



# DRAFT BASIC ASSESSMENT REPORT

for

## KIBOKO LANDING STRIP

on

Portion 1 of Farm 172, Honig Klips Kloof,  
Herbertsdale

In terms of the

National Environmental Management Act (Act No.  
107 of 1998, as amended) & 2014 Environmental  
Impact Regulations



**Prepared for Applicant:**

Morning Tide Investments (Pty) Ltd

**Date: 13 June 2023**

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**Report Reference:** MOS756/06

**Department Reference:** 16/3/3/1/D6/21/0011/23

**Case Officer:** Jessica Christie

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**PURPOSE OF THIS REPORT:**

Stakeholder Review and Comment

**APPLICANT:**

Morning Tide Investments (Pty) Ltd

**CAPE EAPRAC REFERENCE NO:**

MOS756/06

**SUBMISSION DATE**

13 June 2023

**PUBLIC PARTICIPATION**

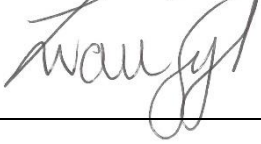
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## DOCUMENT TRACKING

## DOCUMENT HISTORY

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## APPROVAL FOR RELEASE

NAME	TITLE	SIGNATURE
Ms Louise-Mari van Zyl	Mrs	

## DISTRIBUTION

DESIGNATION	NAME	EMAIL / FAX
Potential Stakeholders	Stakeholder Register	Preferred Communication
Mossel Bay Municipal Office	Mr Carel Venter	Electronic Submission
DEA&DP, George	Jessica Christie & Admin Registry	Electronic Submission

# DRAFT BASIC ASSESSMENT REPORT

in terms of the  
National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended &  
Environmental Impact Regulations 2014

## Kiboko Landing Strip

### Portion 1 of Farm 172, Honig Klips Kloof, Herbertsdale

Submitted for:

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## 1. CONTENT OF BASIC ASSESSMENT REPORTS

Appendix 1 of the 2014 EIA Regulations (as amended) contains the required contents of a Basic Assessment Report. The checklist below serves as a summary of how these requirements were incorporated into this Basic Assessment Report.

<b>Requirement</b>	<b>Details</b>
<p>(a) Details of -</p> <p>(i) The EAP who prepared the report; and</p> <p>(ii) The expertise of the EAP, including, curriculum vitae.</p> <p>(iii) Applicant Details</p>	<p>Mrs Mariska Byleveld</p> <p>Refer to main report.</p>
<p>(b) The location of the activity, including –</p> <p>(i) The 21 digit Surveyor General code of each cadastral land parcel;</p> <p>(ii) Where available, the physical address and farm name;</p> <p>(iii) Where the required information in items (i) and (ii) is not available, the coordinates of the boundary of the property or properties.</p>	<p>Portion 1 of Farm 172.</p> <p>C05100000000017200001.</p>
<p>(c) a plan which locates the proposed activity or activities applied for as well as the associated structures and infrastructure at an appropriate scale, or, if it is</p> <p>(i) A linear activity, a description and coordinates of the corridor in which the proposed activity or activities is to be undertaken; or</p> <p>(ii) On land where the property has not been defined, the coordinates within which the activity is to be undertaken.</p>	<p>Refer to Appendix A &amp; B for location &amp; site plan.</p>
<p>(d) a description of the scope of the proposed activity, including -</p> <p>(i) All listed and specified activities triggered and being applied for; and</p> <p>(ii) A description of the activities to be undertaken including associated structures and infrastructure.</p>	<p>Refer to main report.</p>
<p>(e) A description of the policy and legislative context within which the development is proposed, including –</p> <p>(i) An identification of all legislation, policies, plans, guidelines, spatial tools, municipal development planning frameworks, and instruments that are applicable to this activity and have been considered in the preparation of the report; and</p> <p>(ii) How the proposed activity complies with and responds to the legislation and policy context,</p>	<p>Refer to main report.</p>

Requirement	Details
<p><i>plans, guidelines, tools frameworks and instruments.</i></p>	
<p><i>(f) A motivation for the need and desirability for the proposed development, including the need and desirability of the activity in the context of the preferred location.</i></p>	Refer to main report.
<p><i>(g) A motivation for the preferred site, activity and technology alternative.</i></p>	Refer to main report.
<p><i>(h) A full description of the process followed to reach the proposed preferred alternative within the site, including -</i></p> <ul style="list-style-type: none"> <li><i>(i) Details of all alternatives considered;</i></li> <li><i>(ii) Details of the public participation process undertaken in terms of regulation 41 of the Regulations, including copies of the supporting documents and inputs;</i></li> <li><i>(iii) A summary of the issues raised by interested and affected parties, and an indication of the manner in which the issues were incorporated, or the reasons for not including them;</i></li> <li><i>(iv) The environmental attributes associated with the alternatives focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects;</i></li> <li><i>(v) The impacts and risks identified for each alternative, including the nature, significance, consequence, extent, duration and probability of the impacts, including the degree to which these impacts:</i> <ul style="list-style-type: none"> <li><i>(aa) can be reversed;</i></li> <li><i>(bb) may cause irreplaceable loss of resources; and</i></li> <li><i>(cc) can be avoided, managed or mitigated.</i></li> </ul> </li> <li><i>(vi) The methodology used in determining and ranking the nature, significance, consequences, extent, duration and probability of potential environmental impacts and risks associated with the alternatives;</i></li> <li><i>(vii) Positive and negative impacts that the proposed activity and alternatives will have on the environment and on the community that may be affected focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects;</i></li> <li><i>(viii) The possible mitigation measures that could be applied and level of residual risk;</i></li> <li><i>(ix) The outcome of the site selection matrix;</i></li> <li><i>(x) If no alternatives, including alternative locations for the activity were investigated, the motivation for not considering such; and</i></li> <li><i>(xi) A concluding statement indicating the preferred alternatives, including preferred location of the activity.</i></li> </ul>	Refer to main report.
<p><i>(i) A full description of the process undertaken to identify, assess and rank the impacts the</i></p>	Refer to main report.

Requirement	Details
<p><i>activity will impose on the preferred location through the life of the activity, including –</i></p> <ul style="list-style-type: none"> <li><i>(ii) A description of all environmental issues and risks that were identified during the environmental impact assessment process; and</i></li> <li><i>(iii) An assessment of the significance of each issue and risk and an indication of the extent to which the issue and risk could be avoided or addressed by the adoption of mitigation measures.</i></li> </ul>	
<p><i>(j) An assessment of each identified potentially significant impact and risk, including -</i></p> <ul style="list-style-type: none"> <li><i>(i) Cumulative impacts;</i></li> <li><i>(ii) The nature, significance and consequences of the impact and risk;</i></li> <li><i>(iii) The extent and duration of the impact and risk;</i></li> <li><i>(iv) The probability of the impact and risk occurring;</i></li> <li><i>(v) The degree to which the impact and risk can be reversed;</i></li> <li><i>(vi) The degree to which the impact and risk may cause irreplaceable loss of resources; and</i></li> <li><i>(vii) The degree to which the impact and risk can be mitigated.</i></li> </ul>	Refer to main report.
<p><i>(k) Where applicable, a summary of the findings and impact management measures identified in any specialist report complying with Appendix 6 to these Regulations and an indication as to how these findings and recommendations have been included in the final assessment report.</i></p>	Refer to main report.
<p><i>(l) An environmental impact statement which contains:</i></p> <ul style="list-style-type: none"> <li><i>(i) A summary of the key findings of the environmental impact assessment;</i></li> <li><i>(ii) A map at an appropriate scale which superimposes the proposed activity and its associated structures and infrastructure on the environmental sensitivities of the preferred site indicating any areas that should be avoided, including buffers; and</i></li> <li><i>(iii) A summary of the positive and negative impacts and risks of the proposed activity and identified alternatives.</i></li> </ul>	Refer to main report.
<p><i>(m) Based on the assessment, and where applicable, impact management measures from specialist reports, the recording of proposed impact management objectives, and the impact management outcomes for the development for inclusion in the EMPr.</i></p>	Refer to main report and Appendix H for EMPr.
<p><i>(n) Any aspects which were conditional to the findings of the assessment either by the EAP or specialist which are to be included as conditions of authorisation.</i></p>	Refer to main report.
<p><i>(o) A description of assumptions, uncertainties and gaps in knowledge which relate to the assessment and mitigation measures proposed.</i></p>	Refer to main report.

<b>Requirement</b>	<b>Details</b>
<i>(p) A reasoned opinion as to whether the proposed activity should or should not be authorised, and if the opinion is that it should be authorised, any conditions that should be made in respect of that authorisation.</i>	Refer to main report.
<i>(q) Where the proposed activity does not include operational aspects, the period for which the environmental authorisation is required, the date on which the activity will be concluded and the post construction monitoring requirements finalised.</i>	Refer to main report.
<i>(r) An undertaking under oath or affirmation by the EAP in relation to:</i> <i>(i) The correctness of the information provided in the reports;</i> <i>(ii) The inclusion of comments and inputs from stakeholders and I&amp;APs;</i> <i>(iii) The inclusion of inputs and recommendations from the specialist reports where relevant; and</i> <i>(iv) Any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties.</i>	Refer to main report.
<i>(s) Where applicable, details of any financial provisions for the rehabilitation, closure and ongoing post decommissioning management of negative environmental impacts.</i>	Not applicable.
<i>(t) Any specific information that may be required by the competent authority.</i>	Not applicable.
<i>(u) Any other matters required in terms of section 24(4)(a) and (b) of the Act.</i>	Not applicable.



## **BASIC ASSESSMENT REPORT**

### **THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS.**

**NOVEMBER 2019**

(For official use only)	
Pre-application Reference Number (if applicable):	
EIA Application Reference Number:	
NEAS Reference Number:	
Exemption Reference Number (if applicable):	
Date BAR received by Department:	
Date BAR received by Directorate:	
Date BAR received by Case Officer:	

### **GENERAL PROJECT DESCRIPTION**

(This must include an overview of the project including the Farm name/Portion/Erf number)

The project entails the development of an unlicensed, private vegetated landing strip<sup>1</sup> with associated infrastructure including one (1) hangar with apron/parking, a turning circle, a taxiway and a small water reservoir on Portion 1 of Farm 172, near Herbertsdale (Mossel Bay Municipality, Western Cape Province (Figure 1).

The primary function of the facility is for the owner when visiting his property or accommodating his guests. The facility will also cater for regional firefighting and anti-poaching operations in the immediate area. The expected number of aircraft movements are 4 – 8 per month at maximum, excluding anti-poaching / firefighting emergency operations.

<sup>1</sup> This facility is registered with the South African Civil Aviation Authority, registration number R104 as a private, unlicensed airfield.

In terms of the SACAA registration of this airfield, no aircraft movement will take place without the express written permission of the owner in advance.

- The landing strip is registered for daylight operations only.
- Following permission from the owner, flight movements will however be non-scheduled day flights.
- Aircraft type is dependent on the operators/owner, but the largest type aircraft that is likely to make use of this facility would be a firefighting Air Tractor 802 (or similar), or a PC12 seater light passenger aircraft (or similar).
- A light sport aircraft (Savannah S or similar) for anti-poaching will be hangered at the facility.

The water reservoir (to be filled with a combination of rainwater and untreated municipal supply) will be used to refill fire bomber aircraft as and when required. The hangar resembles a typical farm shed structure for small aircraft storage.

Access is directly off the existing gravel road along the north of the property boundary.

Please refer to Section B (4.4.) for a more detailed project description.



**Figure 1: Locality map of Portion 1 of Farm 172 (grey outlined area). The red strip represents the locality of the landing strip.**

## IMPORTANT INFORMATION TO BE READ PRIOR TO COMPLETING THIS BASIC ASSESSMENT REPORT

1. **The purpose** of this template is to provide a format for the Basic Assessment report as set out in Appendix 1 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"), Environmental Impact Assessment ("EIA") Regulations, 2014 (as amended) in order to ultimately obtain Environmental Authorisation.
2. The Environmental Impact Assessment ("EIA") Regulations is defined in terms of Chapter 5 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA") hereinafter referred to as the "NEMA EIA Regulations".
3. The required information must be typed within the spaces provided in this Basic Assessment Report ("BAR"). The sizes of the spaces provided are not necessarily indicative of the amount of information to be provided.
4. All applicable sections of this BAR must be completed.
5. Unless protected by law, all information contained in, and attached to this BAR, will become public information on receipt by the Competent Authority. If information is not submitted with this BAR due to such information being protected by law, the applicant and/or Environmental Assessment Practitioner ("EAP") must declare such non-disclosure and provide the reasons for believing that the information is protected.
6. This BAR is current as of **November 2019**. It is the responsibility of the Applicant/ EAP to ascertain whether subsequent versions of the BAR have been released by the Department. Visit this Department's website at <http://www.westerncape.gov.za/eadp> to check for the latest version of this BAR.
7. This BAR is the standard format, which must be used in all instances when preparing a BAR for Basic Assessment applications for an environmental authorisation in terms of the NEMA EIA Regulations when the Western Cape Government Department of Environmental Affairs and Development Planning ("DEA&DP") is the Competent Authority.
8. Unless otherwise indicated by the Department, one hard copy and one electronic copy of this BAR must be submitted to the Department at the postal address given below or by delivery thereof to the Registry Office of the Department. Reasonable access to copies of this Report must be provided to the relevant Organs of State for consultation purposes, which may, if so indicated by the Department, include providing a printed copy to a specific Organ of State.
9. This BAR must be duly dated and originally signed by the Applicant, EAP (if applicable) and Specialist(s) and must be submitted to the Department at the details provided below.
10. The Department's latest Circulars pertaining to the "One Environmental Management System" and the EIA Regulations, any subsequent Circulars, and guidelines must be taken into account when completing this BAR.
11. Should a water use licence application be required in terms of the National Water Act, 1998 (Act No. 36 of 1998) ("NWA"), the "One Environmental System" is applicable, specifically in terms of the synchronisation of the consideration of the application in terms of the NEMA and the NWA. Refer to this Department's Circular EADP 0028/2014: One Environmental Management System.
12. Where Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA") is triggered, a copy of Heritage Western Cape's final comment must be attached to the BAR.
13. The Screening Tool developed by the National Department of Environmental Affairs must be used to generate a screening report. Please use the Screening Tool link <https://screening.environment.gov.za/screeningtool> to generate the Screening Tool Report. The screening tool report must be attached to this BAR.
14. Where this Department is also identified as the Licencing Authority to decide on applications under the National Environmental Management: Air Quality Act (Act No. 29 of 2004) ("NEM:AQA"), the submission of the Report must also be made as follows, for-

Waste Management Licence Applications, this report must also (i.e., another hard copy and electronic copy) be submitted for the attention of the Department's Waste Management Directorate (Tel: 021-483-2728/2705 and Fax: 021-483-4425) at the same postal address as the Cape Town Office.

Atmospheric Emissions Licence Applications, this report must also be (i.e., another hard copy and electronic copy) submitted for the attention of the Licensing Authority or this Department's Air Quality Management Directorate (Tel: 021 483 2888 and Fax: 021 483 4368) at the same postal address as the Cape Town Office.



**DEPARTMENTAL DETAILS**

<p><b>CAPE TOWN OFFICE: REGION 1 and REGION 2</b></p> <p><del>(Region 1: City of Cape Town, West Coast District)</del>  <del>(Region 2: Cape Winelands District &amp; Overberg District)</del></p>	<p><b>GEORGE OFFICE: REGION 3</b></p> <p><b>(Central Karoo District &amp; Garden Route District)</b></p>
<p>BAR must be sent to the following details:</p> <p><del>Western Cape Government                  Department of Environmental Affairs and Development Planning                  Attention: Directorate: Development Management (Region 1 or 2)                  Private Bag X 9086                  Cape Town,                  8000</del></p> <p><del>Registry Office                  1<sup>st</sup> Floor Utilitas Building                  1 Dorp Street,                  Cape Town</del></p> <p><del>Queries should be directed to the Directorate: Development Management (Region 1 and 2) at:                  Tel: (021) 483 5829                  Fax (021) 483 4372</del></p>	<p>BAR must be sent to the following details:</p> <p>Western Cape Government                  Department of Environmental Affairs and Development Planning                  Attention: Directorate: Development Management (Region 3)                  Private Bag X 6509                  George,                  6530</p> <p>Registry Office                  4<sup>th</sup> Floor, York Park Building                  93 York Street                  George</p> <p>Queries should be directed to the Directorate: Development Management (Region 3) at:                  Tel: (044) 805-8600                  Fax (044) 805 8650</p>

**MAP**

<p><b>Provide a location map (see below) as Appendix A1 to this BAR that shows the location of the proposed development and associated structures and infrastructure on the property.</b></p>	
<p>Locality Map:</p>	<p>The scale of the locality map must be at least 1:50 000.                  For linear activities or development proposals of more than 25 kilometres, a smaller scale e.g., 1:250 000 can be used. The scale must be indicated on the map.                  The map must indicate the following:</p> <ul style="list-style-type: none"> <li>• an accurate indication of the project site position as well as the positions of the alternative sites, if any;</li> <li>• road names or numbers of all the major roads as well as the roads that provide access to the site(s)</li> <li>• a north arrow;</li> <li>• a legend; and</li> <li>• a linear scale.</li> </ul> <p>For ocean based or aquatic activity, the coordinates must be provided within which the activity is to be undertaken and a map at an appropriate scale clearly indicating the area within which the activity is to be undertaken.</p> <p>Where comment from the Western Cape Government: Transport and Public Works is required, a map illustrating the properties (owned by the Western</p>

	Cape Government: Transport and Public Works) that will be affected by the proposed development must be included in the Report.
<p><b>Provide a detailed site development plan / site map (see below) as Appendix B1 to this BAR; and if applicable, all alternative properties and locations.</b></p>	
Site Plan:	<p>Detailed site development plan(s) must be prepared for each alternative site or alternative activity. The site plans must contain or conform to the following:</p> <ul style="list-style-type: none"> <li>• The detailed site plan must preferably be at a scale of 1:500 or at an appropriate scale. The scale must be clearly indicated on the plan, preferably together with a linear scale.</li> <li>• The property boundaries and numbers of all the properties within 50m of the site must be indicated on the site plan.</li> <li>• On land where the property has not been defined, the co-ordinates of the area in which the proposed activity or development is proposed must be provided.</li> <li>• The current land use (not zoning) as well as the land use zoning of each of the adjoining properties must be clearly indicated on the site plan.</li> <li>• The position of each component of the proposed activity or development as well as any other structures on the site must be indicated on the site plan.</li> <li>• Services, including electricity supply cables (indicate aboveground or underground), water supply pipelines, boreholes, sewage pipelines, storm water infrastructure and access roads that will form part of the proposed development <b>must</b> be clearly indicated on the site plan.</li> <li>• Servitudes and an indication of the purpose of each servitude must be indicated on the site plan.</li> <li>• Sensitive environmental elements within 100m of the site must be included on the site plan, including (but not limited to):             <ul style="list-style-type: none"> <li>o Watercourses / Rivers / Wetlands</li> <li>o Flood lines (i.e., 1:100 year, 1:50 year and 1:10 year where applicable);</li> <li>o Coastal Risk Zones as delineated for the Western Cape by the Department of Environmental Affairs and Development Planning ("DEA&amp;DP");</li> <li>o Ridges;</li> <li>o Cultural and historical features/landscapes;</li> <li>o Areas with indigenous vegetation (even if degraded or infested with alien species).</li> </ul> </li> <li>• Whenever the slope of the site exceeds 1:10, a contour map of the site must be submitted.</li> <li>• North arrow</li> </ul> <p>A map/site plan must also be provided at an appropriate scale, which superimposes the proposed development and its associated structures and infrastructure on the environmental sensitivities of the preferred and alternative sites indicating any areas that should be avoided, including buffer areas.</p>
Site photographs	<p>Colour photographs of the site that shows the overall condition of the site and its surroundings (taken on the site and taken from outside the site) with a description of each photograph. The vantage points from which the photographs were taken must be indicated on the site plan, or locality plan as applicable. If available, please also provide a recent aerial photograph. Photographs must be attached to this BAR as <b>Appendix C</b>. The aerial photograph(s) should be supplemented with additional photographs of relevant features on the site. Date of photographs must be included. Please note that the above requirements must be duplicated for all alternative sites.</p>

Biodiversity Overlay Map:	A map of the relevant biodiversity information and conditions must be provided as an overlay map on the property/site plan. The Map must be attached to this BAR as <b>Appendix D</b> .
Linear activities or development and multiple properties	GPS co-ordinates must be provided in degrees, minutes and seconds using the Hartebeeshoek 94 WGS84 co-ordinate system. Where numerous properties/sites are involved (linear activities) you must attach a list of the Farm Name(s)/Portion(s)/Erf number(s) to this BAR as an Appendix. For linear activities that are longer than 500m, please provide a map with the co-ordinates taken every 100m along the route to this BAR as <b>Appendix A3</b> .

