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ENVIRONMENTAL CONSULTING

SITE VERIFICATION REPORT FOR THE PROPOSED EXPANSION OF A DIESEL STORAGE & DISTRIBUTION DEPOT, WESGRAAN KLIPHEUWEL SILO, PORTION 17 OF THE FARM VRYHEID NO. 55, KLIPHEUWEL.

Date: 16th September 2020

1.Introduction & Legislative Context

Kaap Agri (Pty) Ltd has an existing silo facility, called the Wesgraan – Klipheuwel Silo, where oats, wheat, maize, canola and grain are stored in large volumes. Grain carrier trucks as well as private farmers harvest their grains and sell them to Kaap Agri where they are stored at this facility before being taken to the mills for processing. The applicant, Kaap Agri (Pty) Ltd, proposes to expand their current operations by increasing their diesel storage capacity on site. The development proposal entails the expansion and upgrade of the existing grain and diesel storage facility by developing an additional 5 X 83m^3 diesel storage tanks at maximum capacity. Currently the facility has 2 X 23m^3 diesel tanks. Various road infrastructure upgrades are proposed to accommodate loading and offloading of diesel as well as to accommodate the existing flow of grain carrier trucks into the grain storage facility.

Sillito Environmental Consulting (Pty) Ltd (SEC) has been appointed to undertake the Basic Assessment EIA Process with the aim of receiving an Environmental Authorisation in terms of the 2014 EIA Regulations, as amended, published under the National Environmental Management Act (NEMA).

Regulation 16(1)(v) of the Environmental Impact Assessment Regulations 2014, as amended, states that a Screening Report is required to accompany any application for Environmental Authorisation. In this regard the National web-based Screening Tool must be generated and submitted with every application.

The Procedures for the Assessment and Minimum Criteria for Reporting on Identified Environmental Themes in Terms of Sections 24(5)(a) and (h) and 44 of the NEMA, dated 20th March 2020, prescribes the general requirements for undertaking **site sensitivity verification and provides protocols for the assessment and minimum report content for environmental themes.**

These Procedures explain that prior to commencing with a specialist assessment the current use of land and the environmental sensitivity of the site identified by the National Screening Tool must be confirmed by undertaking a site sensitivity verification and the outcome of the site sensitivity verification must be recorded in the form of a report. This report therefore meets the requirements of the site sensitivity verification report outlined in the Procedures.

2. Themes & Environmental Sensitivity Identified by Screening Tool

The table below indicates the level of sensitivity of each of the themes identified in the National Web-based Screening Tool Report:

Theme	**Very High Sensitivity**	**High Sensitivity**	**Medium Sensitivity**	**Low Sensitivity**
Agriculture Theme			**X**	
Animal Species Theme		**X**		
Aquatic Biodiversity Theme				**X**
Archaeological & Cultural Heritage		**X**		
Civil Aviation Theme		**X**		
Plant Species Theme			**X**	
Defense Theme				**X**
Terrestrial Biodiversity Theme	**X**			

3. Specialist Studies Identified by Screening Tool

The following Specialist Assessments have been identified by the Screening Tool:

1. Agricultural Impact Assessment;
2. Archaeological and Cultural Heritage Impact Assessment;
3. Palaeontology Impact Assessment;
4. Terrestrial Biodiversity Impact Assessment;
5. Aquatic Biodiversity Impact Assessment;
6. Hydrology Assessment;
7. Noise Impact Assessment;
8. Traffic Impact Assessment;
9. Geotechnical Assessment;
10. Socio-economic Assessment;
11. Plant Species Assessment; and
12. Animal Species Assessment.

4. Site Assessment and Determination of Site Sensitivity by EAP

A site visit was carried out on the 26th of August 2020 to verify the site sensitivity and the specialist assessments required. Please refer to the figures below which show the existing property (Portion 17 of Farm No 55) and the development footprint for the proposed 5 X diesel storage tanks.

Figure 1: *Existing grain trucks enter the existing Wesgraan-Klipheuwel Silo grain storage facility from Klipheuwel Road and the enter the site at entrance No 3 shown in the figure above.*

Figure 2 & 3: *The existing 2 X 23m^3 diesel storage & distribution facility on site.*

