PUBLIC PARTICIPATION PROCESS REPORT

Scoping and Environmental Impact Assessment for the Proposed Expansion of the Pietermaritzburg Airport

January 2017

Institute of Natural Resources

Scoping and Environmental Impact Assessment for the Proposed Expansion of the Pietermaritzburg Airport

PUBLIC PARTICIPATION PROCESS REPORT

Prepared for

CITY OF CHOICE

PIETERMARITZBURG
MSUNDUZI

Prepared by

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ACRONYMS

ATNS	Air Traffic Navigation Services
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 and Environmental Impact Assessment (EIA) Phases of the Scoping and Environmental Impact Assessment (S&EIA) was designed to achieve the following key objectives:

i. 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
iii. Promote open communication channels throughout the EIA Phase
iv. Provide updates and feedback to I&APs
v. Enable I&APs to comment on the Environmental Impact Report (EIR) and accompanying assessments and management programme

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, during the Scoping Phase.

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 along 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 (commercials airline passengers)

2. PUBLIC PARTICIPATION PROCESS

The Public Participation Process (PPP) is divided into two sections: i) the Scoping Phase, and ii) the EIA Phase, as detailed in the sections to follow.

2.1. Scoping Phase

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.

2.1.1. Notification

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) webpage[1]
- Phone (land line and cell)
- SMS portal

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 airport[2], namely:

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

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

[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

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 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).

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.

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 a relevant government departments, were also notified and engaged in the PPP.

2.1.2. 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.

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)

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.

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.

Additional Meetings

To gain further insight and clarification on queries and comments raised by I&APs, various meetings and email correspondences were conducted. The outcomes of these engagements were fed into the Environmental Scoping Report. Records of these correspondences are as follows:

- Transnet meeting to confirm their position on the future of the 'market' railway service line - minutes of the meeting are available in Appendix 15.
- Airport tenant meeting to discuss the Draft ESR, held on 12 September 2016 - minutes of the meeting are available in Appendix 16.
- Meeting and communications with ATNS and Airlink to determine the flight path noise impact areas and gain clarity on future scheduled flight, held on 1 September 2016 - minutes of the meeting are available in Appendix 17.

2.1.3. Review of Environmental Scoping Report (ESR)

Public and Authority Review

The ESR for public comment was circulated to all I&APs and relevant authorities on 18 August 2016 and a 30 day comment period was provided.

- An electronic version of the ESR for comment was made available on the INRs website, and all I&APs and authorities were notified of its availability via email.

- Hard copies of the ESR for comment were made available at publically accessible venues and local I&APs were made aware of their availability via email and SMS. The public venues were:
    - Oribi Clinic (Oribi Road)
    - SAVF Centre (Oribi Village)
    - Emily's Supermarket (Emily Road)
- Hard copies of the ESR for comment were also provided to key local I&APs including:
    - Ward councilors (for areas surrounding the airport and impacted areas along the extended flight path)
    - Airport tenants and operators (upon request)
    - Bisley Park Primary School
    - South Africa Police Service (SAPS) - Alexandra Police Station
    - Transnet
    - Airport management
- Hard copies of the ESR for comment was sent/delivered to the following government departments:
    - Amafa Akwazulu-Natal
    - KZN Department of Transport (DoT)
    - Department of Economic Development, Tourism and Environmental Affairs (EDTEA)
    - Msunduzi Municipality – Town Planning Unit
    - Msunduzi Municipality – Forward Planning Unit
    - Msunduzi Municipality – Environmental Management Unit
    - KZN Provincial Treasury
    - Department of Water and Sanitation (DWS)
    - Department of Cooperative Governance and Traditional Affairs (CoGTA)

Comments on the ESR, as well as comments received following the initiation of the EIA process, were recorded and responded to in a Comment and Response Register (see section 2.1.4. to follow). Where applicable, the ESR was amended to address or included the comments received.

The final ESR was completed and submitted to the competent authority on 27 September 2016 and placed on the INRs website for public access. Notification of its revision and finalization was sent to I&APs via email.

2.1.4. Comment and Response Register (C&RR)

As indicated, all of the comments received were compiled in a C&RR, demonstrating the details of the I&AP that made the comment, what the comment pertains to and the response. The C&RR (Appendix 20: Comments and Response Register) 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.

2.2. EIA Phase

Public participation and stakeholder engagement activities during the EIA Phase were aimed at ensuring that the assessment and specialist studies undertaken adequately address the issues raised during the Scoping Phase. Communication channels between the practitioner and I&APs remained

opened throughout the EIA Phase, enabling continuous opportunity to provide comment/clarity on the EIA process. Engagements during the EIA are summarized in the sub-sections to follow.

2.2.1. Engagement

Engagements were held during the EIA Phase to obtain clarity, insight, comments and information from stakeholders. These engagements included:

- Scoping Phase Site Visit with the Department of Economic Development, Tourism and Environmental Affairs (EDTEA), held on 5 October 2016 – minutes of the meeting are available in Appendix 18
- Aircraft noise mitigation workshop to determine feasible noise mitigation options based on the ICAO[1]'s *Balanced Approach to Noise Management* guideline, held on 9 November 2016 – minutes of the meeting are available in Appendix 19

2.2.2. Release of Environmental Impact Report (EIR) for Comment

Registered I&APs and authorities will be notified of the release of the EIR for comment and hard copies made available at communal locations for public review. The EIR for comment will be placed on the INRs website for I&AP and public access. All comment is requested to be sent in writing (either English or Zulu) to the INR by **16 February 2017** via email (soosthuizen@inr.org.za) or post (Institute of Natural Resources - P.O.Box 11000396, Scottsville, 3209). For further queries, please contact Sian Oosthuizen (INR) on 033 036 0796 or soosthuizen@inr.org.za.

2.2.1. Public Meeting

To enable public input into the EIA Phase and the EIR for comment, a Public Meeting will be held during the public review period. The meeting will be use to present the findings of the EIA to the public and allow for comment and queries to be posed. Details of the Public Meeting are as follows:

- **Date**: Thursday 2 February 2017
- **Time**: 17:30 for 18:00
- **Venue**: Bisley Park Primary School Hall (130 Oribi Rd, Pietermaritzburg)

Registered I&APs will be notified of the meeting via email and SMS. For further details regarding the meeting, please contact Sian Oosthuizen (INR) on 033 036 0796 or soosthuizen@inr.org.za.

2.2.2. Comment and Response Register (C&RR)

All of the comments received during the EIA Phase (thus far) were added to the C&RR compiled in the Scoping Phase. The register demonstrates the details of the I&AP that made the comment, what the comment pertains to and the response (Appendix 20: Comments and Response Register). The EIA Phase C&RR has also been appended to the EIR. Comments received during the EIR Public Review period will be added to this register and addressed in the final EIR.

[1] International Civil Aviation Organization (ICAO)

3. APPENDICES

3.1. Appendix 1: I&AP Database[1]

Name and Surname	Type of I&AP	Company/Department
Abulele Qulu	Government	Private
Akhona Siphahlanga	Resident - Oribi	Private
Alexandra High School	Flight Path	Private
Alvin Naidoo	Airport Tenant	Indiza
Amanda Maharaj	Government	EDTEA
Andre van Schalkwyk	Airport User	Private
Annie van de Venter	Government	Amafa
Antointte De Bruin	Resident - Oribi	Private
Anton Rousseau	Airport Tenant	Gryphon Flying Academy
Athlone Primary School	Flight Path	Private
Auriel du Plooy	Resident - Oribi	Private
Barry du Plessls	Business	Showgrounds
Barry Price	Airport Tenant	Airport Tenant
Bathethelele Dube	Resident - Oribi	Private
Beatrice Bosch	Airport Tenant	Servest Parking
Belinda Torre	Business	Leads 2 Business
Bennett Steven	Resident - Oribi	Private
Benny Braithwaite	Business	Private
Bertina Ngcobo	Resident - Oribi	Private
Billy Paton	Government	Msunduzi Fire and Rescue
Bo Mhlongo	Resident - Oribi	Private
Bongani Zuma	Resident - Oribi	Private
Bongi Nkosi Mkize	Resident - Oribi	Private
Boni Madlala	Resident - Oribi	Private
Bradley Sampson	Business	Private
Brett Hancocks	Industry	Private
Brian Kanya	Government	Msunduzi Fire and Rescue
Bruce Dempster	Flight Path	Hilton/Fernhill conservancy
Burrie & Edith van Niekerk	Resident - Bisley	Private
Busisiwe Mkhize	Resident - Oribi	Private
Busisiwe Mlambo	Government	SANRAL
Byron Bishop	Airport Tenant	Hillcrest Panel Beaters
C M Ngcobo (Mandla)	Resident - Scotts	Private
C Nezar	Resident - Oribi	Private
Calolie Ntomi	Resident - Oribi	Private
Candice Mbhele	Government	CoGTA
Caryn Lehmkuhl	Resident - Oribi	Private
Celina Cradin	Government	Msunduzi Fire and Rescue
Celma Croudace	Government	Disaster Management
Chantelle Hickley	Airport Tenant	Federal Air
Charmaine Kruger	Resident - Oribi	Private
Chinga Mazhetese	Airport Tenant	CAA
Chris Stretch	Government	KZN Department of Transport
Christine Smith	Airport Tenant	SA Airlink
Christine Taljaard	Resident - Oribi	Private
Christopher Till	Airport User	Private

[1] For privacy reasons, personal contact details have been excluded from this public document

Name and Surname	Type of I&AP	Company/Department
Clarendon Community Association (CCA)	Flight Path	
Claude Parnell	Airport Tenant	Parnell – East Coast Silicone
Clive Coetzee	Government	KZN Treasury
Colin Johnston	Flight Path	Hilton
Colin Smith	Airport User	Private
Colin van Heerden	Industry	
Cosmas Hamadziripi	Government	EDTEA
Craig Millar	Councilor	uMngeni - Ward 6
Craig Mitchell	Flight Path	Private
Craig Wing	Airport Tenant	Aircraft and EAA hangar owner
Cynthia Hlophe	Resident - Oribi	Private
D Crafford	Resident - Oribi	Private
D Khoza	Resident - Oribi	Private
D T Mashishi	Airport User	Private
Dankie Williams	Airport Tenant	Dankiza Tours
Dave Rigby	Flight Path	Private
David Gengan	Government	Msunduzi Municipality
Deidre Deetlefs	Airport Tenant	Europcar
Denise Fouche	Resident - Oribi	Private
Denise Temple	Flight Path	Private
Derrick Gwala	Resident - Oribi	Private
Devan Denvar	Government	Traffic Department
Dinesree Thambu	Government	EKZNW
Dlomo Armstrong Bongani	Councilor	Msunduzi - Ward 13
Doug Burden	Flight Path	Hilton- uMngenyane Conservancy
Dudley Mbambo	Government	SANRAL
E D Lehmkuhl	Resident - Oribi	Private
Eleanor Naidoo	Airport User	Private
Epworth	Flight Path	Private
Erika Parker	Business	Private
Ernest Fouche	Resident - Oribi	Private
Essack Khan	Government	Msunduzi Fire and Rescue
Ethel D Dladla	Resident - Oribi	Private
Experimental Coast EAA	Airport Tenant	EAA
Fikile Sithole	Government	KZN Department of Transport
François Davel	Airport Tenant	Private
Gawie Bestbier	Airport Tenant	CAA
Geetha Hariparsad	Government	21 Private Road
George Lebelo	Municipality	Msunduzi Municipality
Glenn Robert McArthur	Councilor	Msunduzi - Ward 26
Goodness Jula	Resident - Oribi	Private
Grace Booi	Resident - Oribi	Private
Grace College	Flight Path	Private
Gugu Dumakude	Resident - Oribi	Private
Gwala Sindisiwe Cydy	Councilor	Msunduzi - Ward 18
H Potgieter	Airport User	Pretoria
Hamish Otto	Government	TRANSNET
Hans van der Pol	Airport Tenant	Oribi Flying Services
Hazelwood Pre-Primary	Flight Path	Private
Hendrik Mosterl	Resident - Bisley	Private
Hennie Heyns	Business	Private

Name and Surname	Type of I&AP	Company/Department
Henry Benoall	Resident - Oribi	Private
Hertz Car Hire	Airport Tenant	Hertz Car Hire
Hilton College	Flight Path	Private
Hilton Rate Payers' Association	Flight Path	
Hilton Village.co.za	Flight Path	Private
Hlengiwe Ntuli	Resident - Oribi	Private
Howard Richardson	Flight Path	Private
Hugh Temple	Flight Path	Hilton/Worlds View Conservancy
Ian Felton	Government	EDTEA
Ingrid Ledwaba	Airport User	Private
Irene Tamazio	Resident - Oribi	Private
Ishaan Rainklown	Government	SANRAL
Jabulani Dlamini	Resident - Bisley	Private
Janet Booysen	Resident - Oribi	Private
Jeff Meyer	Resident - Scotts	Private
Jennifer King	Resident - Oribi	Private
Jessica Taylor	Government	WSP (on behalf of SANRAL)
Johan Janse van Vuuren	Airport Tenant	Air Taxi Services
John Campbell	Airport Tenant	Private
Jojo Dule	Resident - Oribi	Private
Judy Bell	Flight Path	Hilton/Winterskloof conservancy
Juggie Padayachee	Government	Msunduzi Fire and Rescue
Kasongo Kampweulu	Government	CoGTA
Kelvin Price	Airport Tenant	Avis Car Hire
Kerry Walton	Airport User	Private
Kim Vanheerden	Government	EDTEA
Kimberly Booysen	Resident - Oribi	Private
Koos Vorster	Business	Private
Kwazi Zuma	Resident - Bisley	Private
L Chetty	Resident - Scotts	Private
Lance Du Plooy	Resident - Bisley	Private
Lawrence Hoatson	Airport Tenant	Tekwani Sawmills (Hoatson)
Lawrence Mary Judith	Councilor	Msunduzi - Ward 27
Lecelia Bhengu	Resident - Oribi	Private
Lee du Preez	Business	
Leo Quayle	Flight Path	Upper Wembley Ass
Linda Sinodi	Resident - Oribi	Private
Lindo Mahlaba	Municipality	Private
Liz Dralle	Flight Path	Private
Lloyd Singh	Government	Msunduzi Fire and Rescue
Londeka Zondi	Resident - Scotts	Private
Londiwe Bennett	Resident - Oribi	Private
Louis van der Linden	Airport User	Private
Ludwig Winterbach	Councilor	Msunduzi - Ward 36
Luette Kruger	Resident - Oribi	Private
M A Ferreira	Resident - Oribi	Private
M A Majola	Government	EMRS - Greys Hospital
M Harenga	Airport User	Private
M M Zungu	Resident - Scotts	Private
M Pieterse	Airport User	Private
Mabandla Nkwanyana	Resident - Bisley	Private

Name and Surname	Type of I&AP	Company/Department
Mandisa Zungu	Government	CoGTA
Mandla Ngcobo	Resident - Scotts	Private
Marc Germiquet	Airport Tenant	Private
Marc Hargreaves	Airport Tenant	Avis Car Hire
Margret Sole	Resident - Oribi	Private
Marinda Fouche	Resident - Oribi	Private
Mariska White	Resident - Oribi	Private
Mark Meter	Airport Tenant	PMB Aero Club
Martin Flavell	Flight Path	Upper Wembley Ass
Martin Oosthuizen	Airport User	Private
Martizburg College	Flight Path	Private
Mbatha Nondu	Resident - Bisley	Private
Mbekiseni Zondi	Resident - Oribi	Private
Mbongiseni Zuma	Resident - Bisley	Private
MCS	Flight Path	Private
Mdladla Siphosethu Hellen	Resident - Scotts	Private
Mdulhula Shadoda	Resident - Oribi	Private
Melanie Veness	Business	PCB
Mewa Zuma	Resident - Scotts	Private
Mhlanga Madondo	Resident - Bisley	Private
Michele Steijl	Airport Tenant	Azur
Mike De Villieres	Airport User	Private
Miles Johnson	Airport Tenant	Thoteng Trust
Mlungi Mdalose	Resident - Oribi	Private
Mlungisi Shez	Airport User	Private
Mmathulo Ngwenya	Resident - Bisley	Private
Monica van Rensberg	Resident - Oribi	Private
Mr and Mr Prinsloo	Resident - Bisley	Private
Mr Barnes	Airport Tenant	Barnes
Mthokozisi Maphanga	Resident - Bisley	Private
Mvelo Mzolo	Resident - Oribi	Private
Myles Sinclair & Grant Wishart	Airport Tenant	Emerald Green
N Loelly	Government	Msunduzi Fire and Rescue
N M	Resident - Oribi	Private
N M Mkhise	Airport User	Private
N Mokoena	Government	DWS
N P Dlamini	Resident - Bisley	Private
N P Dlamini	Resident - Oribi	Private
Nabila Khan	Municipality	Private
Nasihle Nzama	Municipality	
Nathi Sibisi	Business	Private
Naven Naidoo	Industry	Private
Ndawonde Caiphas	Councilor	Msunduzi - Ward 19
Ndileka Ncinca	Resident - Oribi	Private
Nelson Nkabiti	Airport Tenant	CAA
Nigel and Donna Berjak	Flight Path	Private
Nkosi Buthelezi	Business	Private
Nkosikhona Buthelezi	Resident - Oribi	Private
Nkosinathi Tomose	Business	Private
Noewellen Loelly	Government	Msunduzi Fire and Rescue
Nokubonga Magwenyana	Government	Msunduzi Fire and Rescue

Name and Surname	Type of I&AP	Company/Department
Nombulela Hlophe	Resident - Oribi	Private
Nombuso Mzobe	Resident - Bisley	Private
Nomonele Maphanga	Resident - Bisley	Private
Nondumiso Zuma	Resident - Oribi	Private
Nonhlanhla Zuma	Resident - Bisley	Private
Nonjabulo Mkhize	Resident - Oribi	Private
Nonkululeko Mokoena	Government	DWS
Nontobeko Khuzwayo	Resident - Oribi	Private
Nontobeko Mofokeng	Municipality	APM: Airport
Nora Choveaux	Business	Private
Ntokozo Mtolo	Resident - Oribi	Private
Ntombizodwa Mabasa	Government	SSA Pretoria
P B Mmambo	Government	SAPS Alexandra Road
P N Gumede	Resident - Oribi	Private
Pam Passmoor	Flight Path	Private
Pam Reid	Flight Path	Clarendon Community Association (CCA)
Patience Mkhize	Resident - Oribi	Private
Patrick Mulligan	Airport Tenant	Dunranch - Airborne Café
Pelham Senior Primary School	Flight Path	Private
Percy Dzhivhuho	Authority	Transnet Manager
Percy Ngcobo	Resident - Bisley	Private
Peron Amein	Resident - Oribi	Private
Philani Ngidi	Councilor	Msunduzi - Ward 24
Phungula Bernard Dumisani	Councilor	Msunduzi - Ward 23
PMB Girls' High	Flight Path	Private
PurityNdlovu	Resident - Oribi	Private
Ramburan Shameela	Government	DWS
Ravi Ronny	Government	SANRAL
Reg Sivsunker	Airport Tenant	Fly Go Air
Reg Suton	Industry	Private
Reka Kallicharan	Government	KZN DARD
Riaan Myburgh	Airport Tenant	CAA
Ridhwaan Mahomed	Government	SANRAL
Rochelle Adkins	Resident - Oribi	Private
Rod Bowes	Industry	Bsi Steel
Rodney Bartholomew	Municipality	Msunduzi Municipality
Rodney Trenam	Government	Msunduzi Fire and Rescue
Ros Diebrieux	Government	Amafa
Russel	Resident - Oribi	Private
Ruth Zuma	Resident - Oribi	Private
S T Simelane	Resident - Bisley	Private
S Xulu	Resident - Oribi	Private
Sakkie de Lange	Airport Tenant	ATNS
Sanele Buthelezi	Government	SSA Durban
Sarajina Mncwabe	Resident - Oribi	Private
Sbongile Bekwa (Audrey)	Resident - Oribi	Private
Sbongile Mazeka	Resident - Oribi	Private
Sbusisio Mahlangu	Resident - Oribi	Private
Segren Pillay	School Principle	Bisley Park Primary
Sfiso Shange	Resident - Oribi	Private
Sgt M E Le Roux	Government	SAPS Alexandra Road

Name and Surname	Type of I&AP	Company/Department
Sharon Jordan	Resident - Oribi	Private
Shaun Braithwaite	Business	Private
Shelley Steijl	Airport Tenant	Azur
Sibusiso Mboto	Business	Private
Sibusiso Bophela	Resident - Oribi	Private
Sibusiso Dlamini	Government	EMRS
Sibusiso Mboto	Media	Eeyethu News
Sibusiso Nkabinde	Airport Tenant	ATNS
Simon Dix	Airport Tenant	
Simphiwe Masilela	Airport Tenant	Private
Sipho Mncube	Government	KZN Department of Transpor
Sipho Zimu	Resident - Oribi	Private
Slindile Xulu	Resident - Oribi	Private
Smangele	Resident - Oribi	Private
Spellele Ngcami	Resident - Oribi	Private
St Anne's School	Flight Path	Private
Steve Svendsen	Airport Tenant	
Suzette Benoall	Resident - Oribi	Private
T M Dladla	Resident - Oribi	Private
Tembi Hlope	Resident - Oribi	Private
Terence Talbot	Business	Private
Thandeka Ngubo	Resident - Oribi	Private
Thandeka Nkabini	Resident - Oribi	Private
Thandeka Zondi	Resident - Oribi	Private
Thando Kuboni	Resident - Oribi	Private
Thembeko Sokhela	Resident - Oribi	Private
Thulasizwe Ncalane	Resident - Bisley	Private
Thuleleni	Resident - Oribi	Private
Thuso Ndou	Government	DWS
Tim Madgwick	Government	KZN Treasury
Tony Markewicz	Project Team	Royal HaskoningDHV
Trevor du Plessis	Airport Tenant	ATNS - Durban
University of KwaZulu-Natal PMB	Flight Path	Private
Unknown 1	Resident - Oribi	Private
Vic Winterbach	Councilor	Ward 36 councilor
Vicky Ramins	Airport User	Private
Victoria Khosa	Resident - Oribi	Private
Vuyiswa Ndlovu	Resident - Oribi	Private
Warren Briggs	Resident - Oribi	Private
Wayne Bond	Airport Tenant	Pacair
Welly Langa	Resident - Bisley	Private
Werner Kleynhans	Airport Tenant	South African Civil Aviation Authority
Willem Prinsloo	Resident - Oribi	Private
Xolani Mpofama	Resident - Oribi	Private
Yvonne Ofosu-kwakye	Government	CoGTA
Zakhele Bophela	Resident - Oribi	
Zakwe Phiwe	Resident - Oribi	Private
Zanele Mzizi/Zimu	Resident - Oribi	Private
Zilungile Chonco	Municipailty	Private
Zondi Londeka	Resident - Scotts	Private
Zonke Patience Mkhize	Resident - Oribi	Private

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.

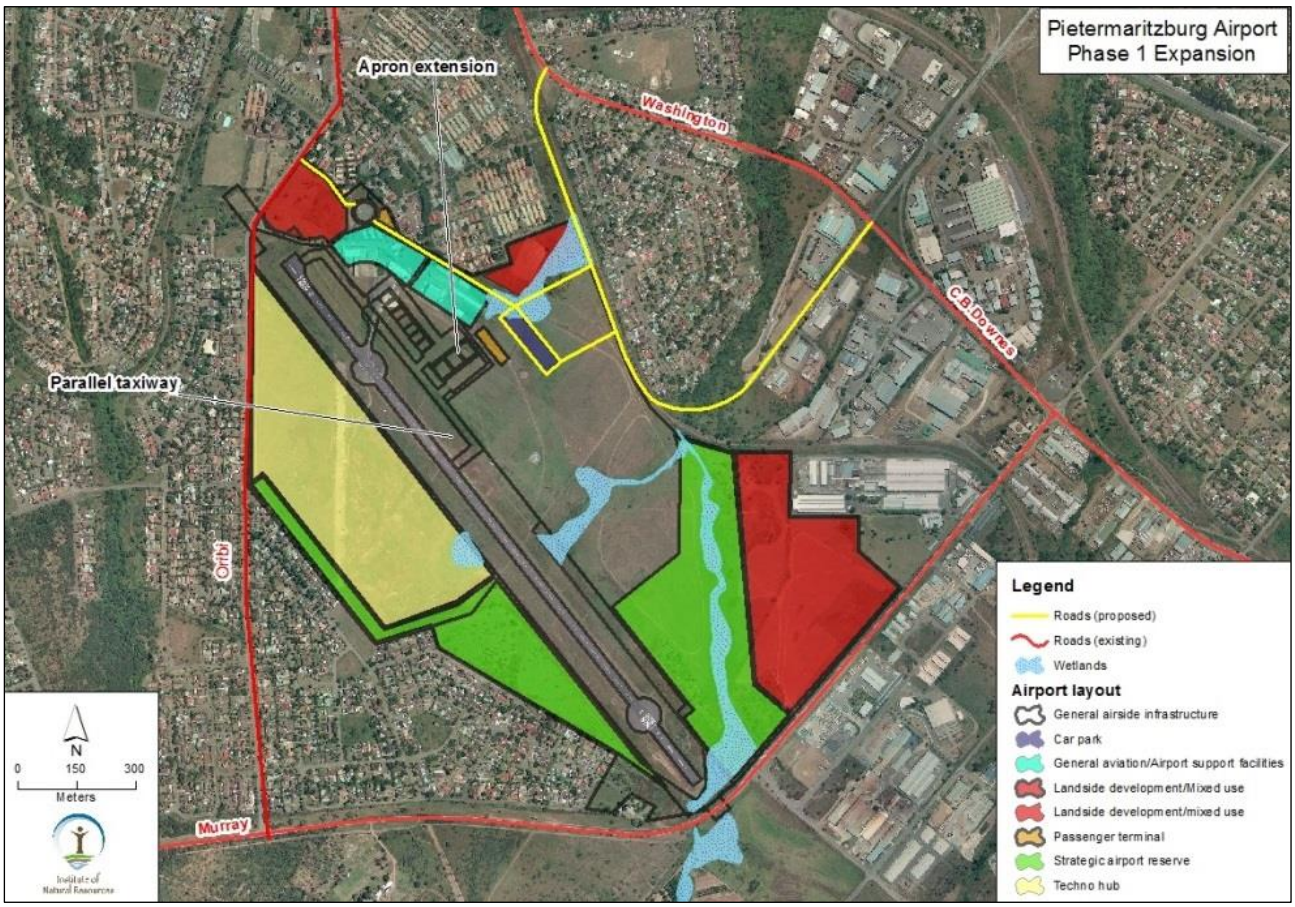


Figure 1 Location, layout and extent of proposed land-use and infrastructure

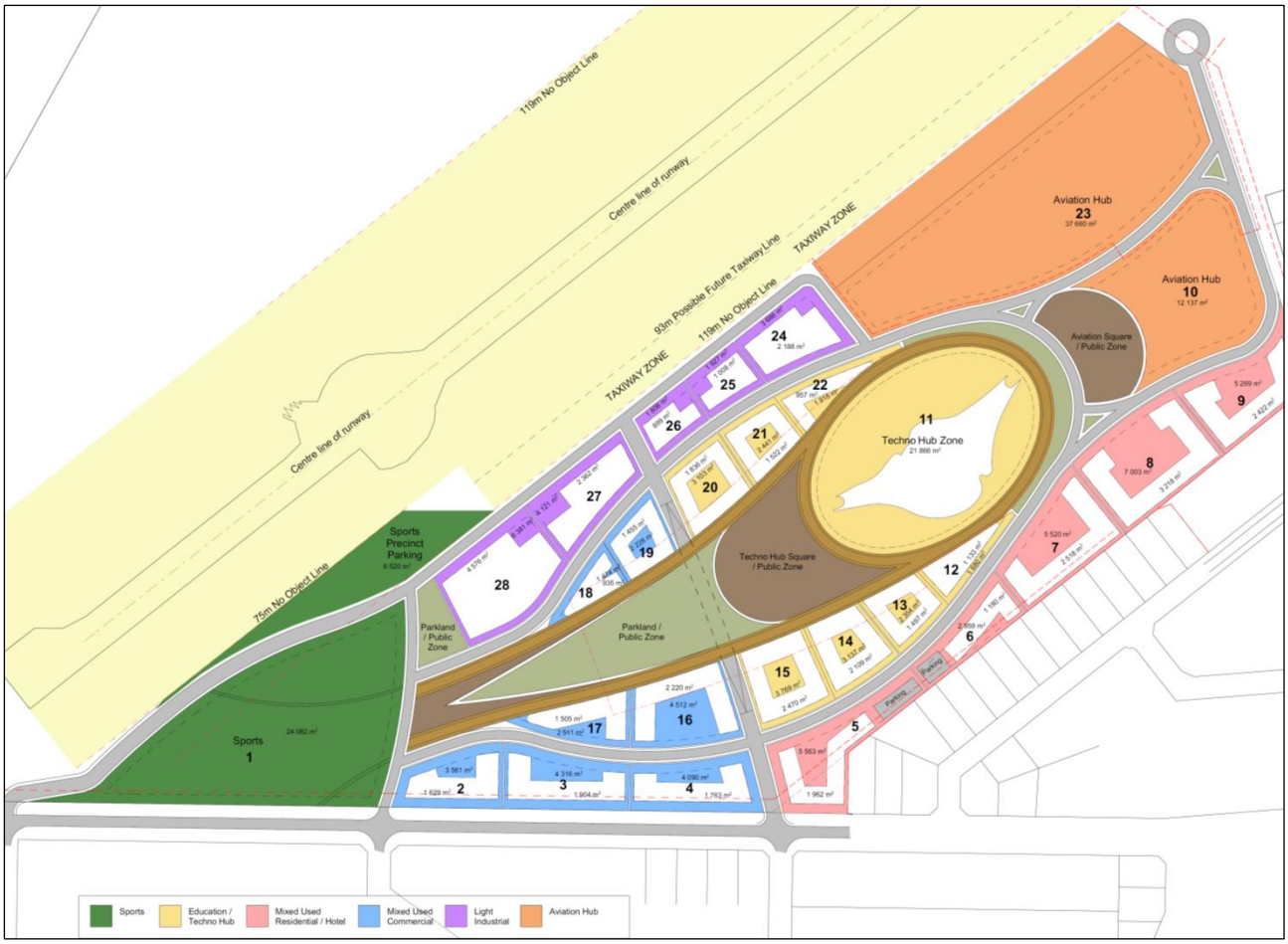


Figure 2 Proposed layout of zones and infrastructure within the Techno Hub

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

Institute of Natural Resources

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 Pieterson	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
Buckley Road	40	Residential	Nicolas Ian Cloete	Liz Cloete	YES
Markham Road	38	Residential	Lynette Grace du Bois	Naledi Matshotyana	YES

Road/Street Name	Street No.	Property Type	Owner/Resident Name	Receiver Name	Received letter
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

'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 Municipailty			
Oribi Road	207	Residential	Rejoice Babongile Mfeka	Cebile Mthembu		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 Zungu		03/12/2015
Long Street	8	Residential	Protus Mbongiseni Zuma	NJABULO SITHOLE		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	Donald J WALTERS		3/12/2015
Long Street	24	Residential	Gabriel Phillip Mey	PHILLIP MEY		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			

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				12
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				13
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				14
Globe Road	34	Residential	Grant Rudling	Khulekani		3/12/2015	
Globe Road	36	Residential	Patrick Thulani Khumalo	SFISO		3/12/2015	
Globe Road	38	Residential	Precillia Lungile Mlotshwa	R. Mlotshwa		3/12/2015	
Globe Road	40	Residential	Ernest De Bruin	Ernest De Bruin		3/12/2015	
Globe Road	42	Residential	Denzel Darryl le Roux	N le Roux	NleRoux	3/12/2015	
Globe Road	44	Residential	Mervin Raubenheimer			3/12/2015	
Globe Road	46	Residential	Dawid Gideon von Lochereberg				
Globe Road	48	Residential	Blessing Nkosinathi Bhengu				15
Globe Road	50	Residential	Vallerie Yvonne McCabe				16
Globe Road	52	Residential	Joseph Louis Matthysen				17

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	M. Ahnin		3/12/15	
Globe Road	56	Residential	Wendy Jacqueline Robinson	M. Ahnin		3/12/15	
Globe Road	58	Residential	Claudette Ntombizonke Mkhize				18
Globe Road	60	Residential	Myandhra Chetty	L Chetty		8/12/15	
Globe Road	62	Residential	Belinda Meyer			3.12.15	
Globe Road	64	Residential	~~Ivor William Usher~~ L. Nkunzi	L. Nkunzi		03/12/15	
Globe Road	66	Residential	Alfred Makhiseni Myeza	Fmyeza		3/12/15	
Globe Road	68	Residential	Neal Errol Smith				19
Globe Road	70	Residential	Miranda Oosthuizen				20
Globe Road	72	Residential	Lovable Glenrose Ngcobo	Ziphezinhle		03/12/15	
Globe Road	74	Residential	Lorraine Naude			03/12/15	
Globe Road	76	Residential	Johannes Cornelius le Roux			3/12/15	
Globe Road	78	Residential	Elaine Meagan Auths				21
Foxhill Road	0	Vacant	The Msunduzi Municipailty				
Buckley Road	77	Residential	Patricia Helen Vermaak				22
Buckley Road	66	Residential	Samson Guimani Radebe	Wendy Mazibuko		03/12/15	
Buckley Road	64	Residential	Kwazi Emmanuel Zuma		Kwazi Zuma	03/12/15	
Buckley Road	58	Residential	Jerome Thulani Mbambo				23
Buckley Road	56	Residential	Milton Muhle Sibisi				24
Buckley Road	50	Residential	Lusiwe Sihlesenkosi Mhlongo				25
Buckley Road	48	Residential	Hilton Niel Prowse				26
Buckley Road	42	Residential	~~John David Brooks~~ Bevon Green	Liz Cloete		3/12/2015	
Buckley Road	40	Residential	Ian Nicolas Cloete	Liz Cloete		3/12/2015	
Markham Road	38	Residential	Grace Lynette du Bois	Naledi Matshotyana		3/12/15	
Markham Road	36	Residential	Ndazo Nomtha Luthuli	Ncilane		3/12/15	
Markham Road	32	Residential	Valeria Nomakhosi Molapo	Naledi Molapo		03/12/15	
Markham Road	30	Residential	Samuel Thabo Dhlamini	Simisiwe Dhlamini		03/12/15	

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 Qinisela Ngcobo	Tshepo		3/12/15	
Markham Road	26	Residential	Sedcom Incorporated				27
Markham Road	24	Residential	Philippus Evert van Eeden Nienaber			3/12/2015	
Markham Road	22	Residential	Nomagugu Euegenia Williams				28
Markham Road	20	Residential	Simon Bonginkosi Makhaye	Julenda MFengu		3/12/15	
Markham Road	18	Residential	Sibongile Cynthia Ndlovu				29
Markham Road	16	Residential	Simangele Matilda Cordelia Dlamini	Cordelia		3/12/15	
Markham Road	12	Residential	Mnandi Family Trust				30
Markham Road	10	Residential	Ubacus Lollius Nimack pp			3/12/2015	
Markham Road	8	Residential	Phillip Peter Meyer				31
Markham Road	6	Residential	Emmanuel Simphiwe Mchunu				32
Markham Road	4	Residential	Sebenzile Thembekile Mdletshe				33
Markham Road	2	Residential	~~Lynette Audrey le Klerk~~ Sabelani Mamini	Sabelani Dlamini		3/12/2015	
Markham Road	15	Residential	Dorcus Lungile Mchunu				34
Markham Road	11	Residential	Emmanuel Simphiwe Mchunu	Juan Pienaar	Juan	3/12/15	
Markham Road	9	Residential	Nobuhle Nondumiso Authorine Mbense	Nondumiso Mbatha		3/12/2015	
Markham Road	7	Residential	Charlotte Adele Taljaard				40
Markham Road	5	Residential	Ignatia Nonuthuko Dlamini				41
Markham Road	3	Residential	Winnie Nombuso Mzobe				42
Markham Road	1	Residential	Gregory Riba Ngwenya	RIBA NGWENYA		03/12/2015	

UNCLAIMED REGISTERED NOTIFCATION LETTERS

REGISTERED LETTER
GEREGISTREERDE BRIEF

Post Office

(with an insurance option/met 'n versekeringsopsie)

25983

Addressed to/Geadresseer aan

INSTITUTE OF NATIONAL RESOURCE

100346

Date stamp issued
2016 -01- 25
datumstempel uitgereik

SCOTTSVILLE POST OFFICE 3209

Please collect at
Haal asseblief af by

Post Office, counter No
Poskantoor, toonbankno

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

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	PA312081859	26	
2	PA312081662	27	
3	PA312081747	28	
4	PA240754472	29	
5	PA240754469	30	
6	PA240754481	31	
7	PA240754450	32	
8	PA312081340	33	
9	PA312081424	34	
10	PA312081384	35	
11	PA269216990	36	
12	PA312081101	37	
13	PA312081116	38	
14	PA312081225	39	
15	PC081009081	40	
16	PC081009152	41	
17	PC081009047	42	
18	PC081009033	43	
19	PC081009020	44	
20	PC081009078	45	
21		46	
22		47	
23		48	
24		49	
25		50	

Total
Totaal 20 | TWENTY

Signature of recipient
Handtekening van ontvanger

ID Number
ID-nommer

Company stamp Maatskappystempel	Initial of delivery officer Paraaf van aflewerings-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:

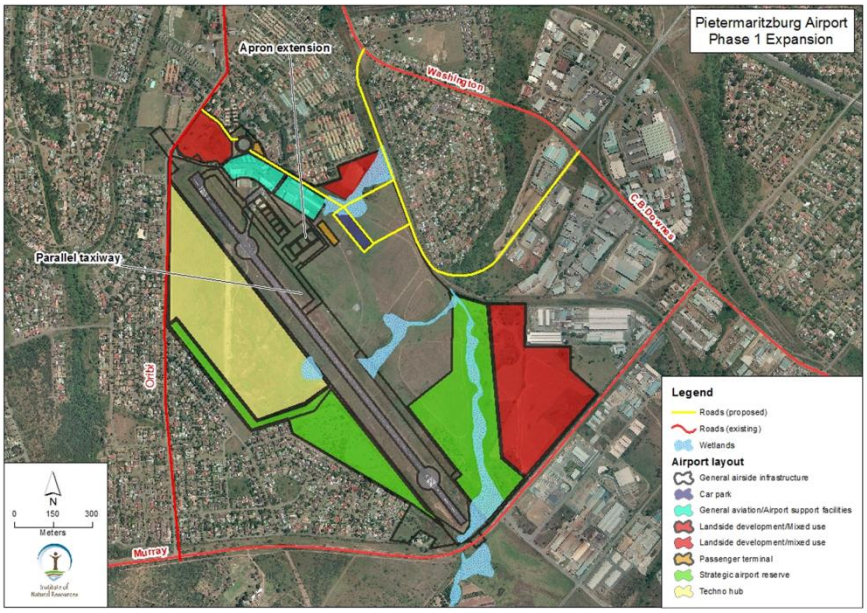
- **Airside Infrastructure**: an extension of the taxiway to service an extension of the aircraft apron.
- **General Aviation**: reconfiguration of existing hangars, and expanded facilities for aircraft maintenance and repair.
- **Terminal Building**: site allocated for future expansion of the terminal 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

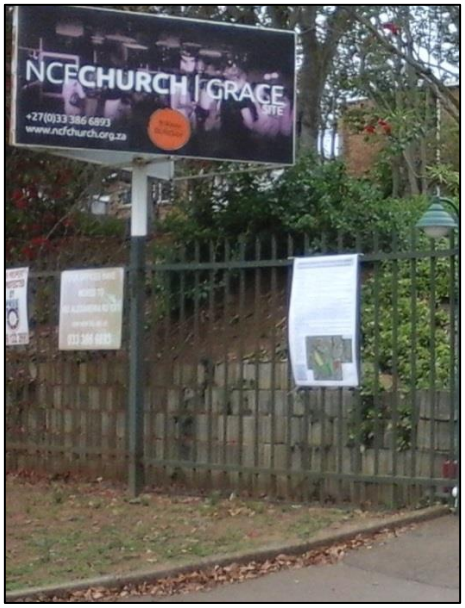
EVIDENCE OF 15 SITES WHERE PUBLIC NOTICE WERE PLACED

Kalinka Educare Pre-school (Oribi Road)

Emily's Supermarket (20 Emily Road)

Mndeni Meats (Market Road)

NCF Church (Alexandra Rd Extension)

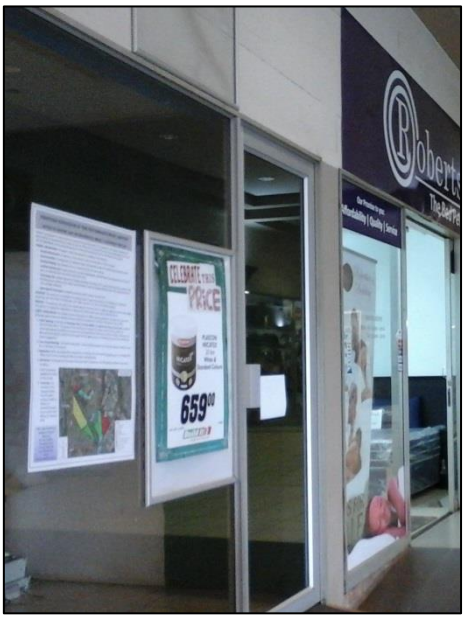


Pelham Senior Primary School

Pelham Supermarket

Pick 'n Pay in Polly Shorts Centre

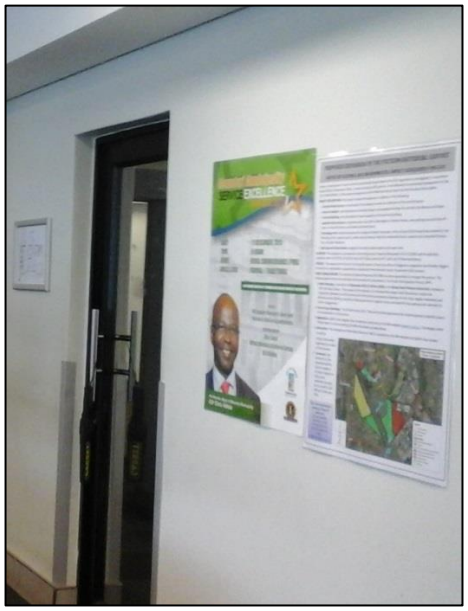
Spar in Southgate Shopping Centre



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)

3.5. Appendix 5: Advertisements

EVIDENCE OF ADVERTISEMENTS IN NEWSPAPERS

Natal Witness – 19 November 2015

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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).

