small>	Detail of Concern	Opportunities and/or Alternatives
Map 2 (English group): Sticker 1	Traffic concerns	High	There are already issues relating to traffic congestion, especially along Oribi Road. With this development, traffic congestion is likely to increase due to the proposed development. Currently, many people have to go around, via Murray Road, to get to Oribi Village.	Road upgrades such as wider roads and the creation of traffic lights will be necessary. The Oribi Village residents can organise flea markets along the road showcasing their creativity and selling fresh produce, for example. which will provide them with an income. The increase in traffic along Oribi Road will result in more customers visiting these flea markets. It is important that the proposed new road gives access to Oribi Village.
Map 2 (English group): Sticker 2	Bisley Park Primary School	High	Increased traffic volumes and a lack of pedestrian access are an issue especially in terms of safety of the children who have to walk to school.	Pedestrian pavements, increased traffic lights and zebra crossings have to be created to ensure the safety of the school children.
Map 2 (English Group): Sticker 3	Kalinka Educare	Low	The children that attended Kalinka Educare are residents of Oribi Village. People that do not live in Oribi Village are afraid to come into the area and therefore do not send their children to Kalinka Educare.	If an access road is created from Oribi Road to the road at which Kalinka Educare is situated, there would be an increase in pupils from other areas other than Oribi Village that attend this pre-school.
Map 2 (English group): Stickers 4 & 9	Pollution	Low	There are concerns about the increase in air and noise pollution resulting from the potential increase in air traffic.	Studies to assess if there will be an increase in air pollution have to be carried out. It is important that the planes fly during certain designated times of the day.
Map 2 (English group): Sticker 5	Skills development	Medium	The residents of Oribi Village have the potential to assist in the developments and industry that will arise with the development of the airport, but have not been given the opportunity.	The SAVF Welfare Organisation, together with the organisation that teaches skills to physically disabled people within the Oribi Village, have the ability to invite teachers and experts to offer training to the members of the community in computer skills, adult education and even cleaning services. These skills will be important and will make the residents more employable by certain sectors available through the new developments at the airport.
Map 2 (English group): Sticker 6	Open field near the proposed road	Low	The open field near the proposed road is a significant area for the community which is currently used as a children's playground (particularly facilitated by the Pastor of the nearby church).	It will be important to reserve and possibly develop a portion of the field to ensure the safety of the children at play.
Map 2 (English group): Sticker 7	Access road	Low	It seems that this proposed access road will be developed right next to the houses.	It was explained that the road will run parallel to the railway line and therefore the road will be at a safe distance away from the houses. The residents did feel that the road will improve the traffic flow into the area and this may spark further development in Oribi Village.

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Appendix 3: Public Participation Report

Map and Sticker number	Area/Topic of concern	Level of Concern <small>(based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4 –above – HIGH)</small>	Detail of Concern	Opportunities and/or Alternatives
Map 2 (English group): Sticker 8	Noise Pollution	Medium	There will be an increase in noise pollution from aircraft with the expansion of the airport which will have a detrimental effect on Bisley Park Primary School.	It is important that measures to decrease these negative noise impacts on the school are implemented such as ensuring the roof of the school is sound proofed.
Map 2 (English group): Sticker 10	Traffic and Public Transport	Low	Increased traffic and limited taxi service are already issues which will be heightened once the development of the airport begins.	Traffic and mobility issues need to be addressed urgently as this is one of the major concerns of the residents.
Map 2 (English group): Sticker 11	Commercial area	Low	The area designated as landside development/mixed use should include developments of a commercial nature.	If a commercial shopping centre is built in this area, residents of Oribi Village would no longer need to take taxis into town to do shopping as they could walk to the airport and conduct this activity there. This will be especially beneficial for the elderly and sick.

Appendixes

1. Attendance Register

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Delisile Sthog	081 890 034		220 Aries Road
Thembeni Ndlovu	072 511 9287		73 Aries Road
Xolani Mpofana	060 335 51552		Garage 76 Iaish Road
Euiender Nuker	079 838 758		80 Aries Road
Patricia Zulu	071 179 2118		61 Artemis Road
Christo Coetzee	076 945 2044		88 Ceres Road
Bathe Dube	071 630 8285		370 Zuaz Road
Phoswa Njabulo	076 341 4627		212 Flora Road
Nokwethemba Ngubane	072 051 9099		131 Helios Road
Bongiwe Mbongwe	073 655 7267		61 Saturnas Road
D A Chamane	073 938 8470		84 Artemis Road
L de Wink	061 107 6927		150 Uranus Road
Auerney Dlamini	071 248 5456		314A Chloris Place
Gugu Dumakude	071 561 2842		
Cyprian Zuma	076 521 4116		253 Nike Circle
Ngcongo Sindi	072 857 0379		122 Helios Road
Winnie Nzimande	078 885 1046		81 Artemis Rad
Philani Ngidi	072 546 7256		
Bongi Materu	071 290 4649		322 Flora Road
Nylannla Mncwabe	078 210 3162		305B Triton Circle
Derrick Gwala	076 727 3943		105 Murus Circle
---	073 696 0142		192 Nemesis Road
---	078 085 149		342 Flora Road
Lurette Kruger	060 322 7671	Babygirl.luetter@gmail.com	186 Nemesis Road

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Name and Surname	Contact Number	Email Address	Address
Russel	084 443 7164		45 Addini Lane
Calolie Ntomi	029 949 8219		29 Njord Road
Akhona Siphahlanga	083 772 2669		152 Uranus Road
Nonjabulo Mkhize	079 569 4571	Nonjabulozeen.mkhize@gmail.com	193 Ceres Road
Thuleleni	078 085 6149		324A Flora Road
Mdulhula Shadoda			165 Nemesis Road
Henry Benoall	072 636 2702		135 Triton Road
Suzette Benoall	072 636 2702		135 Triton Road
Monica van Rensburg	082 339 8032	bokkiejansevanrensberg@gmail.com	83 Aditi Lane
Charmaine Kruger			1 Muse road
Jenny King	073 668 1381	jpwilliams@gmail.com	59 Triton Circle
Vuyiswa Ndlovu	079 625 3155	vvgugela@gmail.com	10 Boreas Circle
Rochelle Adkins	083 671 9833		59 Triton Circle
P. N Gumede	073 323 1515		10 Montus Circle
S Xulu	078 394 4068		109 Monus Circle
Margret Sole			165 Oribi Village
Spellele Ngcam	071 969 7553		65 Njord Circle
N. P Dlamini	084 235 2146		76 Artemis Road
Kimberly Booysen	079 557 9876		203 Aries Road
Janet Booysen	084 524 9876		203 Aries Road
Thembeke Sokhela	078 273 0726		188 Ceres Road
Zonke Mkhize	072 059 5189		193 Ceres Road
Busisiwe Mkhize	076 537 4623		5 Chloe Road
Linda Sinodi	082 697 0143		123 Helios Road
PurityNdlovu	083 365 2483		118 Helios Road
Nombulela Hlophe	079 051 8008		47 Woodster Noble Laan
Tembi Hlope	073 533 4203	hlopegt@gmail.com	77 Aditi Lane
Sfiso Shange	082 760 3613		
Bo Mhlongo	078 981 3510	sm@bomhlongocivils.ca.za	24 Remi Bisley
Thandeka Zondi	074 706 6998		58 Artemis Road

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Name and Surname	Contact Number	Email Address	Address
Irene Tamazio	076 741 9489		220 Triton Road
Sharon Jordan	072 101 6157		240 Nike Circle
C. Nezar	076 306 1132		104 Triton Road
D. Crafford	072 588 3045		275 Triton Road
Nondumiso Zuma	079 177 7943	Malvqalvga@gmail.com	315 Flora Road
Sbusisio Mahlangu	072 779 8068		333 Borhuos Circle
Slindile Xulu	074 266 2123	Xuluslindile@gmail.com	111 Helios Street
Nontobeka Khuzwayo	074 548 0793		332 Zeus Drive
Ruth Zuma	073 340 7962		71 Njord Circle
Bongani Zuma	063 286 3337		315 Flora Road
M.A Ferreira	082 691 8812		180 Nemesis Road
Marinda Fouche	073 582 8897		272 Nike Circle
Ntokozo Mtolo	083 580 0962		394 Triton Circle
N.M.	076 306 1274		317 Oribi Village
Denise Fouche	076 306 1274		349 Borease Circle
Ernest Fouche	076 306 1274		349 Borease Circle
Thandeka Ngubo	074 972 4500		148 Uranus Road
Jojo Dule	079 385 5185		276 Oribi Road
Boni Madlala	078 673 7051		77 Triton Circle
Lecelia Bhengu	082 738 5630		82 Ediclain Road
Sarajina Mncwabe			194 Triton Circle

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

1.2. Original Attendance Registers

Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport

Focus Group Meeting – Oribi Village Residents

ATTENDANCE REGISTER



Name and Surname	Contact No.	Email Address	Address
HENRY BENDALL - Suzanne	0726362702	—	135 Triton Rd ORIBI
Monica Van Rensburg	0823398032	bakkiejansemonrensburg@gmail.com	83 Aditi Lane
Charmaine Kruger	—	1 Muse Rd (New Oribi)	—
Jenny King	0736681381	jpwilliams@gmail.com	59 Triton Circle
VUYISWA MOKOBE	0796253155	vygugel9@gmail.com	10 BORRAS Circle
ROCHELLE ADKINS	0836719833	\$	59 TRITON CIRCLE
P.M. GRUNDELDE	0733231515	108 MOMIUS CIRCLE	108 MOMIUS CIRCLE
\$ XULIE	0783944058	109 MOMIUS Circle	109 MOMIUS Circle
Margaret Ide	—	165 Oribi Village	165 Oribi Village
S.PHELECE MCILWAIN	0719697553	65 NTORR Circle	65 NTORR Circle
N.P. de la...	0842352146	76 Artemis R.	Same Address
Kimberly Booysse	0795574876	205 Aries Rd Oribi Village	205 Aries Rd
Janet Booysse	084524	203 Aries Rd Oribi Village	203 Aries Rd Oribi Village
Thembeka Sobela	0782730726	188 Oribi - Ceres Rd	188 CERES RD
Zonke Mkhize	0720595189	N/A	193 CERES Rd
Busiwe Mkhize	0765374623	5 Chloe Road	5 Chloe Rd.
LINDA SINDYI	082697014	—	123 HELIOS RD
Ndlovu Zurity	0833652483	—	118 Helios Rd
Nombulela Hlophe	0790518008	—	47 Woodster Noble CAAN
THEMBI HLOPHE	0735334203	hlopege@gmail.com	77 ADITI LANE ORIBI VILLAGE
SPISO SHANGU	0827603613	—	—
BO MHLONGO	0789813510	sm@bomhlongo civils.co.za	2A Ferni Bisley

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport
Focus Group Meeting – Oribi Village Residents
ATTENDANCE REGISTER



Name and Surname	Contact No.	Email Address	Address
Delisile Stueg	0818966342		220 ARIES Road
Ithembeni Mkhoyi	0725119287		73 ARIES Road
XOLANI MADFANA	06033551552		SARALE 76 TASH Rd
Eucender Ntsele	0798387580		80 ARIES Road
Patricia Qulu	0711792118		61 Artemis Road
Christo Coetzee	0769452044		88 Ceres Oribi
BALKE DUBE	0716308285		370 ZUAGZ ROAD
Phoswa Nsibwila	0763414627		212 FLORA ROAD
NKWE THEMBA NGUBANE	0720519099		131 NELSON ROAD
Marinda Fouché	0735828897		272 Nike Circle Oribi Village
Nkomo Molo	0835200962		294 TRITON Circle Oribi
N. P. Mkhize	0763368149		317 ORIBI VILLAGE
DENISE Fouché	0763061274		349 Borease Circle Oribi Village
ERNEST Fouché	0763061274		349 Borease Circle Oribi Village
THANDEKA NGUBO	0749774500		148 URANUS Oribi
JO JO PULLE	079385185		276 ORIBI
BONI MADLALA	0786737051		77 TRITON CIRCLE
Leleliq BHENYU	0927385630		82 EDICIAN RD
Isangina Mawabe	n/a		194 Triton Circle

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport

Focus Group Meeting – Oribi Village Residents

ATTENDANCE REGISTER




Name and Surname	Contact No.	Email Address	Address
Bongqwe Mbonqwe	0736557267		61 SATURNUS ROAD
P. A. Chumane	0739388470		87 Antelw Rd
J. de Wink	0611076927		150 URANUS.
Judrey Dlamini	0712485456		314 th ECHOES Place
GUGU DUMAKHLE	0715612842		
CYRIL Ruma	0765214116		253 MIKE CRKE
Ngongo Sindi	0728570379		122 Helios Road
Winnie Dzimanda	0788851046		81 Artemis Road
Phlami ngoli	0725467256		0112.
Bongi Makeni	0717904649		322 Flora Road
MHLANKLA Mkwabe	0782103164		305B Triton Cist
Dotlet Gwale	0767773943		105 MURIEL.
B. M. MZUWALU	0736960142		192 NYENISIS RD.
Dani M.	0780856144		244 FLORA Rd.
Lurette Kruger	0603227671	baby girl. lurette @ gmail. com	156 Nemesis Road.
Russell Mby	0844437164		95 ADDIE LN.
MRS Gbeline Mtoni	0799498219		29 NJOLO road
AKHONA SIPHAKHANGA	0837722669		152 URINUS ROAD
Nongabulo Mkhize	0795694571	Nongabulo Zeen. mkhize @ gmail .com	193 Cars Road
Thuleleni	0780856149		3324A Flora
Makulula Shabdo	0724716		164 Nemesis
Winnie Sithole	0784054693		173 Nemesis

2. Focus Group Meeting Presentation

**PROPOSED EXPANSION OF
THE PIETERMARITZBURG
AIRPORT**

Focus Group Meeting
- Oribi Village Residents -

Tuesday 19 December, 2016
SAFE Community Centre



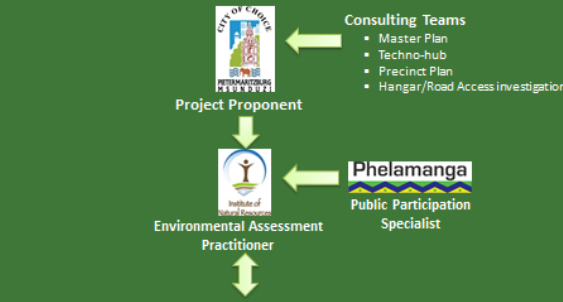
**PROPOSED EXPANSION OF
THE PIETERMARITZBURG
AIRPORT**

Focus Group Meeting
- Industrial Sector -

Thursday 14 January, 2016
Truda Snacks, Mkondeni

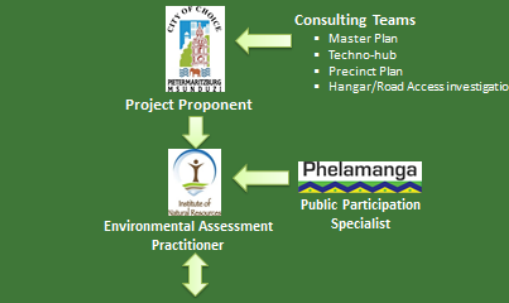


WELCOME & INTRODUCTIONS



Interested & Affected Parties

WELCOME & INTRODUCTIONS



Interested & Affected Parties

MEETING PURPOSE

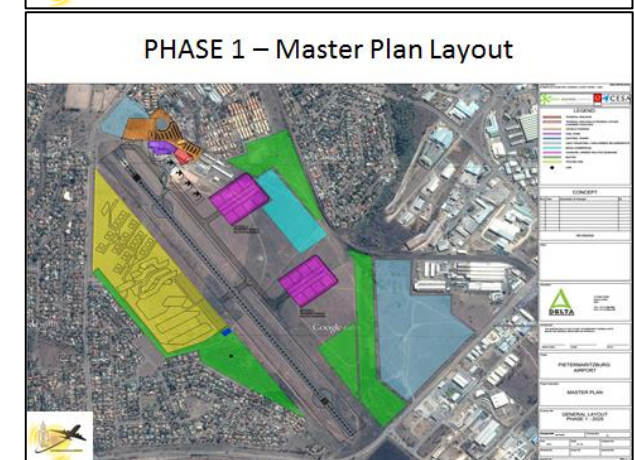
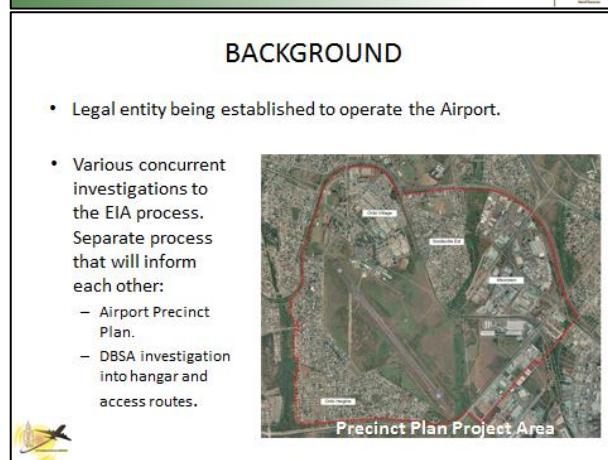
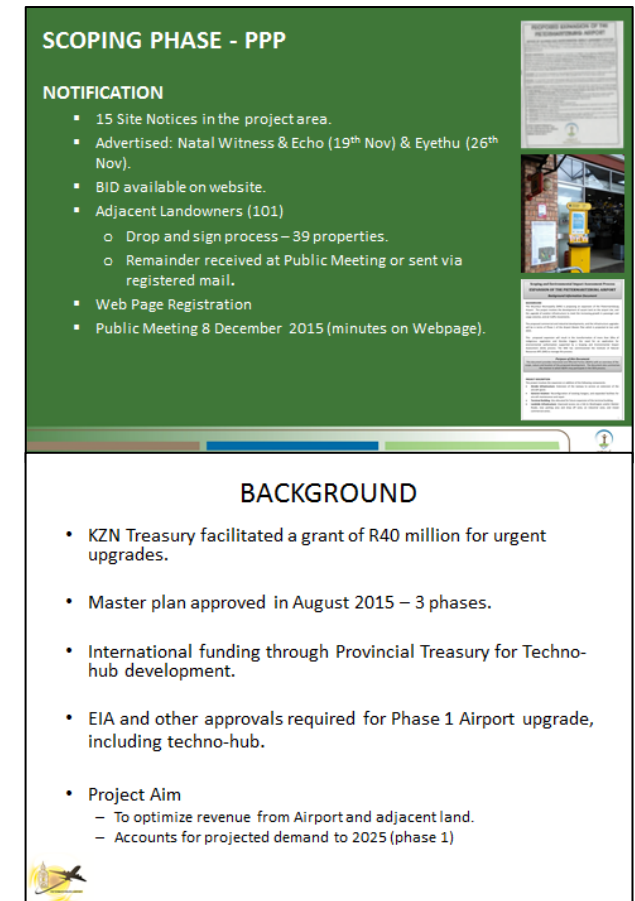
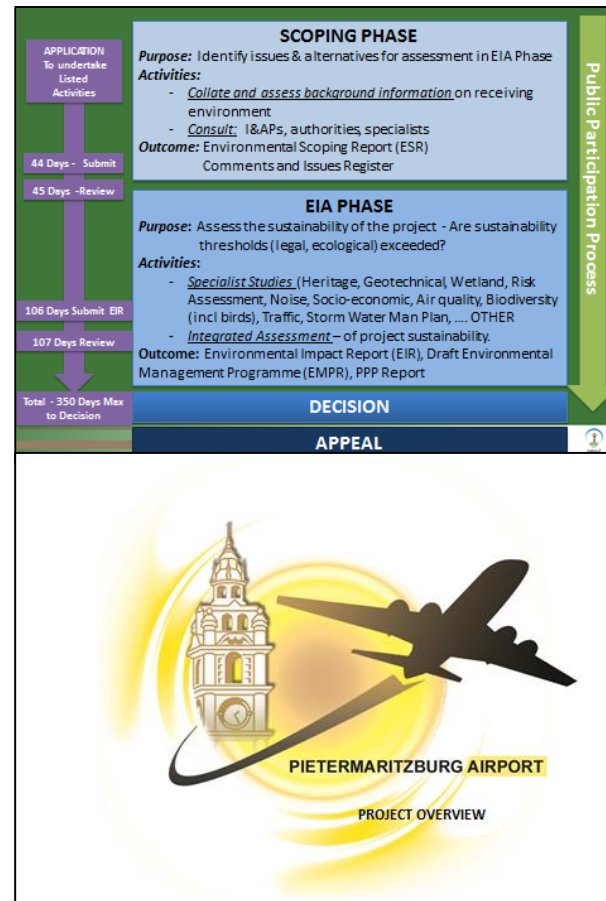
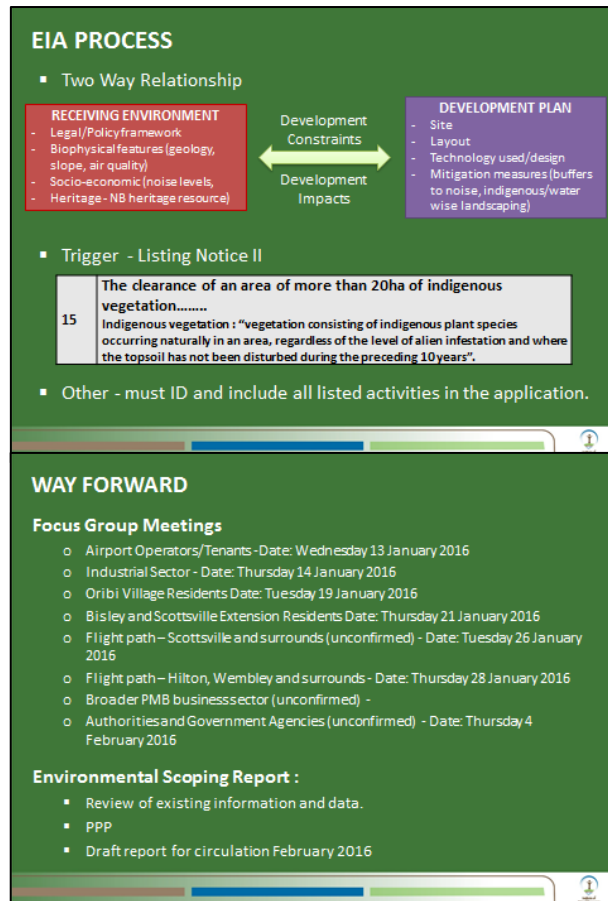
- Identify and develop working relationship between project team and I&APs.
- Provide IA&Ps with an understanding of the project and the EIA process.
- Workshop Process
 - Establish a deeper understanding of the receiving environment.
 - Issues and opportunities to be investigated in more detail in the EIA Phase.
 - Alternatives & other mitigation to be considered in the assessment phase.

