

CIVIL AVIATION SITE VERIFICATION REPORT FOR THE PROPOSED EXPANSION OF THE RESERVOIR SYSTEM LOCATED ON THE REMAINDER OF PORTION 19909, WORCESTER, WESTERN CAPE

Prepared For

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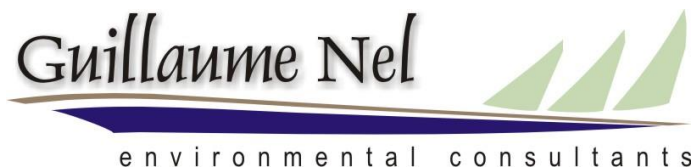
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1. INTRODUCTION AND BACKGROUND

1.1 Introduction

Guillaume Nel Environmental Consultants (GNEC) has been appointed by Breede Valley Municipality to facilitate the Environmental Impact Assessment (EIA) Basic Assessment for the for the proposed reservoir expansion on the Remainder of Erf 19909, Worcester, Western Cape.

A Screening Tool Report has been generated for the proposed development. According to the screening tool report the Civil Aviation Theme has a “High sensitivity” rating. Therefore, this site sensitivity verification report is compiled to determine whether a Civil Aviation Compliance Statement will be required for the proposed development.

1.2 Background

The proposed development site is located just North of the N1 highway within Worcester. The property is situated adjacent to and North of the Golden Valley Casino as well as adjacent to and West of the Worcester Golf Club. The property boasts a total of 745365.5 m² in extent and consists predominately out of unchanged landscape with an existing reservoir system being located on the property. The property is zoned for Authority use.

The current reservoir system has been in existence for numerous years, providing the town of Worcester with potable water. In recent years, the town of Worcester has undergone rapid growth in terms of residential and commercial developments. As a result of this rapid growth, the bulk provision of infrastructure needs to be timeously planned and implemented to keep up with rising service delivery demands.

The applicant therefore proposes the construction of a new 20,0 ML reservoir at the existing Pre-Loads Reservoir site to increase the reservoir's storage capacity. Both the proposed reservoir tank and pipeline will be located adjacent to the existing system, thus minimising the overall impact of the proposed development. A small pipeline, approximately 200 metres in extent, will be constructed, linking the new reservoir with the existing pipeline which runs to the town of Worcester.

Mention should be made that the access road will be rerouted adjacent and to the West of the new reservoir development. This access road will be used during the operational phase. It should be noted that the road will be approximately 203 metres in length.

At present, the existing Worcester Pre-Loads Water Reticulation system has insufficient storage capacity to supply the future developments within the area. The municipality also proposes the proposed development as a result of the recent drought conditions. Therefore, a need for the development of the proposed infrastructure is experienced. The proposed development will thus result in a positive socio-economic outcome for the area of Worcester.

The proposed expansion will be contained to an area of approximately 5144m². The new additional reservoir tank will be located adjacent and to the West of the existing system. The development will furthermore connect to the existing reservoir system. The aim of the proposed development is to supply water for the future developments within Worcester.

The surrounding properties can be classified as residential, with the Worcester Golf Course being located to the East. Furthermore, there are commercial activities located to the South of the property.

1.3 Location

The proposed development site is located just North of the N1 highway within Worcester. The property is situated adjacent to and North of the Golden Valley Casino as well as adjacent to and West of the Worcester Golf Club. The property boasts a total of 745365.5m² in extent. The

property consists predominately out of unchanged landscape with an existing reservoir being located on the property.

The surrounding areas can be classified as mixed-use, as the main objective of the reservoir is for storage and eventual distribution of the water to the surrounding residential, commercial and recreational activities within close proximity. Note should be made that the proposed development site is also surrounded by a large area of natural landscape. The property is currently zoned for Authority Use. Please refer to Figure 1 and Figure 2 below for a copy of the locality map and aerial image of the proposed site

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<p>Locality Map of the Remainder of Portion 19909, Worcester, Western Cape.</p>	<p style="text-align: center;">Guillaume Nel  environmental consultants</p> <p>Tel: (021) 870 1874 Fax: 086 6933 802 Cell: 072 1571 321</p>	
<p style="text-align: center;">Source: Cape Farm Mapper</p>		

FIGURE 1: LOCALITY MAP OF THE PROPOSED DEVELOPMENT SITE, WORCESTER, WESTERN CAPE.





<p>Aerial Image of the proposed new reservoir located on the Remainder of Portion 19909, Worcester, Western Cape.</p>	<p>Guillaume Nel  environmental consultants</p>	
<p>Source: Cape Farm Mapper</p>		

FIGURE 2: AERIAL IMAGE OF THE PROPOSED DEVELOPMENT SITE, WORCESTER, WESTERN CAPE.

