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**Ref:** EC06/C/LN1&3/M/23-2024

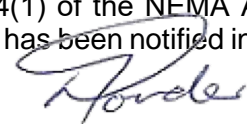
Shamwari Properties (Pty) Ltd  
Shamwari Game Reserve  
P.O. Box 91  
Paterson  
6140

Attention: Mr Joe Cloete

Email: [joe.cloete@shamwari.com](mailto:joe.cloete@shamwari.com)

**APPLICATION FOR AUTHORISATION IN TERMS OF SECTION 24 OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, ACT 107 OF 1998 TO UNDERTAKE A LISTED ACTIVITY AS SCHEDULED IN THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014 AS AMENDED: PROPOSED CONSTRUCTION OF AN AIRSTRIP ON THE REMAINDER OF FARM NO. 141 (SHAMWARI GAME RESERVE) WITHIN THE SUNDAYS RIVER MUNICIPALITY**

1. With reference to the above-mentioned application (Ref No. EC06/C/LN1&3/M/23-2024), please be advised that the Department has decided to grant authorisation as set out in the attached Environmental Authorisation. The Authorisation Notice and reasons for the decision are attached herewith.
2. In terms of Regulation 4(2) of the Environmental Impact Assessment Regulations, 2014 as amended, you are instructed to notify all registered interested and affected parties, in writing and within fourteen (14) calendar days of the date of this letter, of the Department's decision in respect of your application as well as the provisions regarding the making of appeals that are provided for in the 2014 Appeal Regulations.
3. The written notification referred to above must -
  - 3.1. Specify the date on which the Environmental Authorisation was issued;
  - 3.2. Inform interested and affected parties of the appeal procedure provided for in the Appeal Regulations published in GN R993 of 8 December 2014 in terms of Section 44 read together with Section 43 of the National Environmental Management Act, Act 107 of 1998; and
  - 3.3. Advise interested and affected parties that a copy of the Environmental Authorisation and reasons for the decision will be furnished on request.
4. In the event that an appeal is lodged, copies of such appeal must be served on the applicant (if not the appellant), all registered interested and affected parties as well as juristic state departments (organ of state with interest in the matter) within 20 days of having been notified in accordance with the requirements stipulated in paragraphs 2 and 3.
5. Any appeal against the decision contained in this Authorisation must be addressed in writing, to the MEC for Economic Development, Environmental Affairs & Tourism (hereinafter referred to as "the MEC") in terms of Regulation 4(1) of the NEMA Appeal Regulations 2014 and within 20 (twenty) days after the appellant has been notified in terms of paragraphs 2 and 3, of the decision.



*Only appeals on environmental grounds can be considered. All appeals should be accompanied by relevant supporting documentation.*

6. An Appeal Submission must be made on a form obtainable from the Department Appeal Administrator and/or the Departmental website on [www.dedea.gov.za](http://www.dedea.gov.za) or relevant Regional Office.
7. The Appellant must also submit a copy of the appeal to the regional office that processed the application.
8. The address to which the **original** of any appeal documentation must be mailed is outlined below. Please note that originals may also be delivered per hand or courier.

Department	Economic Development, Environmental Affairs & Tourism
Attention	General Manager: Environmental Affairs
Postal Address	Private Bag X0054, <b>BHISHO</b> , 5605
Hand delivery	Old Safety and Liaison Building (Global Life Complex) opposite Engen Garage, Bhisho
In order to facilitate efficient administration of appeals <b>copies</b> of any appeal and supporting documentation must also be submitted via email as follows:	
Appeal Administration: Mr S. Gqalangile	<a href="mailto:Siyabonga.Gqalangile@dedea.gov.za">Siyabonga.Gqalangile@dedea.gov.za</a>
Administrative assistant: Ms P. Gxala	<a href="mailto:Phumeza.Gxala@dedea.gov.za">Phumeza.Gxala@dedea.gov.za</a>

9. In the event that an appeal is lodged with regard to this Authorisation, the listed activities described in this Authorisation may not commence prior to the resolution of the appeal and prior to the Department's written confirmation of compliance with all conditions that must be met before construction can commence, whichever event is the latter.



**DAYALAN GOVENDER**  
**DEPUTY DIRECTOR: ENVIRONMENTAL AFFAIRS**  
**SARAH BAARTMAN/NMB REGION**

**DATE:** 28 August 2024

# Environmental Authorisation

<b>AUTHORISATION NOTICE REGISTER NUMBER</b>	Provincial Ref No: EC06/C/LN1&3/M/23-2024 Neas Ref No: ECP/EIA/00001571/2024
<b>LAST AMENDED</b>	Not applicable
<b>HOLDER OF AUTHORISATION</b>	Shamwari Properties (Pty) Ltd.
<b>LOCATION OF ACTIVITY</b>	Remainder of Farm No. 141 – Shamwari Game Reserve

## DEFINITIONS:

The following definitions are applicable to this Environmental Authorisation:

Audit” as used in the context of this Environmental Authorisation refers to an audit of compliance with conditions contained in this Environmental Authorisation and the requirements / stipulations of a Construction and / or Operational Environmental Management Programme and not to an Environmental Audit undertaken in terms of an accredited environmental management system by a certified environmental management systems auditor.

“CBA” – Critical Biodiversity Area

“CEMPr” – Construction Environmental Management Programme.

“Commencement” – Any physical activity on site that can be viewed as associated with the construction of the runway and associated infrastructure as described in Section 2 of this Environmental Authorisation, inclusive of initial site preparation.

“DBAR” – Draft Basic Assessment Report titled “Draft Basic Assessment report – Proposed development of a 1.4 km airstrip at Shamwari Private Game Reserve, Paterson, Eastern Cape” dated June 2024 as prepared by the EAP.

