

**PROPOSED CONSTRUCTION OF A  
FILLING STATION AND  
CONVENIENCE STORE ON  
REMAINDER OF ERF 41, ATLANTIC  
HILLS BUSINESS PARK, CAPE TOWN**

**Needs and Desirability Report**

Report Prepared for

**Absshelf 33 (Pty) Ltd**

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## PROJECT DETAILS

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**TITLE:** Needs and Desirability Report

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**CLIENT:** Absshelf 33 (Pty) Ltd

**PROJECT TITLE:** Proposed construction of a filling station and convenience store on remainder of Erf 41, Atlantic Hills, Giel Basson Drive, M12, Durbanville, Cape Town

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## Abbreviations

|        |  |
|--------|--|
| BA     | Basic Assessment   |
| DEA&DP | The Department of Environmental Affairs and Development Planning |
| EA     | Environmental Authorisation                                      |
| EIA    | Environmental Impact Assessment                                  |
| EMPr   | Environmental Management Programme                               |
| NEMA   | National Environmental Management Act                            |

# 1 Introduction

The proposed filling station and convenience store is located within an existing mixed-use industrial development known as Atlantic Hills Business Park. The Atlantic Hills development has an existing environmental authorisation (EA) for the development of a Mixed-Use Industrial Park (Amended EA issued on 31 March 2017, Department of Environmental Affairs and Development Planning (DEA&DP) Ref: 16/3/3/5/A5/20/2093/16 with an approved Environmental Management Programme (EMPr)). The Atlantic Hills development (which this erf forms part of) has been prepared with roads, services and building platforms.

The erf on which the proposed development will be situated totals 6523m<sup>2</sup> and the proposed development comprises the following:

- Access roads (tarmac surface): 656m<sup>2</sup>
- Forecourt (tarmac surface): 1507m<sup>2</sup>
- Concrete slabs (pumps): 308m<sup>2</sup>
- Concrete containment slabs (over tanks): 89m<sup>2</sup>
- Convenience store: 455m<sup>2</sup>
- Paving sidewalk (around convenience store): 235m<sup>2</sup>
- Parking bays (tarmac surface): 180m<sup>2</sup>
- Delivery Bay (tarmac surface): 100m<sup>2</sup>
- Four pumps
- Four underground fuel tanks of 30m<sup>3</sup> each (i.e.120m<sup>3</sup> in total)
- The remaining area (2993m<sup>2</sup>) will be landscaped or grassed.

The proposed storage of fuel requires Environmental Authorisation in terms of the National Environmental Management Act (NEMA) Environmental Impact Assessment (EIA) Regulations (2014, as amended) and a Basic Assessment process is being undertaken. The EIA Regulations (GN No. R982) require that the Need and Desirability of a development proposal need to be considered by the competent authority in deciding on the application.

This Needs and Desirability report is produced in accordance with the requirements of the Guideline on Needs and Desirability (published by the Department of Environmental Affairs, 2017) published in terms of Section 24J of NEMA. The guideline requires that the following is addressed in the scope of a Need and Desirability assessment:

- Aligning with relevant planning legislation and policies.
- Securing ecological sustainable development and use of natural resources.
- Promoting justifiable economic and social development.

## 2 Planning Legislation and Policies

Planning legislation and policies assessed in the application are discussed below.

### 2.1 Spatial Planning Land Use Management Act (Act 16 of 2013) and The Western Cape Land Use Planning Act (Act 3 of 2014)

Section 7 of SPLUMA and Section 59 of LUPA prescribes five development/planning principles that a new development should consider. The proposed development adheres to these principles as follows:

- **Spatial justice** focusses on redressing spatial imbalances by improving access to and use of land, with particular focus on access to those who were previously excluded. The proposed development does not impede these principles as the development does not exclude anyone from equitable access to the resources and opportunities that the area has to offer.
- **Spatial sustainability** refers to:
  - The protection of valuable agricultural and environmental sensitive land.
  - The prevention of urban sprawl.
  - The consideration of current and future costs of infrastructure.