AGENDA

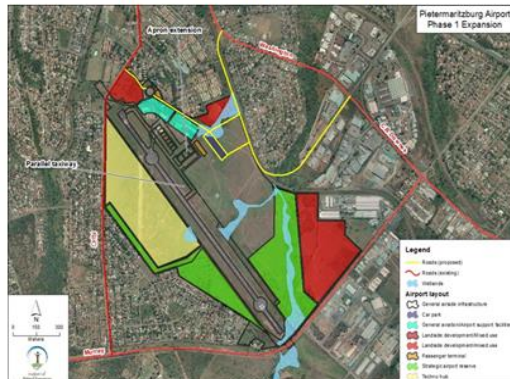
- Welcome and Introductions
 - Introductions
 - Purpose and Structure
 - Acceptance of Agenda
- Project Description
- Overview of the Scoping and Environmental Impact Assessment (SEIA) process
 - Purpose and steps in process
 - Progress to date
 - Points of clarity
- Discussion
 - Introduction
 - Participatory mapping
 - Current state
 - Opportunities
- Going Forward
- Contact Details and Closure

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Appendix 3: Public Participation Report

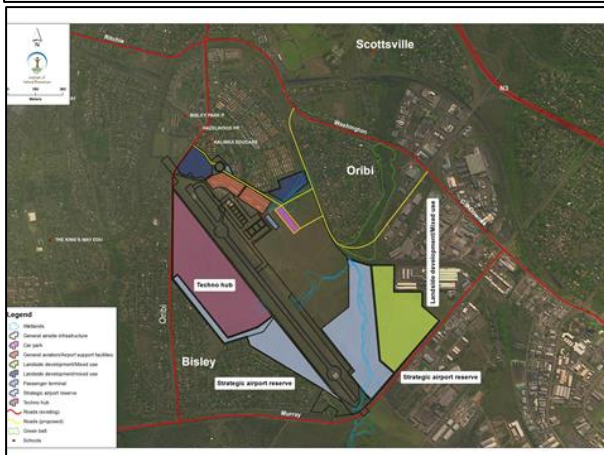


PHASE 1 – Revised Layout



DEVELOPMENT PLAN

- Construction of the Techno Hub will commence once the EIA completed (assuming a positive decision).
- Detailed planning for expansion of taxiways and new apron informed by feasibility study.
- Complete the airport precinct plan.
- Establishment of Airport Entity to manage the airport and the precinct.
- Land release programme for land side developments.



ULTIMATE DEVELOPMENT



TECHNOLOGY HUB



CLOSURE

- Details and minutes available via the INR website: www.inr.org.za (What's New page)
- Please also register as an I&AP on the website.

Alternatively please contact:

Mrs. Sian Oosthuizen
P.O. Box 100396, Scottsville, 3209
Tel: 033 3460 796
Fax: 033 3460 895
Email: soosthuizen@inr.org.za

TECHNOLOGY HUB

- Will be the first development in Phase 1.
- Final designs are nearing completion - early 2016.
- Grant funding will finance construction of bulk services and infrastructure.
- Investors will lease sites for their development and finance the top-structure.
- Incentives for investment in the hub will be provided
- Prospective developments: Aviation academy (DUT), Aviation Cluster (AAM), Multi Sports Complex, Enterprise Zone, Accommodation.

Discussion

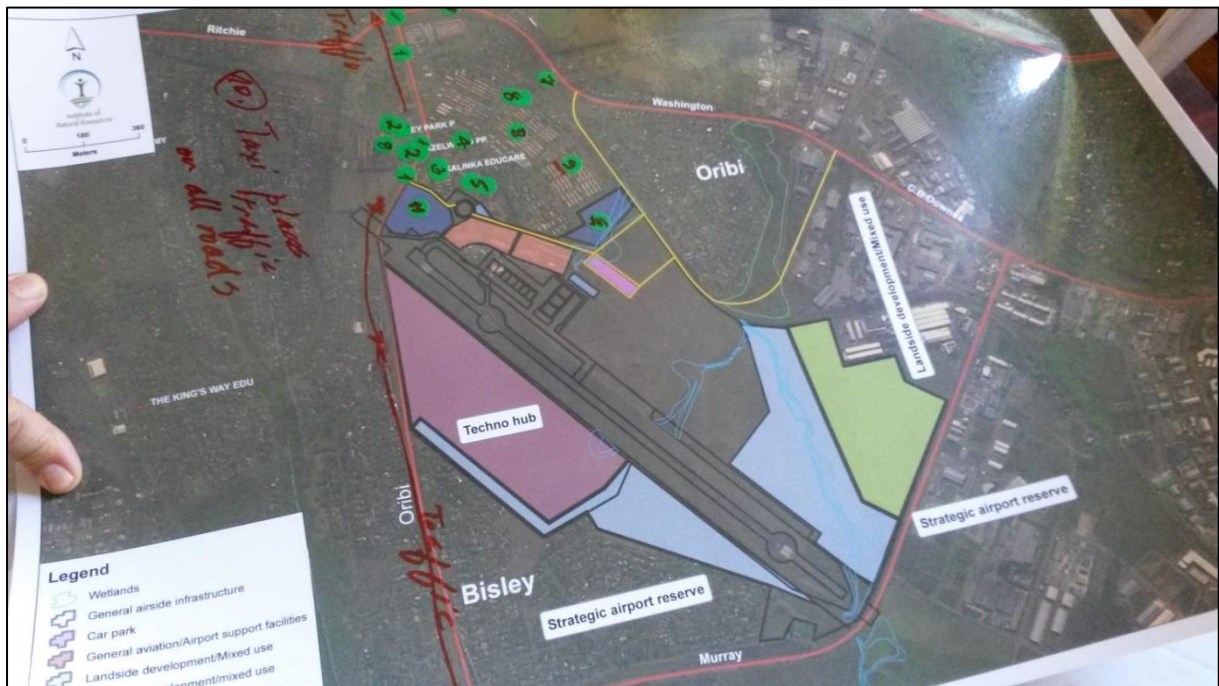
- Introduction
- Participatory mapping
 - Current state
 - Opportunities

3. Maps, Comment Sheets and photographic evidence

Group 1: isiZulu



Group 2: English



ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Group 1: isiZulu

GROUP No.: Isizulu

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
①	<u>Techno Hub</u> (A) <u>Access</u> (B)	(A) Access to information & understanding/ education → All ages → Aero, industry + → General education [low levels of literacy] in the area. (B) Ensure adequate access to reduce traffic issues.
②	<u>UNIVERSITY</u>	(A) Access to ^{UNIVERSITY} SPORTS FACILITIES OR ELSEWHERE IN THE AREA. + OTHER SOCIAL AMENITIES → CRANE → COMMUNITY CENTRES. →

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
③	<u>EDUCATION - SCHOOLS</u> (10)	(A) Next large high school. Alexandra is closest. (B) Risk to children from increased traffic ^{on roads} - sidewalks, zebra crossings, as integration option. (C) Access to science/technology @ Techno-Hub
④	<u>BUSINESS OPPORTUNITIES</u>	(A) What type of business is planned. → Need clarification of this. (B) Needs to be mindful of summer in Oribi Village - ensure access to opportunities.

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
⑤	WETLANDS WITHIN THE AIRPORT	Ⓐ Ensure wetland is preserved.
④+5+1	ACCESS TO THE MULTIPURPOSE SPORTS FACILITY FOR COMMUNITY & SCHOOLS	Ⓐ
⑥	PROPOSED ACCESS ROAD	Ⓐ ROAD IS WELCOMED. Community would appreciate links onto THIS ROAD Ⓑ OPPORTUNITY TO CLEAN UP THE RAILWAY STRUCTURE ↳ IT IS NOT MAINTAINED & SO IS SAFETY ISSUE & MESS! ALONGSIDE RAILWAY

* IF IMPACTED THAN ALTERNATIVE SITE? → AGRIC SPONSORED FERTILISER
(NOTE) GET LIST OF USERS FROM COUNSELLORS. MUNICIPALITY ALSO HAS LIST

Page 3 of 10

Ⓒ GRASSHOP MAY BE IMPACTED. DEVELOPED AS ALTERNATIVE TO DUMPING AND HAS BECOME SOURCE OF FOOD & INCOME*

Group 2: English

GROUP No.: 2

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
1	Traffic issues & congestion very busy already. Some people go around from Murray Road to get to Orville	Road upgraded more traffic Carro Shop, flea market Show skills stage for outside market
2	Besley Park School. Access to School for pedestrians	

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
3	No outside kids at Kainka open Road near Kainka better access kids come in come to Kainka	
4	Air pollution particularly for Asthmatic	

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
5	Small industry Cattle	Can be involved in airport development. SAFE adult education, computer lang cleaning training
6	Open field very important for kids to play - Pastor at church plays with kids	

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
7	New road proposed at Area Any improvement to Washington Road may effect	Road at yellow line Run along side railway line
8	noise + air pollution Bisley School	Sound proofing Roofs

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
9	Air pollution	fly carter here of day
10	Taxis & traffic issues	

Focus group meeting

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
11	Developer Commercial area Shopping Centre	Service for people close to town



3.10. Appendix 10: Bisley and Scottsville Extension Residents FGM Minutes

MINUTES¹ OF THE BISLEY AND SCOTTSVILLE EXTENSION FOCUS GROUP MEETING -THURSDAY 21 JANUARY 2016, NCF CHURCH, ALEXANDRA ROAD EXTENSION

Overview

- The focus group meeting was conducted and represented by:
 - The Msunduzi Municipality – development proposer/client
 - Rodney Bartholomew
 - The Institute of Natural Resources (INR) NPC – Scoping and Environmental Impact Assessment (SEIA) consultant
 - David Cox
 - Samiksha Singh
 - Kusasalethu Sithole
 - Phelamanga – Public Participation Specialists
 - Rod Bulman
 - Rose Owen
- A total of 12 Interested and Affected Parties (I&APs) were in attendance. The consolidated attendance register and a copy of the original register are included in Appendix 1.
- The meeting commenced at approximately 18:00 chaired by David Cox, and closed at approximately 20:00.

Context

- David Cox (INR) welcomed and introduced all present and gave an overview of the purpose of the meeting. David Cox went on to discuss the role of the INR as an independent EIA practitioner, whose client is the Msunduzi Municipality, for the proposed expansion of the Pietermaritzburg airport. Rod Bulman and Rose Owen (Phelamanga) were introduced as a support to the INR in the public participation process.
- David Cox provided an introduction to the focus group meeting and the scheduled agenda
 - The agenda was accepted without any amendments or additions.
- David Cox provided an overview of the Scoping and Environmental Impact Assessment (SEIA) process which is in two phases and the intention of the process. David further explained the current stage of the SEIA process that is the scoping phase and the involvement of I&APs in the SEIA and their future engagement opportunities.

¹ These minutes are not intended as a verbatim transcript of the meeting, but rather as a summary of the salient discussions which took place

- David Cox provided an overview of the project background and motivation, the status quo and the revised Master Plan of the Pietermaritzburg Airport.
- A copy of the Power Point presentation that provided the proposed development project's background and overview is included in Appendix 2.

Discussion

The discussion session involved a participatory mapping exercise which was facilitated by Rose Owen and Rod Bulman (Phelamanga). Rose Owen explained that the primary goal of the exercise was to unpack the perceptions, concerns and opportunities related to the proposed development. Participants were encouraged to not only provide detail of the concern, but also identify opportunities associated with the area of concern. The session was run in two groups and each group was provided with a map of the airport precinct area, with detail of the proposed development and contextual features. Each I&AP was given three sticker dots, with the instruction to place a sticker on the map where they perceived a concern and/or opportunity. This part of the exercise was conducted in silence to ensure that the perceptions of each I&AP were independent and not influenced by other I&APs.

The concentration of stickers at certain points singled out those areas as points of interest for a number of individuals. Each cluster and individual sticker were allocated a number and discussed within the group with the aim of describing and understanding the concern and/or interest and then finding opportunities or alternatives to mitigate impacts and compensate for loss and damage. This discussion was recorded on a comment sheet, documenting the key outcomes of each topic (scanned copies of the maps and the comment sheets compiled during this exercise are provided in Appendix 3). The outcomes of the discussion and participatory mapping exercise are captured in Table 1 to follow.

The session was concluded once the mapping exercise discussions were completed. David Cox chairing the meeting and gave the concluding remarks, thanking the I&APs for their attendance and valued input. He further encouraged the I&APs to register on the database and send comments and suggestions online or to the PPP contact person whose details were provided.

Table 5: Summary of areas of concern and opportunities/alternative discussed during the participatory mapping exercise

Map and Sticker number	Area/Topic of concern	Level of Concern ¹	Detail of Concern	Opportunities and/or alternatives
Map 1 Sticker 1 & 4	Schools in the area	High	<ul style="list-style-type: none"> The expansion of the airport and the anticipated increase in air traffic resulting in cumulative impacts of noise pollution and heat are not favourable for the schools in the area. The business developments at and around the airport are likely to increase the existing traffic congestion in the area. The influx of people in the area due to the developments will result in the need for more schools. 	<ul style="list-style-type: none"> It is important that the schools in the area are sound proofed and insulated to decrease the negative effects associated with the increase of air traffic. A noise impact assessment has to be conducted to ensure that noise levels are within the stipulated thresholds. Pedestrian access has to be created such as pavements or a bridge across Oribi Road and a layby for people to drop their children off. A new school in the area will relieve the pressure on Bisley Park Primary School to cater for the influx of people into the area.
Map 1 Sticker 2	Road intersection	Medium	The road intersection between Washington Road and Oribi Road currently experiences a high volume of traffic which will be exacerbated by the expansion of the airport.	This intersection should be upgraded by creating designated turning lanes.
Map 1 Sticker 3	Traffic increase	Low	In the Scottsville Extension area, the resultant increase in traffic and people may disturb the peace in the area.	Need to ensure that intersections and roads are upgraded to assist with increased traffic volumes.
Map 1 Sticker 5	Access to the N3	Low	There is no access off the N3 into this area or to the airport.	An access route from the N3 that joins Washington Road would be beneficial especially if it includes designated truck lanes and multiple passenger lanes.
Map 1 Sticker 6	Industrial area	Low	There are concerns around the demolishing of buildings in the industrial area which may result in job loss.	It was indicated that the proposed industrial area will be developed within the airport boundary. An increase in development will result in the creation of job opportunities.
Map 1 Sticker 7	Access to the Techno Hub	Low	Will there be alternate access to the Techno Hub which could possibly decrease traffic congestion on Oribi Road?	There is a proposed access route off Oribi Road to the Techno Hub. The development of the Techno Hub should also influence an upgrade to the Murray Road and Oribi Road intersection to decrease traffic congestion.
Map 1 Sticker 8	Safety issues	Medium	There are safety concerns in the event of a plane crash and what measures are put into place to decrease the negative impacts associated with this.	There should be safety fences and noise barriers to decrease the effects associated with a plane crash.

¹ Based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Map and Sticker number	Area/Topic of concern	Level of Concern ¹	Detail of Concern	Opportunities and/or alternatives
Map 2 Sticker 1	Schools in the area	Medium	<ul style="list-style-type: none"> • With the expansion of the airport, and the anticipated increase in air traffic resulting in cumulative impacts of noise pollution and heat are not favourable, and are likely to affect schools in the area. • What safety measures are there to ensure that no children and people in the area are harmed in the event of a plane crash? • The already high volumes of traffic in the area will be increased through the airport expansion which will result in further risk to children walking to schools in the area. 	<ul style="list-style-type: none"> • The ceilings of the schools should be sound proofed to ensure that aeroplanes flying overhead do not disrupt classroom activities. • The schools and surrounding areas should be included in Airports Emergency Preparedness Response Plan. • Safety procedures need to be designed which can be implemented at the school in the form of drills to prepare pupils in the event of a plane crash. • Pedestrian pavements need to be created near the school areas with zebra crossings, traffic lights and designated drop off zones so that children walking to school are not harmed by the increased traffic volumes in the area.
Map 2 Sticker 2	Traffic increase	High	<ul style="list-style-type: none"> • There are already high volumes of traffic in the area which will increase not only when the airport expansion is complete but also during construction phase when there will be an increase of construction vehicles using the roads around the airport. • There is traffic congestion at the Richie and Oribi Roads intersection at the moment which will increase drastically with this development. 	<ul style="list-style-type: none"> • Roads in the area need to be widened to accommodate the high volumes of traffic. • Pedestrian access needs to be created such as pavements, zebra crossings and traffic lights. • The Richie and Oribi Roads intersection needs to be upgraded with designated turning lanes • A traffic study needs to be conducted and is extremely necessary to determine the volumes of traffic in the area, the projected increase and alternative road designs to ease the traffic in the area.
Map 2 Sticker 3	Residential areas around the airport	High	<ul style="list-style-type: none"> • The residents in the area are concerned about the increase of informal settlements leading to potential increase in crime rates, a decrease in property values and a decrease in access to important services in the area. There is vacant land in the area which could be taken and used for informal settlements by people coming into the city to look for jobs at the airport, especially while it is in the construction phase. With the increase in informal settlements there will be an increase in crime rates in the area. • Houses that are close to the airport have cracks in them due to the vibration from the aeroplanes. The number of planes flying to and from the Pietermaritzburg Airport has increased. Initially the planes only flew in the mornings and evenings but now there are lunchtime planes as well. • Within the residential areas there are some environmental concerns. For example, leaves at the top of trees in residential gardens have fallen off due to the planes that fly overhead. These aeroplanes also disturb birds that are nesting in these trees. 	<ul style="list-style-type: none"> • The residents feel that the municipality has to put a plan in place to indicate how the influx of informal settlements in the area would be managed. By-laws need to be created to prevent illegal land grabs. On the other hand, the airport development will increase property values provided that there are no informal settlements in the area. • There is a need for a geotechnical study to assess the structural integrity of the houses near the airport and if structural damage to the houses are in-fact caused by the vibrations of the aeroplanes. Houses at different distances from the runway should be assessed and I&APs should be able to request if they want their houses to be assessed. • Specialist studies need to be conducted to access the impacts of planes on environmental aspects and birds in the area.