“DFFE” – Department of Forestry, Fisheries and the Environment

“EAP” – Environmental Assessment Practitioner as represented by Ms Lea Jacobs of Engineering Advice and Services (EAS).

“ECBCP” – Eastern Cape Biodiversity Conservation Plan.

“ECO” – Environmental Control Officer.

“EIA regulations” – These are the 2014 Environmental Impact Assessment Regulations as amended by GN R326 of 7 April 2017 published in terms of Chapter 5 of the National Environmental Management Act, Act 107 of 1998 as amended.

“EMPr” - Environmental Management Programme titled “Environmental Management Programme – Proposed development of a 1.4 km airstrip at Shamwari Private Game Reserve, Paterson, Eastern Cape” dated June 2024 attached to the FBAR as Appendix F

"FBAR" - Final Basic Assessment Report titled "Final Basic Assessment report – Proposed development of a 1.4 km airstrip at Shamwari Private Game Reserve, Paterson, Eastern Cape" dated 22 August 2024 as prepared by the EAP.

"NEMA" – National Environmental Management Act, Act 107 of 1998.

"OEMPr" – Operational Environmental Management Programme.

"The Department" – The Department of Economic Development, Environmental Affairs and Tourism, Eastern Cape Province.

## 1. Decision

The Department is satisfied, on the basis of information available to it and subject to compliance with the conditions of this Environmental Authorisation that the applicant should be allowed to undertake the activity specified below. Details regarding the basis on which the Department reached this decision are set out in Sections 4 and 5 of this Environmental Authorisation.

## 2. Activities and regulations for which authorisation has been granted

By virtue of the powers conferred on it by the National Environmental Management Act, Act 107 of 1998 and the NEMA Environmental Impact Assessment Regulations, 2014 as amended, the Department hereby authorises Shamwari Properties (Pty) Ltd being the legal or natural person who has applied for this authorisation, with the following contact details:

<b>Name</b>	<b>Shamwari Properties (Pty) Ltd</b>		
<b>Address</b>	<b>Postal Address: P.O. Box 91, Paterson, 6130</b> <b>Physical address: Shamwari Private Game Reserve.</b>		
<b>Telephone</b>	<b>042 203 1111</b>	<b>Cell</b>	<b>082 327 0363</b>
<b>Contact</b>	<b>Mr Joe Cloete</b>	<b>E-mail</b>	<a href="mailto:joe.cloete@shamwari.com">joe.cloete@shamwari.com</a>

To undertake the following activity (hereafter referred to as "the activity"), in terms of the scheduled activities or activities listed in the table below:

<b>Detailed description of activity</b>
<p>The activity entails the construction and operation of tarred aircraft landing strip on Remainder of Farm No. 141 within Shamwari Private Game Reserve. The area where the airstrip will be constructed is south of the R342 gravel road between the N2 and on a portion of Shamwari Game Reserve that is used for breeding and rehabilitation of injured or sick animals and that does not form part of the guest experience at Shamwari. The airstrip will be in a camp that is already fenced off and serving as a buffer zone to the rest of the reserve breeding grounds.</p> <p>The airstrip will be 1.4km long (inclusive of two turning circles – one at either end) and 25m wide. There will be a 10 m gravel safe zone / buffer area around the airstrip with a 100m safe zone on either end which is to be kept clear of large obstacles i.e. the vegetation in the 100m safe zone on each end of the runway is to be kept short. There will be a concrete hardstand adjacent to the middle of the runway with a welcome / landing lounge inclusive of ablutions for guests to be transported to and from their respective lodges. An existing access track will be used to access the airstrip and guests will be transported on reserve game viewing vehicles.</p> <p>Refuelling of aircraft will be done on site from a mobile bowser that will be brought to site for this purpose if and when required. Refuelling will take place on the concrete hardstand.</p>

Potable water for use at the welcome lounge will be supplied from an existing water supply pipe that traverses the site. Liquid effluent from the welcome lounge will be treated by a Biolytix Treatment System. Electricity requirements will be met by means of solar energy.

Stormwater infrastructure will include mitre drains to ensure water drains off and away from the runway. No additional formalised stormwater infrastructure will be required as the topography of the site will naturally drain the water away from the runway.

#### Listed Activities applied for and authorised

GN R327 – Listing Notice 1 – Activity 27	The clearance of an area of 1 hectares or more, but less than 20 hectares of indigenous vegetation.
GN R324 - Listing Notice 1 – Activity 7	<p>The development of aircraft landing strips and runways 1,4 kilometres and shorter.</p> <p>(a) In Eastern Cape Province</p> <p>i) Outside urban areas:</p> <p>(aa) A protected area identified in terms of NEMPAA, excluding conservancies;</p> <p>(bb) National Protected Area Expansion Strategy Focus areas;</p> <p>(hh) Areas within 10 kilometres from national parks or world heritage sites or 5 kilometres from any other protected area identified in terms of NEMPAA or from the core of a biosphere reserve.</p>

At the locality defined in the Table below, and hereafter referred to as “the property”:

<b>District</b>	Sarah Bartman
<b>Municipal Area</b>	Sundays River Municipality
<b>Farm Name</b>	
<b>Farm Number and Portion</b>	Remainder of Farm No. 141
<b>Erf Number and Township Extension or Suburb</b>	N/A
<b>Co-ordinates representing the two end points and the mid-point of the new airstrip</b>	<p>33°28'49.83"S and 26° 0'14.33"E – Eastern end</p> <p>33°28'45.48"S and 25°59'47.63"E - midpoint</p> <p>33°28'41.44"S and 25°59'21.05"E – western end</p>
<b>Physical address</b>	Shamwari Game Reserve – south of the R342 gravel road between the N2 and Paterson.