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   - Explain the relationship between the EIA process and other planning processes underway for the area.
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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.

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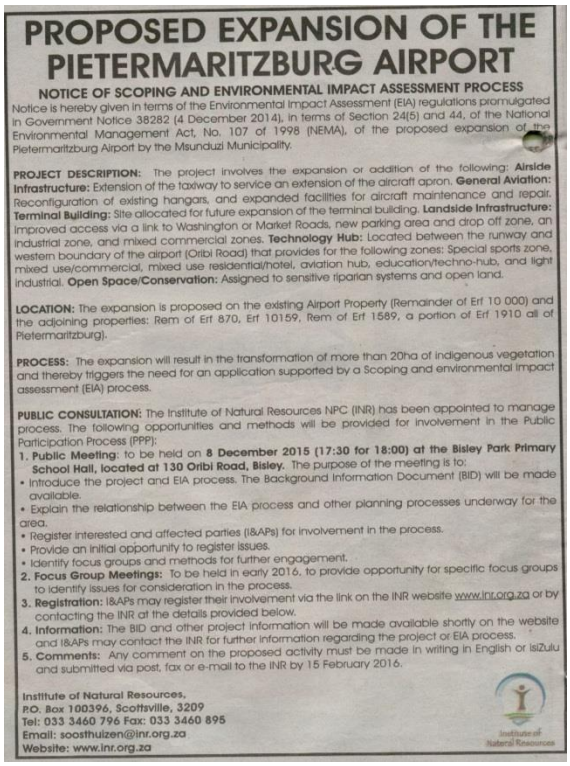
Email: soosthuizen@inr.org.za
Website: www.inr.org.za

Institute of Natural Resources

Echo – 19 November 2015



PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

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Institute of Natural Resources

3.6. Appendix 6: Public Meeting Minutes

MINUTES[1] 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'.
- 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.

[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 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 posed[1], the response/answer provided[1] and the name of the representative who provided the response.

Stakeholder	Question Posed	Respondent	Response/Answer Provided
Percy Ngcobo (Resident)	• There are some fears, where clarity is needed, that homes adjacent to airport boundary are going to be demolished?	David Gengan (Msunduzi Municipality)	• 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.
Sibusiso Mboto (School parent)	• 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	David Gengan (Msunduzi Municipality)	• 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 that the old plane, which was not only

[1] The Q&As are not direct quotes

Stakeholder	Question Posed	Respondent	Response/Answer Provided
	school in the area. This already distracts their attention.		nosier 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)	• 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	• 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 less noise and turbulence from new aircrafts. • In terms of property value - in some cases, property around airports increase due to higher demand for that land. Therefore it is likely that properties around the airport will increase in value.
		George Lebelo (Msunduzi Municipality)	• As part of airport precinct plan, there will be a specialist studies 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)	• A specialist assessment on the impact of the proposed development on the value of properties will be conducted.
T M Dladla (Resident)	• 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	• 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)	• 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)	• 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	• *See comment response below – Segren Pillay posed a similar question.*
Segren Pillay (School principal)	• For the Bisley Park Primary School, I am concerned about an increase in volume due to air traffic as the 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	David Gengan (Msunduzi Municipality	• There will be specialist studies conducted, one of which will be a noise impact assessment. Schools are an obvious concern, especially for teachers. Sound proofing ceilings and rooms will be investigated. • 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

Stakeholder	Question Posed	Respondent	Response/Answer Provided
	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). • 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.		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]

1.1. Integrated Attendance Register

Name and Surname	Type of Stakeholder	Contact Number	Email and/or Address	Address
Antoinette De Bruin	Resident			
Auriel du Plooy	Resident			
Bathethelele Dube	Resident			
Bennett Steven	Resident			
Bertina Ngcobo	Resident			
Bongi Nkosi Mkize	Resident			
C M Ngcobo (Mandla)	Resident			
Christine Taljaard	Resident			
Cynthia Hlophe	Resident			
E D Lehmkuhl	Resident			
Errol Agnew	Consultant			
George Lebelo	Msunduzi Municipality			
Goodness Jula	Resident			
Grace Booi	Resident			
Gugu Dumakude	Resident			
Hendrik Mosterl	Resident			
Hlengiwe Ntuli	Resident			
J King	Resident			
Jabulani Dlamini	Resident			
Johan J van Vurren	Airport Operator			
Koos Vorster	Business Fighting Crime			
Kwazi Zuma	Resident			
L Chetty	Resident			
Lance Du Plooy	Resident			

[1] For privacy reasons, personal contact details have been excluded from this public document

Name and Surname	Type of Stakeholder	Contact Number	Email and/or Address	Address
Lee du Preez	Business			
Londiwe Bennett	Resident			
M M Zungu	Resident			
Mabandla Nkwanyana	Resident			
Mariska White	Resident			
Mbatha Nondu	Resident			
Mbekiseni Zondi	Resident			
Mbongiseni Zuma	Resident			
Mewa Zuma	Resident			
Mlungi Mdalose	Resident			
Mmathulo Ngwenya	Resident			
Mr and Mr Prinsloo	Resident			
Mvelo Mzolo	Resident			
N Khan	Msunduzi Municipality			
N P Dlamini	Resident			
Nasihle Nzama	Msunduzi Municipality			
Ndileka Ncinca	Resident			
Nkosi Buthelezi	Consultant			
Nkosikhona Buthelezi	Resident			
Nonhlanhla Zuma	Resident			
Nontobeko Khuzayo	Resident			
Patience Mkhize	Resident			
Percy Ngcobo	Resident			
Rodney Bartholomew	Msunduzi Municipality			
Ruth Zuma	Resident			
S T Simelane	Resident			
SAUF (Caryn Lehmkuhl)	Welfare Organisation			
Sbongile Bekwa (Audrey)	Resident			
Sbongile Mazeka	Resident			
Segren Pillay	School Principle			

Name and Surname	Type of Stakeholder	Contact Number	Email and/or Address	Address
Sibbosise Mboto	Media			
Sibusiso Bophela	Resident			
Sipho Zimu	Resident			
Smangele	Resident			
T M Dladla	Resident			
Thandeka Nkabini	Resident			
Thando Kuboni	Resident			
Thembeko Sokhela	Resident			
Thulasizwe Ncalane	Resident			
Victoria Khosa	Resident			
Vuyiswa Ndlovu	Resident			
Warren Briggs	Resident			
Welly Langa	Resident			
Willem Prinsloo	Resident			
Xolani Mpofama	Resident			
Zakhele Bophela	Resident			
Zakwe Phiwe	Resident			
Zanele Mzizi/Zimu	Resident			
Zilungile Chonco	Msunduzi Municipality			
Ethel D Dladla	Resident			
Zonke Patience Mkhize	Not specified			
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			
2	Briggs, Warren	"			
3	Thando Kubeni				
4	Gugu Gumakude	Resident.			
5	C.D. Lehmkuhl	Resident.			
6	N. Khan	Msunduzi Muni			
7	S.T. SIMELANE	RESIDENT			
8	Jabulani Mamini	Resident			
9	~~Adrian Bennett~~	~~Resde~~			
9	MBonelisemi Zuma	Resident			
10	Sibusiso Mbatha	Medium			
11	XOLANI MAKAMA	RESIDENT			
12	T.N. Dladla	Resident			

	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
13	George Lebelo	Msunduzi			
14	ERROL AGNEW	CONSULTANT			
15	J. King	Resident.			
16	MBEKISONI Zondi	Aros Student			
17	Zung Ruth	Resident			
18	VUYISWA NDLOVU	Resident			
19	NKOSI BUTHELEZI	CONSULTANT			
20	SIPHO ZIMU	Resident			
21	M.M Zungu	Residents			
22	NP Dlamini	Resident			
23	C M Ngcobo	Resident			
24	Christina Yalooo	Resident			
25	Segren Pillay	SCh Principal			

	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
26	Kwazi Zuma	Resident	[redacted]		
27	Thembeka Sothela	Resident			
28	Mlungisi Mhlaba	RESIDENT			
29	Goodness Julia	Resident			
30	Ndileka Ncinka	Resident			
31	PATIENCE MKHIZE	RESEDENT			
32	Bongiwkosi Mkhize	RESIDENT			
33	Londiwe Bennett	Resident			
34	THULASIZWE NCAMANE	RESIDENT			
35	MAKHOSI Dlodla	Resident			
36	Welly Langa	Resident			
37	Zilungile Chonco	Msunduzi			
38	H Mostert	Resident			

	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
39	Grace Booi	RESIDENT	[redacted]		
40	Rodney Bartholomew	Msunduzi Municipality			
41	Hlengiwe Ntuli	Resident			
42	Nosthi Nzimela	Msunduzi Municipality			
43	Victoria Khoza	Resident			
44	J. Janse van Vuuren	Airport Operator			
45	L. CHETTY	Resident			

ATTENDANCE REGISTER

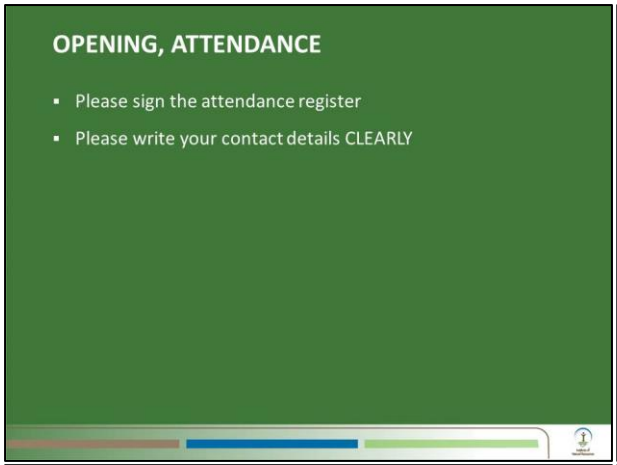
Resources NPC

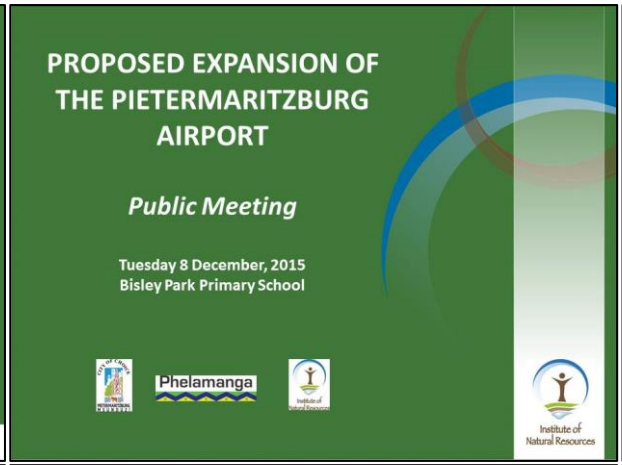
	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
46	Bertina Ngcobo.	Resident.			
47	WILLEM PRINSLOO	RESIDENT			
48	Nontobeko Khuzwayo	RESIDENT			
49	MMATHULO NGWENYA	RESIDENT			
50	BATHE DUBE	Resident			
51	Sbongile Mazeka	Resident			
52	Lee du Preez	Business			
53	Meiya [illegible] Zuma	Resident			
54	Nonhlanhla Zuma	Resident			
55	Auriel Duplooy	Resident			
56	Mariska White	Resident			
57	SIBUSISO BOPHELA	RESIDENT			
58	CYNTHIA HOPPE	ORIBI			
59	PERCY NGCOBO	RESIDENT			
60	SAUF. (Welfare Organisation)				
	Kalinka Educar & Community				

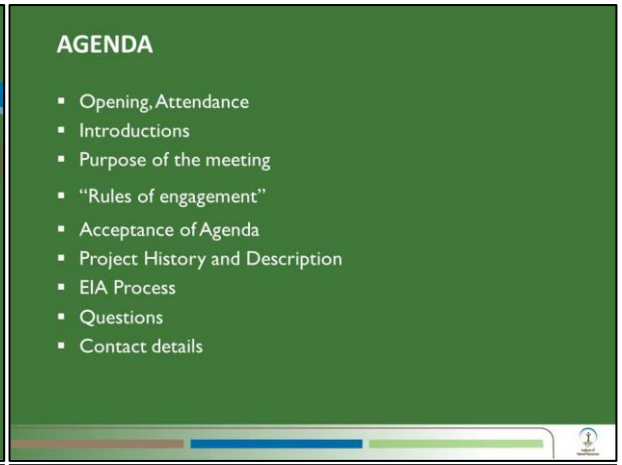
	Name and Surname	Type of Stakeholder	Contact Number	Email Address	Address
61	Mvelo Mzolo	Resident			
62	Zakwe Phiwe	Resident			
63	Zanele Mzizi	Resident			
64	NKOSIKHONA BUTHELEZI	Resident			
65	Koos VORSTER	Pous Figh Crime			
66	Sbongile Bekwa	Resident			
67	Thandeka Nkabini	Resident			
68	Mabandla Nkwanyana	Resident			
69	Bennett Steven	Resident			
70	Mbatha Nandu	RES			
71	Antointter De bruin	RES			
72	Zakhele Bothela				
73	Lance Dupoy	Resident			
74	Smangelo	Resident			
75	Mbekiseni Zond	Resident			

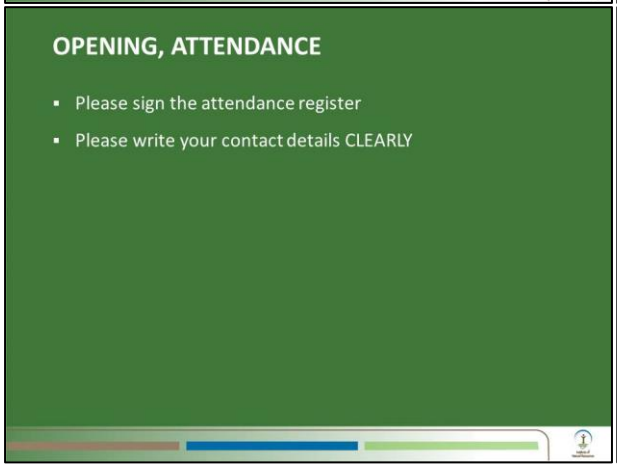
1.3. Photographic Evidence of the Public Meeting

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

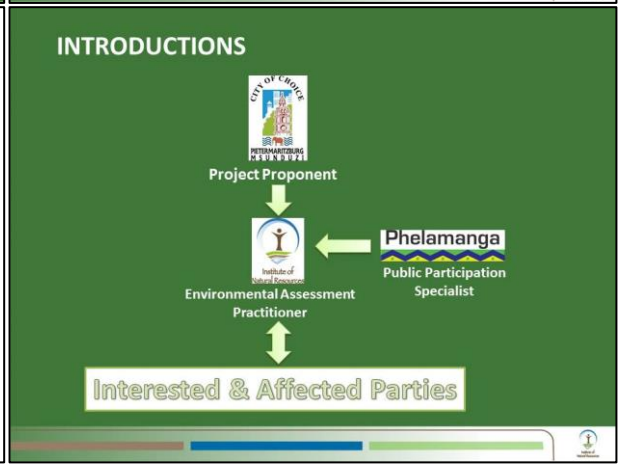

OPENING, ATTENDANCE
Please sign the attendance register
Please write your contact details CLEARLY


PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting
Tuesday 8 December, 2015
Bisley Park Primary School
Phelamanga
Institute of Natural Resources


AGENDA
Opening, Attendance
Introductions
Purpose of the meeting
"Rules of engagement"
Acceptance of Agenda
Project History and Description
EIA Process
Questions
Contact details


OPENING, ATTENDANCE
Please sign the attendance register
Please write your contact details CLEARLY

PIETERMARITZBURG AIRPORT
PRESENTATION: PUBLIC MEETING
8 DECEMBER 2015


INTRODUCTIONS
Project Proponent
Phelamanga
Public Participation Specialist
Environmental Assessment Practitioner
Interested & Affected Parties

PURPOSE

- Scoping meeting
- Start the process of engagement with stakeholders
- Gauge the best approach to structure that further engagement
- More opportunity for comment and input

RULES OF ENGAGEMENT ACCEPTANCE OF AGENDA

- Any additions or changes to the Agenda?
- Proposed guidelines for the meeting
  - NO HOGGING
  - NO FROGGING
  - NO BOGGING

BACKGROUND

- 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:
  - An investigation into the creation of a municipal entity to manage the airport
  - An airport precinct plan – Royal Haskoning appointed in June 2015

BACKGROUND

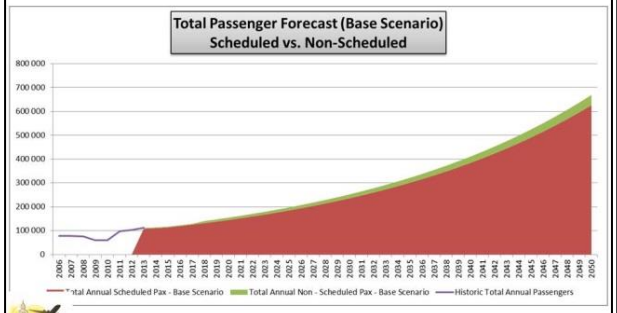
- Need for additional revenue sources for airport acknowledged by council – 2005
- Vacant land at entrance to the airport identified for development – commercial, hotel
- Decided to obtain authorisation for all vacant land in the airport – prompted a review of the master plan
- KZN Treasury facilitated a grant of R40 million for urgent upgrades

BACKGROUND

- 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:
  - Upgrade of the runway
  - Extension of the terminal building
  - Reconfiguration of the apron
- Master Plan completed and approved in February 2015

STATUS QUO

DEMAND ANALYSIS



STATUS QUO

PHASE 1

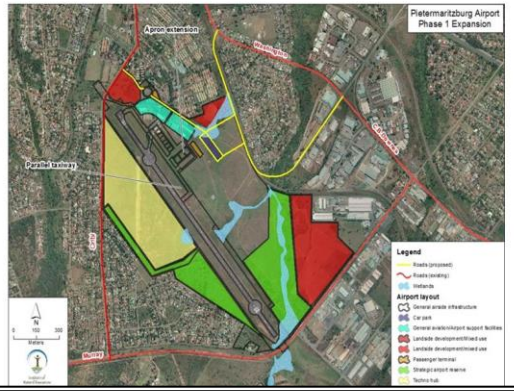
PHASE 2

PHASE 3

EIA APPLICATION

- Application for Phase 1 of the Master Plan
- Review of Phase 1 proposals has resulted in a revised layout
- Options were provided with respect to access roads

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

PIETERMARITZBURG AIRPORT

THANK YOU

OVERVIEW OF EIA

- A ***process*** by which the ***environmental consequences*** of a proposed project is ***evaluated – i.t.o. 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

EIA PROCESS

- 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.

APPLICATION To undertake Listed Activities

44 Days - Submit

45 Days -Review

106 Days Submit EIR

107 Days Review

Total - 350 Days Max to Decision

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

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

DECISION

APPEAL

Public Participation Process

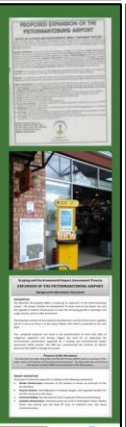
SCOPING PHASE - PPP

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

- Create awareness & meet I&APs
- Introduce assessment team
- ID Headline issues



PPP NEXT STEP: FOCUS GROUP MEETINGS

Purpose:

- Explain project in more detail.
- Workshop issues, impacts and alternatives with I&APs

Who: Focus Groups

- Authorities/Govt agencies (DWS, EKZNW, Amafa, DOT, CSA, Transnet, …)
- Adjacent Landowners
- Local community – residents, businesses, churches, schools, ..
- Airport business/tenants
- Broader PMB business sector – chamber of business and other users.
- NGOs
- Airport users – passengers
- **Other……?**

When: Jan and early Feb 2016

QUESTIONS

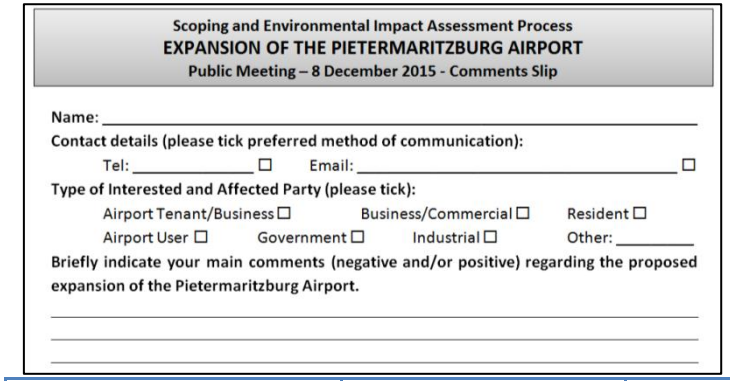
- More information is available at the following web address: www.inr.org.za (*What's New* page)
- Please also register as an I&AP on the website.
- Complete and leave comment slips.

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

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 and really fantastic to see our place develop, but like I said before, what is going happen to us?

Name and Surname	Type of Stakeholder	Comments
		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

MINUTES[1] 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.
- 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

Questions Posed (indicates the stakeholder who asked the question, a summary of the question posed, the response/answer provided[1] 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: - 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	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: - 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

[1] The Q&As are not direct quotes

Stakeholder	Question Posed	Respondent	Response/Answer Provided
	undertaken in 2011 and 2012. They rejected the proposed Master Plan, as well as the revised Master Plan having proposed the following alternative: 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. - 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: - 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	David Cox (INR)	signed off by council and planning and significant 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. - 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. 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. Mr Cox acknowledged that a level of unhappiness remained amongst airport users regarding the plans on the table, but suggested that: - 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

Stakeholder	Question Posed	Respondent	Response/Answer Provided
	area. - Would not interfere with the Airport in any way and at this site would be in a better position to enhance the airport. 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.		required the identification of alternatives. Mr Cox therefore asked that the meeting proceed with the workshop process to see whether any other alternatives could be identified that may address the airport user concerns. The meeting proceeded on this basis.
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). The table to follow provides the concerns and opportunities/alternatives discussed by the group together with the corresponding map and sticker number and the level of concern.

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 (based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)	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	• 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 runaway is not favourably positioned.	Consider having the point of entrance at the centre of the runway to reduce runway time.
Map 1: Sticker 4	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

Map and Sticker Number	Area/Topic of concern	Level of Concern (based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)	Detail of Concern	Opportunities and/or alternatives
Map 2: Sticker 7				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 Mkondeni 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]

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Simon Dix			
Milies Johnson			
Marc Germiquet			
Craig Wing			
Michele Steijl			
Hans V D Pol			
Marc Hargreaves			
Barry Price			
Christine Smith			
Sakkie de Lange			
Alvin Naidoo			
Steve Svendsen			

[1] For privacy reasons, personal contact details have been excluded from this public document

1.3. Original Attendance Register

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

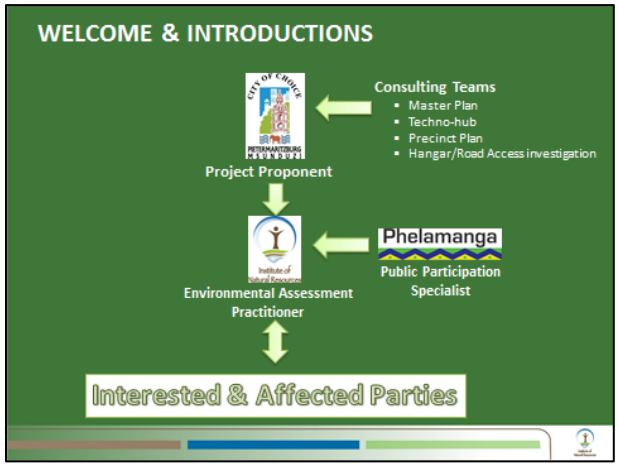
Focus Group Meeting – Airport Operators and Tenants

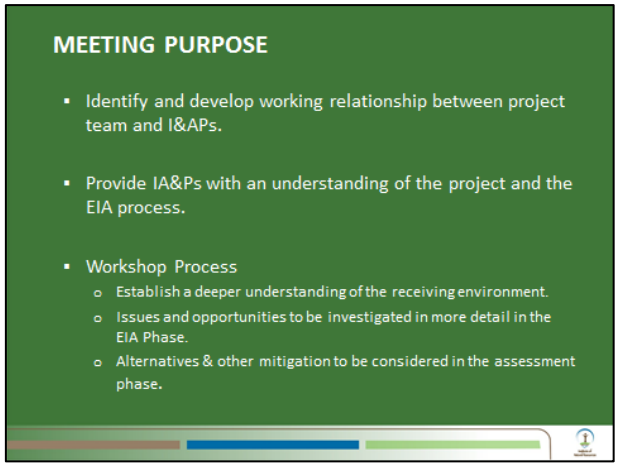
ATTENDANCE REGISTER

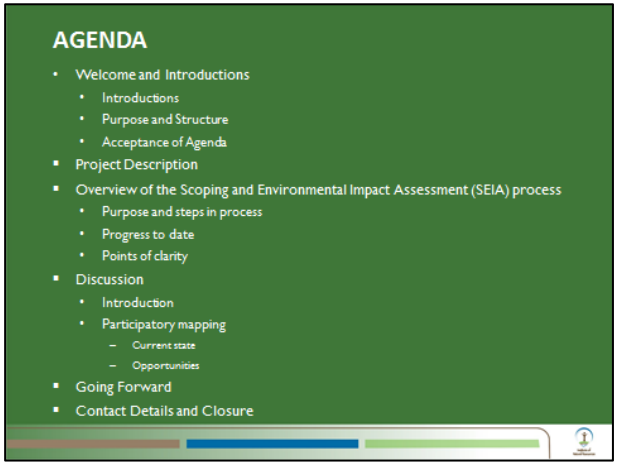
Institute of Natural Resources NPC

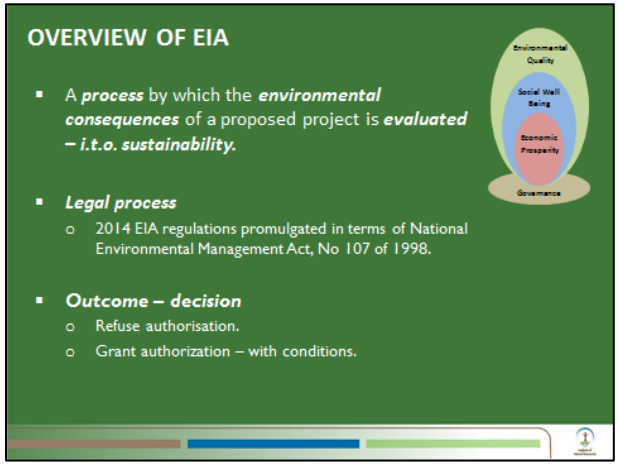
Name and Surname	Contact No.	Email Address	Address
Simon Dix	082 5704040	[redacted]	[redacted]
Miles Johnson.	0836317840	[redacted]	[redacted]
Marc Geemiquet.	072 1203149.	[redacted]	[redacted]
Craig Wing	0824504431	[redacted]	[redacted]
Michele Stietjl	0833108355	[redacted]	[redacted]
Hans v d Pol.	0825773291	[redacted]	[redacted]
Marc Hargreaves	0795320864	[redacted]	[redacted]
Barry Price	0732286311	[redacted]	[redacted]
Christine Smith	033 3868453	[redacted]	[redacted]
Sakkie De Lange	033 386 8554	[redacted]	[redacted]
Alvin Naidoo	0729777299	[redacted]	[redacted]
Steve Svendsen	0716074266	[redacted]	[redacted]

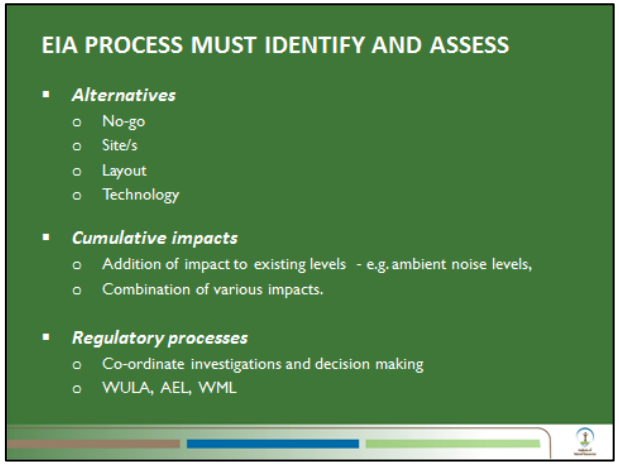
1.4. Focus Group Meeting (13/01/16) Presentation











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.

APPLICATION To undertake Listed Activities

44 Days - Submit

45 Days -Review

106 Days Submit EIR

107 Days Review

Total - 350 Days Max to Decision

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

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

Public Participation Process

DECISION

APPEAL

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).

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 businesssector (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

PIETERMARITZBURG AIRPORT

PROJECT OVERVIEW

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.

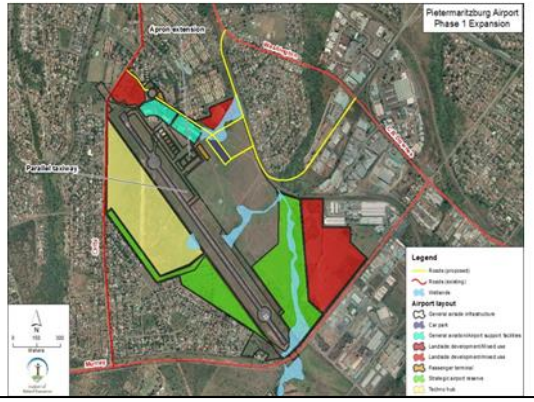
STATUS QUO

PHASE 1 – Master Plan 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.

PHASE 1 – Revised Layout



ULTIMATE DEVELOPMENT

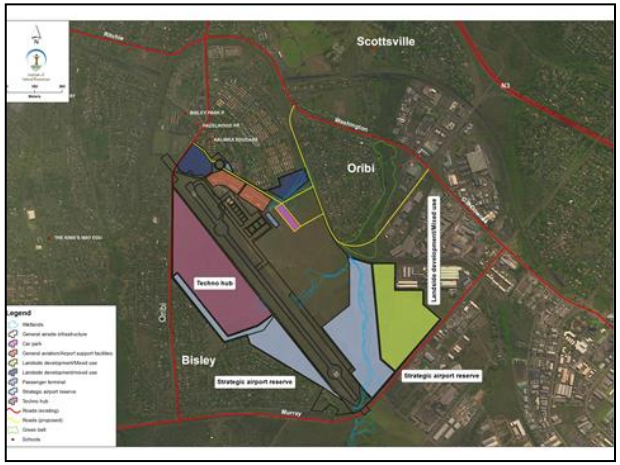
TECHNOLOGY HUB

- 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.

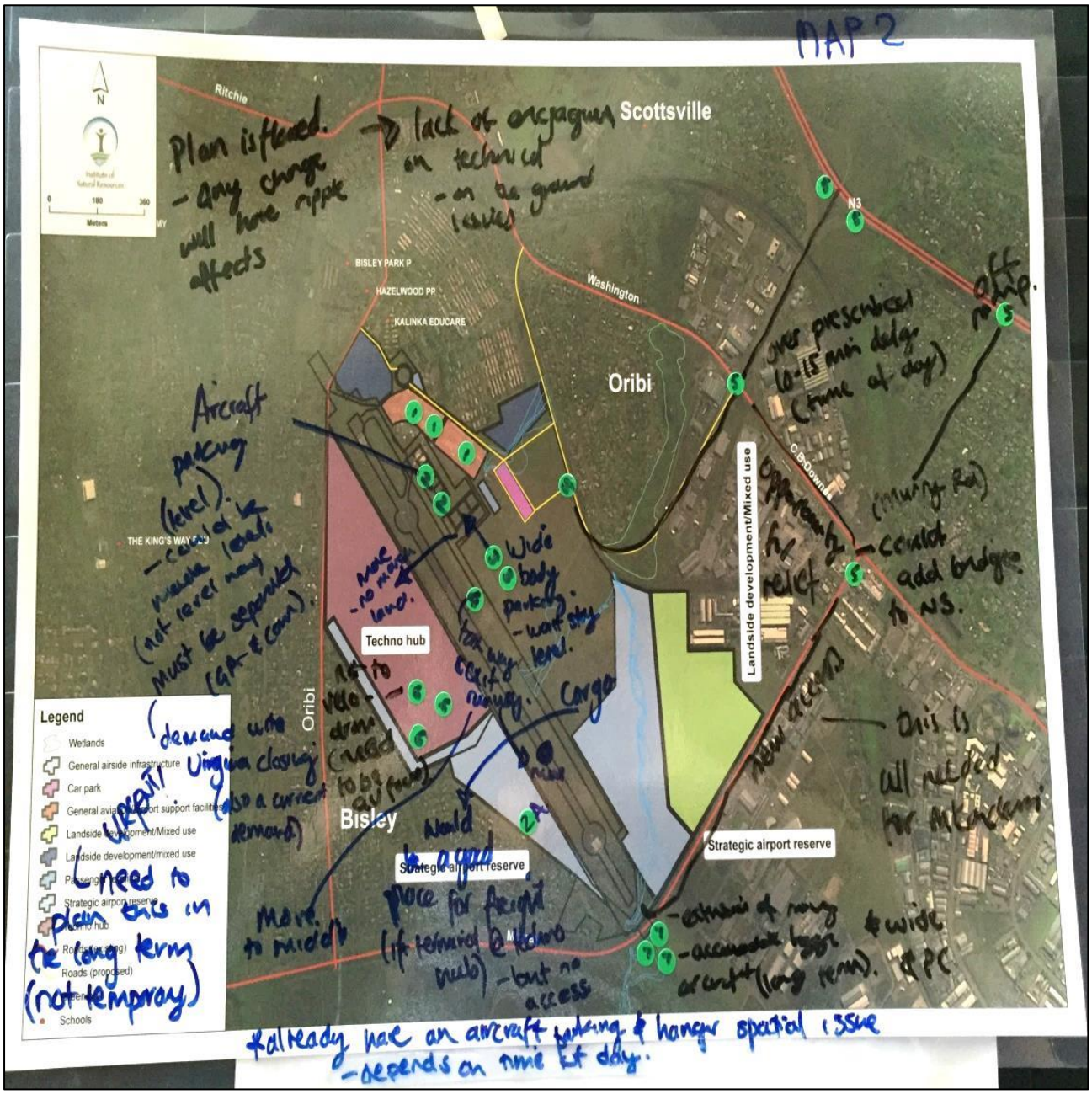
Alternatively please contact:

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

3. Maps and Comment Sheets

Map 1

Map 2


MAP 2
Ritchie
Scottsville
Washington
BISLEY PARK P
HAZELWOOD PP
KALINKA EDUCARE
Oribi
N3
THE KING'S WAY
Oribi
Bisley
Techno hub
Landside development/Mixed use
Strategic airport reserve
Legend
Wetlands
General airside infrastructure
Car park
Landside development/Mixed use
Strategic airport reserve
Roads (proposed)
Schools
Meters
Plan is flexed.
- any change will have ripple effects
lack of engagement on technical
- on the ground level
Aircraft parking (level).
- could be remote level (not level now)
Must be separated (GA & Com).
Wide body parking
- want stay level.
Cargo
Move to middle
Would be a good place for freight (if terminal & techno hub) - but no access
- extension of runway
- accommodate bigger aircraft (long term).
& wide & PC
over prescribed (10-15 min delay time of day)
off ramp
(muring Rd)
- could add bridge to N3.
this is will needed for interchange
Already have an aircraft parking & hanger spatial issue
- depends on time of day.

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

GROUP No.: MAP 1

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
1 MAP ① & ②	Gen. Aviation - no immediate provision for - hangarage - run up - manouverability - compass swing (fuel bouser impacts compasses)	-Techno Hub in a new space - terminal be 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 Murray Rd. (1b) (airside on both sides of the runway) - security - fuel bouser
2 Map ①	Tower - needs clear view of the full runway " line of sight"	- move it to clear land space consider sun, topography, extensions ~~must be collocated~~. 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 ~~next~~	- proposed needs to be made level - platform cutting - ~~to~~ seperate 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 body parking (place) - quality of land - marshy - levels	- move to techno Hub space ↳ land is not marshy

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 time
Map 2 7 map 1 4	runway ext. - Kallinga estate - not been approved - issues of restriction ↳ width of runway	- longterm extension - widen runway - freight 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 / L 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

Frannick - survey guy
- irrigations.

3.8. Appendix 8: Industrial Sector FGM Minutes

MINUTES[1] 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.
- 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.

Questions Posed (indicating a summary of the question posed[2], the response/answer provided[1] 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

[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
[2] The Q&As are not direct quotes

Question Posed	Respondent	Response/Answer Provided
		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 SANRALs 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 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). The table to follow 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.

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

Sticker number	Area/Topic of concern	Level of Concern (based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)	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.