## ACRONYMS

DAFF:	Department of Forestry and Fisheries
DEA:	Department of Environmental Affairs
DEA& DP:	Department of Environmental Affairs and Development Planning
DHS:	Department of Human Settlement
DoA:	Department of Agriculture
DoH:	Department of Health
DWS:	Department of Water and Sanitation
EMPr:	Environmental Management Programme
HWC:	Heritage Western Cape
NFEPA:	National Freshwater Ecosystem Protection Assessment
NSBA:	National Spatial Biodiversity Assessment
TOR:	Terms of Reference
WCBSP:	Western Cape Biodiversity Spatial Plan
WCG:	Western Cape Government

## ATTACHMENTS

**Note:** The Appendices must be attached to the BAR as per the list below. Please use a ✓ (tick) or a x (cross) to indicate whether the Appendix is attached to the BAR.

The following checklist of attachments must be completed.

APPENDIX			✓ (Tick) or x (cross)
Appendix A:	<b>Maps</b>		
	Appendix A1:	Locality Map	✓
	Appendix A2:	Coastal Risk Zones as delineated in terms of ICMA for the Western Cape by the Department of Environmental Affairs and Development Planning	X
	Appendix A3:	Map with the GPS co-ordinates for linear activities	X
Appendix B:	Appendix B1:	Site development plan(s)	✓

	Appendix B2	A map of appropriate scale, which superimposes the proposed development and its associated structures and infrastructure on the environmental sensitivities of the preferred site, indicating any areas that should be avoided, including buffer areas;	X
Appendix C:	Photographs		✓
Appendix D:	Biodiversity overlay map		✓
Appendix E:	Permit(s) / license(s) / exemption notice, agreements, comments from State Department/Organs of state and service letters from the municipality.		
	Appendix E1:	Final comment/ROD from HWC	✓
	Appendix E2:	Copy of comment from Cape Nature	X
	Appendix E3:	Final Comment from the DWS	X
	Appendix E4:	Comment from the DEA: Oceans and Coast	X
	Appendix E5:	Comment from the DAFF	X
	Appendix E6:	Comment from WCG: Transport and Public Works	X
	Appendix E7:	Comment from WCG: DoA	X
	Appendix E8:	Comment from WCG: DHS	X
	Appendix E9:	Comment from WCG: DoH	X
	Appendix E10:	Comment from DEA&DP: Pollution Management	X
	Appendix E11:	Comment from DEA&DP: Waste Management	X
	Appendix E12:	Comment from DEA&DP: Biodiversity	X
	Appendix E13:	Comment from DEA&DP: Air Quality	X
	Appendix E14:	Comment from DEA&DP: Coastal Management	X
Appendix E15:	Comment from the local authority	X	

	<b>Appendix E16:</b>	<b>Confirmation of all services (water, electricity, sewage, solid waste management)</b>	✓
	<b>Appendix E17:</b>	<b>Comment from the District Municipality</b>	X
	<b>Appendix E18:</b>	<b>Copy of an exemption notice</b>	X
	<b>Appendix E19</b>	<b>Pre-approval for the reclamation of land</b>	X
	<b>Appendix E20:</b>	<b>Proof of agreement/TOR of the specialist studies conducted.</b>	X
	<b>Appendix E21:</b>	<b>Proof of land use rights</b>	X
	<b>Appendix E22:</b>	<b>Proof of public participation agreement for linear activities</b>	X
<b>Appendix F:</b>	<b>Public participation information: including a copy of the register of I&amp;APs, the comments and responses Report, proof of notices, advertisements and any other public participation information as is required.</b>		✓
<b>Appendix G:</b>	<b>Specialist Report(s)</b>		✓
<b>Appendix H:</b>	<b>EMPr</b>		✓
<b>Appendix I:</b>	<b>Screening tool report</b>		✓
<b>Appendix J:</b>	<b>The impact and risk assessment for each alternative</b>		In report
<b>Appendix K:</b>	<b>Need and desirability for the proposed activity or development in terms of this Department's guideline on Need and Desirability (March 2013)/DEA Integrated Environmental Management Guideline</b>		In report

## SECTION A: ADMINISTRATIVE DETAILS

Highlight the Departmental Region in which the intended application will fall	CAPE TOWN OFFICE:		GEORGE OFFICE:
	REGION 1 (City of Cape Town, West Coast District)	REGION 2 (Cape Winelands District & Overberg District)	REGION 3 (Central Karoo District & Garden Route District)
<b>Duplicate this section where there is more than one Proponent</b> Name of Applicant/Proponent: Name of contact person for Applicant/Proponent (if other): Company/ Trading name/State Department/Organ of State: Company Registration Number: Postal address: Telephone: E-mail:	Morning Tide Investments (Pty) Ltd		
	Mr Rein van der Horst		
	Morning Tide Investments (Pty) Ltd		
	2007/007989/07		
	6 Milkwood Lane, Gondwana Game Reserve, Herbertsdale (Mossel Bay District)		
		Postal code:	6505
		Cell:	082 056 8293
		Fax:	
Company of EAP:	Cape Environmental Assessment Practitioners (Cape EAPrac)		
Registered EAP name:	Ms Louise-Mari van Zyl		
Candidate EAP name:	Ms Mariska Byleveld		
Postal address:	PO Box 2070		
	George	Postal code:	6530
Telephone:	044 874 0365	Cell:	071 603 4132 / 084 5036 587
Registered EAP E-mail:	louise@cape-eaprac.co.za	Fax:	
Candidate EAP E-mail:	mariska@cape-eaprac.co.za		
Qualifications:	MA Geography & Environmental Studies (University Stellenbosch) MSc Geology (University of the Free State)		

EAPASA registration no:	<p>Report written &amp; compiled by: Ms Mariska Byleveld (MSc Geology [University of the Free State]) (Candidate EAPASA Registration Number: <b>2023/6593</b>) under supervision of the Primary EAP, Ms Louise-Mari van Zyl who is a registered with EAPASA (MA Geography &amp; Environmental Science [US].</p> <p>Director <b>Louise-Mari van Zyl</b> (MA Geography &amp; Environmental Science [US]; Registered Environmental Assessment Practitioner with the Environmental Assessment Practitioners of South Africa, EAPSA, Registration Number <b>2019/1444</b>. Ms van Zyl has over twenty years' experience as an environmental practitioner.</p>		
<p><b>Duplicate this section where there is more than one landowner</b></p> <p>Name of landowner:</p> <p>Name of contact person for landowner (if other):</p> <p>Postal address:</p> <p>Telephone:</p> <p>E-mail:</p>	Morning Tide Investments (Pty) Ltd		
	Mr Rein van der Horst		
	6 Milkwood Lane, Gondwana Game Reserve, Herbertsdale, Mossel Bay Municipal District		
		Postal code:	6505
		Cell:	082 056 8293
		Fax:	
<p>Name of Person in control of the land:</p> <p>Name of contact person for person in control of the land:</p> <p>Postal address:</p> <p>Telephone:</p> <p>E-mail:</p>	Morning Tide Investments (Pty) Ltd		
	Mr Rein van der Horst		
	6 Milkwood Avenue, Gondwana Game Reserve, Herbertsdale, Mossel Bay Municipal District		
		Postal code:	6505
		Cell:	082 056 8293
		Fax:	
<p><b>Duplicate this section where there is more than one Municipal Jurisdiction</b></p> <p>Municipality in whose area of jurisdiction the proposed activity will fall:</p> <p>Contact person:</p> <p>Postal address:</p>	Mossel Bay Municipality		
	Carel Venter		
	PO Box 25		
	Mossel Bay	Postal code:	6500

Telephone	044-606 5073	Cell:	
E-mail:	cventer@mosselbay.gov.za	Fax:	

## SECTION B: CONFIRMATION OF SPECIFIC PROJECT DETAILS AS INLCUDED IN THE APPLICATION FORM

1.	Is the proposed development (please tick):	New	✓	Expansion																				
2.	Is the proposed site(s) a brownfield of greenfield site? Please explain.																							
Greenfield. The site is currently vacant.																								
3.	<b>For Linear activities or developments</b>																							
3.1.	Provide the Farm(s)/Farm Portion(s)/Erf number(s) for all routes:																							
1/172																								
3.2.	Development footprint of the proposed development for all alternatives.																							
<p><b>Rolled grass runway:</b> Approximately 23 094.6m<sup>2</sup> (+/-2.3ha).</p> <p>Approximately <b>50m wide brushcut (buffer) safe zone around the runway:</b> 122 178.05m<sup>2</sup> (+/-12.2ha).</p> <p>This brushcut safe zone area will be created around the runway solely for safety purposes to improve visibility for incoming pilots.</p>																								
3.3.	Provide a description of the proposed development (e.g., for roads the length, width and width of the road reserve in the case of pipelines indicate the length and diameter) for all alternatives.																							
<p><b>Preferred Alternative:</b></p> <p>The proposed <b>landing strip</b> will be rated as an International Civil Aviation Organisation (ICAO) Code 2 landing strip (<b>Error! Reference source not found.</b>) registered as a private landing strip.</p> <p>The vegetated runway will be created by regularly mowing the existing vegetation and compacting with a heavy roller until the surface complies with the required standards. Rocks that are located on the runway will be removed by hand to ensure the safe landing of planes. The landing strip will be <b>1154.73m long and 20m wide</b> and covers an area of +/-2.3ha.</p> <p>The <b>50m safe zone</b> covering an area of approximately 12.2ha will be brushcut only, around the runway to allow pilots to observe any obstacles such as animals that might be moving towards the runway (<b>Error! Reference source not found.</b>). The runway will be cleared by a vehicle on the ground if wildlife is present on the runway before an aircraft movement.</p> <p><b>No-Go Alternative:</b></p> <p>Continued vacant land with roaming animals.</p>																								
3.4.	Indicate how access to the proposed routes will be obtained for all alternatives.																							
Existing roads will be used to gain access.																								
3.5.	SG Digit codes of the	C	0	5	1	0	0	0	0	0	0	0	0	0	0	1	7	2	0	0	0	0	0	1





Apron & Parking area for aircrafts also on rolled grass	+/-3 000m <sup>2</sup>
Taxiway on rolled grass	+/-2 000m <sup>2</sup>
Turning Circles on rolled grassed	+/-1 427m <sup>2</sup>
Hanger Building(resembling a typical farm shed structure)	+/-400m <sup>2</sup>
Total Area (excluding the buffer area / safe zone)	+/-6 827m <sup>2</sup>

The apron/parking area will cover *approximately* 3 000m<sup>2</sup>, the taxiway 2 000m<sup>2</sup> and the turning circle 1427m<sup>2</sup>.

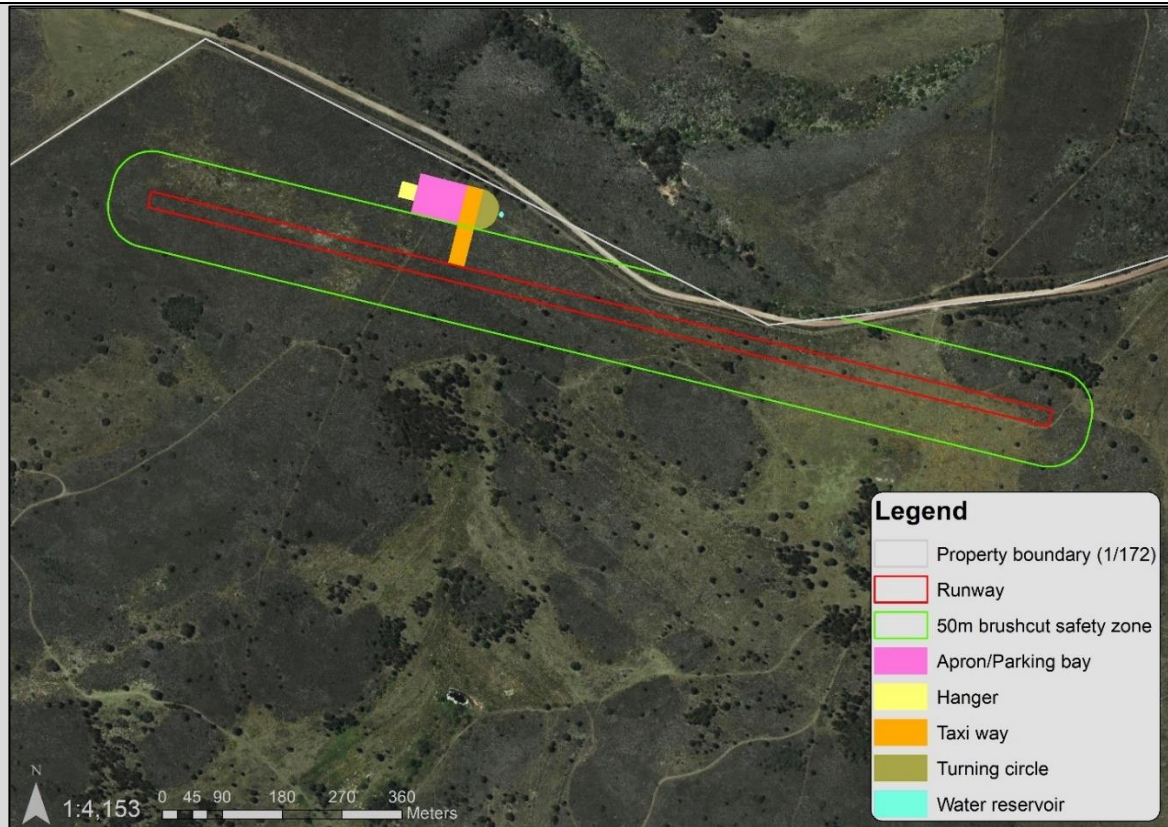


Figure 2: Site Plan for proposed runway on Portion 1 of Farm 172.

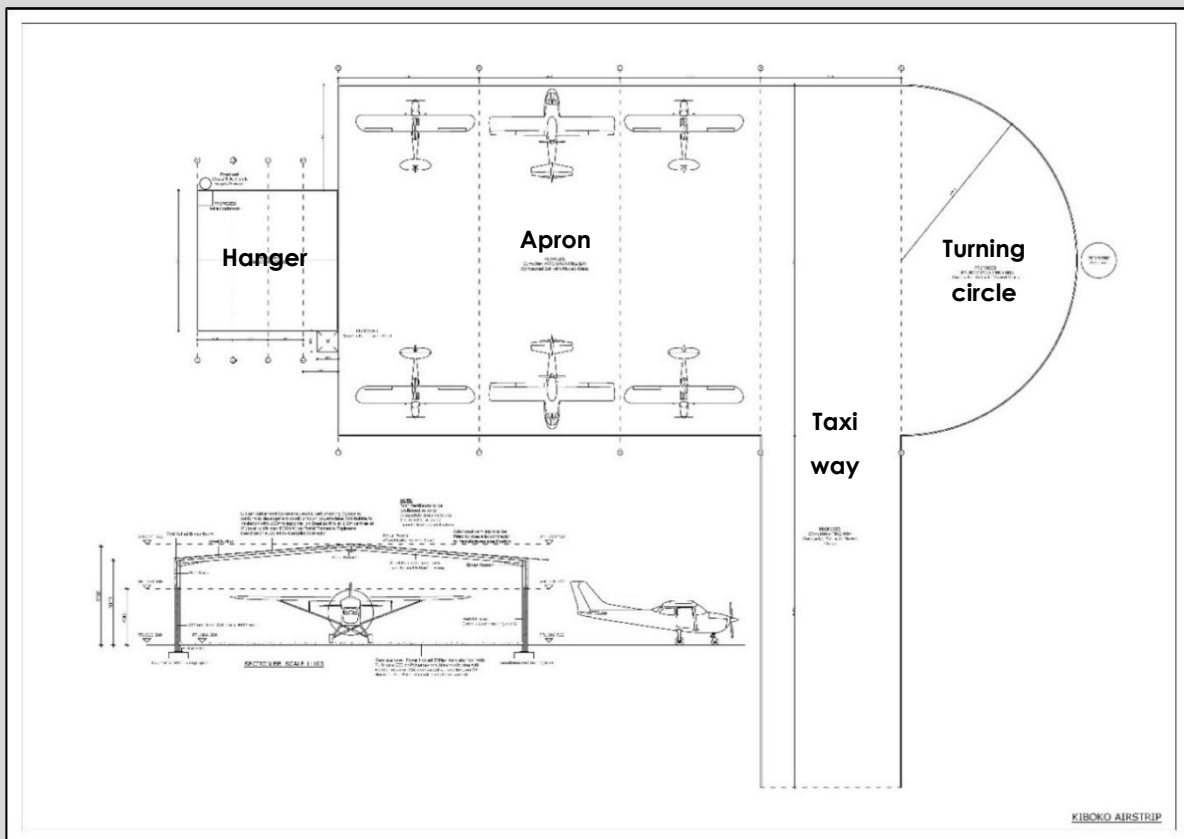


Figure 3: Site Plan for proposed hanger, apron, taxi way, turning circle and reservoir.



## SECTION C: LEGISLATION/POLICIES AND/OR GUIDELINES/PROTOCOLS

### 1. EXEMPTION APPLIED FOR IN TERMS OF THE NEMA AND THE NEMA EIA REGULATIONS

Has exemption been applied for in terms of the NEMA and the NEMA EIA Regulations. If yes, include a copy of the exemption notice in Appendix E18.	YES	NO
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### 2. IS THE FOLLOWING LEGISLATION APPLICABLE TO THE PROPOSED ACTIVITY OR DEVELOPMENT

The National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) ("ICMA"). If yes, attach a copy of the comment from the relevant competent authority as Appendix E4 and the pre-approval for the reclamation of land as Appendix E19.	<del>YES</del>	NO
The National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA"). If yes, attach a copy of the comment from Heritage Western Cape as Appendix E1.	YES	<del>NO</del>
The National Water Act, 1998 (Act No. 36 of 1998) ("NWA"). If yes, attach a copy of the comment from the DWS as Appendix E3.	<del>YES</del>	NO
The National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004) ("NEM:AQA"). If yes, attach a copy of the comment from the relevant authorities as Appendix E13.	YES	NO
The National Environmental Management Waste Act (Act No. 59 of 2008) ("NEM:WA")	<del>YES</del>	NO
The National Environmental Management Biodiversity Act, 2004 (Act No. 10 of 2004 ("NEMBA").	<del>YES</del>	NO
The National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003) ("NEMPAA").	YES	NO
The Conservation of Agricultural Resources Act, 1983 (Act No. 43 of 1983). If yes, attach comment from the relevant competent authority as Appendix E5.	<del>YES</del>	NO

### 3. OTHER LEGISLATION

List any other legislation that is applicable to the proposed activity or development.

Municipal Consent Use for a private landing strip on Agricultural land.

### 4. POLICIES

Explain which policies were considered and how the proposed activity or development complies and responds to these policies.

#### 4.1 Western Cape Provincial SDF (2014)

The Western Cape Provincial Spatial Development Framework (PSDF) was approved in 2014 by the Western Cape Parliament and serves as a strategic spatial planning tool that "communicates the provinces spatial planning agenda". The PSDF puts in place a coherent framework for the province's urban and rural areas that:

- Gives spatial expression to national and provincial development agendas.

- Serves as basis for coordinated and integrated planning alignment on National and Provincial Department Programmes.
- Support municipalities to fulfil their mandates in line with national and provincial agendas.
- Communicates government's spatial development agenda.

The proposed activity complies with:

1. **Policy R1** (Protect Biodiversity and Ecosystem Services).

Climate change will result in an increased frequency and shifts in the fire season, which impacts negatively on biodiversity, livelihoods, and infrastructure. The landing strip will allow water bomber planes to provide veld fire suppression services to the surrounding rural areas that will assist in the protection of biodiversity, and infrastructure.

**4.2. Eden Spatial Development Framework (2017)**

The Eden District Spatial Development Framework was approved in 2017 and aims to establish a strong strategic direction and vision, towards increasing levels of detail in the spatial recommendations that are directive rather than prescriptive and providing guidance to local municipalities in the district regarding future spatial planning, strategic decision-making, and regional integration.

This vision and strategic direction identify the four key drivers of spatial change within the district. These drivers are defined in terms of spatial legacies, current challenges, future risks and prospects.

The SDF recognises that veld fire is a natural ecological process that occurs in many parts of the region. However, if it is not managed, or settlement patterns exacerbate the risk of veld fire, it places a risk to life and property in both rural and urban areas, at a significant economic and social cost.

The proposed activity complies with:

1. **Policy 1.7** (Mitigate fire risk and impacts on disaster management).

The landing strip will allow water bomber planes to provide veld fire suppression services to the surrounding rural areas that will assist in the protection of biodiversity, infrastructure.

**4.3 Mossel Bay Municipality IDP (2022-2027)**

Section 53(2) of the Disaster Management Bill, 2002, states that each municipality's Disaster Management Plan should form an integral part of a municipality IDP. The Disaster Management Plan must include the likely types of disaster that might occur in the municipal area and their possible effects such as veld fires.

The Mossel Bay IDP identifies veld fires as a high risk where the likelihood and/or consequence must be reduced. The landing strip will allow water bomber planes to provide veld fire suppression services to the surrounding rural areas that will assist in the protection of biodiversity, infrastructure and saving lives.

**5. GUIDELINES**

List the guidelines which have been considered relevant to the proposed activity or development and explain how they have influenced the development proposal.

Guideline for Environmental Management Plans (June 2005)

An EMPr has been included with this Draft Basic Assessment Report to provide practical and implementable actions to ensure that the development maintains sustainability and minimises

impacts through all its phases. The document is drafted as per the Guidelines and requirements of NEMA.

Guideline on Alternatives (March 2013)

Portion 1 of the Farm Honig Klips Kloof 172 was surveyed to identify what portion of the property will allow the development of the landing strip on a flat portion of the property.