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Map and Sticker number	Area/Topic of concern	Level of Concern ¹	Detail of Concern	Opportunities and/or alternatives
Map 2 Sticker 4	Formal housing	Low	The area was a tennis court in the past but now has deteriorated which has resulted in concerns of land grabs in the area.	This vacant land should be divided into plots and sold as formal housing instead of it being vacant and possibly becoming an informal settlement
Map 2 Sticker 5	Road congestion	High	<ul style="list-style-type: none"> The intersections in the area around the airport are already heavily congested which will be increased when the airport is expanded, particularly the Murray and Oribi Roads intersection. Oribi, across from the proposed Techno Hub, has deteriorated posing a threat to the road user and the condition is likely to worsen during the construction phase, especially with heavy trucks that may be utilising this road. 	<ul style="list-style-type: none"> Traffic congestion may be eased if there are more traffic lights and designated turning lanes. Pedestrian access and pavements should be created to ensure pedestrian safety. The road surfaces should be upgraded and road markings visible so that it can accommodate for the increase in traffic and the increase in trucks that will be using the road. The time at which the construction vehicles can use the road should be specified so that during peak traffic time the trucks are not on the road slowing down traffic. The initial step may be to widen the road to accommodate these larger trucks.
Map 2 Sticker 6	Proposed link road	Low	The Scottsville Extension and Bisley residents welcomed the idea of the new proposed link road but have concerns about its accessibility.	The residents feel that there should be access off the link road to the residential area and that it should not be used exclusively for airport access only.
Map 2 Sticker 7	Job Creation	Medium	At the previous Public Meeting it was mentioned that there may be jobs created for people in the airport surrounding areas. However the residents are concerned that these job opportunities will be low level, unskilled jobs and do not accommodate for more formal jobs for people with more advanced skill sets and for employment outside of the construction phase.	The residents have suggested that even if contractors are chosen by the municipality, sub-contractors should be selected from the residential areas surrounding the airport. For example, if a company is selected by the municipality for plumbing this company should sub-contract plumbers from the surrounding areas. The residents have suggested that when looking for both skilled and unskilled labour, the municipality should use a circular template (a template comprised of circular zones centred on the airport). When looking to satisfy a skills need, they should start by looking within the area immediately adjacent to the airport. If an available skill cannot be satisfied by a member in this initial circle, the circle can be widened to accommodate other areas. This ensures that residents in this area are benefitted by the development. The residents do understand that some skills will not be found in the surrounding residential area in which case experts from other areas should be brought in.
Map 2 Sticker 8	Terminal Building	Low	The terminal building was recently upgraded, but now this development proposes that it will be moved. This seems to be a waste of money.	Even though the development is occurring in phases it is important to keep in mind the final development so as to not waste time and money upgrading and then moving structures.

Appendixes

1. Attendance Register

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Rodney Batholomew	033 392 3240		Msunduzi Municipality
Nomonele Maphanga	079 692 6114	nomonele@gmail.com	90 Osborne Road
Mthokozisi Maphanga	079 464 1368	mthokozisia@gmail.com	90 Osborne Road
Percy Ngcobo	084 258 2712	Percyngcobo57@gmail.com	28 Markham Road
Kusasaletu Sithole	076 381 5667	skusasaletu@gmail.com	Denision Residence, Golf Road
Sibusiso Mboto	072 483 2360		
Nombuso Mzobe	082 963 6109	Mzobenombuso@gmail.com	3 Markham Road
Vic Winterbach	084 511 4110	wintervic@sai.co.za	Ward 36 councillor
Mabandla Nkwanyana	082 470 3963	nevillenkwanyana@gmail.com	48 Andries Pretorius Road
Philani Ngidi	072 546 7256		Councillor
Zondi Londeka	072 223 1666	londekazondi@webmail.co.za	83 Globe Road
Mdladla Siphosethu Hellen	072 985 9150	siphosethumdladla@gmail.com	83 Globe Road

1.2. Original Attendance Registers

Name and Surname	Contact No.	Email Address	Address
Mabandla Nkwanyana	082 470 3963	neville.nkwanyana@gmail.co.za	48 Andries Pictorius Road
Phiso Ngq'...	072 546 1256		Chiv.
ZONDI LONDEKA	07222 31666	LONDEKA ZONDI@WEBMAIL.CO.ZA	83 GLEBE ROAD SCOTTSVILLE EXT
MDLADLA SIZAKSETHU HELEN	07295 59150	SIZAKSETHU MDLADLA@GMAIL.COM	83 GLEBE ROAD SCOTTSVILLE EXT

Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport
Focus Group Meeting – Bisley and Scottsville Extension Residents
ATTENDANCE REGISTER



Name and Surname	Contact No.	Email Address	Address
RODNEY BARTHOLOMEW	3923240		Msimang Municipality
nomonde maphanga	0796926114	nomondea1@gmail.com	90 Osborne Road
mthokozisi maphanga	0794641368	mthokozisi1@gmail.com	90 Osborne Road
Percy Ngcobo	0842582712	percyngcobo57@gmail.com	28 Markham Rd
Kusasaletu Sithole	0763815667	skusasaletu@gmail.com	Denson Residence, Golf Rd
Sibusiso Mzobe	072 483 2360		
Nombuso Mzobe	0829636109	mzobenombuso@gmail.com	3 MARKHAM RD BISLEY
Mr Vic WINTERBACH	0845114170	winterw@saai.co.za	WARD 36

3. Focus Group Meeting Presentation

PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Focus Group Meeting
- Bisley and Scottsville Extension Residents -

Thursday 21 January, 2016
NCF Church




PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Focus Group Meeting
- Industrial Sector -

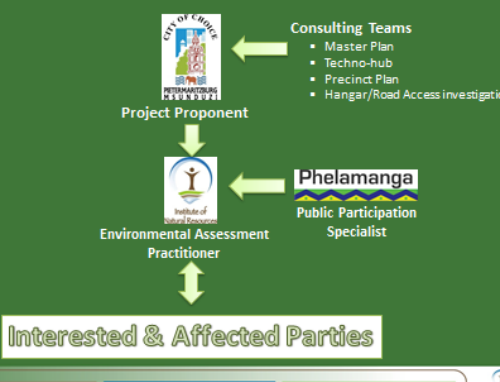
Thursday 14 January, 2016
Truda Snacks, Mkondeni



WELCOME & INTRODUCTIONS



WELCOME & INTRODUCTIONS



MEETING PURPOSE

- Identify and develop working relationship between project team and I&APs.
- Provide IA&Ps with an understanding of the project and the EIA process.
- Workshop Process
 - Establish a deeper understanding of the receiving environment.
 - Issues and opportunities to be investigated in more detail in the EIA Phase.
 - Alternatives & other mitigation to be considered in the assessment phase.

AGENDA

- Welcome and Introductions
 - Introductions
 - Purpose and Structure
 - Acceptance of Agenda
- Project Description
- Overview of the Scoping and Environmental Impact Assessment (SEIA) process
 - Purpose and steps in process
 - Progress to date
 - Points of clarity
- Discussion
 - Introduction
 - Participatory mapping
 - Current state
 - Opportunities
- Going Forward
- Contact Details and Closure

EIA PROCESS

- Two Way Relationship

RECEIVING ENVIRONMENT
 - Legal/Policy framework
 - Biophysical features (geology, slope, air quality)
 - Socio-economic (noise levels, Heritage- NB heritage resource)

Development Constraints

Development Impacts

DEVELOPMENT PLAN
 - Site
 - Layout
 - Technology used/design
 - Mitigation measures (buffers to noise, indigenous/water wise landscaping)
- Trigger - Listing Notice II

15 The clearance of an area of more than 20ha of indigenous vegetation.....

Indigenous vegetation : "vegetation consisting of indigenous plant species occurring naturally in an area, regardless of the level of alien infestation and where the topsoil has not been disturbed during the preceding 10 years".
- Other - must ID and include all listed activities in the application.

WAY FORWARD

Focus Group Meetings

- Airport Operators/Tenants-Date: Wednesday 13 January 2016
- Industrial Sector - Date: Thursday 14 January 2016
- Oribi Village Residents Date: Tuesday 19 January 2016
- Bisley and Scottsville Extension Residents Date: Thursday 21 January 2016
- Flight path- Scottsville and surrounds (unconfirmed) - Date: Tuesday 26 January 2016
- Flight path- Hilton, Wembley and surrounds - Date: Thursday 28 January 2016
- Broader PMB business sector (unconfirmed) -
- Authorities and Government Agencies (unconfirmed) - Date: Thursday 4 February 2016

Environmental Scoping Report :

- Review of existing information and data.
- PPP
- Draft report for circulation February 2016

SCOPING PHASE

Purpose: Identify issues & alternatives for assessment in EIA Phase

Activities:

- Collate and assess background information on receiving environment
- Consult: I&APs, authorities, specialists

Outcome: Environmental Scoping Report (ESR) Comments and Issues Register

44 Days - Submit
45 Days - Review

EIA PHASE

Purpose: Assess the sustainability of the project - Are sustainability thresholds (legal, ecological) exceeded?

Activities:

- Specialist Studies (Heritage, Geotechnical, Wetland, Risk Assessment, Noise, Socio-economic, Air quality, Biodiversity (incl birds), Traffic, Storm Water Man Plan, OTHER
- Integrated Assessment- of project sustainability.

Outcome: Environmental Impact Report (EIR), Draft Environmental Management Programme (EMPR), PPP Report


106 Days Submit EIR
107 Days Review

Total - 350 Days Max to Decision

DECISION

APPEAL

Public Participation Process




PIETERMARITZBURG AIRPORT

PROJECT OVERVIEW

SCOPING PHASE - PPP

NOTIFICATION

- 15 Site Notices in the project area.
- Advertised: Natal Witness & Echo (19th Nov) & Eyethu (26th Nov).
- BID available on website.
- Adjacent Landowners (101)
 - Drop and sign process - 39 properties.
 - Remainder received at Public Meeting or sent via registered mail.
- Web Page Registration
- Public Meeting 8 December 2015 (minutes on Webpage).




BACKGROUND

- KZN Treasury facilitated a grant of R40 million for urgent upgrades.
- Master plan approved in August 2015 - 3 phases.
- International funding through Provincial Treasury for Techno-hub development.
- EIA and other approvals required for Phase 1 Airport upgrade, including techno-hub.
- Project Aim
 - To optimize revenue from Airport and adjacent land.
 - Accounts for projected demand to 2025 (phase 1)

BACKGROUND

- Legal entity being established to operate the Airport.
- Various concurrent investigations to the EIA process. Separate process that will inform each other:
 - Airport Precinct Plan.
 - DBSA investigation into hangar and access routes.



Precinct Plan Project Area

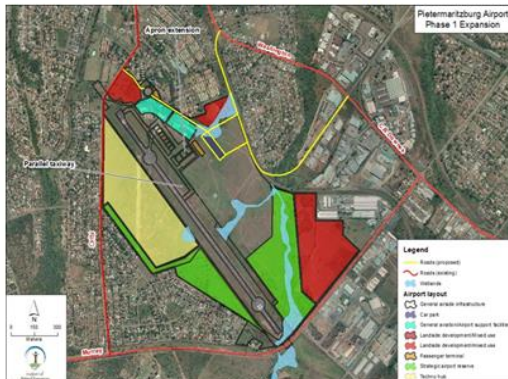
STATUS QUO



PHASE 1 - Master Plan Layout

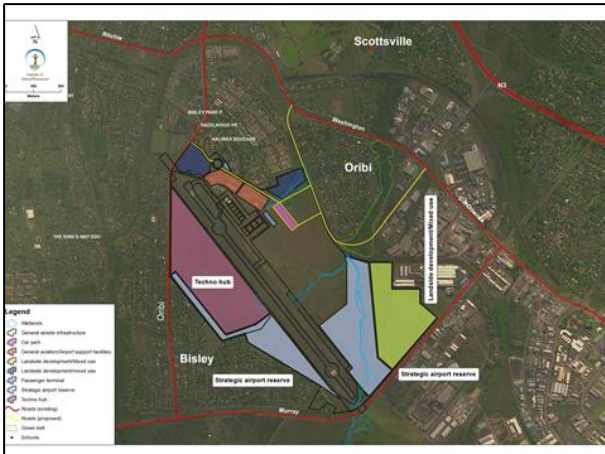


PHASE 1 – Revised Layout



DEVELOPMENT PLAN

- Construction of the Techno Hub will commence once the EIA completed (assuming a positive decision).
- Detailed planning for expansion of taxiways and new apron informed by feasibility study.
- Complete the airport precinct plan.
- Establishment of Airport Entity to manage the airport and the precinct.
- Land release programme for land side developments.



ULTIMATE DEVELOPMENT



TECHNOLOGY HUB



CLOSURE

- Details and minutes available via the INR website: www.inr.org.za (What's New page)
- Please also register as an I&AP on the website.

Alternatively please contact:

Mrs. Sian Oosthuizen
P.O. Box 100396, Scottsville, 3209
Tel: 033 3460 796
Fax: 033 3460 895
Email: soosthuizen@inr.org.za

TECHNOLOGY HUB

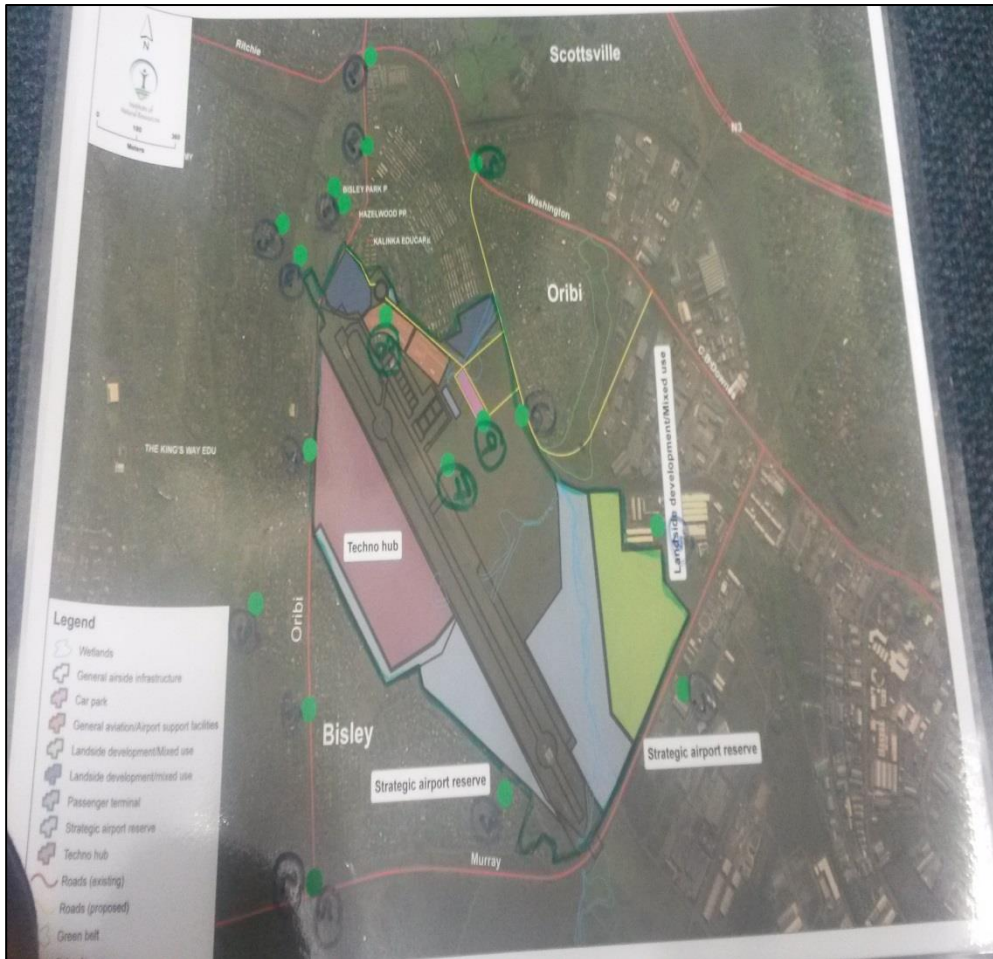
- Will be the first development in Phase 1.
- Final designs are nearing completion - early 2016.
- Grant funding will finance construction of bulk services and infrastructure.
- Investors will lease sites for their development and finance the top-structure.
- Incentives for investment in the hub will be provided
- Prospective developments: Aviation academy (DUT), Aviation Cluster (AAM), Multi Sports Complex, Enterprise Zone, Accommodation.

