

**SOCIAL IMPACT ASSESSMENT
FOR
HARTENBOS GARDEN ESTATE
DEVELOPMENT

MOSSEL BAY MUNICIPALITY,
WESTERN CAPE PROVINCE**

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Prepared for

CAPEEPRAC ENVIRONMENTAL SERVICES

By

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EXECUTIVE SUMMARY

INTRODUCTION AND LOCATION

Cape Environmental Assessment Practitioners (Pty) Ltd (Cape EAPrac) was appointed as the lead consultant to manage the Environmental Impact Assessment (EIA) process with regard to the proposed Hartenbos Garden Estate Development located in Mossel Bay, in the Mossel Bay Municipality (MBM), Western Cape Province.

Tony Barbour Environmental Consulting was appointed by Cape EAPrac to undertake a specialist Social Impact Assessment (SIA) as part of an Environmental Impact Assessment (EIA) process. This report summarises the findings of the SIA.

SUMMARY OF KEY FINDINGS

The key findings of the study are summarised under the following sections:

- Fit with policy and planning.
- Construction phase impacts.
- Operational phase impacts.
- No-development option.

POLICY AND PLANNING ISSUES

Based on the findings of the review the proposed Hartenbos Garden Estate Development is located with the urban edge (Mossel Bay Conceptual Development Plan (CDP)). The area has therefore been identified as suitable for development. The proposed establishment of a retirement facilities is also supported by the Integrated Development Plan (IDP) which indicates that Mossel Bay should establish itself as a retirement destination. The CDP and IDP also highlight the need for future developments to be water and energy resource efficient. These issues should be addressed in the design of the proposed development.

CONSTRUCTION PHASE IMPACTS

The key social issues associated with the construction phase include:

Potential positive impacts

- Creation of business and employment opportunities

Business opportunities

Based on information from similar developments the capital expenditure associated with the proposed development would be approximately R800-900 million (2022 rand values). Most of the work associated with the construction phase is likely to be undertaken by local contractors and builders. Most of the building materials associated with the construction phase will be sourced from locally based suppliers in the MBM and George Municipality. This will represent a positive injection of capital into the local economy. The proposed development would therefore represent a significant opportunity for the local construction and building sector.

The project should also be viewed within the context of the current economic climate in South Africa and the impact of COVID 19. The proposed development would

therefore represent a significant opportunity for the local construction and building sector.

Employment opportunities

Based on similar mixed-use developments the construction phase (bulk services, residential, commercial and recreation component) will create in the region of 600 employment opportunities per annum over a 4-year construction phase. Of this total 60% would be low and semi-skilled workers and artisans and 40% would be skilled builders and sub-contractors. The total annual wage bill over four years is estimated to be in the region of R 400 million. A significant portion of the annual and total wage bill will be spent in the local economy. This would in turn benefit local business.

Most employment opportunities are likely to benefit local Historically Disadvantaged (HD) members of the community. This would represent a significant opportunity for the local building sector and members of the local community who are employed in the building sector.

Potential negative impacts

- Security and safety impacts associated with the presence of construction workers.
- Noise, dust, and safety impacts associated with construction related activities and the movement of heavy vehicles.

The significance of the potential negative impacts was assessed to be of **Low Negative** significance. All the potential negative impacts can therefore be effectively mitigated if the recommended mitigation measures are implemented. Table 1 summarises the social impacts associated with the construction phase.

Table 1: Summary of social impacts during construction phase

Impact	Significance No Enhancement /Mitigation	Significance With Enhancement /Mitigation
Creation of business and employment opportunities	Medium (+)	Medium (+)
Presence of workers and risk to safety and security	Low (-)	Low (-)
Impact of construction related activities (dust, noise, safety etc.)	Medium (-)	Low (-)

OPERATIONAL PHASE IMPACTS

The key social issues associated with the operational phase include:

Potential positive impacts

- Creation of employment and business opportunities.
- Broaden the rates base.
- Creation of a safe and quality living environment.

Employment

the total number of employment opportunities created during the operational phase of the development would be in the region of 400. The majority, it not all, of the employment opportunities are likely to benefit Historically Disadvantaged Individuals (HDIs) from the local community.

Business

The operational phase will also create opportunities for local businesses, such as local maintenance and building companies, garden services and security companies, etc.

Rate base

The residential component of the proposed development would contribute approximately R 5 million in rates per annum. In addition, the proposed development would also generate revenue for the MBM from the consumption of water and electricity.

Safe and quality living environment

The proposed development provides a safe, secure, and quality living environment for residents and meets the growing need for retirement accommodation.

Potential negative impacts

- Traffic impacts.
- Impact on services.
- Impact on sense of place.

Traffic impacts

The impacts associated with the increase in traffic associated with the proposed development would affect the residential areas to the east of the site. Based on the findings of the TIA the traffic related impacts can be adequately addressed.

Impact on services

Based on the findings of the bulk services study there is sufficient capacity to meet the needs for the proposed development. The IDP also highlights the need for future developments to be water and energy resource efficient. These issues should be addressed in the design of the proposed development.

Impact on sense of place

The proposed development will impact on the areas current sense of place and rural character. However, as indicated above, the site is located within the urban edge and has therefore been identified as suitable for development. The layout has also been informed by input from a Visual Impact Assessment (VIA) so as to reduce the potential for ridgeline impacts.

The significance of the potential negative impacts was assessed to be of **Low Negative** significance. All the potential negative impacts can therefore be effectively mitigated if the recommended mitigation measures are implemented. Table 2 summarises the social impacts associated with the operational phase.

Table 2: Summary of social impacts during operational phase

Impact	Significance No Enhancement /Mitigation	With Enhancement /Mitigation
Employment and business opportunities	Medium (+)	Medium (+)
Broaden the rates base for the local municipality	Medium (-) ¹	Medium (+)
Providing safe and quality living environment	Medium (+)	High (+)
Traffic impacts	Medium (-)	Low (-)
Impact on services	Medium (-)	Low (-)
Impact on rural sense of place	Medium (-)	Low (-)

NO DEVELOPMENT OPTION

The No-Development option would represent a lost opportunity for the local economy the MBM and the potential residents who would benefit from the living in a safe and well-designed estate. The lost opportunity relates the employment opportunities associated with the construction and operational phase, as well as the benefits associated with the broadening the rates base.

CONCLUSION

Conclusion

Based on the findings of the SIA the proposed Hartenbos Garden Estate Residential and Retirement Development is located within the Mossel Bay Urban Edge. The proposed development is also compatible with and supports the key principles and objectives contained in the relevant key land use planning and policy documents that pertain to the area, including the Mossel Bay Local Municipality Integrated Development Plan 2017-2022 and the Mossel Bay Conceptual Development Plan (CDP). The findings of the SIA also indicate that the construction and operational phase of the proposed development will create a number of positive social benefits. These include the creation of employment and business opportunities and broadening of the rates base. The proposed development will also provide a safe, secure, and quality living environment for residents and meet the demand or retirement facilities.

In addition, the potential negative impacts associated with the construction and operational phase are rated as **Low Negative** with mitigation. The potential negative impacts can therefore be effectively mitigated if the recommended mitigation measures are implemented. The establishment of the proposed Hartenbos Garden Estate Development is therefore supported by the findings of the SIA.

Recommendations

The development should take into account the urban design principles listed in the Mossel Bay CDP, specifically the need for future developments to be water and energy resource efficient.

¹ Assumes that development does not proceed, and potential benefits are forgone

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ACRONYMS

CDP	Conceptual Development Plan
DEA	Department of Environmental Affairs (National)
DEA&DP	Department of Environmental Affairs and Development Planning (WCP)
DM	District Municipality
EIA	Environmental Impact Assessment
GRDM	Garden Route District Municipality
IDP	Integrated Development Plan
LED	Local Economic Development
LM	Local Municipality
MBM	Mossel Bay Municipality
SDF	Spatial Development Framework
SIA	Social Impact Assessment

CONTENTS OF THE SPECIALIST REPORT – CHECKLIST

Regulation GNR 326 of 4 December 2014, as amended 7 April 2017, Appendix 6	Section of Report
(a) details of the specialist who prepared the report; and the expertise of that specialist to compile a specialist report including a <i>curriculum vitae</i> ;	Section 1.5, Annexure C
(b) a declaration that the specialist is independent in a form as may be specified by the competent authority;	Section 1.6, Annexure D
(c) an indication of the scope of, and the purpose for which, the report was prepared;	Section 1.1, Section 1.2
(cA) an indication of the quality and age of base data used for the specialist report;	Section 1.4, Section 3
(cB) a description of existing impacts on the site, cumulative impacts of the proposed development and levels of acceptable change;	Section 4
(d) the duration, date and season of the site investigation and the relevance of the season to the outcome of the assessment;	N/A for SIA
(e) a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used;	Section 1.2, Annexure B
(f) details of an assessment of the specific identified sensitivity of the site related to the proposed activity or activities and its associated structures and infrastructure, inclusive of a site plan identifying site alternatives;	Section 4, Section 5
(g) an identification of any areas to be avoided, including buffers;	N/A
(h) a map superimposing the activity including the associated structures and infrastructure on the environmental sensitivities of the site including areas to be avoided, including buffers;	N/A for SIA
(i) a description of any assumptions made and any uncertainties or gaps in knowledge;	Section 1.4
(j) a description of the findings and potential implications of such findings on the impact of the proposed activity, including identified alternatives on the environment, or activities;	Section 4 Section 5
(k) any mitigation measures for inclusion in the EMPr;	Section 4
(l) any conditions for inclusion in the environmental authorisation;	Section 4 Section 5.3
(m) any monitoring requirements for inclusion in the EMPr or environmental authorisation;	N/A
(n) a reasoned opinion— i. as to whether the proposed activity, activities or portions thereof should be authorised; iA. Regarding the acceptability of the proposed activity or activities; and ii. if the opinion is that the proposed activity, activities or portions thereof should be authorised, any avoidance, management and mitigation measures that should be included in the EMPr or Environmental Authorization, and where applicable, the closure plan;	Section 5.3
(o) a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and	Refer to Comment and Response Document
(p) any other information requested by the competent authority	N/A
Where a government notice gazetted by the Minister provides for any protocol or minimum information requirement to be applied to a specialist report, the requirements as indicated in such notice will apply.	

SECTION 1: INTRODUCTION

1.1 INTRODUCTION

Cape Environmental Assessment Practitioners (Pty) Ltd (Cape EAPrac) was appointed as the lead consultant to manage the Environmental Impact Assessment (EIA) process with regard to the proposed Hartenbos Garden Estate Development located in Mossel Bay, in the Mossel Bay Municipality (MBM), Western Cape Province (Figure 1.1).