The current position of the landing strip was found to be the only suitable site because it is located on the only flat area on the property. The remainder of the property consists out of sloped areas and valleys that are not suitable for the development of a landing strip. Only one alternative is therefore possible for the landing strip on this property, within the boundaries of the property, due to topographical elements. This alternative is considered the "best practicable environmental option" since it is along the boundary of the property and will not unnecessary fragment the property/natural habitat.

In terms of design, the proposal of a vegetated/rolled grass landing strip will result in the least damage to the environment considering that the save zone will only be brushcut.

Guideline for determining the scope of specialist involvement in EIA processes, June 2005

This guideline was used to determine the timing, scope and quality of specialists' inputs in the EIA process.

DEA (2017), Guideline on Need and Desirability, Department of Environmental Affairs

Need & Desirability refers to the temporal and spatial need of an area for a specific development. This Guideline was used to define the requirements and implications of Need & Desirability.

Guideline for the review of specialist input in the EIA process, June 2005

This guideline was followed to:

- ensure that the specialist inputs meet the terms of reference.
- ensure that specialist inputs are provided in a form and quality that can be incorporated into the integrated report and can be understood by non-specialists.

Guideline for involving biodiversity specialists in the EIA process, June 2005

This guideline was used for determining the scope of biodiversity specialist input.

## 6. PROTOCOLS

Explain how the proposed activity or development complies with the requirements of the protocols referred to in the NOI and/or application form

According to the DEADP series of guidelines for the involvement of specialists in the EIA process (2005), one of the underpinning generic principles is to **eliminate the unnecessary specialist involvement** through proactive project planning and design to avoid or sufficiently reduce negative impacts. Another is to **maximise the use of existing relevant information** prior to involving a specialist. This includes the input from the EAP and specialists, in the form of site photographs and site inspections. These principles apply to the specialist studies that have been identified in the screening tool and motivated as not necessary in this report.

According to the Screening Tool the following themes have been identified as sensitive:

Theme	Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
Agriculture Theme		X		
Animal Species Theme		X		
Aquatic Biodiversity Theme				X
Archaeological and Cultural Heritage Theme				X
Civil Aviation Theme				X
Defence Theme				X
Paleontology Theme		X		
Plant Species Theme			X	
Terrestrial Biodiversity Theme	X			

Agriculture Theme

The property is zoned Agriculture Zone I. Johann Lanz conducted a Site Sensitivity Verification in which he verified that the site has a **Low** Agricultural Sensitivity. Johann Lanz also compiled the Agricultural Compliance Statement confirming that the development will not detract from the overall agricultural potential of the greater property.

The **Department of Agriculture has been approached for comment** as part of the public participation process.

Animal Species Theme

Biodiversity Africa (Pty) Ltd conducted an Animal Species Impact Assessment as part of an integrated ecological assessment, with recommendations for mitigation and management over the long-term.

**CapeNature has been approached for comment** as part of the public participation process.

Aquatic Biodiversity Theme

There are no aquatic features located within the development footprint of the runway. The 'low' sensitivity rating is acknowledged and Dr Jackie Dabrowski from Confluent Consulting compiled an Aquatic Compliance Statement confirming no aquatic impact.

**The BOCMA has been approached for comment** as part of the public participation process.

Archaeological and Cultural Heritage Theme

Stefan De Kock (Perception Planning) submitted a Notice of Intent to Develop to Heritage Western Cape.

Heritage Western Cape confirmed that **no further action under Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) is required.** HWC is a registered stakeholder on this application process.

Palaeontology Sensitivity

Stefan De Kock (Perception Planning) submitted a Notice of Intent to Develop to Heritage Western Cape. Heritage Western Cape confirmed that **no further action under Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) is required.** HWC is a registered stakeholder on this application process.

Civil Aviation

Kiboko Landing Strip has been registered as a private landing strip (**Error! Reference source not found.**).



**SACAA and regional Air Traffic Control has been approached** for input and comment during the public participation process.

The screenshot shows the SACAA website interface. At the top, there is a navigation bar with links for 'About Us', 'Information for the Industry', 'Public', and 'Contact Us'. Below this is a banner image of an airplane on a runway with the word 'Airports' overlaid. A news update section is visible, mentioning 'The SACAA Gears Up for its Third Annual National Aviation Gender Summit'. The main content area is titled 'Aerodromes Registered Successfully' and contains a table of registration details for various aerodromes, including Kiboko. To the right of the table is an 'Important Links' section with various navigation options and a PDF viewer warning.

Aerodrome Name	Registration Number	Other Details
Grasslands Airfield	Kiboko	
Grootfontein (FAGF)	R 104	
Hoedspruit Civil (FAHT)		Hours of Operation
Kiboko		Runway Headings: 11/29
Klein Geelbek		Coordinates: (WGS 84): S 34 00' 41" E 21 52' 22"
Klein River		Altitude: 1207 feet
Knoppieskraal		Length\ Width: 1000 m x 18 m
Knysna Airfield		Strip Width
Kosmos Aerodrome		Surface Type: Compacted Grass
Kwa Siza Bantu		Runway end safety area
Lamberts Bay (FALB)		Frequency: 124.2 Unmanned airfield procedures apply
Lander Strip		Obstacles to clear: Nil
Leppan		Windsock: Yes, at ARP
Lochinvar Farm		Landing suggestion: 11
Madikwe Game		Parking area: Grass area
		Take off suggestion: 29
		Buildings: Hangar & apron positioned near runway threshold 11
		Helicopters
		Alternate runway: Nil
		Important / Danger: Daylight operations only, landing only with prior permission. All aircraft to be flown to the North to avoid flying over the Game Reserve. Caution possible wildlife on the runway.

**Figure 5: Kiboko Landing Strip’s registration details on the SACAA website.**

Defence

The development will pose no threat to the military or defence forces of South Africa. The site is not situated near any military facilities and the Screening Tool has indicated that the sensitivity is low. There are no reasonable grounds to conduct specialist studies to affirm this and further consultation with the Department of Defence is not necessary.

Geotechnical assessment

Mariska Byleveld (SACNASP registration number 131589) compiled a Site Sensitivity Verification and Compliance Statement confirming no geotechnical constraints that required further in-depth investigation or assessment.

Plant Species

Biodiversity Africa (Pty) Ltd conducted a Plant Species Impact Assessment as part of an integrated Ecological Assessment.

**CapeNature has been approached for comment.**

Terrestrial Biodiversity

Biodiversity Africa (Pty) Ltd conducted a Terrestrial Biodiversity Impact Assessment as part of an integrated ecological assessment.

**CapeNature will be approached for comment** as part of the public participation process.

## SECTION D: APPLICABLE LISTED ACTIVITIES

List the applicable activities in terms of the NEMA EIA Regulations

Activity No(s):	<del>Provide the relevant <b>Basic Assessment Activity(ies)</b> as set out in <b>Listing Notice 1</b></del>	<del>Describe the portion of the proposed development to which the applicable listed activity relates.</del>
Activity No(s):	Provide the relevant <b>Basic Assessment Activity(ies)</b> as set out in <b>Listing Notice 3</b>	Describe the portion of the proposed development to which the applicable listed activity relates.
7	The development of aircraft landing strips and runways 1.4kms and shorter. I) All areas outside urban areas	Development of a private 1154.73m long ICAO Code 2 Runway outside an urban area.
12	The clearance of an area of 300m <sup>2</sup> or more of indigenous vegetation within critically endangered or endangered ecosystems listed in terms of section 52 of the NEMBA or within critical biodiversity areas identified in bioregional plans	The construction of a hanger and development of a small water reservoir, with landing strip and brushcutting of safe zone in <b>endangered</b> Swellendam Silcrete Fynbos.

**Note:**

- The listed activities specified above must reconcile with activities applied for in the application form. The onus is on the Applicant to ensure that all applicable listed activities are included in the application. If a specific listed activity is not included in an Environmental Authorisation, a new application for Environmental Authorisation will have to be submitted.
- Where additional listed activities have been identified, that have not been included in the application form, and amended application form must be submitted to the competent authority.

~~List the applicable waste management listed activities in terms of the NEM:WA~~

Activity No(s):	<del>Provide the relevant <b>Basic Assessment Activity(ies)</b> as set out in <b>Category A</b></del>	<del>Describe the portion of the proposed development to which the applicable listed activity relates.</del>

List the applicable listed activities in terms of the NEM:AQA

Activity No(s):	Provide the relevant <b>Listed Activity(ies)</b>	Describe the portion of the proposed development to which the applicable listed activity relates.

## SECTION E: PLANNING CONTEXT AND NEED AND DESIRABILITY

1.	Provide a description of the preferred alternative.								
<p>The preferred alternative entails the following:</p> <p><u>Private vegetated landing strip (+/- 2.3ha).</u></p> <p>The facility will primarily be used by the owner when visiting or visiting guests. It is also available for regional firefighting and anti-poaching operations in the area. The landing strip will only be used for daylight operations and only with express permission from the owner.</p> <p>The vegetated landing strip will be created by regularly mowing the existing vegetation and compacting with a heavy roller until the surface complies with the required standards. Rocks on the landing strip will be removed by hand to ensure the safe landing of planes. The landing strip will be cleared by a vehicle on the ground if wildlife is present before an aircraft movement. The expected number of aircraft movements are 4 – 8 per month at maximum excluding anti-poaching / firefighting emergency operations.</p> <p><u>50m safe zone (+/- 12.2ha).</u></p> <p>An area around the landing strip will be brushcut to allow pilots to observe any obstacles such as animals that might be moving toward or across the runway when flights are expected.</p> <p><u>Associated Infrastructure: Hangar with a compacted grass apron/parking, Taxiway and Turning Circle.</u></p> <p>A hangar with apron will be constructed next to the runway. The hangar will contain one toilet, basin, shower, and kitchen sink that will be linked to a conservancy tank that will be emptied when required with a private tanker truck and disposed of at an approved municipal facility.</p> <p>The hangar will have Solar PV Panels on its roof with battery backup.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="padding: 5px;">Apron &amp; Parking area for aircraft on rolled grass</td> <td style="text-align: right; padding: 5px;">+/-3 000m<sup>2</sup></td> </tr> <tr> <td style="padding: 5px;">Taxiway on rolled grass</td> <td style="text-align: right; padding: 5px;">+/-2 000m<sup>2</sup></td> </tr> <tr> <td style="padding: 5px;">Turning circles on rolled grass</td> <td style="text-align: right; padding: 5px;">+/-1427m<sup>2</sup></td> </tr> <tr> <td style="padding: 5px;">Hangar Building(resembling a typical farm shed structure)</td> <td style="text-align: right; padding: 5px;">+/-400m<sup>2</sup></td> </tr> </table> <p><u>Water Reservoir</u></p> <p>A corrugated iron <b>water reservoir</b> with a 125 000 litre (125m<sup>3</sup>) capacity will be located next to the turning circle. The water reservoir will be used to refill fire bomber aircraft. The Applicant intends to fill the reservoir with rainwater and also truck in untreated water from municipal supply.</p> <p><u>Services &amp; Access</u></p>		Apron & Parking area for aircraft on rolled grass	+/-3 000m <sup>2</sup>	Taxiway on rolled grass	+/-2 000m <sup>2</sup>	Turning circles on rolled grass	+/-1427m <sup>2</sup>	Hangar Building(resembling a typical farm shed structure)	+/-400m <sup>2</sup>
Apron & Parking area for aircraft on rolled grass	+/-3 000m <sup>2</sup>								
Taxiway on rolled grass	+/-2 000m <sup>2</sup>								
Turning circles on rolled grass	+/-1427m <sup>2</sup>								
Hangar Building(resembling a typical farm shed structure)	+/-400m <sup>2</sup>								

The proposed development is not connected to any municipal services. The hangar will be fitted with solar panels with batteries for electricity. Rainwater tanks will provide water. Untreated water will be trucked in from an existing municipal supply to fill the reservoir as needed.

Access to the proposed development site will be via the R327 from Mossel Bay and the gravel District Road running through the Gondwana Nature Reserve that provides existing access to multiple farms in the area, including the study area.

2.	Explain how the proposed development is in line with the existing land use rights of the property as you have indicated in the NOI and application form? Include the proof of the existing land use rights granted in Appendix E21.
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Zoning scheme regulations on Agriculture Zone 1 allow for a private landing strip as a Consent Use.

3.	Explain how potential conflict with respect to existing approvals for the proposed site (as indicated in the NOI/and or application form) and the proposed development have been resolved.
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Existing approvals: Not to the knowledge of the EAP.

4.	Explain how the proposed development will be in line with the following?
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4.1	The Provincial Spatial Development Framework.
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The Western Cape Provincial Spatial Development Framework (PSDF) was approved in 2014 by the Western Cape Parliament and serves as a strategic spatial planning tool that "communicates the provinces spatial planning agenda". The PSDF puts in place a coherent framework for the province's urban and rural areas that:

- Gives spatial expression to national and provincial development agendas.
- Serves as basis for coordinated and integrated planning alignment on National and Provincial Department Programmes.
- Support municipalities to fulfil their mandates in line with national and provincial agendas.
- Communicates government's spatial development agenda.

The proposed activity complies with:

**Policy R1** (Protect Biodiversity and Ecosystem Services).

Climate change will result in an increased frequency and shifts in the fire season, which impacts negatively on biodiversity, livelihoods and infrastructure. The landing strip will allow water bomber planes to provide veld fire suppression services to the surrounding rural areas that will assist in the protection of biodiversity, and infrastructure.

In addition, the provision of a facility from where anti-poaching expeditions can be run, further supports the local conservation business that already exists in the immediate vicinity of the property, namely the Gondwana Game Reserve.

4.2	The Integrated Development Plan of the local municipality.
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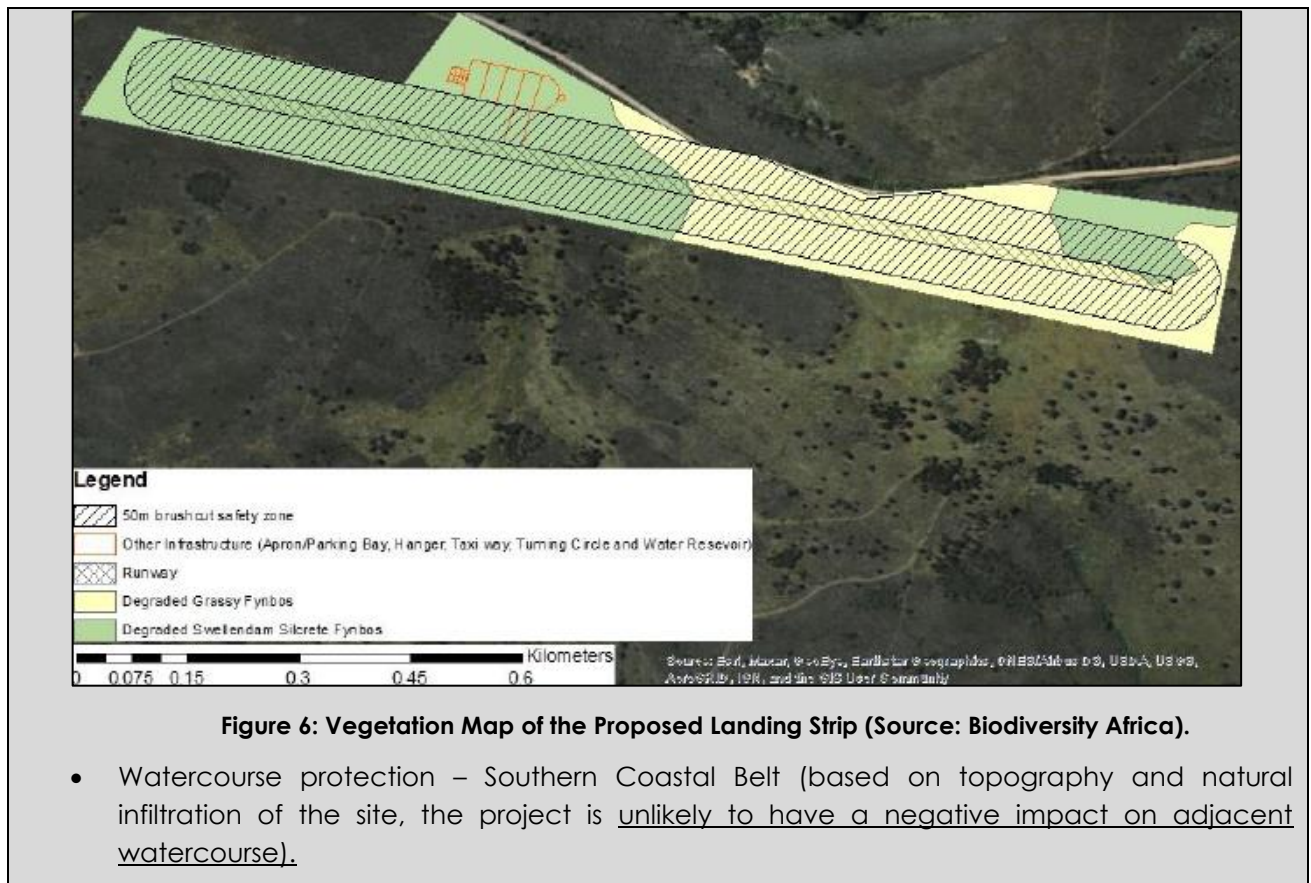
The Mossel Bay IDP (2022-2027) identifies veld fires as a high risk where the likelihood and/or consequence must be reduced. The landing strip will allow water bomber planes to provide veld fire suppression services to the surrounding rural areas that will assist in the protection of biodiversity, infrastructure.

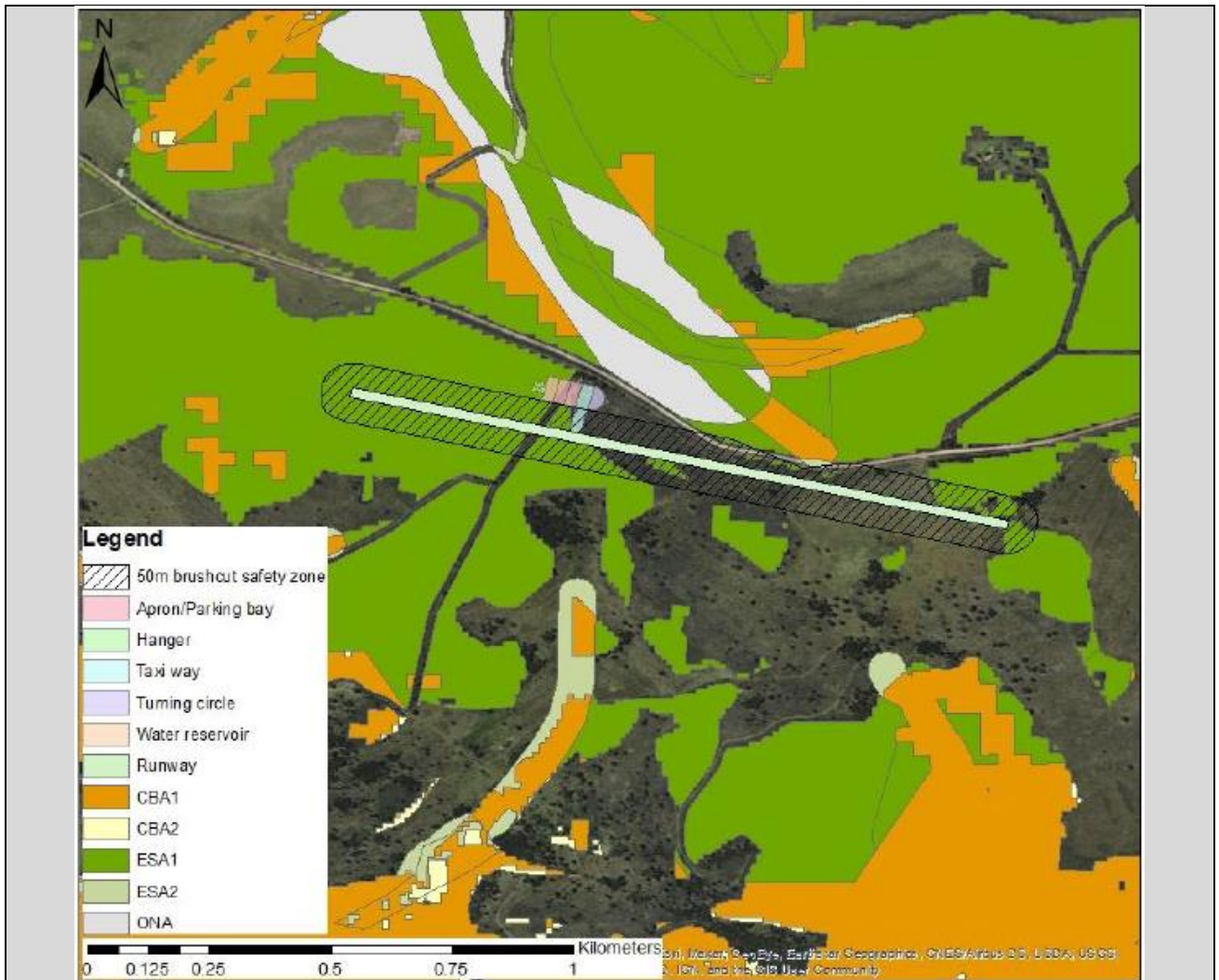
4.3.	The Spatial Development Framework of the local municipality.
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Although the Mossel Bay Spatial Development Framework does not refer veld fires specifically the IDP (2022-2027) identifies veld fires as a high risk where the likelihood and/or consequence must be reduced. The landing strip will allow water bomber planes to provide veld fire suppression services to the surrounding rural areas that will assist in the protection of biodiversity, infrastructure.