Discussion

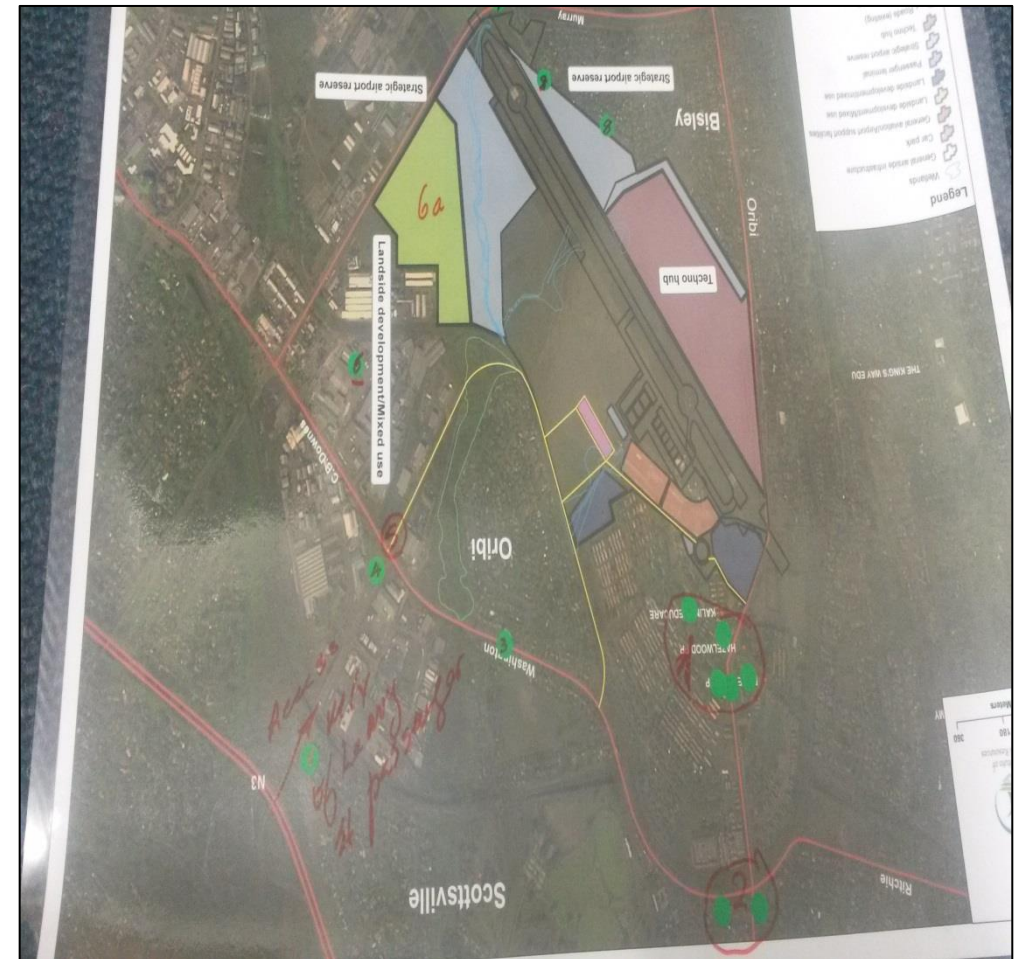
- Introduction
- Participatory mapping
 - Current state
 - Opportunities

4. Maps, comment sheets and photographic evidence

Map 1



Map 2



Map1: Associated Comment sheet

GROUP No.: _____

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
1	<ul style="list-style-type: none"> - Noise from higher number of planes (schools & residence) - Traffic : safety issue (children & Adults) 	<ul style="list-style-type: none"> * Insulation for the schools (noise & heat) * Check/evaluate noise levels against acceptable thresholds. * Pedestrian Bridge across Oribi and a byby for people to drop their children off.
2	<ul style="list-style-type: none"> - Upgrading of intersection 	Dedicate turning lanes
3	<ul style="list-style-type: none"> - More people & More traffic may disturb peace of area. 	
4	<ul style="list-style-type: none"> - Because of traffic, a school here would relieve pressure on Bisle Primary School. 	*Support for new road

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Focus Group Meeting – Airport tenants/operators
13 January 2016, 11:00, PMB Aero Club

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
5	Access from N3 is inadequate - Market Rd & Extension & Washington	* Dedicated truck lanes * Multiple passenger lanes
6	- Will buildings be demolished & jobs lost.	6a) Job opportunities in new industrial area.

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
7	Alternative access to techno-hub	* Reduction in traffic on Oribi Rd. * Also strengthens need for intersection upgrade.
8	- Safety concerns from an aircraft crashing - Concern about structural damage	* Safety Fence * Noise Barriers

Map 2: Associated comment sheet

GROUP No.: Rose map

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
1	Noise level Safety of kids airplane crashes Traffic Pedestrian access Road from airport to Bisle a taxi rank at present need Some sort of config.	taxi zone (mini-bus) - drop offs - construction & after at the airport with be loop road better design for a drop off zone (9) At the moment have to pay to drop off.
②	Already traffic on these roads Especially during peak time Construction place trucks going to airport Richwe Road o.b.i Road intersection Bus stop Entire o.b.i Road increased traffic When airport is developed	Wider Road Pedestrian access - pavement, zebra crossing Traffic study necessary Traffic study volume & Road design

Page 1 of 10

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
3	Residential areas Concern for people's home. with dev increase informal settlement for job seeking. Devalue houses, crime, access to services. Lots of vacant land. - Airplane vibration causing cracks in home. Size and no. of planes have already increase planes usually used to only fly morning & evening not lunch time as well.	How will this be managed needs to be in plan. by laws prevention of illegal land grabbers. If no squatters land value will go up. May need geotechnical study. Structural integrity impacted by airplane vibration. diff distances from runway - would it be able to say they want house check.
	- Environmental concerns leg gone with planes flying low. Disturbing birds. - 70% workers from adjacent areas municipality mentioned this at first meeting.	Specialist study. Birds & airports don't go

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ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
4	welland area open space was used for tennis court - concerned about land grabs in this area. Railway Reserve vacant land can be informal settlements -	vacant lands & divided into plots for formal houses instead of informal settlements.
5	Intersections congested Murray & O-bi Road intersection needs to be upgraded. Condition of Road access from Technohub Increase development trucks	traffic lights, pedestrian access traffic light at intersection at Washington Road & new proposed Ink Road. Surface & markings should be upgraded. need to restrict time that trucks can be on the road

Page 3 of 10

construction vehicles not on Road
6:30 am → 7am - need to engage with construction veh. might have to start with widening Road

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
6	Orib Resident & Scottsville Cct should also be able to access new Ink Road & should not be exclusively for airport uses only.	
7	will jobs be created within airport - Not only for labour but also jobs in a more formal sector jobs at a higher level. Employment outside construction Phase. Skilled jobs	Contracts from people in area. have Sub contractors from area. Semi-skilled labour - eg plumbers, electricians. Local people can benefit from project. Unless its skilled and can't find. Keep widening circle to find people to be employed. Keep widening circle

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ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
8	Terminal building was already upgraded not the waste water to move it again Tax payer unnecessary wastage of money	Not to reneude even though its done in places Keep an eye on final Product -
	Fears concerns about houses been demolished Process was run excellently It is happy about participating mapping felt that they were involved happy about develop people to King Shaka instead of Lee Pmb.	

Photographic evidence



3.11. Appendix 11: Flight Path FGM Minutes

MINUTES¹ OF THE HILTON, WEMBLEY AND SURROUNDING AREAS (FLIGHT PATH) FOCUS GROUP MEETING - THURSDAY 28 JANUARY 2016, GIRL GUIDES HALL, WORLDS VIEW ROAD

Overview

- The focus group meeting was conducted and represented by:
 - The Msunduzi Municipality – development proposer/client
 - Rodney Bartholomew
 - The Institute of Natural Resources (INR) NPC – Scoping and Environmental Impact Assessment (SEIA) consultant
 - Jabulile Matshazi
 - Samiksha Singh
 - Phelamanga – Public Participation Specialists
 - Rose Owen
- A total of 7 Interested and Affected Parties (I&APs) were in attendance. The consolidated attendance register and a copy of the original register are included in Appendix 1.
- The meeting commenced at approximately 17:45 and closed at 19:30.

Context

- Rose Owen (Phelamanga) welcomed and introduced all present and gave an overview of the purpose of the meeting. Rose Owen went on to discuss the role of the INR as an independent EIA practitioner, whose client is the Msunduzi Municipality for the proposed expansion of the Pietermaritzburg airport. Phelamanga were introduced as a support to the INR in the public participation process.
- Rose Owen provided an introduction to the focus group meeting and the scheduled agenda
 - The agenda was accepted by all without any amendments or additions.
- Jabulile Matshazi provided an overview of the Scoping and Environmental Impact Assessment (SEIA) process which is in two phases and the intention of the process. Jabulile further explained the current stage of the SEIA process that is the scoping phase and the involvement of I&APs in the SEIA and their future engagement opportunities.
- Rodney Bartholomew provided an overview of the project background and motivation, the status quo and revised Master Plan of the Pietermaritzburg Airport. Citing a few examples of the expansion, he explained that the terminal building was being upgraded to accommodate the

¹ These minutes are not intended as a verbatim transcript of the meeting, but rather as a summary of the salient discussions which took place

potentially increasing number of airport users. He further explained that, these developments are governed by a legal framework, for instance the aviation safety rules and regulations, and Environmental legislation. Rodney also explained that international funding was acquired for the development of the Techno Hub which would hopefully, together with the expansion of the airport, provide revenue for the area. Rodney however emphasised that despite the availability of funding, namely for the Techno Hub, the development could not go ahead without an Environmental Authorisation.

- A copy of the Power Point presentation that provided the proposed development project's background and overview is included in Appendix 2.
- Throughout the meeting, attendees were encouraged to ask for clarity or more detail. Table 1 below indicates a summary of the questions posed and responses provided during and after the presentation¹.

Table 6: Summary of the question posed, the response/answer provided and the name of the representative who provided the response

Question Posed	Respondent	Response/Answer Provided
Does the project require an Atmospheric Emission Licence (AEL) or not? The requirement of these licenses should have already been determined.	Jabulile Matshazi (INR)	The project is still in the initial Scoping Phase, therefore gathering information which will inform which issues are to be investigated in the EIA and further determine which licences will be needed for this project.
On the projected map, are the areas around the airport residential areas?	Rodney Bartholomew (Msunduzi municipality)	Yes. Bisley, Scottsville Extension and Oribi Village are the residential areas surrounding the airport and Mkondeni is an industrial area.
Where will Pietermaritzburg's rapidly growing industrial sector develop?	Rodney Bartholomew (Msunduzi municipality)	There are still areas in Mkondeni that have not yet been developed. There is some land below the Northdale area demarcated for industrialisation, however most of it is privately owned. There is some land past Ashburton which could be developed. The N3 corridor between Pietermaritzburg and Durban is becoming highly important.
At which point does Msunduzi Municipality become Umgungundlovu Municipality?	Rodney Bartholomew (Msunduzi municipality)	The Msunduzi Municipality extends up past Umlaas Road, after which it becomes the Umgungundlovu Municipality.
Will the development of the Techno Hub result in the removal of the grass runway and is this runway not necessary for the private aircrafts?	Rodney Bartholomew (Msunduzi Municipality)	The Master Plan has been developed by aviation experts who believe that the grass runway is not necessary. The aircraft owners have indicated that the taxiway is sufficient. The airport will very soon be run as a business entity, separately from the Msunduzi Municipality. The Municipality however will be a major shareholder.
Will the rates of the Msunduzi municipal residents decrease with the expansion and development of the Pietermaritzburg Airport?	Rodney Bartholomew (Msunduzi Municipality)	I am unable to answer this question as these factors have not yet been discussed within the Msunduzi Municipality. The Msunduzi Municipality is in the process of establishing an airport entity that will run the Pietermaritzburg Airport as a business unit. This process is already underway and the Msunduzi Municipality will be a major shareholder.

¹ The Q&As are not direct quotes

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Question Posed	Respondent	Response/Answer Provided
With all the development that is surrounding the runway, is there enough space for the aeroplanes to land?	Rodney Bartholomew (Msunduzi Municipality)	Aviation experts have assured Msunduzi Municipality that the new plans have accounted for landing space. The distance between the runway and buildings fall within airport limits and heights of buildings and position of buildings have also been taken into account to ensure safe landing and visibility from the traffic control tower to the runway.
Is it possible for there to be an extension of the Runway?	Rodney Bartholomew (Msunduzi Municipality)	The high cost of the extension of the runway hinders the ability for the runway to be extended. The cost of lowering Murray Road to allow for the runway to pass over is very high. The land across Murray Road, Ukulinga, the University of KwaZulu-Natal's research farm, has to also be bought. From an aviation perspective, the size in terms of width and depth of the runway cannot accommodate large planes.
If the airport expansion cannot accommodate for flights to other cities such as Cape town, the bulk of us have to still utilise King Shaka Airport so how is this expansion beneficial?	Rodney Bartholomew (Msunduzi Municipality)	The frequency of flights from Pietermaritzburg to Johannesburg may increase to accommodate for the already exponentially increasing passengers this would only be likely in the long term as demand increases beyond what is currently available. The development surrounding the airport is in place to hopefully allow the airport to become self-sufficient.
At the moment there is a large monopoly of the Airlink airlines, how will this change in the future?	Rodney Bartholomew (Msunduzi Municipality)	The technology, especially for landing and taking off, is improving and this will allow for different operators to consider the Pietermaritzburg airport.
Currently there is only one runway at the airport, why are they not making provisions for a second runway that may open up possibilities to fly to other cities?	Rodney Bartholomew (Msunduzi Municipality)	This question will be noted, however, aviation experts believe that the runway and taxiway at present are sufficient. Flights only occur in the morning and evening at the moment so there is still opportunity to fly during the day, thereby increasing the number of flights from the Pietermaritzburg Airport without the need for another runway. <ul style="list-style-type: none"> The attendees made note that this was incorrect and there was already a flight at lunchtime
The runway cannot handle large aircrafts and the only way to solve this problem is to dig up the runway and re-do it, unfortunately the city cannot do without an airport for that long	Rodney Bartholomew (Msunduzi Municipality)	The aviation planners did look at the opportunity for the runway to be expanded however high costs have made this task impossible.
Has the expansion potential of the Pietermaritzburg Airport reached its limit?	Rodney Bartholomew (Msunduzi Municipality)	In terms of the destinations and size of aircrafts that can operate at the airport, the potential has been reached. However, the airport still has potential to increase the frequency of flights and aeroplanes from the airport.
The Hilton area experiences very misty conditions - will this not be a safety hazard with the potential increase in the number of aircrafts flying along this flight path with the expansion of the airport?	Rodney Bartholomew (Msunduzi Municipality)	With the development of the Pietermaritzburg Airport there will also be improvement in communication between the aircraft and the traffic control towers. New and improved landing lights and better communication with the ground will improve aircraft safety.

Discussion

The discussion session involved a participatory mapping exercise which was facilitated by Rose Owen (Phelamanga). Rose Owen explained that the primary goal of the exercise was to unpack their views,

values, concerns and opportunities related to the proposed development. Participants were encouraged not only provide detail of the concern, but to also identify opportunities associated with the area of concern. However, the attendees did not feel that the participatory mapping session was necessary or would aid in them getting their concerns across. The attendees looked at the maps of the development area and the flight path, and provided general comments and issues. Some of these discussions were labelled with stickers on the map. This discussion was recorded on a comment sheet, the summary of which is provided in Table 2 to follow. Scanned copies of the maps and the comment sheets used during this exercise are provided in Appendix 3.

The session was concluded once the discussions were completed. Rose Owen gave the concluding remarks, thanking the I&APs for their attendance and valued input. She further encouraged I&APs to register on the database and send comments and suggestions online or to the PPP contact person whose details were provided.

Table 7: Summary of participatory mapping exercise and discussion

Sticker number	Area/Topic of concern	Level of Concern <small>(based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)</small>	Detail of Concern	Opportunities and/or alternatives
1	Flight Path	High	The flight path is directly over our homes. There is a high noise impact from these flights, especially private aircrafts at unscheduled hours. With the expansion of the airport there will be more aircrafts flying over our homes, increasing the noise level.	The times that private aircrafts are allowed to fly should be regulated. Noise impact assessments should be conducted not only in the vicinity around the airport but the flight path corridor as well. Sound proofing of houses along the flight path should be provided by the Municipality. Progress is inevitable but the increase in air traffic is a problem.
2	Hospital	High	Hospitals along the flight path such as Greys Hospital and the Hilton Life hospital will also be affected negatively in terms of noise by the increase in frequency of flights.	These hospitals should also be provided with sound proofing.
None	Flight prices	Medium	The prices of flights to and from the Pietermaritzburg Airport are very expensive at the moment.	With the increase in the frequency of flights, the flight prices should become cheaper. If another company also has flights from Pietermaritzburg Airport there will be increased competition allowing for competitive prices.
None	Property values	Medium	The property values along the flight path may decrease due to the increase in noise pollution from planes flying overhead.	This is a major concern as one cannot become desensitised to the noise as the flights of planes over head are irregular and intermittent.

Appendixes

1. Attendance Register

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Hugh Temple	082 821 0048	jabu.temple@gmail.com	45 Worlds View Road
Denise Temple	033 343 1286	jabu.temple@gmail.com	45 Worlds View Road
Howard Richardson	033 343 2884	howardr@clubafrica.net	14 Worlds View Road
Dave Rigby	033 343 5797	dave.rigby@gmail.com	113 Hillside Road, Hilton
Hennie Heyns	082 975 6100	hdheyns@icloud.com	7 Lion Park Road, Lynnefield
Pam Passmoor	082 498 9712	p.passmoor@telkomsa.net	7 Park Lane, Hilton
Liz Dralle	072 591 2277	liz.dralle@gmail.com	9 Wylie Crescent, Wembley

1.2. Original Attendance Register

Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport

Focus Group Meeting – Hilton, Wembley and Surrounds (Flight Path)

ATTENDANCE REGISTER



Name and Surname	Contact No.	Email Address	Address
HUGH TEMPLE	082 821 0048	jabu.temple@gmail.com	45, WORLDS VIEW RD
DENISE TEMPLE	033 343 1286	" "	"
HOWARD RICHARDSON	033 343 2884	howardr@clubafrica.net	14 Worlds View Rd.
* DAVE RIGBY	033 343 5797	dave.rigby@gmail.com	113 Hillside Rd, Hilton
Hennie Heyns	082 975 6100	hdheyns@icloud.com	7 Lion Park Rd, Lynnefield
PAM PASSMOOR	082 498 9712	p.passmoor@telkomsa.net	7 Park Ln Hilton
Liz Dralle	072 591 2277	liz.dralle@gmail.co.za	9 Wylie Cres, Wembley

2. Focus Group Meeting Presentation

PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Focus Group Meeting
- Hilton, Wembley and surrounds flight path Focus Group Meeting -

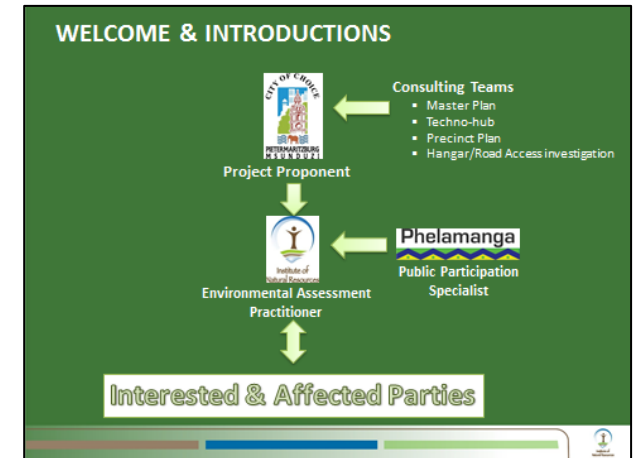
Thursday 28 January 2016,
Girl Guides Hall, Worlds View Road



PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT


Focus Group Meeting
- Industrial Sector -

Thursday 14 January, 2016
Truda Snacks, Mkondeni


MEETING PURPOSE

- Identify and develop working relationship between project team and I&APs.
- Provide IA&Ps with an understanding of the project and the EIA process.
- Workshop Process
 - Establish a deeper understanding of the receiving environment.
 - Issues and opportunities to be investigated in more detail in the EIA Phase.
 - Alternatives & other mitigation to be considered in the assessment phase.