In terms of the proposed development, no agricultural land or sensitive environmental land are impacted upon, and considering the filling station will be located within an existing mixed-use development within the urban edge, urban sprawl is negated. Infrastructure is existing, so no further costs are envisaged.

- **Spatial efficiency** dictates the optimal use of existing resources and infrastructure, as well as requiring the minimisation of negative impacts in terms of financial, economic, and environmental impacts. The application proposes a use which is compatible with the existing surrounding land use and proposes an economic opportunity in the form of short- and long-term employment for surrounding communities.
- **Spatial resilience** refers to flexibility in spatial plans, land use management and policies to ensure those sustainable livelihoods most likely to suffer the impact of environment or economic shocks. The proposed development can be seen as an example of how vacant land in an existing development is used efficiently, which contributes to spatial resilience as it allows a bigger variation of land-uses.
- **Good administration** principles focus on an integrated development approach. The proposed filling station provides a valuable service to the surrounding Atlantic Hills development, as the nearest filling station is four kilometres away.

## 2.2 The Western Cape Spatial Development Framework

The Provincial Spatial Development Framework (PSDF) states that, “By prioritising a more compact urban form through investment and development decisions, settlements in the Western Cape can become more inclusionary, widening the range of opportunities for all”.

The proposed filling station is within the urban edge, and within the previously authorised development of Atlantic Hills, thereby fulfilling the above requirement of the PSDF.

## 2.3 Environmental Management Framework

The Atlantic Hills development is located within the industrial business node as per the Environmental Management Framework (EMF) for the Northern District of the City of Cape Town (2012).

# 3 Ecologically Sustainable Development

No ecological specialist studies were required as the proposed filling station is situated in the existing, approved Atlantic Hills Industrial Park, and the proposed site is therefore completely transformed in preparation for further development.

## 3.1 Services

The site is fully serviced as it forms part of the overall Atlantic Hills development which has been developed over the last four years. As previously stated, the Atlantic Hills development has an existing EA for the development of a Mixed-Use Industrial Park.

Electricity will be obtained from an existing Eskom substation, potable water will be obtained from the City of Cape Town, and sewage will be disposed of via the existing municipal sewerage system.

For inclusion in the EMPr, potable water will not be allowed to be used for dust suppression. The developer will be responsible for sourcing an alternative. In addition, rainwater tanks will be installed as receptacles for rainwater harvested from the various buildings.

Waste will be recycled as stated in the EMPr.

It is proposed that solar power be used to augment the existing Eskom power supply. Energy-efficient appliances and lightbulbs will be used where practicably possible.

## 3.2 Natural Resources

The erf is completely transformed through the clearing of the land, shaping of development platforms, installation of underground services, and construction of roads and sidewalks.; no biodiversity of conservation concern is present on site.

### **3.3 Visual Impacts and Cultural Heritage**

In terms of visual impacts, the proposed filling station is located within an existing mixed-use industrial area; the visual impacts associated with the operational phase will therefore be minimal. Construction phase visual impacts will be minor and will be mitigated through the implementation of a Construction Environmental Management Programme (EMPr) that will ensure that construction activities are hoarded off and that storage of waste and building materials are done in a manner that doesn't affect surrounding viewers.

Due to the transformed nature of the site, no resources of heritage value exist on site.

### **3.4 Nuisance impacts**

Construction impacts, such as noise and dust are temporary, are short-term, reversable and mitigatable through the implementation of the Construction EMPr.

## **4 Economic and Social Development**

The construction phase of the project will provide short-term employment, while the operational phase will provide long-term employment opportunities for the surrounding communities, including that of Dunoon, a previously disadvantaged, low-income, high density area, with high levels of poverty and unemployment.

## **5 Summary and Conclusion**

The Need and Desirability related considerations are as follows:

- The proposed development is in-line with applicable planning legislation and policies.
- The proposed development is located within the existing mixed-use development of Atlantic Hills.
- The site is highly transformed: no biodiversity or heritage impacts are expected.
- The proposed development will result in both short- and long-term employment opportunities.