**This Environmental Authorisation is granted subject to the conditions set out below.**

### 3. Conditions

*The Department of Economic Development, Environmental Affairs and Tourism may from time to time review this Environmental Authorisation and on good grounds and after written notice to the holder thereof, suspend or amend such Environmental Authorisation.*

#### 3.1. Duration of authorisation

- 3.1.1. Construction of the new runway and associated infrastructure as authorised in this Environmental Authorisation and described in Section of this Environmental Authorisation



must commence within a period of 24 (twenty four) months from the date of issue of this Authorisation. If commencement of the activity does not occur within this period, this Environmental Authorisation lapses and a new application for environmental authorisation must be made in order for the activity to be undertaken.

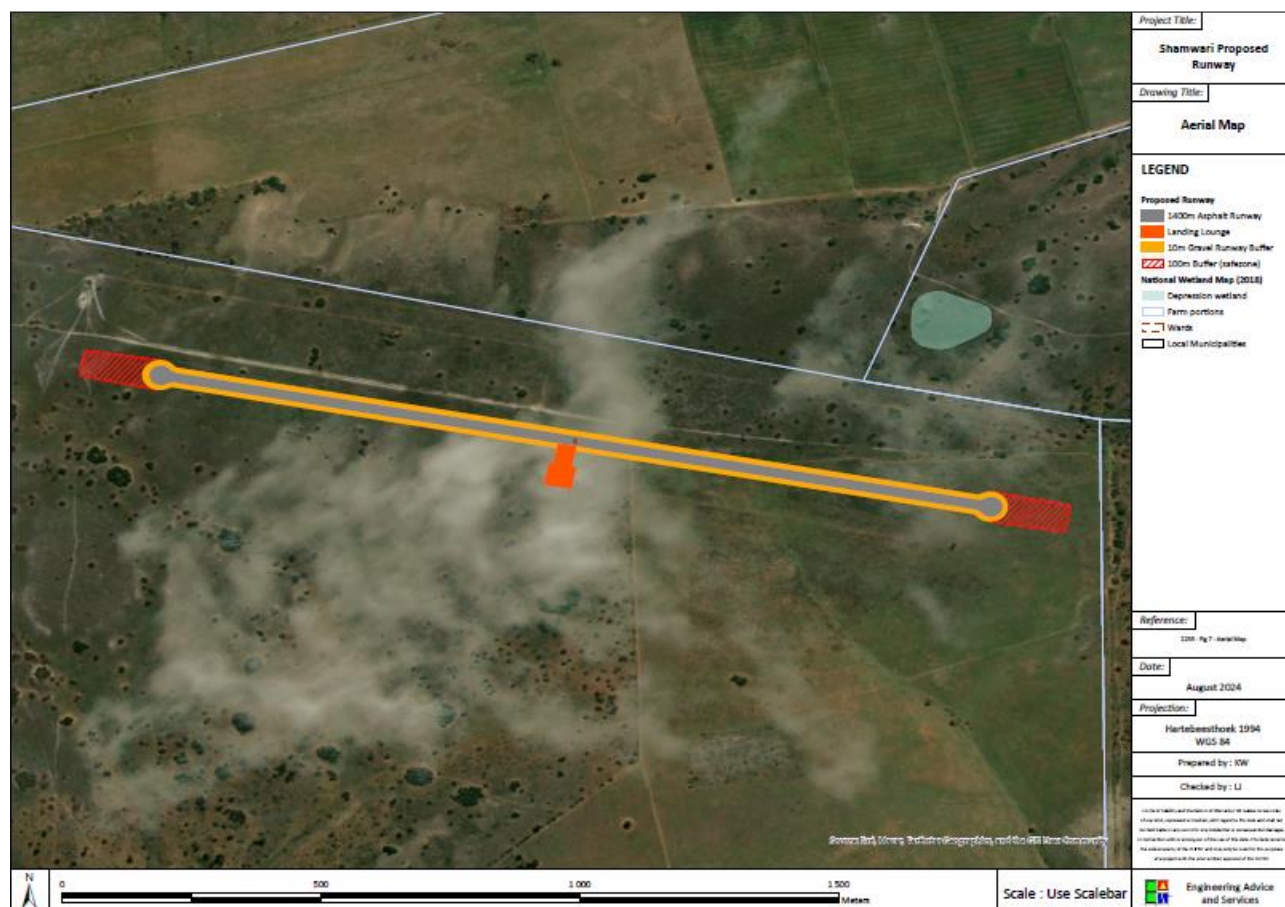
- 3.1.2. Construction to be completed within 12 (twelve) months of commencement.
- 3.1.3. Extension of the Environmental Authorisation may be applied for in writing by means of an amendment of the Environmental Authorisation provided that the Environmental Authorisation is still valid on the date that such application is submitted to the Department. If no amendment requesting extension of the Environmental Authorisation is received prior to the expiry thereof this Environmental Authorisation will be deemed to have lapsed.
- 3.1.4. On receipt of any such application for extension, the Department reserves the right to request such information as it may deem necessary to consider the application for extension which may include but not limited to:
  - 3.1.4.1. An updated CEMP; and
  - 3.1.4.2. Such public participation process as may be deemed necessary at the time of the application for extension.
- 3.1.5. Conditions relating to the operation of the project are valid in perpetuity.