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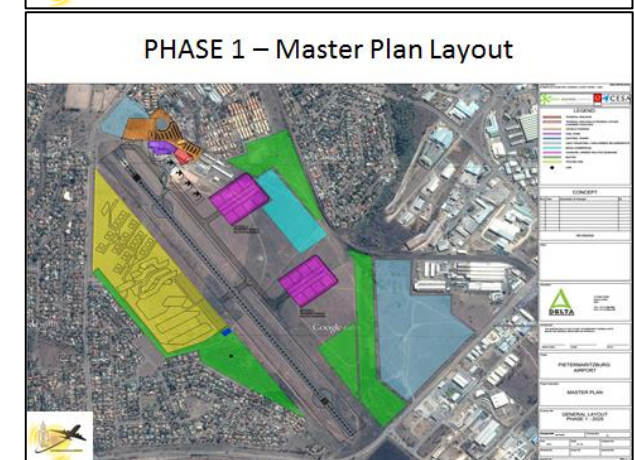
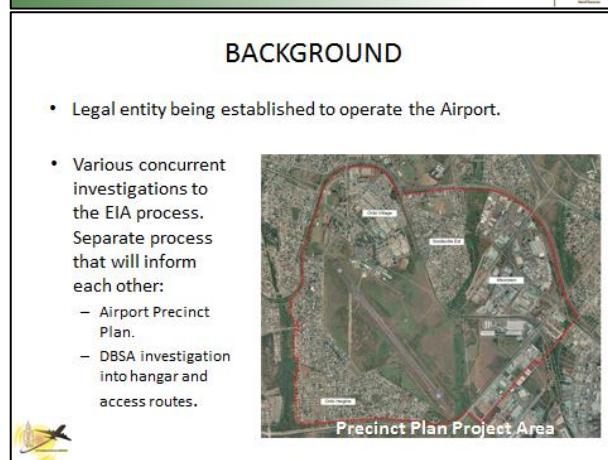
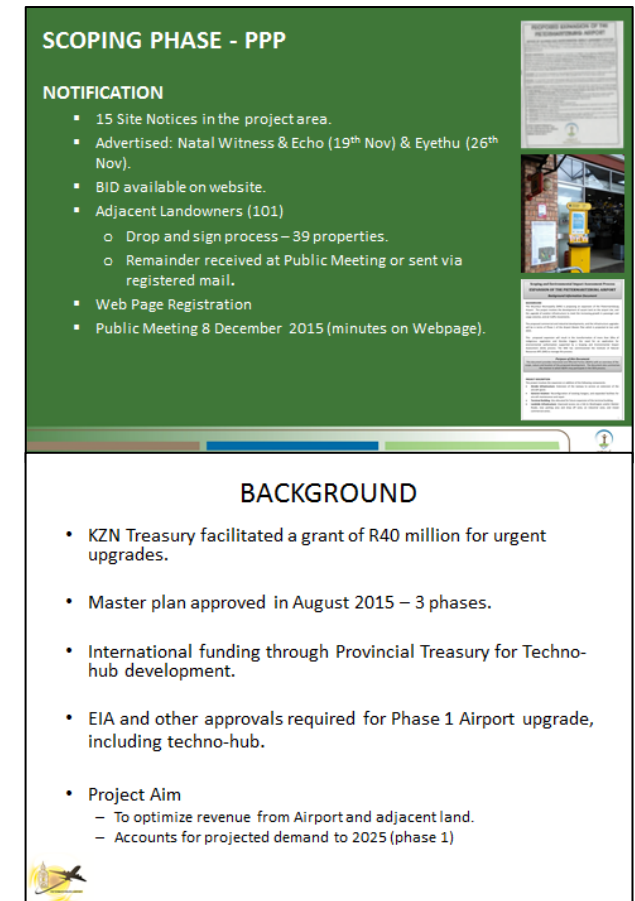
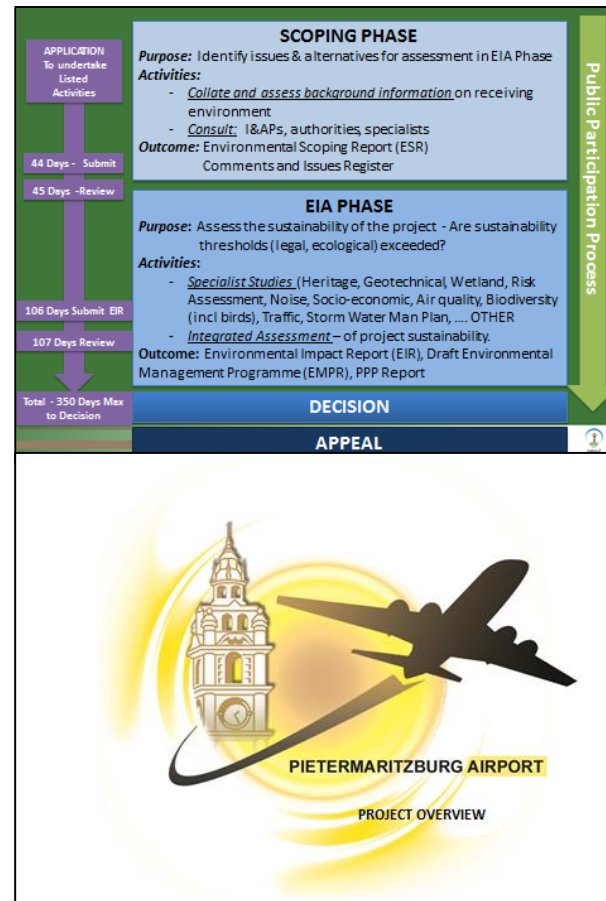
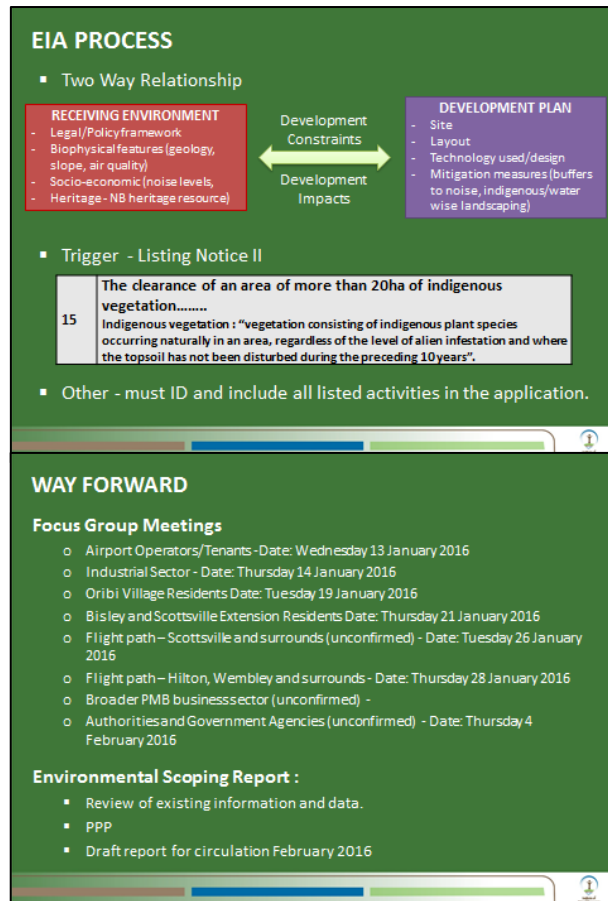
AGENDA

- Welcome and Introductions
 - Introductions
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 - Acceptance of Agenda
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 - Purpose and steps in process
 - Progress to date
 - Points of clarity
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 - Participatory mapping
 - Current state
 - Opportunities
- Going Forward
- Contact Details and Closure

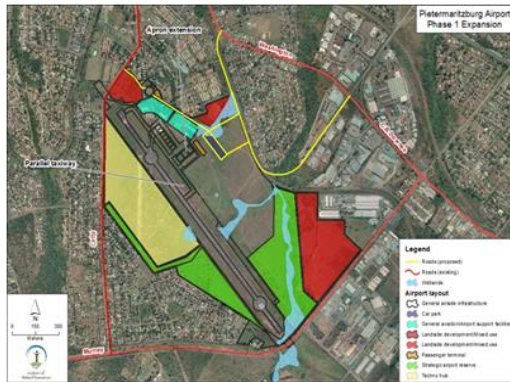


ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Appendix 3: Public Participation Report

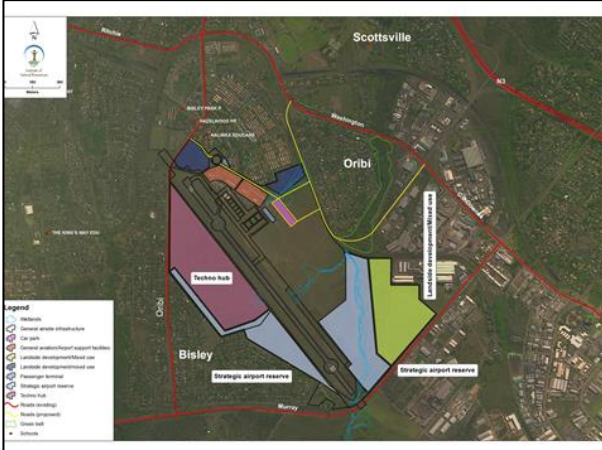


PHASE 1 – Revised Layout



DEVELOPMENT PLAN

- Construction of the Techno Hub will commence once the EIA completed (assuming a positive decision).
- Detailed planning for expansion of taxiways and new apron informed by feasibility study.
- Complete the airport precinct plan.
- Establishment of Airport Entity to manage the airport and the precinct.
- Land release programme for land side developments.



TECHNOLOGY HUB



ULTIMATE DEVELOPMENT



CLOSURE

- Details and minutes available via the INR website: www.inr.org.za (What's New page)
- Please also register as an I&AP on the website.

Alternatively please contact:

Mrs. Sian Oosthuizen
P.O. Box 100396, Scottsville, 3209
Tel: 033 3460 796
Fax: 033 3460 895
Email: soosthuizen@inr.org.za

TECHNOLOGY HUB

- Will be the first development in Phase 1.
- Final designs are nearing completion - early 2016.
- Grant funding will finance construction of bulk services and infrastructure.
- Investors will lease sites for their development and finance the top-structure.
- Incentives for investment in the hub will be provided
- Prospective developments: Aviation academy (DUT), Aviation Cluster (AAM), Multi Sports Complex, Enterprise Zone, Accommodation.

Discussion

- Introduction
- Participatory mapping
 - Current state
 - Opportunities

3. Maps, comment sheets and photographic evidence



ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

GROUP No.: _____

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
1	Flight path over homes & frequency of flights. landing times. if missed times airplane flew over home. General aviation more can fly at any time out of commercial planes.	Regulate operator Airport bus Have to expect increase in air traffic with any sort of development. only this will affect the resident. Can stop progress put up progress. Need noise impact assessment not only at airport but at homes of flight path as
		people's homes. NB of sound proofing terms of reference. All along inhabited sector. Assess the flight corridor.

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
2	Hospital life & grey's hospital with potential of increased frequency	Need consider assessment noise monitoring equipment Look at cumulative impacts & threshold all should inform decision. If go over threshold may have to limit aircraft. Technology has reduced noise
	Increased in number of flights Should decrease prices. Additional airlines cheaper	

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
	As per EIA requirements that listing act noted on it. need listing notes to L12	
	Concern of property value esp on flight path due to noise pollution & not because of proximity. Can't defend it because noise not intermittent.	

3.12. Appendix 12: Business Sector FGM Minutes

MINUTES¹ OF THE PIETERMARITZBURG CHAMBER OF BUSINESS (PCB) FOCUS GROUP MEETING - TUESDAY 2 FEBRUARY 2016, CHAMBER HOUSE - ROYAL AGRICULTURAL SHOW GROUNDS

Overview

- The focus group meeting was conducted and represented by:
 - The Institute of Natural Resources (INR) NPC – Scoping and Environmental Impact Assessment (SEIA) consultant
 - Sian Oosthuizen
 - Jabulile Matshazi
 - Samiksha Singh
 - Phelamanga – Public Participation Specialists
 - Rod Bulman
 - Apologies
 - David Gengan - Msunduzi Municipality
- A total of 12 Interested and Affected Parties (I&APs) were in attendance. The consolidated attendance register and a copy of the original register are included in Appendix 1.
- The meeting commenced at approximately 15:00 and closed at 17:00

Context

- Melanie Veness (Pietermaritzburg Chamber of Business (PCB)) welcomed and introduced everybody present and gave an overview of the purpose of the meeting. Melanie welcomed the INR to engage and interact with all present on the proposed development of the Pietermaritzburg Airport. Sian Oosthuizen (INR) went on to discuss the role of the INR as an independent EIA practitioner, whose client is the Msunduzi Municipality for the proposed expansion of the Pietermaritzburg airport. Phelamanga were introduced as a support to the INR in the public participation process.
- Sian Oosthuizen provided an introduction to the focus group meeting and the scheduled agenda
 - The agenda was accepted by all without any amendments or additions.
- Jabulile Matshazi provided an overview of the Scoping and Environmental Impact Assessment (SEIA) process and the intention of the process. Jabulile further explained the current stage of the SEIA process that is the scoping phase, and the involvement of I&APs in the SEIA and their future engagement opportunities.

¹ These minutes are not intended as a verbatim transcript of the meeting, but rather as a summary of the salient discussions which took place

- Sian Oosthuizen provided an overview of the project background and motivation, the status quo and the revised Master Plan of the Pietermaritzburg Airport. Sian also explained that funding was acquired for the development of the Techno Hub which would hopefully, together with the proposed expansion of the airport, provide revenue for the area. It was emphasised that the development could not go ahead without an environmental authorisation as per the legal requirement.
- A copy of the power point presentation that provided the SEIA process and proposed development project's background and overview is included in Appendix 2.
- Throughout the meeting, attendees were encouraged to ask questions to ensure clarity. The table below indicates a summary of the questions posed¹ and the response/answer provided.

Table 8: Summary of the questions posed, the response/answer provided and the name of the representative who provided the response

Question Posed	Respondent	Response/Answer Provided
In terms of the SEIA diagram shown, at what point in the process is the assessment currently at?	Sian Oosthuizen (INR)	Currently in the Scoping Phase of the assessment, approximately half way through the 44 day period.
Will the areas around the airport demarcated as residential area remain the same in terms of zoning? Will there be any changes externally around the airport boundary?	Sian Oosthuizen (INR)	For the proposed expansion that the EIA pertains to, the areas around/outside the airport boundary will not change in terms of zoning, apart from the area within the airport boundary that is demarcated for industrialisation.
Will the EIA process and the development process occur in phases?	Sian Oosthuizen (INR)	The EIA process will occur in phases as indicated in the SEIA process diagram. The development is scheduled to be in five development phases from 2014 to 2050, with the first phase projected to last until 2025. The Techno Hub will be the first development to get underway with the general construction of pipelines and municipal infrastructure.
Has costing been carried out on the new proposed road that comes off CB Downes Road, parallel to the railway line passing around the Scottsville Extension area?	Rod Bulman (Phelamanga)	The costing for such roads have not been carried out yet as we are still in the Scoping Phase. It is important to understand that these are just proposed plans and once this consultation phase has been complete, if I&APs are not satisfied more consultation will be necessary. Once this process is complete, a period of three months is allocated to conduct specialist studies including ambient air quality, wetland and road traffic studies. These studies are then reviewed to ensure that they are environmentally sustainable. However, once the decision is made, a period of 60 days is still available for anyone to appeal the process and plans. The improvement of plans and this SEIA process run parallel given the timelines for the completion of the SEIA to obtain Environmental Authorisation.
The Msunduzi Municipality is spending money on plans that have not been fully developed, is this not resulting in a waste of money?	Rod Bulman (Phelamanga)	The only money that has been spent is on the airport Master and Precinct Plans and the Scoping Phase of the SEIA process. Developments, and in turn the expenditure of money, can only occur once the EIA process has been conducted and the appeals process complete. The airport already costs the Msunduzi Municipality millions of Rand per year. The long-term goal of the proposed development is to enable the airport to be self-sufficient.

¹ The Q&As are not direct quotes

Question Posed	Respondent	Response/Answer Provided
Will this airport development project attract any outside investment?	Rod Bulman (Phelamanga)	Developments such as the velodrome within the Techno Hub will attract outside investment. Even though this development will cost money in the long term it will bring in money.
What is the point of the airport expansion development if there is no access to it from the N3?	Rod Bulman (Phelamanga)	The link road proposed will provide the access from the N3. The proposed airport development hopes to enhance economic growth in Pietermaritzburg and provide a service to its residents.

Discussion

The discussion session involved a participatory mapping exercise which was facilitated by Rod Bulman (Phelamanga). Rod Bulman explained that the primary goal of the exercise was to unpack the attendees' views, values, concerns and opportunities related to the proposed development. Participants were encouraged to not only provide detail of the concern, but to also identify opportunities associated with the area of concern. The participants were provided with a map of the airport precinct area, showing details of the proposed development and contextual features. Each I&AP was given three sticker dots, with the instruction to place a sticker on the map where they perceived a concern and/or opportunity. This part of the exercise was conducted in silence to ensure that the perceptions of each I&AP were independent and not influenced by other I&APs.

The concentration of stickers at certain points singled out those areas as points of interest for a number of individuals. Each cluster and individual sticker was allocated a number and discussed within the group with the aim of describing and understanding the concern and/or interest and then finding opportunities or alternatives to reduce impacts.

This discussion was recorded on a comment sheet, documenting the key outcomes of each topic indicated by the numbered sticker dots. A summary of the outcomes of the discussion exercise are documented in Table 2 to follow. Scanned copies of the map used and the comment sheet populated during this exercise, are provided in Appendix 3.

The session was concluded once the discussions were completed. Melanie Veness (PCB) made some concluding remarks, thanking the I&APs for their attendance and valued input. Sian Oosthuizen (INR) encouraged the I&APs to register on the database and send comments and suggestions online or to the PPP contact person whose details were provided. The meeting was adjourned at approximately 17:00.

Table 9: Summary of areas of concern and opportunities/alternative discussed during the participatory mapping exercise

Sticker number	Area/Topic of concern	Level of Concern ¹	Detail of Concern	Opportunities and/or alternatives
1	Water reservoir	low	The proposed road goes around a water reservoir which is poor planning especially in the event of the disaster.	If the reservoir has been decommissioned it should be removed; however if not, the road would have to be planned for another area away from the reservoir. If the water reservoir services only the airport then it can be removed and incorporated within the airport plan and be built within the airport boundary.
2	Runway expansion	Low	The developments do not cater for the future expansion of the runway in terms of length and width to allow for larger aircrafts and for flights to other parts of the country.	It was noted that plans for the extension of the runway have been foiled as the cost to lower Murray Road to allow the runway to go over and the cost of expropriating the research farm, Ukalinga, from the University of KwaZulu-Natal is extremely high. Topographically, the runway could extend however the width and depth of the current runway does not allow for larger aircrafts.
3	Techno Hub proximity to the Runway	Low	There may be safety implications associated with building the Techno Hub in such close proximity to the runway, especially as it is a public building which will be used frequently.	It was indicated that the Techno Hub plan has been developed in consultation with experts and in accordance with aviation safety guidelines and regulations. Therefore, there is a 32m buffer between the Techno Hub and the runway.
4	School	Low	There is a concern around the effects of noise from aircrafts on the school in the area.	The school ceilings should have some sort of sound proofing.
5	Oribi and Richie Roads intersection	Medium	The congestion at these intersections is already an issue. These traffic problems will increase with the expansion of the airport as this will promote an increase in traffic and the amount of taxis in the area. The increased number of learner drivers in the areas especially during peak time is also a problem.	The intersection needs to be upgraded and the roads need to be widened. There should be designated taxi lanes.
6	Washington and CB Downes Roads intersection	High	This intersection is highly congested especially by trucks.	These roads need to be upgraded. The possibility of a fly-over further down CB Downes Road should be investigated as a possibility. An off-ramp before the current Market Road off-ramp should be developed to ease traffic and to make access to the airport easier as airport users that live out of Pietermaritzburg struggle to find the airport as there are many residential suburbs that one has to pass.

¹ Based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Sticker number	Area/Topic of concern	Level of Concern ¹	Detail of Concern	Opportunities and/or alternatives
7	Noise from the Techno Hub	Low	There are concerns about noise that may arise from the Techno Hub which may disturb residents around the Techno Hub area.	It was noted that the Techno Hub has been demarcated for aviation/ innovation type activities. DUT will also conduct postgraduate programmes at this development. Therefore the noise that may arise is not so much industrial but as research noise. It was suggested that noise barriers between the Techno Hub and the residential area be a possibility.
8	Alternate airport site	Low	About 12- 15 years ago the Msunduzi Municipality approached consultants to identify alternate airport sites. Garry Shaw and Dave Rigby reduced 8 possible alternate airport sites to 3 and then to a site on the Lynfield Park Road.	<i>Noted – to be investigated further by the consultants</i>
9	Bisley Nature Reserve	Low	What are the implications of the proposed airport expansion on the Bisley Nature Reserve?	It was indicated that the Bisley Nature Reserve is demarcated as a 'no-go' area.
10	General aviation	Low	General aviation is very constricted at the moment and there is increase need for hanger space especially with the closing down of Viginia Airport. Aircraft owners are willing to develop their own hangers within the airport boundary. The taxiway construction is not ideal either.	It was explained that alternate layouts of the internal developments within the airport need to be looked at to allow for a larger area for general aviation and better taxiway designs and construction. Consultation with General Aviation I&APs had been conducted that their perceptions will be taken forward in the process.
11/12	Techno Hub development	Medium	Structures such as the Techno Hub being developed instead of more hangerage and large general aviation areas. The primary goal of the airport should be to provide hangerage for aircrafts and provide a service to the residents.	The airport should be developed to provide a service. The plans and developments make the airport seem like less of an airport and more of a commercial area. Focus needs to be brought back to the primary service the airport provides.