Sticker number	Area/Topic of concern	Level of Concern (based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)	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]

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Collin van Heerden			
Naven Naidoo			
Reg Suton			
Rodney Bartholomew			
Vic Winterbach			
Brett Hancocks			

[1] For privacy reasons, personal contact details have been excluded from this public document

1.3. Original Attendance Register

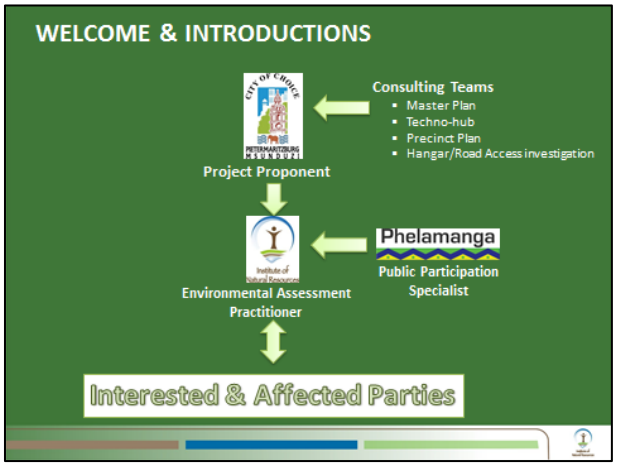
Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport

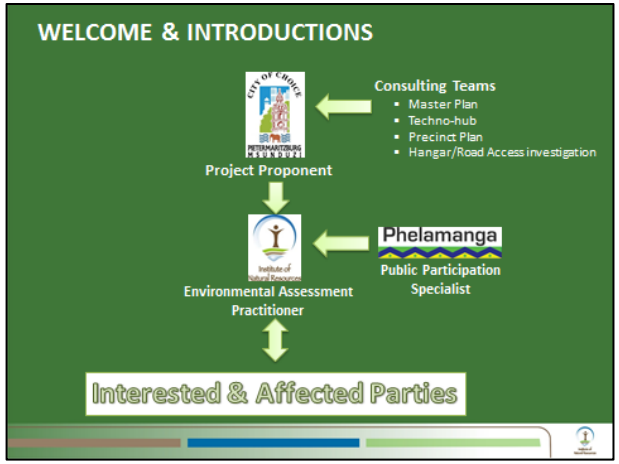
Focus Group Meeting – Industrial Sector

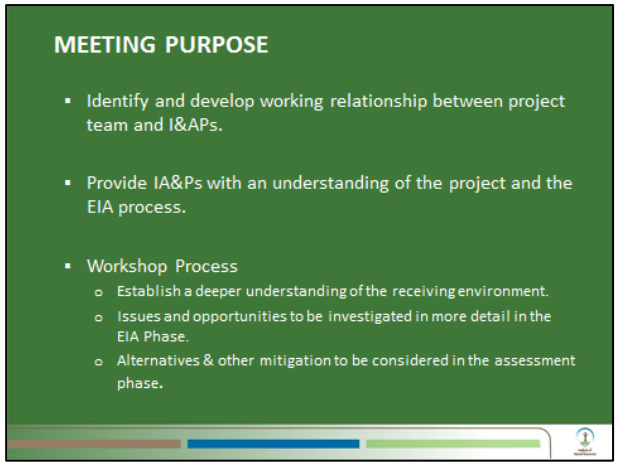
ATTENDANCE REGISTER

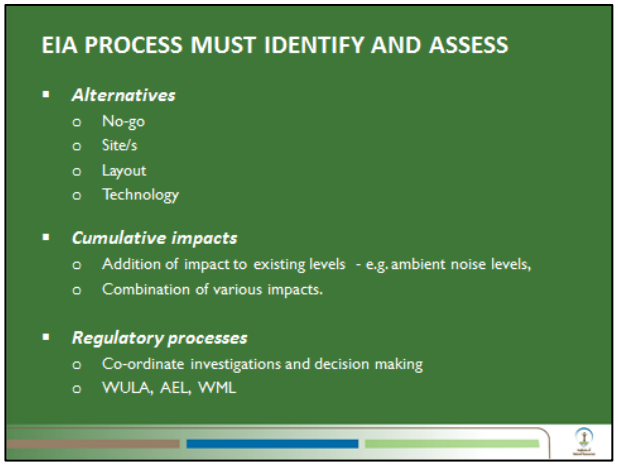
Name and Surname	Contact No.	Email Address	Address
COLIN VAN MEERDEN	[redacted]		
NAVEN NAIDOO			
REG SUTTON			
RODNEY BARTHOLOMEW			
[illegible]			
BRETT Hancocks			

2. Focus Group Meeting Presentation









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.

SCOPING PHASE

APPLICATION To undertake Listed Activities

44 Days - Submit

45 Days -Review

106 Days Submit EIR

107 Days Review

Total - 350 Days Max to Decision

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

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

DECISION

APPEAL

Public Participation Process

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).

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

PIETERMARITZBURG AIRPORT

PROJECT OVERVIEW

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.

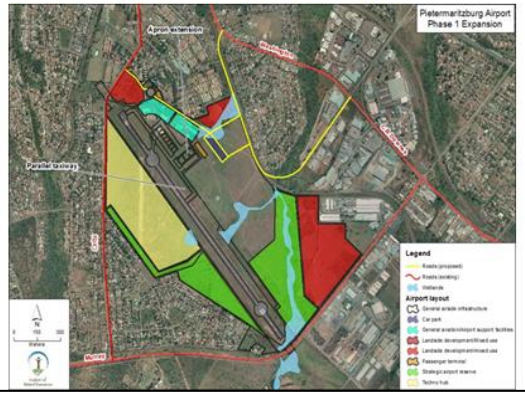
STATUS QUO

PHASE 1 – Master Plan 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.

PHASE 1 – Revised Layout



ULTIMATE DEVELOPMENT

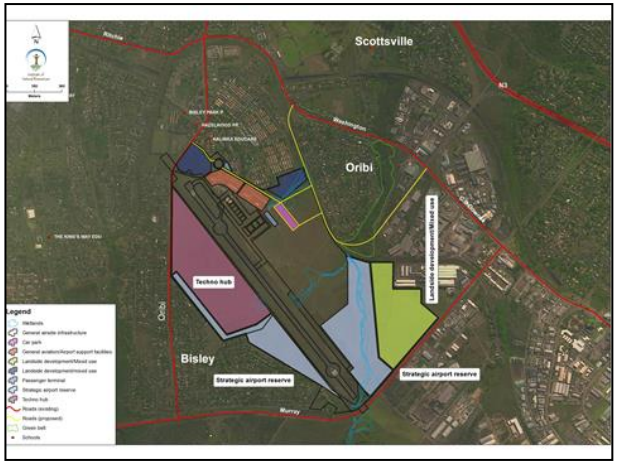
TECHNOLOGY HUB

- 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



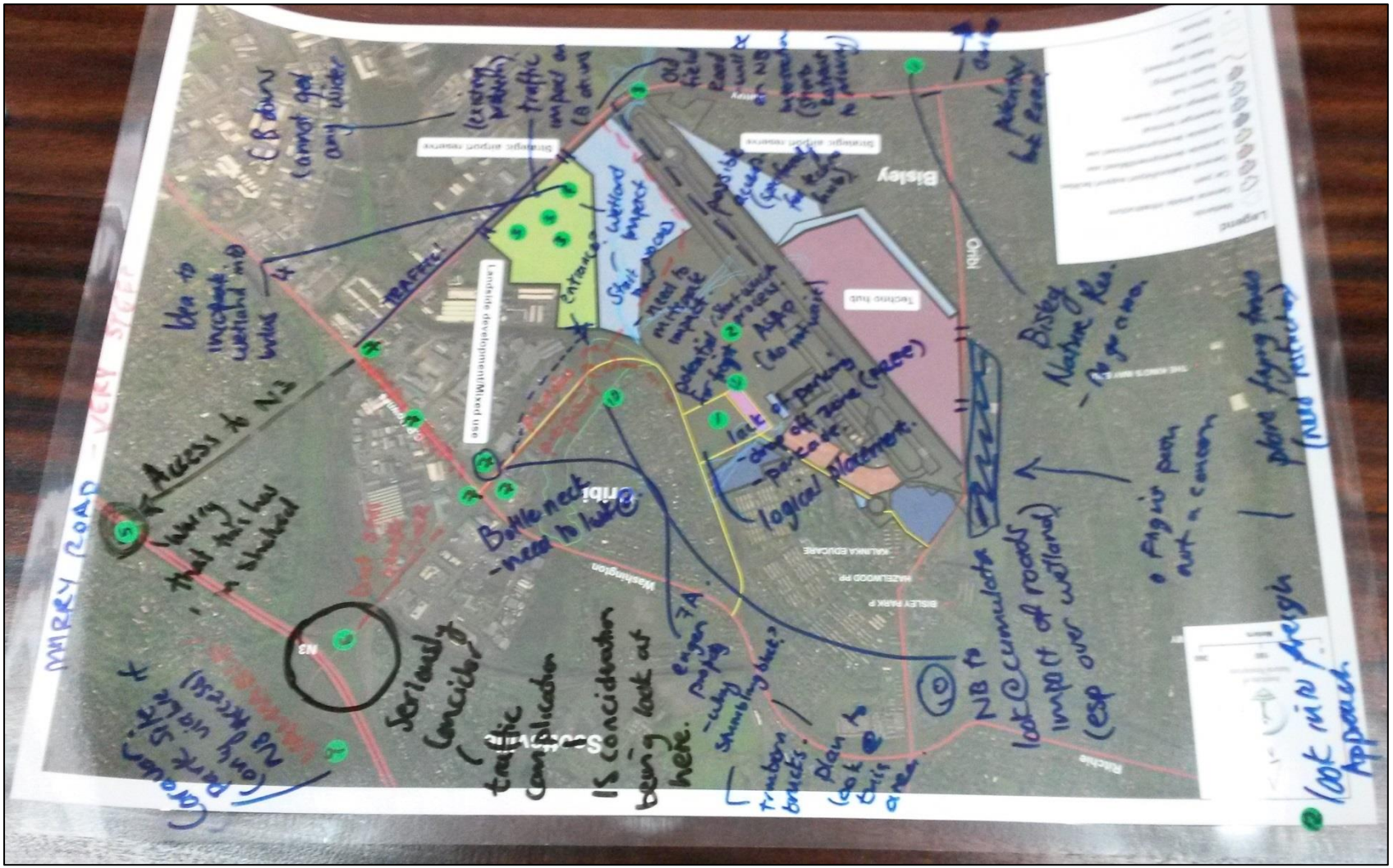
CLOSURE

- 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



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	- Not enough parking in the airport long term vision, need a parkade - drop-off zones. - logical placement	
2.	- A # of wetland area, there stumbling blocks for the dvlpmt of the area. Will need an authorisation for dvlpmt. · 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	Industrial area - Increased traffic on mainly. - Start WULA - CB downs cant be widened.	- Possible 2 access points - Access to N3 - Upgrading Orbi road.
4	Wetland. - get authorisation. - developer can build a building as they need to mitigate around the wetland.	- Better option - Ramsay taking out Tarec & happy to incorporate the wetland into EIA area.

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 sleep.	
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 there will be a bottle neck.	- Old field can be an option to get into the CBD - 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.

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

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
1)	Bidey Reserve. -No go area.	
		- freight. - transportation of fragile parts eg fresh parts - 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 Bisley, Klimbley - Cummulative effects (noise) if planes start flying to early e.g 03:00	- buffer from 9 – 13:00 midday - there's enough space for more flights.

3.9. Appendix 9: Oribi Village Residents FGM Minutes

MINUTES[1] 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.
- 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.

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
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

[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

		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 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.

Map and Sticker number	Area/Topic of concern	Level of Concern (based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)	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 were 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.
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

Map and Sticker number	Area/Topic of concern	Level of Concern (based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)	Detail of Concern	Opportunities and/or Alternatives
				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.
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):	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 and Sticker number	Area/Topic of concern	Level of Concern (based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)	Detail of Concern	Opportunities and/or Alternatives
Sticker 10				
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]

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Delisile Sthog			
Thembeni Ndlovu			
Xolani Mpofana			
Euiender Nuker			
Patricia Zulu			
Christo Coetzee			
Bathe Dube			
Phoswa Njabulo			
Nokwethemba Ngubane			
Bongiwe Mbongwe			
D A Chamane			
L de Wink			
Auerney Dlamini			
Gugu Dumakude			
Cyprian Zuma			
Ngcongo Sindi			

[1] For privacy reasons, personal contact details have been excluded from this public document

Name and Surname	Contact Number	Email Address	Address
Winnie Nzimande			
Philani Ngidi			
Bongi Materu			
Nylannla Mncwabe			
Derrick Gwala			
Luette Kruger			
Russel			
Calolie Ntomi			
Akhona Siphahlanga			
Nonjabulo Mkhize			
Thuleleni			
Mdulhula Shadoda			
Henry Benoall			
Suzette Benoall			
Monica van Rensberg			
Charmaine Kruger			
Jenny King			
Vuyiswa Ndlovu			
Rochelle Adkins			
P. N Gumede			
S Xulu			
Margret Sole			
Spellele Ngcami			
N. P Dlamini			
Kimberly Booysen			
Janet Booysen			
Thembeka Sokhela			
Zonke Mkhize			
Busisiwe Mkhize			
Linda Sinodi			

Name and Surname	Contact Number	Email Address	Address
PurityNdlovu			
Nombulela Hlophe			
Tembi Hlope			
Sfiso Shange			
Bo Mhlongo			
Thandeka Zondi			
Irene Tamazio			
Sharon Jordan			
C. Nezar			
D. Crafford			
Nondumiso Zuma			
Sbusisio Mahlangu			
Slindile Xulu			
Nontobeka Khuzwayo			
Ruth Zuma			
Bongani Zuma			
M.A Ferreira			
Marinda Fouche			
Ntokozo Mtolo			
N.M.			
Denise Fouche			
Ernest Fouche			
Thandeka Ngubo			
Jojo Dule			
Boni Madlala			
Lecelia Bhengu			
Sarajina Mncwabe			

1.2. Original Attendance Registers

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

Focus Group Meeting – Oribi Village Residents

ATTENDANCE REGISTER

Institute of Natural Resources NPC

Name and Surname	Contact No.	Email Address	Address
HENRY BENDALL-	[redacted]		
Suzette "			
Monica Van Rensburg			
Charmaine Kruger			
Jenny King			
VUYISWA NDLOVU			
ROCHELLE ADKINS			
P.M. GUMEDE			
S. Xulu			
Margaret Sde			
SPHELELE MGCANA			
N.P. [illegible]			
Kimberly Booysen			
Janet Booysen			
Thembeka Sobhela			
Zonke Mkhize			
Busisiwe Mkhize			
LINDA SINOYI			
Ndlovu Purity			
Nombulelo Hlophe			
THEMBI HLOPHE			
SFISO SHANGE			
BO MHLONGO			

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 Sthe[illegible]	[redacted]	[redacted]	[redacted]
Thembani Mdlovu	[redacted]	[redacted]	[redacted]
XOLANI MAFANA	[redacted]	[redacted]	[redacted]
Gwendolen Nuker[illegible]	[redacted]	[redacted]	[redacted]
Patricia [illegible]	[redacted]	[redacted]	[redacted]
Christo Coetzee	[redacted]	[redacted]	[redacted]
BAKHE DIAS	[redacted]	[redacted]	[redacted]
PHOSWA NSABWO	[redacted]	[redacted]	[redacted]
NOKWETHEMBA NGUBANE	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
Marinda Fouché	[redacted]	[redacted]	[redacted]
Ntokozo Mtolo	[redacted]	[redacted]	[redacted]
N. P. [illegible]	[redacted]	[redacted]	[redacted]
DENISE Fouché	[redacted]	[redacted]	[redacted]
ERNEST Fouché	[redacted]	[redacted]	[redacted]
THANDEKA NGUBO	[redacted]	[redacted]	[redacted]
JOJOPULE	[redacted]	[redacted]	[redacted]
BONI MADLALA	[redacted]	[redacted]	[redacted]
Lecelia BHENGU	[redacted]	[redacted]	[redacted]
Sangfing Mncwabe	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]

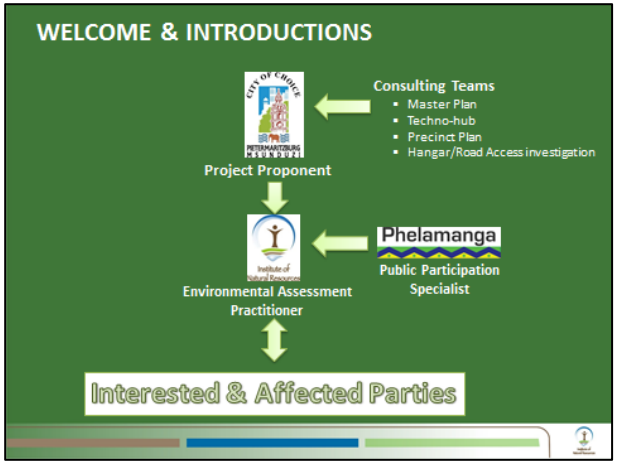
Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport

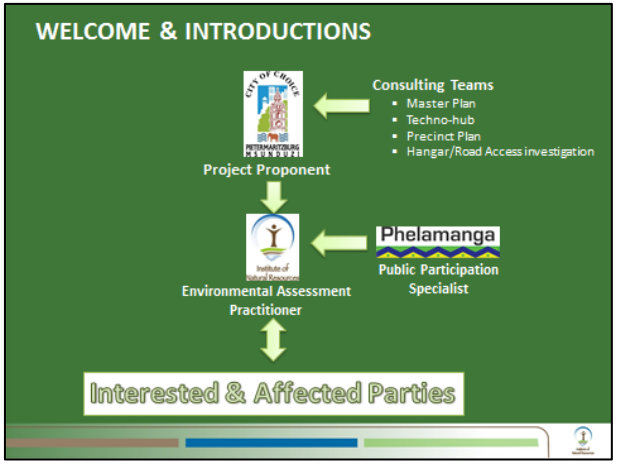
Focus Group Meeting – Oribi Village Residents

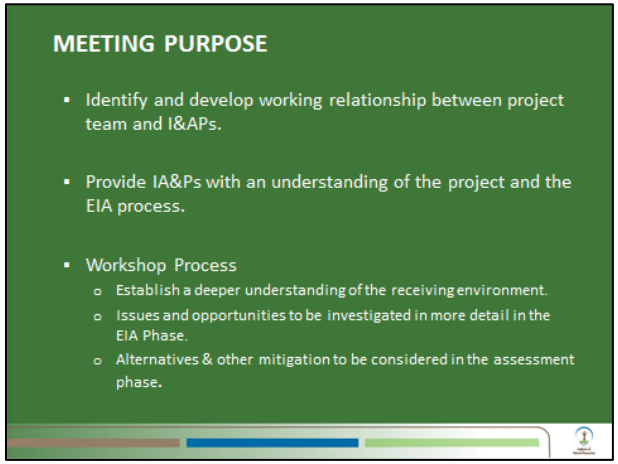
ATTENDANCE REGISTER

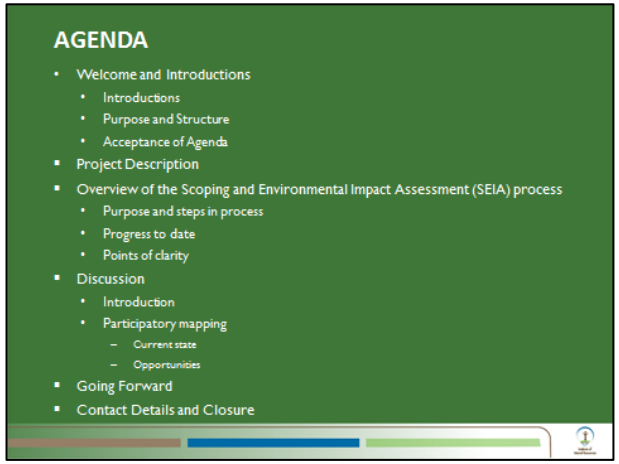
Name and Surname	Contact No.	Email Address	Address
Bongiwe Mbonque			
P.A. Chamane			
[illegible] de Wet			
Audrey Diamini			
Gugu Dumaku			
Cyprian Ruma			
Ngcongo Sindi			
Winnie Bazimande			
Phiwi Ngidi			
Bongi Mabem			
Nhlanhla Mnewabe			
Dennet Gwala			
B.W. Ntshuntshalo			
[illegible]			
Luette Kruger			
[illegible]			
MRS Gabrie Mtoni			
Akhona Siphahlanga			
Nongabulo Mthize			
Thuleleni			
Ndabhula Shabalala			
Winnie Sithole			

2. Focus Group Meeting Presentation









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 10years".**

- Other - must ID and include all listed activities in the application.

APPLICATION To undertake Listed Activities

44 Days - Submit

45 Days -Review

106 Days Submit EIR

107 Days Review

Total - 350 Days Max to Decision

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

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

DECISION

APPEAL

Public Participation Process

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).

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

PIETERMARITZBURG AIRPORT

PROJECT OVERVIEW

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)

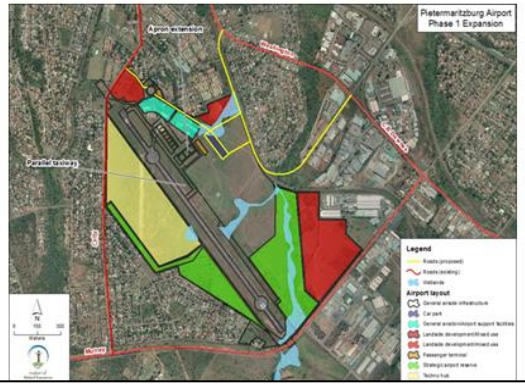
BACKGROUND

- 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.

STATUS QUO

PHASE 1 – Master Plan Layout

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.

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

Discussion

- Introduction
- Participatory mapping
  - Current state
  - Opportunities

CLOSURE

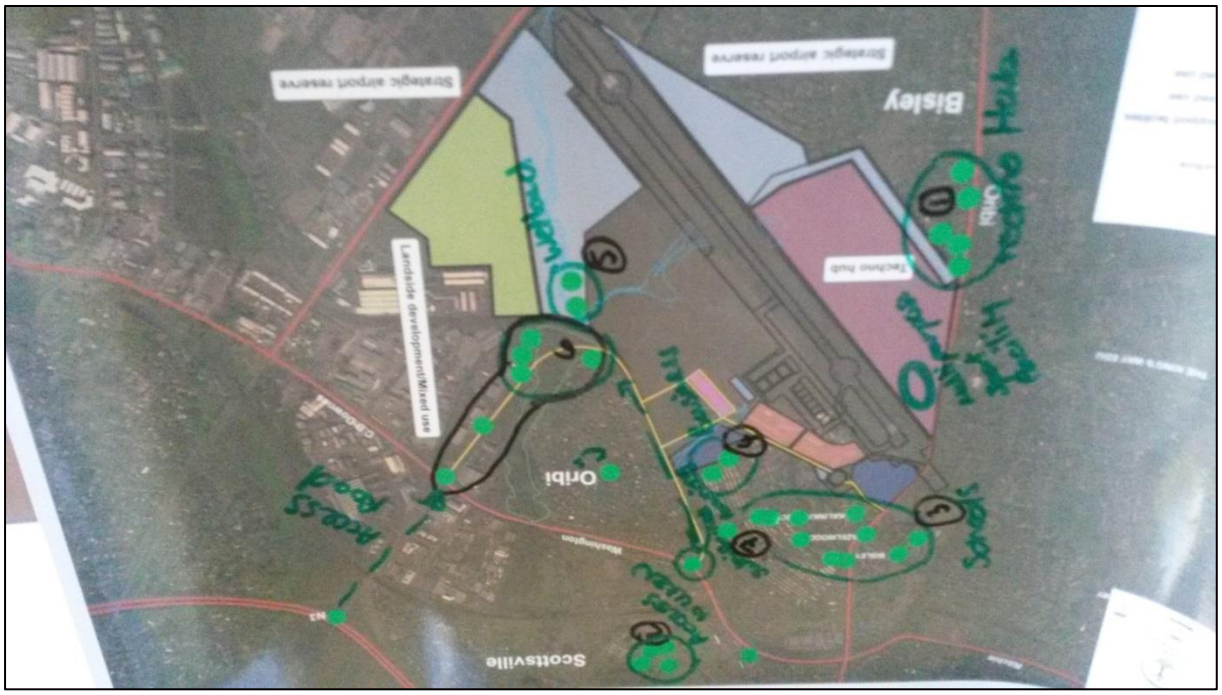
- Details and minutes available via the INR website: www.inr.org.za (*What's New* page)
- Please also register as an I&AP on the website.

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

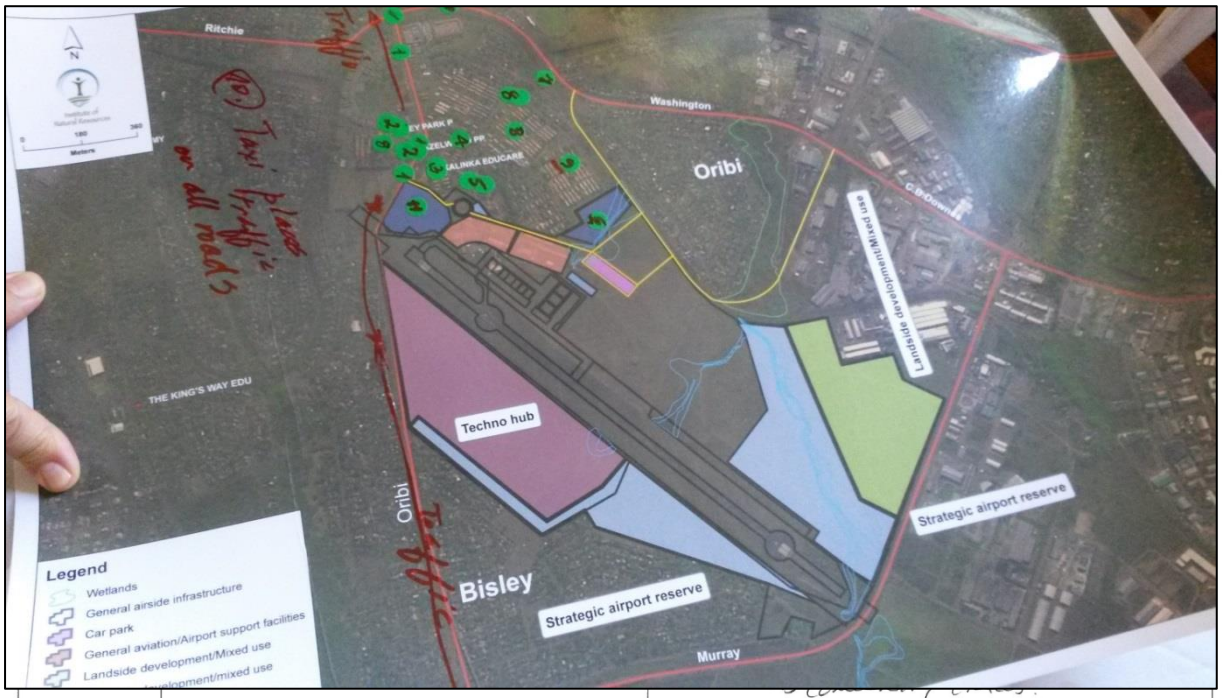
3. Maps, Comment Sheets and photographic evidence

Group 1: isiZulu



Group 2: English

Group 1: isiZulu



Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
5	WETLAND WITHIN THE AIRPORT	(A) Ensure wetland is preserved.
4+5+1	ACCESS TO THE MULTIPURPOSE SPORTS FACILITY FOR COMMUNITY & SCHOOLS	
6	PROPOSED ACCESS ROAD	(A) ROAD IS OVERLOADED. COMMUNITY WOULD APPRECIATE LINKS ONTO THIS ROAD (B) OPPORTUNITY TO CLEAN UP THE RAILWAY SERVITUDE ↳ IT IS NOT MAINTAINED & SO IS SAFETY ISSUE & MESS! ALONGSIDE RAILWAY

* IF IMPACTED THEN ALTERNATIVE SITE? → AGRIC SPONSORED FORUM

NOTE) GET LIST OF USERS FROM COUNCILLORS. MUNICIPALITY ALSO HAS LIST

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

		(B) Risk to children from increased traffic on Orchid road – sidewalks, robots, overhead walkways as mitigation options (C) Access to science/technology @ Technikon
4	BUSINESS OPPORTUNITIES	(A) What type of business is planned. ↳ Need clarification of this. (B) Needs to be mindful of SMMEs in Orchid Village. – ensure access to opportunities.

Group 2: English

GROUP No.: 2

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
1	Traffic issues & conjestion very busy already. Some people go around from Murray Road to get to Ov village	Road upgraded more traffic curio shop, flea market Show skills stage for outside market
2	Besley Park School, Access no School for pedestrians	

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
3	No outside kids at Kalinka open Road near Kalinka bebe acces kids come in com into Kalinka	
4	Air pollution particularly for Asmatic	

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
5	Small industry cripple	Can be involved in airport development. Save adult education, computer training 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

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
9	Air pollution	fly odon hours of day.
10	Taxis + traffic issues	

Focus Group Meeting

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
~~10~~ 11	~~Development~~ Commercial area Shopping Centre	Service for people close to town

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

MINUTES[1] 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.
- 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

[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

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 complied during this exercise are provided in Appendix 3). The outcomes of the discussion and participatory mapping exercise are captured in table 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.

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	• 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.	• 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.
Map 2 Sticker 1	Schools in the area	Medium	• 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.	• 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

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

Map and Sticker number	Area/Topic of concern	Level of Concern[1]	Detail of Concern	Opportunities and/or alternatives
			• 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.	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	• 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.	• 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	• 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.	• 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.
Map 2	Formal	Low	The area was a tennis court in the past but now has deteriorated which	This vacant land should be divided into plots and sold as formal housing instead of It being vacant and possibly becoming an informal

Map and Sticker number	Area/Topic of concern	Level of Concern[1]	Detail of Concern	Opportunities and/or alternatives
Sticker 4	housing		has resulted in concerns of land grabs in the area.	settlement
Map 2 Sticker 5	Road congestion	High	• 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.	• 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]

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Rodney Batholomew			
Nomonele Maphanga			
Mthokozisi Maphanga			
Percy Ngcobo			
Kusasalethu Sithole			
Sibusiso Mboto			
Nombuso Mzobe			
Vic Winterbach			
Mabandla Nkwanyana			
Philani Ngidi			
Zondi Londeka			
Mdladla Siphosethu Hellen			

[1] For privacy reasons, personal contact details have been excluded from this public document

1.2. Original Attendance Registers

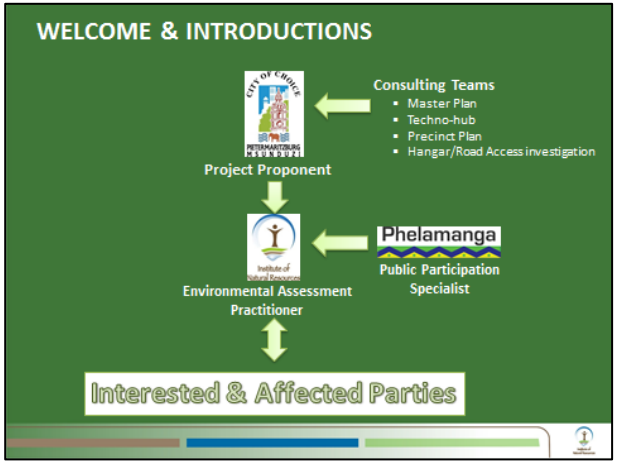
Name and Surname	Contact No.	Email Address	Address
Mabandla Nkwanyana	[redacted]		
Phiwe Ngcobo			
ZONDI LONDEKA			
MDLADLA SIZAKSETHU HELEN			

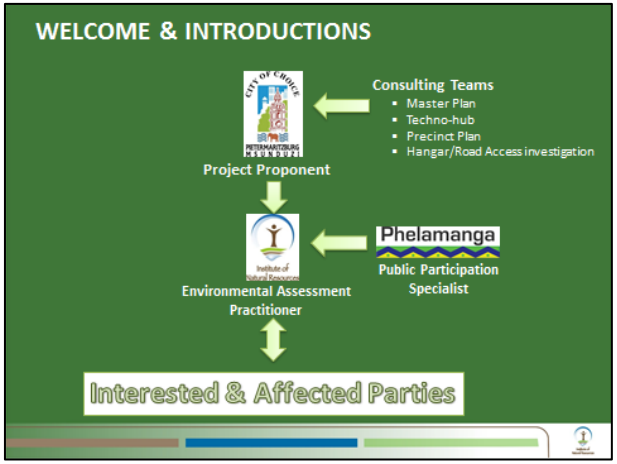
Scoping and Environmental Impact Assessment Process: Expansion Of The Pietermaritzburg Airport
Focus Group Meeting – Bisley and Scottsville Extension Residents
ATTENDANCE REGISTER

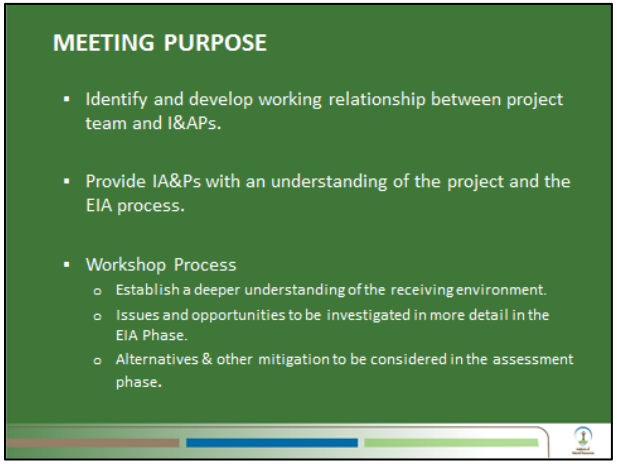
Institute of Natural Resources NPC

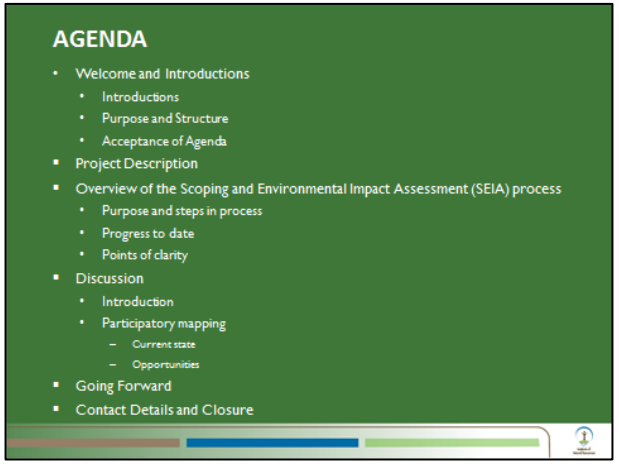
Name and Surname	Contact No.	Email Address	Address
RODNEY BARTHOLOMEW	[redacted]		
nomonde maphang			
mthokozisi maphang			
Percy Ngcobo			
Kusasalethu Sithole			
Sibusiso Mboto			
Nombuso Mzobe			
Cllr Vic WINTERBACH			

3. Focus Group Meeting Presentation









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DEVELOPMENT PLAN
- Site
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- Other - must ID and include all listed activities in the application.

SCOPING PHASE

APPLICATION To undertake Listed Activities

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45 Days - Review

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107 Days Review

Total - 350 Days Max to Decision

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

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

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

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APPEAL

Public Participation Process

SCOPING PHASE - PPP

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- 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).

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

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)

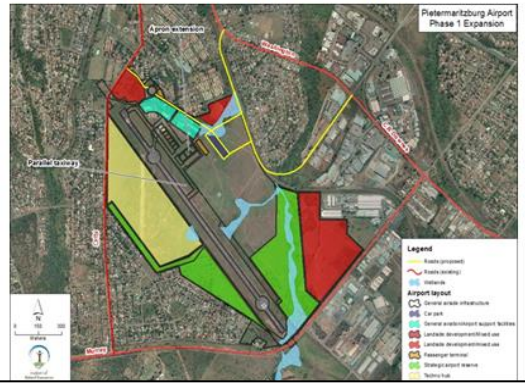
BACKGROUND

- 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.

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

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 Risley a taxi rank at present need some sort of control.	taxi zone (mini-bus) - drop offs - construction to after 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 phase trucks going to airp Richive Road Dibi Road intersection ~~Richive Dibi~~ Entrance Dibi Road increased traffic when airport is developed	Widen Road Pedestrian access - pavement, zebra crossing Traffic study necessary traff study volume & Road design

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
3	Residential areas Concern for peoples 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 ~~now~~ lunch time as well. - Environmental concerns leaf gone with planes flying low. Disturbing birds. - 70% workers from ajacent areas municipality mentioned this at first meeting.	How will this be managed need 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 a-plane vibration. diff distances from runway - would ISAP be able to say they want house check. specialist study. birds & airports don't go

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
4	wetland 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 & Orlibi Road intersection needs to be upgraded. Condition of Road across from Techno hub Increase development trucks	traffic lights, pedestrian crossing traffic light at intersection at washington Road & new proposed link 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 → 9am - need to engage with construction veh. might have to start with widening circle

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
6	Orlib Resident & Scottsville ext should also be able to access new link Road & should not be exclusively for airport users 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. Never widening circle

Page 4 of 10

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
8	Terminal building was already upgraded not the waste- wants to move it again Tax Paye- unnessesary wastage of money-	NB to remember eventhough its done in place Keep an eye on final Product-
	Fears concerns about houses been demoslished Process was run excellently It ABS happy about participating Mapping felt that they wee involved happy about develop people to Kng Shaka instead of Lee Pmb.	

Page 5 of 10

Photographic evidence

3.11. Appendix 11: Flight Path FGM Minutes

MINUTES[1] 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 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.

[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

- Throughout the meeting, attendees were encouraged to ask for clarity or more detail. The table below indicates a summary of the questions posed and responses provided during and after the presentation[1].

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 Batholomew (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.
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.

[1] The Q&As are not direct quotes

Question Posed	Respondent	Response/Answer Provided
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. • 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 the table 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.

Summary of participatory mapping exercise and discussion

Sticker number	Area/Topic of concern	Level of Concern (based on number of stickers: 1 LOW, 2-3 – MEDIUM, 4-above – HIGH)	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]

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Hugh Temple			
Denise Temple			
Howard Richardson			
Dave Rigby			
Hennie Heyns			
Pam Passmoor			
Liz Dralle			9

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

Institute of Natural Resources NPC

Name and Surname	Contact No.	Email Address	Address
HUGH TEMPLE			
DENISE TEMPLE			
HOWARD RICHARDSON			
DAVE RIGBY			
Hennie Heyns			
PAM PASSMOOR			
Liz Dralle			

[1] For privacy reasons, personal contact details have been excluded from this public document

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

Phelamanga

Institute of Natural Resources

EIA PROCESS

- Two Way Relationship

RECEIVING ENVIRONMENT		DEVELOPMENT PLAN
- Legal/Policy framework - Biophysical features (geology, slope, air quality) - Socio-economic (noise levels, - Heritage - NB heritage resource)	Development Constraints ⟷ Development Impacts	- 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.

Phelamanga

Institute of Natural Resources

WELCOME & INTRODUCTIONS

Consulting Teams
- Master Plan
- Techno-hub
- Precinct Plan
- Hangar/Road Access investigation

Project Proponent

Phelamanga
Public Participation Specialist

Environmental Assessment Practitioner

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.

MEETING PURPOSE

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- Provide IA&Ps with an understanding of the project and the EIA process.
- Workshop Process
  - Establish a deeper understanding of the receiving environment.

WAY FORWARD

Focus Group Meetings

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- Authorities and Government Agencies (unconfirmed) - Date: Thursday 4 February 2016

Environmental Scoping Report :

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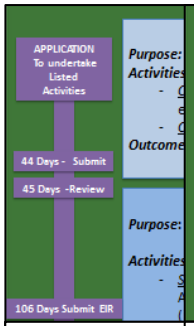
- PPP
- Draft report for circulation February 2016



SCOPING PHASE - PPP

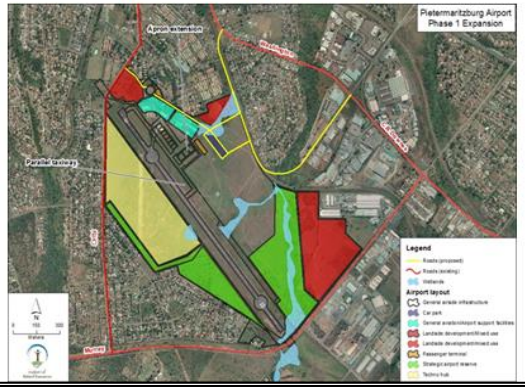
NOTIFICATION

- 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

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)

PHASE 1 – Revised Layout



TECHNOLOGY HUB

TECHNOLOGY HUB

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- Final designs are nearing completion - early 2016.
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- 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.