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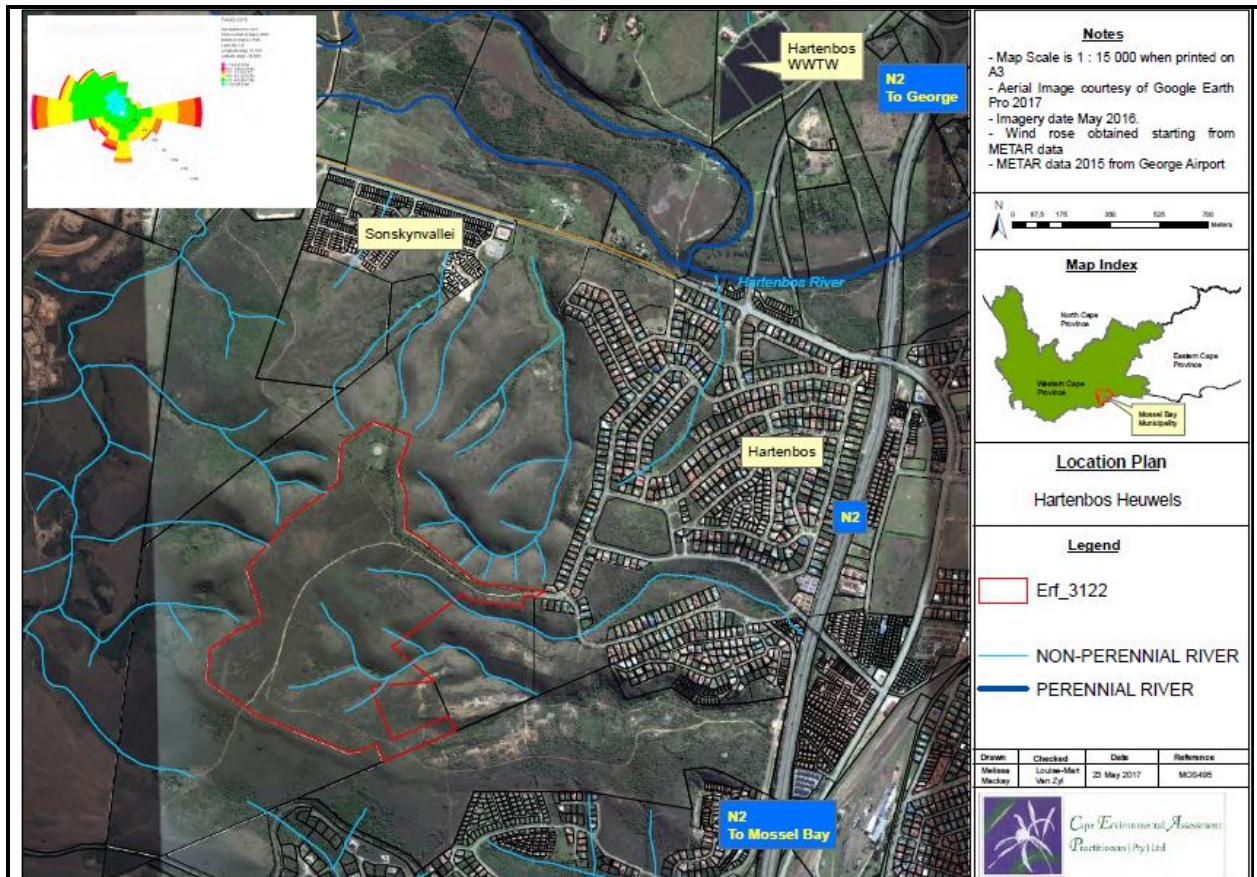


Figure 1.1: Location of Hartenbos Garden Estate Development site

1.2 TERMS OF REFERENCE AND APPROACH TO STUDY

The terms of reference for the SIA require:

- A description of the environment that may be affected by the activity and the manner in which the environment may be affected by the proposed development.
- A description and assessment of the potential social issues associated with the proposed development and the associated alternatives.
- Identification of enhancement and mitigation measures aimed at maximizing opportunities and avoiding and or reducing negative impacts.

The approach to the SIA study is based on the Western Cape Department of Environmental Affairs and Development Planning Guidelines for Social Impact Assessment (DEADP, 2007). The key activities in undertaken as part of the SIA process as embodied in the guidelines included:

- Describing and obtaining an understanding of the proposed intervention (type, scale, and location), the settlements, and communities likely to be affected by the proposed project.
- Collecting baseline data on the current social and economic environment.
- Review of key policy and land use planning documents.
- Site visit and identification of current land uses and social receptors.
- Identifying the key potential social issues associated with the proposed project.
- Assessing and documenting the significance of social impacts associated with the proposed intervention.
- Identification of enhancement and mitigation measures aimed at maximizing opportunities and avoiding and or reducing negative impacts.

The identification of potential social issues associated with proposed facility is based on observations during the site visit, review of relevant documentation and experience with similar projects. Annexure A contains a list of the secondary information reviewed conducted. Annexure B outlines the assessment methodology used to assign significance ratings during the assessment phase.

1.3 PROJECT DESCRIPTION

The Hartenbos Garden Estate Development consists of 531 residential and caters for a range of residential options, including provision for retirees. A breakdown of the main components is provided below and in Table 1.1.

- Freehold, single residential units: 279.
- Sectional title apartments: 198.
- Assisted living units: 54 (34 comprehensive care and 20 assisted living).
- Restaurant and sport and recreation centre with parking
- Conservation area: 23.9 ha (39.6% of site)
- Private Open Space: 12ha.

Table 1.1: Overview of Hartenbos Garden Estate Development

Zoning	Development Type	No
Single Residential Zone 1	2- and 3-bedroom house on a larger stand (350-600m ²)	117
	1- and 2-bedroom smaller house on a smaller stand ($\leq 350\text{m}^2$)	122
	Garden House (200m ² stand)	40
General Residential Zone III	1-, 2- and 3-bedroom terrace apartment	54
General Residential Zone III (GRZIII) with Consent Use as 'Retirement Resort'	<ul style="list-style-type: none"> • Clubhouse • Recreation Centre • Village Apartments (flats) • Health Care 	
	Village apartment units (Combination of bachelors, 1 and bedroom units)	144
	Comprehensive care units	34
	One bedroom assisted living units	20
Open Space Zone II with Consent Use.	Restaurant and sport and recreation centre with parking	
Open Space III-Nature Conservation	Area set aside for conservation	23.9 ha (39.6% of site)
Private Open Space	Area set aside for conservation and walk ways etc.	12 ha

The Planning Report (PJ Leroux, June 2021) notes that the proposed Hartenbos Garden Estate Development will not only supply in the demand for a variety of residential opportunities inside the approved urban edge of Mossel Bay but will at the same time provide in the ever increasing and much needed frail care and assisted living opportunities with communal facilities within the Mossel Bay area. The new residential development will serve as a natural extension to the existing residential neighbourhood with the proviso that the deeper slope and valley areas of the subject property which represents the largest component of the subject property be retained as nature conservation area. The layout in this regard has been informed by the findings of the relevant specialist studies, specifically the botanical, fauna, and wetland studies. Figure 1.2 provides an overview of the layout.

Although the development will not be classified as a retirement development, provision will be made inside the development for facilities normally associated with a retirement resort. In terms of management, the development will be managed according to a single level management system with a Home Owners Association (HOA) to be established to manage all residential components. Body Corporates (BC's) will be established for the separate General Residential Zone III (GRZIII) (flats and terrace apartments) components. The BC's will form part of the HOA and will be managed by one HOA constitution. The HOA will be responsible for inter alia civil and electrical services, fire control, access, and landscaping, as well as medical care.

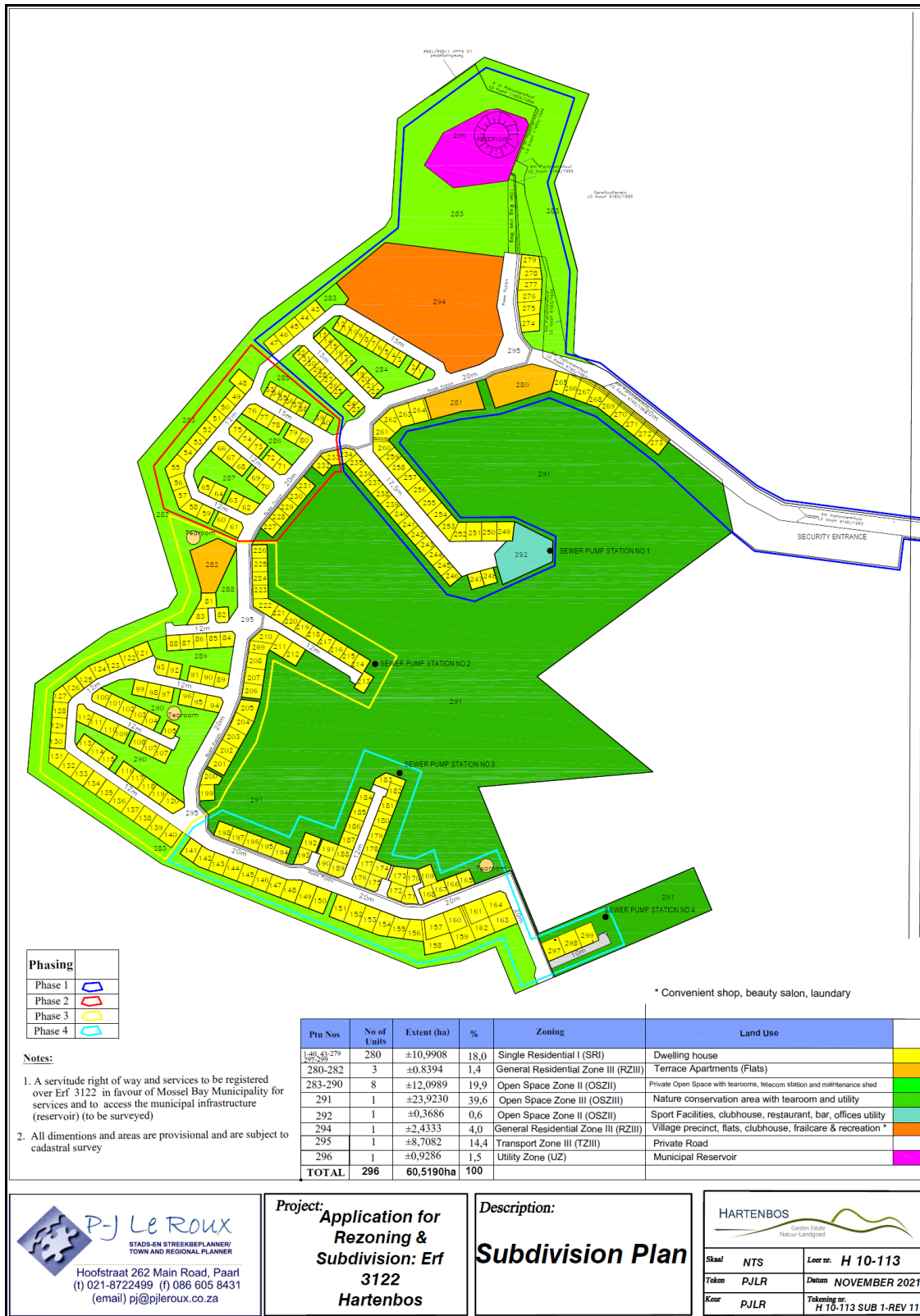


Figure 1.2: Hartenbos Garden Estate Development Alternative 2



Figure 1.3: Hartenbos Garden Estate Development Alternative 3

ASSUMPTIONS AND LIMITATIONS

1.4.1 Assumptions

Fit with planning and policy requirements

Legislation and policies reflect societal norms and values. The legislative and policy context therefore plays an important role in identifying and assessing the potential social impacts associated with a proposed development. In this regard a key component of the SIA process is to assess the proposed development in terms of its fit with key planning and policy documents. As such, if the findings of the study indicate that the proposed development in its current format does not conform to the spatial principles and guidelines contained in the relevant legislation and planning documents, and there are no significant or unique opportunities created by the development, the development cannot be supported.

Based on a review of the information the proposed development is located within the Urban Edge. The area has therefore been identified as being suitable for development.

1.4.2 Limitations

Site visit

The Consultant undertook the site visit in 2017 and is therefore familiar with the site. It is assumed that the social conditions remain similar. The Consultant has also undertaken a number of SIAs for retirement and housing developments and is therefore familiar with the key issues.

1.5 SPECIALIST DETAILS

Tony Barbour has 30 years' experience in the field of environmental management. In terms of SIA experience Tony Barbour has undertaken in the region of 300 SIAs and is the author of the Guidelines for Social Impact Assessments for EIA's adopted by the Department of Environmental Affairs and Development Planning (DEA&DP) in the Western Cape in 2007. Tony Barbour has also undertaken the specialist SIA studies for a number of residential and mixed used development projects. A copy Tony Barbour's CV is attached in Annexure C.

1.6 DECLARATION OF INDEPENDENCE

This confirms that Tony Barbour, the specialist consultant responsible for undertaking the study and preparing the report, is independent and does not have vested or financial interest in the proposed project being either approved or rejected. Annexure D contains a signed declaration of independence.