4.4.	The Environmental Management Framework applicable to the area.
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Not Applicable.	
5.	Explain how comments from the relevant authorities and/or specialist(s) with respect to biodiversity have influenced the proposed development.
Comment from authorities will be considered once received in response to the Draft BAR. These will be considered and responded to in the Final BAR.	
6.	Explain how the Western Cape Biodiversity Spatial Plan (including the guidelines in the handbook) has influenced the proposed development.
<p>The Western Cape Biodiversity Spatial Plan (WCBSP) classifies the habitats of the Province according to conservation value in decreasing value, as follows:</p> <ol style="list-style-type: none"> <li>1. Protected Areas (PA)</li> <li>2. Critical Biodiversity Areas 1 (CBA1)</li> <li>3. Critical Biodiversity Areas 2 (CBA2)</li> <li>4. Ecological Support Area 1 (ESA1)</li> <li>5. Ecological Support Area 2 (ESA2)</li> </ol> <p>According to the Terrestrial Biodiversity Impact Assessment (2023), the WCBSP map shows that the entire property contains CBA1, CBA2, ESA1 and ESA2 areas (Figure 7), however <b>no CBA1, CBA2 or ESA2 areas overlap with the proposed development site</b> (Figure 7).</p> <p>Only the western portion of the proposed development site occurs within an ESA1 area. The designated ESA1 is for the following reasons:</p> <ul style="list-style-type: none"> <li>• Bontebok Extended Distribution Range (the project site is small and will have a minimal impact on Bontebok that are present in the area under permits).</li> <li>• <u>South Outeniqua Sandstone Fynbos (not present within the project site and will therefore not be impacted).</u></li> <li>• Swellendam Silcrete Fynbos.</li> </ul> <p>According to the Terrestrial Biodiversity Impact Assessment (dated June 2023), the proposed development will impact on the following two vegetation types (Figure 6):</p> <ol style="list-style-type: none"> <li>1. <b>Degraded Swellendam Silcrete Fynbos</b> listed as Endangered. The extent of vegetation that will be <b>permanently lost is 0,01% of the remaining extent</b>. Given how small the area to be impacted, the overall impact will be of <b>low</b> significance. <ol style="list-style-type: none"> <li>a. The extend of long term lost (20-40 years) is estimated to be <b>2.25% / 8.8ha</b>. The long-term loss will have an overall impact of <b>moderate</b> significance but can be reduced to low if the mitigation measures are implemented.</li> <li>b. Refer to Section H4 of this Draft Basic Assessment Report for Biodiversity Africa's recommended mitigation measures, as well as their ongoing conservation measures that already achieve these mitigation measures.</li> </ol> </li> <li>2. <b>Degraded Grassy Fynbos</b>. The proposed development will result in the long-term loss of 6.32ha of degraded Grassy Fynbos. This vegetation type is not listed as threatened and has a Low species diversity and as such the impact will be <b>low</b>.</li> </ol>	





**Figure 7: WC BSP (2017) map of the proposed landing strip and associated infrastructure (Source: Biodiversity Africa).**

By definition, the physical removal of vegetation i.e. involving soil disturbance, is limited to the construction (concrete floor) of the **400m<sup>2</sup> hanger and reservoir**.

Although the landing strip, apron/parking area, taxi way and turning circle will be impacted by brush cutting and continuous mowing/rolling, the vegetation will not be physically removed (no disturbance of topsoil).

7. Explain how the proposed development is in line with the intention/purpose of the relevant zones as defined in the ICMA.

The site falls outside the Coastal Management Line (CML), Coastal Development Zone (CDZ) and 100yr Erosional Risk Zone.

8. Explain whether the screening report has changed from the one submitted together with the application form. The screening report must be attached as Appendix I.

The screening tool has not changed. It is still the same screening tool submitted with the application form.

9. Explain how the proposed development will optimise vacant land available within an urban area.

The proposed activity falls outside any urban area.

10. Explain how the proposed development will optimise the use of existing resources and infrastructure.

- The hangar's roof will be fitted solar panels for electricity.

	<ul style="list-style-type: none"> <li>• Rainwater tanks at the hanger will provide water for supplementing the reservoir, as well as for drinking purposes.</li> <li>• The existing gravel road to and on the property will be used for access.</li> </ul>
11.	<p>Explain whether the necessary services are available and whether the local authority has confirmed sufficient, spare, unallocated service capacity. (Confirmation of all services must be included in Appendix E16).</p>
<p>The proposed development is not directly connected to any municipal services (Appendix E16). Untreated water from the Municipality can be tanked in to fill the reservoir and the single conservancy tank will be emptied by a private tanker as and when required to be disposed of at a registered municipal waste water treatment works.</p>	
12.	<p>In addition to the above, explain the need and desirability of the proposed activity or development in terms of this Department's guideline on Need and Desirability (March 2013) or the DEA's Integrated Environmental Management Guideline on Need and Desirability. This may be attached to this BAR as Appendix K.</p>
<p>'Need', as defined by DEADP refers to the timing of the proposal and the 'Desirability' refers to the 'placing' of the proposed development.</p> <p><u>Need</u></p> <p>The proposed development is in line with all the provincial, district and local development policies. The timing is correct for this development:</p> <ul style="list-style-type: none"> <li>• The Mossel Bay IDP (2022-2027) identifies veld fires as a high risk where the likelihood and/or consequence must be reduced. Climate change will result in an increased frequency and shifts in the fire season, which impacts negatively on biodiversity, livelihoods and infrastructure. The landing strip will allow water bomber planes to provide veld fire suppression services to the surrounding rural areas that will assist in the protection of biodiversity, infrastructure and saving lives.</li> </ul> <p><u>Desirability</u></p> <p>The proposal is regarded as desirable because the proposed development:</p> <ul style="list-style-type: none"> <li>• will not impact on the existing land use rights and a private landing strip is permissible on Agricultural land under Consent Use; and</li> <li>• will not prevent any surrounding owner to exercise their legal land use rights.</li> </ul> <p>In addition to the private use for the owner and his guests, the landing strip will allow water bomber planes (South Cape Fire Protection Services and/or any other registered fire-fighting service) to provide veld fire suppression services to the surrounding areas. The landing strip will also be available in support of anti-poaching operations considering that location of the Gondwana Game Reserve bordering on the property.</p> <p><u>Questions to be engaged with when considering need &amp; desirability:</u></p> <p><b>1. How will this development impact on the ecological integrity of the area?</b></p> <p><i>The proposed development will result in the permanent loss of 0.01% (construction of 400m<sup>2</sup> hangar/reservoir) and long-term loss (20-40 years) of 8.8ha of degraded Swellendam Silcrete Fynbos should the facility be operational for such an extended period of time.</i></p> <p>It is noted that Portion 1 of Farm 172 integrates with Gondwana Private Game Reserve's Veld &amp; Game Management Plan (2017 – 2019). The plan includes a fire programme with the goal to preserve and improve the diversity of Renosterveld and Fynbos areas. To align with this Plan it is recommended that the fire rotation be at least six (6) to eight (8) year intervals in the Renosterveld areas and of average seven (7) to ten (10) years in the fynbos areas.</p> <p>Integrated management of the Applicant's property, under the umbrella of this Plan achieves, an environmental benefit that will be further supported by the provision of anti-poaching and improved fire-fighting benefits.</p>	



**2. How will this development enhance ecosystems and/or result in the loss or protection of biological diversity? What measures were explored to avoid negative impacts and enhance positive impacts?**

The design of the private landing strip is such that very limited vegetation removal will take place. If the owner continues to operate the landing strip for a period exceeding 20 years, or more, the long-term impact will be noted with a loss of species within the save zone where vegetation will be brushcut over years.

The recommended monitoring of vegetation within the save zone with baseline monitoring points on the remainder of the property, as well as implementation of ecological burning and continued invasive alien clearing (which also aligns with the same initiatives of the neighbouring Gondwana Game Reserve) will enhance the positive impacts that outweighs the anticipated negative impacts.

**3. How will this development pollute and/or degrade the biophysical environment? What measures were explored to avoid or minimise these impacts?**

This development will not pollute and/or degrade the biophysical environment during its operational phase. Waste generated from the hangar will be captured in a conservancy tank that will be emptied, when required, with a private tanker truck and disposed of at an approved municipal facility.

**4. What waste will be generated by this development? Measures to avoid waste?**

Limited construction waste during the construction of the hangar and reservoir. Ablution & kitchen waste will be captured in a conservancy tank and emptied with a private tanker truck and disposed of at an approved municipal facility.

**5. How will this development use and/or impact on non-renewable resources?**

The proposed development will not make use of municipal electricity. The hangar will have Solar PV Panels on its roof. Rainwater tanks will provide potable water. Untreated water will be trucked in from municipal supply to fill the water reservoir as needed.

**6. Describe how alternatives resulted in the selection of the “best practicable environmental option” in terms of ecological considerations?**

Portion 1 of the Farm 172 was surveyed to identify what portion of the property will allow the development of a landing strip. The current position of the landing strip was found to be the only suitable site on the larger property because it is located on the only flat area on the property. The remainder of the property consists out of sloped areas and valleys that are not suitable for the development of a landing strip.

**2. What is the socio-economic context of the area?**

Please refer to Section G(8) in this Draft Basic Assessment Report (DBAR).

## SECTION F: PUBLIC PARTICIPATION

The Public Participation Process ("PPP") must fulfil the requirements as outlined in the NEMA EIA Regulations and must be attached as Appendix F. Please note that If the NEM: WA and/or the NEM: AQA is applicable to the proposed development, an advertisement must be placed in at least two newspapers.

1. Exclusively for linear activities: Indicate what PPP was agreed to by the competent authority. Include proof of this agreement in Appendix E22.

Approved Public Participation Plan attached as Appendix E22.

2. Confirm that the PPP as indicated in the application form has been complied with. All the PPP must be included in Appendix F.

Refer to Appendix F for copies of advert, site notices, notifications & stakeholder register. Report will be updated with comments received once the comment period on the DBAR ends.

- Neighbouring property owners were identified using CapeFarmMapper and the list sent to the Mossel Bay Municipality for confirmation of contact details Ito POPIA,
- Key Authorities were identified according to whether or not they have a mandated interest in the area/site;
- Local Councillor was verified with the Mossel Municipality.
- Site Notices were placed on site calling for I&APs to register and review the DBAR.
- Written notifications were sent to all potential I&APs via email/post informing of the availability of the DBAR and the opportunity to register as an I&AP
- Advert appeared in the *Mossel Bay Advertiser* on 09 June 2023 for I&APs to register and submit comment on the DBAR.

Comments received in response to the DBAR or in request to be registered will be added to the Stakeholder Register and their submissions will be incorporated and reflected in the Final Basic Assessment Report.

3. Confirm which of the State Departments and Organs of State indicated in the Notice of Intent/application form were consulted with.

- Mossel Bay Municipality
- Garden Route District Municipality
- Cape Nature
- Heritage Western Cape
- Department of Agriculture
- Department of Transport and Public Works
- Southern Cape Fire Protection Association
- Air Traffic & Navigation Services Company Ltd.
- South African Civil Aviation Authority
- BOCMA (previously BGCMA)

4. If any of the State Departments and Organs of State were not consulted, indicate which and why.

Department of Defence

The development will pose no threat to the military or defence forces of South Africa. The site is not situated near any military facilities and the Screening Tool has indicated that the sensitivity is low. There are no reasonable grounds to conduct specialist studies to affirm this and further consultation with the Department of Defence is not necessary.

5. if any of the State Departments and Organs of State did not respond, indicate which.

To be updated in the Final Basic Assessment Report.

6. Provide a summary of the issues raised by I&APs and an indication of the manner in which the issues were incorporated into the development proposal.

To be updated in the Final Basic Assessment Report.

**Note:**

A register of all the I&AP's notified, including the Organs of State, and all the registered I&APs must be included in Appendix F. The register must be maintained and made available to any person requesting access to the register in writing.

The EAP must notify I&AP's that all information submitted by I&AP's becomes public information.

Your attention is drawn to Regulation 40 (3) of the NEMA EIA Regulations which states that "*Potential or registered interested and affected parties, including the competent authority, may be provided with an opportunity to comment on reports and plans contemplated in subregulation (1) prior to submission of an application but **must** be provided with an opportunity to comment on such reports once an application has been submitted to the competent authority.*"

All the comments received from I&APs on the pre -application BAR (if applicable and the draft BAR must be recorded, responded to and included in the Comments and Responses Report and must be included in Appendix F.

All information obtained during the PPP (the minutes of any meetings held by the EAP with I&APs and other role players wherein the views of the participants are recorded) and must be included in Appendix F.

Please note that proof of the PPP conducted must be included in Appendix F. In terms of the required "proof" the following is required:

- a site map showing where the site notice was displayed, dated photographs showing the notice displayed on site and a copy of the text displayed on the notice;
- in terms of the written notices given, a copy of the written notice sent, as well as:
  - if registered mail was sent, a list of the registered mail sent (showing the registered mail number, the name of the person the mail was sent to, the address of the person and the date the registered mail was sent);
  - if normal mail was sent, a list of the mail sent (showing the name of the person the mail was sent to, the address of the person, the date the mail was sent, and the signature of the post office worker or the post office stamp indicating that the letter was sent);
  - if a facsimile was sent, a copy of the facsimile Report;
  - if an electronic mail was sent, a copy of the electronic mail sent; and
  - if a "mail drop" was done, a signed register of "mail drops" received (showing the name of the person the notice was handed to, the address of the person, the date, and the signature of the person); and

- a copy of the newspaper advertisement ("newspaper clipping") that was placed, indicating the name of the newspaper and date of publication (of such quality that the wording in the advertisement is leg

## SECTION G: DESCRIPTION OF THE RECEIVING ENVIRONMENT

All specialist studies must be attached as Appendix G.

### 1. GROUNDWATER

1.1.	Was a specialist study conducted?	YES	NO
1.2.	Provide the name and or company who conducted the specialist study.		
1.3.	Indicate above which aquifer your proposed development will be located and explain how this has influenced your proposed development.		
1.4.	Indicate the depth of groundwater and explain how the depth of groundwater and type of aquifer (if present) has influenced your proposed development.		

### 2. SURFACE WATER

2.1.	Was a specialist study conducted?	YES	NO
2.2.	Provide the name and/or company who conducted the specialist study.		
Dr Jackie Dabrowski (Confluent Consulting).			
2.3.	Explain how the presence of watercourse(s) and/or wetlands on the property(ies) has influenced your proposed development.		
<p>The nearest mapped watercourse is indicated as a seep on the adjacent property to the north of the runway (Figure 8). The mapped watercourse is in the headwaters of a non-perennial drainage line. Another drainage line is also located north of the proposed runway. These watercourses do not have distinct channels and are dominated by terrestrial vegetation in their upper reaches (Figure 9).</p> <p>According to Dr Jackie Dabrowski, the runway is located on the watershed between J40D and K10C but is more orientated to the southern portion (J40D) which drains in the opposite direction from the watercourse (Figure 8). Therefore, <b>very little runoff</b> could feasibly enter the watercourse north of the property since the area around the landing strip will remain vegetated.</p> <p>While the site drains slightly in a southerly direction, the drainage lines south of the property are located a significant distance from the runway. Because the runway will simply be brushcut and rolled, there is no significant risk that the runway could pose a threat to these watercourses.</p> <p>Dr Jackie Dabrowski's Assessment confirms that the proposed development has a <b>LOW</b> sensitivity for Aquatic Biodiversity:</p>			

- The runway drains in the opposite direction from the watercourse (very little runoff could feasibly enter the watercourse).
- The vegetated soil surface and 50m safe zone encourage infiltration as opposed to runoff.
- The access road between the proposed runway and adjacent watercourse has minimal observable impacts associated with runoff from the road (Figure 10).

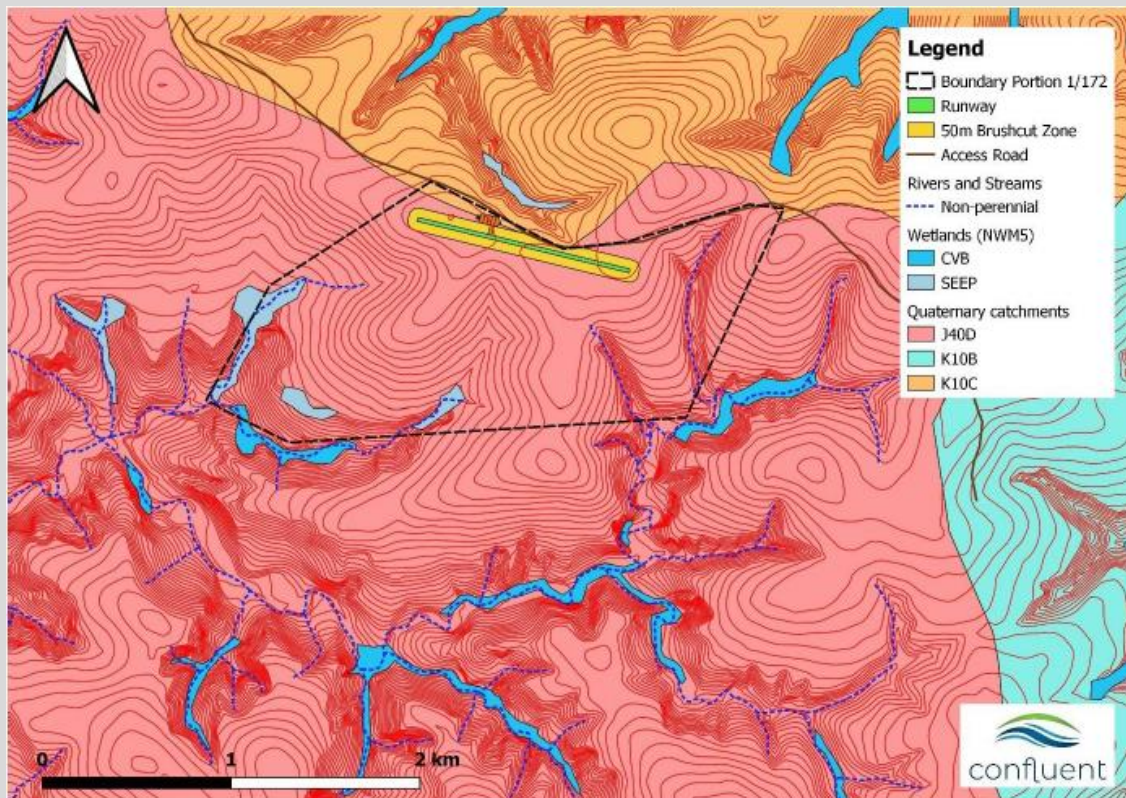


Figure 8: Landing Strip in relation to the quaternary catchment and surrounding topography (Source: Confluent's Aquatic Compliance Statement).



Figure 9: Dr Jackie Dabrowski's photos of the watercourse north of the runway.



Figure 10: Dr Jackie Dabrowki's photo of the road between the runway and watercourse to the north.