**Figure 1: Location of Shamwari Airstrip indicated by the red line**



*Howe*

**Figure 2: Location and orientation of the Shamwari Airstrip as represented by the grey, orange and red diagram as contained in the FBAR.**



### 3.2. General conditions and declarations

- 3.2.1. Authorisation is subject to the conditions contained in this Environmental Authorisation which conditions form part of the Environmental Authorisation and are binding on the holder thereof.
- 3.2.2. This Environmental Authorisation applies only to the activities and property described therein.
- 3.2.3. This Environmental Authorisation does not negate the holder thereof of his/her responsibility to comply with any other statutory requirements that may be applicable to the undertaking of the activity. In this regard specific mention must be made of:
  - 3.2.3.1. The NEMBA in as far as it relates to removal of indigenous / protected plant species;
  - 3.2.3.2. Relevant and applicable municipal town planning legislation; and
  - 3.2.3.3. Relevant and applicable Civil Aviation legislation.
- 3.2.4. The holder of this Environmental Authorisation shall be responsible for ensuring compliance with the conditions by any person acting on his or her behalf, including but not limited to, an agent, sub-contractor, employee or person rendering a service to the holder of this Environmental Authorisation.
- 3.2.5. Should any environmental damage be detected, that in the opinion of this Department, is the result of the development, then the holder of this Environmental Authorisation shall be required to make good that damage to the satisfaction of the said authority at his/her own expense.

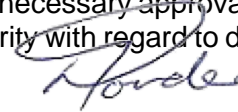
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- 3.2.6. In the event of any dispute as to what constitutes environmental damage, this Department's opinion will prevail.
- 3.2.7. This Department reserves the right to impose additional conditions or requirements on the applicant in respect of impacts identified during the EIA process, or suspend this authorisation, in the event that such impacts exceed its significance as predicted in the EAP's FBAR and supporting documentation provided by the EAP in relation to this application.
- 3.2.8. **This authorisation applies strictly to the project description as outlined in Section 2 of this Authorisation. Should the holder of the Environmental Authorisation wish to amend any component or aspect of the project hereby authorised, then approval will be required from this Department. The Department will advise what information is required as well as the process that must be followed in order to apply for an amendment to this Environmental Authorisation or, if needed, for authorisation in terms of the applicable EIA regulations promulgated in terms of the National Environmental Management Act, Act 107 of 1998.**
- 3.2.9. This Environmental Authorisation is issued to the applicant described above. Should the applicant wish to transfer this Environmental Authorisation to another person (whether legal or natural), such transfer is to be affected by means of an amendment to the Environmental Authorisation. Such amendment to be applied for in terms of the relevant provisions contained in the EIA Regulations that may be applicable at the time.
- 3.2.10. This Environmental Authorisation must be made available to any interested and affected party who has registered their interest in the proposed development. The applicant is responsible for ensuring that a copy of this Environmental Authorisation is given to any such interested and affected party including the neighbouring landowners within 14 (fourteen) days of receiving this Environmental Authorisation.
- 3.2.11. This Environmental Authorisation must be produced to any authorised official of the Department who requests to see it and must be made available for inspection by any employee or agent of the holder of the authorisation who works or undertakes work at the site. In this regard, **the Environmental Authorisation or a certified copy thereof must be kept on site for the duration of the construction period.**
- 3.2.12. Where any of the applicant's contact details change, including the name of the responsible person, the physical or postal address and/or telephonic details, the applicant must notify the Department as soon as the new details become known to the applicant.
- 3.2.13. In all cases, the holder of the Environmental Authorisation must notify the Department, in writing, within 30 days if a condition of this authorisation is not adhered to. Any notification in terms of this condition must be accompanied by reasons for the non-compliance.
- 3.2.14. Non-compliance with a condition of this Environmental Authorisation may result in criminal prosecution or other actions provided for in the National Environmental Management Act, Act 107 of 1998 and the regulations.

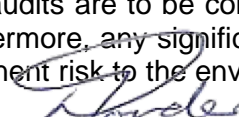
### 3.3. Project-specific Conditions

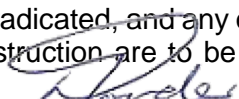
- 3.3.1. Fourteen days written notice must be given to the Department that the activity will commence. Commencement for the purposes of this condition includes site preparation. The notice must include a date on which it is anticipated that the activity will commence.
- 3.3.2. The fourteen day notice contemplated in Condition 3.3.1 may only be submitted once all pre-construction conditions have been complied with and proof of such compliance to be submitted with the fourteen day notice.
- 3.3.3. Construction of the airstrip may only commence once the necessary approvals / permits have been obtained from the South African Civil Aviation Authority with regard to design and layout of the airstrip.