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

Discussion

- Introduction
- Participatory mapping
  - Current state
  - Opportunities

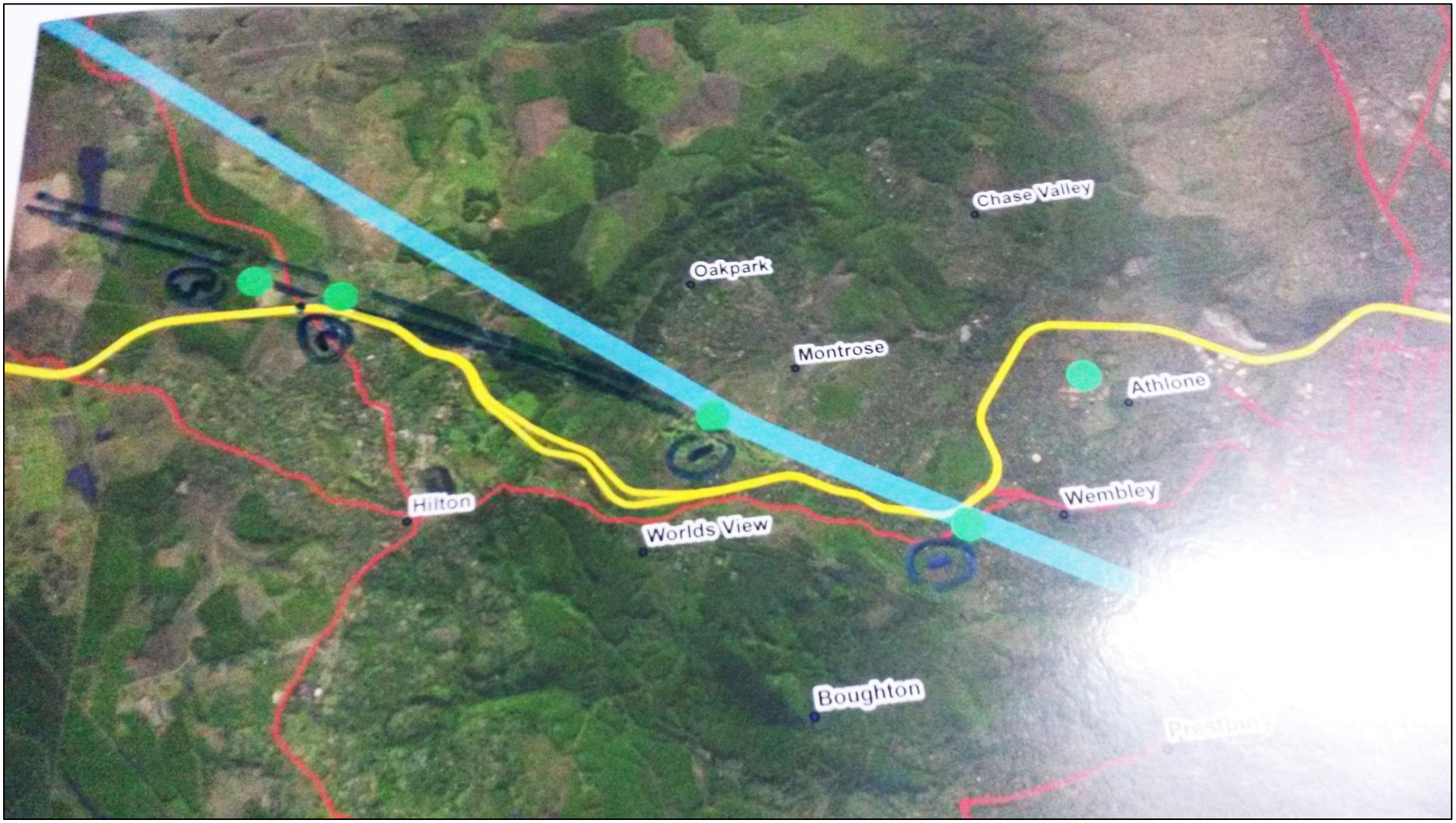
CLOSURE

- 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. Maps, comment sheets and photographic evidence



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 house. General aviation more can fly at any time out of commercial planes.	Regulate operator Airport hours Have to expect increase in air traffic with any sort of development. only sub will affect ~~the~~ resident. Can't stop progress put up progress. need noise impact assessment not only at airport but at homes of flightpath at
		Peoples 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 & greys hospital with potential of increased frequency	need consider assessment noise monitoring equipment Look at cumulative impacts & thresholds 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 charge	

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

3.12. Appendix 12: Business Sector FGM Minutes

MINUTES[1] 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.
- 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 to follow indicates a summary of the questions posed[1] and the response/answer provided.

[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

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.
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

[1] The Q&As are not direct quotes

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 the table 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.

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 decommission 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.

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

Sticker number	Area/Topic of concern	Level of Concern[1]	Detail of Concern	Opportunities and/or alternatives
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.
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.	*Noted – to be investigated further by the consultants*
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]

1.1. Integrated Attendance Register

Name and Surname	Contact Number	Email Address	Address
Hennie Heyns			
Erika Parker			
Benny Braithwaite			
Lindo Mahlaba			
Nabila Khan			
Johan van Vuuren			
Nathi Sibisi			
Leo Quayle			
Terence Talbot			
Barry du Plessls			
Bradley Sampson			
Shaun Braithwaite			

1.2. Original Attendance Register

[1] For privacy reasons, personal contact details have been excluded from this public document

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	hdheyns@icloud.com	7 Zion Park Rd
ERIKA PARKER	"	"	"
BENNY BRAITHWAITE	0813808552	bennybraithwaite@yahoo.co.uk	45 CHASE VALLEY RD
LINDO MAHLABA	0765833001	lindo.mahlaba@msunduzi.gov.za	333 CHURCH STREET
Nabila Khan	0833922877	nabila.khan@msunduzi.gov.za	333 Church St
* Johan van Vuuren	0720402576	johanvanvuuren87@gmail.com (Air Taxi Services)	5 Marconi Place, PMB
Nathi Sibisi	0790446699	nathisibisi172@gmail.com	172 Mnadi road PMB
Leo Gwayle	0832720289	lgwayle@futurenet.co.za	15 Oakleigh Ave. Hilton
Terence Talbot	0333865449	terence@talbotlaw.co.za	Hayfields Mall; PMB
Barry du Rossi	081 4506644	barry@mtnzulu.co.za	Shongweni
BRADLEY SAMPSON	0836427733	bradley.sampson@umgeni.co.za	310 BURGER STREET, PMB
SHAUN BRAITHWAITE	0829090026	shaunjb23@gmail.com	23 Villiers 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

Phelamanga

Institute of Natural Resources

PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

Focus Group Meeting
- Industrial Sector -

Thursday 14 January, 2016
Truda Snacks, Mkondeni

Phelamanga

Institute of Natural Resources

WELCOME & INTRODUCTIONS

Consulting Teams
- Master Plan
- Techno-hub
- Precinct Plan
- Hangar/Road Access investigation

Project Proponent

Phelamanga
Public Participation Specialist

Environmental Assessment Practitioner

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.

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  - 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 10years".**

- 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

APPLICATION To undertake Listed Activities

44 Days - Submit

45 Days -Review

106 Days Submit EIR

107 Days Review

Total - 350 Days Max to Decision

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

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

DECISION

APPEAL

Public Participation Process

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).

PIETERMARITZBURG AIRPORT

PROJECT OVERVIEW

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)

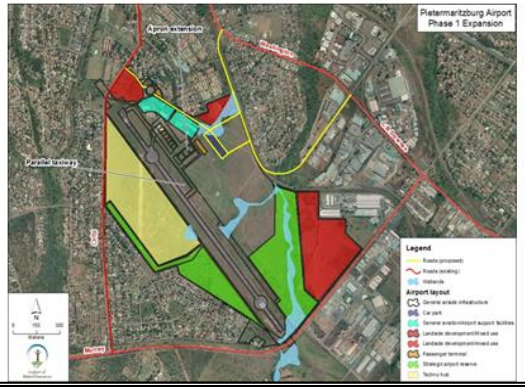
BACKGROUND

- 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.

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.

TECHNOLOGY HUB

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.

ULTIMATE DEVELOPMENT

Discussion

- Introduction
- Participatory mapping
  - Current state
  - Opportunities

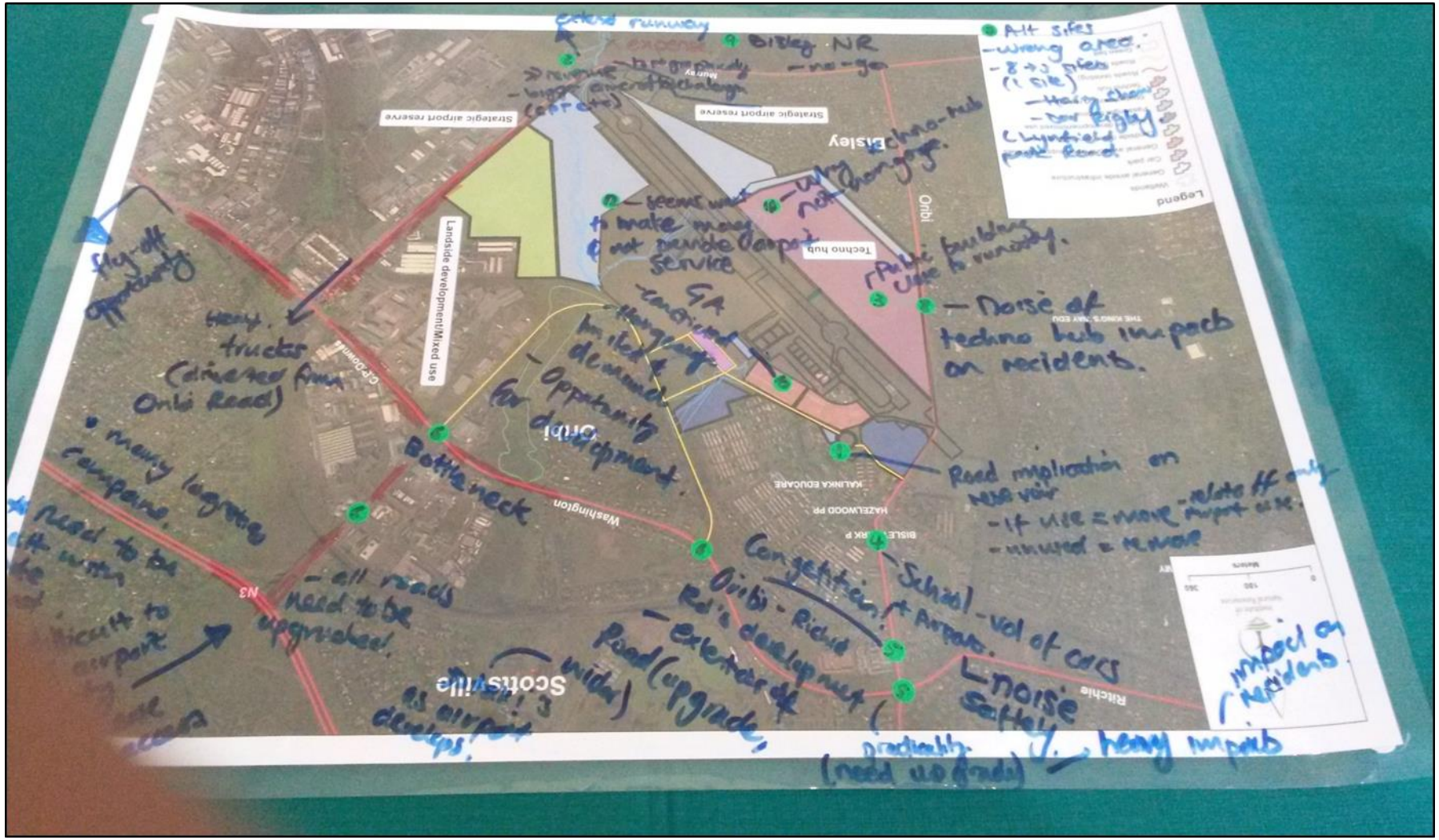
CLOSURE

- 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. Maps, comment sheets and photographic evidence



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 even to a disaster	• Proposed roundabout. • If closure it can be removed • Munci can be consider to be relocated within the airport boundaries.
2.	Extension of the runway across Murray road.	• For gone more revenue, probably look a 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
5	Need an extension, upgrade the road – wider to mitigate the	• Upgrading of the road for the community

Sticker/Cluster Number	Description and Spatial Extent	Opportunity/Alternative
	12 - 15 yrs ago the MM approached consultants to find an alternative site for airport. Proposed Cabridge. 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 its more of research noise & not industrial noise, but noise barriers are being considered.	

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

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

• There is limited expansion of the airport.

3.13. Appendix 13: Government Authorities and Agencies FGM Minutes

MINUTES[1] 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.
- 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. The table to follow 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 found below the table.

[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

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	1.1. **ACCESS TO MULTIPURPOSE SPORTS FACILITY** - for people (all ages) in the area. 1.2. **LEARNING OPPORTUNITY** – access to area for age groups to create awareness of aviation industry & facilities for basic education facilities. 1.3. **SAFETY CONCERNS** – proximity to runway 1.4. **ACCESS** – separate entrance x3 from Oribi Road. Will add to traffic on this already congested road. 1.5. **NOISE** - from the Techno Hub (likely minimal as light/high-tech industry and research). 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.	• Query if creation of the Techno Hub will result in the loss of a grassland habitat. ○ Rodney Barthlomew (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	2.1. **IMPACT ON RAIL UPGRADE/EXPANSION** – potentially interfering with SANRAL's plans. 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	• 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 company are in the process of getting authorisation to

[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)

TOPIC	CONCERN AND OPPORTUNITY[1]	COMMENTS AND SUGGESTIONS[2]
		continue with the development.
3. Airport Customer Parking	3.1. **INSUFFICIENT PARKING** - available, suggest a parkade be considered in plans 3.2. **NO FREE DROP OFF ZONE** - should be considered in plans	• *No additional comment*
4. Landside Development/ Mixed Use Areas	4.1. ENVIRONMENTALLY SENSITIVE AREAS – demarcate and exclude/protect using WULA process and appropriate wetland buffers.	• 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	5.1. **EXISTING TRAFFIC CONGESTION** – Requires attention regardless of expansion, this will only worsen the situation, particularly on - 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.	• 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 than 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 eThekwini 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 increase in the frequency of flights there will be an increase

TOPIC	CONCERN AND OPPORTUNITY[1]	COMMENTS AND SUGGESTIONS[2]
		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. • 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. ***Traffic is a significant issue*** for residents.	• 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.	• 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.	• 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.	• 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.	• 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.	• *No additional comment*
12. Schools	12.1. **NOISE** - Noise and heat implications on surrounding schools from the	• One of the most affected schools is the Bisley Park Primary

TOPIC	CONCERN AND OPPORTUNITY[1]	COMMENTS AND SUGGESTIONS[2]
	increase in air traffic. Schools should be sound proofed and insulated, and a noise impact assessment conducted 12.2. P**RESSURE ON EXISTING FACILITIES** - Business developments means more people and therefore a greater need for schools already under pressure. 12.3. **SAFETY** – of children walking to schools. 12.4. **NO HIGH SCHOOL** - in the area.	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.	• *Previously discussed*
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.	• 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	• 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 there is a design for the upgrade of the Ashburton

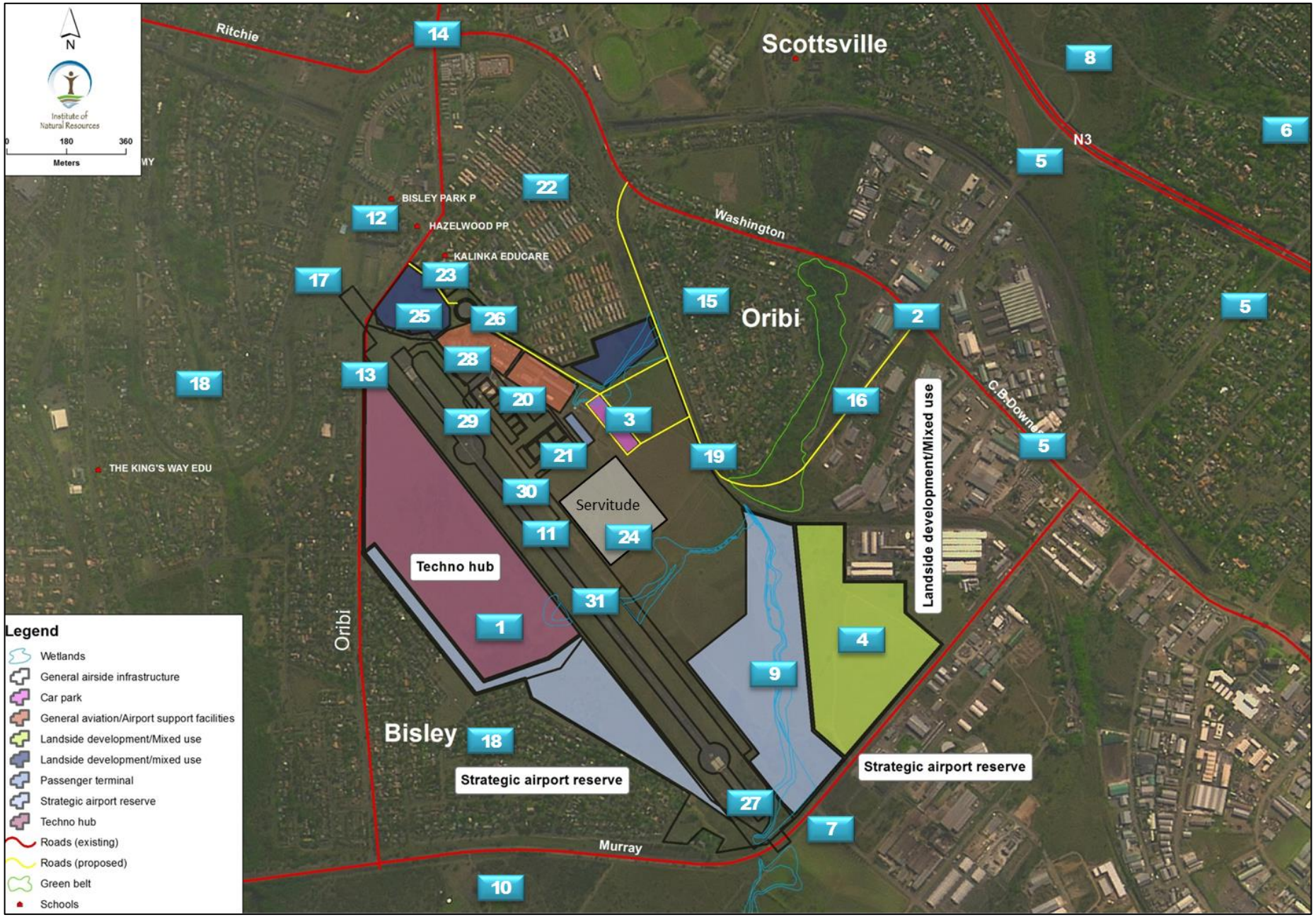
TOPIC	CONCERN AND OPPORTUNITY[1]	COMMENTS AND SUGGESTIONS[2]
		interchange and traffic around the airport area will be factored into the design of the upgrades.
16. Washington Road - N3 Access	16.1. **NO ACCESS** - off the N3 into this area or to the airport. New access would be beneficial especially if it includes designated truck lanes and multiple passenger lanes.	• *No additional comment*
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.	• 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	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 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 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 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) 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. 18.6. **PROPERTY VALUE**: concern over the implications that the airport expansion will have on property values	• It is important to undertake some sort of economic profiling.

TOPIC	CONCERN AND OPPORTUNITY[1]	COMMENTS AND SUGGESTIONS[2]
	18.7. **SPINOFFS**: opportunities in the form of security, jobs, benefits, etc. Local Residents want 18.8. **HEALTH AND SAFETY**: concerns of residents' health and safety during the construction and operation phases of the development.	
19. Proposed Airport Link Road	19.1. **OPTIMIZE**- by including links into residential areas - not exclusively for airport access. 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..	• *No additional comment*
20. Job Opportunities and Skills Development	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. 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) 20.3. **DEFINE OPPORTUNITIES** - Need a clear description of what job opportunities will be available in construction and operation phases 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.	• *No additional comment*
21. Terminal Building	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.	• *No additional comment*
22. Oribi Village	22.1. **THREAT TO LANDOWNERS** - Effect of development (e.g. demonising housing): all development inside airport boundary (in this phase) therefore none.	• *No additional comment*

TOPIC	CONCERN AND OPPORTUNITY[1]	COMMENTS AND SUGGESTIONS[2]
	22.2. **WATER SUPPLY**: currently experiencing water supply shortages/challenges, fear that this will worsen with the development. 22.3. **PROVISION FOR ACCESSING FACILITIES** (schools, crèches, sporting) needs to be made to uplift surrounding communities.	
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.	• *No additional comment*
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	• 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.	• *No additional comment*
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.	• *No additional comment*
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).	• *No additional comment*
28. General Aviation	28.1. **SIGNIFICANT UN-CATERED FOR DEMAND** - Currently constricted in terms of space and availability of hangers (increase need, especially	• According to the Civil Aviation Authority (CAA) representative, if the General Aviation area feels they have a

TOPIC	CONCERN AND OPPORTUNITY[1]	COMMENTS AND SUGGESTIONS[2]
	with the possible closing down of Viginia Airport). 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.	more suitable layout and if this layout is supported by airport management, it is unlikely that the alternative layout will be dismissed. • 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	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) 29.2. **TOPOGRAPHY** – needs to be flat, which is currently not. 29.3. **PROPOSED APRON/PARKING AREA** for wide bodied aircrafts is in the incorrect place due to the swampy nature of the land	• *No additional comment*
30. Control Tower	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)	• *No additional comment*
31. Taxiway entrance onto runway	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)	• *No additional comment*
Flight Path	• **ASSESSMENT OF ALTERNATIVE FLIGHTS PATH** - currently fly over several residential areas. - 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 along the flight path should be provided by the Municipality	• 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.

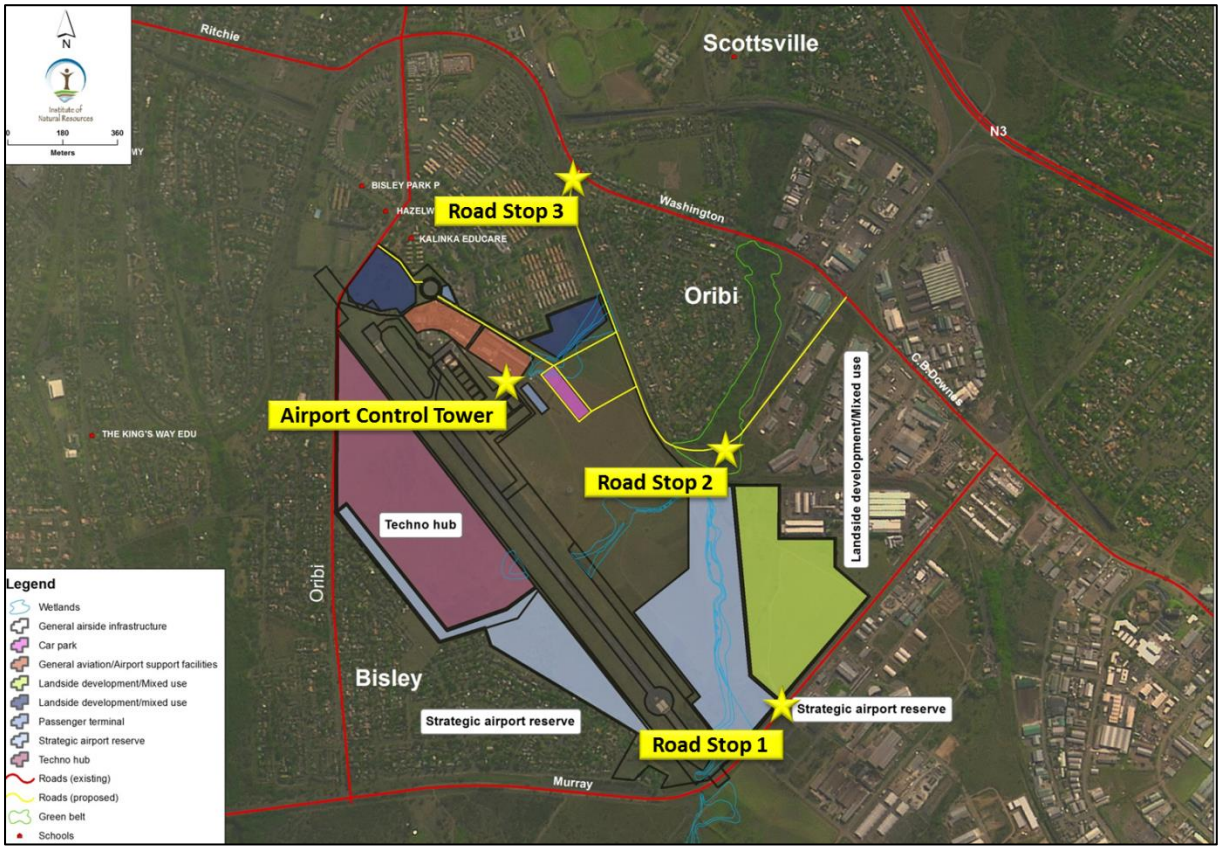
TOPIC	CONCERN AND OPPORTUNITY[1]	COMMENTS AND SUGGESTIONS[2]
	- Hospitals along the flight path (e.g. Greys and the Hilton Life hospitals) are and will be affected negatively in terms of noise by the increase in frequency of flights. These hospitals should also be provided with sound proofing - Noise 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	• **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.	• *No additional comment*
Rates	• **EFFECT OF EXPANSION AND DEVELOPMENT ON RATES** - of the Msunduzi municipal residents (will they decrease)	• *No additional comment*
Feasibility	• 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	• *No additional comment*



Map corresponding to the topic numbers indicated in the table

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 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.



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]

1.1. Integrated Attendance Register

Name and Surname	Department/Company/Organisation	Contact Number	Email Address	Address
Chris Stretch	Department of Transport			
Ros Diewrerux	Amafa			
Geetha Hariparsad	Msunduzi Municipality			
Abulele Qulu	Msunduzi Municipality			
Sipho Mncube	Department of Transport			
Essack Khan	Msunduzi Fire and Rescue Department			
Juggie Padayachee	Msunduzi Fire and Rescue Department			
Billy Paton	Msunduzi Fire and Rescue Department			
Rodney Bartholomew	Msunduzi Municipality			
Reka Kallicharan	EDTEA: Environmental Affairs			
Co. P B Mlambo	SAPS: Alexander Road			
Sgt M E Le Roux	SAPS: Alexander Road			
Hamish Otto	Transnet			
Thuso Ndou	Department of Water and Sanitation			
M A Majola	Emergency Medical Rescue Services			
Noewellen Loelly	Msunduzi Fire and Rescue Department			
Nonkululeko Mokoena	Department of Water and Sanitation			
Rodney Trenam	Msunduzi Fire and Rescue Department			
Ishaan Ramklown	SANRAL			
Dudley Mbambo	SANRAL			
Cosmas Hamadziripi	EDTEA: Economic Development			

[1] For privacy reasons, personal contact details have been excluded from this public document

Name and Surname	Department/Company/Organisation	Contact Number	Email Address	Address
Celma Croudace	Disaster Management			
Nelson Nkabiti	CAA			
Ntombizodwa Mababa	State Security Agency			
Sibusiso Nkabinde	Air Traffic Navigation Services			
Trevor Du Plesses	Air Traffic Navigation Services			
Kasongo Kampweulu	Cooperative Governance and Traditional Affairs			
Candice Mbhele	Cooperative Governance and Traditional Affairs			
Sanele Buthelezi	State Security Agency			

1.2. Original Attendance Registers

PMB Aero Club

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
NTOMBIZODWA MABABA	[redacted]	[redacted]	[redacted]
SIBUSISO NKABINDE	[redacted]	[redacted]	[redacted]
TREVOR DU PLESSIS	[redacted]	[redacted]	[redacted]
KASONGO KAMPWEULU	[redacted]	[redacted]	[redacted]
Candice Mbhele	[redacted]	[redacted]	[redacted]
Sanele Buthelezi	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]

PMB Aeroclub.

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

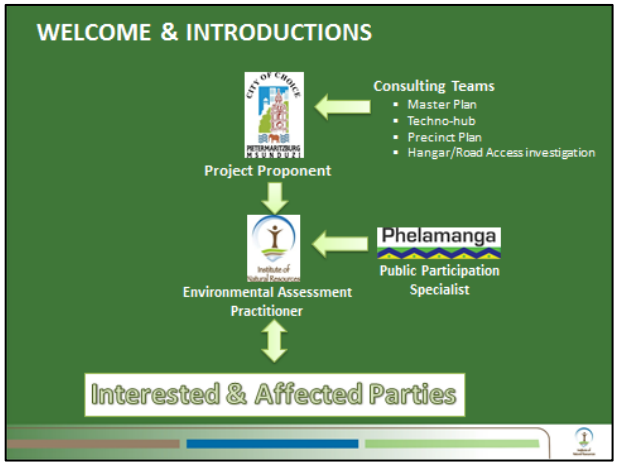
Focus Group Meeting – Government and Authorities

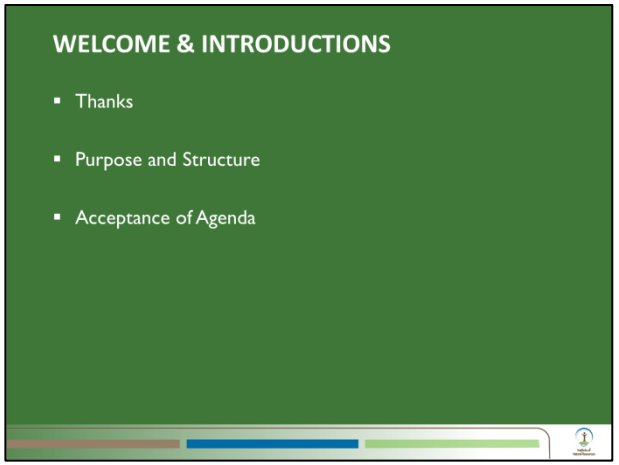
ATTENDANCE REGISTER

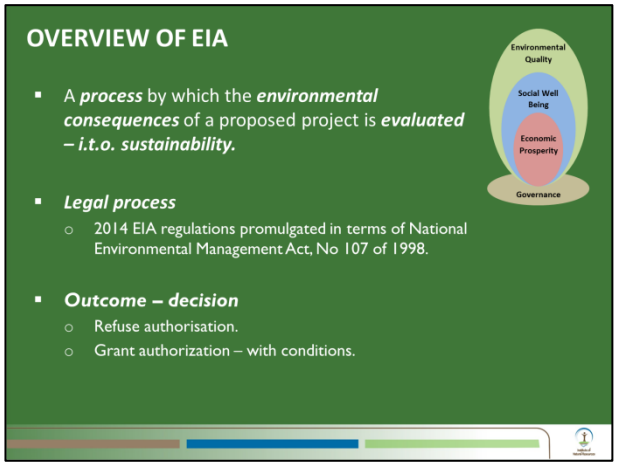
Institute of Natural Resources NPC

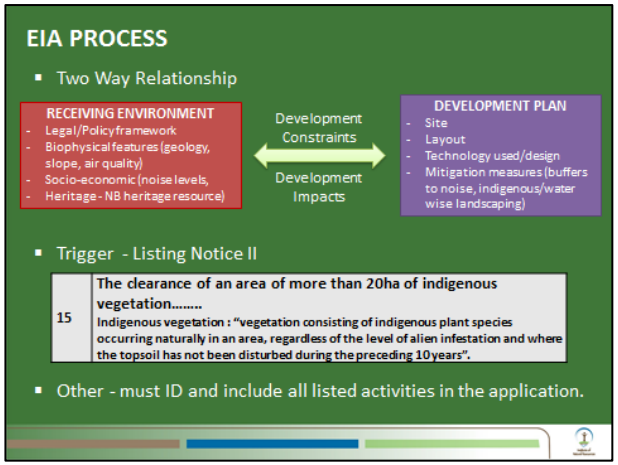
Name and Surname	Contact No.	Email Address	Address
CHRIS STRETCH			
ROS DEWBREUX			
GEETHA HARIMARSAD			
ABULELE QULU			
SIPHO MNCUBE			
ISSACK KHAN			
Juggu Padayachee			
Billy Paton			
RODNEY BARTHOLOMEW			
Peter B-Kallichuran			
COT. P.B. MNAMBO			
Sgt ME LeROUX			
MR HAMISH OTTO			
Thulso NOOU			
M.A. MADOLA			
N. LOELLY			
N. MOKOENA			
RODNEY TRENAM			
Ashaan Rauklown			
DUDLEY MBAMBO			
Cosmas Hamadumba			
Celma Crew			
Nelson NKABITI			

2. Focus Group Meeting (18/02/16) Presentation









APPLICATION To undertake Listed Activities

44 Days - Submit

45 Days -Review

106 Days Submit EIR

107 Days Review

Total - 350 Days Max to Decision

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

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

DECISION

APPEAL

Public Participation Process

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

- Create awareness & meet I&APs
- Introduce assessment team
- ID Headline issues

SCOPING PHASE - PPP

Focus Group Meetings

- To engage directly with different types of I&APs
- 7 Focus Group Meetings
  - Airport Operators and Tenants (13 January 2016)
  - Industrial Sector (14 January 2016)
  - Oribi Village Residents (19 January 2016)
  - Bisley and Scottsville Extension Residents (21 January 2016)
  - Flight path – Hilton, Wembley and surrounds (28 January 2016)
  - Broader PMB business sector (2 February 2016)
  - Authorities and Government Agencies (18 February 2016)

PIETERMARITZBURG AIRPORT

PROJECT OVERVIEW

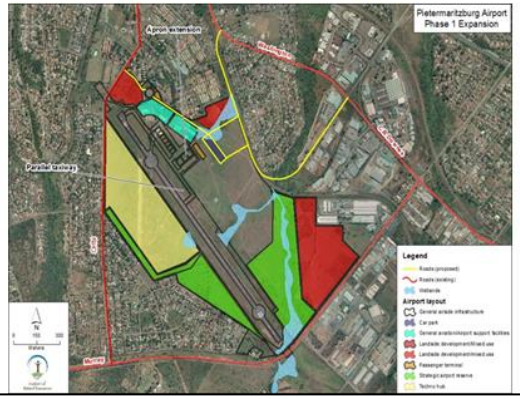
BACKGROUND

- 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)

STATUS QUO

PHASE 1 – Master Plan Layout

PHASE 1 – Revised Layout



TECHNOLOGY HUB

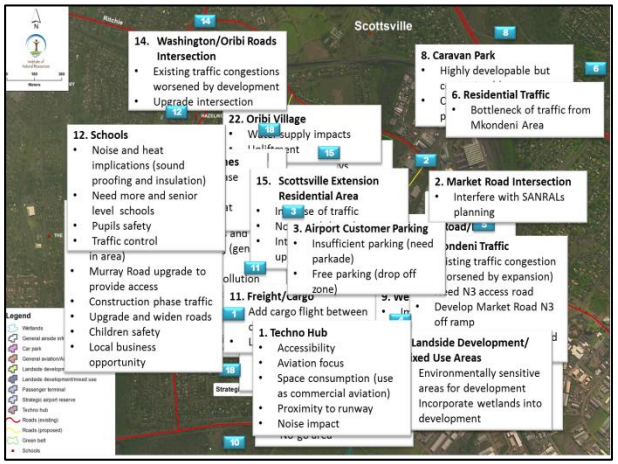
- Will be the first development in Phase 1.
- Final designs are nearing completion - early 2016.
- Grant funding will finance construction of bulk services and infrastructure.
- Investors will lease sites for their development and finance the top-structure.
- Incentives for investment in the hub will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

TECHNOLOGY HUB

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[1]

Name and Surname	Type of I&AP	Contact Number	Email	Address
Mike De Villieres	Airport User			
Vicky Ramins	Airport User			
Christopher Till	Airport User			
Louis van der Linden	Airport User			
Mlungisi Shez	Airport User			
H Potgieter	Airport User			
D T Mashishi	Airport User			
N M Mkhise	Airport User			
M Harenga	Airport User			
Eleanor Naidoo	Airport User			
Ingrid Ledwaba	Airport User			
M Pieterse	Airport User			
Kerry Walton	Airport User			
Martin Oosthuizen	Airport User			
Colin Smith	Airport User			

[1] For privacy reasons, personal contact details have been excluded from this public document

ORIGINAL REGISTERS

Name and Surname	Contact No.	Email Address	Address
H. Potgieter	[redacted]		
DT Mashishi			
NM Mkhize			
m Havenga			

Name and Surname	Contact No.	Email Address	Address
Eleanor Naidoo	[redacted]		
INGRID LEDWABA			
M. Pieterse			

Name and Surname	Contact No.	Email Address	Address
MIKE DeVINNERS	[redacted]		
Vicky Drawhis family			
CHRISTOPHER TILL			
[illegible]			
Mlungisi Shez			

Name and Surname	Contact No.	Email Address	Address
KERRY WALTON	[redacted]		
Martin Oosthuizen			
COLIN SMITH			

PHOTOGRAPHIC EVIDENCE

3.15. Appendix 15: Transnet Meeting Minutes

MINUTES[1] 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.
- 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

[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

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.

Attendence Register[1]

TRANSNET RAILWAY ATTENDANCE REGISTER

DATE: 03 May 2016

TIME: 8:30 END TIME: 9H30

VENUE:

NAME:	DEPARTMENT	TEL / EMAIL	SIGNATURE:
G Lebelo	MSunduzi - Planning	[redacted]	
D Panday	TFR - Perway		
D McGurgan	Royal Haskoning DHV		
Cihan Budhan	Msunduzi		
J. Matshazi	INR		
M. Mkhize	TFR - PERWAY		
L. Mthembu	TFR - Perway		
I. Hlongwane	TFR Removing		
M DUMA	TFR PERWAY		
R. BARTHOLOMEW	Msunduzi Planning		
D. GERGAN	MSUNDUZI		
NP. HARDMAN	INFRA CIVIL		
D. COK	INR		
T Redima	TMLP		

[1] For privacy reasons, personal contact details have been excluded from this public document

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.

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3.16. Appendix 16: Airport Tenant Meeting Minutes

MINUTES[1] OF THE MEETING TO DISCUSS THE DRAFT ENVIRONMENTAL SCOPING REPORT WITH THE AIRPORT TENANTS – MONDAY 12 SEPTEMBER 2016, PMB AEROCLUB

Overview

Concerned airport tenants identified the need for a meeting to comment on the Draft Environmental Scoping Report (ESR) of the proposed expansion of the Pietermaritzburg Airport. The tenants' primary concern was on the proposed layout of Phase 1 of the Master Plan.

The meeting was attended by:

- Beatrice Bosch (Servest)
- Christine Smith (Airlink/General aviation)
- Nontobeko Mofokeng (Msunduzi Municipality)
- Mark Meter (PMB Aeroclub Manager)
- Jabulile Matshazi (INR)
- Sian Oosthuizen (INR)
- Samiksha Singh (INR)

The meeting was closed at 15:30 with all concerns and issues identified. Nontobeko Mofokeng indicated that the issues raised will be discussed at an internal municipality meeting on 14 September and will provide feedback to the airport tenants at the meeting on 28 September[2].

Stakeholder	Concerns/Issues	Respondent	Response
Beatrice Bosch (Servest parking)	What is the time frame of this development and when will it begin?	Sian Oosthuizen (INR)	The phase 1 development will begin once environmental authorisation is granted and will culminate in 2025. The Techno-Hub will be the first development to begin.
		Jabulile Matshazi (INR)	All the developments on the phase 1 master plan are proposed to be completed by 2025.
Beatrice Bosch (Servest parking)	Is the municipality aware that our contractual agreements stipulates that, should there be need to move/relocate the car hire facilities, long- and short-term parking, the municipality will provide an equivalent footprint and also cover all the associated costs.	Nontobeko Mofokeng (Msunduzi Municipality)	The Msunduzi Municipality will look at the contracts between themselves and the airport tenants.
Beatrice Bosch (Servest Parking)	We have been told at previous meetings that the parking will not be moving, however in the revised Phase 1 layout of the master Plan, there is indication that the parking will be moving. We are planning to spend money on upgrades and expansions of the parking which might not be possible if the parking has to be	Sian Oosthuizen (INR)	The initial layout plan did indicate that the parking will not move however, the layout presented in the Draft ESR is the latest, revised layout plan that indicates that the parking will move.