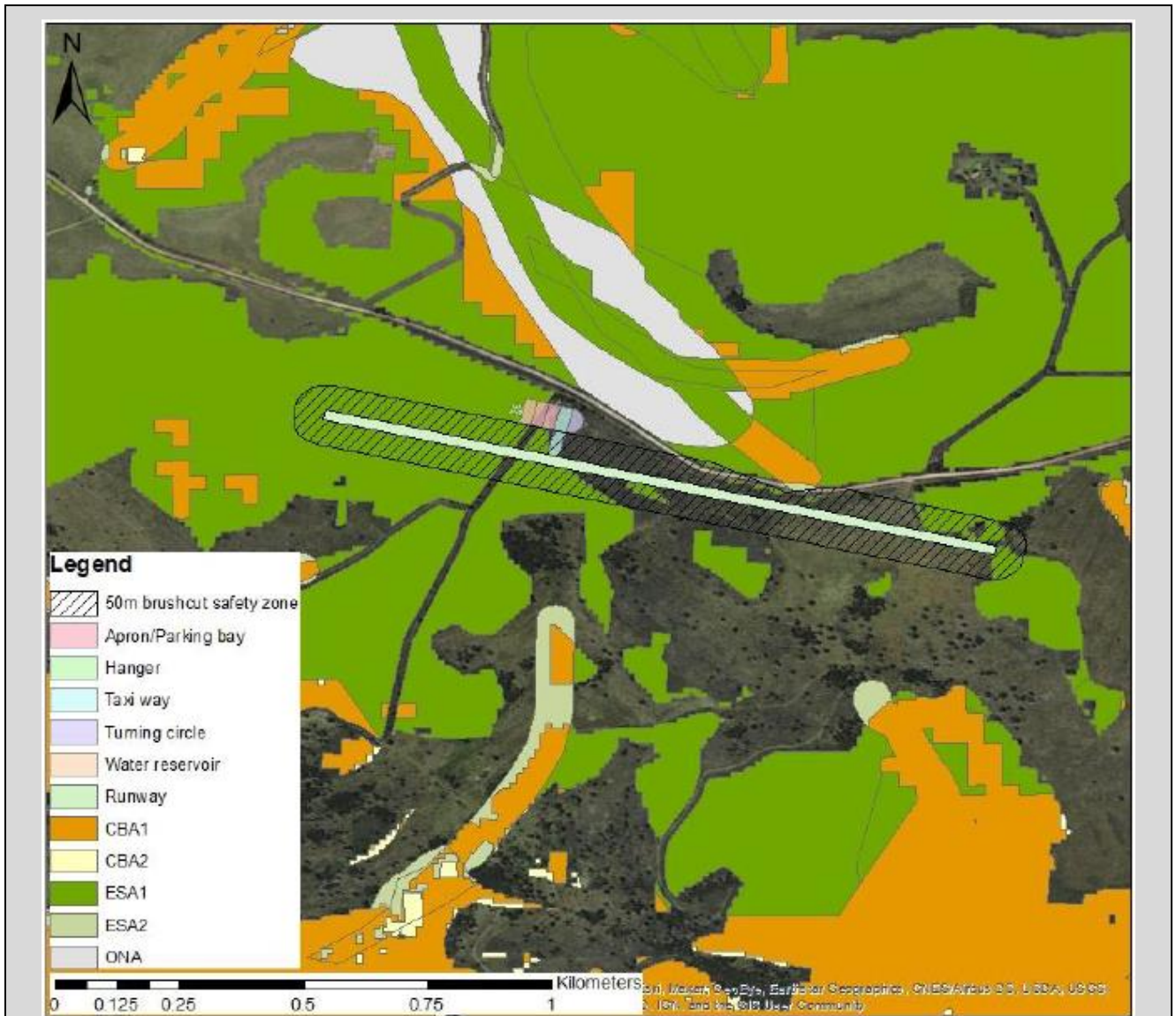
**3. COASTAL ENVIRONMENT**

3.1.	Was a specialist study conducted?	YES	NO
3.2.	Provide the name and/or company who conducted the specialist study.		
3.3.	Explain how the relevant considerations of Section 63 of the ICMA were taken into account and explain how this influenced your proposed development.		
3.4.	Explain how estuary management plans (if applicable) has influenced the proposed development.		
3.5.	Explain how the modelled coastal risk zones, the coastal protection zone, littoral active zone and estuarine functional zones, have influenced the proposed development.		

**4. BIODIVERSITY**

4.1.	Were specialist studies conducted?	YES	NO
4.2.	Provide the name and/or company who conducted the specialist studies.		

Biodiversity Africa (Pty) Ltd	
4.3.	<p>Explain which systematic conservation planning and other biodiversity informants such as vegetation maps, NFEPA, NSBA etc. have been used and how has this influenced your proposed development.</p> <p>Biodiversity Africa (Pty) Ltd used the following key resources:</p> <ul style="list-style-type: none"> <li>• The DFFE Screening Report for the site.</li> <li>• The South African Vegetation Map (Mucina and Rutherford, 2018).</li> <li>• The Western Cape Biodiversity Spatial Plan (2017).</li> <li>• The Red List of Terrestrial Ecosystems (SANBI, 2021).</li> <li>• National Biodiversity Management: Biodiversity Act (NEMBA) List of Threatened or Protected Species.</li> <li>• The National Biodiversity Assessment (SANBI, 2018).</li> <li>• The Plants of Southern Africa (POSA) database.</li> <li>• iNaturalist.</li> </ul> <p>Other biodiversity informants used:</p> <ul style="list-style-type: none"> <li>• Cape Farm Mapper</li> <li>• NFEPA</li> <li>• Consideration of rare/endangered species</li> <li>• Site- and species-specific surveys conducted by the specialist to determine applicability and correctness of the Screening Tool.</li> </ul>
4.4.	<p>Explain how the objectives and management guidelines of the Biodiversity Spatial Plan have been used and how has this influenced your proposed development.</p> <p>The Western Cape Biodiversity Spatial Plan (WCBSP) classifies the habitats of the province according to conservation value in decreasing value, as follows:</p> <ol style="list-style-type: none"> <li>1. Protected Areas (PA)</li> <li>2. Critical Biodiversity Areas 1 (CBA1)</li> <li>3. Critical Biodiversity Areas 2 (CBA2)</li> <li>4. Ecological Support Area 1 (ESA1)</li> <li>5. Ecological Support Area 2 (ESA2)</li> </ol> <p>According to the Terrestrial Biodiversity Impact Assessment (2023), the WCBSP map shows that the entire property contains CBA1, CBA2, ESA1 and ESA2 areas (Figure 11). But only the western portion of the proposed development site occurs within an ESA1 area. No CBA1, CBA2 or ESA2 areas overlap with the proposed development components (Figure 11). The designated ESA1 is for the following reasons:</p> <ul style="list-style-type: none"> <li>• Bontebok Extended Distribution Range (the project site is small and will have a minimal impact on Bontebok that are present in the area).</li> <li>• South Outeniqua Sandstone Fynbos (not present within the project site and will therefore not be impacted).</li> <li>• Swellendam Silcrete Fynbos.</li> <li>• Watercourse protection – Southern Coastal Belt (based on topography and natural infiltration of the site, the project is unlikely to have a negative impact on adjacent watercourse).</li> </ul>



**Figure 11: WCBSP (2017) map of the proposed landing strip and associated infrastructure (Source: Biodiversity Africa).**

The physical removal of vegetation is limited to the construction (concrete floor) of the 400m<sup>2</sup> hanger and small reservoir. Although the landing strip, apron/parking area, taxi way and turning circle will be impacted by brush cutting and continuous mowing/rolling over an extended period of time (i.e. 20 – 40 years if the facility is still operational), the vegetation will not be physically removed.

4.5. Explain what impact the proposed development will have on the site-specific features and/or function of the Biodiversity Spatial Plan category and how has this influenced the proposed development.

According to the Terrestrial Biodiversity Impact Assessment (dated June 2023), the proposed development will impact on the following two vegetation types (Figure 12):

- Degraded Swellendam Silcrete Fynbos** listed as Endangered. The extend of vegetation that will be permanently lost is 0,01% of the remaining extent. Given how small the area to be impacted, the overall impact will be of **LOW** significance.

In the event that the facility is still operational **20-40 years from now**, the overall extent of loss of Silcrete Fynbos will increase from 0.1% to 2.25% or 8.8ha, as species diversity may be reduced as a result of continuous brushcutting. Such long-term loss will have an overall impact of **MODERATE** significance however the specialist confirms that the loss can be reduced to



LOW through the long-term ecological management of the area surrounding the landing strip, in addition to continuous botanical monitoring of botanical changes to the brushcut safe zone. Refer to Section H(4) of this Draft Basic Assessment Report for Biodiversity Africa's mitigation measures, below is a summary of their key recommendations:

- Biodiversity Africa recommends that at least 88ha of Silcrete Fynbos, on the property, be ecologically managed and rehabilitated to restore degraded Fynbos to a more natural condition.
- A botanist must conduct botanical surveys for monitoring within the safe zone, compared to the surrounding managed area to compare long-term changes in the species diversity.

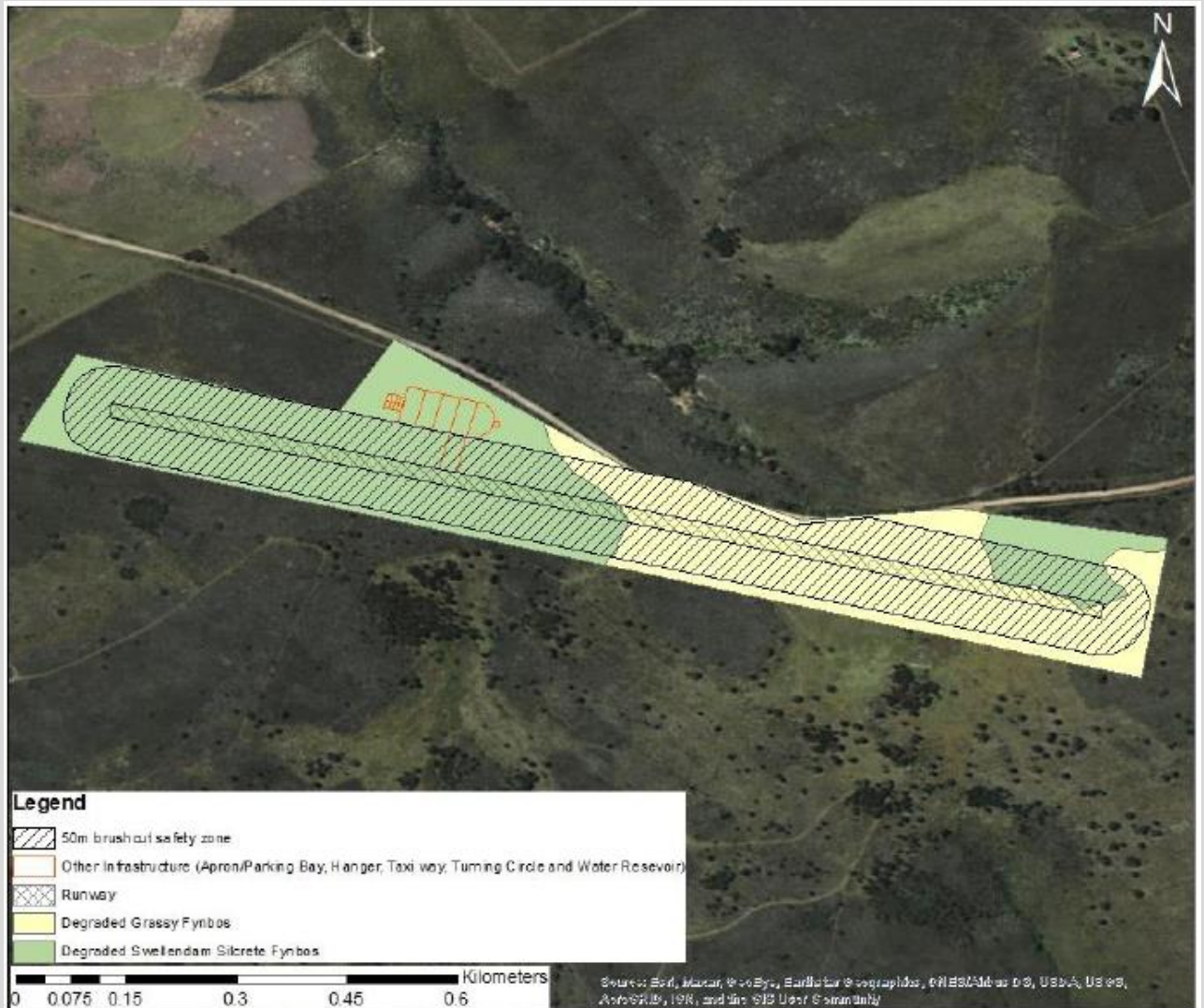
In light of this recommendation the Applicant confirmed that Portion 1 of Farm 172 (the study site) is voluntarily managed under the Gondwana Private Game Reserve's Veld & Game Management Plan (2017 – 2019), with game already having access to the property under a gentleman's agreement between the neighbouring property owners.

The plan includes an ecological burning programme with the goal to preserve and improve the diversity of Renosterveld and Fynbos areas found on the Reserve and ultimately also on the study site.

In addition the Applicant has also initiated an invasive alien removal programme with the primary goal to control alien plants, especially in the Fynbos and riparian zones ensuring that they do not compromise the biodiversity of the fynbos and renosterveld found in the study area.

Considering that this gentleman's agreement between the Applicant and the Gondwana Game Reserve is voluntary and as such can be halted at any time, the recommendation from Biodiversity Group, to have at least 88ha of the property ecologically managed, strengthens this agreement and introduces botanical monitoring of the area that can further be used to inform the ecological management and burning regimes. By introducing independent monitoring within the study area, it also ensures that ecological burning and invasive alien vegetation will be recorded and reported on.

2. **Degraded Grassy Fynbos.** The proposed development will result in the long-term loss of 6.32ha of degraded Grassy Fynbos. This vegetation type is not listed as threatened and has a Low species diversity and as such the impact will be **LOW**.



**Figure 12: Vegetation Map of the Proposed Landing Strip (Source: Biodiversity Africa).**

4.6. If your proposed development is located in a protected area, explain how the proposed development is in line with the protected area management plan.

The proposed development is not located within a protected area.

4.7. Explain how the presence of fauna on and adjacent to the proposed development has influenced your proposed development.

**No** threatened **amphibian species and reptile species** have a distribution which includes the project area.

Due to the presence of permitted/licensed **wildlife** on the property, a vehicle will travel the landing strip with a spotter to ensure that there are no animals on the runway prior to an aircraft movement.

In addition to the two bird SCC highlighted by the Screening Tool (Denham's Bustard & Knysna Warbler), seven additional SCC have a distribution in the general area, which includes the project area.

**Three bird SCC have a high likelihood** of occurring in the project area (Protea Canary, Agulhas Long-billed Lark and Denham's Bustard).

According to Biodiversity Africa (Pty) Ltd, it is **unlikely** that any bird SCC will build a nest and lay eggs on the runway especially if the runway is checked and rolled regularly.

The Applicant confirmed that the runway will be checked and rolled regularly. In the unlikely event that a nest with eggs/chicks is found on the runway and cannot be avoided, it must be recorded and in the case of an emergency flight, proof of emergency must be made available if requested by Authorities.

**5. GEOGRAPHICAL ASPECTS**

Explain whether any geographical aspects will be affected and how has this influenced the proposed activity or development.

No geographical aspects will be affected.

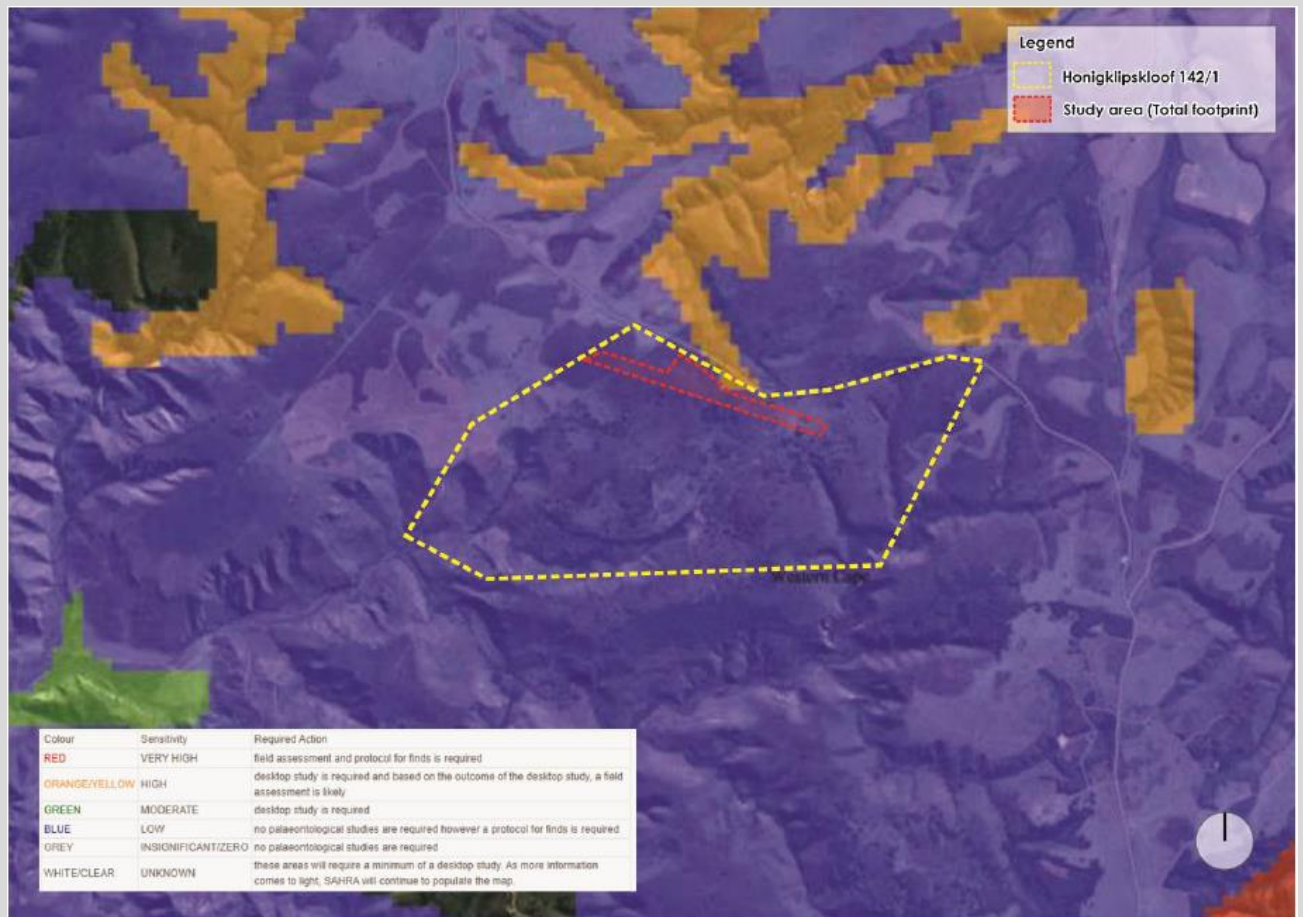
Portion 1 of the Farm 172 was surveyed to identify what portion of the property will allow the development of a landing strip. The current position of the landing strip was found to be the only suitable site because it is located on the only flat area on the property. The remainder of the property consists out of sloped areas and valleys that are not deemed suitable for the development of a landing strip.

**6. HERITAGE RESOURCES**

6.1.	Was a specialist study conducted?	YES	NO
6.2.	Provide the name and/or company who conducted the specialist study.		
Stefan de Kock (Perception planning).			
6.3.	Explain how areas that contain sensitive heritage resources have influenced the proposed development.		
<p><u>Archaeology</u></p> <p>No Archaeological remains (pre-colonial or colonial) were identified during a field survey conducted on the 22 February 2023.</p> <p><u>Palaeontology</u></p> <p>According to SAHRIS Palaeontological sensitivity mapping, the study area forms part of an area highlighted as being of low palaeontological sensitivity (blue) where "no palaeontological studies are required although a protocol for possible finds is required" (Figure 13).</p> <p><u>Cultural landscape context</u></p> <p>The proposed development will not negatively impact built heritage of cultural significance. Brief analysis of the cultural landscape context did not reveal important traditional landscape patterns of cultural significance that may be negatively impacted through the proposal.</p>			

Heritage Western Cape

Heritage Western Cape confirmed that **no further action under Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) is required.**



**Figure 13: Paleo-sensitivity within the proximity of the proposed development site (Source: Perception Planning).**

**7. HISTORICAL AND CULTURAL ASPECTS**

Explain whether there are any culturally or historically significant elements as defined in Section 2 of the NHRA that will be affected and how has this influenced the proposed development.

None will be affected.

**8. SOCIO/ECONOMIC ASPECTS**

8.1.	Describe the existing social and economic characteristics of the community in the vicinity of the proposed site.
	The proposed project is in a rural setting dominated by agricultural activities and adjacent conservation initiatives (Gondwana Private Game Reserve).
8.2.	Explain the socio-economic value/contribution of the proposed development.

The development will create temporary employment opportunities during the development phases for semi- and unskilled workers. It will also create permanent employment in terms of regular checks for bird SCC nests on the runway, as well as maintaining the landing strip. It is noted however that preference will be given to existing farm labour before bringing in labourers from outside the Applicant's employment for unskilled labour requirements.

The use of the landing strip for veld firefighting and anti-poaching operations will assist in protecting infrastructure, agricultural resources and wildlife.

8.3. Explain what social initiatives will be implemented by applicant to address the needs of the community and to uplift the area.

Although a private facility, the facility may also be used for firefighting and anti-poaching operations to protect infrastructure, agricultural resources and wildlife.

8.4. Explain whether the proposed development will impact on people's health and well-being (e.g. in terms of noise, odours, visual character and sense of place etc) and how has this influenced the proposed development.

The proposed development is in a rural area with no people living nearby. The area is utilised for game range operations in collaboration with Gondwana Game Reserve.

The use of the landing strip will only be suitable for small planes and will be used at a low frequency (4 – 8 per month excluding emergency flights).

The landing strip will not be used at night and therefore no night lightning will be present.

Only the construction of the hanger (400m<sup>2</sup>) and reservoir will require the physical removal of vegetation and soil to construct the concrete floor.

The runway, apron/parking area, taxiway and turning circle will be created through a process of brush cutting, mowing and rolling when necessary. The water reservoir will be a corrugated iron structure that will require minimal earthworks to create a level platform.

The proposed development will have very little physical impact and due to the low frequency and specific nature of the facility, it is unlikely to have significant negative impacts on people's health and well-being in terms of noise, odours, dust or visual character.

However the outcome of the public participation process will help to identify any receptors that may be impacted from a health and well-being perspective, in which case such will be considered and/or investigated if deemed significant.