Appendixes

1. Attendance Register

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Hennie Heyns	082 9256 100	hdheyns@icloud.com	7 Lion Park Road
Erika Parker	082 9256 100	hdheyns@icloud.com	7 Lion Park Road
Benny Braithwaite	081 380 8552	bennybraithwaite@yahoo.co.uk	45 Chase Valley Road
Lindo Mahlaba	076 583 3001	Lindo.mahlaba@msunduzi.gov.za	333 Church Street
Nabila Khan	033 392 2877	Nabila.khan@msunduzi.gov.za	333 Church Street
Johan van Vuuren	072 040 2516	Johanvanvuuren87@gmail.com	5 Marconi Place
Nathi Sibisi	079 044 6699	Nathisibisi172@gmail.com	172 Mngadi Road
Leo Quayle	083 272 0269	lquayle@futurenet.co.za	18 Oakleigh Close
Terence Talbot	033 386 5499	Terence@talbotlaw.co.za	Hayfields mall
Barry du Plessis	081 450 6644	barry@mtworthy.co.za	Showgrounds
Bradley Sampson	083 642 7733	Bradley.sampson@umgeni.co.za	310 Burger Street
Shaun Braithwaite	082 909 0023	Shaunjb23@gmail.com	23 Villers Drive

1.2. Original Attendance Register

Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport
Focus Group Meeting – PMB Business Sector
ATTENDANCE REGISTER



Name and Surname	Contact No.	Email Address	Address
Hennie HEYNS	082 9756100	hd heyns@icloud.com	7 Lion Park Rd
ERIKA PARKER	"	"	"
BENNY BRATHWAITE	0813808552	bennybrathwaite@yahoo.co.uk	45 CHASE VALLEY RD.
LINDO MAHLABA	0765833001	lindo.mahlaba@msunduzi.gov.za	333 CHURCH STREET
Nabila Khan	0333922877	nabila.khan@msunduzi.gov.za	333 Church St
* Johan van Vuuren	0720402576	johan.vanvuuren87@gmail.com (Air Taxi Services)	5 Marconi Place, PMB
Nathi Sibisi	0790446699	nathisibisi72@gmail.com	172 Mgadi Road PMB
Leo Quayle	0832720289	lquayle@futurenet.co.za	15 Chelmsford Ave. Wembley
Terence Talbot	033 386 5449	terence@talbotlaw.co.za	Hayfields Mall; PMB
Barry de Koss	081 4506086	barry@networking.co.za	Shawgandu
BRADLEY STUBBS	0836427333	bradley.stubbs@umgeni.co.za	310 BURGERS STREET, PMB
SHAUN BRATHWAITE	0829090026	shaunjb23@gmail.com	23 VILLAGES DR

2. Focus Group Meeting (02/02/16) Presentation

PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Focus Group Meeting
- Business Sector -

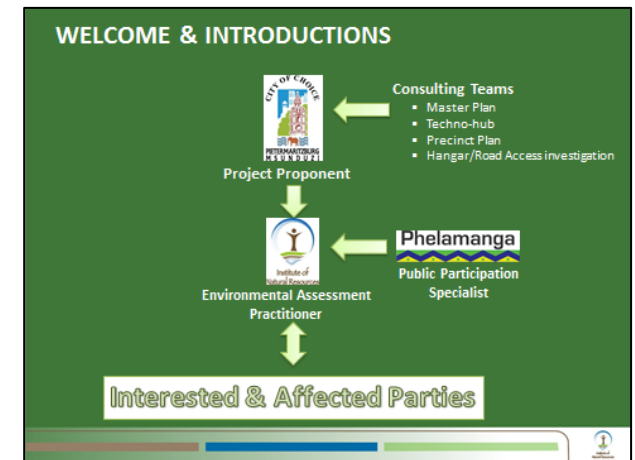
Tuesday 2 February 2016,
PCB, Chamber House,
Royal Agricultural Show Grounds



PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT


Focus Group Meeting
- Industrial Sector -

Thursday 14 January, 2016
Truda Snacks, Mkondeni


MEETING PURPOSE

- Identify and develop working relationship between project team and I&APs.
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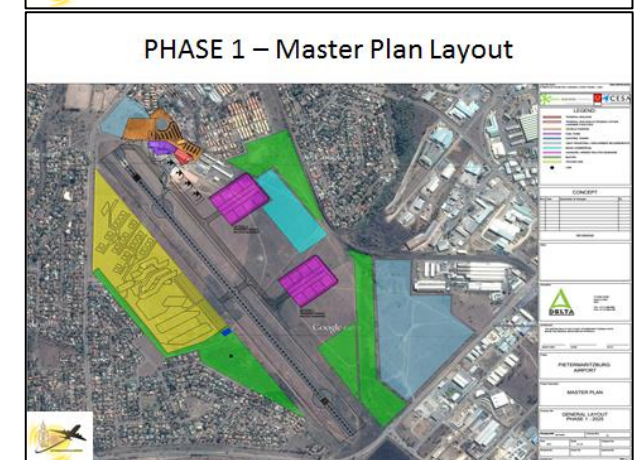
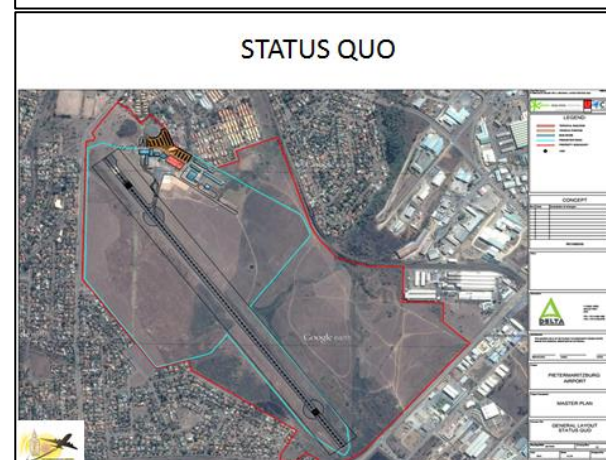
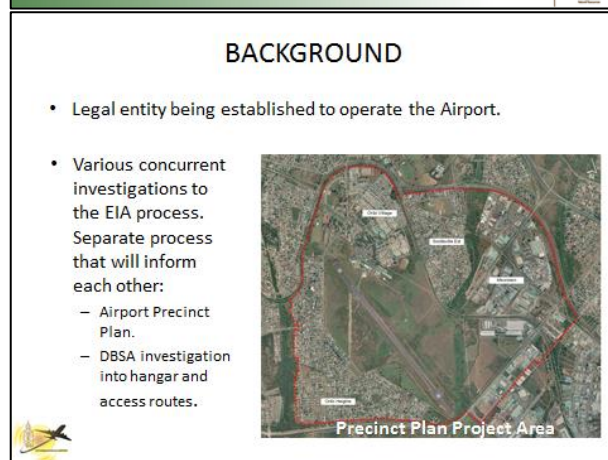
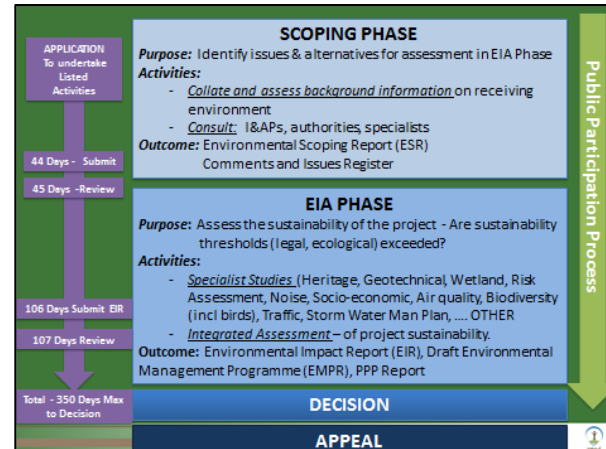
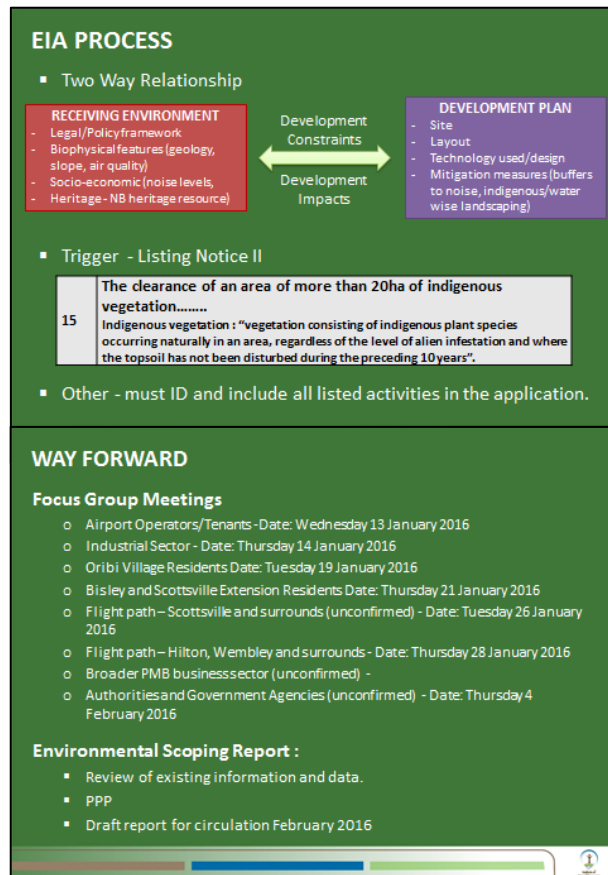
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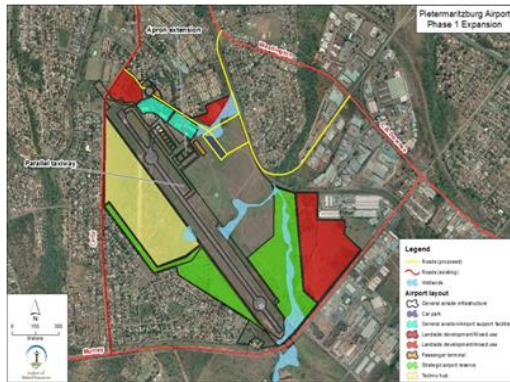


ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Appendix 3: Public Participation Report

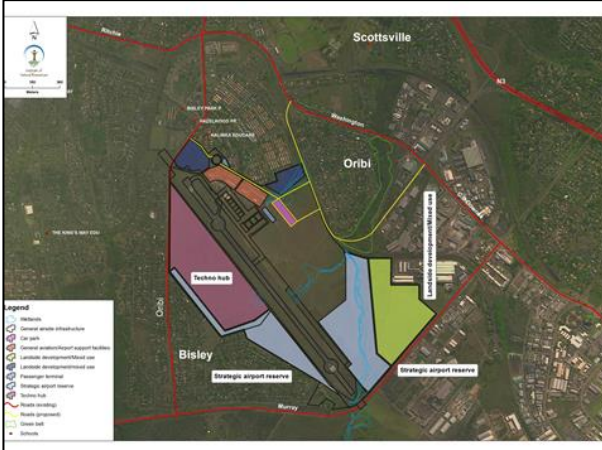


PHASE 1 – Revised Layout



DEVELOPMENT PLAN

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TECHNOLOGY HUB



ULTIMATE DEVELOPMENT



CLOSURE

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- Please also register as an I&AP on the website.

Alternatively please contact:

Mrs. Sian Oosthuizen
P.O. Box 100396, Scottsville, 3209
Tel: 033 3460 796
Fax: 033 3460 895
Email: soosthuizen@inr.org.za

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- Final designs are nearing completion - early 2016.
- Grant funding will finance construction of bulk services and infrastructure.
- Investors will lease sites for their development and finance the top-structure.
- Incentives for investment in the hub will be provided
- Prospective developments: Aviation academy (DUT), Aviation Cluster (AAM), Multi Sports Complex, Enterprise Zone, Accommodation.

Discussion

- Introduction
- Participatory mapping
 - Current state
 - Opportunities



GROUP No.: _____

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
1	Implications of the closeness of a public road to a reservoir, eg in the event of a disaster.	<ul style="list-style-type: none"> Proposed roundabout. If deemed it can be removed. Municipality can be considered to be relocated within the airport boundaries.
2.	Extension of the runway across Murray road.	<ul style="list-style-type: none"> For some more revenue, probably look at heavy aircraft to other destinations eg C.T. It has been considered before but wasn't financially feasible. Runway is limited in generating revenue.

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
3	Implications of having a public building the Technohub close to the runway on the safety principles - What are the legal constraints.	* There is a buffer of 30m.
4.	Concern about the volume of cars → noise in the vicinity of the school.	

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
5	Need an extension, upgrade the road - wider to mitigate the current & potential traffic congestion Heavy traffic (Learner drivers)	<ul style="list-style-type: none"> Upgrading of the road for the community
6	Huge trucks use the oribi road route. There is a bottleneck.	<ul style="list-style-type: none"> Upgrading of Washington & all roads around that area A fly over to ease the bottleneck - CB drawings

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Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
	12-15 yrs ago the mm approached consultants to find an alternative site for an airport. Proposed location <u>Cambridge</u> . Harry Shaw David - -	Regardless of the airport being developed or not, the issue of the roads in the area has to be upgraded anyway
8	Potential noise impact from the Technohub. Rod explained it's more of research noise & not industrial noise, but noise barriers are being considered.	

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Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
9	Bisley nature reserve is a no-go area.	
10	G.A - huge shortage of hangars. • Currently all hangars are full & with Virginia being closed there's a huge demand for hangar space.	• A # of people who want to build hangars urgently.

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Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
	Why I have to the Technohub being prioritised when there is a huge demand for hangars ?? • There's limited space as it is, why then add other developments??	
	• Seems like main focus is to make money then to provide a service to the PMS aviation. Its more like a income generating project. • There will be no servicing of aircraft.	

• There is limited expansion of the airport.

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3.13. Appendix 13: Government Authorities and Agencies FGM Minutes

MINUTES¹ OF THE REGULATORY AUTHORITIES FOCUS GROUP MEETING - THURSDAY 18 FEBRUARY 2016, PIETERMARITZBURG AERO CLUB

Overview

- The focus group meeting was conducted and represented by:
 - The Msunduzi Municipality – development proposer/client
 - Rodney Batholomew
 - The Institute of Natural Resources (INR) NPC – Scoping and Environmental Impact Assessment (SEIA) consultant
 - David Cox
 - Sian Oosthuizen
 - Jabulile Matshazi
 - Samiksha Singh
- A total of 32 regulatory authorities were in attendance. The consolidated attendance register and a copy of the original register are included in Appendix 1.
- The meeting was opened by David Cox at 9:15, and closed at 13:30.

Context

- David Cox (INR) conducted the welcome and introductions of all present and gave an overview of the purpose of the meeting. David Cox discussed the role of the INR as an independent EIA practitioner, whose client is the Msunduzi Municipality, for the proposed expansion of the Pietermaritzburg airport. The regulatory authorities present introduced themselves and apologies extended.
- David Cox provided an introduction to the focus group meeting and the scheduled agenda
 - Agenda was accepted by all present
- David Cox provided an overview of the Scoping and Environmental Impact Assessment (SEIA) process which is in two phases and the intention of the process. David further explained the current stage of the SEIA process that is the scoping phase and the involvement of I&APs in the SEIA and their future engagement opportunities.
- Rodney Batholomew (Msunduzi Municipality) provided the background to the proposed development, the status quo of the Pietermaritzburg Airport and the revised Master Plan.

¹ These minutes are not intended as a verbatim transcript of the meeting, but rather as a summary of the salient discussions which took place

- A copy of the presentation that provided the proposed development project's background and overview is included in Appendix 2.

Discussion

Sian Oosthuizen (INR) presented a summary of the concerns and opportunities that have been identified by I&APs to date through the various focus group meetings and the Public Meeting that have been conducted, as well as from comments submitted by I&APs. The regulatory authorities commented and made suggestions in response to the concerns raised. Table 1 below summarises the concerns and/or opportunities identified by I&APs and the comments and responses from the regulatory authorities. The topic numbers on the table correspond to the annotated map (Figure 1) found below the table.

SEIA FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Minutes of the Regulatory Authorities Focus Group Meeting – Thursday 18 February 2016 – PMB Aero Club

Table 1: Topics, concerns and opportunities identified through engagement with I&APs, together with comments and suggestions made by the regulatory authorities.