[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

[2] Note: Some clarity has since been gained from a the Msunduzi Municipality – refer to the end of this appendix

Stakeholder	Concerns/Issues	Respondent	Response
	moved within the next 9 years.		
Christine Smith (Airlink/ General aviation)	It has been mentioned to us that the Techno-Hub will not be developed as funds are no longer available.	Sian Oosthuizen (INR)	Money received from an external donor management by Treasury has been allocated for four Techno-Hubs in the province. The other three Techno-Hubs are already underway. Even though money has been allocated to the PMB Techno-Hub, delays in the authorisation and development of the may result in money being used by the already partially developed Techno-Hubs.
Christine Smith (Airlink/ General aviation)	Where will the new general aviation (GA) area be placed?	Sian Oosthuizen (INR)	The two proposed options for the placement of the GA area were indicated on the map. It was also mentioned that a feasibility study in currently being conducted to identify the best possible area for (GA) and the amount of hanger space needed based on the anticipated demand.
Christine Smith (Airlink/ General aviation)	An enclosure for GA is needed in order to reduce the security risk.	Nontobeko Mofokeng (Msunduzi Municipality)	A security guard has been posted at the GA area and fencing for additional security will be considered.
Beatrice Bosch (Servest parking)	Is it not possible for a petrol station development to be included in the plans for the proposed airport development? Car hire services have to drive all the way to either Scottsville Mall or Southgate Spar to fill up the petrol tanks.	Nontobeko Mofokeng (Msunduzi Municipality)	This is a good idea that should be considered.
		Christine Smith (Airlink/ General aviation)	There are stringent regulations put in place for such a development. A risk assessment was conducted to add more bowsers to the existing ones. The outcome was not positive.
Christine Smith (Airlink/General aviation)	There is a pressing need for additional security at the GA area. At the moment the lack of restricted access allows the movement of people from the GA area to the commercial passenger area without passing any form of security. These security issues have previously been raised by Mike McDonald and Steve Svenson. The lack of security around the GA area is a cause for concern especially as it is always flagged as a problem during Civil Aviation Authority (CAA) audits.	Nontobeko Mofokeng (Msunduzi Municipality)	These issues will be raised at a meeting next week with the district municipal manager and Sipho Zimu.
Christine Smith (Airlink/General aviation)	General Aviation cannot be moved to the alternative 2 site (near the area earmarked for industrial) unless it is moved in its entirety.	Sian Oosthuizen (INR)	The GA alternative 2 was suggested at the focus group meeting held with the airport tenants in early 2016 (at the PMB

Stakeholder	Concerns/Issues	Respondent	Response
			Aeroclub). There is a feasibility study currently underway to determine the best option for the GA.
Christine Smith (Airlink/General aviation)	The GA position at present is the best option; however, access routes will have to be created if it is moved to alternative 2 site.	Nontobeko Mofokeng (Msunduzi Municipality)	An access to the taxiway will have to be considered.
Christine Smith (Airlink/General aviation)	One possibility is for the GA to be extended towards the mixed use area earmarked for the hotel (open space alongside Pharazyn Way). This will allow GA users to have their own access area that could be controlled with key cards and security gates and guards.		
Beatrice Bosch (Servest parking)	At present there is not enough space for long- and short-term parking and car hire. We have no objection to moving provided that the municipality looks at the contract and they can give us assurance that the cost of moving will be covered. The footprint size currently used for parking and the proposed expansion of the parking need to also be taken into consideration. If this area has to relocate, present facilities such as car ports for the long term parking and entrances and exists for these parking will have to be provided.		
Beatrice Bosch (Servest parking)	The parking area is currently not big enough to accommodate the short- and long-term parking as well as the car hire. Avis has indicated a need for more parking bays. Currently have 24 bays in short-term parking and 36 bays in car hire. This growth has to be included and taken into consideration in these airport expansion plans. Eurocar, Bidvest and Hertz car hires have also expanded and need additional space. The municipality had previously indicated that a portion of the open area along Pharazyn Way could be used for the expansion of the parking area.	Sian Oosthuizen (INR)	We were not aware of that expansion plan – this will be discussed with the municipality to gain clarification.
Beatrice Bosch (Servest)	Is it not possible to expand into Oribi village?	Nontobeko Mofokeng (Msunduzi Municipality)	Development plans have already been put in place for Oribi Village. These plans include residential housing and flats as determined by the city planners and building

Stakeholder	Concerns/Issues	Respondent	Response
			control.
Beatrice Bosch (Servest)	The airline passenger statistics examined identified that passenger numbers have reached limits that were estimated for four years from now. This in itself will indicates the need for more parking.	Nontobeko Mofokeng (Msunduzi Municipality)	Request to draw up proposed development plans for the car parks indicating these increased passenger numbers and the additional parking bays that are required which can be put forward to the airport managers and developers.
Christine Smith (Airlink/ General aviation)	At present there are a number of maintenance issues at the airport that are not being dealt with such as holes in the runway and security issues. These issues may result in CAA shutting down the airport operations. The municipality fail to address these concerns as they are not willing to address these small maintenance issues as they feel it will be sorted out in the anticipated master development plan at the airport which may take years to implement. Should these problems be addressed at an existing or anticipated level?	Nontobeko Mofokeng (Msunduzi Municipality)	These issues and concerns must be raised with Sipho Zimu.
Beatrice Bosch (Servest parking)	Main concern is the poor communication between and all airport tenants, operators and users.		
	Developments around the VOR have to be approved by CAA	Nontobeko mofokeng (Msunduzi Municipality)	Any infrastructure around the VOR has to be authorised by CAA but in this case all developments are outside the VOR buffer.
Beatrice Bosch (Servest parking)	The terminal and parking area seem too small.	Jabulile Matshazi	These are conceptual drawings developed at a high level. The exact footprint is unknown but will be defined at a later stage.
Additional comments regarding the proposed layout as per the draft ESR include: - Is there a possibility to expand the parking area to the surrounding open areas? The Master Plan needs to reflect such expansions when it is updated. There needs to be sufficient space of the short- and long-term parking, as well as the care hire facilities. - The hotel will best positioned in the commercial/mixed use portion given its close proximity to the parking lot and terminal building, as opposed to on the portion alongside Pharazyn Way. That portion could be used for a petrol station. - The contracts of the airport tenants need to be considered in the planning. There also needs to be a time breakdown so that tenants can plan accordingly (e.g., the car hire will not be expanded if there is plan to move the parking area in the near future). - The parking lot should not be so far from the terminal building. - The size of the airport facilities needs to be carefully considered as the passenger numbers have already reached levels that were only anticipated for 5/10 years' time. - Can a helipad be considered in the revised layout?			

CLARITY RECEIVED FROM DAVID GENGAN[1]REGARDING THE PARKING FACILITIES QUERIES[2]

The parking contract terminates in 2024, with an option to extend for a further 5 years. In terms of the master plan, the terminal building is scheduled to be expanded in 2025 when the passenger demand is expected to exceed 250 000 passengers per annum. The car park will remain where it is. The terminal building will initially be expanded on site and a new building on the new site is only scheduled for after 2040 when passenger demand exceeds 400 000 per annum, which will coincide with the building of a new parking area. This parking area will have sufficient space to accommodate the demand at that time, and going forward.

The only thing that might change this timeframe is if the Market Road access happens sooner than 2025. Two options are possible. One is linking the current parking area to the new road access, and the other is to consider constructing the new terminal building sooner than anticipated in the new designated area. This would then warrant building the new parking facility. Should this second scenario happen before the parking contract ends, which will depend on whether the municipality can access the necessary capex for the project, we will have to negotiate with Servest to make this happen in terms of the conditions of the current contract.

The areas on the plan are diagrammatic and dimensions will be finalized shortly taking into account current and future demands. Servest should continue with their plans for expansion on the current site. The area was recently surveyed and pegged off for them to do their planning.

[1] Acting Senior Manager: Economic Development Services, Msunduzi Municipality
[2] This clarity was received via email on Wednesday, September 21 2016

3.17. Appendix 17: Flight Path and Scheduled Flights Meeting Minutes and Communications with ATNS and Airlink

MINUTES[1] OF THE MEETING TO DISCUSS THE CURRENT AND POTENTIAL FLIGHT PATH AND SCHEDULED FLIGHTS WITH ATNS, AND EMAIL COMMUNICATION WITH AIRLINK– THURSDAY 1 SEPTEMBER 2016, PMB AIRPORT

PMB Airport EIA: Meeting is Sakkie (Johannes) de Lange – 1 Sep 2016

Supplemented by insight from Alvin Naidoo (Airport Manager) and Jacques (Airlink Pilot)

1. **Flight path for commercial aircrafts**
   - Large aircrafts descend at an angle of 3 degrees from the 40km peg for safe landing.
   - Large aircrafts cannot turn as easily as light aircrafts and therefore they cannot enter the local airspace through any other gaps in the obstacles (for example, peaks/mountains and the Worlds View mast) (see map to follow).
   - The flight path varies slightly based on wind and temperature.
   - 5% of the year, commercial aircrafts land and take off from the south side of the runway (over Mkhondeni and Ukalinga) however this is also dependant on wind and climatic conditions. Using this as the primary flight path is not an option because of the climatic conditions.
   - GNSS functions on a straight line for landing and specifies the flight altitude in consideration of the weather conditions.
   - The flight path was changed slightly about 5 or 6 year ago (altered by a few degrees).

   Obstacles on current commercial aircraft flight path
   - Mountain peaks on the west and north-west side of Pietermaritzburg
   - The Worlds View mast is also an obstacle.

2. **Noise**
   - The releasing of the landing gear and flap wings in preparation for landing generates a considerable amount of noise. However, the first flaps are released 40km away from the airport, well before the Hilton/Worlds View area, and therefore do not affect the local area (15km radius of the airport).
   - The wing flaps are released close to Midmar dam
   - The landing gear is released before Nimble point
   - Aircraft generate a significant amount of noise at take-off and landing, but the exposure to this is roughly 5 seconds considering the speed of air craft.
   - No noise complaints have been recorded of late from the commercial aircrafts.
   - However, residents on the north side of the runway ('left bank') complained about the noise from an air force militia jet during the world cup in 2010.
   - There was a case when a pilot was flying too low over the Worlds View/Wembley area, but this was addressed (this is closely monitored to prevent unnecessary noise generation and for safety reasons).

3. **Flight Times**

[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

- Commercial flight schedule is between 06h00 and after 20h00 (on very rare occasions, the last incoming flight may be delayed, but it has never arrived after 21h00).
- The air traffic control tower is open from 06h00 to 20h00, and the Fire and Rescue from 06h00 to 21h00. This restricts when commercial aircrafts can use the airport.
- Private aircrafts (GA) are free to use the runway at any time of the day (no time constraints). This is the norm for GA. If the tower is closed, they are able to turn on the runway lights, which turn off 15min after their landing.
- On the rare occasion, the Red Cross (EMRS) aircraft may use the airport after hours – this is for emergency purposes (bringing a patient into hospital or transferring a patient to another hospital).

4. General Aviation

- Light aircrafts do not have a specific flightpath. They use visual navigation and based on clear airspace.
- Light aircrafts are also not restricted by the glide slope as are the commercial aircrafts.
- The noise output of the light aircrafts is significantly lower than that of the commercial aircrafts.

5. Aircraft types

Currently use the following:

- Fixed winged aircraft (wide variety ranging from small (light) to medium aircrafts)
- Helicopters
- Private jets
- ERJ 135 LR Jets
- AVRO RJ 85 (largest of all aircrafts)
- *Note, the length runway restricts the types aircrafts can land and take off*

6. General Aviation (GA) waiting list

- Approximately 38 people on the waiting list
- Anticipate that the aircrafts will be much the same as current GA aircrafts

7. Records of flight history for the past month

- Commercial aircrafts are scheduled as per the table below
- GA is too unpredictable, therefore no point in look at history (will not see any patterns or trends, GA are not constrained by flying times etc.)
- AIRLINK is the only Schedule airline that operates from PZB to JNB.

PZB TO JNB		JNB TO PZB	
MON – FRI			
SA8730	06h45	SA8747	07h00
SA8732	08h30	SA8735	12h15
SA8736	14h00	SA8743	15h30
SA8744	17h00	SA8741	17h00
SA8742	18h25	SA8739	18h15
SATURDAYS ONLY			

PZB TO JNB		JNB TO PZB	
SA8732	08h30	SA8735	12h15
SA8736	14h00		
SUNDAYS ONLY			
SA8736	14h00	SA8735	12h15
SA8744	17h00	SA8743	15h30
		SA8741	17h00

8. Additional flights

- It is perceived that there will not be a change in scheduled flights within the next 12 months (*see clarification from Airlink to follow)*.
- GA is erratic and it is therefore unknown how this will change.

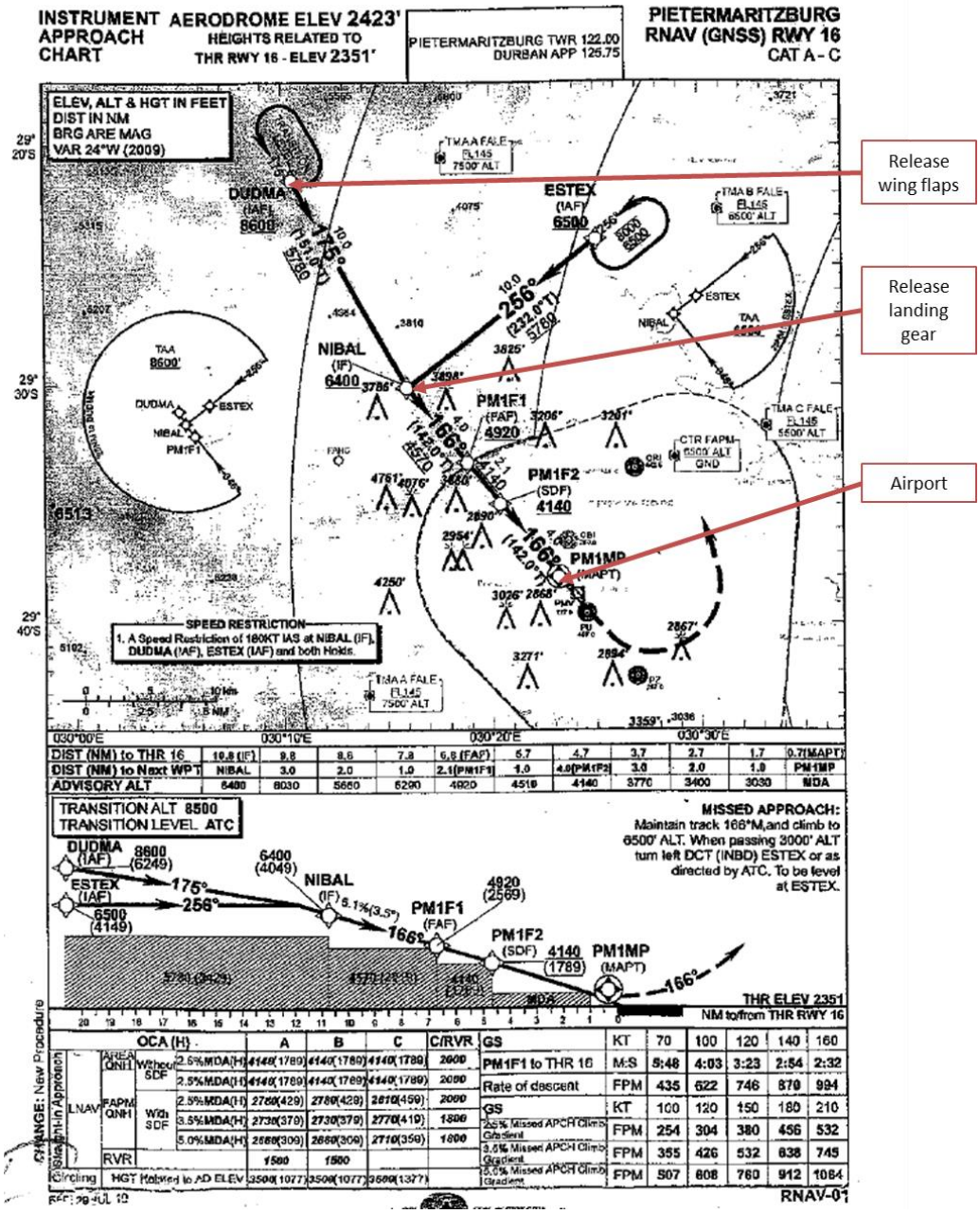

Figure 3: Current Flight Path indicating obstacles

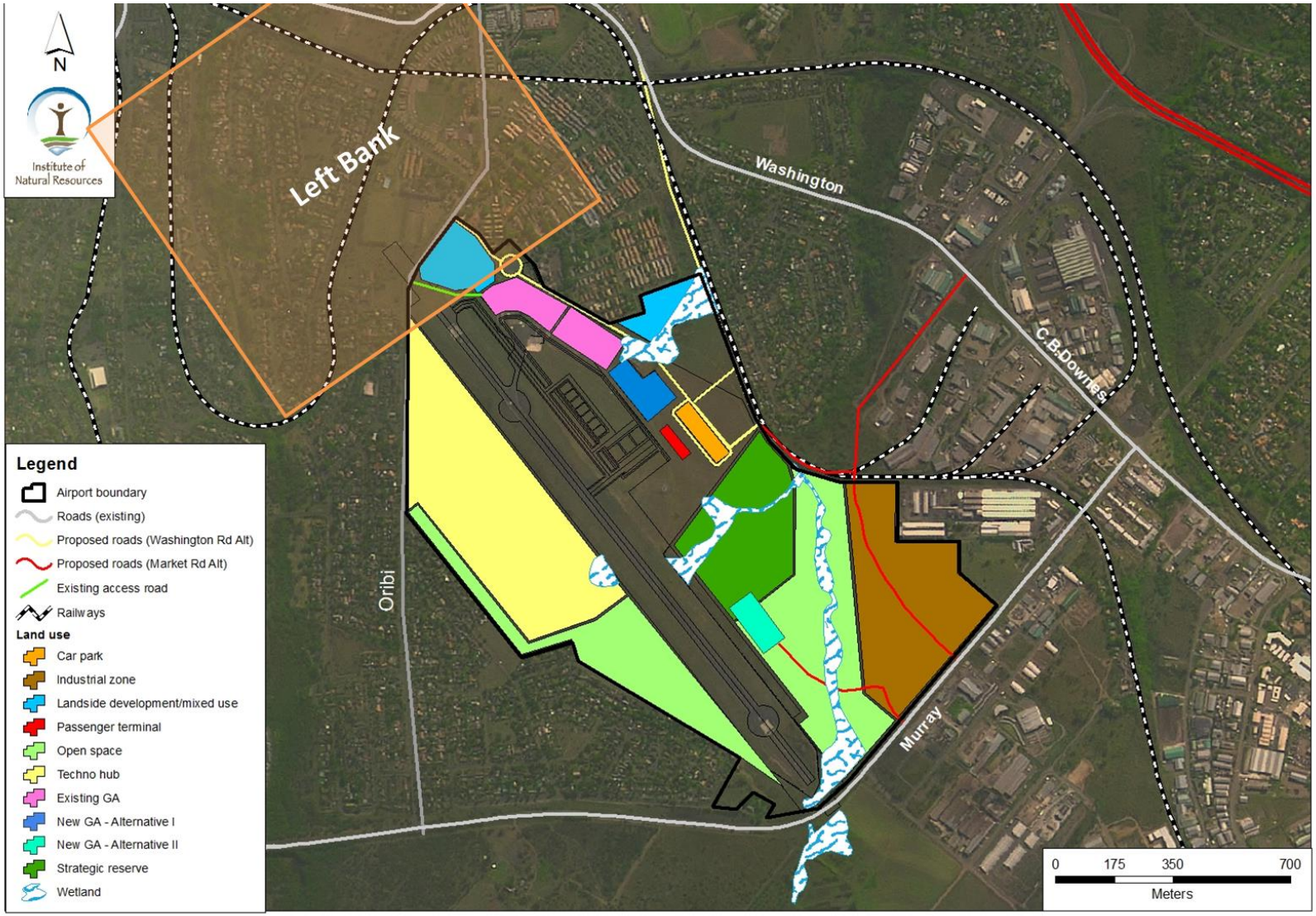

Figure 4: Left Bank - high noise impact area

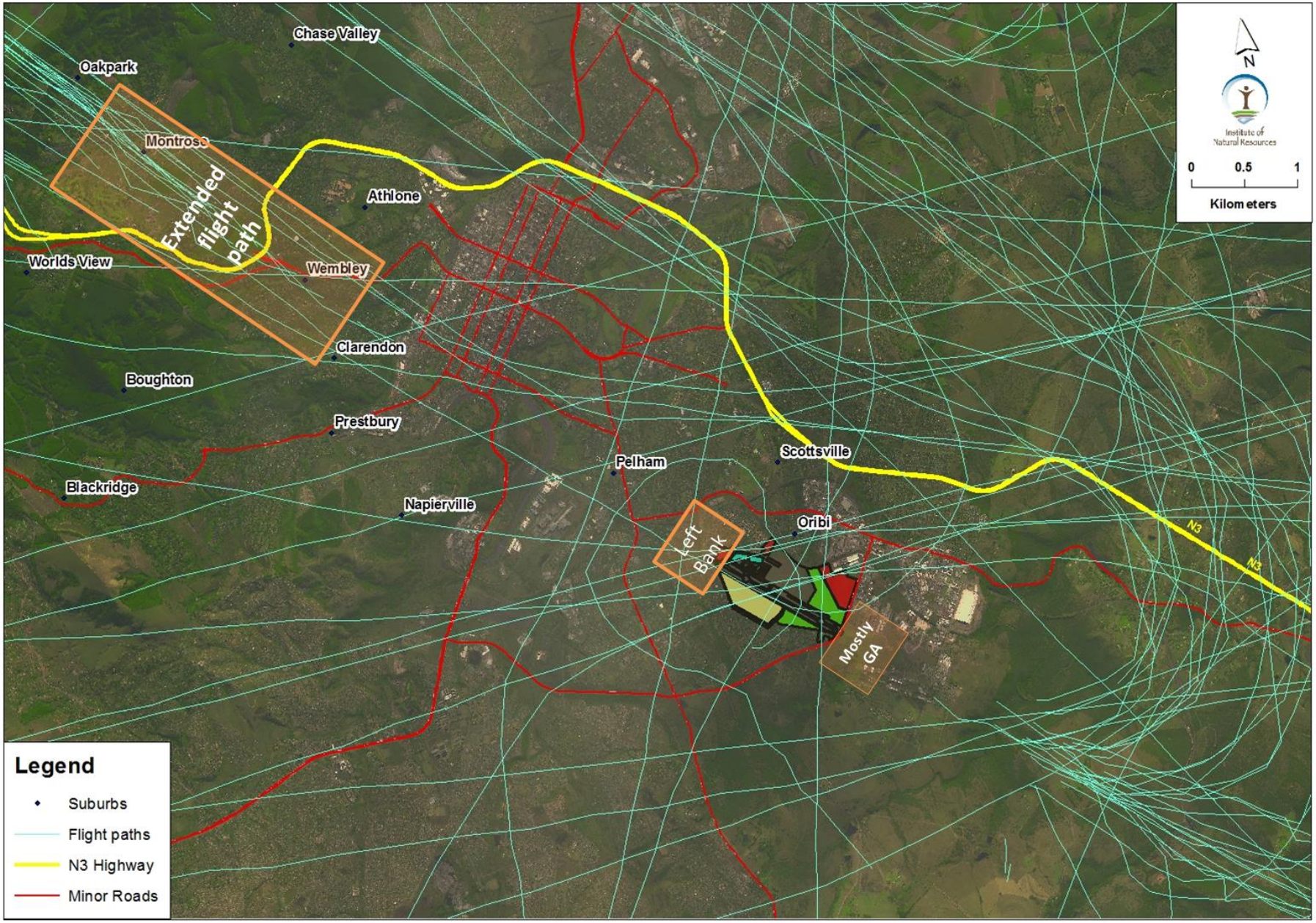

Figure 5: Demonstrating the left bank, and the area to the South of the runway (mostly used by GA), that are exposed to the greatest noise implications. Also shown is the extended flight path (as roughly drawn by ATNS) here noise impacts are likely to occur due to the high of the aircraft above ground.

Email communication with Simon Zwane (Specialist ATM | Air Traffic Management - ATNS)

- How the paths are selected - is there a criteria followed to accurately select the preferred flight path?
    - Safety and efficiency to aircraft (users) are the primary criteria and these are based on obstacles (masts, buildings etc.) as well as terrain in the area.
    - Whilst procedures are designed taking into consideration environmental impacts like fuel burn etc., it is not always possible to place the environmental aspects above safety which is the primary concern to a designer.
    - ATM facilitates a User Request Service from the client and will facilitate the design of flight path in accordance with the specification of the request.
    - A consultation will normally be done by the originator of the URS (Client) with the affected parties. Part of the consultation is to check the impact of the proposal in terms of noise abetment procedures.
    - Reference the Instrument Approach procedures in PMB, these were designed by AIRLINK, I'm sure they can provide inputs in terms of the design criteria followed.
- The Interested and Affected Parties have indicated that they were never consulted when the flight paths changed and why they changed. So it would be useful to cover this.
    - No record at ATNS of same as the design of the GNSS was conducted by an external party.
    - The SACAA would have records of this if indeed a study was conducted by the airport authority and submitted by the design organisation.
    - Further the municipality and airport operator is responsible for this and should have record of same.
- Is there any requirement in terms of ICOA/other that requires consultation when flight paths change
    - As far as I'm aware the only requirement is the consultation with affected stakeholders.

Email communication with Rodger Foster (Chief Executive Officer, Managing Director – Airlink)

- Does Airlink anticipate or plan to add any additional flight/s onto the current schedule?
    - It is possible that Airlink may introduce additional frequency and or capacity as demand so requires.
- What time of the day would you anticipate these would be added?
    - It is likely that an additional early morning flight be introduced departing PZB for CPT at around 0700. This flight will likely return to PZB from CPT landing at about 1900.
    - It is also possible that additional flights on the JNB-PZB route be added, with hours of operation most likely between 0700 and 1900.
- Would these be during the week and/or on weekends and public holidays?
    - The additional flights will most likely be during business days.
- Is there a demand for additional flights during the festive season that you would consider adding additional flight/s?

  - The PZB route goes into recess during the festive season as schools and businesses within the catchment close, and Pietermaritzburg is not regarded as a tourist destination. This is something that requires more work.
- Is it required that you engage the public (areas along the flight path) before additional flights are added?
  - No it isn't required that an air services operator engages with the public once and airport is licensed.
- We understand that the runway limits the type and size of aircrafts that can land and take off in PMB, however does Airlink anticipate any large aircrafts being used?
  - Airlink is likely to introduce the Embraer EJet E170LR and E190AR types to replace the Avro in due course over the next few years.
- I believe your existing aircrafts are the Avro RJ 85 and ERJ 135 LR jets – would it be possible that other aircrafts are used that may have a great noise output?
  - The EJets are designed and certified to a more stringent noise output than the RJ85's, the EJets are significantly quieter than the RJ85's and ERJ135's. Importantly no additional airport enhancements are required to accommodate the EJets. These aircraft are more competent at the airport than the RJ85 and the ERJ135 as currently operating at the airport. The E170LR will be able to take off and land with 76 passengers on a wet runway and the E190AR will be able to take off and land with 97 passengers on a wet runway.

3.18. Appendix 18: EDTEA Scoping Phase Site Visit

MINUTES[1] OF THE KWAZULU-NATAL DEPARTMENT OF ECONOMIC DEVELOPMENT, TOURISM AND ENVIRONMENTAL AFFAIRS (EDTEA) S&EIA SITE VISIT, WEDNESDAY 5 OCTOBER 2016, BOARDROOM, PIETERMARITZBURG AIRPORT

Overview

- The site visit and meeting attended by representatives from:
  - The Msunduzi Municipality – development proposer/client
    - David Gengan (DG)
    - Rodney Bartholomew (RB)
    - Nontobeko Mofokeng (NM)
  - The Institute of Natural Resources (INR) – Environmental Assessment Practitioner (EAP)
    - Dave Cox (DC)
    - Sian Oosthuizen (SO)
    - Laila Hansrod (LH)
  - Department of Economic Development, Tourism and Environmental Affairs (EDTEA) – Competent Authority
    - Reka Kallicharan (RK)
    - Nontokozo Mvelase (NMv)
  - VNA Consulting – DBSA roads and hangars feasibility study
    - Shan Hansraj (SH)

- The attendance register and a copy of the original register are included in Appendix 1
- Errol Agnew (GWI – Techno-Hub coordinator) extended his apologies.
- The meeting commenced at approximately 09:15 and closed at 12:15.

Summary of the discussions, questions posed and the responses/answers provided

TOPIC	DISCUSSION	ACTIONS
BOARDROOM: The attendees convened in the Airport boardroom and the meeting was opened by Dave Cox from the INR		
Introductions and welcome	**Introduction** Dave Cox (DC) opened the meeting with a round of introductions and thanked everyone for attending at short notice. **Meeting Purpose** DC: Explained that the purpose of the site visit and meeting is to provide the Department (EDTEA) with the understanding required to make a decision regarding whether or not to accept the environmental scoping report. This required a description of the nature and location of the project elements and alternatives to be considered in the process, including the phasing of the various components as well as the scope and state of specialist studies. The plan for the meeting was as follows: ○ Initial discussions in the boardroom to clarify any queries ○ View site from the airport tower ○ Return to the boardroom to discuss the project elements and work through proposed the specialist studies. ○ If needed, drive to other sites/viewing points on the periphery of 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

TOPIC	DISCUSSION	ACTIONS
	airport Reka Kallicharan (RK): indicated that the site visit and meeting is a requirement of the Competent Authorities' responsibilities in reviewing the Environmental Scoping Report and coming to a decision. RK added that Department will use this opportunity to: o Provide suggestions on components that need to be detailed in the EIA process (e.g. how are the areas/elements of the proposed development going to be phased, land ownership details i.e. SANRAL and the Municipality) o Ensure that all of the triggered listed activities have been documented (e.g. extent of vegetation removed, crossing water courses i.e. the access roads) o Will review the ESR and specialist studies and pin-point specific points of attention (e.g. coordinates of where the road crosses the water course) o It is understood that there is no alternative site for the airport, but there are alternatives in terms of layout, technology, structures, etc.	
EIA Process and Timeframes	**Project Context** David Gengan (DG): requested an opportunity to describe the context to funding for Techno-Hub and the timing implications for the EIA process. o The Municipality cannot develop the Techno-Hub without EIA approval for Airport, as it all forms part of Airport Master Plan. o R20 million has been provided to kick-start the 4 Techno-Hubs in the province and there have been expressions of interest from potential investors for the PMB site, o The money has to be allocated by December 2017 otherwise it will be lost to the other 3 centres which have environmental authorisation in place. o There is now a major concern that the budget allocated to the PMB portion of the Techno-Hub funding will go to the other Techno-Hubs. **Process & Timeframes** RK: Explained that both the Department and the applicant are regulated by time frames – and confirmed that the Department is trying to expedite the process in acknowledgement of the implications from delaying the process. RK further explained that: The current state of the EIA process is that the impacts have been scoped and most of the specialist studies are already underway: o The Department has 44 days to renew the ESR from the date of acceptance. o The Department can refuse an EIA (by not accepting the ESR). Should the ESR be accepted, the Department may do so with conditions (e.g. refine phasing, mitigation needs, changes to the scope of specialist studies etc) o From the time of acceptance letter, the EAP has 106 days to submit final EIA, which includes a 30 public review period (of the draft report). All of the specialist studies must be conducted in this period, and the EAP (INR) still needs to assess the significance and provide mitigation and alternatives. o All involved do not want to see a delay in the process but there are process requirements which have timing implications, e.g. public review cannot happen in the period 15 December – 5 January. o As soon as EDTEA receive the EIR, they have 107 days to review.	INR to send EDTEA Draft report.

TOPIC	DISCUSSION	ACTIONS
	○ The Department is happy to look at the draft report to help speed up the review process. ▪ DG: Queried whether it was possible for the Department to review the EIR after 15 December? RK: Responded that technically yes as long as the EIR had been circulated and comments finalised by then. But practically many people are on leave from the Department over the Christmas period. Will try best to reduce this period, especially if they have the draft report. – RK: Asked whether it would be possible to finalise the EIR including the comment period before 15 December? – DC: Responded that practically this was not possible given that they were still waiting for certain information from the Municipality and the other studies (Precinct Plana and feasibility Study) to inform the specialist work – notably the Economic Impact Assessment which was on the critical path and also required outputs from the other specialist studies. It was concluded that the Draft report would only be available for review post 5 January. ▪ DG: Suggested that in view of the above the funding was in even greater jeopardy of being lost and asked whether the Techno-Hub could be dealt with separately and authorised on the basis of the Scoping Report? ▪ RK: Responded that: – In certain other projects, funds had been released based on the Department authorising the Scoping Report as it provided a level of surety and the Municipality should consider this option. – The department could however definitely not grant a separate/part approval for the Techno-hub. This was legally not possible.	Municipality to engage treasury regarding securing the allocation of funds based on a decision on the Scoping Report.
Associated Studies	DC: Explained that there were several other investigations that were relevant to and informed the project definition. **<u>DBSA Feasibility Studies</u>** DC: Shan Hansraj (SH) from VNA is conducting a feasibility study looking at the design of proposed roads and hangars, which provide specific detail and findings will be included in the EIR. ○ There are various options (e.g. road on or off the railway line, how will the roads cross the wetland). These alternatives were viewed on a map and discussed. ○ In terms of the rail servitude, the transfer of the servitude will soon be signed off by Transnet as the railway line has not been in use for 20 years – they have indicated that they do not see a problem with transferring the land to the Municipality. There is however a formal process that is been carried out to do so. ○ As this is still unconfirmed (formally), VNA are looking at two options: i) the road on the existing railway line, and ii) the road off/adjacent to the railway line **<u>Airport Precinct Plan (PP)</u>** DC: the PP is being undertaken by Markewicz and Redman Partnership to inform the Development planning of the area surrounding the Airport -	INR to forward EDTEA a copy of the draft

TOPIC	DISCUSSION	ACTIONS
	extending to the N3. It has provided important recommendations such as the proposed access routes. DC – suggested that it served as important context for the EIA for the Airport. o RK: Agreed that it was important motivation and context and asked that the INR forward the report to the Department. RK: There is also an EIA process going to happen for the N3 Market Road Interchange – the Department should be receiving the BID soon. o DC: Responded that a Traffic Impact Assessment (TIA) is also being done for the EIA, which is being done Derek from RHDV under contract via VNA for the feasibility study. TIA modelling and have been in consultation with SANRAL and had input to the Precinct Plan.	Precinct Plan.
Phasing of the proposed development	**<u>Varied Phasing</u>** DC: Highlighted the nature of the project in terms of timing. He explained that the various elements would take place over an extended period of up to 20 years depending on demand from the private sector and the availability of finance. The Techno-Hub would be the first component, followed by the General Aviation expansion. From there it is unknown as it will depend on investment, funding and logical progressions (i.e. the roads would need to be developed before the new parking area and terminal). DG: Added further detail, explaining that airports do not make money from aviation At the moment, airport is being subsided by ratepayers of +- R 8 million per year, and hence the municipality is looking at expanding to generate an income from airport land. This is also driven by the need for jobs, services etc. o Therefore, the Techno-Hub will be developed first, followed by GA extensions and taxiways (base on the existing waiting list), and then the industrial zone. Everything else is still waiting investment. o The current terminal building is still sufficient until 2025 (at the moment 190 000 passengers per annum, and the terminal can capacitate up to 200 000 passengers per annum). The terminal building likely to move in 2040 (when 400 000 passenger per annum is reached) o The terminal building has been included in the proposed layout as part of the EIA application as it may need to be moved earlier if passenger projections are incorrect. o Hotel and other commercial/missed use sites will be developed based on demand (once EIA approval is received, will start advertising). It is known that the lack of hotel beds in PMB are becoming an issue. o Critical to the proposed expansion are the points of the access (the road) as they improve the viability of airport and potential investment. The road developments may also be a driver for moving the terminal building ahead of schedule. RK: Responded that this type of phasing can be accommodated in the application. ▪ If the construction timeframe indicated in the application is coming to an end before the construction is complete, the applicant can ask the Department to extend if there are delays, e.g. by 5 years (only up to 10 years additional) ▪ If delays, need to make sure an extension is applied for (50 days before it expires), only for the equivalent of what has	

TOPIC	DISCUSSION	ACTIONS
	been authorised SH: Indicated that the current position of the VoR affects the layout as there is a no build servitude around this facility. ○ However, the VoR is likely to be discontinued soon so this may not pose an impact ○ NN: Line of sight in terms of the VoR relocation may also be a problem. They have been looking into alternative locations for the VoR. DC: Asked to what extent the layout be refined and altered in the EIA Phase (in comparison to what has been included in the ESR)? ○ RK: Responded that the concept is in place - as the project progresses and detail is gained (e.g. hotel) should be updated but still have authority for the concept. ▪ If any of the entities trigger a listed activity that were not authorised in this EIA – they will need to go through own EIA process. For example, if a service station is proposed to be developed, or if the industrial activity might need a WULA or AEL. ▪ This is a standard requirement built into authorisation conditions. ▪ SH: For example, if a road alignment shifts based on topography and land parcels because it will be more efficient, is this covered in the authorisation? ▪ RK: Responded as follows: – For example, the proposed road has accounted for crossing a water course but shifted and no longer goes over water course – this would technically be in conflict to what was authorisation BUT need to ensure that it will be unchanged and explain the benefits. Such realignment will not trigger a new activity therefore do not need to have another authorisation. – Such variations can be built into EIA. If possible variations identified – can be included as alternatives in a public domain – therefore if it is done and changed in the future, it would not require any further investigation, therefore rather have all variations (saves time in the future). The EIA must have specific points/coordinate e.g. with road access crossing water course.	INR/VNA to ensure that co-ordinates of all impacts triggering authorisations are detailed in the report and mapped.
Specialist Studies	**<u>Noise Impact Assessment</u>** RK: Queried how noise assessment was dealing with the key concerns on items such as the Bisley Park Primary School. ○ Sian Oosthuizen (SO) presented a map illustrating the scope of an approach to the Noise Impact Assessment. ○ The baseline sampling includes sensitive receptors in the area, and is being undertaken at several of these including Bisley Park Primary School. ○ The need for phase 2 (Modelling) was based on 3 criteria : a) whether the level of noise would change due to noisier aircraft, b) whether new areas would be impacted due change in flight paths, c) the flight times would change i.e. earlier in the morning or later at night than current times. It would appear based on initial findings that none of these criteria will be triggered.	-

TOPIC	DISCUSSION	ACTIONS
Social Impact	RK: queried whether there will be any displacement of communities etc.? ○ DC: Responded that this concern related to Oribi Village. ▪ It had been indicated by the Municipal Housing Section and the Provincial Department of housing during scoping that none of the residents would need to move. ▪ As Oribi fell outside the Airport area, this issue was being handled by this broader Precinct plan. SO: Added that a Heritage Impact Assessment was undertaken in 2011, but was being updated.	-
TOWER: All attendees use the tower to provide an overview of the airport and the proposed expansion		
General	A3 maps are used to provide locality and DC explains the proposed layout noting the following: ○ RB: A lot of the land is transformed, and even though it is now grassland, can see the disturbed nature ○ DC: There will be more than 20 Ha of grassland transformed, which trigger a listed activity. ▪ Explains hangars and terminal and parking **<u>Techno-Hub</u>** DG: Points out the proposed Techno-Hub area which covers 25 Ha of land. The contours are steep on the other side – restricted area: ○ The entrance to the Techno-Hub will keep to existing access points off Oribi Road. Note that there 2 access points off Oribi Road and the TIA will look at that. The School in particular was concerned about traffic impact but it is evident that there is enough road reserve to extend it in the plan. DC: The Techno-Hub will be kept separate from the runway and other aviation activities ○ DG: There will be an aviation cluster off the Techno-Hub which may call for a link into the runway in the future ○ SH: Pointed out the proposed area for the General Aviation alternative 1 (preferred). **<u>Wetland and Buffer</u>** DC: As indicated, the wetland system was delineated in 2011, however this delineation will be extended (area near Market Road) due to the proposed roads in that area. ○ There is also a strip of reserve/natural corridor that acts as a buffer between the residential and industrial areas, and is therefore important to include. ○ DC provided an overview of wetland and the proposed industrial sites, and explains how main wetland system drains through the project area. RK: Also need to look at a buffer for the wetland ○ DC: Will define an appropriate buffer parcel based on new wetland buffer guidelines ▪ This will take into account actual wetland and surrounding environment/activities, and what risks it poses to the wetland system. The buffer may differ along system and may mean	-