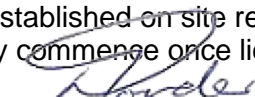
- 3.3.4. Any recommendations / mitigatory measures contained in the FBAR and its appendixes and any additional information submitted subsequent to submission of the FBAR and not explicitly covered under the conditions contained in this Environmental Authorisation, are regarded as conditions in terms of this Environmental Authorisation. In the event that any such recommendation / mitigatory measure is contradictory to a condition contained in this Environmental Authorisation, such condition will be deemed to take precedence.
- 3.3.5. Further to Condition 3.3.4, Shamwari Properties (Pty) Ltd to compile a detailed record of all Conditions, inclusive of recommendations / mitigatory measures contained in the FBAR, in tabular format for inclusion in the Construction phase Environmental Management Programme and / or Operational Phase Environmental Management Programme as applicable.
- 3.3.6. The holder of this Environmental Authorisation being Shamwari Properties (Pty) Ltd will be held liable in the event of non-compliance by any contractor and/or subcontractor involved in this activity.
- 3.3.7. Any upgrading of the aircraft landing strip will be subject to further approval from this Department. For the purposes of this condition, upgrading is defined as the enlargement or expansion of the aircraft landing strip, inclusive of its development footprint and any other facilities normally associated with landing strips, but excluding regular or routine maintenance or the runway and stormwater infrastructure where such will not result in a detrimental impact on the environment that will be more significant than that predicted in the FBAR.
- 3.3.8. Furthermore, any approval required in terms of Condition 3.3.7 to be considered in terms of the EIA Regulations applicable at the time if relevant or else by any such process as the Department may prescribe in terms of this condition provided that such process must be in line with the applicable Environmental Assessment Processes prescribed by law.
- 3.3.9. The relevant conditions of this Environmental Authorisation shall form part of any contracts entered into between the applicant and any contractor(s) and or any sub-contractor(s).
- 3.3.10. Further to Condition 3.3.9, a performance-based requirement with regard to environmental impact management must be included in all contracts related to any activity relating to this Environmental Authorisation inclusive of incentives and penalties.
- 3.3.11. The final detailed layout and design drawings to be submitted to the Department for approval prior to the commencement of construction. These to be based on the site plans and facility illustrations attached to the FBAR as Appendix A and Appendix C respectively.
- 3.3.12. A dedicated CEMPr to be compiled, submitted to and approved by the Department prior to the commencement of construction and to be implemented for the construction phase of the project. In this regard sections of the EMPPr that deals with construction may be used as a point of departure and to include, amongst others if it is not already specifically and explicitly contained therein:
- 3.3.12.1. Applicable conditions contained in this Environmental Authorisation;
- 3.3.12.2. All recommendations, measures, responsibilities, key actions and other provisions contained in the FBAR;
- 3.3.12.3. General principles of environmental management as applicable to construction activities including environmental best practice, erosion prevention and control, minimization of dust, etc.:
- 3.3.12.4. A general code of conduct for any contractor carrying out any work on the development site;
- 3.3.12.5. Stormwater management during construction; and

- 3.3.12.6. A framework for all contracts associated with the construction phase of the development and the Environmental Method Statements that will be associated with such contracts.
- 3.3.13. General principles of environmental management as contemplated in Condition 3.3.12.3 to include, amongst others, the following:
- 3.3.13.1. No cement/concrete mixing to take place on the soil surface. Cement mixers to be placed on large trays to prevent accidental spills from coming into contact with the soil surface;
  - 3.3.13.2. Generators and fuel supply needed during construction must be placed on trays, which rest on clean sand. Once construction has been completed, this sand must be removed from site and disposed of at a registered waste disposal site;
  - 3.3.13.3. Any substrate contaminated by the spillage of hydrocarbons or other pollutants to be removed from the site and disposed of at a registered waste disposal site;
  - 3.3.13.4. No servicing of vehicles and other machinery to take place on site and no fuel or other hazardous material to be stored on site;
  - 3.3.13.5. All excess construction material and any waste generated during construction must be removed from site on an ongoing basis and disposed of at a suitably registered waste disposal site;
  - 3.3.13.6. The contractor must provide adequate waste disposal and sanitation facilities and must ensure that these facilities are properly used and maintained;
  - 3.3.13.7. Clear stipulations as to who is responsible and accountable for what actions; and
  - 3.3.13.8. Sufficient erosion control measures must be stipulated and adhered to.
- 3.3.14. The CEMPr referred to in Condition 3.3.12 to be implemented and strictly adhered to for the duration of the construction phase.
- 3.3.15. The holder of this Environmental Authorisation shall appoint a suitably qualified construction ECO who must be based on site for the duration of construction and who will be responsible for ensuring that the CEMPr is implemented and strictly adhered to (inclusive of the relevant conditions contained within this Environmental Authorisation).
- 3.3.16. The ECO to be appointed prior to the commencement of construction and the name and contact details of the ECO together with the 14 day notice to commence must be submitted to the Department once appointed.
- 3.3.17. The ECO is amongst others responsible for the following:
- 3.3.17.1. To keep record of all activities on site, problems identified, transgressions noted as well as a schedule of tasks undertaken by the ECO;
  - 3.3.17.2. To keep and maintain a detailed incident and complaints register (inclusive of any spillages of hazardous substances and other materials) indicating how these issues were addressed (including any rehabilitation measures implemented) and preventative measures implemented to avoid re-occurrence of such incidents;
  - 3.3.17.3. To keep copies of all reports submitted to the Department on site; and
  - 3.3.17.4. To obtain and keep record of all documentation, permits, licences and authorisations relevant to the project on site.
- 3.3.1 The construction phase as well as the post construction rehabilitation phase is to be audited on an ongoing basis by the ECO. The findings of such audits are to be consolidated and submitted to this Department on a quarterly basis. Furthermore, any significant deviations from the CEMPr, any major non-compliances or any imminent risk to the environment must be reported immediately to the Department.
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- 3.3.18. The holder of this Environmental Authorisation must ensure that all contracting companies tendering for any work related to the construction of the facility receive a copy of the CEMPr referred to in Condition 3.3.12. Furthermore, it must be ensured that all appointed contractors have made appropriate allowance for managing the environmental aspects related to their work in accordance with the provisions of such CEMP.
- 3.3.19. The exact location of any construction camp site that may be necessary, to be approved by the ECO and such area to be restricted to a maximum size of 2000m<sup>2</sup>.
- 3.3.20. The principle of Best Practicable Environmental Option to be applied to all technologies used/implemented during construction.
- 3.3.21. No blanket clearing of vegetation to take place on the site. Vegetation only to be cleared to facilitate the installation of infrastructure and construction of the hardened surfaces associated with the runway.
- 3.3.22. Concomitant to Condition 3.3.21, vegetation clearing in the safe areas that will not be covered by hardened surfaces to be restricted to the trimming / mowing of vegetation and no disturbance of the soil to be allowed. All indigenous vegetation on areas within the site that are not part of the development footprint to remain intact.
- 3.3.23. The development footprint as contemplated in Conditions 3.3.21 and 3.3.22 to be clearly demarcated with pegs. Construction activities, stockpiling of any building material and the storing of machinery must be accommodated within such demarcated area (inclusive of the construction camp site) and in accordance with the relevant provisions of the CEMPr.
- 3.3.24. Prior to the commencement of any site clearing, a suitably qualified botanist is to survey the construction areas and is to identify any protected species or species of special concern. If any protected species are found within the development footprint they need to be removed or relocated to other suitable areas. The necessary permits must be obtained from DEDEAT for those species protected under the Cape Nature and Environmental Ordinance (Ordinance 19 of 1974) or NEMBA. For those species protected under the National Forest Act (Act 84 of 1998), the relevant permits are to be obtained from the Forestry Branch of DFFE.
- 3.3.25. No asphalt mixing are allowed to take place on site. All asphalt required for the tarring of the airstrip to be pre-mixed off site and trucked in if and when required.
- 3.3.26. Excavated topsoil must be stockpiled separately for use during rehabilitation.
- 3.3.27. Topsoil removed during construction and not used in site specific rehabilitation initiatives to be used elsewhere on Shamwari Game Reserve in rehabilitation initiatives.
- 3.3.28. Soil exposure must be limited to the actual construction sites and no indigenous vegetation may be removed on the remainder of the site.
- 3.3.29. Any areas disturbed on individual sites due to construction activities, must be rehabilitated with indigenous vegetation immediately after construction on the individual site has been completed.
- 3.3.30. Vegetation removed during construction and not used in site specific rehabilitation initiatives to be incorporated into rehabilitation of other suitable areas on Shamwari Game Reserve.
- 3.3.31. All sand, gravel stone or other building material to be used are to be obtained from a bona fide source and the building contractor is not allowed to source any such material from the surrounding environment.
- 3.3.32. All alien invasive species and declared weeds, in terms of the Conservation of Agricultural Resources Act, Act 43 of 1983, are to be systematically eradicated, and any of these species colonizing disturbed ground after the completion of construction are to be eradicated and destroyed prior to attaining the seed formation phase.
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- 3.3.33. In the event that any archaeological findings or fossils are uncovered during construction, all work to cease immediately and the South African Heritage Resources Agency (SAHRA) to be contacted immediately to provide the necessary guidance in terms of how to proceed.
- 3.3.34. A post construction environmental audit to be carried out and the report submitted to this Department. This audit to, as a minimum, consider adherence to the relevant conditions contained in this Environmental Authorisation and the stipulations of the CEMPr.