1.7 REPORT STRUCTURE

The report is divided into five sections, namely:

- Section 1: Introduction.
- Section 2: Policy and planning environment.
- Section 3: Overview of the study area.
- Section 4: Assessment of potential social impacts and issues.
- Section 5: Summary of key findings

SECTION 2: OVERVIEW OF POLICY AND PLANNING ENVIRONMENT

2.1 INTRODUCTION

Section 2 provides a summary of some of the key policy and planning issues that are likely to affect the proposed Hartenbos Garden Estate Development. Legislation and policies reflect societal norms and values. The legislative and planning/policy context therefore plays an important role in identifying and assessing the potential social issues and opportunities associated with a proposed development. The aim of the document, therefore, is to identify some of the key policy and planning issues and requirements that are likely to affect and inform the development and design of the proposed development. In this sense the policy and planning documents for the area can be used to identify a set of potential opportunities and constraints for development on the proposed site. This information, when combined with the other information layers (planning, heritage, environmental, geotechnical etc), provides an indication of what type/s of development are appropriate on the site (in terms of conforming with the planning and development objectives for the area) and where, on the site, it is possible to locate such development (in terms of the site-specific environmental issues).

The key local planning documents that are likely to have a potential bearing on the proposed development on the site include:

- Spatial Planning and Land Use Management Act (Act 16 of 2013).
- National Environmental Management Act (Act 107 of 1998).
- Western Cape Provincial Spatial Development Framework (2014).
- Mossel Bay Municipality Integrated Development Plan (2018-2022).
- Mossel Bay Municipality Conceptual Development Plan (2018).

The section also provides a socio-economic overview of the MBM undertaken by the Cape Provincial Government in 2016.

The vision and mission statements and key planning principles contained in these documents reflect how the authorities and communities in the area would like the area to develop. They therefore have an important bearing on the proposed development. While it is recognized that a single development, such as the Hartenbos Garden Estate Development, cannot on its own be expected to meet all of the objectives set out in the vision and mission statements and the planning objectives, they do provide a broad set of criteria against which the development can be assessed in order to identify potential opportunities and constraints.

2.2 SPATIAL PLANNING AND LAND USE MANAGEMENT (ACT 16 OF 2013)

The Spatial Planning and Land Use Management Act of 2013 (SPLUMA) came into operation on 1 July 2015. A number of the objectives set out in Section 3 of SPLUMA have a bearing on the proposed development, including:

- To provide a uniform, effective and comprehensive system of spatial planning and land use management for the Republic.
- To ensure that the system of spatial planning and land use management promotes social and economic inclusion.
- To provide for development principles and norms and standards.
- To provide for the sustainable and efficient use of land.
- To provide for cooperative government and intergovernmental relations amongst the national, provincial and local spheres of government.
- To redress the imbalances of the past and to ensure that there is equity in the application of spatial development planning and land use management systems.

In order to realise these objectives, Section 4 of SPLUMA introduces a new spatial planning system for the whole of South Africa. The spatial planning system has a number of components. The following are relevant to the study:

- Spatial Development Frameworks to be prepared and adopted by national, provincial and municipal spheres of government. In terms of Section 22, the Municipal Planning Tribunal (or other authority) may not make a decision which is inconsistent with a municipal development framework, although departures may be allowed, in certain circumstances, for site specific considerations.
- Development principles, norms and standards that are to guide spatial planning, land use management and land development. Development principles include the principle of spatial justice, spatial sustainability, efficiency, spatial resilience and good administration.
- The management and facilitation of land use (as contemplated in Chapter 5) through the mechanism of land use schemes. All municipalities are required to adopt land use schemes for their entire areas within 5 years after the commencement of SPLUMA.

The Development Facilitation Act has been repealed in its entirety by SPLUMA.

2.3 NATIONAL ENVIRONMENTAL MANAGEMENT (ACT 107 OF 1998)

The preamble to NEMA and the principles contained therein have a significant bearing on the need to identify and assess social impacts. In this regard the preamble refers to a number of the basic rights set out in Chapter 2 (Bill of Rights) of the Constitution. These include reference to the right of all persons to an environment that is not harmful to his or her health or well-being, the need for the State to respect, protect, promote and fulfil the social, economic and environmental rights of everyone and strive to meet the basic needs of previously disadvantaged communities, and the promotion of sustainable development that requires the integration of social, economic and environmental factors in the planning, implementation and evaluation of decisions to ensure that development serves present and future generations. The following NEMA principles have a bearing on the proposed development:

- Environmental management must place people and their needs at the forefront of its concern, and serve their physical, psychological, developmental, cultural, and social interests equitably.
- Development must be socially, environmentally, and economically sustainable.
- Environmental management must be integrated, acknowledging that all elements of the environment are linked and interrelated, and it must take into account the effects of decisions on all aspects of the environment and all people in the environment by pursuing the selection of the best practicable environmental option.

- Environmental justice must be pursued so that adverse environmental impacts shall not be distributed in such a manner as to unfairly discriminate against any person, particularly vulnerable and disadvantaged persons.
- Equitable access to environmental resources, benefits, and services to meet basic human needs and ensure human well-being must be pursued and special measures may be taken to ensure access thereto by categories of persons disadvantaged by unfair discrimination.
- The participation of all interested and affected parties in environmental governance must be promoted, and all people must have the opportunity to develop the understanding, skills and capacity necessary for achieving equitable and effective participation, and participation by vulnerable and disadvantaged persons must be ensured.
- Decisions must take into account the interests, needs and values of all interested and affected parties, and this includes recognising all forms of knowledge, including traditional and ordinary knowledge.
- Community well-being and empowerment must be promoted through environmental education, the raising of environmental awareness, the sharing of knowledge and experience and other appropriate means.
- The social, economic, and environmental impacts of activities, including disadvantages and benefits, must be considered, assessed and evaluated, and decisions must be appropriate in light of such consideration and assessment.
- Decisions must be taken in an open and transparent manner, and access to information must be provided in accordance with the law.
- The environment is held in public trust for the people. The beneficial use of environmental resources must serve the public interest and the environment must be protected as the peoples' common heritage.
- The vital role of women and youth in environmental management and development must be recognised and their full participation therein must be promoted.

Comment on opportunities and constraints

Where possible the design of the proposed development in terms of the spatial layout, materials used, provision of accommodation opportunities for different income groups, etc., should seek to ensure that the development is socially, environmentally, and economically sustainable.

2.4 PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

The 2009 Provincial Spatial Development Framework (PSDF) was reviewed and up dated in 2014. The need for the review was informed by the need to adapt to an ever-changing economic climate as well as the imperative to best interpret land use planning law reform. However, the overall policy objective remains the same, namely, to secure environmentally sustainable development and the use of natural resources while promoting socio-economic development of the Western Cape Province.

The aim of the Western Cape PSDF is to:

- Give spatial expression to the national (i.e. NDP) and provincial (i.e. OneCape 2040) development agendas.
- Serve as basis for coordinating, integrating, and aligning 'on the ground' delivery of national and provincial departmental programmes.
- Support municipalities to fulfil their Municipal Planning mandate in line with the national and provincial agendas.

- Communicate government's spatial development intentions to the private sector and civil society.

The Western Cape's new PSDF is based on a number of spatial principles that are relevant to the proposed development, namely:

- Spatial justice.
- Sustainability and resilience.
- Spatial efficiency.
- Accessibility.
- Quality and liveability.

Spatial justice

A socially just society is based on the principles of equality, solidarity, and inclusion. While equal opportunity targets everyone in the community, social justice targets the marginalised and disadvantaged groups in society. Inclusionary settlements focus on the public realm rather than on private enclaves; support civic interaction and equitable access throughout the public environment; and make urban opportunities accessible to all – especially the poor. Past spatial and other development imbalances should be redressed through improved access to and use of land by disadvantaged communities. The location of the site does not enable the proposed development to effectively address the issue of spatial justice. Also, as indicated below, the MB Conceptual Development Plan (2018) indicates that the proposed area should be used to accommodate extensions to high income low-density development should the market support this.

Sustainability and resilience

Land development should be spatially compact, resource-frugal, compatible with cultural and scenic landscapes, and should not involve the conversion of high potential agricultural land or compromising eco-systems. Resilience is about the capacity to withstand shocks and disturbances such as climate change or economic crises, and to use such events to catalyse renewal, novelty, and innovation. The focus should be on creating complex, diverse and resilient spatial systems that are sustainable in all contexts. The design of the proposed development provides for the establishment of compact development areas within a network of open space and protected areas. The site is also located within the urban edge and has therefore been identified as suitable for development.

Spatial efficiency

Efficiency relates to the form of settlements and use of resources - compaction as opposed to sprawl; mixed-use as opposed to mono-functional land uses; and prioritisation of public transport over private car use. When a settlement is compact higher densities provide thresholds to support viable public transport, reduce overall energy use, and lower user costs as travel distances are shorter and cheaper. The design of the proposed development provides for the establishment of compact development areas within a network of open space and protected areas. The design also make provision for pedestrian and cycle paths. The site is also located within the urban edge and has therefore been identified as suitable for development.

Accessibility

Improving access to services, facilities, employment, training and recreation, including improving the choice of safe and efficient transport modes (e.g. public transport, private vehicle, bicycle, walking and wheelchair) is essential to achieving the stated settlement transitions of the NDP and OneCape 2040. Accessibility is also defined by convenient and

dignified access to private and public spaces for people with impaired mobility. Good and equitable access systems must prioritise the pedestrian, as well as provide routes for bikes, prams, wheelchairs, and public transport. An accessible system will offer a choice of routes supporting these modes and safe connections between places and communities. Visual access implies direct sight lines or unfolding views, signs, or other visual cues, and being able to see other people - all of which help in negotiating places. The design make provision for pedestrian and cycle paths. The site is also located within the urban edge and has therefore been identified as suitable for development.

Quality and liveability

The quality of an environment directly contributes to its liveability. A good environment is one that is legible, diverse, varied and unique. The legibility of a place is contributed to by the existence of landmarks such as notable buildings and landscaping or well- defined public space as well as the legibility and structure of its street networks. Diverse environments provide a variety of opportunities, experiences and choice. The more varied a place, the more valued because of the individual qualities that make it distinctive from other places. Liveable settlements feature a balance between individual and community, of logic and feeling, of order and random incident. In many cases, a town's public realm provides coherence and order while countless private ventures introduce variety and interest. One condition benefits from the other. The quality of public space can define the liveability of a place. Public spaces are the living rooms to settlements where people meet, play, and relax. They need to be safe and attractive - features enabled by activity and surveillance. The design of the proposed development provides residents with a compact, well designed environment within a network of open space and protected areas. The site is also located within the urban edge and has therefore been identified as suitable for development.

2.5 MOSSEL BAY MUNICIPALITY INTEGRATED DEVELOPMENT PLAN

The vision of the Mossel Bay Municipality is "We strive to be a trend-setting, dynamic Municipality delivering quality services responsive to the demands and challenges of the community and our constitutional mandate, in which all stakeholders can participate in harmony and dignity". The Mission statement contained in the IDP is:

- To render cost-effective and sustainable services to the entire community with diligence and empathy;
- To create mutual trust and understanding between the municipality and the community;
- To have a motivated and representative municipal workforce with high ethical standards, which is empowered to render optimal services to the community;
- The community is our inspiration and our workforce is our strength in the quest for community development and service delivery.

The IDP lists the Municipal Key Performance Areas (KPA'S) and associated Strategic Objectives (SOs) which set the strategic tone for future developments, investments and public/private partnership interventions. The aim of the KPAs and SOs is to inform and guide service delivery and development over the next five years. The proposed Hartenbos Garden Estate Development should therefore be viewed within the context of the KPAs and Strategic Objectives. The following KPAs and associated SOs are relevant to the proposed development.

- KPA: Basic services delivery and infrastructure development: SO 1: Create an inclusive, responsive, and healthy environment conducive for living and sustainable growth.

- KPA: Spatial development and environment: SO 2: To manage land-use and development in line with the Spatial Development Framework.

A SWOT analysis was undertaken as part of the IDP process. The aim of the SWOT analysis is to provide a brief overview of the municipal environment. The following findings have a potential bearing on the proposed Hartenbos Garden Estate Development.

Strengths

- Relatively low crime rate.
- Close proximity to airport and National Road.
- Garden Route holiday Mecca with Blue Flag beaches.
- Moderate climate and good tourism potential.
- Good service standards, infrastructure, sport facilities.
- Good medical facilities and good schools.
- Financially viable, administrative sound municipality.
- Stable political environment and good governance.

Weaknesses

- Frequent sewerage blockages.
- Ageing electricity infrastructure.
- Lack of available and suitable land for low-cost housing
- Limited public transport options.
- Limited schools result in over-crowding.
- Prevailing social ills and increasing school drop outs.