## SECTION H: ALTERNATIVES, METHODOLOGY AND ASSESSMENT OF ALTERNATIVES

### 1. DETAILS OF THE ALTERNATIVES IDENTIFIED AND CONSIDERED

1.1.	Property and site alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.
Provide a description of the preferred property and site alternative.	
Portion 1 of the Farm Honig Klips Kloof 172, Herbertsdale along the preferred route alignment.	
Provide a description of any other property and site alternatives investigated.	
No alternative properties or sites on the property were identified as feasible on the property due to topographical limitation associated with slopes and drainage lines traversing much of the property.	
Provide a motivation for the preferred property and site alternative including the outcome of the site selection matrix.	
<ul style="list-style-type: none"> <li>The Zoning Agriculture Zone 1 allows for a landing strip as a Consent Use typically in support of agricultural or game range management.</li> <li>The site is well located in the greater area to provide additional aerial veld firefighting support for the surrounding areas as well as anti-poaching services to neighbouring game reserves if necessary.</li> <li>The preferred site is flat and fit-for-purposes of a landing strip compared to other areas of the site that is steep with valleys/drainage lines.</li> </ul>	
Provide a full description of the process followed to reach the preferred alternative within the site.	
<ul style="list-style-type: none"> <li>Using available contour data, Portion 1 of the Farm 172 was initially surveyed by the Applicant, to identify what portion of the property will allow the development of a landing strip on a flat slope.</li> <li>Further surveying of the identified area indicated the preferred route and positioning of the landing strip.</li> <li>The preferred position of the landing strip was found to be the only suitable site because it is located on the only flat area on the property.</li> </ul> <p>The remainder of the property consists out of sloped areas and valleys that are not suitable for the development of a landing strip (<b>Figure 15 &amp; 15</b>).</p>	

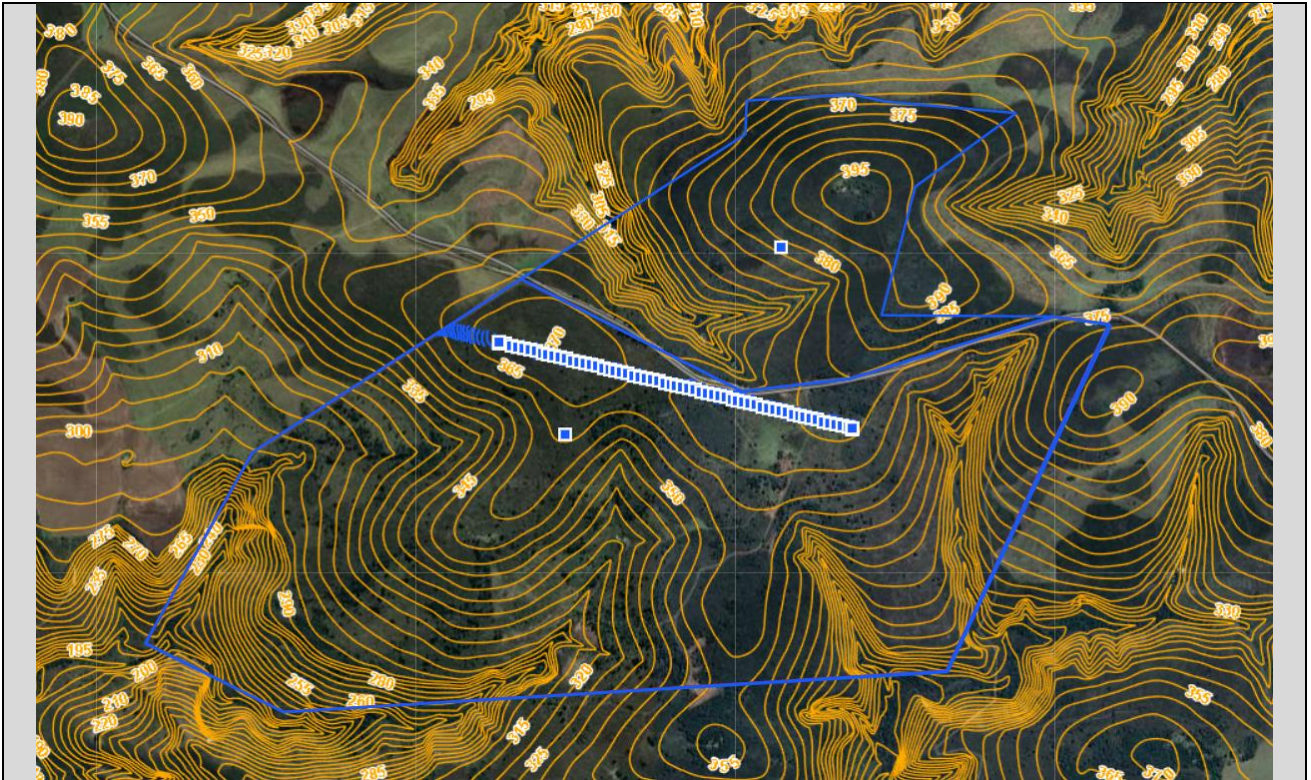


Figure 14: Initial contour analysis for the site with preferred route overlay (Cape Farm Mapper).

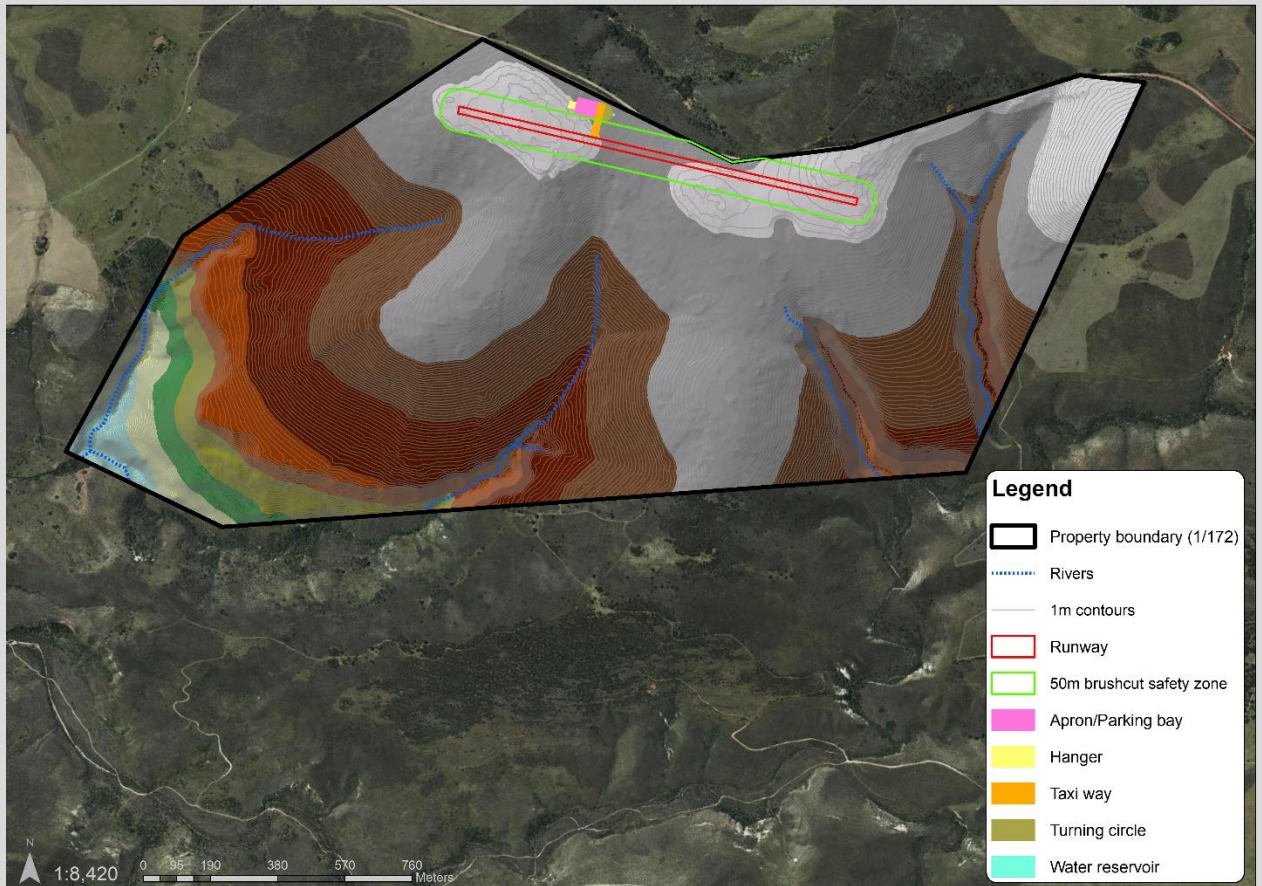


Figure 15: Preferred landing strip route deemed reasonable and feasible for implementation.

Provide a detailed motivation if no property and site alternatives were considered.

No alternative site was considered because:

- The site is located next to the Gondwana Private Game Reserve with its population of Rhinos threatened by poaching. The landing strip is therefore perfectly positioned to provide aerial anti-poaching support.
- The site is also strategically located to provide aerial veld fire suppression support to the surrounding area assisting in saving of lives, reduce the damage to infrastructure and loss of biodiversity due to frequent and out of season fires should such services be needed in the area.

List the positive and negative impacts that the property and site alternatives will have on the environment.

Positive	Negative
<p>The site is located next to the Gondwana Private Game Reserve with its population of Rhinos threatened by poaching. The fences between Gondwana and Portion 1 of Farm 172 have been dropped and therefore Rhinos also roam this site. The landing strip is well positioned to provide aerial anti-poaching support if necessary.</p>	<p>Temporary noise impact when planes land and take off during the day.</p>
<p>Temporary employment opportunities during construction (to semi-skilled and unskilled workers mostly).</p>	<p>The permanent loss of 0.01% of threatened degraded Swellendam Silcrete Fynbos during the construction of the hangar/reservoir.</p>
<p>The site is strategically located to provide aerial veld fire suppression support to the surrounding area assisting in saving of lives, reduce the damage to infrastructure and loss of biodiversity due to frequent and out of season fires, should it be required/requested.</p>	<p>Potential long-term (20 – 40 years) loss of 8.8ha of Swellendam Silcrete Fynbos within the save zone that surrounds the landing strip in the event that facility is still operational over such a long period of time.</p>
<p>Permanent employment opportunities during operational phase for mowing &amp; rolling on a regular basis. The landing strip will also be checked or any bird SCC nests to demarcate should flights be announced for a particular day.</p>	<p>Potential loss of nests under emergency circumstances when fire fighting or anti-poaching flights cannot be rescheduled to allow assistance or relocation.</p>

1.2. Activity alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.

Provide a description of the preferred activity alternative.

The preferred alternative entails the following:

Private vegetated landing strip (+/- 2.3ha).

The facility will be used by the owner, flying in private guests, and for potential regional firefighting and anti-poaching operations. The landing strip will only be used for daylight operations.

The vegetated landing strip will be created by regularly mowing the existing vegetation and compacting with a heavy roller until the surface complies with the required standards. Rocks on the landing strip will be removed by hand to ensure the safe landing of planes. The landing strip will be cleared by a vehicle on the ground if wildlife is present before an aircraft movement. The expected



number of aircraft movements are 4 – 8 per month at maximum excluding potential emergency anti-poaching / firefighting emergency operations.

50m safe zone (+/- 12.2ha).

An area around the landing strip will be brushcut to allow pilots to observe any obstacles such as animals that might be moving toward the runway.

Associated Infrastructure: Hangar with a compacted grass apron/parking, Taxiway and Turning Circle.

A hangar with apron (plane parking area) will be developed next to the runway. The hangar will contain one toilet, basin, shower, and kitchen sink that will be linked to a conservancy tank that will be emptied when required with a private tanker truck and disposed of at an approved municipal facility.

The hangar will have Solar PV Panels on its roof with battery backup.

Apron & Parking area for aircraft on rolled grass	+/-3 000m <sup>2</sup>
Taxiway on rolled grass	+/-2 000m <sup>2</sup>
Turning circles on rolled grass	+/-1427m <sup>2</sup>
Hangar Building(resembling a typical farm shed structure)	+/-400m <sup>2</sup>

Water Reservoir

A corrugated iron water reservoir with a 125 000 litre (125m<sup>3</sup>) capacity will be located next to the turning circle. The water reservoir will be used to refill fire bomber aircraft. The Applicant intends to truck in untreated water from municipal supply and supplement it with rain water from the on-site rainwater tanks.

Services & Access

The proposed development is not connected to any municipal services. The hangar will be fitted with solar panels for electricity. Rainwater tanks will provide a source of potable water. Untreated water will be trucked in from an existing municipal supply to fill the reservoir as needed.

Access to the proposed development site will be via the R327 from Mossel Bay and the gravel District Road running through the Gondwana Private Game Reserve that provides existing access to multiple farms in the area, including the study area.

Provide a description of any other activity alternatives investigated.

The No-Go Alternative (status quo) with no landing strip/associated facilities. Noted however that the property has voluntarily dropped its shared boundary fences with the neighbouring Gondwana Game Reserve escalating firefighting and anti-poaching requirements for the property and the adjoining game reserve. Without these services in proximity to the animals, flights must come in from George or Mossel Bay.

Provide a motivation for the preferred activity alternative.

The Mossel Bay IDP (2022-2027) identifies veld fires as a high risk where the likelihood and/or consequence must be reduced. Climate change will result in an increased frequency and shifts in the fire season, which impacts negatively on biodiversity inclusive of game operations in the area, livelihoods and infrastructure.

The site is located next to the Gondwana Private Reserve with its population of Rhinos threatened by poaching. The fences between Gondwana and Portion 1 of Farm 172 have been dropped and therefore Rhinos are also present on the property. The landing strip is well positioned to provide aerial anti-poaching support, as well as firefighting services if necessary.

Provide a detailed motivation if no activity alternatives exist.

The indirect need for having access to anti-poaching and firefighting support services has the potential to benefit not only the Applicant and Gondwana Game Reserve, but also other land owners in the area belonging to the South Cape Fire Protection Agency. The time saving that can be achieved with such support services being available in an otherwise remote rural area, can effectively reduce damages done by wildfires and can help with the protection of a protected species i.e. rhino on the property and the adjoining game reserve.

The Applicant's initial intentions of only having the facility for his private use, was informed by the additional benefit such services can offer.

List the positive and negative impacts that the activity alternatives will have on the environment.

Preferred activity

Positive: The site is located next to the Gondwana Private Game Reserve with its population of Rhinos threatened by poaching. The landing strip is therefore perfectly positioned to provide aerial anti-poaching support to help protect this protected species.

Positive: Temporary & permanent employment opportunities will be created through the development.

Positive: The site is strategically located to provide aerial veld fire suppression support to the surrounding area assisting in saving of lives, reduce the damage to infrastructure and loss of biodiversity due to frequent and out of season fires.

Positive: The development will make use of rooftop solar PV with batteries for electricity and a semi-permanent reservoir and rainwater tanks will provide water.

Negative: Permanent loss 0.01% degraded Swellendam Silcrete Fynbos during development.

Negative: Potential long-term loss of 8.8ha of degraded Swellendam Silcrete Fynbos created by the brushcutting of the 50m safety zone around the airstrip over an extended period of time in the event that the facility remains operational for such a long period of time.

Negative: The infrequent impact of noise due to small planes landing and taking off during the day time.

Negative: Temporary nuisances associated with construction period (noise, increased traffic) (temporary).

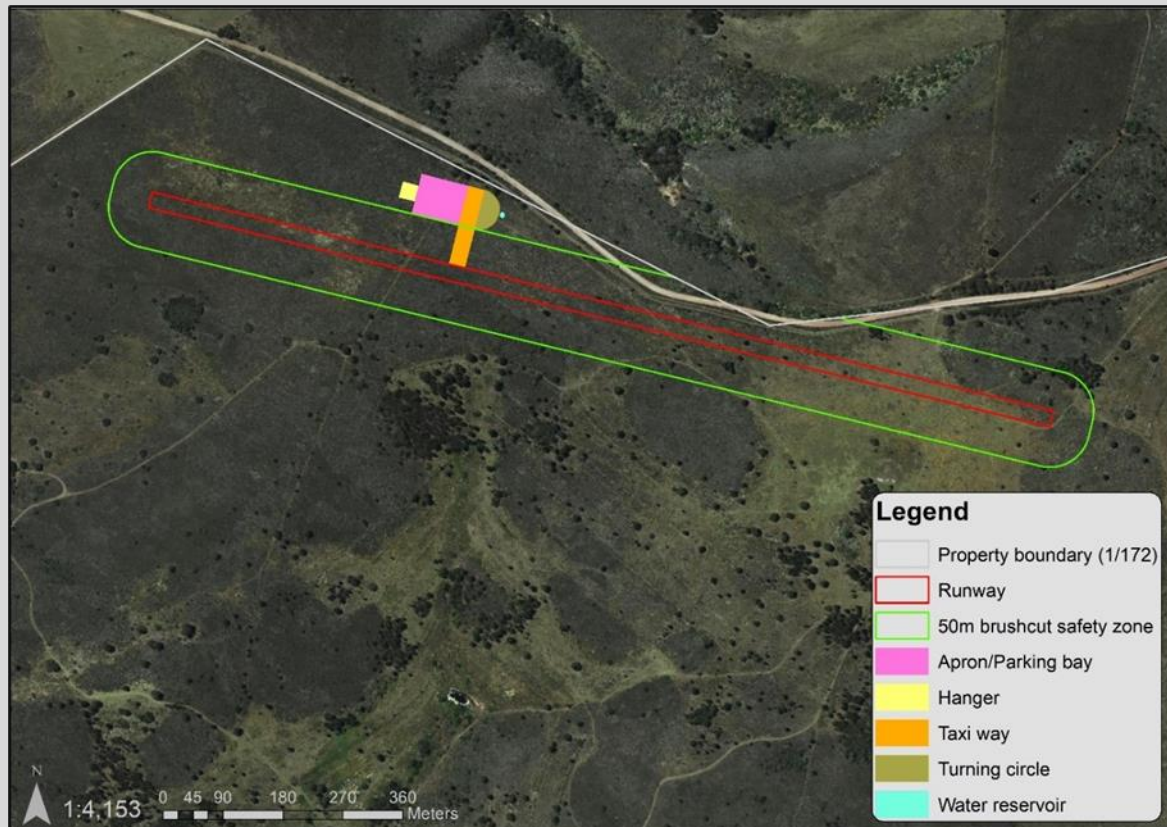
1.3.	Design or layout alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts
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Provide a description of the preferred design or layout alternative.

The preferred design entails the development of:

1. One (1) Landing Strip on ± 2.3ha (1 154,73 km long and 20m wide) as a rolled, but still vegetated strip.
2. 50m Brushcut Safe Zone around the Landing Strip on ± 12.2ha.
3. Associated Infrastructure:
  - One (1) hangar (± 400m<sup>2</sup>) with Apron/Parking (± 3000m<sup>2</sup>).
  - One (1) Taxi-Way (± 2000m<sup>2</sup>)

- One (1) Turning Circle ( $\pm 1427m^2$ )
- One (1) 125 000l Water Reservoir ( $\pm 33m^2$ )



**Figure 16: Preferred design alternative.**

Provide a description of any other design or layout alternatives investigated.

Provide a motivation for the preferred design or layout alternative.

Portion 1 of the Farm 172 was surveyed to identify what portion of the property will allow the development of a landing strip. The current position of the landing strip was found to be the only suitable site because it is located on the only flat area on the property. The remainder of the property consists out of sloped areas and valleys that are not suitable for the development of a landing strip (Figure 15 & 15).

Provide a detailed motivation if no design or layout alternatives exist.

The low frequency of flights (4-8 per month) does not justify a hard surfaced landing strip and because of the mostly private use, the hanger and associated facilities can be limited. Such an alternative was not deemed feasible.

List the positive and negative impacts that the design alternatives will have on the environment.

None assessed for a feasible design alternative.

1.4.	Technology alternatives (e.g., to reduce resource demand and increase resource use efficiency) to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.
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Provide a description of the preferred technology alternative:

- Rooftop solar PV with batteries.
- Rain water tanks at the hanger building.
- LED lights only.

<ul style="list-style-type: none"> <li>Dual flush toilets.</li> </ul>	
Provide a description of any other technology alternatives investigated.	
Provide a motivation for the preferred technology alternative.	
<ul style="list-style-type: none"> <li>The use of solar to eliminate the demand on municipal electricity.</li> <li>The use of rainwater tanks provides the development with water and eliminates the demand for municipal water supply.</li> <li>The use of LED lights reduces solar use.</li> <li>Dual flush toilets reduce the use of available water supply in the rainwater tanks.</li> </ul>	
Provide a detailed motivation if no alternatives exist.	
List the positive and negative impacts that the technology alternatives will have on the environment.	
<p><u>Positive</u></p> <ul style="list-style-type: none"> <li>Eliminates water demand from municipal supply with rainwater tanks and dual flush toilets.</li> <li>Eliminates electricity demand on municipal supply with use of alternatives such as solar.</li> </ul> <p><u>Negative</u></p> <ul style="list-style-type: none"> <li>Reduced income generation potential for Municipality when renewable energy devices are implemented.</li> <li>Reduced income generation potential for Municipality when rainwater harvesting replaces municipal water supply.</li> </ul>	
1.5.	Operational alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.
Provide a description of the preferred operational alternative.	
<ul style="list-style-type: none"> <li>Night time flights would have been an operational alternative, however the landing strip is not registered for night flights given the private nature thereof, as such the option of night flights is not feasible.</li> <li>Only having the facility as a private facility was initially the Applicant's intentions, however the additional benefit through offering anti-poaching, as well as firefighting services via this facility was deemed more beneficial.</li> </ul>	
Provide a description of any other operational alternatives investigated.	
Provide a motivation for the preferred operational alternative.	
<ul style="list-style-type: none"> <li>The Applicant's initial intentions of only having the facility for his private use, was informed by the additional and broader benefit anti-poaching and firefighting services can offer by making use of the same facility.</li> </ul>	
Provide a detailed motivation if no alternatives exist.	
List the positive and negative impacts that the operational alternatives will have on the environment.	
Preventing wild animals from being disturbed, hunted, killed or captured will enhance biodiversity on the property.	