TOPIC	DISCUSSION	ACTIONS
	that a small area is lost. – RK: Agreed, need to consider offsets and rehab – DC: There is a lot of scope for on-site mitigation due to degraded state of the system	
VoR	NN: Points out the VoR. If General Aviation (GA) alternative 2 goes ahead, they may have to move the VoR to another area to prevent interference. However, this is an expensive exercise ○ DC: GA alternative 2 is an unlikely option because of the cost implication.	-
Fuel Bowser	DG: A positive component of the plan is that it opens up more options of possible movement of the petrol bowsers. At the moment petrol bowsers are a hazard as the tanks are between the Aeroclub buildings. Although it is not proposed for them to be move in the current application, the proposed layout does provide opportunity to move them to a more secure location in the longer-term. ○ RK: Fuel relocation is likely to trigger a listed activity and therefore would need its own authorisation, but could expand in its existing area ▪ DC: This is not part of phase 1 of the Master Plan, therefore is not in the application.	-
Birds	DG: There are a line of trees near the new proposed industrial sites which is a problem because of birds roosting (Plover birds). The number of birds is already an interference and would therefore like to get rid of trees ○ DC: This is feasible as it is likely that they are alien trees species. ▪ DG: At King Shaka International Airport (KSIA) they have border collies to chase away birds – RB: The management plan for airport includes details on keeping grassland in a certain state to keep seed load low to prevent birds from coming into the area	-
Oribi Village	DC: Points out Oribi Village and the proposed location of the mixed use commercial area ○ RB: Points out the railway line that runs between the residential areas	-
Hangers	SH: Speak to the proposed hangar expansion and layout, and means to optimise space ○ DG: Size of new range area will be about the same size as the existing area ○ SH: The proposed GA expansion would not go higher than the current GA facilities, the only limitation would be the VoR ○ DG: Access to new hangar area would not be a problem	-
Flight Path	DC: Indicates the commercial aircraft flight path, which is used 95% of the time. Using map, the flight path is shown and the restrictions of the path (obstacles such as the Worlds View Mast and the peaks)	-
Water Reservoir and Road	DC: Points out the water reservoir and where a proposed road could be an option to provide additional airport access. ○ DC: The car rental facilities do have allowance to extend their facilities into a portion of the area proposed for the commercial missed use (hotel site)	-

TOPIC	DISCUSSION	ACTIONS
	▪ DG: We are in negotiations with the car rental business, but are in favour of expansion ▪ DC: Car hire is an important compartment of the airport facility ▪ DG: The problem is that car hire businesses are wanting to park cars at the airport, as opposed to in town – which is not the purpose of an airport. ▪ DG: The proposed car hire facility expansion does not take up the whole hotel site area, only a portion	
BOARDROOM: The attendees returned to the boardroom for further discussions about the ESR and ToR for the EIA		
Specialist Studies	DC: Provides overview of specialist studies, what they will cover and how they are feeding into the other studies ○ SO: Explains the 3 phases of the Noise Impact Assessment (NIA) and there reasons that would justify the noise modelling (phase 2) and the management plan (phase 3) for taking place. At this stage, it seems unlikely that phase 2 of the NIA will be proceeded to ▪ RK: Important to provide reasoning as to why phase 2 will not be proceeded to ○ DC: Noise assessment and mitigation plans to reduce impact is being done against standards ○ DG: It is a 2C airport and can only take aircrafts of a particular length (runway limits plane size). At most, Airlink will need a 120 seater plane. Technology is continually developing meaning that quieter planes that seat more people will be able to land at the airport. ○ NN: Could introduce aircrafts such as a whisper jet ▪ RK: Just need to make sure that reasoning and argument is sound and valid DC: Indicates that there have been concerns from I&APs regarding rates rebates for those along the flight path. The INR has investigated that process and have document it in the C&R register against the queries. ○ DC: Property Valuation assessment will also be done based on the NIA, and viewed in relation to economic Assessment. The Traffic Impact Assessment will also feed into the economic assessment.	-
EMPr	DC: There are various issues noted from I&APs that will be included into the Environmental Management Programme (EMPr) ○ RK: Elements included in the EMPr are things that will continually be refine ○ RB: This will also include conditions of authorisation.	-
VIEWING POINTS: The attendees drive to viewing points on the periphery of the airport and at points along the proposed roads		
Viewing Point 1: South of Runway along Gladys Mzansi Road	DC: Pointed out the top end of the wetland area and condition on those areas – there is evidence of spoil material and alien plants, and therefore there is a lot of scope for improvement of land ○ Indicates where the GA Alterative 2 area would be and the access points of Gladys Mzansi Road ○ SH: Could not have this site higher up and it would mean that access would need to cross the wetland and it would be too close to the runway ▪ RK: Would need to at look at the structure of the GA alternative	-

TOPIC	DISCUSSION	ACTIONS
	RK: If there are uncertainties in layouts (e.g. of where the road crosses that water course), it is best to have these as alternatives in the EIR as it will make them a possible option down the line ○ DC: Speaks to the importance of new roads to allow access to a great portion of the proposed industrial sites ○ Also relieves pressure on Murray Road and roads through Mkondeni. Indicates that in valley, one can see the dirt track and the railway line. The preferred option is to go over railway line, and the alternative is to go parallel to the railway line ○ SH: There would be a road reserve next to the road to act as a buffer. DC: Queries how far the Ramsey site would go, how close/into the wetland ○ DG: Ramsey has indicated that they would incorporate the portion of the wetland into their design, maintain and revamp that portion. They would also like to prevent access to the industrial sites off Gladys Mzansi Road as it is a very busy road DC: Would the GA alternative site 2 be able to get access off the Gladys Mzansi Road? ○ DG: No, but not due to the traffic on the road, but rather due to the calibre of the road (especially using the existing access point) This provides further reason as to why the GA alterative site 2 is not a viable open. That existing access points also means that the GA access point would have to cross the wetland system	
Viewing Point 2: End of Market Road (proposed road expansion)	DC: Explains the road based on and off the railway line ○ RB: Use of railway servitude would be first prize – would not have to alter calibre, would be limit the needs to level the area, etc. Also need to look at cadastral to ensure the road is not going onto private land (although it was pointed about the BP do not own the portion of land near the proposed road area.	-
Viewing Point 3: Washington Road and proposed Link road intersection	DC: Indicates that the proposed link road from market Road extension to Washington road would come along the areas between residential areas (use map as reference) ○ DG: The new proposed road would open up the possibility to provide more access to Oribi Village ▪ DC: There have been one or two concerns about noise of the road and increase in crime that the access route might bring, but the 'abandoned' railway line already poses a security risk so this may be an improvement on the current conditions.	-

APPENDIX: Attendance Register[1]

Name and Surname	Contact Number	Email Address	Address
David Gengan			
Nonotobeko Mofokeng			
Sian Oosthuizen			
Reka – B Kallicharan			
Nontokozo Mvelase			
Shan Hansraj			
Dave Cox			
Rodney Bartholomew			
Laila Hansrod			

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

[1] For privacy reasons, personal contact details have been excluded from this public document

3.19. Appendix 19: Aircraft Noise Mitigation Workshop

MINUTES[1] OF THE WORKSHOP TO DISCUSS NOISE MANAGEMENT AND MITIGATION OPTIONS - WEDNESDAY 9 NOVEMBER 2016, INSTITUTE OF NATURAL RESOURCES

Introductions

- Dave Cox (DC) opens the meeting at 13:20 with an introduction and a round of introductions.
- 15 participants are in attendance, with representatives from:
    - Institute of Natural Resources (INR)
    - Civil Aviation Authority (CAA)
    - Air Traffic and Navigation Services (ATNS)
    - Airlink
    - Airport Management
    - Msunduzi Municipality
    - IMA Traders - Noise Specialists
- DC provided background to the meeting and indicated that aircraft noise has been raised as an issue during the EIA process. He further explained that baseline noise modelling had been undertaken which had identified the level of impact. The INR needs to assess the significance of the impact which includes consideration of the appropriate and feasible mitigation options (there are various forms) and the approach. Based on this context, he explained that the purpose of the meeting was to:
    - Identify the mitigation options within the 'balanced approach to noise management" framework provided by the CAA.
    - Based on discussions decide whether additional noise modelling would add value to the assessment and consideration of impacts, and is so what the scope of the modelling should entail.
- DC presented an agenda which was accepted.
- Hein Reid (HR) queried if there an existing noise footprint for the Pietermaritzburg (PMB) Airport
    - Representatives from Airlink and ATNS indicate that it is the first formal process aimed at establishing a noise footprint.
    - HR provides an example using King Shaka International Airport (KSIA), where the detail of the environmental authorisation was gained to give Interested and Affected Parties (I&APs) context and enabled them to see what was approved and that current levels are within the authorised levels.
    - HR suggests researching the norm for this type of airport
        - DC indicates that Andrew and team (noise specialist) will report more on that point at a later point in the meeting.

Comments from I&APs

- DC speaks to a map showing where noise complaints have been received (close to the airport, in the Bisley residential area, and along the extended flight path in the Wembley and Clarendon suburbs) and how that informed the delineation of where the noise monitoring was conducted.

Outcomes of the Noise Impact Assessment

[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

- Andrew Simpson (AS) provided context to the noise impact assessment and the teams' experience with other airports
    - Introduced the SANS codes used, and the variation that each covers
    - Used a map to show the flight paths which defined where monitoring was conducted
    - Provided an overview of the 3 phases of the noise assessment, and that phase 1 (baseline) is an important platform
    - Indicated how the monitoring points were selected based on elevation, predominate flight paths, sensitive receptors, comments from I&APs, etc.
    - Described the extensive survey undertaken, during which additional monitoring points were added to the survey.
        - The survey consisted of 1 day measurements at each monitoring point, and 15 min intervals at applicable times (10-15 runs per day).
        - Obvious limitations were evident (i.e. weather conditions, etc.), and significant importance is placed on using skilled, well experience specialists.
- AS described the 'parts' of the phase 1 noise assessment
    - *Part 1 - Environmental Noise Climate:* time of measurements, how the results were presented in a series of map. Present absolute level (LAeq) which is a non-contextualised measurement. A series of maps is used to portray the results:
        - *Map 1 – LAeq_am*: One must not assume that the LAeq (average noise over the 15min measure) is only from the aircraft, this includes traffic, dogs, general noise, etc.
        - *Map 2 – LAeq_noon:* Can see the change in the levels as the non-aircraft noise reduced
        - *Map 3 – LAeq_pm:* Again, decreased noise levels in the evening
        - Indicates that these are useful in showing trends
    - *Part 2 – Aircraft Peak Impact:* Instantaneous peak when aircraft flies over, but not necessary always the highest measure (e.g. a car hooter may be higher than the instant peak aircraft noise). Measure as the LAf – instantaneous peak of actual aircraft (based on specialist analysis and monitoring)
        - *Map 1 – LApk_am:* Can see change of trends when aircraft peak (however there were anomalies e.g. a Girls High School where road traffic overrode the aircraft noise)
        - *Map 2 – LApk_noon*: Less contributing to aircraft peak noise which is why lower levels are evident. Provided evidence to support that the aircraft is not that significant, unless one is on the north end of the runway
        - *Map 3 – LApk_pm*: Picks up again, but also because of the increase in the number of flights. This may also have been influenced by the weather conditions at that time of year.
    - *Part 3 – Aircraft noise rating:* Final map with subjective observations. *Combination* of experience with hard data (LA90, LAmin, LA10, LAmax), and personally observed instant aircraft noise (LAf), field observation (subjective) and interviews – therefore combination of pure data, expert opinion and local perceptions.
        - *Map – Aircraft Noise Impact:* North-West of runway evidently the highest (red dots)

        - Interesting that the areas surrounding the airport (excluding the north-west bank) are not necessarily impacted. Get a very narrow channel of where the aircraft flies.
        - Orange dots are impacted but tends to be a combination of sources.
        - In quieter suburbs, where baseline environment is lower, the impact of the aircraft noise is more dominant.
        - Is a highly complicated picture but have tried to simplify on a map based on the various information sources.
    - Hilton Ryder (HR^2) provided experience from Bisley Park Primary School (BPPS) where the headmaster was interviewed and he moved between the classroom to experience the impact which he summarised as follows:
        - Does affect speech, i.e. stop assembly while aircraft flies over
        - Measured outside and inside classrooms, spent entire day
        - Also made note of other noises, of which traffic is significant
        - Also monitored at the adjacent crèche, especially impact on smaller babies that cannot sleep from the noise
        - BPPS headmaster indicated that he does not mind what happens in the afternoon (after 2pm)
- Rodney Bartholomew (RB) queried whether various types of aircraft were assessed and if there was a difference in the two types of commercial aircraft in terms of noise output
    - AS indicated that they did assess at the difference between the two types of commercial planes and the Avro is louder than the ERjet (about 5dB difference depending on conditions – it is a distinct difference)
    - AS also looked at the light aircrafts, which are erratic. When looking at the propeller engines in comparison to jet aircraft, the propeller often gives a much longer droning sound, but the actual impact is much lower than a 4 engine jet.
        - Linda Shrives (LS) reiterates that the light aircraft are almost a none event as one would notice the commercial aircraft by not the private/light aircraft
        - AS indicated that unless there is a particular event (i.e. when there is an air-show or the like), the light aircraft none noticeable
        - Sakkie De Langa (SD) indicates that ERJ uses runway 3-4 (south take-off), while the Avro uses the runway 1-6 (take-off to the north) – which is also why it is less noticeable
    - Ouma Lintvelt (OL) indicates that this is also due to the face that the ground slopes lower and that sometimes the flights are diverted so do not follow the same flight path on the way out.
        - The RJs want to limit fuel use so they use the most direct flight path
        - Suggest that during take-off, could use full thrust, or reduced thrust, even on a hot day (so could be an option of mitigation)
    - OL speaks to the departure and arrival times that impact the school
        - AS reiterated that there is no ideal time for flights was they impact the school during the day and residents in the morning and evening

Intentions Going Forward

- Additional flights intended by Airlink

    - DC provides overview of additional flights anticipated as per communication with Rodger Foster.
- Aircraft types
    - DC indicates that Airlink aims to introduce the Embraer to replace Avr, also as per communication with Rodger Foster
- Timeframes
    - DC requested Airlink representatives to provide an indication of when Airlink anticipate changing the aircraft and adding the additional flights
        - OL indicates the 5 aircraft are anticipated to be added in 2017, either the 190s or 170s. Another 4 aircraft the next year (2018), and another 2 aircraft in 2019
        - OL indicates that he does not believe JHB flights will happen in next 2 years, Cape Town (only the Embraer 170jet) flight is more likely. This also depends on what will happens with the economy.
    - AS queries how the sound power source of the new aircraft differ from the ones in use
        - OL indicated that the new ones are much quieter (modern day engine), about the same or a bit less than the 125.

International Civil Aviation Organisation's (ICAO) recommended "Balanced Approach to Airport Noise Management"

- Chinga Mazhetese (CM) from CAA presented on the ICAO Balanced Approach to Airport Noise Management, covering the following[1]:
    - Based on ICAO Annex 16 Vol 1, Part V and Doc 9829
    - Safety should always be considered first
    - CM provided an overview of the 4 elements and highlighted that the intention is not follow step by step, but can use one or all of the elements depending on the situation
    - Do a cost-benefit analysis, combined with safety (first) and environmental considerations (i.e. cannot increase emissions while decreasing noise, or implement an action that is not financially sustainable)
- The 4 elements of the Approach include (see presentation for further detail):
    - *1. Reduction at source*
        - Actual aircraft
        - Reregulation on noise of aircraft Civil Aviation regulations (CARs) on aircraft noise
        - Reduction at source has been implemented in RSA by the phasing out of Chapter 2 aircraft (ICAO requirement). These Chapter 2 aircraft are the aircraft types listed under the ICAO Annex 16 Vol I Chapter 2. CARs Part 47 (with effect from 1 June 2015) prohibits the registration of aircraft that are classified as Chapter 2 and Part 91 prohibits the operation of such aircraft in the RSA airspace (with effect from 1 Jan 2016)[2].
        - Some may be able to install hush kits to keep chapter 2 aircraft but are then considered as chapter 3 aircraft. Hush kits can be installed on Chapter 2 aircraft to decrease noise. The noise level can then be classified as Chapter 3 aircraft's

[1] This presentation is available on request

[2] *Note*: There are no Chapter 1 aircraft. Annex 16 Vol I Chapter 1 is on 'Definitions'. Aircraft are only classified from Chapter 2-14. Each Chapter has different types of aircraft.

noise levels. Chapter 2 aircraft whose noise levels are classified as Chapter 3 can be operated in RSA[1].

- *2. Land use planning and management*
  - Airport planning manual, provides various tools for minimisation
  - There are various regulations to guide this
- *3. Noise abatement*
  - Change in take-off and landing procedures
  - Continuous decent approach, use of runways, etc.
- *4. Operating restrictions*
  - Any noise related actions that limit an aircraft access to the airport – e.g. night time operations, etc.

- Note that the presentation simply provides some examples, and is not a comprehensive list of options available
- Need to identify sustainable options, to ensure that the airport is viable
- AS queries if there has been much engagement between CAA and PMB airport to date to discuss the 4 elements
  - CM indicates that they have no had communication with the airport, but have been in communication with the EAP only since September
  - DC indicates that CAA only gets involved once a compliant has been received
    - CM clarifies that if there is a complaint made to CAA, it is directed back to the airport as it is their responsibility – and they liaise with local authority. A I&AP will submit a complaint using the form on the CAA website.
    - If the I&AP does not find joy with the airport and the municipality noise levels – CAA will conduct a noise study, and will bring in all the stakeholders. This is only if all other options have been exhausted.
  - WK indicates that the airport environmental regulations only came into force on 1 December 2015 (just under a year ago), and are therefore relatively new. They are gazetted regulation.
- OL suggest that with the proposed expansion of the airport, those environmental regulations need to be taken into account
  - Also need to consider that another, or expansion the existing, flight school or additional flights
- OL notes that Airlink been operating for 27 years or more, but asked how long the school been there (it was found that the school has been there since 1969)
  - AS suggests that there has to be a compromise
- OL indicates that it would be useful to distinguish departure vs arrival – distinguish the impacts
  - HR[2] indicates that there is a full list details on the noise specialist field notes
  - OL queries if there is variation depending on the runway (direction) used. Noting that this also influences flying time, fuel use, carbon dioxide usage, etc.
- RB queries the impact of the undercarriage noise in caparison to the aircraft noise
  - AS indicates that it is very difficult to hear the undercarriage noise
  - OL indicates that with the Rj, on the arrival, they are close to Howick when they put the flaps down (in), and one the departure, normally pick up undercarriage (in) before

[1] *More information*: http://www.icao.int/environmental-protection/Pages/noise.aspx

Worlds View. Therefore, once the departure, the sound of the undercarriage being pulled in may be heard

- HR[2] seconds the statement as the only place they picked it up during the noise assessment was at Worlds View
  - Current flight paths (GNNS) used

- OL notes that frequency of flight will increased but not to the extent of having flights every hour
  - HR therefore suggests that there is no significant noise problem (in personal subjective view). The noise management should work along guidelines, but add fifth link which is the need for communication. Therefore go out an face criticisms and speak about traffic samples etc. based on past experience, this enables complaints to be addressed directly
  - DC agrees and that this is what is required as part of the EIA. The EIA process also needs to show that the INR have looked at it rigorously in terms of regulations. If there is an issue in certain area (e.g. Bisley Park Primary School), need to look at what can be done to mitigate in terms of safety first, and then financially viable – may be something that the airport needs to take forward this communication
- DC discussed the precinct and development in relation to the airport, as part of the development, uplifting Oribi village is a component, among others.
- Participants workshopped mitigation options in accordance with the balance noise management approach (as per the table below)

Balanced Approach to Noise Management	Mitigation Options
1. Reduction the source - Aircraft noise is generated by a number of different 'sources', though the dominant one is still the main engines, on approach airframe noise is now becoming important.	- Type of plane (planned for future) – positive given that confirmed that there will be quieter aircraft in the future and do have specs o DC queries what the full duration to convert the aircraft would be (i.e. is this a 3 year plan?) o OL will request this information from the commercial Airlink department
2. Land use planning - *Land use planning covers a wide range of measures aimed at improving the noise climate around airports. The most effective long-term options include the definition of noise zones in which there are restrictions on residential property development, and these are used widely in Europe. In the UK, "Planning and Policy Guidance Note 24" (PPG 24 - being revised as PPS 24) gives planning guidance where there is likely to be a noise issue, but the Office of the Deputy Prime Minister have noted that there is a balance to be made between noise and the pressure for housing development, which severely compromises the effectiveness of this document.*	- Change in zoning - DC indicates that the municipality will consider this as they are currently reviewing the Town Planning and through the Precinct Plan. o For example, in Mount Morland with the KSIA EIA, they changed the land use to enable people to open BnBs etc. - WK read through the regulations and listed items for consideration such as noise insulation, real estate disclosure, tax incentives, etc. Suggest looking at the ICAO Doc 9829 o Section 5.5 speaks about encroachment analysis, degree and rate of encroachment, planning over time, etc. o DC noted the change proposed for Oribi Village, in the precinct plan will involve densification of impacted areas so that sound proofing needs to be considered in the design requirements. - WK indicates that the hotel may be a problem as well o DC highlight that hotel at airports are common as it is convenient and that sound proofing and the

Balanced Approach to Noise Management	Mitigation Options
	design should also be consider in the design principles o HR suggest that the CAA guideline document can even be used to make recommendation about where the hotel should be. o DC agrees suggesting that the hotel could be located at the other proposed mixed use commercial site (close to the proposed parking lot)
3. Noise abatement operating procedures - *Using defined, or 'noise preferential' routes (NPR's) are one way of minimising exposure to noise for people living near airports. Such routes are chosen because they direct aircraft, where possible, over less densely populated areas, such as heath and farmland.*	- OL notes that the decent angle is already fairly step o There may be the possibility for low thrust, low flap – especially in light of new aircraft (less drag and therefore less thrust = less noise). o If done 4/5 miles out it would be less noisy (Worlds View/Hilton are) - but not so much on local area o Also not sure of this is a feasible option – it will need to be investigated further will have to look into it - OL notes that for active noise reduction or abatement – one could only use max thrust at a certain altitude. Therefore it would mean a flatter climb to get away from noise hotspots o It would be useful to measure/test the difference of various options o Note that they are already trying to do a noise abatement o AS agrees that it would be good to measure various options as it would be better than modelling. The only challenge would be the conditions o DC indicates that it is important point, impacted areas close to the airport is where the change really needs to happen o WK indicated that one needs to remember that safe operations are the first priority and the pilot ultimately makes these decisions. So such solutions are not the be all and end all. - DC queries how significant the scope for change is o QL responds that they already trying to go out with low thrust (cannot really go less). They could try climb a little bit steeper, but this also poses a risk o DC indicates that the impact past the Bisley area is not significance so do not think this is a viable option o WK suggested that even a quieter aircraft, it will still impact the school o DC reiterated that it is not worth trying options that are not going to make a significant difference when the changes will be insignificant o Sakkie De Langa (SD^2) notes that even with GA, their approach also cannot be changed in a way

Balanced Approach to Noise Management	Mitigation Options

	that will not affect the school
	
	- Hush kits in place
	  ○ WK notes that husk kits could be placed onto 1 and chapter 2 aircraft, but are not available for the newer (chapter 3 and up) aircraft so are not relevant in the PMB airport context
	
	- Steep angle/reduce idle thrust approach – low drag/power approach :
	  ○ Real noise hotpots will not benefit from any changes (those in the local areas)
	  ○ HR notes that is should be indicated in the report that there are options but these are not all appropriate for this airport
	  ○ DC agrees and the INR will therefore look at the balanced approach and determine what is viable
	  ○ HR also notes that some option may be very limited in their benefit, so one should only do what will make a significant difference
	  ○ OL suggests the restriction of reverse thrust auxiliary noise - therefore only idle thrust and reverse thrust in an emergency situation and within certain times of the day (luckily current flight times already account for this)
	  ○ SD[2] notes that aircraft can land without reverse thrust as they don't have to stop soon, as can use the proposed taxi way
	
	- Some obvious operating limitations are noted:
	  ○ the flight path is limited, as determined by ATNS study
	  ○ Therefore cannot disperse the noise footprint because of the flight path constraints
	  ○ Already operate accordingly to the RAF procedures
	  ○ There is only one runway
	
	- Displace thresholds
	  ○ Runway already short therefore this is not possible
	  ○ Look at ICAO Doc 9829 – there are several options that are either not a viable/applicable option or are already being done
	
	- Runway
	  ○ SD[2] notes that there will be restrictions e.g. temperature of day, happening of KSIA (who use the PMB VoR), not having parallel runway (cause delays)
	  ○ RB indicated one of the proposals of the airport expansion is the parallel runway. He queries if this will reduce current noise levels.
	  ○ SD suggests that in a way it will because of

Balanced Approach to Noise Management	Mitigation Options
	fewer delays because they can use the south runway (3-4). There could be a tactical management of the noise (i.e. take-off in northerly direction more often). No need to wait on runway 'making noise' – rather taxiing than stationary. 1-6 (north runway) is much shorter than 3-4 (south runway).

4. Operating restrictions
- Operating restrictions may be necessary for some airports where noise mitigation is required, and other methods prove to be ineffective. In this respect, as part of the "Balanced Approach", operating restrictions may be applied to aircraft which have a cumulative noise certification level with less than a cumulative 5 EPNdB margin to the Chapter 3 limits. At a number of airports, there are restrictions over and above the noise certification standard, the most common of which are applied at night. One example of this is the Night Restrictions Scheme used at the "designated" London airports
	- Flight times (6am to 10pm bracket)
	  o Proposed additional flight will remain in this bracket
	- It is noted that these restriction are only imposed by regulations (i.e. noise quotas, none additional rules, curfew, movement caps – only so many per day – airport get a tender to the number they can get)
	  o PMB airport has no movement cap
	  o HR notes that one does not want to chase Airlink away, this would be a none viable option and therefore caution must be placed in considering these options
	  o WK agrees, these must be measured against economic impact
	- CM suggest that they check in the ICAO Doc 9829 as some of the suggestions are not supported
	  o DC notes that most are only bought into play where there have been significant impacts

- SD suggests that the ICAO Doc 9829 be used to look at the range of options and see what is viable for the PMB airport
  - DC agrees, the INR will take this forward in consultation with CAA
- SD queries if there are other aircraft operators that have private aircraft that have a similar noise output to the commercial aircraft
  - SD notes that there is also a bigger GA aircraft that also arrives and departs at the similar times in the morning as the Airlink aircraft
  - This needs to be analysed further and should not just presumed at it is Airlink aircraft
- HR queries how frequent private aircraft are
  - SD[2] indicates that this is erratic and GA file fight path half an hour before take off
  - NM indicates that the airport management can provide a rough estimate
  - DC suggest that the first step would be to compare noise output of small type of aircraft
  - SD suggest looking into the historical aircraft records to identify and plot flight trends
  - DC will take this forward
- DC indicates that complaints raised were definitely with regards to the commercial aircraft
  - OL queries how this is know
  - AS it needs to acknowledge that Airlink is the main contributor but also need to look at other possible contributors
  - HR[2] suggest looking at that data and create this - do not speculate

  - HR indicates that based on the field experience, it is the public perception that it is the commercial aircraft, although several people indicated that it is not a significant problem/issue
- SD^2 indicates that the biggest problem is that everything happens at the airport at once (all in a condensed space - very localised), which results in a cumulative noise levels increase, unlike at other airports where activities are spaced out
- NM queries if there will there be feedback to the public
  - DC responds that there will be. The INR will circulate the draft report, one which I&APs can comment, and a public meeting will be held to capture comments. The INR has to respond to the comments in the final Environmental Scoping report that is submitted to the competent authority

- DC concluded by summarizing the outcomes of the discussion around the baseline and mitigation as follows:
  - The baseline has showed that the nuisance impact is insignificant for all areas apart from the sensitive receptors immediately adjacent the airport and within the flight paths i.e. Bisley park Primary School (BPPS) and the two creche's.
  - The general level of impact would decrease with the additional apron and more importantly the use of quieter planes in the near future.
  - Despite the likely improvements, the magnitude of the impact at BPP and the Creche's would not reduce – and the frequency would increase if two new flights are added.
  - The only mitigation available for these sites is soundproofing. The INR would investigate how this might be funded through review of precedent and engagement with the municipality and the precinct planning team – which includes various costs arising from the proposed development (such as road upgrades). In this regard DC noted that the PP currently has a price tag in the hundreds of millions and that if they are to develop s sustainable living environment then costs for soundproofing a limited number of sensitive receptors would be insignificant in the greater scope of the expansion.

Modelling/Measurements

- DC proposed a discussion on additional measuring or modelling that may need to be done by the noise specialists
  - AS indicates that if status quo were to remain, there would be no motivation for modelling – but if additional flights are proposed, the modelling is suggested. Although, for the discussion, it is evident that this may results in a positive outcome (improvement on status quo) due to the use of quieter aircraft, therefore have a significantly lower impact. On the other hand, modelling could confuse the results.
  - HR suggests that one could consider making an informed projection base on what we have (through the baseline assessment and understanding of the aircraft noise output). For example, quieter planes may turn orange dots to yellow dots (on the map) base on this specialist judgement and insight.
  - HR^2 indicated that there is a need a more focused approach. Therefore, if there is a noise hotspot, could expand the measurements spatially (2/3 roads further) to define the area that is highly impacted.

        - RB suggests that focus should be placed on those sensitive receptors that on impacted on (i.e. the school and crèche that experience significant disruptions when in session/operation). There is a concern that too much investigation may open a door where residents 5 streets away also want double glazing, even though they have not raised concerns. Therefore the expansion of measurements needs to be justified.
        - DC is concerned about opening the door to modelling, and the need to be clear about outputs in relation to distance and impacts
        - AS indicates that the problem with modelling is their inability to predict reality, but at the same time just using specialist opinion does not provide actual measurements (number) to talk to
        - Werner Kleynhans (WK) suggest that a noise model might give you the peak if aircraft noise, as opposed to showing just one high level that can be misleading
            - AS agrees as the model would be purely aircraft related
- CM indicates the modelling can only be conducted if CAA decides if the it is necessary, based on the Regulations. Therefore CAA needs to make the decision based on various considerations. CM will provide an official response for this.
    - OL suggest that, given the number of movements at the PMB airport, to go to the nth degree does not seem necessary, especially if there is a high cost involved.
    - DC indicates that this would be a cost into the municipality from the EIA, not to CAA or others.
    - CM indicates that if the airport has the funds and wants to do the modelling, they can do it.
- AS queries if there are any other examples of airports in the country that have conducted modelling that are of similar size to the PMB airport.
    - CM indicates that modelling has not been done on airports of this of this size - always much larger
    - RB notes that the EIA is a regulated process, and therefore have the responsibility to respond to concerns raised. Therefore, if it is justifiable and necessary, the consultant needs to do all that they can.
- OL queries if it is possible to can you filter out everything that is Airlink. It was suggested that there are over 200 movements per day (*although this was not verified at the time*) at the PMB airport, of that Airlink is only constitutes 10/20 movements. Therefore there is a need to look at other contributors (i.e.) helicopters.
    - Significant discussion was held on this point, and the conclusion was for the INR and noise specialists to investigate further.
- DC queries if is there precedent elsewhere where sound proofing has been put in place, and who paid for it
    - SD suggests that he does not think there is a precedent
    - It was suggest that ACCSA would likely be responsible
- DC concluded the discussion with support from all that: additional modelling would not prove anything not already understood about the nature and scope of the impact – of which BPP and the adjacent creches were the features of concern.

- Based on acknowledgement of this by all, it was greed that further modelling not warranted and that the process would proceed to the development of a noise management plan based on investigation and application of the 'balanced approach to noise management".

Close

- DC thanked the participants for everyone for attending and that the INR will be in contact with the relevant persons to discuss items to take forward or investigate further.
- The meeting was closed at 16:10.

Appendixes

Attendance Register[1]

Name and Surname	Contact Number	Email Address	Address
Chinga Mazhetese			
Linda Shrives			
Werner Kleynhans			
Oupa Lintvelt			
Christine Smith			
Shameel Deeplaul			
Nontobeko Morokeng			
Hilton Ryder			
Andrew Simpson			
Rodney Bartholomew			
Jabulile Matshazi			
Hein Reid			
Sian Oosthuizen			
Dave Cox			
Sakkie De Lange[2]			

[1] For privacy reasons, personal contact details have been excluded from this public document
[2] Did not sign the attendance register

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

Noise Management Meeting – 9 November 2016

ATTENDANCE REGISTER

	Name and Surname	Contact No.	Email Address	Address
1	Chinya Matlefoe			
2	Linda Shrives			
3	Werner Kleynhans			
4	Dupa Lintvelt			
5	Christine Smith			
6	Shameel Deeplaul			
7	Nontobeko Mofokeng			
8	Hilton Ryder			
9	Andrew Simpson			
10	Rodney Bartholomew			
11	Jabulile Mdlalose			
12	Hein Reid			
13	Gian Oosthuizen			
14	Dave Cox			

3.20. Appendix 20: Comments and Response Register

As required by Section 47 of the 2014 EIA regulations, the comments of interested and affected parties (I&APs) and responses to these by the EAP, must accompany reports submitted to the competent authority. This document summarises all comments received from I&APs in the Scoping Phase of the Scoping and Environmental Impact Assessment (SEIA).

The comments have been categorised according to receiving environment they relate to, namely:

- Socio-economic
- Biophysical
- Infrastructure and Services
- Scheduled Aircraft Services
- Environmental Management and Compliance

The name of the I&AP and the specific comment are provided 'word for word' as they were received, with the correspondence documenting this input appended as confirmation of the comments received. Comments are dealt with in one of the following ways, as indicated in the response:

- Indication of where in the report the issue has been dealt with.
- Additional information in the response.

Scoping Phase Comment and Response Register

COMMENT/QUERY	RESPONSE
SOCIO-ECONOMIC ENVIRONMENT	
1. Visual, noise and security impact *[Burrie and Edith van Niekerk, Bisley Residents]* We are also rather perturbed about the proposed airport development right on our back doorstep, our having selected a quiet and secure area to live in some 35 years ago, since 1980. Our back boundary is common with the airport affording us a beautiful peaceful grassland view. Also, the direction of the runway is such that we seldom hear the planes. To our dismay this all seems to have change now in the interest of development. *[Jeff Meyer, Resident]* My main concern is the proposed road marked in yellow that seems like it will run right past my house which at present is bordered by the railway line. Looks a bit close, worried about noise, view, security etc. *[Welly Langa, Resident]* The concerns though are the noise, pollution and traffic impacts.	▪ As per the needs and desirably (Section 4.2 of the ESR) the expansion is necessary to improve the sustainability of what is an important component/service to the broader regional economy and reduce the impact of current subsidization on ratepayers. ▪ Notwithstanding the broader benefits –impacts on local residents have been noted and will be assessed via the following studies in the EIA Phase: - A Noise Impact Assessment will be conducted as part of the EIA (refer to section 10.3.3. *Noise Impact Assessment* of the Draft Environmental Scoping Report (ESR)). The assessment will undertake monitoring to assess the actual levels of noise against legal standards which are established in terms of impact on human health. - There will be no change in the direction of the runway in the proposed development (refer to section 5.5. *Proposed Infrastructure and Land-use* of the ESR). Various specialist work undertaken in the EIA will assist in better defining the nature of any the proposed road on the adjacent neighbourhoods. - A feasibility study is being conducted in relation to the proposed roads which will define the specifications for this road i.e. alignment, size, etc. (refer to section 5.1.4. *DBSA Feasibility Study* of the ESR). This will provide a clearer indication of the alignment and size of the road in relation to the area. - A Traffic Impact Assessment will identify the nature of traffic use on this road (numbers, timing etc.) (refer to section 10.3.7. *Traffic*

	Impact Assessment of the ESR). - An Air Quality Assessment will not be conducted as the proposed development will not involve heavy/polluting industries and consequently air pollution is not considered an issue - apart from noise which is being investigated. The Environmental Management Programme (EMPr) will stipulate measures to be taken to reduce and mitigate (where possible) air pollution contributors during the construction phase (refer to section 10.1. *Summary of Issues* of the ESR).
2. Noise impact - surrounding schools and residential areas *[Mabandla Nkwanyana, Resident]* Sound effect is for me a big issue as the number of planes (traffic) will increase. *[S T Simelane, Resident]* Noise during school hours (interrupt). *[S T Simelane, Resident]* Noise level on surrounding of airport. *[Segren Pillay, Principal of Bisley Park Primary School]* As I mentioned at the previous public meeting held at our school, our concern with this development is the increase in the noise factor with increased air traffic. We would most definitely want the sound-proofing of the school to be priority. This is must. I also noticed that the article in the newspaper indicates that this project will be starting at the end of this year. What is the point of these meetings if the decision with regard to the expansion has already been taken??? Please keep me informed with regard to the outcomes/discussions/minutes at these public meetings.	- A Noise Impact Assessment will be conducted as part of the EIA (refer to section 10.3.3. *Noise Impact Assessment* of the ESR). As per above response, this will consider actual levels of noise against legal standards and existing noise levels associated arising from other sources such as traffic. It should also be noted that runway won't be extended and the size of aircraft will not change in this phase 1 of the expansion. *[David Cox, Institute of Natural Resources]* The proposed expansion cannot go ahead without the EIA (and other) approvals. With regards to the newspaper article. We were not consulted on the article and this is a common issue in such processes i.e. that reporters and politicians use information as they see fit. Having seen the article, I asked the municipality to manage how their officials and politicians report on the project prior to the approvals being obtained. They acknowledge the damage it causes to the credibility of the process, and the pressure it places on the officials responsible for making the decision. I hope this provides clarity and addresses your concerns. Sian will send you the focus group meeting minutes. We are also continuously updating out webpage, please follow the link below. http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/
3. Security risk - surrounding schools and residential areas *[Nonhlanhla Zuma, Resident]* Safety environment to residents. *[S T Simelane, Resident]* 1. Homes security during upgrade. 2. Security near school.	- The Social Impact Assessment will alert to security impacts within the local area (refer to section 10.2. *Context to Assessments* of the ESR). - The Environmental Management Programme (EMPr) will stipulate measures to be taken to reduce and mitigate (where possible) security risks during the construction phase (refer to section 10.1. *Summary of Issues* of the ESR)
4. Risk of pollution increase *[Mabandla Nkwanyana, Resident]* There will be increased pollution so what measures will be taken to help this case.	- An Air Quality Assessment will not be conducted as the proposed development will not increase air pollution generation. The Environmental Management Programme (EMPr) will stipulate measures to be taken to reduce and mitigate (where possible) air pollution contributors during the

	construction phase (refer to section 10.1. *Summary of Issues* of the ESR)
5. Health implications for local residents *[Mbongiseni Zuma, Resident]* Health environment to people living next to the airport	- The scoping report has identified the potential impact of noise as the potentially the most significant health issue. As per the response to 2 above, a noise impact assessment will be undertaken. - As per the response to 4 above, an air quality assessment will not be undertaken. Any nuisance related issues such as dust associated with the construction phase will be addresses din the EMPr (refer to section 10.1. *Summary of Issues* of the ESR).
6. Development implications for local community *[Mabandla Nkwanyana, Resident]* What are the benefits of this project for the community, not the municipality and stakeholders? *[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. *[Mabandla Nkwanyana, Resident]* I would be interested in knowing that we will benefit from this is. *[Nkosi Buthelezi, Local Consultant]* What form of development is going to be offered to Oribi Village. *[Zanele Mzizi/Zimu, Resident]* I live in Oribi I want to know what happening to us? *[Caryn Lehmkuhl, SAUF Welfare Organisation]* Impact of development on Oribi Village.	- A more detailed understanding of the nature and number of jobs and economic benefits for the local area and greater Msunduzi Municipality economy will established in the EIA phase. These benefits will be analysed in the Social Impact Assessment (refer to section 10.2. *Context to Assessments* of the ESR). - A labour policy that defines how local residents are considered in the construction phase will be required as part of the EMPr. - The EIA process is only concerned with the impacts from development within the Airport boundary on neighbouring communities. - The Airport Precinct Planning Process is developing a development vision for the Airport Precinct, which includes Oribi Village. The Plan proposes various development scenarios for each sub-precinct in the area, including Oribi Village. The plan will be subjected to public consultation. - The municipality indicated at the Public Meeting that Oribi Village would not be transformed to make way for development. The Housing Section of the Municipality has indicated that they are in discussions with the Provincial Department of Settlement regarding the future of Oribi Village. - It is for the department of housing and various other Government agencies such as Education, to deal with the upgrade of facilities and services to residents. Any improvements should be undertaken in accordance with the development vision and plans developed through the precinct planning process.
7. Employment and skills development opportunities for local residents *[Nontobeko Khuzwayo, Resident]* Hi Sian we are happy about the project and hoping that we are going to benefit since we are unemployed. *[Sibusiso Bophela, Resident]* It is a suggestion – this could create employment as there are lot of people are not working in the area *[Willem Prinsloo, Resident]* Will local community residents be used for employment and skills training?	- See response to comment 6 above.
8. Concern regarding the relocation of local residents	

[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 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. *[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? *[Willem Prinsloo, Resident]* How will I as a resident be affected e.g. relocation/losing my house? *[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? *[Percy Ngcobo, Resident]* Good project as long as it is not going to have some homes adjacent to the airport demolished.	- There will be no relocation of residents or demolition of houses. Except for the proposed roads, all proposed development is within the airport boundary (refer to section 5.5. *Proposed Infrastructure and Land-use* of the ESR) - See response to comment 6 above.
9. Flight corridor - risk of safety and noise impact *[Judy Bell, Winterskloof Conservancy]* We are in the flight path and our concerns relate to safety (in the event of an aborted take-off or landing) as well as the noise issues from increased traffic and the times of flights. Most of us will welcome an alternative to the "hell run" to the King Shaka Airport, but these issues have to be properly addressed to make sure the positive impacts outweigh the negatives.	- The safety procedures for aircraft emergencies are in place and dealt with in terms of aviation regulations and standards. These will not change and are outside the ambit of the EIA. - The Noise Impact Assessment will measure the current levels at points along the flight path and compare these against the legislated standards relating to impact on human health (refer to section 10.3.3. *Noise Impact Assessment* of the ESR). The assessment will also consider any potential increase in these levels from increased air traffic.
10. Flight corridor - Air traffic implications *[Liz Dralle, Upper Wembley resident and Upper Wembley Residents Association representative]* i. As noted in the Focus Group Meeting[1], a Noise Impact Assessment will be conducted along the flight path corridor, as well as at the airport itself. Please can the scope of this assessment include for all type of aircraft to be utilised, or proposed to be utilised, at Oribi Airport. ii. Please can you provide hours of operation for the proposed expansion in terms of flights. i.e. what time the first flight will be in the morning and the last in the evening, as well as the flight schedule over weekends, public holidays and the festive season.	i. As the runway will not be extended, the aircraft currently in use are not anticipated to differ significantly for the proposed expansion. The Noise Impact Assessment will consider the differences between impact from different aircraft in use and potential increases from increased frequency (refer to section 10.3.3. *Noise Impact Assessment* of the ESR). ii. Airlink is the only scheduled airline that operates from PMB Airport. The flight schedule is as follows (also refer to Annexure 17 within the ESR Appendix 3: Scoping PPP Report): **PZB TO JNB** / **JNB TO PZB** **MON – FRI** SA8730 06h45 SA8747 07h00 SA8732 08h30 SA8735 12h15

[1] Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas' I&APs - http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min- 28.01.16.pdf

iii. Please can you provide anticipated number of flights per day (total).

iv. Please can you provide a map of the current flight paths, both incoming and outgoing;

v. Please can you provide of a map of all proposed flight paths into and out of the airport, taking into account potential flights to PE, Cape Town, JHB and anywhere else as noted could be a possibility in the Focus Group Meeting[1].

vi. Please can you advise as to why planes have to land in the direction that they currently do, as well as take off in the direction that they currently do? An IAP tried to explain it in the Focus Group Meeting[2], it apparently has something to do with winds, but I would like professional input in this regard and therefore justification for the current flight paths.