Opportunities

- Many LED development opportunities.
- Upgrade Point area and lighthouse area.
- Port development (waterfront).
- Improve public transport (tram service).

Threats

- Increase in crime and limited capacity of SAPS.
- HIV/AIDS pandemic.
- Escalating unemployment and poverty.
- Climate change, rising sea levels, droughts, veld-fires.
- Increasing population vs ability to pay for services.
- Immigration from other provinces.
- Illegal and violent public protests (vandalism of property).
- Residential areas settled in low flood line areas.
- Frequent floods in Southern Cape and landslides.

The IDP also identifies a number of climate related risks that have a bearing on current and future development in the MBM, including the proposed development. These include:

- Reduced rainfall, drought and extended dry periods.
- Increasing frequency of storms / increasing magnitude.
- Increase in damage to infrastructure from hail, wind, rain (roads, dams, sewage systems, etc.).

These issues would need to be addressed in the design of the proposed Hartenbos Garden Estate Development.

Section 6 of the IDP outlines the MBMs strategic thrust aligned key catalytic projects and programmes envisioned for implementation throughout the lifespan of the IDP. The strategic thrusts are closely aligned with the KPAs.

Basic service delivery and infrastructure development

The IDP notes that the aim of the MBM is to maintain a balance between the development of new infrastructure and the maintenance of existing infrastructure. The IDP identifies a number of large infrastructure development projects that may have a potential bearing on the Hartenbos Garden Estate Development. These include:

Water provision

Mossel Bay was declared a disaster area in 2009 due to water shortages. In order to address the future water supply needs and taking into account the impact of climate change the MBM has identified a number of water augmentation plans. These include:

- Supply treated effluent to Petro SA in exchange for water from the Wolwedans Dam.
- Indirect reuse of effluent via the Klipheuwel and Hartebeeskuil Dams.
- Blending effluent with water from the Hartebeeskuil Dam.
- Desalination of sea water (Project completed).
- Ground water from the De Hoek Fault. Raising of the Klipheuwel Dam.
- Construction of the Botlierskop Dam and Rainwater harvesting.

While the proposed Hartenbos Garden Estate Development is unlikely to result in a significant increase in the demand for water, the implementation of water augmentation plans by the MBM may result in increased municipal service fees and rates, specifically for higher income developments and households.

Water resource management interventions

The IDP lists a number of water resource management interventions aimed at improving water security. The following measures are of relevance to the proposed development:

- Targets for reducing unaccounted for water and water inefficiencies.
- Reducing high pressure for residential consumers.
- Consumer/end-use demand management.
- Leak and meter repair programmes.

The design of the proposed Hartenbos Garden Estate Development should include water efficiency measures aimed at reducing household water consumption. Rain and grey water harvesting schemes should also be considered in the design.

Current service capacity

The establishment of new developments, such as the proposed Hartenbos Garden Estate Development will place pressure on existing services. The section below is based on the information contained in the IDP. This issue is likely to be assessed in more detail by the engineering services report.

Sewerage and sanitation: The IDP notes that the total design capacity for the seven wastewater treatment plants in the MBM is 22.54 Mℓ per day. The current combined average daily inflow for the seven wastewater treatment plants is 10.72 Mℓ per day. It would therefore appear that there is sufficient capacity to accommodate the proposed Hartenbos Garden Estate Development.

Electricity distribution: The IDP notes that the current peak maximum demand is 65.6MVA and that there is spare capacity of 11.9MVA for future growth. It would therefore appear that there is sufficient capacity to accommodate the proposed Hartenbos Garden Estate Development. Of relevance to the proposed development the IDP notes that new developments should incorporate renewable energy and energy efficiency technology into their designs.

Solid waste management: The IDP identifies waste management as a current and future challenge. The challenges facing the MBM include:

- Rapid growth of Mossel Bay coupled with an ageing waste collection fleet.
- Lack of staff especially over peak seasons.
- Depleted lifespan and capacity of PetroSA Landfill Site.

The IDP notes that the Municipality has been granted a further extension of two years during which the establishment of the proposed regional landfill site must be completed. The current status of the regional waste site investigation is unknown. NEMA Act 59 of 2008 makes municipalities responsible to embark on waste minimisation initiatives. The design of the proposed Hartenbos Garden Estate Development should include measures aimed at supporting waste minimisation initiatives by the MBM. This would include establishment of recycling and composting facilities as part of the design.

Integrated human settlement

The IDP notes that the MBM, like many other municipalities in South Africa, faces a severe backlog in the provision of housing opportunities, specifically housing for low income households. The current backlog is in the region of 10 000 families. In order to address this backlog, and the associated spatial issues, bulk infrastructure and funding issues, the Municipality has developed a Human Settlement Plan in collaboration with the Provincial Department of Human Settlements. The Plan will be rolled out over a 10-year period and will provide approximately 5 800 low cost and 4 700 affordable housing opportunities.

The proposed Hartenbos Garden Estate Development does not address the current backlog in housing for low and middle-income households. However, of relevance to the proposed development, the IDP notes that the development of infrastructure for social and community upliftment funded as a percentage contribution from each housing project allocation for example, building a crèche or community hall) should be considered.

Economic development and tourism

The tourism strategy notes that Mossel Bay is located at a one-of-a-kind confluence of the Indian Ocean and the Outeniqua Mountains that enjoys excellent, comfortable weather throughout the year. These conditions make Mossel Bay an important modern-day tourism and **retirement** destination. The IDP also comments on the importance of attracting more visitors to the town by hosting more events and festivals out of season so as to create a more constant flow of visitors. The following proposals are relevant to the proposed development:

- Promote Mossel Bay as a medical hub in the Garden Route District.
- Enhance the marketing of Mossel Bay both as tourism and as an investment destination.
- Upgrade existing tourism attractions and infrastructure.
- Develop new public tourism products (mountain biking trails, hiking trails, birding trails);
- Assist and support SMME'S.

Construction and property development

The IDP acknowledges that the upfront costs for developers, such as bulk infrastructure, capital contributions etc., are high. Of relevance to the proposed development the IDP highlights the need to incorporate innovative building methods and ensure that developments are resource efficient (energy and water).

Comment on opportunities and constraints

The MBM IDP indicates that Mossel Bay should be developed as a retirement destination. In terms of services, it would appear that there is sufficient water and waste water treatment capacity to meet the needs for the proposed development. The IDP also highlights the need for future developments to be water and energy resource efficient. These issues should be addressed in the design of the proposed development.

Chapter 5 of the IDP provides an overview of each ward within the MBLM, including the service delivery and community development needs identified during the IDP public engagement process. opportunity to identify ward-based projects that will directly be funded from the ward discretionary budget allocation. The proposed development is located in Ward 7. As indicated in Figure 2.1, the Hartenbos Garden Estate Development site is located in Ward 7. Ward 7 is located in the western part of the MBLM and is a largely rural area that includes the rural settlement of Herbertsdale and the coastal settlements of Vlees Bay and Boggoms Bay. Table 2.1 summarises the findings of a SWOT analysis for Ward 7. The analysis refers to Sonskynvallei which is located to the north east of the site.

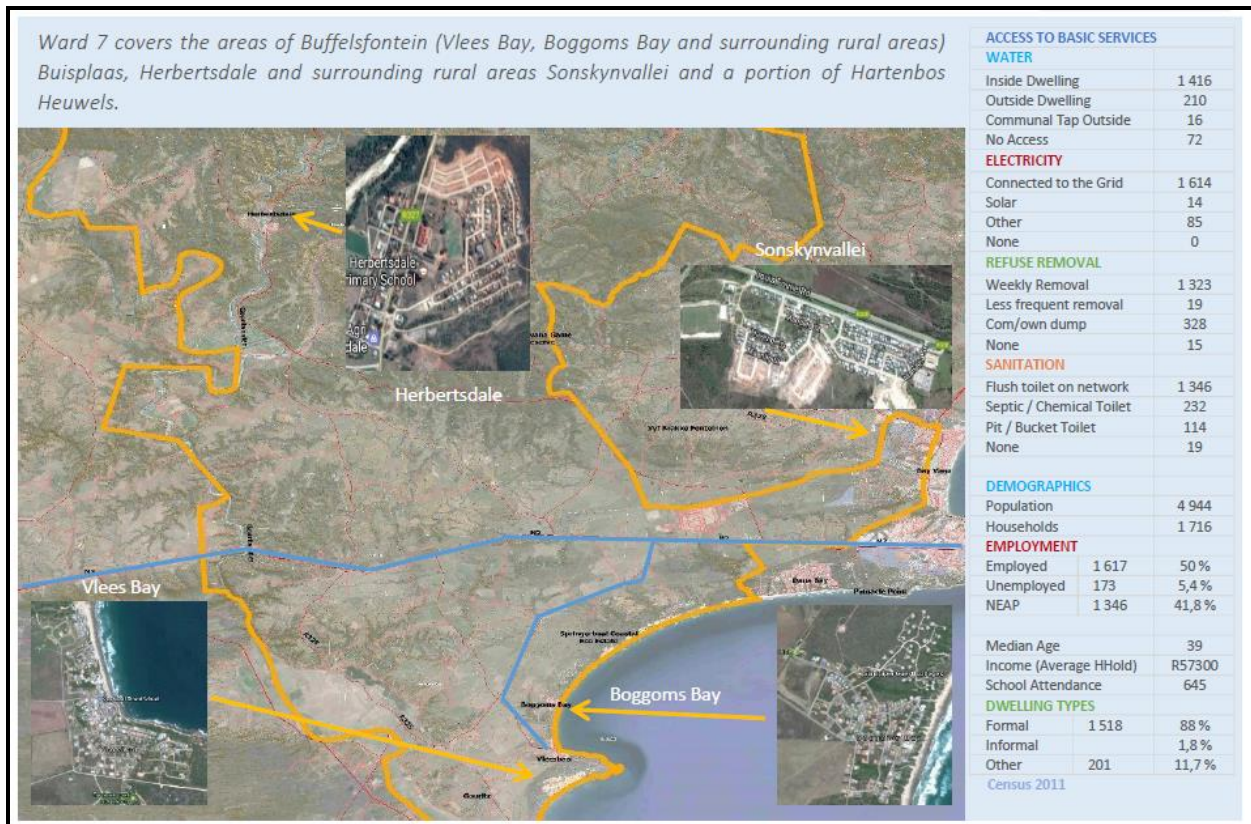


Figure 2.1: Overview of Ward 7

Table 2.2: SWOT analysis Ward 7

	STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
SOCIAL	<ul style="list-style-type: none"> Tennis Court in Boggoms Bay Primary School Herbertsdale Community Hall Boggoms Bay and Sonskynvallei Creches (ECD Centres) 	<ul style="list-style-type: none"> Rural Areas Lack of Access to Social Services (DHA / DSD / SASSA) No School is Buysplaas Lack of Transport for School Children from Sonskynvallei No Recreation Facilities in Ward 7 No Community Hall is Some Areas 	<ul style="list-style-type: none"> A Bigger Library Operating the whole week (Buisplaas and Sonskynvallei) Community Halls in some areas. WiFi Hot Spots All Rural Areas More Thusing Mobiles Develop Adequate Sport Facilities Develop Adequate Recreation Facilities 	<ul style="list-style-type: none"> Alcohol and Drug Abuse Social Ills School Drop Outs Vlees Bay Housing Delivery
BASIC SERVICES	<ul style="list-style-type: none"> Good Basic Services Delivery Free Services for Indigents 	<ul style="list-style-type: none"> Ageing Infrastructure Frequent Service Interruptions Solid Waste Management Inadeqaute Street Lighting Insufficient Water Provision in Buisplaas 	<ul style="list-style-type: none"> Upgrade Bulk Infrastructure Upgrade Stormwater Drainage Upgrade Gravel Roads Relocate Sonskynvallei Transfer Station Improve Solid Waste Service 	<ul style="list-style-type: none"> Environmental Pollution Eskom Supply Area delay services
SAFETY	<ul style="list-style-type: none"> Ward Committee Sub Committee Neighborhood Watches in Some Areas 	<ul style="list-style-type: none"> Weak Traffic Control Law Enforcement No Neighborhood Watches Some Areas Herbertsdale SAPS Not full-time Access Road Island 	<ul style="list-style-type: none"> Frequent Traffic Patrols in Rural Areas Law Enforcement on Building Establish Neighbourhood Watch Mobile SAPS in Sonskynvallei Fulltime SAPS Office Herbertsdale 	<ul style="list-style-type: none"> Crime is a Big Problem
ENVIRONMENT	<ul style="list-style-type: none"> Natural Landscape and Beautifull Scenery Beaches 	<ul style="list-style-type: none"> Remote location of rural settlements Inadeqaute Solid Waste Management Security on Beaches Condition of Provincial Roads in Areas. Access Gravel Road to Buysplaas 	<ul style="list-style-type: none"> Improve Solid Waste Management Clarify Land Ownership Sage Vlees Bay Community Small-Scale Farming / Agro-Processing Upgrade Provincial Link Roads 	<ul style="list-style-type: none"> Water Supply Transport Between Rural Areas and Mossel Bay Drought in Rural Areas
ECONOMIC	<ul style="list-style-type: none"> Spaza Shops Rural Areas Farming Community Game Farming Tourism Potential 	<ul style="list-style-type: none"> Seasonal Farm Work Opportunities Limited Business Activities 	<ul style="list-style-type: none"> Events and Festivals in Rural Areas Develop Rural Toursim Meander to Stimulate Economy in Rural Areas Imonsimoya Land Can be Used for Business Purposes in Vleesbaai Ongoing Project of Extension of Airport 	<ul style="list-style-type: none"> Rising Unemployment Poverty