Regional benefit of having firefighting services available in close proximity to otherwise remote, rural areas.	
1.6.	The option of not implementing the activity (the 'No-Go' Option).
Provide an explanation as to why the 'No-Go' Option is not preferred.	
<p>The Mossel Bay IDP (2022-2027) identifies veld fires as a high risk where the likelihood and/or consequence must be reduced. Climate change will result in an increased frequency and shifts in the fire season, which impacts negatively on biodiversity, livelihoods and infrastructure.</p> <p>The site is located next to the Gondwana Nature Reserve with its population of Rhinos threatened by poaching. The landing strip is therefore well positioned to provide aerial anti-poaching support.</p> <p>The site is also located to provide aerial veld fire suppression support to the surrounding area assisting in saving of lives, reduce the damage to infrastructure and loss of biodiversity due to frequent and out of season fires, makes the No-Go Alternative a less viable option.</p>	
1.7.	Provide an explanation as to whether any other alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts, or detailed motivation if no reasonable or feasible alternatives exist.
1.8.	Provide a concluding statement indicating the preferred alternatives, including the preferred location of the activity.
<p>The following key aspects have been considered:</p> <ul style="list-style-type: none"> <li>• The activity provides additional veld fire suppression &amp; anti-poaching support.</li> <li>• The activity will not negatively impact watercourses.</li> <li>• The activity will not negatively impact any heritage, archaeological or palaeontological resources.</li> <li>• The activity will produce limited runoff.</li> <li>• The activity has a low erodibility potential.</li> <li>• The activity will make use of solar panels instead of municipal electricity.</li> <li>• The activity will also make use of rainwater tanks to capture rainwater instead of using municipal drinking water.</li> </ul>	

**2. "NO-GO" AREAS**

Explain what "no-go" area(s) have been identified during identification of the alternatives and provide the co-ordinates of the "no-go" area(s).
<p>The outcome of the basic assessment did not indicate any biophysical no-go areas due to the limited scale and nature of the activity.</p> <p>Steep slopes and drainage lines were identified as no-go areas considering the requirements for a flat area to develop a landing strip.</p>

### 3. METHODOLOGY TO DETERMINE THE SIGNIFICANCE RATINGS OF THE POTENTIAL ENVIRONMENTAL IMPACTS AND RISKS ASSOCIATED WITH THE ALTERNATIVES.

Describe the methodology to be used in determining and ranking the nature, significance, consequences, extent, duration of the potential environmental impacts and risks associated with the proposed activity or development and alternatives, the degree to which the impact or risk can be reversed and the degree to which the impact and risk may cause irreplaceable loss of resources.

#### **Criteria for Assessment**

These criteria are drawn from the EIA Regulations, published by the Department of Environmental Affairs and Tourism (April 1998) in terms of the Environmental Conservation Act No. 73 of 1989.

These criteria include:

- **Nature of the impact**

This is the appraisal of the type of effect the construction, operation and maintenance of a development would have on the affected environment. This description should include what is to be affected and how.

- **Extent of the impact**

Describe whether the impact will be: local extending only as far as the development site area; or limited to the site and its immediate surroundings; or will have an impact on the region, or will have an impact on a national scale or across international borders.

- **Duration of the impact**

The specialist / EAP should indicate whether the lifespan of the impact would be short term (0-5 years), medium term (5-15 years), long term (16-30 years) or permanent.

- **Intensity**

The specialist / EAP should establish whether the impact is destructive or benign and should be qualified as low, medium or high. The study must attempt to quantify the magnitude of the impacts and outline the rationale used.

- **Probability of occurrence**

The specialist / EAP should describe the probability of the impact actually occurring and should be described as improbable (low likelihood), probable (distinct possibility), highly probable (most likely) or definite (impact will occur regardless of any prevention measures).

The impacts should also be assessed in terms of the following aspects:

- **Legal requirements**

The specialist / EAP should identify and list the relevant South African legislation and permit requirements pertaining to the development proposals. He / she should provide reference to the procedures required to obtain permits and describe whether the development proposals contravene the applicable legislation.

- **Status of the impact**

The specialist / EAP should determine whether the impacts are negative, positive or neutral ("cost – benefit" analysis). The impacts are to be assessed in terms of their effect on the project and the environment. For example, an impact that is positive for the proposed development may be negative for the environment. It is important that this distinction is made in the analysis.

- **Accumulative impact**

Consideration must be given to the extent of any accumulative impact that may occur due to the proposed development. Such impacts must be evaluated with an assessment of similar developments already in the environment. Such impacts will be either positive or negative, and will be graded as being of negligible, low, medium or high impact.

- **Degree of confidence in predictions**

The specialist / EAP should state what degree of confidence (low, medium or high) is there in the predictions based on the available information and level of knowledge and expertise.

Based on a synthesis of the information contained in the above-described procedure, you are required to assess the potential impacts in terms of the following significance criteria:

**No significance:** the impacts do not influence the proposed development and/or environment in any way.

**Low significance:** the impacts will have a minor influence on the proposed development and/or environment. These impacts require some attention to modification of the project design where possible, or alternative mitigation.

**Moderate significance:** the impacts will have a moderate influence on the proposed development and/or environment. The impact can be ameliorated by a modification in the project design or implementation of effective mitigation measures.

**High significance:** the impacts will have a major influence on the proposed development and/or environment and will result in the “no-go” option on the development or portions of the development regardless of any mitigation measures that could be implemented. This level of significance must be well motivated.

#### 4. ASSESSMENT OF EACH IMPACT AND RISK IDENTIFIED FOR EACH ALTERNATIVE

**Note:** The following table serves as a guide for summarising each alternative. The table should be repeated for each alternative to ensure a comparative assessment. The EAP may decide to include this section as Appendix J to this BAR.

◀ State Impact e.g Odour, Noise, clearanc <b>Terrestrial Biodiversity</b> State Impact e.g Odour, Noise, clearanc ▶		
Alternative:	Alternative 1	No Go Option
<b>PLANNING, DESIGN AND DEVELOPMENT PHASE</b>		
<b>Potential impact and risk:</b>	<b>Permanent loss of 0.01% degraded Swellendam Silcrete Fynbos</b>	<b>No loss of degraded Swellendam Silcrete Fynbos</b>
Nature of impact:	Negative	Neutral without mitigation
Extent and duration of impact:	Localised and Permanent	Localised and Long Term
Consequence of impact or risk:	Moderate	Low
Probability of occurrence:	Definite	Probable
Degree to which the impact may cause irreplaceable loss of resources:	Resource could be partially lost	Resource could be partially lost if no restoration, alien vegetation clearing and ecological burning is enforced.
Degree to which the impact can be reversed:	Irreversible	Reversible
Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	Low



Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	High	Low
Proposed mitigation:	<p>Construction Vehicles &amp; Machinery must not encroach into identified 'no-go' areas or areas outside the project footprint.</p> <p>Topsoil (20 cm, where possible) must be collected and stored in an area of low (preferable) and medium sensitivity and used to rehabilitate impacted areas that are no longer required during the operational phase (e.g., laydown areas).</p> <p>Only indigenous species must be used for rehabilitation.</p> <p>Lay down areas must be located within areas of low sensitivity.</p> <p>Employees must be prohibited from making open fires during the construction phase.</p> <p>Employees must be prohibited from collecting plants. It is recommended that spot checks of pockets and bags are done on a regular basis to ensure that no unlawful harvesting of plant species is occurring.</p>	
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	Not Applicable

<b>Potential impact and risk:</b>	Long-term loss of 8.8ha degraded Swellendam Silcrete Fynbos	Not Applicable
Nature of impact:	Negative	Not Applicable
Extent and duration of impact:	Localised and Long Term	Not Applicable
Consequence of impact or risk:	Moderate	Not Applicable
Probability of occurrence:	Definite	Not Applicable
Degree to which the impact may cause irreplaceable loss of resources:	Resource could be partially lost	Not Applicable
Degree to which the impact can be reversed:	Reversible	Not Applicable
Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Moderate	Not Applicable
Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	Achievable	Not Applicable
Proposed mitigation:	Invasive alien vegetation clearing in the surrounding Silcrete Fynbos habitat. Plant translocation to adjacent suitable habitat may only be done for species that are not range restricted	

	and for populations that have not been quantified as regionally significant.  The vegetation in the safe zone will be brushcut during the construction and operational phases. The vegetation should be allowed to return to its natural state once the infrastructure has been decommissioned.	
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	Not Applicable
<b>Potential impact and risk:</b>	<b>Loss of 6.32ha of degraded Grassy Fynbos</b>	Not Applicable
Nature of impact:	Negative	Not Applicable
Extent and duration of impact:	Localised and Long Term	Not Applicable
Consequence of impact or risk:	Low	Not Applicable
Probability of occurrence:	Probable	Not Applicable
Degree to which the impact may cause irreplaceable loss of resources:	Resources could be partially lost	Not Applicable
Degree to which the impact can be reversed:	Reversible	Not Applicable
Indirect impacts:		
Cumulative impact prior to mitigation:		

Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low with mitigation	Not Applicable
Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	High	Not Applicable
Proposed mitigation:	Ecological management of the property with alien clearing.	Not Applicable
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g., Low, Medium, Medium-High, High, or Very-High)	Low with mitigation	Not Applicable
◀ State Impact e.g Odour, Noise, clearanc <b>Botanical</b> State Impact e.g Odour, Noise, clearanc ▶		
<b>Potential impact and risk:</b>	<b>Loss of Plant SCC</b>	<b>No Loss of Plant SCC</b>
Nature of impact:	Negative	Positive
Extent and duration of impact:	Study Area and Long Term	Local and Definite
Consequence of impact or risk:	Moderate	Slightly Beneficial
Probability of occurrence:	Probable	Definite
Degree to which the impact may cause irreplaceable loss of resources:	Resource could be partially lost	Resource will not be impacted

Degree to which the impact can be reversed:	Reversible	Reversible
Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	High	Low
Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	Achievable	Achievable
Proposed mitigation:	All mitigation measures listed under impact 1 & 2.	Not Applicable
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g., Low, Medium, Medium-High, High, or Very-High)	Moderate	Not Applicable
◀ State Impact e.g Odour, Noise, clearanc <b>Faunal</b> State Impact e.g Odour, Noise, clearanc ▶		
<b>Potential impact and risk:</b>	<b>Loss of Faunal SCC</b>	<b>No Loss of Faunal SCC</b>
Nature of impact:	Negative	Positive
Extent and duration of impact:	Study Area and Long Term	Local and May Occur
Consequence of impact or risk:	Moderate	Slightly Beneficial

Probability of occurrence:	May Occur	Definite
Degree to which the impact may cause irreplaceable loss of resources:	Resource could be partially lost	Resource will not be impacted
Degree to which the impact can be reversed:	Reversible	Reversible
Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Moderate	Low
Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	Achievable	Achievable
Proposed mitigation:	<p>Gondwana Private Nature Reserve wildlife management must be consulted to provide input into the procedure that must be followed should an animal be on the runway, and at risk of collision, during take-off or landing.</p> <p>The runway must be checked regularly for nests and nest must be cleared from the runway to prevent birds from laying eggs.</p> <p>If the SCC nest cannot be avoided (i.e. no space to land a plane without impacting the nest) a suitably qualified person must be contacted to relocate the nest and chicks. It is recommended that the person checking the landing strip for birds on a regular basis</p>	Not Applicable

	<p>be offered training to relocate nests. Note a permit may be required.</p> <p>If the SCC nest cannot be avoided, in the case of an emergency flight (fire, medical etc.) proof of emergency must be made available if requested by authorities.</p> <p>In addition to all mitigations listed above a clause must be included in contracts for ALL personnel working on site stating that: <i>"no wild animals will be hunted, killed, poisoned or captured. No wild animals will be imported into, exported from or transported in or through the province. No wild animals will be sold, bought, donated and no person associated with the development will be in possession of any live wild animal, carcass or anything manufactured from the carcass."</i> A clause relating to fines, possible dismissal and legal prosecution must be included should any of the above transgressions occur.</p> <p>During construction of the runway it is recommended that the removal of large established trees that host raptors may only be removed outside of breeding season and may only be done when birds are not nesting and rearing young.</p> <p>Project activities must remain within the designated footprint.</p>	
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation	Moderate	Note Applicable.

(e.g., Low, Medium, Medium-High, High, or Very-High)		
<b>Potential impact and risk:</b>	<b>Loss of Faunal Habitat</b>	<b>No Loss of Faunal Habitat</b>
Nature of impact:	Negative	Positive
Extent and duration of impact:	Localised and Permanent	Study Area and Permanent
Consequence of impact or risk:	Moderate	Low
Probability of occurrence:	Definite	Probable
Degree to which the impact may cause irreplaceable loss of resources:	Resources could be partially lost	Resource will not be partially lost
Degree to which the impact can be reversed:	Reversible	Reversible
Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Moderate	Low
Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	Difficult	Achievable
Proposed mitigation:	Ideally, any rocks and stumps must be moved into adjacent habitat and rockeries and stumperies created to provide habitat for faunal species.	No mitigation enforceable



	Construction vehicles and machinery must not encroach into adjacent habitat and must remain within the footprint of the project.	
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g., Low, Medium, Medium-High, High, or Very-High)	Moderate	Low
<b>Potential impact and risk:</b>	<b>Distribution of Ecosystem Function and Process</b>	<b>Distribution of Ecosystem Function and Process</b>
Nature of impact:	Negative	Negligible
Extent and duration of impact:	Localised and Long Term	
Consequence of impact or risk:	Slight	
Probability of occurrence:	Probable	
Degree to which the impact may cause irreplaceable loss of resources:	Resource could be partially lost	
Degree to which the impact can be reversed:	Irreversible	
Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	
Degree to which the impact can be avoided:		

Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	Difficult	
Proposed mitigation:	In addition to the mitigation measures listed under previous impacts, the following should be implemented:  Rehabilitate laydown areas post construction.  Use existing access roads and upgrade these where necessary rather than creating new ones.	Not Applicable
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g., Low, Medium, Medium-High, High, or Very-High)	Low	Not Applicable
<b>Potential impact and risk:</b>	<b>Disturbance to Faunal Species</b>	<b>Disturbance to Faunal Species</b>
Nature of impact:	Negative	Not applicable
Extent and duration of impact:	Localised and Short Term	
Consequence of impact or risk:	Moderate	
Probability of occurrence:	Definite	
Degree to which the impact may cause irreplaceable loss of resources:	Resource could be partially lost	
Degree to which the impact can be reversed:	Reversible	

Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Moderate	Not Applicable
Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	Difficult	Negligible
Proposed mitigation:	<p>Slow moving species, such as tortoises, that may be in harm's way during construction, must be moved and placed out of harm's way in habitat immediately adjacent to the project area within the reserve.</p> <p>Vehicles and machinery must meet best practice standards this will minimise noise and vibrations.</p> <p>Project must start and be completed within the minimum timeframe.</p>	Not applicable
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g., Low, Medium, Medium-High, High, or Very-High)	Low	Not Applicable
<b>Potential impact and risk:</b>	<b>Mortality of Faunal Species</b>	<b>Mortality of Faunal Species</b>
Nature of impact:	Negative	Not applicable

Extent and duration of impact:	Localised and Permanent	
Consequence of impact or risk:	Moderate	
Probability of occurrence:	May Occur	
Degree to which the impact may cause irreplaceable loss of resources:	Resource could be partially lost	
Degree to which the impact can be reversed:	Reversible	
Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Moderate	Not Applicable
Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	Difficult	Not Applicable
Proposed mitigation:	<p>ECO (or relevant person) to walk ahead of clearing construction machinery and move slow moving species, e.g. tortoises, out of harms way and into suitable neighbouring habitat.</p> <p>Induction material must iterate that faunal species are to be avoided and staff and/or contractor may possess any wild animal found in and immediately surrounding the project area alive or dead i.e., no</p>	

	hunting, trapping or capturing of naturally occurring terrestrial vertebrate species.	
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g., Low, Medium, Medium-High, High, or Very-High)	Low	Not Applicable
<b>OPERATIONAL PHASE</b>		
<b>Potential impact and risk:</b>	<b>Infestation of Alien Plant Species</b>	<b>Infestation of Alien Plant Species</b>
Nature of impact:	Negative	Negative (less management than under preferred alternative)
Extent and duration of impact:	Study Area and Permanent	Local and May Occur
Consequence of impact or risk:	Moderate	Moderate
Probability of occurrence:	Low	Definite (without mitigation)
Degree to which the impact may cause irreplaceable loss of resources:	Resource could be partially lost	Uncontrolled invasive alien vegetation continued under the No-Go
Degree to which the impact can be reversed:	Reversible	Reversible
Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Moderate	Low

Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	Achievable	Achievable
Proposed mitigation:	<p>The site must be checked regularly for the presence of alien invasive species. When alien invasive species are found, immediate action must be taken to remove them.</p> <p>The black wattle currently noted on site must be removed.</p> <p>An alien invasive management plan must be incorporated into the EMPr.</p>	Not Applicable
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	Not Applicable
<b>Potential impact and risk:</b>	<b>Disturbance to Faunal Species</b>	<b>Disturbance to Faunal Species</b>
Nature of impact:	Negative	Negligible
Extent and duration of impact:	Localised and Permanent	
Consequence of impact or risk:	Moderate	
Probability of occurrence:	Definite	

Degree to which the impact may cause irreplaceable loss of resources:	Resource could be partially lost	
Degree to which the impact can be reversed:	Reversible	
Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Moderate	Not Applicable
Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:	Difficult	Negligible
Proposed mitigation:	Vehicles and planes must meet best practice standards this will minimise noise and vibrations. Staff and contractors' vehicles must comply with speed limits of maximum of 40km/hr	Not Applicable
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	Not Applicable
<b>DECOMMISSIONING AND CLOSURE PHASE</b>		
<b>Potential impact and risk:</b>		

Nature of impact:		
Extent and duration of impact:		
Consequence of impact or risk:		
Probability of occurrence:		
Degree to which the impact may cause irreplaceable loss of resources:		
Degree to which the impact can be reversed:		
Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)		
Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:		



Proposed mitigation:		
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)		
<b>Potential impact and risk:</b>		
Nature of impact:		
Extent and duration of impact:		
Consequence of impact or risk:		
Probability of occurrence:		
Degree to which the impact may cause irreplaceable loss of resources:		
Degree to which the impact can be reversed:		

Indirect impacts:		
Cumulative impact prior to mitigation:		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)		
Degree to which the impact can be avoided:		
Degree to which the impact can be managed:		
Degree to which the impact can be mitigated:		
Proposed mitigation:		
Residual impacts:		
Cumulative impact post mitigation:		
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)		

## SECTION I: FINDINGS, IMPACT MANAGEMENT AND MITIGATION MEASURES

1.	<p>Provide a summary of the findings and impact management measures identified by all Specialist and an indication of how these findings and recommendations have influenced the proposed development.</p>
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Aquatic Biodiversity Findings & Recommendations

Dr Jackie Dabrowski confirmed that the proposed development has a **LOW** sensitivity for Aquatic Biodiversity. She recommended the following:

- Stormwater should not be directed into the wetland (complied with).
- Runoff from the hangar roof be diverted into the reservoir or rainwater tanks for reuse (complied with).
- Any parking areas or walkways should retain natural surface as far as possible (complied with).

Agriculture Findings (no Recommendations)

Johann Lanz confirmed that the agricultural impact of the proposed development is assessed as being acceptable because it results in **no, or at most negligible, loss of future agricultural potential**. He recommended that the development be approved and that no EMP inputs required for the protection of agricultural potential of the site.

Heritage Findings (no Recommendations)

Perception Planning confirmed that the proposed development will **not negatively impact** built heritage of cultural significance. **No palaeontological study** is required as the proposed development footprint forms part of an area indicated as being of no palaeontological significance. It is **unlikely** that any significant artefact material will be identified in the proposed development area.

- In the event of any finds, the ECO must notify HWC and the area must be demarcated till further instructions are received from the HWC on how to proceed.

Geotechnical Findings & Recommendations

The proposed activity is deemed acceptable irrespective of the allocated high erodibility of the site. Considering the lack of evident erosion in the area, the fact that there will be continues ground cover (albeit intermittently depending on frequency of flights), as well as the presence of ferricrete that has low erodibility characteristics, the sensitivity classification of high is disputed. A level of **LOW** is more appropriate. The following is recommended:

- After compaction, in-situ DCP tests be conducted to ensure that the landing strip is compacted to required standards.
- Should areas develop small depressions, such must be infilled with a suitable grade of compactible material and compacted to avoid unnecessary loose gravel that may result in surface erosion.