TOPIC	CONCERN AND OPPORTUNITY ¹	COMMENTS AND SUGGESTIONS ²
1. Techno Hub	<p>1.1. ACCESS TO MULTIPURPOSE SPORTS FACILITY - for people (all ages) in the area.</p> <p>1.2. LEARNING OPPORTUNITY – access to area for age groups to create awareness of aviation industry & facilities for basic education facilities.</p> <p>1.3. SAFETY CONCERNS – proximity to runway</p> <p>1.4. ACCESS – separate entrance x3 from Oripi Road. Will add to traffic on this already congested road.</p> <p>1.5. NOISE - from the Techno Hub (likely minimal as light/high-tech industry and research).</p> <p>1.6. ALTERNATIVES – suggested that area be used for commercial aviation allowing General Aviation to expand in current location and TH be developed in the area east of the runway.</p>	<ul style="list-style-type: none"> • Query if creation of the Techno Hub will result in the loss of a grassland habitat. <ul style="list-style-type: none"> ○ Rodney Bartholomew (Msunduzi municipality) explained that the Techno Hub will be developed on grassland that is fairly degraded. However with any development there is always an impact so mitigation measures to ensure the least impact through this development has to be put into place • The anticipated noise will only be minimal research related noise as the techno hub is a light industry
2. Market Road Intersection	<p>2.1. IMPACT ON RAIL UPGRADE/EXPANSION – potentially interfering with SANRAL's plans.</p> <p>2.2. IMPACT ON NATIONAL ROAD PLANNING - WSP noted that there would likely be a direct impact on SANRAL project N.003-030-2017-2F: N3 Upgrade: Gladys Manzi to New England Road</p>	<ul style="list-style-type: none"> • There are existing traffic congestion problems at the CB Downes interchange and a traffic study will have to be conducted during the EIA process • SANRAL currently have plans in place to upgrade the Market Road interchange • SANRAL representatives indicated that all intersections along Market Road, not just the Washington Road intersection, are earmarked to be upgraded. • SANRAL have preliminary design plans and are in the process of consultation to generate a more detailed design plans together with an EIA process. • A proposed fuel depot has been earmarked for the area near the proposed Market Road extension however; the company unlawfully began the construction of the fuel depot without the completion of the EIA process and have since been fined under Section 24G. The fine has since been paid and the

¹ Summary out engagements with I&APs (via focus group meetings, the Public Meetings, and through individual comments submitted)

² Additional comments, queries or suggestions posed by regulatory authorities at the Focus Group Meeting (18/02/2016)

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TOPIC	CONCERN AND OPPORTUNITY ¹	COMMENTS AND SUGGESTIONS ²
		company are in the process of getting authorisation to continue with the development.
3. Airport Customer Parking	<p>3.1. INSUFFICIENT PARKING - available, suggest a parkade be considered in plans</p> <p>3.2. NO FREE DROP OFF ZONE - should be considered in plans</p>	<ul style="list-style-type: none"> • <i>No additional comment</i>
4. Landside Development/ Mixed Use Areas	<p>4.1. ENVIRONMENTALLY SENSITIVE AREAS – demarcate and exclude/protect using WULA process and appropriate wetland buffers.</p>	<ul style="list-style-type: none"> • The relationship between the developments and the environmentally sensitive land around the area demarcated as mixed land use is a complex one. Not only do the environmentally sensitive areas cause problems for development in terms of where a development can occur but these environmentally sensitive areas can also cause problems for development in terms of land not being suitable to build on or the need to incorporate an environmental feature into a development. • Dave Cox (INR) explained that it is important to delineate the wetland areas and apply buffers around them according to the new wetland buffer guidelines.
5. Mkondeni Traffic	<p>5.1. EXISTING TRAFFIC CONGESTION – Requires attention regardless of expansion, this will only worsen the situation, particularly on</p> <ul style="list-style-type: none"> - C B Downes Road which cannot be widened, - Airport and Techno Hub traffic to increase congestion. - Suggest creating an access road from N3 (e.g. Washington/Old Field Roads and Gladys Manzi Road. - Possibility of a fly-over further down CB Downes Road should be investigated as a possibility. 	<ul style="list-style-type: none"> • The traffic in the Mkondeni area is especially bad and has resulted in people using residential roads to move from place to place. With a drastic increase in heavy tankers and trucks. • SANRAL indicated that another interchange off Murray Road is not an option. Not only are there topography constraints but it is not possible to have two interchanges in such close proximity. Another difficulty with trying to construct a new interchange is that other possible off-ramps from the N3 will pass through built-up areas and the acquisition of land from these owners will be difficult and expensive. • SANRAL indicated that the municipal road planning department is an important contributor to such discussions. • In March 2016 SANRAL, together with the eThekweni and Msunduzi municipal road planning units, will meet to discuss the planning of roads in the province to avoid the conflicting of development plans and duplicating processes. • With development comes an increase in traffic, with the

TOPIC	CONCERN AND OPPORTUNITY ¹	COMMENTS AND SUGGESTIONS ²
		<p>increase in the frequency of flights there will be an increase in traffic and these factors have to be taken into consideration when planning this development to decrease traffic congestion and improve accessibility to the airport facility.</p> <ul style="list-style-type: none"> The proposed link road runs parallel to the railway line. This railway line has not been in use for a long time and is an eyesore to the community and may be an access point for criminals. Transnet still has control over this train line and it is important to consult with them as to whether this train line can be removed. Heritage assessments may have to be conducted in this regard.
6. Residential Traffic	6.1. BOTTLENECK OF TRAFFIC IN RESIDENTIAL AREA - people try to avoid Mkondeni traffic by going via Cleland Road and Hesketh Drive. Linked with Mkondeni traffic concerns. <i>Traffic is a significant issue</i> for residents.	<ul style="list-style-type: none"> The projection of increased traffic has to be determined accurately
7. Oldfield Road Traffic	7.1. EXISTING TRAFFIC CONGESTION - Oldfield Road needs to be upgraded and the creation of a link road that joins Umlaas Road.	<ul style="list-style-type: none"> The projection of increased traffic has to be determined accurately
8. Caravan Park	8.1. HIGHLY DEVELOPABLE - but access to the site is a major constraint.	<ul style="list-style-type: none"> This area, if developed, may also be plagued with traffic congestion problems.
9. Wetland System	9.1. PROTECTION – necessary because of cumulative impacts of developments. Requires buffers, restoration and long term management.	<ul style="list-style-type: none"> This is an important environmental system and should inform sustainable development. The Environmental Management Framework (EMF) has recently described this system as a sensitive area which has to be considered in the application for development. With development it is important to look for rehabilitation, off-set and mitigation methods.
10. Bisley Nature Reserve	10.1. IMPACT – No-go area that should not be affected.	<ul style="list-style-type: none"> The Bisley Nature Reserve is a 'No-go' area will not be affected by the proposed developments
11. Freight/Cargo	11.1. OPPORTUNITY –To provide for increased cargo/freight (limited to fragile goods such as flowers and fruit). Existing planes can take cargo and add planes in-between commercial flight times.	<ul style="list-style-type: none"> <i>No additional comment</i>

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TOPIC	CONCERN AND OPPORTUNITY ¹	COMMENTS AND SUGGESTIONS ²
12. Schools	<p>12.1. NOISE - Noise and heat implications on surrounding schools from the increase in air traffic. Schools should be sound proofed and insulated, and a noise impact assessment conducted</p> <p>12.2. PRESSURE ON EXISTING FACILITIES - Business developments means more people and therefore a greater need for schools already under pressure.</p> <p>12.3. SAFETY – of children walking to schools.</p> <p>12.4. NO HIGH SCHOOL - in the area.</p>	<ul style="list-style-type: none"> One of the most affected schools is the Bisley Park Primary School. Consultation with schools further away from the airport along the flight path has indicated that they can sometimes hear planes in the distance however, it does not interrupt classes. ATNS explained that there are no existing noise by-laws from the Msunduzi Municipality to govern the noise restrictions in the area. The Civil Aviation Authority (CAA) is currently relying on the National Civil Aviation policy which is aligned and in compliance to the Noise regulation. Heat is not a factor or an issue whatsoever to the residents given their proximity to the planes in motion. Based on the fact that the runway will not be extended, there will be no different profile of planes to use the facility. The same noise level should be expected but maybe just for longer periods.
13. Oribi Road Traffic	13.1. EXISTING CONGESTION – worsened by additional traffic from airport, techno hub and industry. With safety issues for residents/children.	<ul style="list-style-type: none"> <i>Previously discussed</i>
14. Washington/Oribi Roads Intersection	14.1. EXISTING CONGESTION - Currently experiences a high volume of traffic which will be exacerbated by the expansion of the airport. Possible need for taxi lanes.	<ul style="list-style-type: none"> There is ongoing consultation with the Msunduzi Municipality and the transportation department.
15. Scottsville Ext. Residential Area	15.1. INCREASED CONGESTION – from increased traffic. Need upgrade intersections and roads	<ul style="list-style-type: none"> There may be cumulative negative impacts of noise pollution and increased traffic with the construction of new roads. The traffic study may recommend that some roads that join with Washington Road be closed off. The creation of the proposed link road and the upgrading of any others will be beneficial as it will result in the increased access to transport. Designated truck lanes in the Mkondeni area should be considered. During a previous FGM a suggestion for an Ashburton off-ramp via Polly Shortts was made. SANRAL has indicated that

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TOPIC	CONCERN AND OPPORTUNITY ¹	COMMENTS AND SUGGESTIONS ²
		there is a design for the upgrade of the Ashburton interchange and traffic around the airport area will be factored into the design of the upgrades.
16. Washington Road - N3 Access	16.1. NO ACCESS - off the N3 into this area or to the airport. New access would be beneficial especially if it includes designated truck lanes and multiple passenger lanes.	<ul style="list-style-type: none"> • <i>No additional comment</i>
17. Safety - Plane Crashes	17.1. RISK TO RESIDENTS – PARTICULARLY SCHOOLS CHILDREN ON APPROACH Need measures in place to decrease the negative impacts associated with plane crashes, such as safety fences and noise barriers. Safety procedures need to be designed which can be implemented at the school in the form of drills to prepare pupils in the event of a plane crash.	<ul style="list-style-type: none"> • The Fire and Rescue Department indicated that the airport should have an emergency early warning system that notifies the school of a plane crash.
18. Surrounding Residential Areas	<p>18.1. VACANT LAND – risk of increase in informal settlements (people looking for jobs in town or at the airport) and potential increase in crime rates, a decrease in property values and a decrease in access to important services in the area. Need a plan in place to manage this and by-laws need to be created to prevent illegal land grabs</p> <p>18.2. Vacant land: significant for community as it is used as a children playground and therefore important to reserve and possibly develop a portion of the field to ensure the safety of the children at play</p> <p>18.3. INFRASTRUCTURAL INTEGRITY OF HOUSES: result from vibration from aircraft, especially with an increase in air traffic. Geotechnical study to assess the structural integrity of the houses and if structural damage to the houses are in-fact caused by the vibrations of the aeroplanes</p> <p>18.4. FORMAL HOUSING: need to formalise housing and develop residential area (e.g. old tennis court should be converted into formal housing plots before it becomes an informal settlement)</p> <p>18.5. AIR POLLUTION: increase due to potential increase in air traffic. Needs to be assessed and to ensure that planes only fly during certain times of the day.</p> <p>18.6. PROPERTY VALUE: concern over the implications that the airport</p>	<ul style="list-style-type: none"> • It is important to undertake some sort of economic profiling.

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TOPIC	CONCERN AND OPPORTUNITY ¹	COMMENTS AND SUGGESTIONS ²
	<p>expansion will have on property values</p> <p>18.7. SPINOFFS: opportunities in the form of security, jobs, benefits, etc. Local Residents want</p> <p>18.8. HEALTH AND SAFETY: concerns of residents' health and safety during the construction and operation phases of the development.</p>	
19. Proposed Airport Link Road	<p>19.1. OPTIMIZE- by including links into residential areas - not exclusively for airport access.</p> <p>19.2. RAILWAY LINE - is dilapidated and not maintained, therefore poses a safety threat to residents in the surrounding areas. Would prefer it to be removed. Also increases costs of building road over/under it..</p>	<ul style="list-style-type: none"> • <i>No additional comment</i>
20. Job Opportunities and Skills Development	<p>20.1. LEVELS - Concerned that job opportunities will be low level, unskilled jobs and do not accommodate for more formal jobs for people with more advanced skill sets and for employment outside of the construction phase.</p> <p>20.2. LOCAL PREFERENCE IN CONSTRUCTION PHASE: sub-contractors and labour should be selected from the residential areas surrounding the airport. Make use of a circular template (a template comprised of circular zones centred on the airport) to find labour (can be expanded as need be)</p> <p>20.3. DEFINE OPPORTUNITIES - Need a clear description of what job opportunities will be available in construction and operation phases</p> <p>20.4. UPSKILLING TO TAKE ADVANTAGE OF OPPORTUNITY - Residents may not have the required skills to work in the construction and operational phases and therefore upskilling is important to make community more employable.</p>	<ul style="list-style-type: none"> • <i>No additional comment</i>
21. Terminal Building	<p>21.1. WASTEFUL - Terminal building was recently upgraded, but proposal is to move it. Considered wasteful. Need to think about long term development (event though in phases) to not waste time, more and resources.</p>	<ul style="list-style-type: none"> • <i>No additional comment</i>
22. Oribi Village	<p>22.1. THREAT TO LANDOWNERS - Effect of development (e.g. demonising housing): all development inside airport boundary (in this phase)</p>	<ul style="list-style-type: none"> • <i>No additional comment</i>

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	<p>therefore none.</p> <p>22.2. WATER SUPPLY: currently experiencing water supply shortages/challenges, fear that this will worsen with the development.</p> <p>22.3. PROVISION FOR ACCESSING FACILITIES (schools, crèches, sporting) needs to be made to uplift surrounding communities.</p>	
23. Pharazyn Way	23.1. ACCESS ROAD OFF ORIBI ROAD - could increase attendance at the pre-school (Kalinka Educare) which is currently limited due to safety concerns.	<ul style="list-style-type: none"> • <i>No additional comment</i>
24. VOR	24.1. INSTRUMENTATION NO LONGER IN USE (need confirmation) and servitude has never be registered (need confirmation) opportunity to use land for alternative layouts	<ul style="list-style-type: none"> • It was indicated that the instrument is still in use. It is used for aircraft navigation and signal capture. At the moment, it can capture signals from aircrafts that are 400km away. • Buildings and constructions around the VOR have to be designed in a manner that does not interfere with the signal capture. Even though the land around it is flat and developable this structure will be used in the foreseeable future.
25. Commercial Access	25.1. INCLUSION OF COMMERCIAL OPTIONS – so residents don't have to travel to town.	<ul style="list-style-type: none"> • <i>No additional comment</i>
26. Water Reservoir	26.1. PLANNING ISSUE - Proposed road around the water reservoir is poor planning, especially in the event of the disaster. If it has been decommission, should be removed, however if not, the road would have to be planned for another area away from the reservoir. If the water reservoir services only the airport then it can be removed and incorporated within the airport plans and be built within the airport boundary.	<ul style="list-style-type: none"> • <i>No additional comment</i>
27. Runway	27.1. LENGTHENING AND WIDENING THE RUNWAY - would allow for larger planes however not financially viable and therefore not included in plans (runway extension is a long term plan).	<ul style="list-style-type: none"> • <i>No additional comment</i>
28. General Aviation	28.1. SIGNIFICANT UN-CATERED FOR DEMAND - Currently constricted in	<ul style="list-style-type: none"> • According to the Civil Aviation Authority (CAA)

TOPIC	CONCERN AND OPPORTUNITY ¹	COMMENTS AND SUGGESTIONS ²
	<p>terms of space and availability of hangers (increase need, especially with the possible closing down of Virginia Airport).</p> <p>28.2. ALTERNATIVE (yet not ideal) option to develop the General Aviation in the area demarcated as a strategic airport reserve (east of the runway, near the industrial area). If the general aviation is moved to this point there would need to allocate for driveways and fuel pumps in the development plan, and an access road off Murray Road.</p>	<p>representative, if the General Aviation area feels they have a more suitable layout and if this layout is supported by airport management, it is unlikely that the alternative layout will be dismissed.</p> <ul style="list-style-type: none"> • However, before consideration one has to take international airport layout guidelines into account to ensure that these requirements are met. • If there are zoning changes, then an Environmental Authorisation will have to be given within the EIA process. The EIA process is undertaken for a specific layout, if the layout changes a new EIA has to be conducted.
29. Apron	<p>29.1. SAFETY RISK - close proximity of the aprons for the General Aviation and the commercial aircrafts (larger commercial aeroplanes will blow away the smaller planes over when they manoeuvre)</p> <p>29.2. TOPOGRAPHY – needs to be flat, which is currently not.</p> <p>29.3. PROPOSED APRON/PARKING AREA for wide bodied aircrafts is in the incorrect place due to the swampy nature of the land</p>	<ul style="list-style-type: none"> • <i>No additional comment</i>
30. Control Tower	<p>30.1. LOCATION - is important due to the topography of the airport – need to ensure that developments to not impose on control tower view. The size of aircrafts has to be taken into consideration and the process cannot be done in isolation (consult Air traffic controllers)</p>	<ul style="list-style-type: none"> • <i>No additional comment</i>
31. Taxiway entrance onto runway	<p>31.1. POINT OF ENTRANCE of the taxiway leading to the runaway is not favourably positioned (a point of entrance at the centre of the runway to reduce runway time)</p>	<ul style="list-style-type: none"> • <i>No additional comment</i>
Flight Path	<ul style="list-style-type: none"> • ASSESSMENT OF ALTERNATIVE FLIGHTS PATH - currently fly over several residential areas. <ul style="list-style-type: none"> - Provide detail on number and times of anticipated flights per day - High noise impact for areas of Hilton and Upper Wembley, especially private aircrafts at unscheduled hours. Likely to increase with the expansion of the airport (more aircrafts flying over). Need to regulate private aircraft and conduct noise impact assessment along flight corridor. Need sound proofing of houses 	<ul style="list-style-type: none"> • Based on the fact that the runway will not be extended, there will be no different profile of planes to use the facility. The same noise level should be expected but possibly for longer periods.

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TOPIC	CONCERN AND OPPORTUNITY ¹	COMMENTS AND SUGGESTIONS ²
	<p>along the flight path should be provided by the Municipality</p> <ul style="list-style-type: none"> - Hospitals along the flight path (e.g. Greys and the Hilton Life hospitals) are and will be affected negatively in terms of noise by the increase in frequency of flights. These hospitals should also be provided with sound proofing - Noise impact affecting property prices along flight corridor (especially if irregular and intermittent). - Safety of those of the flight corridor in the case of aircraft failure/crash - If additional flights to other locations (e.g. Cape Town, PE) are to be added, would like additional flights paths to be proposed - Impact of proposed increase in flight schedule on property values along the flight path 	
Flight prices	<ul style="list-style-type: none"> • CURRENT PRICES EXPENSIVE – The increase in the frequency of flights, the flight prices should become cheaper. If another company also has flights from Pietermaritzburg Airport, there will be increased competition allowing for competitive prices. 	<ul style="list-style-type: none"> • <i>No additional comment</i>
Rates	<ul style="list-style-type: none"> • EFFECT OF EXPANSION AND DEVELOPMENT ON RATES - of the Msunduzi municipal residents (will they decrease) 	<ul style="list-style-type: none"> • <i>No additional comment</i>
Feasibility	<ul style="list-style-type: none"> • The airport expansion cannot accommodate flights to other cities such as Cape town, the bulk of passengers still have to rely on King Shaka Airport, so how is this expansion beneficial? • At the moment, there is only one runway at the airport, why are we not making provisions for a second runway that may open up possibilities to fly to other cities 	<ul style="list-style-type: none"> • <i>No additional comment</i>

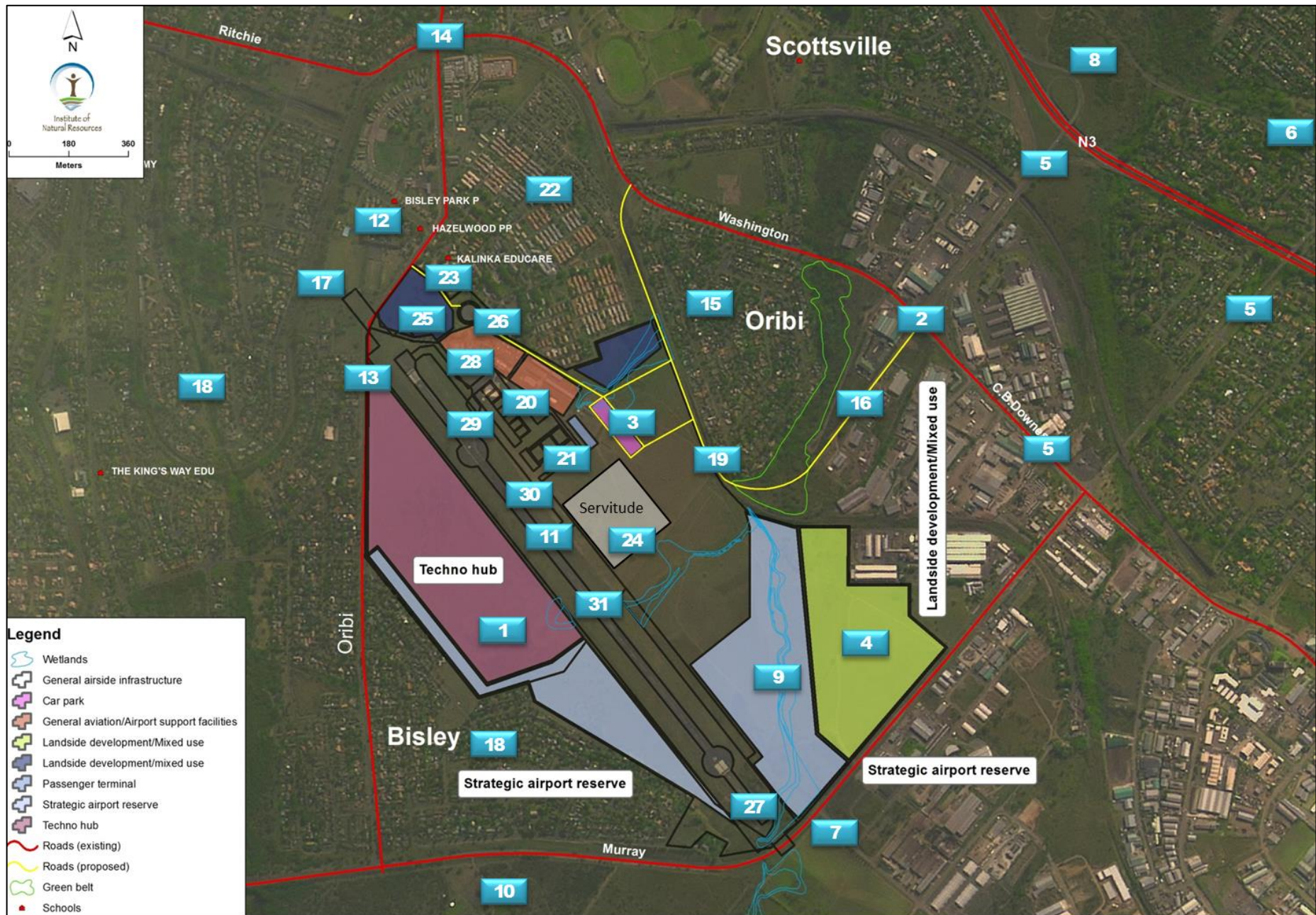


Figure 3: Map corresponding to the topic numbers indicated in Table 1

Site Visit

After the discussion, attendees were invited for a site visit in and around the airport. The purpose of the site visit was provide participants with a clearer overview of the status quo and proposed layout of the airport, as well as to provide the opportunity for further discussion. The map below (Figure 2) indicates the four stops that were made on the site visit, which were selected due to the ability to view proposed developments and the link road.