2.6 MOSSEL BAY SPATIAL CONCEPTUAL DEVELOPMENT PLAN (CDP)

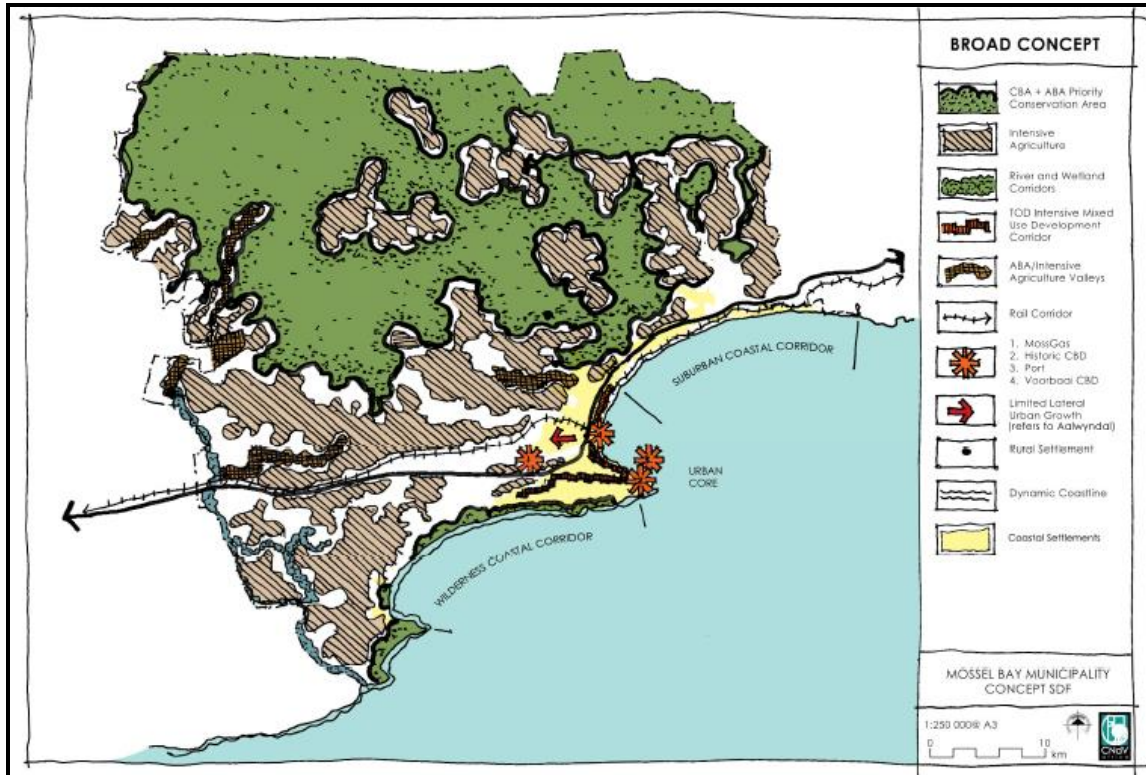
The Spatial Vision of the municipality is to create a long-term, sustainable land use pattern that:

- Conserves Mossel Bay municipality’s significant rural resources for the biodiversity conservation of its:
 - rivers, wetlands, estuaries, and coastline.
 - natural vegetation.
 - scenic landscapes.
- Supports rural tourism and agricultural economic growth and employment creation, and,
- Promotes inclusionary, efficient, urban growth that:
 - provides comfortable and convenient access to urban opportunities and livelihoods for all of its existing and future residents, while at the same time.
 - decoupling this growth from excessive water, energy, and land consumption along the coastal settlement strip.,
 - the municipality should place effort and energy in developing partnerships, lobbying and undertake proactive planning initiatives in seeking to upgrade, refurbish and link the ‘old town’ with the existing port in a heritage appropriate way to create a new jewel in the crown of the garden route which both attracts visitors but creates a solid locally-driven economy.

The SDF illustrates the Broad Conceptual Spatial Development Framework for the Municipality (Figure 2.2), which comprises the following two main components:

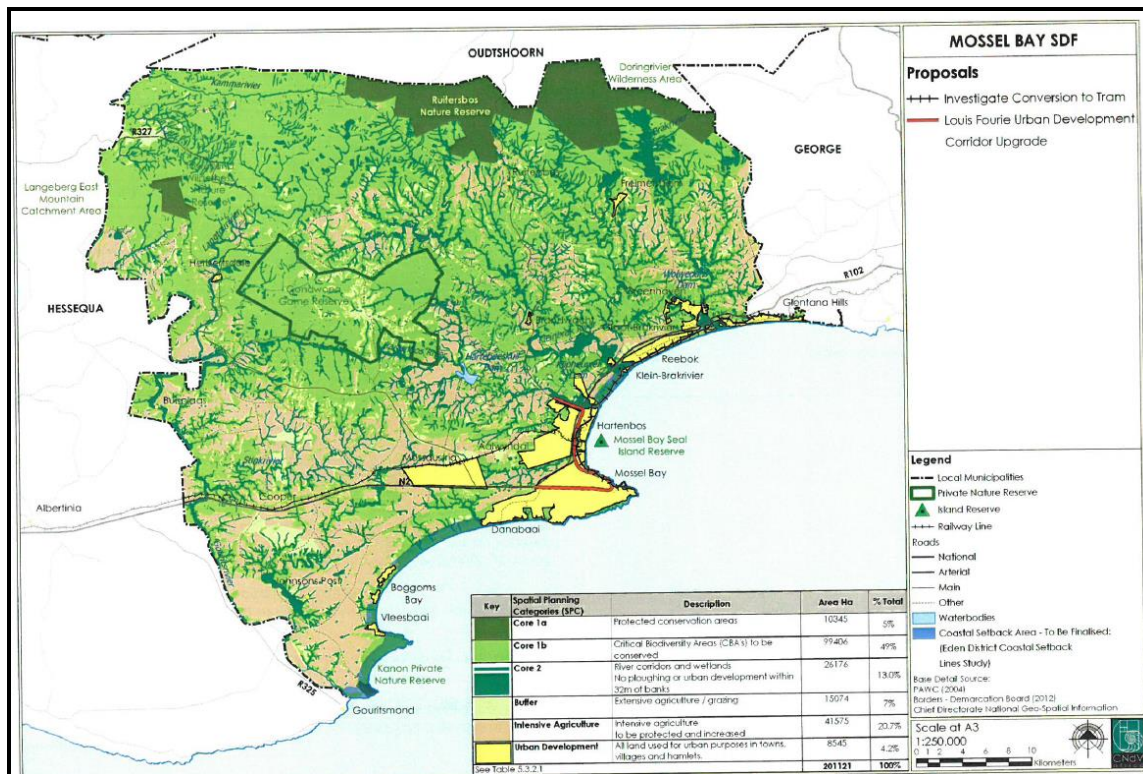
- A rural hinterland providing wilderness and agricultural tourism opportunities and ecosystem services in the form of pristine catchment areas providing water quality and biodiversity conservation; and,
- An urban coastal settlement strip.

Of relevance, the proposed development is located in an area that appears to be identified as Urban Development (yellow) (Figure 2.3).



Source: MB CDP

Figure 2.2: Conceptual Spatial Development for MBLM



Source: MB CDP

Figure 2.3: Conceptual Spatial Development for MBLM

A number the elements that make up the vision are relevant to the design of proposed development, including the need to conserve natural areas and scenic landscapes, and promote inclusionary, efficient urban growth that is resource efficient.

Urban design principles

The CDP lists a number of urban design (UD) principles that should be taken into account when preparing precinct plans and site development plans. The following principles are relevant to and have a bearing in the planning and design of the proposed development.

- UD1 Create open space systems that integrate the elements of a settlement to contribute to a meaningful urban structure.
- UD3 Ensure the definition of the public spaces through the effective design of an interface between public and private domain.
- D4 Create visual recognition and surveillance along open spaces and public routes. This can be achieved through:
 - Locating buildings around open spaces and streets so that sufficient enclosure is created.
 - The appropriate height of buildings.
 - Locating the highest buildings to the southern side of the open space, with lower buildings or trees on the northern side.
- UD7 Accommodate a variety of users in and uses along the streets by doing the following:
 - Concentrate intensive activities along major vehicular and public transport routes.
 - Locate majority of public buildings and increase densities along these routes.
 - Locate buildings closer rather than further from the streets to increase pedestrian activity, a sense of enclosure and surveillance.

- UD8 Create appropriate road cross-section widths that can provide for vehicle traffic, parking, pedestrian movement, cycling and landscaping.
- UD9 Urban block length should promote access (penetration) and encourage economic activity by orientating the short side of blocks to major streets wherever possible.
- UD10 Space buildings from each other to provide adequate solar access to buildings. In this regard the roof pitch of buildings should be orientated so that roof solar panels have a maximum continuous direct access to the sun.
- UD12 The use local materials should be encouraged in the construction of new buildings.
- UD13 Encourage appropriate water-wise landscaping.
- UD14 Ensure that the main streets of the urban areas are appropriately landscaped to encourage a pleasant gateway treatment into the settlements.
- UD15 The public realm and buildings must be designed and managed to maximise, consistent with other legitimate goals, the potential for passive surveillance.
- UD16 Built environments, i.e. urban precincts, must be designed, detailed and managed to make them legible for users, especially pedestrians and cyclists, without losing the capacity for variety and interest.
- UD17 Legibility must be promoted in both the overall structure and form of the environments and in appropriate detail within them.
- UD18 Security must be supported by designing and managing spaces and buildings to define clearly legitimate boundaries between private, semiprivate, community-group and public space. A feeling of individual and community ownership of the public realm and associated built environments must be promoted to encourage a level of shared responsibility for their security.
- UD20 The built environment must be designed and managed to reduce or limit risk from assault by providing well-lit, active and overlooked places and pedestrian and cyclist systems and routes to important places.
- UD21 The design and management of places must avoid creating or maintaining hidden spaces close to pedestrian /cyclist travel routes in the public realm, in ways that remain consistent with the purpose of the place.
- UD22 The design and management of places should provide a variety of alternative routes and other ways to avoid potential or actual security problems.

Urban Edge

The CDP highlights the importance of the urban edge, noting that:

- Sufficient protection must be given to land requiring protection, inter alia, the agricultural land currently under cultivation.
- Compaction rather than expansion of urban settlements should be encouraged to promote non-motorised transport modes where appropriate.
- The current Urban Edges are likely to provide sufficient land for the industrial, residential and commercial development for the about 20 years, given the current growth rate.
- The urban edges should only be realigned based on actual need and once all the existing under or unutilized vacant land has been developed.

Based on the information available it would appear that the proposed Hartenbos Garden Estate Development site is located within the urban edge and has therefore been identified as suitable for development.

