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CIVIL AVIATION COMPLINACE STATEMENT FOR PROPOSED DEVELOPMENT OF ERF 301, WHITES ROAD, HOEKWIL (WILDERNESS HEIGHTS), GEORGE MUNICIPALITY, WESTERN CAPE.



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STATEMENT OF INDEPENDENCE

I, **Joclyn Marshall**, of Eco Route Environmental Consultancy, in terms of section 33 of the NEMA, 1998 (Act No. 107 of 1998), as amended, hereby declare that I provide services as an independent Environmental Assessment Practitioner (EAPASA Reg: **2022/5006**) and receive remuneration for services rendered for undertaking tasks required in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), and the Environmental Impact Assessment Regulations, 2014 (as amended). I have no financial or other vested interest in the project.

EAP SIGNATURE: _____

1. BACKGROUND

The proposal is for the development of a single residential dwelling with six (6) smaller guest units called "Pods". The 3-bedroom primary dwelling is positioned centrally on the property as close as possible to Whites Road to the north, with four (4) of the Pods to the west of it and another two (2) Pods directly south. The proposed development will proceed in two phases with the first phase including the construction of the primary dwelling with four of the Pods. The second phase will include the finalisation of the last two Pods.

The primary dwelling (including a store and garage) will have a footprint of 446 m² with the front half raised off the ground (on columns) to minimise the disturbance on vegetation and habitats, effectively reducing the permanent disturbance area to approximately 200 m². Each of the pods will have a footprint of approximately 50 m², with only a quarter of that area being levelled for construction as the rest of the pod areas will also be constructed on columns. This effectively reduces the permanent disturbance area to approximately 10 m².

The single storey primary dwelling is proposed to have a mono-pitch roof to allow light in from the north and lower the total height of the structure. The proposed building plans (with the floor plan, elevations & sections) for the primary dwelling shows how the structure is accommodated within an 8.5m parallel line with the slope of the property.

The tourist accommodation units will be one-bedroom units between the vegetation of ±50m² each, which includes outdoor spaces. It is also proposed to be mono-pitch, single storey structures with a maximum height of ±7.48m, as determined by the topography. The units will not be identical in size, but the building materials and finishes will be the same.

Some features of the primary dwelling will include a circular pool with island in the middle, living roof gardens, a braai area with pergola, and patio. Pods will each comprise a single bedroom, along with supplementary living amenities such as an adjoining bathroom. They will be constructed on columns and stabilized on platforms according to the engineer's design specifications.

2. NATIONAL ENVIRONMENTAL SCREENING TOOL REPORT

As required to compliment a Basic Assessment application the national web-based screening tool was used to generate an environmental screening report. The screening report lists a variety of specialist studies to be undertaken based on the data informants of the tool at the study area. This site sensitivity verification report, following ground-truthing of the site, motivates why certain specialist studies will / will not be required or conducted for the proposed development application.

The screening reports indicate that the receiving environment has a **MEDIUM** Sensitivity for this theme as the proposed development property is between 15 and 35 km from a civil aviation radar and major civil aviation aerodrome, and between 8 and 15 km of other civil aviation aerodrome.

Sensitivity	Feature(s)
Medium	Between 15 and 35 km from a civil aviation radar
Medium	Between 15 and 35 km from a major civil aviation aerodrome
Medium	Between 8 and 15 km of other civil aviation aerodrome

3. CIVIL AVIATION ACT 13 OF 2009

The Civil Aviation Act 13 of 2009 is a South African law that regulates civil aviation in the country, ensuring it meets international standards for safety, security, and efficiency. The Act outlines the roles and responsibilities of the Civil Aviation Authority (CAA), which oversees the regulation and monitoring of civil aviation activities, ensuring they comply with set safety and operational standards. It includes provisions on licensing, accident investigations, airspace management, environmental impact, and protection of passengers. The law aims to promote sustainable development in aviation, enhance safety and security, and ensure public interest is upheld in aviation matters.

The project complies with the provisions outlined in the Civil Aviation Act 13 of 2009, which regulates civil aviation activities in South Africa. Specifically, the development adheres to the regulations concerning land use planning and zoning in proximity to airports and aviation infrastructure.

4. COMPLIANCE STATEMENT

This compliance statement outlines the steps taken to ensure that the proposed development meets the requirements and guidelines of the South African Civil Aviation Authority (SACAA) and other relevant civil aviation regulations, focusing on operational safety and airspace management.

4.1. Airspace and Obstruction Clearance

- **Height and Obstruction Restrictions:** The building height is kept within standard residential limits, thus minimizing the risk of any interference with low-flying aircraft or aviation operations in the vicinity.
- **Local Airspace Classification:** Erf 301 is situated outside of controlled airspace typically used for commercial or military aviation. Therefore, the project does not interfere with regulated air traffic patterns.
- **Runway Proximity:** Wilderness is not located near major airports or airstrips, reducing the likelihood of any conflict with take-off, landing, or flight paths.

4.2. Environmental Compliance and Lighting Considerations

- **Lighting:** The development will adhere to minimal lighting specifications to prevent interference with nocturnal navigation for aircraft. No high-intensity lights will be installed that could be mistaken for navigational aids.
- **Reflective Surfaces:** Building materials and windows are selected to avoid excessive reflection or glare that could impact visibility for passing aircraft.

4.3. Compliance with South African Civil Aviation Regulations

- **Submission and Review Process:** The Draft Basic Assessment Report has been submitted for review, and all guidelines from the SACAA applicable to non-aviation developments have been taken into account.
- **Regulatory Adherence:** The project adheres to all relevant SACAA regulations and guidelines for residential developments near aviation areas.

5. CONCLUSION

The proposed development on Erf 301 is in compliance with all applicable Civil Aviation regulations and does not present any risk or obstruction to nearby airspace or aviation activities. This statement certifies that all necessary measures have been taken to mitigate potential impacts on aviation and to ensure ongoing compliance with SACAA standards.