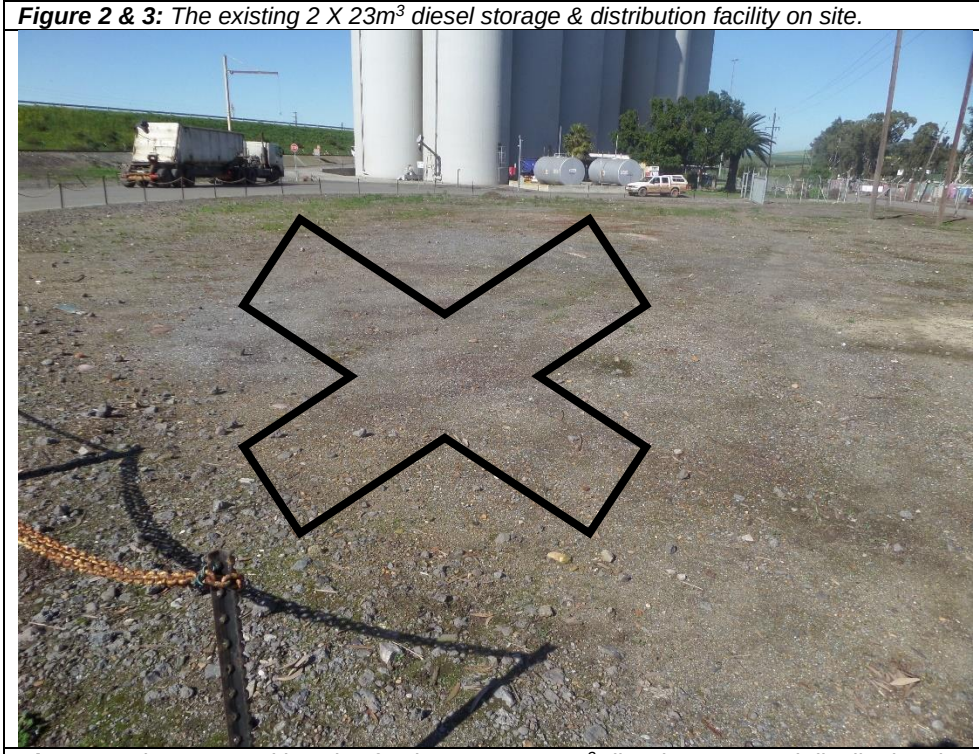

Figure 4: *The proposed location for the 5 X new 83m^3 diesel storage and distribution depot. The development footprint of the site is completely transformed land comprising of a hard gravel surface.*

Figure 5: *The proposed location for the new entrance road for the grain carrier trucks. The existing road currently used by the grain carrier trucks (as per this image) will be used by the trucks dispatching and refuelling.*

Figure 6 & 7: *Storm water management infrastructure on site directing clean stormwater through the site underneath the existing prick paved road. A concrete canal (figure 7) and stone pitched canal (figure 6).*

Based on the site visit and the images provided above it is evident that the property is completely transformed and currently an operational facility (Zoned General Industry – Grain Storage Facility). The site has no ecological functioning, as the site consists only of hard gravel surfaces and contains no vegetation, no animal species and no natural watercourses.

5. Motivation by the EAP Agreeing or Disputing the Specialist Assessments Identified in Screening Tool Report

5.1 Agricultural, Archaeological / Cultural Heritage, Palaeontology, Terrestrial Biodiversity, Aquatic Biodiversity, Noise Impact Assessment, Plant Species Assessment Animal Species Assessment

The property is completely transformed and currently an operational facility (Zoned General Industry – Grain Storage Facility). The site has no ecological functioning, as the site consists only of hard gravel surfaces and contains no vegetation, no animal species and no natural watercourses. The site is zoned for General Industry and not for Agriculture. No loss of agricultural land is proposed. The soil has been completely disturbed and no archaeological material is on site.

Figure 8: *The closest watercourse to the site (red cross in image above) is the Mosselbank Rivier located 365m away from the site proposed for diesel storage. The river will not be at any risk because a bund wall will be built around the storage tanks in case of any leaks or tank failure. The tanks are proposed above ground.*

5.2 Hydrology Assessment

As is evident from Figure 6 & 7 above clean stormwater is channelled through the site with existing stormwater infrastructure. Concrete slabs will be constructed where trucks will park for loading and offloading purposes (spill containment slabs). A storm water management plan for the management of clean stormwater and dirty stormwater (from the spill containment slabs) will be designed and included as an Annexure to the Operational Phase Environmental Management Plan. This is a detailed design requirement that will be undertaken post Environmental Authorisation before the facility is built.

5.3 Traffic Impact Assessment

A Traffic Impact Assessment is currently underway due to the significance of the existing traffic on site and the expected cumulative traffic impact for the proposed diesel storage depot. The traffic engineers, EFG Engineers (Pty) Ltd, are the engineers designing the layout plan for access to the site.

5.4 Geotechnical Assessment

No geotechnical assessment is proposed. This is an existing operational facility with existing above ground diesel tanks. 5 X additional tanks are proposed to be installed above ground. The traffic impact assessment has determined the technical feasibility of the proposed development in terms of access, refuelling, offloading and exit arrangements.

5.5 Socio-economic Assessment

No socio-economic assessment is proposed for a diesel storage and distribution facility to be built at an existing operational facility. Kaap Agri (Pty) Ltd has confirmed that they have many private farmers and other clients, especially in the Moorresburg area, needing diesel fuel. The demand for the fuel is currently there and they propose to build this facility to meet the existing high demand.

5.6 Major Hazard Identification Assessment (MHI)

Due to the fact there is an informal settlement across the road, the Klipheuwel settlement, and given the high volume of fuel proposed to be stored on site (415m^3 new area plus existing 46m^3), a health and safety risk has been identified should, for example, a fire or explosion occur on site. The Screening Tool did not identify this requirement. The EAP has identified the need to assess the safety risk due to the proximity of the tanks to the informal residents. **The MHI Risk Assessment is currently underway.**

In conclusion, the only specialist assessments proposed for a site of this nature (existing industrial site completely transformed), for this type of development (expansion of diesel storage and increase in truck traffic), is a Major Hazard Installation (MHI) Risk Assessment and a Traffic Impact Assessment.

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