#### **3.4. Conditions relating to operational management**

- 3.4.1. A dedicated OEMPr to be compiled and submitted to this Department prior to the commissioning of the aircraft landing strip. In this regard sections of the EMPPr that deals with operational aspects may be used as a point of departure and to address as a minimum:
- 3.4.1.1. Monitoring of noise levels specific to take-off and landing of aircraft;
  - 3.4.1.2. Stormwater management and erosion control;
  - 3.4.1.3. Invasive alien plant control programme;
  - 3.4.1.4. An operations manual for the airstrip;
  - 3.4.1.5. Maintenance of the aircraft landing strip and associated infrastructure; and
  - 3.4.1.6. All recommendations, measures, responsibilities, key actions and other provisions relating to operation that are contained in the FBAR inclusive of all its appendices.
- 3.4.2. The operations manual referred to in Condition 3.4.1.4 to address amongst others the following:
- 3.4.2.1. Operational hours of the airstrip which are to be restricted to daylight hours between 8h00 and 17h00 unless the airstrip needs to be used in the case of medical emergencies;
  - 3.4.2.2. Flight paths for landing and take-off that avoids as far as possible sensitive noise receptors and ensures that overflights over any part of the Addo National Park will be restricted to above 2500 feet;
  - 3.4.2.3. Frequency of flights landing and taking off from the airstrip; and
  - 3.4.2.4. Mitigation measures included in the noise study appended to the FBAR.
- 3.4.3. The holder of this Environmental Authorisation being Shamwari Properties (Pty) Ltd shall appoint a suitably qualified individual who must assume responsibility for the management of the operational phase of the aircraft landing strip inclusive of ensuring that the OEMPr is implemented and strictly adhered to (inclusive of the relevant conditions contained within this Environmental Authorisation).
- 3.4.4. The frequency of planes landing and taking off from the runway not to exceed that which was assessed and reported on in the FBAR.
- 3.4.5. The type of plane to utilise the runway to be restricted to the Pilatus C24 light business jet as assessed in the FBAR and in the noise study or any other aircraft that are not noisier than the Pilatus C24 and comply with the noise certification standards by a substantial margin.
- 3.4.6. The storm water management infrastructure constructed on site must be fully functional prior to commissioning of the aircraft landing strip.
- 3.4.7. In the event that any storm water dams/ponds to be established on site require a licence in terms of the NWA, construction of the ponds may only commence once licensing of such has been confirmed by DWA.
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- 3.4.8. The aircraft landing strip are only to be used for the taking off and landing of aircraft and no other facilities to be provided other than the welcome / landing lounge as described in Section 2.
- 3.4.9. Refuelling of aircraft are to be facilitated by means of a mobile bowser as described in Section 2 of this Environmental Authorisation and to take place in a suitably concreted area designed and constructed specifically for this purposes and no permanent fuel storage facilities are to be established at the aircraft landing strip.
- 3.4.10. Concomitant to Condition 3.4.9, drainage of any amount of aircraft fuel or oil that may need to be drained during flight preparation to take place within the area referenced in Condition 3.4.9 where refuelling is to take place. on a concreted area designed and constructed specifically for this purpose. Such liquids to be drained into sealed containers that must be provided as and when necessary and disposed of at a suitably registered waste facility.