SA8736	14h00	SA8743	15h30
SA8744	17h00	SA8741	17h00
SA8742	18h25	SA8739	18h15
SATURDAYS ONLY			
SA8732	08h30	SA8735	12h15
SA8736	14h00		

iii. Based on consultation with Airlink (refer to Annexure 17 within the ESR Appendix 3: Scoping PPP Report), it was indicated that:
- "It is possible that Airlink may introduce additional frequency and/or capacity as demand so requires.
- It is likely that an additional early morning flight be introduced departing PZB for CPT at around 0700. This flight will likely return to PZB from CPT landing at about 1900.
- It is also possible that additional flights on the JNB-PZB route be added, with hours of operation most likely between 0700 and 1900.
- The additional flights will most likely be during business days.
- The PZB route goes into recess during the festive season as schools and businesses within the catchment close, and Pietermaritzburg is not regarded as a tourist destination. This is something that requires more work.
- No it isn't required [to engage with the public along the flight path before additional flights are added] that an air services operator engages with the public once and airport is licensed."
- The above is quoted from email communication with Rodger Foster (Chief Executive Officer, Managing Director – Airlink)

iv. A map of the significantly impacted areas along the current schedule aircraft flight path is provided in section 10.3.3. *Noise Impact Assessment* of the ESR. Additional detail regarding the flight path and obstacles constraining the flight path (e.g. peaks and masts) is provided in Annexure 17 within the ESR Appendix 3: Scoping PPP Report.

v. Refer to comments above.

vi. As a brief summary, the approach paths are determined by various aspects including wind, topography and obstacles (e.g. masts and peaks). In the case of Pietermaritzburg, the prevailing wind demands that the runway is aligned as is approximately North-West to South-East. The approach from the North West is affected by topography with the World's view bluff. This a key factor in alignment of the approach. Aircraft are required to align themselves with 4 beacons on their approach (refer to Annexure 17 within the ESR Appendix 3: Scoping PPP Report for further clarity). The implementation of the new Global Navigation

[1] Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas' I&APs - http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min-_28.01.16.pdf

[2] Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas' I&APs - http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min-_28.01.16.pdf

	Satellite System (GNSS) in conjunction with improved lighting system implemented by Airlink in 2010 improved the security of landing and enabled the use of larger jet aircraft (refer to section 4.1. *Development Context* of the ESR). Based on these significant constraints, the approach corridor available from the North-East for the approach to PMB Aiprort is limited. Despite the very tight constraints affecting the approach to PMB Airport, (Air Traffic Navigation Services) ATNS have agreed to conduct an assessment to determine if alternative flights paths can be considered. The assessment has to consider and balance the efficiency, safety and environmental concerns of the airport users and those of the residents. The assessment will check the altitude at which the aircrafts are flying and compare against the route structure and requirements. The evaluation will be done in conjunction with SA AirLink. It is important to note that they can only control aircrafts within their controlling space.
11. Flight corridor - Impact to Property Values *[Liz Dralle, Upper Wembley resident and Upper Wembley Residents Association representative]* Please can you advise how the proposed increase in flight schedule will impact on property values along the flight path.	- A Property Evaluation Assessment will be conducted as part of the EIA to determine such impacts (refer to section 10.3.5. *Property Valuations* of the ESR).
12. Development implications *[C M Ngcobo (Mandla), Resident]* Positive - increase economic activity *[Johan Janse van Vurren, Airport Tenant]* 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 Preeze, Business Sector]* Looking forward to the final result. *[Thulasizwe Ncalane, Resident]* It is a good move from PMB, however there is a lot of investigation and research needed. *[Welly Langa, Resident]* Big ups to the Msunduzi Municipality for the development of the airport. It is good for the economy.	- Comments noted.
BIOPHYSICAL ENVIRONMENT	
13. Loss of vegetation *[Burrie and Edith van Niekerk, Bisley Residents]* I would like to comment that you may or may not be aware of a not so common shrub growing in the designated development area of the airport, namely the *Erithrina Zeyheri* (will have to check spelling), also known as the 'break plow". It's a lovely low growing shrub with magnificent typically coral tree type red flowers, large spiky leaves and a massive underground trunk/ root	– Section 6.3.1 *Grasslands* of the ESR explains that the grassland within the airport areas is managed for aviation requirements and associated use i.e. mowed to limit fire risk and use by birds. Several sections are also highly degraded. So while grassland biodiversity has not emerged as a key issue in the scoping phase, the existence of notable species (conservation and/or use value) will to be identified and considered in the

system, which only appears in spring and quickly dies off till the following season. I'll be happy to discuss it more if required.	Environmental Management Programme (EMPr) and in terms of a potential search and rescue operation.
INFRASTRUCTURE AND SERVICES	
14. Risk of increasing traffic congestion *[C M Ngcobo (Mandla), Resident]* Mitigate traffic flow especially during peak hours.	– A Traffic Impact Assessment will be conducted as part of the EIA (refer to section 10.3.6. *Traffic Impact Assessment* of the ESR). While this study will consider options for mitigating congestion. – A DBSA funded feasibility study is also being conducted from the proposed new roads, which are intended to improve traffic flow and mitigate/reduce congestion (refer to section 5.1.4. *DBSA Feasibility Study* of the ESR). – The TIA for the airport is however limited in terms of what it can achieve because the EIA is limited to development within the airport. Traffic congestion in the area is part of a broader issue. The Precinct Plan (see section 5.1.2) of the FINAL ESR proposes a range of options for addressing this issue. The proposed upgrade of the N3 Market Road interchange will also influence traffic in the area and modelling is being undertaken as part of this process that considers the links to the area.
15. Road design and planning *[WSP, on behalf of SANRAL]* WSP are appointed by SANRAL for the design of the N.003-030-2017-2F: N3 Upgrade: Gladys Manzi to New England Road. As such we have a direct interest in the developments at the Oribi Airport, in particular any proposed or actual road linkages that connect the airport infrastructure to the N3 (either directly or indirectly). As such please register WSP as an Interested and Affected Party. Our contact person is Jessica Taylor, Tel: +27 11 300 6139, email Jessica.Taylor@WSPGroup.co.za Our preliminary comments are as follows; 1. The proposed accesses shown on your Figure 1[1] that link with Market Road / Washington Road / R103 have a direct impact on SANRAL project N.003-030-2017-2F: N3 Upgrade : Gladys Manzi to New England Road. 2. We note that the proximity of the EXPANSION OF THE PIETERMARITZBURG AIRPORT to Market Road suggests that considerable additional future traffic will be using the Market Road Interchange, and therefore this projected future traffic must be incorporated into the planning for the Market Road interchange. 3. We kindly request that all traffic and road design proposals are presented for discussion with WSP, and that the results of the traffic analysis for the EXPANSION OF THE PIETERMARITZBURG AIRPORT are provided to WSP for due review. 4. If preliminary traffic study results are already	– The DBSA funded feasibility study (se section 5.1.4 of the ESR) is being conducted from the proposed new roads, which are intended to improve traffic flow and mitigate/reduce congestion (refer to section 5.1.4. *DBSA Feasibility Study* of the ESR). The TIA is being undertaken to support the feasibility investigation and the specialist has been put in contact with the SANRAL in order that there is alignment between these investigations and projects.

[1] Referring to the proposed Airport Expansion layout in the *Background Information Document* (Figure 1: Location, layout and extent of proposed land-use and infrastructure) - http://inr.org.za/wp-content/uploads/2015/11/PMB-Airport-EIA_-2016.pdf

available, we request that these are provided as a matter of priority. WSP reserves the right to submit further comment. *[Ravi Ronny, SANRAL]* SANRAL is affected due to the close proximity of the development to the N3 corridor and the market road interchange	
16. Local residents housing infrastructure *[Mabandla Nkwanyana, Resident]* My house is cracking because of the vibration from the larger aircraft.	- An initial literature review and consultation with specialists has indicated that damage to infrastructure from Airport noise is not a common issue internationally. Therefore it is does not warrant a specialist investigation. The outcomes of the review will be unpacked in the EIR.
17. Rate Payers' Fees *[Liz Dralle, Upper Wembley resident and Upper Wembley Residents Association representative]* As noted in the Focus Group Meeting[1], the Oribi Airport is currently largely subsidized by the rate payers. If/when this development is approved, will the rate payers see a reduction in fees?	- As documented in section 4. *Project Context, Need and Desirability* of the ESR, the degree to which the Municipality is subsidizing the Airport is reducing due to the increase in commercial activity brought about by the improvements to navigation systems and infrastructure at the Airport. - The Economic Impact Assessment will analyse the impact of the proposed expansion on further reducing/turning around the level of subsidy (refer to section 10.3.4. *Economic Impact Assessment* of the ESR).
SCHEDULED AIRCRAFT CAPACITY	
18. Capacity and number of scheduled flights *[Mmathulo Ngwenya, Resident]* Will we have bigger aircrafts? And more airline companies whereby users can have more than two options or airlines to choose from?	- The type of aircrafts currently being used are unlikely to change due to the constraints imposed by the size and length of the runway. Through consultation with Airlink, it was indicated that "Airlink is likely to introduce the Embraer EJet E170LR and E190AR types to replace the Avro in due course over the next few years. The EJets are designed and certified to a more stringent noise output than the RJ85's, the EJets are significantly quieter than the RJ85's and ERJ135's. Importantly no additional airport enhancements are required to accommodate the EJets. These aircraft are more competent at the airport than the RJ85 and the ERJ135 as currently operating at the airport. The E170LR will be able to take off and land with 76 passengers on a wet runway and the E190AR will be able to take off and land with 97 passengers on a wet runway." (refer to Annexure 17 within the ESR Appendix 3: Scoping PPP Report) - The numbers of airlines operating is determined by market demand. Several operators have initiated flights in recent years but not been sustained. So while it is likely that supply will increase in response to the growing demand, it is not possible to predict how many other operators may start offering flights and if so when.

[1] Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas' I&APs - http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min- 28.01.16.pdf

ENVIRONMENTAL MANAGEMENT AND COMPLIANCE	
19. Listed activities *[Liz Dralle, Upper Wembley resident and Upper Wembley Residents Association representative]* Please can you provide a list of all Listed Activities being applied for	- Refer to section 3.2. *Regulations* of the ESR (Table 4) for a list of all Listed Activities being applied for.
20. Licence application *[Liz Dralle, Upper Wembley resident and Upper Wembley Residents Association representative]* Please can you confirm if an AEL and/or WML is being applied for. The INR rep indicated on the PowerPoint Presentation that these licences may be required as part of the EIA Process, but could not confirm[1]	- No, these processes will not be required.
21. Fuel storage capacity *[Liz Dralle, Upper Wembley resident and Upper Wembley Residents Association representative]* 1. Please can you confirm what the current fuel storage capacity is; if this will be increased; where it is located within the site; and if it is above ground or below 2. Please can you advise if an MHI is proposed to be undertaken in light of the question above. Further, if this is to form part of the Specialist Studies	- As per the Master Plan Report[2] *"Currently there are two pumps available at the airport; one pump is for Avgas and the other for Jet A1 fuel. The fuel supplier at the airport is the Pietermaritzburg Aero Club and the fuel is sourced from Shell. Aircraft using Jet A1 fuel tends to refuel in Johannesburg most often as it is cheaper to refuel there than at the airport itself."* - The current fuel storage capacity is sufficient and therefore will not be expanded or relocated in the proposed development (Phase 1 of the Mater Plan). - As the fuel farm is not being altered, a risk assessment will not be conducted as part of the EIA specialist studies.
ALTERNATIVES	
22. Alternative flight paths *[Liz Dralle, Upper Wembley resident and Upper Wembley Residents Association representative]* As requested in the Focus Group Meeting[3], please may the alternatives assessed as per the EIA Regulations (2014), include for alternative flight paths. In this regard, a corridor of assessment could be examined given the deviation from the flight path due to weather conditions, for both incoming and outgoing flights.	- Refer to comment 10, response vi. above.
INFORMATION REQUEST	
23. Information request *[Simphiwe Masilela, ATNS]* Please note that ATNS is aware of the above mentioned. We request that you please update us should there be any new developments that may affect our interests. Please note that we require WGS84 Coordinates for the location and Elevations. We will duly conduct assessment as required when the project is ready for construction. for future projects you can email the ATNS Obstacle Evaluators on the following email addresses: simphiwem@atns.co.za; kwanelen@atns.co.za - looking forward to working with you further	- Comments noted.

[1] Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas' I&APs - http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min- 28.01.16.pdf

[2] Msunduzi Municipality (2014). Pietermaritzburg Airport Master Plan Final Report Revision 03. Prepared by Delta Built Environment Consultants. August 2014.

[3] Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas' I&APs - http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min- 28.01.16.pdf

COMMENTS ON THE DRAFT ENVIRONMENTAL SCOPING REPORT (ESR)	
24. General Aviation (GA) Alternatives *[Marc Germiquet, GA tenant]* Gareth Whitaker drew up a different lay out making it possible to accommodate an expansion to the GA in Phase one, he has subsequently immigrated to NZ, but said he had completed the proposal and submitted it to David Gengen, However I can't seem to find this version on your website? Has this proposal been reviewed?	- According to the Municipality the layout developed by Gareth Whitaker's (with input from the Airport Users at their monthly forum) was superseded through further consultation with the Airport users. The result being the proposal to develop new GA facilities adjoining the existing GA area. This is shown as the preferred alternative (GA Alt II|) in Figure 9 in the ESR.
25. Flight Corridor, and Noise and Property Valuation Assessment *[Liz Dralle, Upper Wembley resident and Upper Wembley Residents Association representative]* Thank you for the notification regarding the availability of the Draft Scoping Report. My concern pertains to the flight path and the associated noise levels of the aircraft as they take off and land; as well as the associated property values. 1. Our home is located in Wembley, which is some distance from the airport, however, our home falls under the current flight path. Currently, aircraft both land and take off over our home. In this regard, we are already exposed to a high level of noise pollution from the aircraft and would like to know how much more we are expected to endure should additional flights be added via the proposed Oribi Airport Expansion. 2. As noted in my previous comments (see INR Comments and Response Report), we would like to know the number of anticipated flights per day, including those to be run over weekends, public holidays and the festive season, as well as the timing of the anticipated flights. As per the status quo, we occasionally have aircraft flying over our home at 10pm. As we reside in a quiet neighbourhood, the level of noise pollution that is experienced is unacceptable. Is it proposed to make this a permanent flight? 3. As noted in the Hilton Public Meeting, the drop of the aircraft from the World's View Bluff, brings the aircraft that much closer to the ground on the Pietermaritzburg side, increasing noise levels to residents located beneath the flight path. Further, as the noise is not continuous and is intermittent as a result of flight times, one cannot simply "adjust" to the disturbance (i.e. noise pollution). In no way, can a passing aircraft be considered "white noise". Case in point, when having a conversation on my property, regardless if I am inside or outside my home, I have to stop talking and wait for the aircraft to pass before I can continue. Should the number of flights increase, will there ever be a period of time in my home where my family and I are not disturbed by the noise pollution associated with the aircraft? 4. Based on the above, may I request that the Plan of	1. A Noise Impact Assessment and a Property Valuation Assessment will be conducted for the areas along the flight paths (which includes Wembley) (refer to sections 10.3.3. *Noise Impact Assessment* and 10.3.5. *Property Valuations* of the ESR). These assessments will included existing and potential (additional) impacts. Refer to response to comment 10 above (further detail is provided in Appendix 17 within Appendix 3: PPP Report of the ESR). 2. Refer to response to comment 10 above (further detail is provided in Appendix 17 within Appendix 3: PPP Report of the ESR). As indicated in response to comment 10 above, there are no commercial aircrafts scheduled for 22h00, the latest flight time is 18h25 (outgoing) and 19h15 (incoming). If additional commercial flights are to be added outside the threshold time (after 22h00 and before 06h00), a noise modelling will be conducted to determine the anticipated impact on areas along the existing flight path (however, based on consultation with Airlink, this is unlikely – refer to the response to comment 10 above). In line with the above, alternative flights path/s are going to be assessed by ATNS. If alternate option/s are provided, a noise modelling will be conducted to assess the anticipated impact. 3. A Noise Impact Assessment will be conducted for the areas along the flight paths (which includes Wembley) to determine if the noise impact is greater than the threshold/limit. Based on the outcomes of this assessment, mitigation measures may need to be provided (refer to section 10.3.3 *Noise Impact Assessment* of the ESR). Please note that alternate flight path/s are going to be assessed by ATNS. With regards to potential additional flights - please refer to the responses above and the response to comment 10 above. 4. As indicated, both assessments mentioned will include the suburb of Wembley. Note that the outcomes of the Noise Impact Assessment will inform for the Property Valuation Assessment.

Study include the suburb of Wembley in the Noise Impact Assessment **and** Property Valuation Assessment. In terms of the Noise Impact Assessment, should your specialist require a location in which to conduct their assessments – both day and night, they are welcome to utilise my property. Please contact me or pass my details onto them should they wish to take advantage of this opportunity. I would also like to know exactly where the other areas of assessment will be undertaken for the NIA.	Thank you for the kind offer to use your property – I will inform the noise specialists and provide them with your contact details and address so they can liaise directly with you. The NIA will be conducted along the commercial aircraft flight path, as determined through consultation with I&APs, ATNS and a commercial aircraft pilot (refer to section 10.3.3 *Noise Impact Assessment* of the ESR; further detail is also available in Appendix 17 within Appendix 3: PPP Report of the ESR).
26. Comments on the Draft ESR *[Rodney Bartholomew, Msunduzi Municipality]* With reference to the above Draft Scoping Report dated August 2016 the following comments are provided: 1. Section 5.2 (Third Bullet point bottom of Page 23) Add the word "year" intense 2-3 year development period 2. Section 5.1.3 (Second paragraph top of Page 23) The "study" referred to is not Referenced in the sub-text (11) 3. Section 5.5.6 (Last paragraph on Page 31) The airfield lighting for the extended runway will require further substations and electrical systems; Does this relate to existing lighting or proposed new lighting and as no "runway extensions" are planned , or proposed, does this relate to the proposed new taxi-way or apron? 4. A number of sections within the Report make reference to storm water management. Assessment of potential impacts arising from increased hardened surfaces and both construction activities and operational activities must address the need for on-site attenuation facilities to ensure post development runoff does not exceed pre-development levels. Further comments will be provided during the EIA Phase.	1. The word year has been added. 2. The study referred to herein has been added as a foot note number 10. 3. The statement has been removed from text since the runway will not be extended in phase 1 of the project. 4. Comments noted. Storm water management will be addressed in the Environmental Management Programme.
27. Comments on the Draft ESR *[Chinga Mazhetese, South African Civil Aviation Authority – Aviation Environmental Protection]* 1. Section 3: LEGAL FRAMEWORK - *Section 3.1. Environmental legislation – Civil Aviation Act no. 13 of 2009.* The following statement is incorrect: *'Section 60 and 82 of CAA promotes the development of Noise Regulation for the control and operation of air traffic within or directly above the aerodrome for the purposes of limiting or mitigating the noise.'* Section 60 addresses privileged information and Section 82 is on remuneration of members of the Civil Aviation Authority Board. Please note that aerodrome noise regulations are covered by Civil Aviation Regulations, 2011 Part 139 Aerodromes and Heliports. - *Section 3.2 Regulations – Noise Regulations* The report mentions that KZN makes reference to ICAO standards in terms of noise regulations. Is this reference specific to aviation activities or it cuts across all sectors? - *ICAO Codes*	1. Section 3.1 : Legal Framework Comments noted. - The correct reference has been made to section 155 of the Civil Aviation Act no. 13 of 2009. - Section 3.2 Section 25 of the Environmental Conservation Act (ECA) Act No. 73 of 1989 promotes the development of Noise Regulations. The administration of the regulations was devolved to provincial and local authorities. However, of the nine provinces, only three provinces namely, Free State, Gauteng and Western Cape have developed Noise Regulations. Kwazulu Natal does not have any binding Noise regulations. Noise management of aviation activities is guided by the international standards of the International Civil Aviation Organization (ICAO). **ICAO Codes** Comments noted, Annexure 16 of the ICAO has been reviewed and considered in the Environmental Assessment. 2. Section 9: SCOPING OF IMPACTS

ICAO Annex 16 has standards and Recommended Practices (SARPs) for Environmental Protection. The Annex volumes also recommend ICAO documents that can be used to tackle a range of environmental issues. One such publication is Doc 9184 to ensure that environmental impacts associated with aviation activities are amply embraced. - *Section 3.3 Policy Framework* Please confirm with the Department of Transport if the White Paper on National Civil Aviation Policy, 2015 is the current document. We have seen mention of a 2016 version. 2. Section 9: SCOPING OF IMPACTS - *Section 9.3.2: Local Social Environment* Current and Increased Air Traffic (Bisley and Oribi areas – Operation phase) – the impact of noise and emissions from Ground Service Equipment should also be considered. This section refers to the National Civil Aviation Policy as a 'national standard' as quoted below. *'Currently, national standards (National Civil Aviation Policy) are being applied but the lack of local context conditions may screw the applicability of these thresholds'.* NCAP is not a national standard. 3. WASTE MANAGEMENT IMPACTS The impacts of inappropriate waste management standards on birds and wildlife in the vicinity of the aerodrome must be mentioned somewhere in the document. Waste not properly stored can provide food sources and increase the population of animal species around the aerodromes. The proliferation of birds and/or wildlife can augment the number is bird/wildlife strikes.	- Section 9.3.2 Comments noted. The impact of noise and emissions from Ground Service Equipment are health and safety issues that are managed in terms of existing protocols. The actual noise levels won't change in terms of the threshold as the same equipment will be used. - Comment noted and error corrected, the NCAP has been referred to as a Policy. 3. Waste Management Impacts The EMPr will deal with waste management within the airport boundaries to address the risk of increased bird strikes associated with poor waste management. Addressing this within the broader airport precinct should be addressed through the precinct planning process, and more directly through municipal waste management services.
28. Flight Corridor, and Noise and Property Valuation Assessment *[Liz Dralle, Upper Wembley resident and Upper Wembley Residents Association representative]* Following your response to my initial queries below and further review of the Draft Scoping Report, please can you advise on the following: 1. One of my queries below refers to the proposed increase in flights and the scheduling thereof. The response from the INR is that "the Msunduzi Municipality cannot yet provide clarity on if additional flights will be needed – the current demand does not exceed the supply and therefore this has not been investigated. However, we will attempt to get clarity on this." However, in terms of Section 4.2 Need and Desirability (page 18) of the Draft Scoping Report, it states "the need remains to further improve the sustainability of the Pietermaritzburg Airport through continued growth in the scheduled flights…". In this regard, surely some sort of business feasibility has been conducted by the Msunduzi Municipality to determine the amount of flights required per day to remain sustainable, or at the very least the number	1. Clarity regarding potential increase in flights has since been gained from the commercial airline, Airlink. Please refer to the responses provided in to comment 10 above, as well as to Appendix 17 within Appendix 3: PPP Report of the ESR. 2. Municipal Property valuations are done every 5 years. The basis for valuation is "willing buyer-willing seller". In other words, recent sales in the area being valued are taken into account. If values in the whole area are adversely affected by noise pollution this will be reflected in the valuation roll. There is a formal process, provided for in terms of the Municipal Property Rates Act, No 6 of 2004 to register a formal objection to rates. The form and guidelines for registering an objection are provided for on the Muncipal website at the following link: http://www.msunduzi.gov.za/site/2014-to-2017. Key points to note are that the application must be submitted by individuals and must be supported by evidence. The properties within the project area are zoned for

of flights required to be profitable? As this is the need of the Application clarity must be provided as it is a requirement of the EIA Regulations (2014), GNR 982 (18). 2. My second question pertains to the Msunduzi Municipality as the Applicant. While not entirely an environmental concern, I do feel it pertinent to ask the question given the current and proposed impact of noise pollution on the suburbs which fall beneath the flight paths. Will the Msunduzi Municipality as the Applicant, give consideration to these residents in terms of a rates reduction, bearing in mind the impact of noise pollution on those residents from their asset (i.e. Oribi Airport and associated aircraft)? For example, the suburb of Wembley has one of the highest rates groupings within the municipal boundary. Will the Msunduzi Municipality recalculate the rates for those suburbs located beneath the flight path due to the noise pollution impacts inflicted as a result of the aircraft? Further, please can you advise if there is a Planning Application associated with the project and if so, who the responsible authority will be given that the Msunduzi Municipality would be both the Applicant and the Competent Authority authorised to approve such planning permissions. I would also very much appreciate the details of the Planning Application (if applicable) such that I can be involved in their Public Participation Process as well. 3. In response to one of my initial comments regarding an aircraft flying over my home at 22h00, it occurred in the first quarter of 2015. I am very much aware of it woke my new-born son as it flew over. In this regard, please can you provide me with the current schedule of flights, incoming and outgoing for both the summer and winter seasons, including weekends and public holidays. Please can you also advise what the procedure it, both current and proposed for delayed flights, as the flight in question may have been. It is noted that alternative flight path/s are going to be assessed.	the proposed sues and so no planning application is required. 3. Please refer to the response to comment 10 above regarding current scheduled aircraft flight times. There are no scheduled flights at 22h00. With regards to delayed flights – during consultation with ATNS, it was indicated that: – "Commercial flight schedule is between 06h00 and after 20h00 (on very rare occasions, the last incoming flight may be delayed, but it has never arrived after 21h00). – The air traffic control tower is open from 06h00 to 20h00, and the Fire and Rescue from 06h00 to 21h00. This restricts when commercial aircrafts can use the airport. – Private aircraft (General Aviation - GA) are free to use the runway at any time of the day (no time constraints). This is the norm for GA. If the tower is closed, they are able to turn on the runway lights, which turn off 15min after their landing. – On the rare occasion, the Red Cross (EMRS) aircraft may use the airport after hours – this is for emergency purposes (bringing a patient into hospital or transferring a patient to another hospital)." (Refer to Appendix 17 within Appendix 3: PPP Report of the ESR)
29. Traffic Impact Assessment *[Ishaan Ramklown, SANRAL]* Please note that SANRAL comments are hereby reserved until such time the Traffic Impact Assessment (TIA) is complete and submitted to this office in this respect.	- Comment noted.

EIA Phase Comments and Response Register

COMMENT/QUERY	RESPONSE
SOCIO-ECONOMIC ENVIRONMENT	
30. Noise and property impacts, flight prices, Techno-Hub and Airport expansion *[Nigel Berjak, Clarendon]* 1. Noise pollution with increase frequency of flights is a big problem for those of us who reside in these	1. A Noise Impact Assessment has been conducted for the areas along the flight paths (which includes Clarendon). Please refer to section 7.6. *Social Environment* of the Environmental Impact Report (EIR), as well as the *Environmental Noise Impact*

areas. It is already noisy when a flight comes in. Perhaps alternatives should be looked at i.t.o. flight path angles. 2. The comment regarding the cost of flights: the cost of flights is primarily high, from the invoices I have had when flying from PMB, due to the airport taxes, not the airline. 3. Property values within the flight path need to be addressed by the municipality and reduced rates applied. 4. I would like to see the study that indicates that PMB is ' for the already exponentially increasing passengers'. Exponential needs to be clarified as the use of the term is either incorrect or very concerning! The projection of numbers flying in must be shown and the accompanying study available to be scrutinsed by the IAP. 5. The IAP meeting notes indicate that Cape Town would not be a provided route due to the length of trip possible of the planes that will be able to be operated from the same length runway. Did I read this incorrectly? 6. Please advise what the Techno Hub is going to consist of as I cannot see this within the meeting minutes nor discussion. Please also advise which companies have indicated their desire to operate the 'Technology' businesses from the airport, from the feasibility study. 7. The meeting notes indicate that the municipality is going to relinquish ownership of the airport to a new company, of which is will be a shareholder. Who are the other shareholders going to be? Are these local companies who could benefit or simply foreigners who have no value in our city, other than making their own money. Also, please advise to what extent foreign investors are going to be reinvesting money to the overall city, rather than simply within the airport and taking the money out of the country.	*Baseline Assessment and Impact Prediction* specialist report. Alternative flights path/s were assessed by Air Traffic Navigation Services (ATNS). Please refer to section 5.9.7 *Alternative Flights Paths* of the EIR. 2. Airlink have the monopoly (they are the only airline) and therefore the prices do not need to be competitive. According to Airport Management - the municipality charges R92.10 passenger levy on departing Airlink flights. Arrivals have no passenger levy charge. Airport taxes imposed on the passengers are determined by Airlink and the municipality has no control over the fee. 3. A Property Valuation Assessment has been conducted for the areas along the flight paths (which includes Clarendon). Please refer to section 7.6. *Social Environment* of the Environmental Impact Report (EIR), as well as the *Property Valuation Assessment* specialist report. Please refer to comment 28 (bullet 2) above. 4. Please refer to section 4. *Project* Context, Need and Desirability of the EIR. 5. At the time of focus group meeting, that was a correct understanding. However, the practitioner has since consulted with Airlink who have indicated that is it likely they will add a daily Cape Town flight to their schedule in the future. Please refer to Appendix 3: *Public Participation Process (PPP) Report* of the EIR - Appendix 17 of the PPP Report provides the minutes of the communication with Airlink. 6. Please refer to Section 5.6.7: *Technology-Hub* of the EIR for detail on the Techno-Hub. Letters of Intension to enter into lease negotiations for sites within the Techno-Hub site have been received from the Durban University of Technology (DUT) (Aviation Academy), Adept Airmotive (design and installation of light aircraft engines), Raptor Aero Logistics (design and manufacture of remotely piloted aircraft systems), and Royal Haskoning (Multi-sports complex with velodrome). These are not formal contracts/agreements, but rather demonstrate indicative interest. 7. Please refer to section 5.8 *Institutional Structure* of the EIR.
31. Rezoning of Area Surrounding the PMB Airport ***[Terence Talbot, Business Sector]*** **Will Oribi Road be re-zoned to commercial?**	*[Tony Markewicz, The Markewicz Redman Partnership]* - The Draft Precinct Plan indicates that a change of use to limited business along major access routes running through the area could be entertained but the change should not impact negatively on surrounding areas or on the functionality of the major access routes it is located on ("Limited business uses could be entertained along major access routes but should not impact detrimentally on neighbourhood functionality or quality and public transport routes"). Please note that the Precinct Plan is still in Draft form

	and has not been approved by Council.
32. Flight Corridor, and Noise Assessment ***[Liz Dralle, Upper Wembley resident and Upper Wembley Residents Association representative]*** **1. I would like to put it on record, for the Oribi Airport Expansion EIA, that a plane just flew over our home at 11:15pm tonight. Please confirm this with the airport and include in your associated EIA Reports for assessment in light of previous comments noting that flights do not occur at this time of night. Further, please ensure that the Noise Specialist takes cognizance of this information in her assessment of noise impacts.** 2. **Lastly, Martin Flavell, the Chairman of the Upper Wembley Residents Association, has requested that I represent our association in terms of the EIA. Therefore, please consider all comments made previously, and all future comments to be made on the EIA, to be on behalf of the Upper Wembley Residents Association, as well as in my personal capacity.**	1. In response to your query regarding the flight on Friday night, the Airport Manager and Air Traffic Navigation Services (ATNS) have provided the following response. "On Friday we had adverse weather conditions in KZN. Hence there were excessive delays with our flights on that particular day. That flight was a delayed Airlink flight which usually lands at 19:30. They [Airlink] are allowed to land at that time, with prior arrangement." (Airport Manager) It is reiterated that even though the airport tower closes at 20H00, there are anomalies where commercial flights are delayed due to weather conditions, or when mercy flights need to use the airport. These are rare cases but they do occur, as has been previously mentioned. The airport is open for anyone 24hours, although is an unmanned airfield after the tower closes. 2. *Noted.*
33. Flight Corridor, and Noise and Property Assessments ***[Craig Mitchell, Wembley resident]*** **With reference to the proposed expansion of the Oribi Airport please can you add me to your list of interested and affected parties as I am a resident in Wembley and share the concern of many of the other residents In the area that the expansion of the airport will increase the number of flights over our area which will decrease the value of our property and increase the potential pollution (noise & other).** **Many thanks and I trust this matter will be fully investigated as part of the EIA process and an alternate flight path which does not impact negatively on the residents of the greater Wembley area identified.**	- You have been added you to our Interested and Affected Parties (I&APs) database. - In response to your comments, please note the following: o A Noise Impact Assessment and Property Valuation Assessment have conducted as part of the EIA, which include the suburb of Wembley. Please refer to section 7.6. *Social Environment* of the EIR, as well as the relevant specialist reports. o Flight paths alternatives were assessed as part of the process, please refer to section 5/9/7/ *Alternative Flight Paths* of the EIR. o Please visit our webpost for further information of the process - http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/

Records of Comments Submitted by I&APs: Scoping Phase

From: Jeff Meyer [mailto:MeyerJW@eskom.co.za]
Sent: 11 December 2015 09:20 AM
To: Sian Oosthuizen
Subject: RE: PMB Airport I&AP

Thanks Sian
My main concern is the proposed road marked in yellow that seems like it will run right past my house which at present is bordered by the railway line. Looks a bit close, worried about noise, view, security etc.
Many thanks
Jeff.

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Name: Hlengiwe Ntuli

Contact details (please tick preferred method of communication):
Tel: 0737013817 ☒ 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.
As resident of Oribi we do not have school around the area, especialy higher level grade. we only have bisley primary. we need high school for our children instead of taking them to the neighbouring areas, like Edendale schools etc.
And the way we are leaving in Oribi it is not a good condition, we need house that are not build like castels. and we do not need this passages that are keeping gangsters

Scoping and Environmental Impact Assessment Process
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Name: Caryn Lehmkuhl.

Contact details (please tick preferred method of communication):
Tel: _____ ☐ Email: savf.oribi@telkomsa.net ☒

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

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

Scoping and Environmental Impact Assessment Process
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Name: ZANELE ZIMU

Contact details (please tick preferred method of communication):
Tel: 0725279607 ☐ 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.
I live in ORIBI, I want to know what happening to us.?

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Name: XOLANI MPOFANA

Contact details (please tick preferred method of communication):

Tel: 0603351552 ☑ 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.

GO TO MORE DETAILS ON HOW OFTEN WE WILL MEET.

Scoping and Environmental Impact Assessment Process
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Name: WILLEM PRINSLOO

Contact details (please tick preferred method of communication):

Tel: 0810133353 ☑ Email: WILLEM.KERUSHS@GMAIL.COM ☑

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.

(1) HOW WILL I AS A RESIDENT BE AFFECTED EG. RELOCATION / LOOSING MY HOUSE.

(2) WILL LOCAL COMMUNITY BE USED FOR EMPLOYMENT + SKILLS TRAINING

Scoping and Environmental Impact Assessment Process
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Name: WELLY LANGA

Contact details (please tick preferred method of communication):

Tel: 0825898636 ☐ Email: welly.langa@gmail.com ☑

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.

Big ups to the Msunduzi Municipality for the development of the airport its good for the economy
The concerns though from the noise, pollution and traffic

Scoping and Environmental Impact Assessment Process
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Name: VUYISWA MDLOVU

Contact details (please tick preferred method of communication):

Tel: 0796253155 ☑ Email: Vvgogela@gmail.com ☐

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.

Please informed me any meeting / hanging. I'm going to the holiday till 11 January 2016

Scoping and Environmental Impact Assessment Process
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Name: THULASIZWE NCALANE

Contact details (please tick preferred method of communication):

Tel: _____ ☐ Email: THULASIZWENC@GMAIL.COM ☑

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.

IT'S A GOOD MOVE FOR PMBURG. HOWEVER THERE IS LOT OF INVESTIGATION & RESEARCH.

Scoping and Environmental Impact Assessment Process
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Name: Thembeka Sothela

Contact details (please tick preferred method of communication):

Tel: 0782730726 ☑ Email: N/A ☐

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.

Good IDEAS of planing ahead with a Future I suggest that like out and All the other things but to do All that you need to take all the oribi people out of the village so that you will have a peace of mind but get us some other houses else where but not far from town and Bisley School, we had that Municipality took over from oribi is that A LAir?

Scoping and Environmental Impact Assessment Process
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Name: ST. SIMELANE

Contact details (please tick preferred method of communication):

Tel: 0799996947 ☐ 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.

1. NOISE DURING SCHOOL HOURS (INTERUPT)
2. SECURITY NEAR SCHOOL.
3. NOISE LEVEL ON SURROUNDING OF AIRPORT.
4. HOMES SECURITY DURING UPGRADE.

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Name: SIBUSISO BOPHELA

Contact details (please tick preferred method of communication):

Tel: 0796361044 ☐ Email: N/A ☐

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.