Renewable Infrastructure

The CDP highlights the importance of incorporating energy and water efficiency measures into the planning and design of developments. The measures include promoting the use of solar water heaters, PV panels, grey water recycling, rain water harvesting and passive building design to minimize energy, solid waste and water demand.

Diaz-Voorbaai-Hartenbos sub-area

The site is located in the Diaz-Voorbaai-Hartenbos sub-area, which includes the following areas between the N2 and the coast; Diaz Industria, Diaz beach, (Die Voorbaai), Bay View and Hartenbos, as well as Aalwyndal and Mossel Bay Aerodrome, and Sonskyn Valley to the west along Louis Fourie Road (R328). Of relevance to the study the CDP notes that the Hartenbos area north of the Aalwyndal Road intersection developed as a holiday resort in the 1930s, first by Transnet is predecessor and then an Afrikaans cultural organization (ATKV) in response to the excellent beaches and climate with good access by rail and Louis Fourie Road.

In terms of land uses and future developments, the CDP notes that Aalwyndal is currently undergoing a precinct planning exercise as it has been identified as the next major development area for Mossel Bay. The CDP notes that this area is better located than Hartenbos North for this purpose. The CDP also notes that there appears to be a slow take-up and construction of houses on larger properties in the more remote projects, particularly in Hartenbos North. This suggests there is a re-positioning in the market towards better located smaller dwellings on smaller plots. Therefore, it is likely that the market is likely to respond positively to policy directives promoting densification on more integrated sites. This may have a potential bearing on the design of the proposed Hartenbos Garden Estate Development.

Core landscape and agricultural areas

The CDP notes that the sub-region was richly endowed with a striking natural landscape consisting of rolling hills incised by steep valleys through which rivers flowed across a narrow coastal plain to the sea. However, this landscape has largely been obscured by low-density housing estates across the hills, urban development that turns its back on the river valleys and transport infrastructure, commercial and industrial development on the coastal plain. The only exception to this pattern is the Deacon Street development with closely set houses in a regional architectural style around large open. Of specific relevant to the proposed development the CDP recommends that the Deacon Street development should be promoted as the model for future development in Hartenbos' scenic highlands.

The CDP also recommends that the river valleys should form part of a municipal open space system with proper cleansing management and lined with single sided development facing onto roads, tracks and trails fringing the open spaces so that they become part of a continuous, safe, and secure cycling, running and pedestrian recreational network throughout Mossel Bay's urban areas.

Challenges and opportunities

The CDP identifies a number of potential challenges and opportunities facing the area. The following are of potential relevance to the proposed development.

- The centre of gravity of business and employment activity has clearly moved from the historic CBD to Diaz Industria/Voorbaai.
- It is clear that supporting infrastructure, particularly transport is increasingly less able to cope with the greater demands.
- A land-use balance between residential and economic opportunities and social facilities will need to be found as soon as possible, preferably in the time horizon of this SDF, so as to ensure that this area doesn't become so congested that businesses and people attempt to move away from it.

- Mossel Bay as a whole and particularly this part of the town is showing signs of becoming stuck with densities that are too low to support public and non-motorised transport services and a land use pattern that creates an excessive need for travel.
- Better integrating Sonskyn Valley into Hartenbos is a challenge particularly because of the steep hills that cut it off from the remainder of the settlement. A transport solution will be to improve the connectivity and functionality of the referee road by enabling it for public and non-motorised transport. Creating a small business node as well as promoting an industrial area at the nearby brickworks could help to some extent but will not completely address the disconnect between where major economic opportunities will be found for many years into the future and the spatial dislocation of the settlement.

Future urban development

Figure 2.1 (Figure 2.4 below) from the CDP identifies existing and future development areas within the sub-region. Of relevance to the proposed development the SDF notes that:

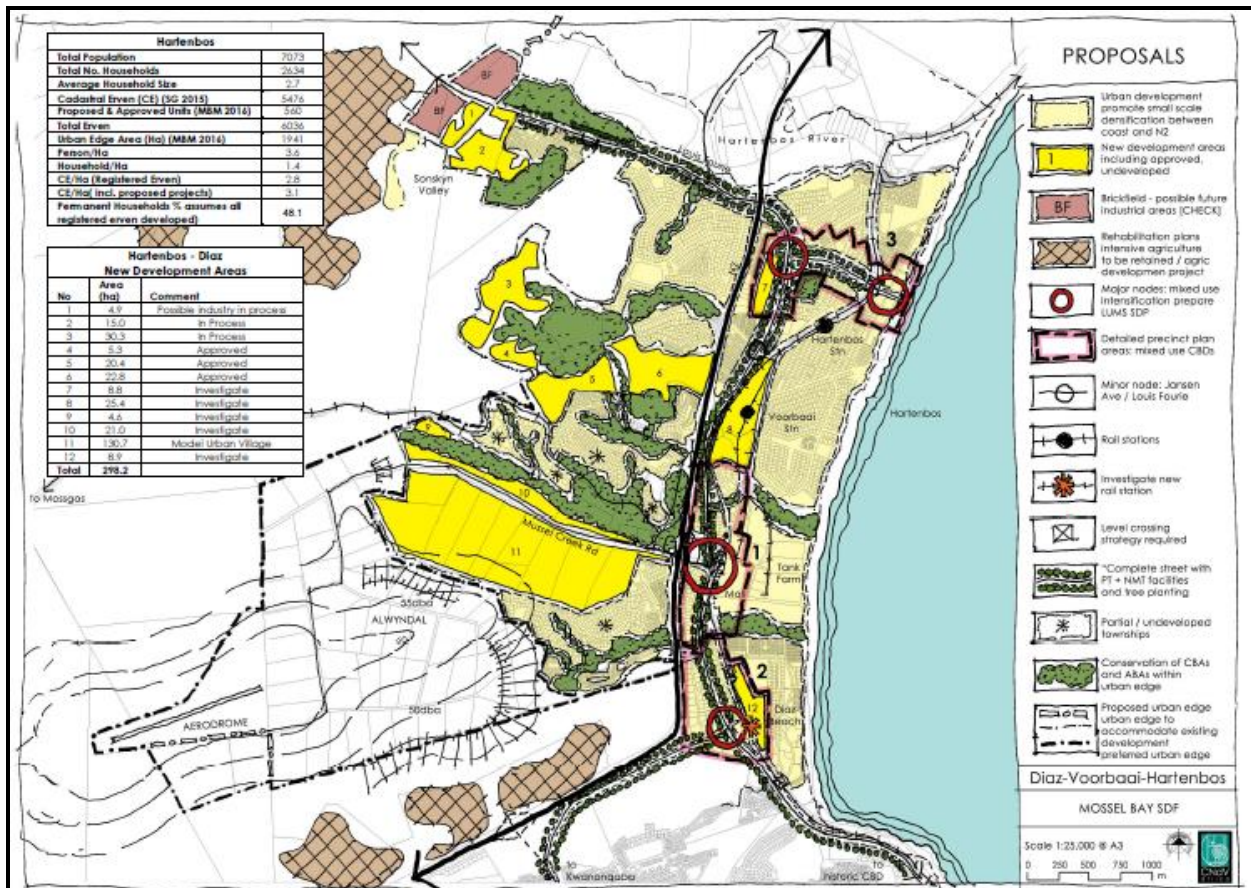
- New Development Areas 3 to 6 should accommodate extensions to high income low-density development should the market support this. These properties should be served by off-grid technologies as much as possible rather than relying on municipal services which should be prioritised for lower-income areas, e.g. Sonskyn Valley, as much as possible.
- New Development Areas 1 and 2 should accommodate further extensions to Sonskyn Valley including an industrial component which may arise from redeveloping the brick fields to accommodate employment needs here.
- New Development Areas 9, 10 and 11 comprise the lower portion of the Aalwyndal smallholding below the escarpment and outside the 55 DBA noise contour for the proposed airport within which no residential development should be located. It includes approximately 180 ha which could accommodate 4 500 dwelling units at an average gross density of 25 du/ha.

Comment on opportunities and constraints

The MBM CDP indicates that proposed development is located within the Mossel Bay Urban Edge. The area has therefore been identified as suitable for development. The middle section of the site is however shown as a conservation area. This would need to be informed by more detailed site level botanical investigations. Two development areas appear to be identified on the site, namely area 3 and 4. The CDP notes that new development in Areas 3 to 6 should be used to accommodate extensions to high income low-density development should the market support this. The CDP also notes that the development of these properties should also be served by off-grid technologies as much as possible. The CDP and IDP therefore both highlight the need for future developments to be water and energy resource efficient. These issues should be addressed in the design of the proposed development.

2.7 CONCLUSION

The proposed Hartenbos Garden Estate Development is located with the urban edge. The area has therefore been identified as suitable for development. The proposed establishment of a retirement complex/development is also supported by the IDP which indicates that the MBM should establish itself as a retirement destination. The high-quality medical facilities in Mossel Bay and George also support the establishment of the area as a retirement destination. Based on the findings of the assessment the proposed development will therefore create a number of social and economic opportunities for the MBM. With careful planning and design, the proposed development can also address the potential constraints associated with future water and energy shortages that the area may face.



Source: MB CDP

Figure 2.4: Development proposals for Diaz-Voorbaai-Hartenbos sub-area

SECTION 3: OVERVIEW OF STUDY AREA

3.1 INTRODUCTION

Section 3 provides an overview of the:

- Administrative context.
- Economic profile of the municipality.
- Demographic profile of the municipality and Ward 7.
- Overview of the site and surrounding land uses.

3.2 ADMINSTRATIVE CONTEXT

The site is located in the town of Mossel Bay, which falls within the Mossel Bay Local Municipality (LM). The municipal area is 2007 km² in size and includes the towns and / or settlements of Mossel Bay, Boggoms Bay, Brandwag, Buisplaas, D’Almeida, Dana Bay, Glentana, Fraaiuitsig, Friemersheim, Great Brak River, Hartenbos, Herbertsdale, Hersham, KwaNonqaba, Little Brak River, Outeniqua Beach, Reebok, Ruitersbos, Southern Cross, Tergniet and Vleesbaai.

The MBLM is one of seven LMs which constitute the Garden Route District Municipality (GRDM). George is the administrative seat of the GRDM. Mossel Bay is the administrative seat of the MBLM. The site is located in Ward 7 of the MBLM.

3.3 ECONOMIC OVERVIEW²

The Mossel Bay municipal area is the second largest local economy within the Garden Route District Municipality (GRDM), with regional gross domestic product amounting to R6.47 billion in 2015. This amounted to almost 20% of the Garden Route District Municipalities GDPR R29.65 billion in 2015. The GRDM is the third largest district economy in the Western Cape, after the City of Cape Town and the Cape Winelands District.

The MBLM’s GDP growth averaged 3.2 % per annum over the period 2005-2015, which is marginally lower than the District average of 3.5 %. In terms of employment, the MBLM employed 15.9 % of the Garden Route District’s labour force in 2015. The majority (28.2%) fall within the semi-skilled sector, which has contracted by 0.6 per cent per annum on average since 2005. Most of the job losses experienced during the recession emanated from this sector. The low-skilled sector employed 17.9 % of the municipality’s workforce and contracted by 1.0 % per annum on average since 2005. The informal sector, which employs 33.4 % of the municipality’s workforce, experienced robust growth of 8.7% per annum over the past decade and absorbed most of the job losses from the low and semi-skilled sectors. The skilled sector grew at a moderate rate of 2.1% per annum since 2005.

In terms of employment, 15.9 % (35 713 labourers) of the GRDM’s labour force were employed in the MBM in 2015. While the MBM experienced job losses prior to and during the recession, these jobs have been recovered and approximately 5 894 (net) additional jobs

² Based on 2016 Socio-Economic Profile of MBLM prepared by Western Cape Provincial Government

have been created since 2005. The majority (28.2 % or 10 057 workers) of the employed workforce in the MBM fall within the semi-skilled sector, which has contracted by 0.6 per cent per annum on average since 2005. Most of the job losses experienced during the recession emanated from this sector. Of relevance to the proposed development, many of these job losses are likely to have associated with the slowdown in the construction sector since 2008. The low-skilled sector employed 17.9 % of the municipality's workforce and contracted by 1.0 % per annum on average since 2005. Of interest, the informal sector, which employs 11 913 workers or 33.4 % of the municipality's workforce, experienced robust growth of 8.7 % per annum over the past decade and absorbed most of the job losses from the low and semi-skilled sectors. The skilled sector employed only 7 348 workers and grew at a moderate rate of 2.1 % per annum since 2005.