### 3.5. Conditions relating to decommissioning

- 3.5.1. A basic decommissioning plan to be compiled and submitted to this Department before commencement of operations.
- 3.5.2. The decommissioning plan to be reviewed on a 5 year cycle during the operational phase and immediately prior to actual decommissioning taking place

## Reasons for Decision

### 4.1 Information considered in making the decision

In reaching its decision, the Department took, *inter alia*, the following into consideration:

- 4.1.1 The information contained in the following documentation:
- 4.1.1.1 Completed application form dated 15 April 2024 and submitted to the Department on 6 June 2024;
  - 4.1.1.2 The DBAR as submitted to the Department electronically on 14 June 2024; and
  - 4.1.1.3 The FBAR as submitted to the Department electronically on 23 August 2024.
- 4.1.2 Observations made during a site visit conducted on 5 July 2024 by Andries Struwig of the Department in the company of Ms Lea Jacobs and Mr Kurt Wicht of EAS and Mr Joe Cloete of Shamwari Game Reserve.
- 4.1.3 Comments made by I&AP's and other regulatory authorities and the EAP's response thereto as included in Appendix E of the FBAR.
- 4.1.4 The EIA regulations of 2014 as amended and the objectives and requirements of relevant legislation, policies and guidelines, including Section 2 of the National Environmental Management Act, Act 107 of 1998.

### 4.2. Key factors considered in making the decision

- 4.2.1. The proposed development seeks to develop a gravel airstrip, 1.4 km in length, and 25m wide on a portion of Shamwari Game Reserve. The area where the airstrip will be constructed is south of the R342 gravel road between the N2 and on a portion of Shamwari Game Reserve that is used for breeding and rehabilitation of injured or sick animals and that does not form part of the guest experience at Shamwari. The airstrip will be in a camp that is already fenced off and serving as a buffer zone to the rest of the reserve breeding grounds.

There will be a 10m gravel buffer area around the perimeter of the airstrip with a 100m safe zone on either end. The facility will include a concrete hardstand for parking of aircraft

adjacent to the middle of the runway with a welcome / landing lounge inclusive of ablutions for guests to be transported to and from their respective lodges. An existing access track will be used to access the airstrip and guests will be transported on reserve game viewing vehicles. Refuelling of aircraft will be done on site from a mobile bowser that will be brought to site for this purpose if and when required. Refuelling will take place on the concrete hardstand.

In terms of compliance, the proposed activity will further adhere to all South African Civil Aviation Authority requirements, National Building Regulations and Local planning By- Laws.

4.2.2. The proposed airstrip is intended to serve the Shamwari Game Reserve by providing a facility for people to be flown to Shamwari instead of making use of vehicular transport. In this regard the airstrip will provide a direct access point for both local and international visitors who will visit the reserve for eco-tourism and conservation. The frequency of flights will therefore be very low and restricted to daylight hours. In terms of the wider desirability of the activity, the proposal does not conflict with any municipal Integrated Development Plan (IDP) or Spatial Development Plan (SDP).

4.2.3. Alternatives considered includes the existing 1km long gravel airstrip that is situated 1km north of Long Lee Manor and 4.5km northwest of the proposed new airstrip. This airstrip is however located in an area where wild animals roam and is visible from one of the lodges. Due to space constraints this existing airstrip also cannot be expanded to accommodate larger aircraft and it also poses a potential safety concern for animals. The preferred location for the airstrip is situated south of the R342 gravel road in a portion of Shamwari that is being used for breeding and within a fully fenced camp that is being used as buffer and thus not within the part of Shamwari that forms part of the guest experience.

At the preferred location, three different layout alternatives were considered. The preferred alternative layout as authorised in this Environmental Authorisation has been chosen as it avoids all sensitive areas and the buffer zones identified in the aquatic and biodiversity specialist studies. The existing gravel airstrip will be rehabilitated.

4.2.4. Although the landing strip will be located within Shamwari Game Reserve it is not foreseen that it will have a significant impact as far as ecological processes are concerned. This is mainly because the airstrip will be located within an already fully fenced camp that serves as a buffer to prevent the spread of foot and mouth disease. As such it does not really serve as functional wildlife habitat. The total area that will be taken up by the landing strip together with the associated infrastructure inclusive of the safe zones on either side of and at the end of the runway will be approximately 8ha in extent. This includes approximately 1ha consisting of the 100m safe zones on either end that will not be denuded of vegetation as the vegetation occurring there will only be trimmed / mowed. Within the context of the bigger area that encompasses Shamwari Game Reserve, this loss of vegetation is viewed as being of low significance.

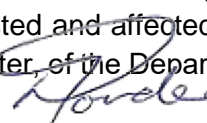
4.2.5. One of the main issues raised during the assessment is noise pollution associated with the landing and taking off of aircraft. The noise specialist study identified a number of Noise Sensitive Areas in proximity to the proposed airstrip as the area is located in a rural area with several farms bordering the site. Of the aircraft considered in the noise study the Pilatus C24 light business jet was calculated to have the highest Sound Power Level. Furthermore, it is anticipated that aircraft will overfly Addo Elephant National Park but the noise study concludes that it is not anticipated that the noise impact at Addo will not be significant due to the aircraft altitude at the park boundary. In addition it must be noted that there is a legal requirement for all overflights over National Parks to be above 2500 feet.

The noise study identified a number of mitigatory measures to limit the impact of noise pollution on the noise receptors and concluded that noise emissions that can be expected during the operational phase of the airstrip will be low, given the infrequent aircraft movements, the short duration of the impact and with the implementation of the mitigatory measures stipulated. Conditions contained in this Environmental Authorisation requires that these mitigatory measures are incorporated into the operational manual for the airstrip.