It's A suggestion, its greated ideas while. there's lot of people are not working in the area.

Scoping and Environmental Impact Assessment Process
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Name: PERCY NGCOBO

Contact details (please tick preferred method of communication):

Tel: 0842582712 ☑ 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.

Good project as long as it is not going to have some houses adjacent to the airport demolished.

Scoping and Environmental Impact Assessment Process
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Name: Lee du Preez

Contact details (please tick preferred method of communication):

Tel: _____ ☐ Email: Lee@BEEnovation.co.za ☐

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.

Looking forward to the final result.

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Name: Nonhlanhla Zuma

Contact details (please tick preferred method of communication):

Tel: 0733177118 ☐ Email: mbongi@christchurch.msunduzi.co.za ☐

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.

Safety enviroment to residents

Scoping and Environmental Impact Assessment Process
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Name: NKOSIKHONA BUTHELEZI

Contact details (please tick preferred method of communication):

Tel: 033 386 4319 ☑ Email: Nkosi@rgconsultants.co.za ☑

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.

- What ~~develop~~ form of development are they going to offer to ORIBI village?

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Name: MMATHULO NGWENYA

Contact details (please tick preferred method of communication):

Tel: 0824399928 ☐ Email: mmathulo@gmail.com ☒

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.

HOW IS THIS DEVELOPMENT GOING TO IMPACT ON THE RESIDENTS WHO RESIDE WHERE THIS DEVELOPMENT IS GOING TO TAKE PLACE? WHATS GOING TO HAPPEN TO THEIR HOUSES / HOMES?
WILL WE HAVE MORE BIGGER AIRCRAFTS? & MORE AIRLINE COMPANIES WHEREBY USERS CAN HAVE MORE THAN TWO OPTIONS OR AIRLINES TO CHOOSE FROM?

Scoping and Environmental Impact Assessment Process
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Name: MBONGISENI ZUMA

Contact details (please tick preferred method of communication):

Tel: 0738405583 ☐ Email: mbongi@christchurch ~~msud~~ msunduzi.co ☐

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.

Health enviromental to people living next to Airport

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Name: MBEKISENI ZONNI

Contact details (please tick preferred method of communication):

Tel: 0843010993 ☐ 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.

What gonna happen for us as we all knowing that we staying here yes I agree that it is good idea and really fantastic to see our place develop, but like I said what gonna happen for us? especially those who close the airport

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Name: Mandla Ngcobo

Contact details (please tick preferred method of communication):

Tel: 033-3461691 ☐ Email: ngcobomimad@gmail.com ☑

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.

positive - increase economic activity
- mitigate traffic flow
especially during peak hours

Scoping and Environmental Impact Assessment Process
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Name: Mabandla Nkwanyana (48 Andries Pretorius Road)

Contact details (please tick preferred method of communication):

Tel: 0824703963 ☑ Email: nevilleakwanyana@gmail.com ☑

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.

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 benifits of this project for the community not the municipality and stakeholdings. 4. Increase polution will be there so what measures will be taken to help in this case.

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
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Name: Johan Janse van Vuuren

Contact details (please tick preferred method of communication):

Tel: _____ ☐ Email: johanvanvuuren87@gmail.com ☑

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.

Infrastructure development is welcomed and will have a positive impact overall.
Having an airport conveniently located in town surpass minor inconvenience of movement by passengers and aircraft.
Most travelers do so for business that stimulate the local market.

Hi Sian Oosthuizen, a reply was received:
From: 27745480793
Incoming message: Hi Sian we r happy about the project and hoping that we r going 2 benefit.since we r unemployed. Nontobeko Khuzwayo.0745480793.house no.332.Zeus Drive.Or
Datetime: 22 Dec 2015 19:20:56
Sent message: Message 2 of 2 - PROPOSED EXPANSION OF THE PMB AIRPORT. To register as an I&AP or submit a comment, reply to this SMS with your name, cellphone number, home address and comment. You will be contacted in early January 2016 regarding participation in focus group meetings. Regards, Sian Oosthuizen (Institute of Natural Resources - EIA consultants). SMS STOP to opt out.
Sent Datetime: 22 Dec 2015 11:37:11
Sent message group name: I&APs
Sent message group desc: Residents

Hi Sian Oosthuizen, a reply was received:
From: 27824703963
Incoming message: Mabandla Nkwanyana, 0824703963, 48Andries Pretorius Road Bisley/Pelham Extension PMB, I would be interested in knowing that we will benefit from this int
Datetime: 13 Jan 2016 20:30:10
Sent message: Message 2 of 2 - PROPOSED EXPANSION OF THE PMB AIRPORT. To register as an I&AP or submit a comment, reply to this SMS with your name, cellphone number, home address and comment. You will be contacted in early January 2016 regarding participation in focus group meetings. Regards, Sian Oosthuizen (Institute of Natural Resources - EIA consultants). SMS STOP to opt out.
Sent Datetime: 22 Dec 2015 11:37:11
Sent message group name: I&APs
Sent message group desc: Residents

: simphiwem@atns.co.za
Email: simphiwem@atns.co.za
Street Address: ATNS
Eastgate Office Park
Block C
South Boulevard road
Bruma
2198
Name: Simphiwe
Surname: Masilela
Phone Number: 011 607 1228
Type of I&AP: Other (please specify)
If 'Other', please specify: Air Transport
Comment: Please note that ATNS is aware of the above mentioned.

We request that you please update us should there be any new developments that may affect our interests.

Please note that we require WGS84 Coordinates for the location and Elevations.

We will duly conduct assessments as required when the project is ready for construction.

For future projects you can email the ATNS Obstacle Evaluators on the following email addresses:

- simphiwem@atns.co.za
- kwanelen@atns.co.za

Looking forward to working with you further.

Time: 06/01/2016 at 7:26 am
IP Address: 197.97.122.130
Contact Form URL: http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/
Sent by an unverified visitor to your site.

From: Judy Bell [mailto:judybell@mweb.co.za]
Sent: 07 January 2016 01:28 PM
To: Sian Oosthuizen
Cc: 'Hugh Temple'; 'Howard Richardson'; 'Doug'; 'Bruce Dempster'; 'Colin'
Subject: Expansion of PMB airport

Dear Sian

Please would you include the following organisations as IAPs for this proposal for expanding PMB Airport:

Winterskloof Conservancy
Worlds View Conservancy (Hugh Temple)
uMngenyane Conservancy (Doug Burden)
Fernhills Conservancy (Bruce Dempster)

We are in the flight path and our concerns relate to safety (in the event of an aborted take-off or landing) as well as the noise issues from increased traffic and the times of flights.

Most of us will welcome an alternative to the "hell run" to the King Shaka Airport, but these issues have to be properly addressed to make sure the positive impacts outweigh the negatives.

Much appreciated
Judy

WINTERSKLOOF CONSERVANCY

Committee Members:
Judy Bell (Chair) • Penny Wheeler (Vice Chair)
Michelle Perry (Treasurer) • Sharon Gilbert • Hayley Farro
Heather Morkel • Mia Baker • Richard Heathcote
Fonda Lewis • Shelagh McLoughlin • Trish Moores
Mark Maitland
judybell@mweb.co.za • 083 639 1657

Greening our Valley

A Partnership with the Winterskloof Security Initiative, the Wildlands Conservation Trust, World's View Conservancy and DUCT

From: Dave Cox
Sent: 21 January 2016 02:52 PM
To: Sian Oosthuizen; Segren Pillay (principal@bisley.co.za)
Cc: Samiksha Singh; Jabulile Matshazi
Subject: RE: PMB Airport expansion

Dear Segren,

Thank you for your email.

The proposed expansion cannot go ahead without the EIA (and other) approvals.

With regards to the newspaper article. We were not consulted on the article and this is a common issue in such processes i.e. that reporters and politicians use information as they see fit. Having seen the article, I asked the municipality to manage how their officials and politicians report on the project prior to the approvals being obtained. They acknowledge the damage it causes to the credibility of the process, and the pressure it places on the officials responsible for making the decision.

I hope this provides clarity and addresses your concerns.

Sian will send you the focus group meeting minutes. We are also continuously updating out webpage, please follow the link below.

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

Kind regards,
Dave

From: Segren Pillay [mailto:principal@bisley.co.za]
Sent: 21 January 2016 01:07 PM
To: Sian Oosthuizen
Subject: RE: PMB Airport expansion

Hi Sian

I trust that your public meeting at Oribi went well. Unfortunately I could be at that meeting nor will I be able to make the meeting this afternoon at NCF.

As I mentioned at the previous public meeting held at our school, our concern with this development is the increase in the noise factor with increased air traffic. We would most definitely want the sound-proofing of the school to be priority. This is must. I also noticed that the article in the newspaper indicates that this project will be starting at the end of this year. what is the point of these meetings if the decision with regard to the expansion has already been taken???

Please keep me informed with regard to the outcomes/discussions/minutes at these public meetings.

Kind Regards

Segren Pillay

PRINCIPAL

Bisley Park Primary School
Founded 1947
We make a difference.
130 Oribi Road
Bisley
Pietermaritzburg
Ph: 033-386 2460
Fax: 033-386 8285

Cell:0837094472
segren@bisley.co.za

From: Liz Dralle [mailto:liz.dralle@gmail.com]
Sent: 31 January 2016 10:10 PM
To: Sian Oosthuizen
Subject: Questions: EIA for Oribi Airport

Dear Sian,

With regards to the Oribi Airport EIA, I have serveral questions / comments after attending the Focus Group Meeting on 29 January 2016:

1 – Please can you provide a list of all Listed Activities being applied for;
2 – Please can you confirm if an AEL and/or WML is being applied for. The INR rep indicated on the PowerPoint Presentation that these licences may be required as part of the EIA Process, but could not confirm;
3 – Please can you confirm what the current fuel storage capacity is; if this will be increased; where it is located within the site; and if it is above ground or below;
4 - Please can you advise if an MHI is proposed to be undertaken in light of question 3 above. Further, if this is to form part of the Specialist Studies;
5 – Please can you provide a map of the current flight paths, both incoming and outgoing;
6 – Please can you provide of a map of all proposed flight paths into and out of the airport, taking into account potential flights to PE, Cape Town, JHB and anywhere else as noted could be a possibility in the Focus Group Meeting;
7 – Please can you advise as to why planes have to land in the direction that they currently do, as well as take off in the direction that they currently do? An IAP tried to explain it in the Focus Group Meeting, it apparently has something to do with winds, but I would like professional input in this regard and therefore justification for the current flight paths;
8 – As requested in the Focus Group Meeting, please may the alternatives assessed as per the EIA Regulations (2014), include for alternative flight paths. In this regard, a corridor of assessment could be examined given the deviation from the flight path due to weather conditions, for both incoming and outgoing flights;
9 – Please can you provide hours of operation for the proposed expansion in terms of flights. i.e. what time the first flight will be in the morning and the last in the evening, as well as the flight schedule over weekends, public holidays and the festive season;
10 – Please can you provide anticipated number of flights per day (total);
11 – As noted in the Focus Group Meeting, a Noise Impact Assessment will be conducted along the flight path corridor, as well as at the airport itself. Please can the scope of this assessment include for all type of aircraft to be utilised, or proposed to be utilised, at Oribi Airport;
12 – Please can you advise how the proposed increase in flight schedule will impact on property values along the flight path; and
13 – As noted in the Focus Group Meeting, the Oribi Airport is currently largely subsided by the rate payers. If / when this development is approved, will the rate payers see a reduction in fees?
Many thanks for your assistance in this regard,
Liz Dralle.

: burrie.edith@gmail.com
Email: burrie.edith@gmail.com
Street Address: 14 Long Road,
Bisley Heights
Pietermaritzburg
3203
Name: Burrie & Edith
Surname: van Niekerk
Phone Number: 0729291363
Type of I&AP: Residential
If 'Other', please specify:
Comment: 1. I would like to comment that you may or may not be aware of a not so common shrub growing in the designated development area of the airport, namely the Erithrina Zeyheri (will have to check spelling), also known as the 'break plow". Its a lovely low growing shrub with magnificent typically coral tree type red flowers, large spiky leaves and a massive underground trunk/ root system, which only appears in spring and quickly dies off till the following season. I'll be happy to discuss it more if required.

2. We are also rather perturbed about the proposed airport development right on our back doorstep, our having selected a quiet and secure area to live in some 35 years ago, since 1980. Our back boundary is common with the airport affording us a beautiful peaceful grassland view. Also ,the direction of the runway is such that we seldom hear the planes. To our dismay this all seems to have change now in the interest of development..

3. Regrettably the notice to our post box of your registered letter of 1 December 2015, was only received on about 22 December 2015 and the letter collected on 23 December 2015. Directly thereafter we went on leave returning on 21 January 2016. So unfortunately it was impossible to attend the first meeting of 8 December 2015, or register before now. Hopefully we can still catch up with what is happening.

Kind regards
Burrie van Niekerk

Time: 08/02/2016 at 1:16 pm
IP Address: 105.186.74.221
Contact Form URL: http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/
Sent by an unverified visitor to your site.

: ronnyr@nra.co.za
Email: ronnyr@nra.co.za
Street Address: 58 VanEck Place Mkondeni Pietermaritzburg
Name: ravi
Surname: ronny
Phone Number: 0832836064
Type of I&AP: Government
If 'Other', please specify:
Comment: SANRAL is affected due to the close proximity of the development to the n3 corridor and the market road interchnge

Time: 09/02/2016 at 4:52 pm
IP Address: 196.25.218.8
Contact Form URL: http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/
Sent by an unverified visitor to your site.

WSP Group Africa (Pty) Ltd
Transport and Infrastructure

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WSP Group Africa (Pty) Ltd
Registered Number: 1999/008928/07

An ISO 9001:2008 Certified Company

A member of the WSP Global Inc. Offices worldwide

Reference: 20156/1.2

12 February 2016

Institute of National Resources
P.O. Box 100396
Scottsville
3209

Attention: Mrs. Sian Oosthuizen

Dear Madam

RE : Registration as I&AP and Preliminary comments on the Expansion of the Pietermaritzburg Airport

WSP are appointed by SANRAL for the design of the **N.003-030-2017-2F**: N3 Upgrade: Gladys Manzi to New England Road. As such we have a direct interest in the developments at the Oribi Airport, in particular any proposed or actual road linkages that connect the airport infrastructure to the N3 (either directly or indirectly).

As such please register WSP as an Interested and Affected Party. Our contact person is Jessica Taylor, Tel: +27 11 300 6139, email Jessica.Taylor@WSPGroup.co.za

Our preliminary comments are as follows;

1. The proposed accesses shown on your Figure 1 that link with Market Road / Washington Road / R103 have a direct impact on SANRAL project **N.003-030-2017-2F**: N3 Upgrade : Gladys Manzi to New England Road.
2. We note that the proximity of the EXPANSION OF THE PIETERMARITZBURG AIRPORT to Market Road suggests that considerable additional future traffic will be using the Market Road Interchange, and therefore this projected future traffic must be incorporated into the planning for the Market Road interchange.
3. We kindly request that all traffic and road design proposals are presented for discussion with WSP, and that the results of the traffic analysis for the EXPANSION OF THE PIETERMARITZBURG AIRPORT are provided to WSP for due review.
4. If preliminary traffic study results are already available, we request that these are provided as a matter of priority.

WSP reserves the right to submit further comment.

Please confirm receipt of this communication/email.

Yours faithfully

RICHARD MATCHETT
Divisional Director

Group Directors: PKE Dollin (Chairman)[B], MC du Plooy (Managing)[**], AP le Roux (Financial), ESBF Mtetwa (Non-Executive)*
Divisional Directors: DB Green [COO], MP Bouwmeester*, ME Goosen*, RG Leach [PLN], VL Lutchman*, RN Matchett*, PS Riley**, A van Tonder*
Regional Directors: JP Farrell, S Herman*, GA Higgs, MR Hughes*, AG Malan*, PJ Pretorius*, G Smith*
Ver: Jan 2016 ([B] British) ([COO] Chief Operating Officer) (* Pr Eng) (** Pr Tech Eng) ([PLN] Pr Pln)

From: Sian Oosthuizen
Sent: 30 August 2016 11:38 AM
To: 'Marc Germiquet'
Subject: RE: SEIA for the Proposed Expansion of the PMB Airport - Draft ESR

Good day Marc,

Thank you for your email.

We are aware of Gareth Whitaker's proposal and I understand that our client (the Msunduzi Municipality) does have a copy of the proposal; however we do not have a copy. We will request it from the municipality to check that the ideas have been taken into consideration.

The revised layout (that is included in the Draft Scoping Report – attached for your convenience), offers two alternative options for extension of the GA facility. These alternatives were developed in consultation with GA members and are will be assessed through a feasibility assessment that is being undertaken as an additional study.

I hope this provides clarity. Thank you for your comment.

Kid regards,
Sian

From: Marc Germiquet [mailto:marc@bushways.com]
Sent: 29 August 2016 09:40 AM
To: Sian Oosthuizen
Subject: Re: SEIA for the Proposed Expansion of the PMB Airport - Draft ESR

Hi Sian,

Thanks

Just another question - Gareth Whitaker drew up a different lay out making it possible to accommodate an expansion to the GA in Phase one, he has subsequently immigrated to NZ, but said he had completed the proposal and submitted it to David Gengen, However i can't seem to find this version on your website? Has this proposal been reviewed?

Regards

Marc Germiquet
www.bushways.com

From: Liz Dralle [mailto:liz.dralle@gmail.com]
Sent: 01 September 2016 07:16 PM
To: Sian Oosthuizen
Subject: Re: SEIA for the Proposed Expansion of the PMB Airport - Draft ESR

Thank you for the response Sian, much appreciated.

On Wednesday, 31 August 2016, Sian Oosthuizen <SOosthuizen@inr.org.za> wrote:
Good Day Liz,

Thank you for your email and feedback.

Please see our notes below (in red) clarifying or addressing your comments.

Please contact me if you have any other queries.

Kind regards
Sian

From: Liz Dralle [mailto:liz.dralle@gmail.com]
Sent: 29 August 2016 09:14 AM
To: Sian Oosthuizen
Subject: Re: SEIA for the Proposed Expansion of the PMB Airport - Draft ESR

Dear Sian,

Thank you for the notification regarding the availability of the Draft Scoping Report.

My concern pertains to the flight path and the associated noise levels of the aircraft as they take off and land; as well as the associated property values.
Our home is located in Wembley, which is some distance from the airport, however, our home falls under the current flight path. Currently, aircraft both land and take off over our home. In this regard, we are already exposed to a high level of noise pollution from the aircraft and would like to know how much more we are expected to endure should additional flights be added via the proposed Oribi Airport Expansion.

- A Noise Impact Assessment and a Property Valuation Assessment will be conducted for the areas along the flight paths (which includes Wembley).
- These assessments will included existing and potential (additional) impacts.
- The Msunduzi Municipality cannot yet provide clarity on if additional flights will be needed – the current demand does not exceed the supply and therefore this has not been investigated. However, we will attempt to get clarity on this.

As noted in my previous comments (see INR Comments and Response Report), we would like to know the number of anticipated flights per day, including those to be run over weekends, public holidays and the festive season, as well as the timing of the anticipated flights. As per the *status quo*, we occasionally have aircraft flying over our home at 10pm. As we reside in a quiet neighbourhood, the level of noise pollution that is experienced is unacceptable. Is it proposed to make this a permanent flight?

The Msunduzi Municipality cannot yet provide clarity on if additional flights will be needed – the current demand does not exceed the supply and therefore this has not been investigated. However, we will attempt to get clarity on this.

- There are no commercial aircrafts scheduled for 22h00, the latest flight time is 18h25 (outgoing) and 19h15 (incoming). Are you able to indicate if the aircraft at 22h00 is a commercial or light aircraft?
- If additional commercial flights are to be added outside the threshold time (after 22h00 and before 06h00), a noise modelling will be conducted to determine the anticipated impact on areas along the existing flight path.
- In line with the above, alternative flights path/s are going to be assessed by ATNS. If alternate option/s are provided, a noise modelling will be conducted to assess the anticipated impact.

As noted in the Hilton Public Meeting, the drop of the aircraft from the World's View Bluff, brings the aircraft that much closer to the ground on the Pietermaritzburg side, increasing noise levels to residents located beneath the flight path. Further, as the noise is not continuous and is intermittent as a result of flight times, one cannot simply "adjust" to the disturbance (i.e. noise pollution). In no way, can a passing aircraft be considered "white noise". Case in point, when having a conversation on my property, regardless if I am inside or outside my home, I have to stop talking and wait for the aircraft to pass before I can continue. Should the number of flights increase, will there ever be a period of time in my home where my family and I are not disturbed by the noise pollution associated with the aircraft?

- A Noise Impact Assessment will be conducted for the areas along the flight paths (which includes Wembley) to determine if the noise impact is greater than the threshold/limit. Based on the outcomes of this assessment, mitigation measures may need to be provided.
- Please note that alternate flight path/s are going to be assessed by ATNS.
- The Msunduzi Municipality cannot yet provide clarity on if additional flights will be needed – the current demand does not exceed the supply and therefore this has not been investigated. However, we will attempt to get clarity on this.

Based on the above, may I request that the Plan of Study include the suburb of Wembley in the Noise Impact Assessment **and** Property Valuation Assessment. In terms of the Noise Impact Assessment, should your specialist require a location in which to conduct their assessments – both day and night, they are welcome to utilise my property. Please contact me or pass my details onto them should they wish to take advantage of this opportunity. I would also like to know exactly where the other areas of assessment will be undertaken for the NIA.

- As indicated, both assessments mentioned will include the suburb of Wembley. Note that the outcomes of the Noise Impact Assessment will used for the Property Valuation Assessment.
- Thank you for the kind offer to use your property – I will inform the noise specialists and provide them with your contact details and address so they can liaise directly with you.
- The NIA will be conducted along the commercial aircraft flight path – we are currently in discussion with ATNS to determine exactly which areas will be assessed. We will provide you with this detail in due course.

Kind regards

Liz Dralle
9 Wylie Crescent, Wembley
072 591 2277

Msunduzi Municipality

Private Bag X321
Pietermaritzburg
3200
✆ (033) 392 3000

333 Church Street
Pietermaritzburg
3200
www.msunduzi.gov.za

Enq: Mr R Bartholomew Tel: 033 3923240/44 E-mail: rodney.bartholomew@msunduzi.gov.za

Date: 31 August 2016

Institute of Natural Resources
P O Box 100396
Scottsville
3209

Attention: Ms Sian Oosthuizen

Dear Sir/Madam

ENVIRONMENTAL SCOPING REPORT FOR THE PROPOSED EXPANSION OF THE PIETERMARITZBURG AIRPORT

With reference to the above Draft Scoping Report dated August 2016 the following comments are provided:

1. Section 5.2 (Third Bullet point bottom of Page 23) Add the word "year" *intense 2-3 year development period*
2. Section 5.1.3 (Second paragraph top of Page 23) The "study" referred to is not Referenced in the sub-text (11)
3. Section 5.5.6 (Last paragraph on Page 31) *The airfield lighting for the extended runway will require further substations and electrical systems*; Does this relate to existing lighting or proposed new lighting and as no "runway extensions" are planned , or proposed, does this relate to the proposed new taxi-way or apron?
4. A number of sections within the Report make reference to storm water management. Assessment of potential impacts arising from increased hardened surfaces and both construction activities and operational activities must address the need for on-site attenuation facilities to ensure post development runoff does not exceed pre-development levels.

Further comments will be provided during the EIA Phase.

MANAGER: ENVIRONMENTAL MANAGEMENT

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

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Aviation Environmental Protection
Tel No: 011 545 1365
Mobile No: 071 473 5129
Email: environment@caa.co.za
Enquiries: Ms. Chinga Mazhetese

15 September 2016

Ms. Sian Oosthuizen
Institute of Natural Resources NPC,
67 St Patricks Rd, Scottsville,
Pietermaritzburg,
3201

Attention: Ms. Oosthuizen,

Dear Madam,

RE: COMMENTS TO THE ENVIRONMENTAL SCOPING REPORT ON THE EXPANSION OF THE PIETERMARIZBURG AIRPORT

We acknowledge your email received on 18 August 2016. Please see our comments below:

1. **Section 3: LEGAL FRAMEWORK**

Section 3.1 Environmental legislation-Civil Aviation Act no. 13 of 2009

The following statement is incorrect:

'*Section 60 and 82 of CAA promotes the development of Noise Regulations for the control and operation of air traffic within or directly above the aerodrome for the purpose of limiting or mitigating the noise*'.

Section 60 addresses privileged information and Section 82 is on remuneration of members of the Civil Aviation Authority Board. Please note that aerodrome noise regulations are covered by Civil Aviation Regulations, 2011 Part 139 Aerodromes and Heliports.

Section 3.2 Regulations

Noise regulations

The report mentions that KZN makes reference to ICAO standards in terms of noise regulations. Is this reference specific to aviation activities or it cuts across all sectors?

Board Members: Mr Smunde Makwana (Chairperson), Professor Nozakhozakhe Dywili-Mhlongo, Major-General Nhlanhla Lucky Job Ngema; Ms Lizeka Dlepu; Adv Roshan R Dehal; Ms Dolly Dlodlo; Mr Mongezi India;
DCA: Ms Poopy Khoza; Company Secretary: Ms Nivashnee Naranpatti

ICAO Codes

ICAO Annex 16 has Standards and Recommended Practices (SARPs) for Environmental Protection. The Annex volumes also recommend ICAO documents that can be used to tackle a range of environmental issues. One such publication is Doc 9184 *Airport Planning Manual, Part 2.* It is recommended that the EAP also considers using Doc 9184 to ensure that environmental impacts associated with aviation activities are amply embraced.

Section 3.3 Policy Framework

Please confirm with the Department of Transport if the White Paper on National Civil Aviation Policy, 2015 is the current document. We have seen mention of a 2016 version.

2. Section 9: SCOPING OF IMPACTS

Section 9.3.2: Local Social Environment

Current and Increased Air Traffic (Bisley and Oribi areas-Operation phase) - the impact of noise and emissions from Ground Service Equipment should also be considered.

This section refers to the National Civil Aviation Policy as a 'national standard' as quoted below.

'Currently, national standards (National Civil Aviation Policy) are being applied but the lack of local context conditions may screw the applicability of these thresholds'.

The NCAP is not a national standard.

3. WASTE MANAGEMENT IMPACTS

The impacts of inappropriate waste management standards on birds and wildlife in the vicinity of the aerodrome must be mentioned somewhere in the document. Waste not properly stored can provide food sources and increase the population of animal species around the aerodromes. The proliferation of birds and/or wildlife can augment the number of bird/wildlife strikes.

Please do not hesitate to contact us for any clarifications.

Yours faithfully,

Chinga

Ms. Chinga Mazhetese
Environmental Protection Specialist

Cc: Mr. Gawie Bestbier- Executive: Aviation Infrastructure

Board Members: Mr Simanele Nokwana (Chairperson), Professor Nkandzonkho Dyani-Mhango, Major-General Nkululeko Lucky Jan Ngema, Ms Lizeka Dlepu, Adv Roshan R Dalal, Mr Dorb Dondin, Mr Mongezi Ishe
DCA: Ms Poppy Khoza; Company Secretary: Ms Nhlanhlaa Naraindath

From: Ishaan Ramklown (ER) [mailto:RamklownI@nra.co.za]
Sent: 16 September 2016 07:24 PM
To: Sian Oosthuizen
Cc: Ravi Ronny (ER); Dudley Mbambo (ER); Busisiwe Mlambo (ER)
Subject: RE: SEIA for the Proposed Expansion of the PMB Airport - Draft ESR

Dear Sian,

Please note that SANRAL comments are hereby reserved until such time the Traffic Impact Assessment (TIA) is complete and submitted to this office in this respect.

Regards,

THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD
Reg. No.1998/009584/30

Ishaan Ramklown
Una salus victis nullam sperare salutem.
Project Manager: Statutory Control
THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED
Eastern Region
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From: Liz Dralle [mailto:liz.dralle@gmail.com]
Sent: 14 September 2016 02:03 PM
To: Sian Oosthuizen
Subject: Fwd: SEIA for the Proposed Expansion of the PMB Airport - Draft ESR

Hi Sian,

Following your response to my initial queries below and further review of the Draft Scoping Report, please can you advise on the following:

One of my queries below refers to the proposed increase in flights and the scheduling thereof. The response from the INR is that "*the Msunduzi Municipality cannot yet provide clarity on if additional flights will be needed – the current demand does not exceed the supply and therefore this has not been investigated. However, we will attempt to get clarity on this*." However, in terms of Section 4.2 Need and Desirability (page 18) of the Draft Scoping Report, it states "*the need remains to further improve the sustainability of the Pietermaritzburg Airport through continued growth in the scheduled flights*…". In this regard, surely some sort of business feasibility has been conducted by the Msunduzi Municipality to determine the amount of flights required per day to remain sustainable, or at the very least the number of flights required to be profitable? As this is the need of the Application clarity must be provided as it is a requirement of the EIA Regulations (2014), GNR 982 (18).

My second question pertains to the Msunduzi Municipality as the Applicant. While not entirely an environmental concern, I do feel it pertinent to ask the question given the current and proposed impact of noise pollution on the suburbs which fall beneath the flight paths. Will the Msunduzi Municipality as the Applicant, give consideration to these residents in terms of a rates reduction, bearing in mind the impact of noise pollution on those residents from their asset (i.e. Oribi Airport and associated aircraft)? For example, the suburb of Wembley has one of the highest rates groupings within the municipal boundary. Will the Msunduzi Municipality recalculate the rates for those suburbs located beneath the flight path due to the noise pollution impacts inflicted as a result of the aircraft? Further, please can you advise if there is a Planning Application associated with the project and if so, who the responsible authority will be given that the Msunduzi Municipality would be both the Applicant and the Competent Authority authorised to approve such planning permissions. I would also very much appreciate the details of the Planning Application (if applicable) such that I can be involved in their Public Participation Process as well.

In response to one of my initial comments regarding an aircraft flying over my home at 22h00, it occurred in the first quarter of 2015. I am very much aware of it woke my new-born son as it flew over. In this regard, please can you provide me with the current schedule of flights, incoming and outgoing for both the summer and winter seasons, including weekends and public holidays. Please can you also advise what the procedure it, both current and proposed for delayed flights, as the flight in question may have been.

It is noted that alternative flight path/s are going to be assessed.

Kind regards

Liz.

Records of Comments Submitted by I&APs: EIA Phase

Good day Nigel,

Thank you for your email and your comments regarding the EIA for the proposed expansion of the Pietermaritzburg Airport.

I have added you to our Interested and Affected Party's (IA&Ps) database so you will be regularly updated on the process. Please note that the comment period for the Draft Environmental Scooping Report has closed, and the Final Scoping Report has been submitted to the competent authority for review. I have captured your comments for inclusion in the assessment going forward. Please see responses to your comments in blue below.

Thank you for your note about our website – I will arrange that the project post is accessible from the home screen for easy access. Please follow the link below in the interim
http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/

Please feel free to contact me if you have any further comments or queries.

Kind regards,
Sian

Institute of Natural Resources

Sian Oosthuizen (MSc. Geography)
Scientist

Tel: +27 (0)33 346 0796 Email: soosthuizen@inr.org.za
Cell: +27 (0)76 656 8880 Web: www.inr.org.za

Institute of Natural Resources NPC

PO Box 100396, Scottsville, 3209, South Africa
67 St Patricks Road, Scottsville, Pietermaritzburg, 3201

From: Nigel and Donna Berjak [mailto:nigeldonna@gmail.com]
Sent: 4 October, 2016 1:54 PM
To: Sian Oosthuizen
Cc: Liz Allan
Subject: re: Airport proposed upgrades - Concerns - IAP

Dear Mrs Oosthuizen
I was unable to make the IAP meeting that was previously held for the residents of Wembley, Clarendon etc. and have recently moved into Kitchener road, Clarendon.

I would like to reiterate some of the comments made during the IAP meeting and make some comments of my own, with respect to:

1) Noise pollution with increase frequency of flights is a big problem for those of us who reside in these areas. It is already noisy when a flight comes in. Perhaps alternatives should be looked at i.t.o. flight path angles.

- A Noise Impact Assessment will be conducted for the areas along the flight paths (which includes Clarendon) – Please refer to section 10.3.3. *Noise Impact Assessment* of the Environmental Scoping Report (ESR).
- Alternative flights path/s are going to be assessed by Air Traffic Navigation Services (ATNS). If alternate option/s are provided, a noise modelling will be conducted to assess the anticipated impact – Please refer to section 10.3.3. *Noise Impact Assessment* of the Environmental Scoping Report (ESR).

2) The comment regarding the cost of flights: the cost of flights is primarily high, from the invoices I have had when flying from PMB, due to the airport taxes, not the airline.

- We will consult the Airport Manager regarding how the flight costs are determined and how airport taxes are calculated, and revert back to you.

3) Property values within the flight path need to be addressed by the municipality and reduced rates applied.

- A Property Valuation Assessment will be conducted for the areas along the flight paths (which includes Clarendon) – Please refer to section 10.3.5. *Property Valuations* of the ESR
- Please refer to comment 28, bullet 2 of the Comments and Response Register (Appendix 2 of the ESR) which indicated the following:
    - Municipal Property valuations are done every 5 years. The basis for valuation is "willing buyer-willing seller". In other words, recent sales in the area being valued are taken into account. If values in the whole area are adversely affected by noise pollution this will be reflected in the valuation roll. There is a formal process, provided for in terms of the Municipal Property Rates Act, No 6 of 2004 to register a formal objection to rates. The form and guidelines for registering an objection are provided for on the Municipal website at the following link: http://www.msunduzi.gov.za/site/2014-to-2017. Key points to note are that the application must be submitted by individuals and must be supported by evidence.

4) I would like to see the study that indicates that PMB is ' for the already exponentially increasing passengers'. Exponential needs to be clarified as the use of the term is either incorrect or very concerning! The projection of numbers flying in must be shown and the accompanying study available to be scrutinsed by the IAP.

- Please refer to section 4. *Project Context, Need and Desirability* of the ESR.

5) The IAP meeting notes indicate that Cape Town would not be a provided route due to the length of trip possible of the planes that will be able to be operated from the same length runway. Did I read this incorrectly?

- At the time of focus group meeting, that was a correct understanding. However, we have since consulted with Airlink who have indicated that is it likely they will add a daily Cape Town flight to their schedule in the future.
- Please refer to Appendix 3: *Public Participation Process (PPP) Report* of the ESR - Appendix 17 of the PPP Report provides the minutes of our communication with Airlink.

6) Please advise what the Techno Hub is going to consist of as I cannot see this within the meeting minutes nor discussion. Please also advise which companies have indicated their desire to operate the 'Technology' businesses from the airport, from the feasibility study.

- Please refer to Section 5.6.7: *Technology-Hub* of the ESR for detail on the Techno-Hub.
- Letters of Intension to enter into lease negotiations for sites within the Techno-Hub site have been received from the Durban University of Technology (DUT) (Aviation Academy), Adept Airmotive (design and installation of light aircraft engines), Raptor Aero Logistics (design and manufacture of remotely piloted aircraft systems), and Royal Haskoning (Multi-sports complex with velodrome). These are not formal contracts/agreements, but rather demonstrate indicative interest.

7) The meeting notes indicate that the municipality is going to relinquish ownership of the airport to a new company, of which is will be a shareholder. Who are the other shareholders going to be? Are these local companies who could benefit or simply foreigners who have no value in our city, other than making their own money. Also, please advise to what exent foreign investers are going to be reinvesting money to the overall city, rather than simply within the airport and taking the money out of the country.

- We will gain clarity from the Municipality on this and revert back to you.

Please can the site to locate and become an IAP be more prominent. I had to Google it in order to find it as it is no longer on the 'Whats New' area and I couldn't navigate to it from your site.

- Thank you for your note about our website – there is a 'Recently and Upcoming Projects' section in the side bar of the home screen of the website, where the project is listed. However, I will arrange that the project post is more accessible from the home screen for easy access.

I look forward to hearing your comments and will be advising our Clarendon Community Association to make themselves aware of the effect this would have on our suburb.

- Please can you send me the contact information for the Association so I can add them to our database. Thank you

Regards,
Nigel Berjak

From: Tony Markewicz [mailto:tony@tmrp.co.za]
Sent: 13 October, 2016 12:29 PM
To: Sian Oosthuizen; Terence@talbotlaw.co.za
Cc: Toni Redman; George Lebelo; Jane Perumal
Subject: RE: SEIA for the Proposed Expansion of the PMB Airport - Final ESR

Hello Terrance.
Apologies for delayed response but I have been put of the country only returning this week.

The Draft Precinct Plan indicates that a change of use to limited business along major access routes running thr0ugh the area could be entertained but the change should not inpact negatively on surrounding areas or on the functionality of the major access routes it is located on (*"Limited business uses could be entertained along major access routes but should not impact detrimentally on neighbourhood functionality or quality and public transport routes"*.

Please note that the Precinct Plan is still in Draft form and has not been approved by Council.

Regards
Tony Markewicz

From: Sian Oosthuizen [mailto:SOosthuizen@inr.org.za]
Sent: 27 September 2016 10:47 AM
To: Terence@talbotlaw.co.za
Cc: Tony Markewicz <tony@tmrp.co.za>
Subject: FW: SEIA for the Proposed Expansion of the PMB Airport - Final ESR

Good morning Terrance,

Thank you for your query.

I think it is best if I direct you onto the precinct planners that are conducting a study and concept for the precinct around the airport. I have cc'd Tony from The Markewicz Redman Partnership in this email.

Tony – am I correct in my assumption that this type of query forms part of your study?

Please cc me in on your communication so that I can capture the response. Thank you in advance.

Kind regards,
Sian

From: Terence Talbot - Talbot Attorneys [mailto:terence@talbotlaw.co.za]
Sent: Tuesday, September 27, 2016 10:24 AM
To: Sian Oosthuizen
Subject: RE: SEIA for the Proposed Expansion of the PMB Airport - Final ESR

Dear Sian

Will Oribi Road be re zoned to commercial?

Regards

Yours faithfully

Terence Talbot (BA LLB)
Partner

TALBOT ATTORNEYS

Tel. 033 386 5499
Fax.086 529 0436
www.talbotlaw.co.za

Suite FLOOC (above CNA)
Hayfields Mall,
28 Blackburrow road, PMB

Postnet suite 107
Private bag X6, 3202

From: Liz Dralle [mailto:liz.dralle@gmail.com]
Sent: 28 October, 2016 11:32 PM
To: Sian Oosthuizen
Cc: martin@fbp.co.za
Subject: Flights

Dear Sian

I would like to put it on record, for the Oribi Airport Expansion EIA, that a plane just flew over our home at 11:15pm tonight. Please confirm this with the airport and include in your associated EIA Reports for assessment in light of previous comments noting that flights do not occur at this time of night. Further, please ensure that the Noise Specialist takes cognizance of this information in her assessment of noise impacts.

Lastly, Martin Flavell, the Chairman of the Upper Wembley Residents Association, has requested that I represent our association in terms of the EIA. Therefore, please consider all comments made previously, and all future comments to be made on the EIA, to be on behalf of the Upper Wembley Residents Association, as well as in my personal capacity.

Thank you.

Liz Dralle
Upper Wembley Residents Association

Good day Craig,

Thank you for your email and for your comments. You have been added you to our Interested and Affected Parties (I&APs) database.

In response to your comments, please note the following:

- A Noise Impact Assessment and Property Valuation Assessment are being conducted as part of the EIA, which include the suburb of Wembley.
- Flight paths alternatives are being assessed as part of the process.
- Please visit our webpost for further information of the process - http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/

Kind regards,
Sian

From: Craig Mitchell [mailto:craig@mswconsulting.co.za]
Sent: 28 November, 2016 9:17 AM
To: Sian Oosthuizen
Subject: Interested & Affected Party - (Proposed Expansion Oribi Airport)

Dear Sian

With reference to the proposed expansion of the Oribi Airport please can you add me to your list of interested and affected parties as I am a resident in Wembley and share the concern of many of the other residents In the area that the expansion of the airport will increase the number of flights over our area which will decrease the value of our property and increase the potential pollution (noise & other).

Many thanks and I trust this matter will be fully investigated as part of the EIA process and an alternate flight path which does not impact negatively on the residents of the greater Wembley area identified.

Kind Regards

Craig Mitchell

DIRECTOR (Pr. Tech Eng : 201370328)

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