An overview of the key economic sectors is provided below.

Primary sector: Agriculture forestry and fishing

This sector contributed 4.7% to the Municipality's GDP in 2015 and employed 9.1% of the municipality's workforce. The majority of the workers employed in the primary sector fall within the low-skilled (39.7%) and semi-skilled (39.4%) category. The skilled sector employed only 6.6% of the workforce in the primary sector. The informal sector makes up 14.4% of the industry's workforce and was the only sector to experience long term growth per annum over the period 2005 – 2015. Informal employment within the Agriculture, Forestry and Fishing industry furthermore also experienced robust growth of 3.8% per annum since 2010.

Secondary sector: Manufacturing

The manufacturing sector contributed 14.6 % towards the municipality's GDP in 2015 and employed 8.1% of the workforce. The majority of the workers fall within the semi-skilled category (43.1%), followed by the 19.7% in the skilled category and 17.4% in the low-skilled category. The informal sector employs 19.8 % of the workers operating in the manufacturing sector. The informal sector has been the only category to experience meaningful employment growth in the post-recessionary period at 2.6%. The formal sector contracted by 1.1 % per annum over the period 2005 – 2015, while employment also contracting by 1.2 % per annum.

Secondary sector: Construction

The construction sector contributed only R212.95 million (or 4.1 %t) to the municipality's GDP in 2015, making it the smallest sector in the region. Despite this the sector has shown modest growth since 2005, with growth averaging 2.4 % per annum. GDP growth has nevertheless slowed since the recession and contracted by 2.3 % cent over the period 2010-2015 as the sector has struggled to fully recover after the recession. Despite this the sector is the fastest growing industry in the MBM. In terms of employment the construction sector only employed 8.1 % of the municipality's workforce. In terms of categories, low-skilled employment makes up 10.8 %, while semi-skilled employment makes up 24.3 % of the workforce. The report indicates that employment in both the low and semi-skilled sector has experienced sharp contractions prior to, and after the recession. Workers employed in these sectors who have lost their jobs may have found employment in the informal sector. In this regard the majority (58.1 %) of the workers employed in the construction industry operate within the informal sector. Skilled employment makes up only 6.9 % of the workforce. This category has shown a slight increase in employment since 2010. The establishment of developments, such as the proposed Hartenbos Garden Estate Development would contribute to the continued revival of the construction sector in the MBM.

Tertiary sector: Commercial services

Commercial services encompass the Wholesale and retail trade, catering and accommodation, Transport, storage and communication and Finance, insurance, real estate and business services industries. This sector is the largest sector and contributed 58.5% of the Municipality's GDP in 2015. The industry grew steadily over the period 2005 – 2015 (4.4% per annum compared to the overall municipal average of 3.2 %), the sector has also performed relatively well in the post-recessionary period continuing to grow at a rate of 3.6 % per annum on average.

This sector was also the largest employer, employing 50.7 % of the Municipality's workforce. Employment in the sector has shown moderate growth throughout the past decade recording a 3.8 % growth rate per annum. However, this tapered off to 2.3% over the post-recession period 2010 – 2015.

In terms of employment, 27.6 % of the workers fall within the semi-skilled category followed by 22.0 % skilled workers and 10.8 % low-skilled workers. The low-skilled/semi-skilled/skilled workforce has shown moderate growth both prior to and post-recession. Informal employment within the Commercial services industry makes up 39.6 % of the industry's workforce and has experienced robust growth of 10.7 % per annum since 2005. While this dropped after 2008 it has remained relatively high (4.6%) over the last 5 years.

Tertiary sector: Government and community social and personal services

The General Government and community, social and personal services contributed 15.4 % of the municipality's overall GDP in 2015. The sector grew at a moderate rate of 2.9% over the period 2005 – 2015, with a marginally lower rate 2.5 % per annum since 2010. The industry however employs 23.5% of the Municipality's workforce, making it the second most important employer. The employment growth rate in the sector was 2.9% over the period 2005 – 2015, tapering off to 1.9 % since the recession. The majority of the workers fall within the low-skilled (27.6 %) category, followed by skilled (27.5 %) and semi-skilled workers (20.8 %). The informal sector employed 24.1 % of the industries workforce but grew at a rate of 15.0 % per annum over the period 2005 – 2015. This growth was however of a small base.

Employment in the skilled category grew moderately at 2.3 % over the period 2005 - 2015 and slowed to 2.0% since 2010. Semi-skilled employment grew at a rate of 1.3 % per annum since 2005. Employment in the low-skilled sector contracted by 0.2 % from 2005 – 2015.

Comment on opportunities and constraints

The 2016 review indicates that the population of the MBM has increased since 2011 and will continue to increase over time. This supports the information contained in the MBM IDP that the Mossel Bay area is an attractive destination for both visitors and people looking to settle in the area, including retirees. As indicated above, there has been a noticeable increase in the older age categories since 2011 and that these categories will continue to remain relatively high in comparison to other districts. The 2016 report notes that this trend can be attributed to the fact that Mossel Bay and its surrounding areas remain a popular retirement destination. This represents a potential opportunity for the MBM given that majority of the target market for the proposed Hartenbos Garden Estate Development are likely to be financially secure and, as such, would provide the MBM with a potentially secure and reliable source of income in terms of rates and services. These retirees are therefore unlikely to place a strain on the MBM. Retirees are also likely to benefit other sectors of the local economy, including the medical sector, restaurants, service and maintenance sector,

security etc. Studies undertaken for other retirement developments also indicate that retirement developments create significant employment opportunities for both skilled and low skilled workers. These include medical, cleaning, catering and security staff etc. The establishment and construction phase of the proposed development will also create opportunities for the local construction sector, building suppliers, engineering companies, estate agents and law firms etc.

3.4 DEMOGRAPHIC PROFILE

Population

The socio-economic profile prepared for the Mossel Bay Municipality (MBM) by the Western Cape Provincial Government in 2016 notes that the MBLM has the second largest population in the Garden Route District which, based on forecasts of the Western Cape Department of Social Development, is estimated to be 97 981 in 2017. The report indicates that the population is expected to gradually increase across the 5-year planning cycle and reach 105 556 by 2023. This equates to an approximate 7.7 % growth rate. The gender split in 2017 is relatively evenly split between male (48.7 %) and female (51.3 %). For 2023, the split is anticipated to be similar, with 48.5 % male and 51.5 % female.

In terms of race groups, Coloureds made up 42.6% of the population on the MBLM (2016), followed by Black Africans (33.7%) and Whites, 23.2%. The main first language spoken in the MBLM was Afrikaans (62.2%), followed by isXhosa (29.5%) and English (5.9%). For Ward 7, 48% of the population were White, followed by Coloured (42.6%) and Black African (8.2%). Afrikaans was the main first language (87%) followed by English (6%).

In terms of age groups, the majority of Mossel Bay’s population is concentrated between the ages of 20 to 39, which is likely to reflect an influx of young working professionals into the region due to increased employment opportunities as a result of positive economic growth in the region. Of significance for the proposed Hartenbos Garden Estate Development, there is also a noticeable increase in the older age categories. These categories will remain relatively high in comparison to other districts. The report notes that this trend can be attributed to the fact that Mossel Bay and its surrounding areas remain a popular retirement destination. It is also worth noting that the percentage of the female population increases with age (Figure 3.1). This has potential implications in terms of the provision of retirement and health care facilities.

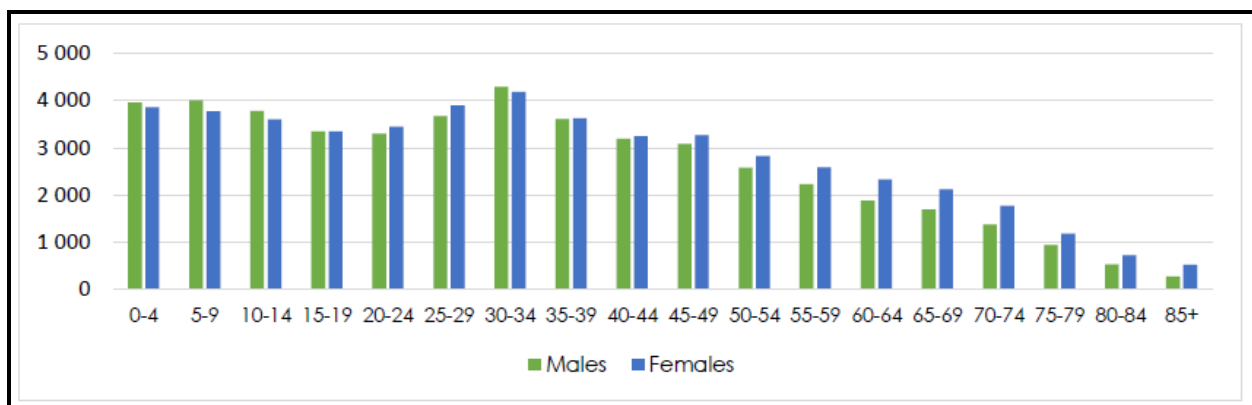


Figure 3.1: Percentage of males to females per age group category for Mossel Bay Municipal Area

In terms of the total number of households, there were 28 025 households within the greater Mossel Bay region in 2011. The 2016 Community Survey estimates indicate that this number has increased to 31 766. There is therefore growing demand for and pressures on basic services such as, water, sanitation, refuse removal and electricity.

The report indicates that the dependency ratio in the MBM has increased from 49.7 in 2011 to 53.4 in 2017 and is expected to stabilise around 53.3 towards 2023³. A higher dependency ratio implies greater strain on the working age portion of the population to support economic dependents (children and aged). This increase also has social, economic and labour market implications. In this regard an increase in the dependency ratio is often associated with a relative decrease in the working age population, which in turn, can result in lower tax revenues pension shortfalls, and an increase in inequality and economic hardship. At a municipal level, the decrease in the working population may also result in a smaller base from which local authorities can collect revenue for basic services rendered and will necessitate the prioritisation of municipal spending. However, of relevance to the proposed Hartenbos Garden Estate Development, financially secure retirees would provide the MBM with a potentially secure and reliable source of income in terms of rates and services. These retirees are therefore unlikely to place a strain on the MBM.

However, despite the increase in the dependency ratio, the report also notes that the number of poor people within the MB municipal area decreased from 3.2 % of the population in 2011 to 2.1 % in 2016. This decrease is positive in that it also reduces the strain on municipal financial resources. The intensity of poverty, i.e., the proportion of poor people below the poverty line within the MB municipal area also decreased from 43.5 % in 2011 to 43.0 % in 2016. However, despite this decrease the percentage is still high and poses socio-economic challenges and risks to the MBM.

Employment

The official unemployment rate in the MBLM in 2016 was 13.4%, while 38% were regarded as not economically active and 3.4% were discouraged work seekers. This figure is higher than the official unemployment 2011 rates for the Western Cape Province (21.6%), but lower than the national (29.8%) level. However, these rates also need to be viewed within the context of the low-income levels.

Household income

The report divides the annual income for households living within the MB municipal area into three categories, namely, low, middle, and high-income categories. Based on the criteria used, 52.8% of all households fall within the low-income bracket, which ranges from no income to R50 613 annually (R4 166 per month). Of this total 18.0 % have no income. This means that less than 50% of households fall within the middle to higher income categories, with 39.2 % falling within the middle income group (R 50 614-R 404 901) and 8 % in the higher income group (404 902-)(Figure 3.2).

³ The dependency ratio is the ratio of non-economically active dependents (usually people younger than 15 or older than 64) to the working age population group (15-64). The higher the dependency ratio the larger the percentage of the population dependent on the economically active age group. A high dependency ratio can cause serious problems for a country if a large proportion of a government's expenditure is on health, social security & education, which are most used by the youngest and the oldest in a population. The fewer people of working age, the fewer the people who can support schools, retirement pensions, disability pensions and other assistances to the youngest and oldest members of a population, often considered the most vulnerable members of society.