2. OVERVIEW OF SURROUNDING AIRPORT

Seeing that the screening tool report has labelled the civil aviation theme as having a high sensitivity, it is firstly important to determine the locality of the airport from the proposed development.

The Worcester Airfield is located approximately 4.86 km South West of the proposed development.

It should be noted that no other airfields/airports are located within a significant radius to the proposed development site.

Please refer to Figure 3 below for a map indicating the location of the Worcester Airfield.




<p>Locality Map of proposed development site in relation to the surrounding Airfields.</p>	<p style="text-align: center;">Guillaume Nel environmental consultants</p> <p>Tel: (021) 870 1874 Fax: 086 6933 802 Cell: 072 1571 321</p>	
<p style="text-align: center;">Source: Cape Farm Mapper</p>		

FIGURE 3: LOCALITY MAP OF THE PROPOSED DEVELOPMENT SITE IN RELATION WITH THE SURROUNDING AIRFIELDS, WORCESTER, WESTERN CAPE.

3. SITE INSPECTION

During the site inspection, it was clear that no runways are visible from the proposed development site. The Worcester Airfield is located approximately 4.86 km South West of the proposed development site.

Numerous areas are located between the proposed development site and the Airfield. It should also be noted that the Worcester Airfield is also used as a flying school. The Airfield is only used by light aircrafts.

Please refer to Figure 3 above for the location of the airfield relative to the proposed development site.

4. DISCUSSION OF POTENTIAL CIVIL AVIATION IMPACT

As previously mentioned, the Worcester Airfield is located approximately 4.86 kilometres South West from the proposed development site. No runways are visible from the proposed development site due to the great distance between the proposed development site and the airfield.

Due to the distance between the proposed development site and the airfield, as well as that the airfield is only used for light aircrafts, it is clear that there are no direct or indirect potential impacts as a result of the proposed development. Therefore, the proposed development will have no impact on any Airfield.

The mere distance between the proposed development and any runways ensure that the proposed development will have an **insignificant** impact on civil aviation.

In addition to the above, it should be noted that the proposed development will be located adjacent to existing reservoirs. This will minimise the overall impact of the proposed development on its surroundings. Due to the existing reservoirs system not having an impact on civil aviation, it is safe to conclude that the proposed expansion will also not have any impact on the nearby airfield.

The proposed development will not have an impact on the flying patterns of the airplanes. It should also be noted that the proposed development does not entail the construction of skyscraper buildings of any large or high structures.

It is therefore clear the proposed development will have an **insignificant** impact on civil aviation.

Due consideration has been given to the potential impact of the proposed development on civil aviation. It is GNEC's professional opinion that all factors regarding the civil aviation theme has been taken into account in this site sensitivity verification report. Therefore, as the proposed development will have an insignificant impact on civil aviation, it is not required for a Civil Aviation Compliance Statement to be compiled.

5. CONCLUSION OF CIVIL AVIATION VERIFICATION

A Screening Tool Report has been generated for the proposed development. According to the screening tool report the Civil Aviation Theme has a “High sensitivity” rating. Therefore, this site sensitivity verification report was compiled to determine whether a Civil Aviation Compliance Statement will be required for the proposed development.

As previously mentioned, the Worcester Airfield is located approximately 4.86 kilometres South West from the proposed development site.

Due to the distance between the proposed development site and the above-mentioned airfield, it is clear that there are no direct or indirect potential impacts as a result of the proposed development. Therefore, the proposed development will have no impact on any Airfield. The proposed development will have an **insignificant** impact on civil aviation.

In addition to the above, it should be noted that the proposed development will be located adjacent to existing reservoirs. This will minimise the overall impact of the proposed development on its surroundings. Due to the existing reservoirs system not having an impact on civil aviation, it is safe to conclude that the proposed expansion will also not have any impact on the nearby airfield.

The proposed development will therefore not have an impact on the flying patterns of the airplanes. It should also be noted that the proposed development does not entail the construction of skyscraper buildings of any large or high structures.

The proposed development will therefore have an **insignificant** impact on civil aviation. Due consideration has been given to the potential impact of the proposed development on civil aviation. It is GNEC’s professional opinion that all factors regarding the civil aviation theme has been taken into account in this site sensitivity verification report. Therefore, as the proposed development will have an insignificant impact on civil aviation, it is not required for a Civil Aviation Compliance Statement to be compiled.

6. REFERENCES

Cape Farm Mapper. 2020. *Remainder of Erf 19909, Worcester, Western Cape*. 33°37'21.79"S, 19°26'25.52". 3D map, viewed 26 August 2020.

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