Biodiversity Findings, Recommendations & Mitigation Measures

The project area is within two distinct vegetation types (degraded Grassy Fynbos & degraded Swellendam Silcrete Fynbos). The proposed landing strip will result in the permanent loss of 400m<sup>2</sup> of Silcrete Fynbos which amounts to 0.01% of the habitat.

It may result in the potential long-term loss of 8.8ha of degraded Swellendam Silcrete Fynbos (endangered) should the facility still be operational 20-40 years from now.

The following is recommended:

- An area of roughly 88ha of Swellendam Silcrete Fynbos habitat around the facility, must be retained and ecologically managed by removing alien invasive plant species, rehabilitating degraded areas and implementing a controlled burning regime for this area.
- A Botanist must conduct a botanical survey every second year from year 1 – 6. Afterwards, every 5-years from year 6 – 20. The Botanist may also decide on the frequency of monitoring and/or if monitoring is further necessary or not after 20-years. A minimum of 10 points should be monitored each time (5 within the 88ha and 5 within the safe zone).
- If the landing strip is decommissioned and the transformed area rehabilitated back to its natural state, monitoring can cease once the botanist has reported on the state of the habitat condition.

Please refer to Section H(4) – Impact 1, 2 and 6 for detailed Terrestrial Biodiversity's Mitigation Measures.

Botanical Findings, Recommendations & Mitigation Measures

Thirty-three species were recorded within the project site. None of these species are listed on the South African Red Data List but ten are listed as Protected Species. These species will require permits for their removal.

Thirty SCC were identified in the literature as possibly occurring on site. Of these thirty species, four have a high likelihood of occurrence within the site, eight have a moderate likelihood and eighteen have a low likelihood.

Please refer to Section H(4) – Impact 3, 9 and 11 for Botanical's Mitigation Measures.

Faunal Findings, Recommendations & Mitigation Measures

No threatened amphibian species have a distribution which includes the project area. No threatened or near-threatened reptile species have a distribution which includes the project area. Only one species, the Fynbos Mole, has a high likelihood of occurring in the project area (although not observed on-site). Two SCC bird species were highlighted in the DFFE Screener (Denham's Bustard & Knysna Warbler). The Denham's Bustard has a moderate likelihood of occurrence and Knysna Warbler has a low likelihood of occurrence within the project area. Seven additional SCC have a distribution which includes the project area. Only two have a high likelihood of occurring in the project area.

The following is recommended:

- Gondwana Private Nature Reserve Wildlife Management must be consulted to provide input into the procedure that must be followed should an animal be on the runway.
- It is unlikely that any birds of SCC will build a nest and lay eggs on the runway if the runway is checked & rolled regularly. In the unlikely event that a nest with eggs/chicks of SCC be found on the runway, it must ideally be relocated by a professional, or alternatively the person responsible for checking the landing strip must be trained to relocate the nest.

Please refer to Section H(4) – Impact 4, 5 7, 8, 10 and 12 for Faunal Mitigation Measures.

2.	List the impact management measures that were identified by all Specialist that will be included in the EMPr
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All impact management measures, except for those listed in I(3), will be included in the EMPr.

3.	List the specialist investigations and the impact management measures that will <b>not</b> be implemented and provide an explanation as to why these measures will not be implemented.
<ul style="list-style-type: none"> <li>The &gt;2m buffer around the SCC eggs/chicks for planes to avoid during take-off and landing. This is not feasible as the planes have a specific path to follow when taking off and landing. The runway will however be checked &amp; rolled regularly meaning that the probability for a bird SCC to build a nest and to lay eggs, on the landing strip, is very low.</li> </ul>	
4.	Explain how the proposed development will impact the surrounding communities.
<p>The property itself as well as the adjacent Gondwana Private Game Reserve have Rhinos threatened by poaching every day. The landing strip is therefore well positioned to provide aerial anti-poaching support.</p> <p>The site is also strategically located to provide aerial veld fire suppression support to the surrounding communities assisting in saving of lives, reduce the damage to infrastructure.</p> <p>There will mostly be temporary impacts associated with the construction of the hanger, brushcut of the safe zone, compaction and rolling of the landing strip, mostly because of noise. Portion 1 of Farm 172 is not directly adjacent to residential dwellings and will therefore not impact the surrounding communities in terms of noise.</p>	
5.	Explain how the risk of climate change may influence the proposed activity or development and how has the potential impacts of climate change been considered and addressed.
<ul style="list-style-type: none"> <li>Water will become a very scarce resource as periods of drought will be longer. The use of rainwater tanks is important.</li> <li>Rainfall intervals will become less, but downpours may be more severe. The use of rainwater tanks will assist with reducing flooding as it will help to retain water.</li> <li>Climate change will increase temperature and drought conditions will persist. The provision of firefighting services in such a remote, rural area can help to combat the anticipated increase in wildfires.</li> </ul>	
6.	Explain whether there are any conflicting recommendations between the specialists. If so, explain how these have been addressed and resolved.
There are no conflicting recommendations between specialists.	
7.	Explain how the findings and recommendations of the different specialist studies have been integrated to inform the most appropriate mitigation measures that should be implemented to manage the potential impacts of the proposed activity or development.
Reserving an area of approximately 88ha around the facility for ecological management in the event that the facility continues to operate beyond 20 years, will ensure that the potential long-term impact of a reduced diversity in species (of Silcrete Fynbos) can be mitigated.	
8.	Explain how the mitigation hierarchy has been applied to arrive at the best practicable environmental option.
<p>1. AVOID IMPACTS</p> <p>The Portion 1 of the Farm 172 was surveyed to identify what portion of the property will allow the development of an International Civil Aviation Organisation (ICAO) Code 2 airstrip. The current position of the landing strip was found to be the only suitable site because it is located on the only flat area on the property. The remainder of the property consists out of sloped areas and valleys that are not suitable for the development of a landing strip. The position of the proposed development is therefore the best practicable environmental option because it avoids steep areas and drainage lines.</p>	
2. MINIMISE IMPACTS	

<p>Limit construction activities to specified days and times.</p> <p>Appointing an ECO to oversee construction to further minimise the potential for unnecessarily direct or indirect impacts.</p> <p>Implement resource conservation measures as part of the design, construction and operational phase.</p> <p>Implement the Environmental Management Plan under ECO supervision.</p>
<p>3. RECTIFY</p> <p>None necessary</p>
<p>4. REDUCE</p> <p>None necessary</p>
<p>5. OFF-SITE</p> <p>None necessary</p>

## SECTION J: GENERAL

### 1. ENVIRONMENTAL IMPACT STATEMENT

1.1.	Provide a summary of the key findings of the EIA.
<p><u>Planning key findings</u></p> <ul style="list-style-type: none"> <li>The proposed development is consistent with WCSDP and MBSDP in that it makes provision for fire management in rural areas as well as extending anti-poaching support to the neighbouring game reserve if necessary.</li> <li>A private landing strip is permissible in terms of Agricultural Zoning under Consent Use.</li> </ul> <p><u>Environmental key findings</u></p> <ul style="list-style-type: none"> <li>The proposed landing strip has a <b>LOW</b> Aquatic Biodiversity Sensitivity. Because the landing strip, safe zone and associated infrastructure (except the hangar) are vegetated, the entire proposal will create very little runoff and improve infiltration. The proposed development will in no way negatively impact watercourses to the north, or non-perennial drainage lines to the south of the property.</li> <li>The proposed development results in <b>no, or at most negligible, loss</b> of future agricultural potential.</li> <li>Heritage Western Cape notified the Applicant that, since there is no reason to believe that the proposed Kiboko Landing Strip and associated infrastructure will <b>not negatively impact</b> on heritage resources, no further action under Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) is required.</li> <li>The proposed landing strip will result in the loss of 0.01% of Silcrete Fynbos which is considered to have a <b>low</b> impact.</li> </ul>	

<ul style="list-style-type: none"> <li>The potential long-term (20-40 years) loss of 8.8ha of <b>degraded Swellendam Silcrete Fynbos</b> can be effectively mitigated through reserving an area of approximately 88ha around the facility for ecological management. A botanical specialist must conduct botanical surveys as per Biodiversity Africa's recommendations to monitor potential species loss within the save zone around the landing strip.</li> </ul> <p>Portion 1 of Farm 172 already integrates and voluntarily implements the Gondwana Private Game Reserve's Veld &amp; Game Management Plan (2017 – 2019) for the property as a whole, which includes a fire programme with the goal to preserve and improve the diversity of Renosterveld and Fynbos areas in the area.</p> <p>Implementation of the recommendations from this basic assessment process, most notable invasive alien vegetation management, ecological burning regimes and the reservation of approximately 88ha of natural habitat around the facility for long-term ecological management, further entrenches these best practice principles and will ensure that the identified positive environmental outcomes can be achieved.</p>									
1.2.	Provide a map that that superimposes the preferred activity and its associated structures and infrastructure on the environmental sensitivities of the preferred site indicating any areas that should be avoided, including buffers. ( <del>Attach map to this BAR as Appendix B2</del> )								
<p>Considering the linear nature of the development there are no areas within the identified study area that can be avoided.</p> <p>Steep slopes and drainage lines on the remainder of the site have however been excluded through the initial site survey done to identify the most suitable terrain for the proposed landing strip.</p>									
1.3.	Provide a summary of the positive and negative impacts and risks that the proposed activity or development and alternatives will have on the environment and community.								
	<table border="1"> <thead> <tr> <th>Positive</th> <th>Negative</th> </tr> </thead> <tbody> <tr> <td>The site is located next to the Gondwana Private Game Reserve with its population of Rhinos threatened by poaching. The landing strip is therefore perfectly positioned to provide aerial anti-poaching support.</td> <td>Potential loss of nests under emergency circumstances when firefighting or anti-poaching flights cannot be rescheduled to allow assistance or relocation.</td> </tr> <tr> <td>Temporary employment opportunities during construction (to semi-skilled and unskilled workers mostly).</td> <td>The semi-permanent loss of 400m<sup>2</sup> of threatened degraded Swellendam Silcrete Fynbos during the construction (removal of vegetation and soils to construct the concrete foundation/floor of the hanger building).</td> </tr> <tr> <td>The site is strategically located to provide aerial veld fire suppression support to the surrounding area assisting in saving of lives, reduce the damage to infrastructure and loss of</td> <td>Potential long-term (20 – 40 years) loss of 8.8ha of Swellendam Silcrete Fynbos which can be mitigated through reserving approximately 88ha of natural habitat on the property for ecological management.</td> </tr> </tbody> </table>	Positive	Negative	The site is located next to the Gondwana Private Game Reserve with its population of Rhinos threatened by poaching. The landing strip is therefore perfectly positioned to provide aerial anti-poaching support.	Potential loss of nests under emergency circumstances when firefighting or anti-poaching flights cannot be rescheduled to allow assistance or relocation.	Temporary employment opportunities during construction (to semi-skilled and unskilled workers mostly).	The semi-permanent loss of 400m <sup>2</sup> of threatened degraded Swellendam Silcrete Fynbos during the construction (removal of vegetation and soils to construct the concrete foundation/floor of the hanger building).	The site is strategically located to provide aerial veld fire suppression support to the surrounding area assisting in saving of lives, reduce the damage to infrastructure and loss of	Potential long-term (20 – 40 years) loss of 8.8ha of Swellendam Silcrete Fynbos which can be mitigated through reserving approximately 88ha of natural habitat on the property for ecological management.
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biodiversity due to frequent and out of season fires.	
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**2. RECOMMENDATION OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER (“EAP”)**

2.1.	Provide Impact management outcomes (based on the assessment and where applicable, specialist assessments) for the proposed activity or development for inclusion in the EMPr
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- Implement and adhere to an approved Environmental Management Plan and EA.
- Ecological management (inclusive of continuous invasive alien vegetation management and ecological burning) of the remainder of the site, most notably approximately 88h around the facility in the event that the facility is still operational after 20ha to ensure high species diversity within the remaining Silcrete Fynbos found on the property.
- Implementation of resource conservation measures at the facility.
- Ensure monitoring and control for the construction and operational phase of the landing strip and associated infrastructure.

2.2.	Provide a description of any aspects that were conditional to the findings of the assessment either by the EAP or specialist that must be included as conditions of the authorisation.
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Please refer to section 2.1 & 2.3 and sections 3.4 & 3.5 below.

2.3.	Provide a reasoned opinion as to whether the proposed activity or development should or should not be authorised, and if the opinion is that it should be authorised, any conditions that should be included in the authorisation.
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The proposed activity can be considered for environmental authorisation for the following reasons:

- The activity provides additional veld fire suppression & anti-poaching support for this remote, rural area.
- The activity will not negatively impact watercourses.
- The activity will not negatively impact any heritage, archaeological or palaeontological resources.
- The activity has a low erodibility potential.
- The activity will make use of solar panels instead of municipal electricity.
- The activity will also make use of rainwater tanks to capture rainwater instead of using municipal drinking water.
- The activity will result in the reservation of approximately 88ha of Silcrete Fynbos around the facility for long-term ecological management.

The following conditions must be considered:

- Development may not proceed until such time as all approvals are obtained.
- An ECO must be appointed prior to construction to oversee site preparation and vegetation removal for construction of the hangar.
- EMPr must be implemented.
- Resource conservation measures must be implemented.
- Permits must be obtained prior to removal of any protected plant species within the site.

2.4.	Provide a description of any assumptions, uncertainties and gaps in knowledge that relate to the assessment and mitigation measures proposed.
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The EAP assumes that the necessary approvals will be finalised within the initial five (5) year commencement period.

2.5.	The period for which the EA is required, the date the activity will be concluded and when the post construction monitoring requirements should be finalised.
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Standard five-year validity period for the EA from date of authorisation till construction commences.  
 A twenty-five (25) year validity period for the operational phase.

During this period, the continuous botanical surveying of the save zone around the facility will be monitored to determine the potential loss of diversity within the remaining Silcrete Fynbos habitat. Simultaneously the surrounding roughly 88ha of natural habitat will be reserves for ecological management and continuous improvement of biodiversity. In the event that the facility is still feasible after the initial 25 year operational period, the evidence in support of an improved 88ha area must be considered by the Competent Authority prior to approving a further extension of the operational validity period.

**3. WATER**

Since the Western Cape is a water scarce area explain what measures will be implemented to avoid the use of potable water during the development and operational phase and what measures will be implemented to reduce your water demand, save water and measures to reuse or recycle water.

- Rainwater tanks to capture rainwater.
- Bottled water for drinking water.
- No connection with municipal drinking water.
- Untreated water from municipal supply to be trucked in to fill the water reservoir (firefighting).

**4. WASTE**

Explain what measures have been taken to reduce, reuse or recycle waste.

The ablution and kitchen facility located within the hangar will produce waste that will be captured in a conservancy tank that will be emptied, when required, with a private tanker truck and disposed of at an approved municipal facility. fire

**5. ENERGY EFFICIENCY**

8.1.	Explain what design measures have been taken to ensure that the development proposal will be energy efficient.
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Rooftop Solar PV on the hanger with battery backup.

## SECTION K: DECLARATIONS

TO BE SIGNED FOR FINAL BASIC ASSESSMENT REPORT

### 1. DECLARATION OF THE APPLICANT

**Note:** Duplicate this section where there is more than one Applicant.

I .....**Mr Rein van der Horst**..... ID number .....**6604076079188**.....in my personal capacity or duly authorised thereto hereby declare/affirm that all the information submitted or to be submitted as part of this application form is true and correct, and that:

- I am fully aware of my responsibilities in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"), the Environmental Impact Assessment ("EIA") Regulations, and any relevant Specific Environmental Management Act and that failure to comply with these requirements may constitute an offence in terms of relevant environmental legislation;
- I am aware of my general duty of care in terms of Section 28 of the NEMA;
- I am aware that it is an offence in terms of Section 24F of the NEMA should I commence with a listed activity prior to obtaining an Environmental Authorisation;
- I appointed the Environmental Assessment Practitioner ("EAP") (if not exempted from this requirement) which:
  - meets all the requirements in terms of Regulation 13 of the NEMA EIA Regulations; or
  - meets all the requirements other than the requirement to be independent in terms of Regulation 13 of the NEMA EIA Regulations, but a review EAP has been appointed who does meet all the requirements of Regulation 13 of the NEMA EIA Regulations;
- I will provide the EAP and any specialist, where applicable, and the Competent Authority with access to all information at my disposal that is relevant to the application;
- I will be responsible for the costs incurred in complying with the NEMA EIA Regulations and other environmental legislation including but not limited to –
  - costs incurred for the appointment of the EAP or any legitimately person contracted by the EAP;
  - costs in respect of any fee prescribed by the Minister or MEC in respect of the NEMA EIA Regulations;
  - Legitimate costs in respect of specialist(s) reviews; and
  - the provision of security to ensure compliance with applicable management and mitigation measures;
- I am responsible for complying with conditions that may be attached to any decision(s) issued by the Competent Authority, hereby indemnify, the government of the Republic, the Competent Authority and all its officers, agents and employees, from any liability arising out of the content of any report, any procedure or any action for which I or the EAP is responsible in terms of the NEMA EIA Regulations and any Specific Environmental Management Act.

**Note:** If acting in a representative capacity, a certified copy of the resolution or power of attorney must be attached.

2023/06/12

Signature of the Applicant:

Date:

Name of company (if applicable):


**2. DECLARATION OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER (“EAP”)**

I, Ms Louise-Mari van Zyl, EAPASA Registration number .....**2019/1444**..... as the appointed EAP hereby declare/affirm the correctness of the information provided or to be provided as part of this application, and that:

I, Ms Mariska Byleveld, EAPASA Registration number .....**2023/6593**..... as the appointed Candidate EAP hereby declare/affirm the correctness of the information provided or to be provided as part of this application, and that:

- Information provided in this BAR and any other documents/reports submitted in support of this BAR;
- The inclusion of comments and inputs from stakeholders and I&APs;
- The inclusion of inputs and recommendations from the specialist reports where relevant; and
- Any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties, and that:
- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the activity or application and that there are no circumstances that may compromise my objectivity; or
  - am not independent, but another EAP that meets the general requirements set out in Regulation 13 of NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review EAP must be submitted);
- In terms of the remainder of the general requirements for an EAP, am fully aware of and meet all of the requirements and that failure to comply with any the requirements may result in disqualification;
- I have disclosed, to the Applicant, the specialist (if any), the Competent Authority and registered interested and affected parties, all material information that have or may have the potential to influence the decision of the Competent Authority or the objectivity of any report, plan or document prepared or to be prepared as part of this application;
- I have ensured that information containing all relevant facts in respect of the application was distributed or was made available to registered interested and affected parties and that participation will be facilitated in such a manner that all interested and affected parties were provided with a reasonable opportunity to participate and to provide comments;
- I have ensured that the comments of all interested and affected parties were considered, recorded, responded to and submitted to the Competent Authority in respect of this application;
- I have ensured the inclusion of inputs and recommendations from the specialist reports in respect of the application, where relevant;
- I have kept a register of all interested and affected parties that participated in the public participation process; and
- I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations;

	2023/06/12
Signature of the Primary EAP:	Date:

	2023/06/12
Signature of the Candidate EAP:	Date:

Cape Environmental Assessment Practitioners (Cape EAPrac)  
 Name of company (if applicable):

**3. DECLARATION OF THE REVIEW EAP**

I , EAPASA Registration number  as the appointed Review EAP hereby declare/affirm that:

- I have reviewed all the work produced by the EAP;
- I have reviewed the correctness of the information provided as part of this Report;
- I meet all of the general requirements of EAPs as set out in Regulation 13 of the NEMA EIA Regulations;
- I have disclosed to the applicant, the EAP, the specialist (if any), the review specialist (if any), the Department and I&APs, all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared as part of the application; and
- I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations.

Click or tap to enter a date.

Signature of the EAP: \_\_\_\_\_ Date: \_\_\_\_\_

Name of company (if applicable):

**4. DECLARATION OF THE SPECIALIST**

**TO BE SIGNED FOR FINAL BASIC ASSESSMENT REPORT**

**Note:** Duplicate this section where there is more than one specialist.

I ..... as the appointed Specialist hereby declare/affirm the correctness of the information provided or to be provided as part of the application, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the development proposal or application and that there are no circumstances that may compromise my objectivity; or
  - am not independent, but another specialist (the "Review Specialist") that meets the general requirements set out in Regulation 13 of the NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review specialist must be submitted);
- In terms of the remainder of the general requirements for a specialist, have throughout this EIA process met all of the requirements;
- I have disclosed to the applicant, the EAP, the Review EAP (if applicable), the Department and I&APs all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared or to be prepared as part of the application; and
- I am aware that a false declaration is an offence in terms of Regulation 48 of the EIA Regulations.

Click or tap to enter a date.

Signature of the EAP:

Date:

\_\_\_\_\_

Name of company (if applicable):

**5. DECLARATION OF THE REVIEW SPECIALIST**

I \_\_\_\_\_, as the appointed Review Specialist hereby declare/affirm that:

- I have reviewed all the work produced by the Specialist(s);
- I have reviewed the correctness of the specialist information provided as part of this Report;
- I meet all of the general requirements of specialists as set out in Regulation 13 of the NEMA EIA Regulations;
- I have disclosed to the applicant, the EAP, the review EAP (if applicable), the Specialist(s), the Department and I&APs, all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared as part of the application; and
- I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations.

\_\_\_\_\_ Click or tap to enter a date.

Signature of the EAP: \_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_  
Name of company (if applicable):