Figure 4: Site visit stops

After the site visit, the attendees were engaged in another short discussion, where the following points were highlighted:

- A representative from the Msunduzi Fire and Rescue Department indicated that any changes such as the movement of the terminal building needs to also take safety aspects into account. These aspects include how long it would take to reach the terminal building in the case of an emergency. The Fire and Rescue Department's safety strategies are also guided by regulations and emergency response times.
- It was indicated that the issues raised during this Scoping Phase need to be addressed by specialist studies.
- The Civil Aviation Authority indicated that the Pietermaritzburg Airport has a category 6 runway and therefore any expansion of it is not feasible. It is also important that any

developments take into consideration the buffer around the runway and whatever alternatives that put forward into the proposal should be feasible.

Rodney Bartholomew (Msunduzi municipality) reiterated that the communication channels between the regulatory authorities, the Msunduzi Municipality and the INR are always open.

The meeting was closed by David Cox (INR) at 13:30.

Appendixes

1. Attendance Register

1.1. Integrated Attendance Register

Name and Surname	Department/Company/Organisation	Contact Number	Email Address	Address
Chris Stretch	Department of Transport	0836281538	chris.stretch@kzntransport.gov.za	172 Burger Street
Ros Diewrerux	Amafa	0333946523	Built.enviro@amafapmb.co.za	Amafa
Geetha Hariparsad	Msunduzi Municipality	0845556890	Geetha.hariparsad@msunduzi.gov.za	21 Washington Road
Abulele Qulu	Msunduzi Municipality	0333943625	Abulele.qulu@msunduzi.gov.za	411 Boom Street
Sipho Mncube	Department of Transport	0836361119	Sipho.Mncube@Kzntransport.gov.za	172 Burger Street
Essack Khan	Msunduzi Fire and Rescue Department	0824115954	Essack.Khan@msunduzi.gov.za	324 Pietermaritz Street
Juggie Padayachee	Msunduzi Fire and Rescue Department	0827801176	Juggie.padayachee@msunduzi.gov.za	324 Pietermaritz Street
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Sgt M E Le Roux	SAPS: Alexander Road	0828747726	kzn.alexandrroad.miccomm@saps.gov.za	Alexander Road
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Name and Surname	Department/Company/Organisation	Contact Number	Email Address	Address
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1.2. Original Attendance Registers

Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport
Focus Group Meeting – Government and Authorities
ATTENDANCE REGISTER



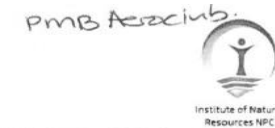
Name and Surname	Contact No.	Email Address	Address
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Sanele Buthelezi	0832571398	SaneleN@ssa.gov.za	SSA Durban

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Appendix 3: Public Participation Report

Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport

Focus Group Meeting – Government and Authorities

ATTENDANCE REGISTER



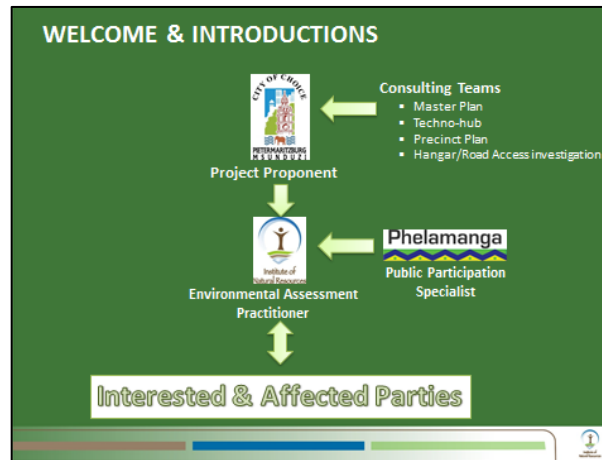
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Celma Crahan	033 3922370	celma.crahan@msunduzi.gov.za	Tu Rept Pretorius Str
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2. Focus Group Meeting (18/02/16) Presentation

PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Focus Group Meeting
- Government Authorities and Agencies -

Thursday 18 February, 2016
PMB Aeroclub

AGENDA

Welcome and Introductions

- Thanks
- Purpose and Structure
- Acceptance of Agenda

Overview of the Scoping and Environmental Impact Assessment (SEIA) process

- Conducted thus far
- Current stage
- Points of clarity

Project Description

- History
- Current proposal

Site Visit Introduction

- Summary of public engagement outcomes
- Site visits stops

TEA

SITE VISIT

Discussion

- Building on existing outcomes (opportunities, mitigation, solutions)
- Regulatory processes and legislation
- Information requirements to support processes
- Existing information (planning, spatial, assessment) to consider

Closure


- Going forward
- Contact Details
- Closure

WELCOME & INTRODUCTIONS


- Thanks
- Purpose and Structure
- Acceptance of Agenda

OVERVIEW OF EIA

- A *process* by which the *environmental consequences* of a proposed project is *evaluated* – i.e. *sustainability*.
- Legal process**
 - 2014 EIA regulations promulgated in terms of National Environmental Management Act, No 107 of 1998.
- Outcome – decision**
 - Refuse authorisation.
 - Grant authorization – with conditions.



EIA PROCESS

- Two Way Relationship**


RECEIVING ENVIRONMENT

 - Legal/Policy framework
 - Biophysical features (geology, slope, air quality)
 - Socio-economic (noise levels, Heritage - NB heritage resource)

DEVELOPMENT PLAN

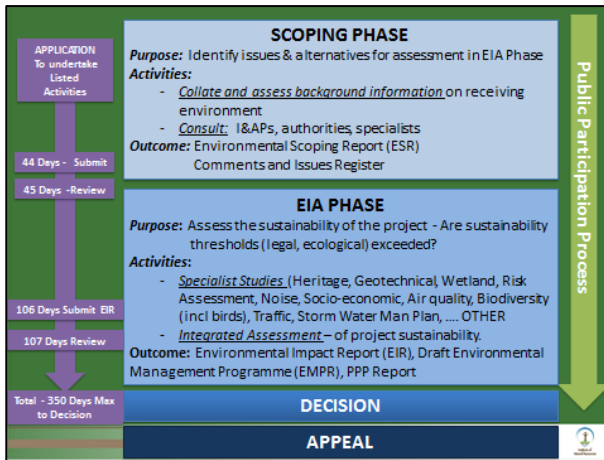
 - Site
 - Layout
 - Technology used/design
 - Mitigation measures (buffers to noise, indigenous/water wise landscaping)
- Trigger - Listing Notice II**

15 The clearance of an area of more than 20ha of indigenous vegetation.....

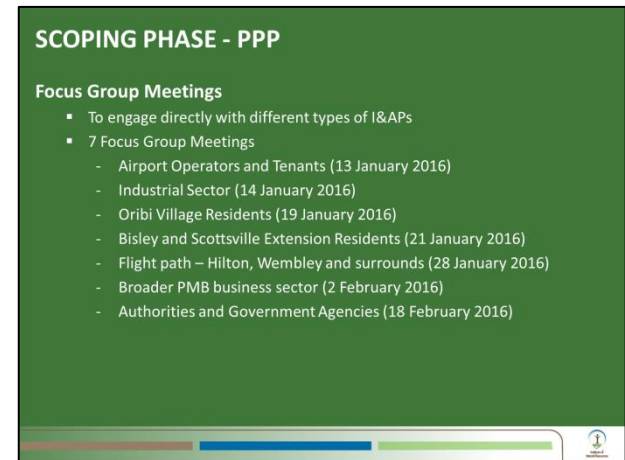
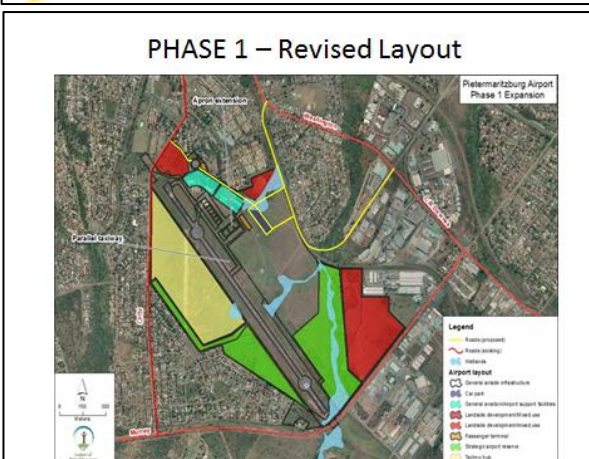
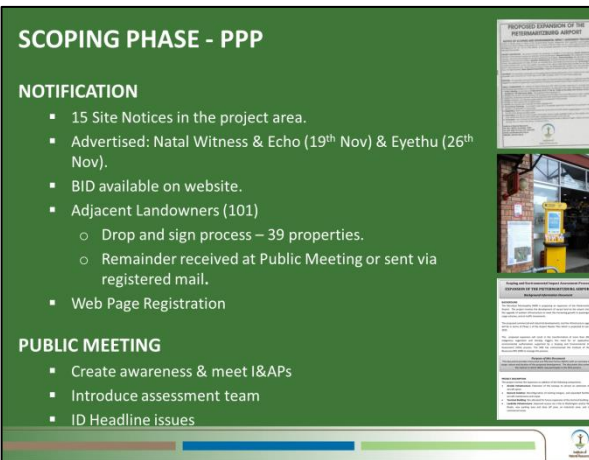
Indigenous vegetation : "vegetation consisting of indigenous plant species occurring naturally in an area, regardless of the level of alien infestation and where the topsoil has not been disturbed during the preceding 10 years".
- Other - must ID and include all listed activities in the application.**

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Appendix 3: Public Participation Report



PHASE 1 – Master Plan Layout



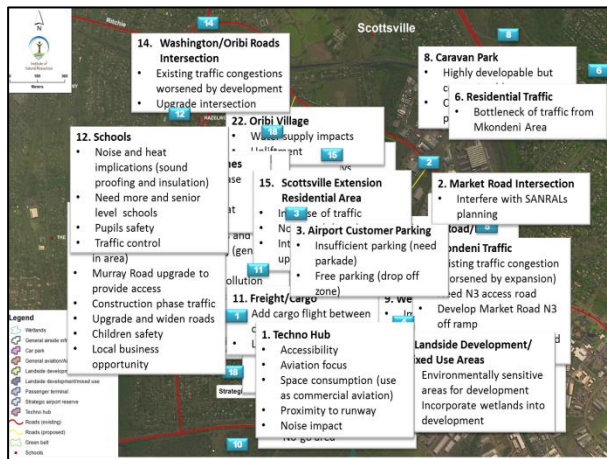
TECHNOLOGY HUB



DEVELOPMENT PLAN

- Construction of the Techno Hub will commence once the EIA completed (assuming a positive decision).
- Detailed planning for expansion of taxiways and new apron informed by feasibility study.
- Complete the airport precinct plan.
- Establishment of Airport Entity to manage the airport and the precinct.
- Land release programme for land side developments.

ULTIMATE DEVELOPMENT



CLOSURE

- Details and minutes available via the INR website: www.inr.org.za (What's New page)

Alternatively please contact:

Mrs. Sian Oosthuizen
P.O. Box 100396, Scottsville, 3209
Tel: 033 3460 796
Fax: 033 3460 895
Email: soosthuizen@inr.org.za

3. Photographic Evidence



3.14. Appendix 14: Airport Information Stand

AIRPORT USERS I&AP REGISTER

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Mike De Villieres	Airport User	0824145530	mike@northmec.co.za	18 Ridge Road, PMB
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Christopher Till	Airport User	0833995111	christopher@apartheidmuseum.org	Stone House Clifton School Road, Nottingham Road
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Kerry Walton	Airport User	0724671522	waltonk@iafrica.com	Chase Valley
Martin Oosthuizen	Airport User	0834490946	moosthuizen@deheus.com	Wembley
Colin Smith	Airport User	0825532704	cs.paperbark@gmail.com	Hayfields

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m Havenga	0827086529	burmei1@yahoo.com	pmb

Name and Surname	Contact No.	Email Address	Address
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Name and Surname	Contact No.	Email Address	Address
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Vicky Drawl's family	0829257406	Vicky RAININS	PARKVIEW NORTH, PMB
CHRISTOPHER TILL	0833995111	CHRISTOPHER.T@APARTHEIDMUSEUM.ORG	STONE HOUSE CLIFTON SCHOOL RD NOTTINGHAM ROAD
Laurie 43 Lonsden	0785688916	Laurie@COMRADES.Co.za	16 CONNAUGHT RD - SCOTSDALE
mlungisi Shezi	0722903423		61 FOXGLOVE HAYFIELDS

Name and Surname	Contact No.	Email Address	Address
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Martin Oosthuizen	0834490946	moosthuizen@dehous.com	Wembley
COLIN SMITH	0825552704	cs.paperbark@gmail.com	HAYFIELDS

PHOTOGRAPHIC EVIDENCE



3.15. Appendix 15: Transnet Meeting Minuets

MINUTES¹ OF THE MEETING TO CONFIRM TRANSNET'S POSITION ON THE FUTURE OF THE 'MARKET' RAILWAY SERVICE LINE – TUESDAY 3 MAY 2016, ON-SITE

Overview

- The 'Market Road Rail service line runs through the broader PMB Airport precinct (see attached map). The line is in disrepair and has not been used in over a decade. The state of the line in the area has the following negative implications:
 - The servitude is not managed. It is overgrown so is unsightly, provides an area for illegal dumping of waste and is a refuge for criminal elements.
 - Practically it presents a barrier to lining the airport with the broader precinct area.
 - Specifically the line needs to be crossed to facilitate the development of a proposed new access from market road into the Airport as part of the phase 1 upgrade of the airport.
- The removal of the service rail line would support more efficient and beneficial access within the airport precinct.
- The purpose of the meeting was to ascertain from Transnet the status quo and future use of the rail line and servitude
- The following organisations were represented at the meeting (register attached):
 - Msunduzi Municipality - Economic Development, Environment, Transport
 - Markewicz-Redman Partnership
 - Institute of Natural Resources (INR) NPC
 - Transnet Freight Rail (TFR)

Issues Discussed

- Mr Peter Hardman gave a brief history on the motivation and use of the Rail line back then. He explained that, the rail line was used by a Steam Company who have since relocated their locomotive enterprise to Inchanga. The Vegetable market was the main client which made use of the railway, and has not been functional for over 15 years. The railway line is approximately 6.5km long with a 30m reserve, 15m on the either side of the rail way line, however significant parts of the rail way line has been stolen.
- David Gengan confirmed that industries in Mkondeni have given clear indication that they will not be making use of the line in the future and many of the sidings have been sold to businesses in the area for expansion.
- Ms Mandisa Mkhize (TFR) was concerned if the community was using any part of the railway line as level crossing. In response, Mr Peter Hardman confirmed that there were only 2 level crossings which were not specifically a community concern.

¹ These minutes are not intended as a verbatim transcript of the meeting, but rather as a summary of the salient discussions which took place

- TFR confirmed that the rail will not be used in future and agreed to uplifting of the rail lines to allow the municipality to use the area for the expansion of the airport project.
- Mandisa Mkhize agreed to initiate the Transnet EPC process required to facilitate of uplifting of the Railway line. When a line is abandoned the land is transferred/abandoned to another party. In this case it would likely be the municipality.
- TFR drew our attention to that an agreement to uplift the line and the actual process of uplifting the line were two separate processes within Transnet, indicating that it might take time also citing challenges that may contribute to the delay including other projects (the shutdown) they are working on and the shortage of labour. It was agreed that, the uplifting process can start from market road extension to Oribi road, of which the distance is about 1500m. This section is the greatest priority because it is the area along which the proposed access road is routed.
- Mandisa David indicated that (Msunduzi Municipality) the abandoned land by the Steam Company will have to be transferred back to the municipality.

Action

Transnet to provide written confirmation (via email) that the line was no longer required and that it could be used by the municipality.

Transnet to initiate the EPC process required to enable upliftment of the line and transfer of land.

















TRANSNET RAILWAY ATTENDANCE REGISTER

DATE: 03 May 2016

TIME: 8:30

END Time: 9H30

VENUE:

NAME:	DEPARTMENT	TEL / EMAIL	SIGNATURE:
G Lebew	MSumbezi - Planning	033 392 3627	
D Pandey	TFR - Perway	0832860427 d.pandey@transnet.co.za	
D McGuigan	Royal Haulage DHV	083 659 3269 derek.mcguigan@rhdhv.com	
Chen Buchan	MSumbezi	0843508098	
J. Mathezi	INR	033 346 3690 jmathezi@inr.org.za	
M. Mkhize	TFR - PERWAY	081 361 4631	
L. Mthembu	TFR - Perway	031 361 5570	
J. Hovenga	TFR Perway	031 361 4160	
M DUMA	TFR PERWAY	018 27 333 55	
R. Bartholomew	MSumbezi / Equipment	033 3923240	
D. GEDGAN	MSumbezi	082 5708492	
NP. HADIMAN	INFRA CIVIL	083 380 4807	
D. Cox	INR	082 333 8341	
T Redina	TURP	082 7454101	

Email from Transnet

From: Darshan Panday Transnet Freight Rail DBN [<mailto:Darshan.Panday@transnet.net>]

Sent: 04 May 2016 02:56 PM

To: George Lebelo; David Gengan

Cc: Mandisa Mkhize Transnet Freight Rail DBN; Jacob J. Havenga Transnet Freight Rail DBN; Londiwe Mthembu Transnet Freight Rail EMP; Peter Hardman Transnet Freight Rail DBN

Subject: Oribi Airport Development


Good day

Transnet Freight Rail (TFR) Infrastructure Maintenance employees visited the area of a proposed development to the Oribi Airport situated in Pietermaritzburg.

The Durban Depot has no objection to the removal of the unused railway line and the utilization of the railway reserve visited, once the necessary Transnet procedures are followed.

The mentioned process would be an Enterprise Change Proposal (ECP) which is handled by the head office and would take between 2 – 6 months before formal approval is granted.

It is emphasised that once these processes are approved, TFR would require resource assistance in the removal of the railway lines as this project was not budgeted for.

	Kind Regards, Darshan Panday Engineer in Training Transnet Freight Rail	
		031 361 4316 083 2860 427
		Darshan.Panday@transnet.net

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