- 4.2.6. The Environmental Impact Assessment process undertaken satisfies the procedural requirements of the EIA Regulations and the National Environmental Management Act, Act 107 of 1998 including the requirements for public participation.
- 4.2.7. Issues and concerns raised by interested and affected parties were adequately addressed in the FBAR.
- 4.2.8. The FBAR provided adequate information on which to base an informed decision on the environmental implications of the various elements of the proposed project.
- 4.2.9. The Department is satisfied that, the risks to the natural environment and to humans can be adequately managed if all the conditions contained within this Environmental Authorisation are adhered to.
- 4.2.10. The Department is of the opinion that after implementation of the mitigation measures described in the FEIR together with the conditions contained within this Authorisation, that the residual impacts and risks to the environment are acceptable.
- 4.2.11. The conditions set out in this Environmental Authorisation have been designed to ensure that the negative impacts and risks associated with the project are identified, addressed and/or managed effectively.
- 4.2.12. Impacts during construction will be managed through the implementation of a comprehensive Construction Environmental Management Programme (CEMP) as required in terms of Condition 3.3.12. Implementation of and adherence to this CEMP as well as compliance with the conditions of this Authorisation are to be overseen by a dedicated Environmental Control Officer (ECO) as provided for in Condition 3.3.15.
- 4.2.13. Impacts during operation will be managed through the implementation of a comprehensive Operational Environmental Management Programme (OEMP) as required in Condition 3.4.1. This OEMP includes provision for a comprehensive operational manual for the airstrip. Implementation of and adherence to this OEMP are to be overseen by a dedicated Environmental Manager as provided for in Condition 3.4.3.
- 4.2.14. In general the environmental process followed is deemed to be satisfactory. It is the opinion of the Department that the information at hand is sufficient and adequate to make an informed decision. In this regard the Department is satisfied that, subject to compliance with the conditions contained in the Environmental Authorisation, the proposed activity will not conflict with the general objectives of integrated environmental management as laid down in Chapter 5 of the National Environmental Management Act, Act 107 of 1998, and that any potentially detrimental environmental impacts resulting from the proposed activities can be mitigated to acceptable levels.

## **5. Appeal of Authorisation**

- 5.1 In terms of Regulation 4(2) of the Environmental Impact Assessment Regulations, 2014 as amended, you are instructed to notify all registered interested and affected parties, in writing and within fourteen (14) calendar days of the date of this letter, of the Department's decision in



respect of your application as well as the provisions regarding the making of appeals that are provided for in the 2014 Appeal Regulations.

5.2 The notification referred to in 5.1 must:

5.2.1 Specify the date on which the Environmental Authorisation was issued;

5.2.2 Inform interested and affected parties of the appeal procedure provided for in the Appeal Regulations published in GN R993 of 8 December 2014 in terms of Section 44 read together with Section 43 of the National Environmental Management Act, Act 107 of 1998 as amended; and

5.2.3 Advise interested and affected parties that a copy of the Environmental Authorisation and reasons for the decision will be furnished on request.

5.3 Any appeal against the decision contained in this Authorisation must be addressed in writing, to the MEC for Economic Development, Environmental Affairs & Tourism (hereinafter referred to as "the MEC") in terms of Regulation 4(1) of the NEMA Appeal Regulations 2014 and within 20 (twenty) days after the appellant has been notified in terms of paragraphs 5.1 and 5.2, of the decision.

5.4 In the event that an appeal is lodged, copies of such appeal must be served on the applicant (if not the appellant), all registered interested and affected parties as well as juristic state departments (organ of state with interest in the matter) within 20 days of having been notified in accordance with the requirements stipulated in paragraphs 5.1 and 5.2 of the decision.

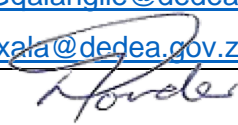
***Only appeals on environmental grounds can be considered. All appeals should be accompanied by relevant supporting documentation.***

5.5 An Appeal Submission must be made on a form obtainable from the Departmental Appeal Administrator and/or the Departmental website on [www.dedea.gov.za](http://www.dedea.gov.za) or relevant Regional Office.

5.6 The Appellant must also submit a copy of the appeal to the regional office that processed the application.

5.7 The address to which the **original** of any appeal and any other documents pertaining to the appeal must be mailed is outlined below. Please note that originals may also be delivered per hand or courier.

Department	Economic Development, Environmental Affairs & Tourism
Attention	General Manager: Environmental Affairs
Postal Address	Private Bag X0054, <b>BHISHO</b> , 5605
Hand delivery	Old Safety and Liaison Building (Global Life Complex) opposite Engen Garage, Bhisho
In order to facilitate efficient administration of appeals <b>copies</b> of any appeal and supporting documentation must also be submitted via email as follows:	
Appeal Administration: Mr S. Gqalangile	<a href="mailto:Siyabonga.Gqalangile@dedea.gov.za">Siyabonga.Gqalangile@dedea.gov.za</a>
Administrative assistant: Ms P. Gxala	<a href="mailto:Phumeza.Gxala@dedea.gov.za">Phumeza.Gxala@dedea.gov.za</a>





- 5.8. In the event that an appeal is lodged with regard to this Authorisation, the listed activities described in this Authorisation may not commence prior to the resolution of the appeal and prior to the Department's written confirmation of compliance with all conditions that must be met before construction can commence, whichever event is the latter.



**ANDRIES STRUWIG**

**MANAGER: EQM**

**SARAH BAARTMAN/NMB REGION**

**DATE:** 28 August 2024



**DAYALAN GOVENDER**

**REGIONAL MANAGER: ENVIRONMENTAL AFFAIRS**

**SARAH BAARTMAN/NMB REGION**

**DATE:** 28 August 2024