The poverty gap indicator produced by the World Bank Development Research Group measures poverty using information from household per capita income/consumption. This indicator illustrates the average shortfall of the total population from the poverty line. This measurement is used to reflect the intensity of poverty, which is based on living on less than R3 200 per month for an average sized household (~ R40 000 per annum). Based on this measure, in the region of 53.7% of the households in the MBLM live close to or below the poverty line. The figure for Ward 7 was 39%. Income levels in Ward 7 are therefore higher than the average for the MBLM.

The low-income levels in the MBLM reflect the limited formal employment opportunities in the area. This is also reflected in the high unemployment rates. The low-income levels are a major concern given that an increasing number of individuals and households are likely to be dependent on social grants. The low-income levels also result in reduced spending in the local economy and less tax and rates revenue for the MBLM. This in turn impacts on the ability of the MBLM to maintain and provide services.

The high percentage of low-income households is also reflected in the increase in the number of indigent households between 2014 and 2015 as reported in the Non-Financial Census of Municipalities released by Statistics South Africa in 2016. This increase also implies an increased burden on municipal resources. The increase in the number of indigent households appears to contradict the reduction in overall poverty.

Amount (2016)	Eden District	Mossel Bay	
No income	13.4	18.0	Low income
R1 – R6 327	2.8	2.9	
R6 328 – R12 653	4.4	4.2	
R12 654 – R25 306	14.3	12.6	
R25 307 – R50 613	19.8	15.1	
R50 614 – R101 225	16.9	15.6	Middle Income
R101 226 – R202 450	12.0	13.1	
R202 451 – R404 901	9.0	10.5	
R404 902 – R809 802	5.1	5.2	High income
R809 803 – R1 619 604	1.5	1.8	
R1 619 605 – R3 239 208	0.5	0.6	
R3 239 209 or more	0.3	0.4	

Figure 3.2: Household income levels in the Garden Route and Mossel Bay areas⁴

Education

In 2015, there were 25 schools in Mossel Bay which had to accommodate 16 105 learners at the start of 2015. The proportion of no-fee schools has declined slightly with 1.4 percentage points from 65.4 per cent in 2014 to 64 per cent in 2015. Given the tough economic climate, there are still a large number of parents being unable to pay their school fees. In an effort to alleviate some of the funding challenges the Western Cape Education Department (WCED) offered certain fee-paying schools to become no-fee schools. In 2015, there were 15 schools in Mossel Bay that were equipped with a library.

⁴ Garden Route District was previously referred to as the Eden District.

In terms of education levels, the percentage of the population over 20 years of age in the MBLM with no schooling was 2.9% (2016) and 4.4% (2011) respectively, compared to 2.4% for the Western Cape (2016). The percentage of the population over the age of 20 with matric was 39.5%. This is higher than the provincial average of 35.2%.

The Western Cape Education Department has noted that matric outcomes within the Mossel Bay area have remained consistently above 80 % between 2013 and 2015, with the highest pass rate of 92.6 % recorded in 2015. The area therefore has relatively well-educated youth. The area therefore has relatively well-educated youth. The proposed Hartenbos Garden Estate Development is unlikely to place additional pressure on education facilities in the area given that the nature of the development, including a retirement complex.

Health care

The Garden Route District has a range of primary healthcare facilities which includes 35 fixed clinics, 35 mobile/satellite clinics, 6 community day centres and 6 district hospitals. Of relevance to the proposed Hartenbos Garden Estate Development there is 1 provincial district hospital, 3 fixed clinics and 13 mobile/satellite clinics within the MBM. The Mossel Bay District Hospital has 90 beds and falls within the Mossel Bay/Langeberg Health District of the Southern Cape Region. The George Regional Hospital was upgraded in 2006 and has 265 beds. The hospital provides a range of specialist services to the Southern Cape/Karoo area, including dialysis, mammography, oncology and chemotherapy, physiotherapy, x-rays, ultrasound and an antiretroviral (ARV) clinic. The hospital has five clinical wards, a day theatre and four operating theatres.

The MBM and the adjacent George Municipality are also well serviced in terms of private health care. In this regard the modern Life Bay View Private Hospital was opened in June 2010. The facility has 108 beds and has a 24-hour accident and emergency unit. The facilities include five modern, state of the art theatres a cardiac catheterisation laboratory equipped with advanced technology equipment; a six-bed intensive care unit, an eight-bed high care unit, and a two bed neonatal ICU located in the 12 bed maternity wing. The hospital is serviced by locally based private doctors and specialists and provides a broad range of medical and surgical disciplines, including, cardiology, anaesthesiology, orthopaedic surgery, gynaecology and obstetrics, neurosurgery, ophthalmology, and urology. Mossel Bay is also serviced by the Mosselbay Medicross medical and dental centre. George is serviced by the George Mediclinic and Geneva Clinic. There is also a medi-clinic facility in Outdshoorn, the Klein Karoo Mediclinic.

The proposed Hartenbos Garden Estate Development may place additional pressure on the existing medical services in the area. However, it is assumed that the majority of the potential investors are likely to be on private medical aid schemes. Additional pressure will therefore create opportunities for the private medical service industry. The facility also includes an assisting living and frail care centre.

3.5 MUNICIPAL SERVICE LEVELS

Access to water

Based on the 2016 Household Community Survey, 84.5% of households in the MBLM had piped water inside their houses, while 9.9% had piped water in their yards and 2.5% relied on community taps. Based on the 2011 Census, 72.6% of households in Ward 7 were provided water by a service provider. This reflects that rural nature of much of Ward 7.

Sanitation

97% of the households in the MBLM had flush toilets, while only 0.1% had no access to sanitation facilities. In Ward 7, 90.9% of households had access to flush toilets, while 1.2% had no access to sanitation facilities.

Refuse collection

89.6% of the households in the MBLM had their waste collected by a service provider on a regular basis, while 1.6% recorded no service. In Ward 7, 76.1% of households had their waste collected by a service provider on a regular basis. This reflects that rural nature of much of Ward 7.

3.6 OVERVIEW OF STUDY AREA

Based on the information contained in the Mossel Bay Conceptual Development Framework (April 2017), the development site located within the Mossel Bay urban edge (Figure 3.3). Access to the site from Louis Fourie Avenue is via Boekenhout Avenue, and via Kameeldoring Avenue of Boekenhout or Geelhout Avenue. North of the N2, where Louis Fourie becomes the R 328, access to the site is via Waboom Avenue and Geelhout Avenue.

The proposed site is located on a relatively level area that is drained by drainage lines to the east, north and west (Photograph 3.1). The surrounding land uses include the existing Hartenbos single residential areas to the east of the site located along Geelhout and Boekenhout Avenue. These residential areas form part of the existing Hartenbos Garden Estate Development suburb, which is located to the east of the site, inland of the N2. The Klein Brak River and associated flood plain is located to the north of the site (Photograph 3.2).



Figure 3.3: Location of Urban Edge for Mossel Bay in relation to the Hartenbos Garden Estate Development site



Photograph 3.1: View of site from Aalwyndal Road to the south of the site



Photograph 3.2: Klein Bark River to the north of the site

The seaward side of the N2 consists of the Voorbaai and Hartenbos residential areas. The Langeberg Mall is located ~ 3km to the south east of the site. The Diaz Beach residential and resort and hotel area is located to the south of the Langeberg Mall, towards the Mossel Bay CBD. The western boundary of the site forms the western edge of the Mossel Bay Urban Edge. The land uses to the west of the site consist of rural land uses (Photograph 3.3). There is also a quarry and associated brick works located 1.2 km to the north west of the site. The access to the quarry is via the R328. The Sonskyn Valley low-income area is located ~ 0.5 km north of the site adjacent to the R328 (Photograph 3.4).

The Aalwyndal area, which has been identified in the SDF as a major future development area for Mossel Bay, is located 1.3 km to the south of the site. Access this area is via the Aalwyndal Road (Photograph 3.5). The Aalwyndal area is currently a semi-rural area and includes the Num-Num private residential estate which is located adjacent to the south western boundary of the site (Photograph 3.6).



Photograph 3.3: View of site and the area to the west of the site from Aalwyndal Road to the south of the site



Photograph 3.4: Sonskyn Valley low-income area located adjacent to R328 north of site



Photograph 3.5: Semi-rural area adjacent to Aalwyndal Road located to the south of the site



Photograph 3.6: Num-Num estate located to the north of Aalwyndal Road

SECTION 4: IDENTIFICATION OF KEY ISSUES

4.1 INTRODUCTION

Section 4 provides an assessment of the key social issues identified during the study. The identification of key issues was based on:

- Review of key policy and land use planning documents that are relevant to the proposed development and the site.
- Review of project related information, including relevant specialist studies.
- Experience of the author with the area and local conditions.
- Experience with other mixed-use developments in the study area and Western Cape.

The assessment section is divided into:

- Assessment of compatibility with relevant policy and planning context (“planning fit”).
- Assessment of social issues associated with the construction phase.
- Assessment of social issues associated with the operational phase.
- Assessment of the “no development” alternative.

4.2 ASSESSMENT OF POLICY AND PLANNING FIT

Based on the findings of the review the proposed Hartenbos Garden Estate Development is located with the urban edge (MBM CDP). The area has therefore been identified as suitable for development. The CDP also notes that new development in area should be used to accommodate extensions to high income low-density development should the market support this. The proposed establishment of a retirement complex/development is also supported by the IDP which indicates that the MBM should establish itself as a retirement destination. The CDP and IDP also highlight the need for future developments to be water and energy resource efficient. These issues should be addressed in the design of the proposed development.

4.3 CONSTRUCTION PHASE SOCIAL IMPACTS

Potential positive impacts

- Creation of employment and business opportunities.

Potential negative impacts

- Security and safety risks posed by construction workers to local residents.
- Noise, dust, and safety impacts associated with construction related activities and the movement of heavy vehicles.

Potential positive impacts

- Creation of business and employment opportunities

4.3.1 Creation of local business and employment and opportunities

Business opportunities

Based on similar scale projects (500-600 middle to upper residential units) the estimated capital expenditure costs for the development are expected to be region of R 800-900 million (2022 rand value). The figure will be confirmed during the assessment phase. The majority of work during the construction phase is likely to be undertaken by local contractors and builders. The proposed development will therefore represent a positive benefit for the local construction and building sector in the MBLM and GRDM. The majority of the building materials associated with the construction phase will be sourced from locally based suppliers from the MBLM and EDM. This will represent a positive injection of capital into the area local economy. The project should also be viewed within the context of the slump in the construction and building sector in the wake of the 2008 global financial crisis and COVID 19 pandemic of 2020. The proposed development would therefore represent a significant opportunity for the local construction and building sector.

Employment

Based in the assumption that ~ 100 units will be built per annum the construction phase would extend over a period of approximately 4 – 5 years. For the purposes of the assessment, it is assumed that ~ 600 employment opportunities will be created per annum during the construction phase for the residential component of the development. Based on information from similar employment numbers the total annual wage bill is estimated to be in the region of R 100 million. Of this total the annual wage bill for semi-skilled and skilled workers will be in the region of R 60 million and R 40 million respectively. The total wage bill over 4 years will therefore be in the region of R 400 million. Most of the annual and total wage bill will be spent in the MBLM and GRDM. This would in turn benefit local business.

Most of the employment opportunities are also likely to benefit local Historically Disadvantaged (HD) members of the community. This would represent a significant opportunity for the local building sector and members of the local community who are employed in the building sector. The potential creation of employment opportunities for local HD members of the community is therefore regarded as an important social benefit given the impact of the COVID-19 pandemic.

Table 4.1: Impact assessment of employment and business creation opportunities during the construction phase

Nature: Creation of employment and business opportunities during the construction phase		
	Without Mitigation	With Enhancement
Extent	Local – Regional (2)	Local – Regional (3)
Duration	Medium Term (3)	Medium Term (3)
Magnitude	Moderate (6)	Moderate (6)
Probability	Highly probable (4)	Definite (5)
Significance	Medium (55)	High (60)
Status	Positive	Positive
Reversibility	N/A	N/A
Irreplaceable loss of resources?	N/A	N/A
Can impact be enhanced?	Yes	
Enhancement: See below		
Cumulative impacts: Opportunity to up-grade and improve skills levels in the area.		
Residual impacts: Improved pool of skills and experience in the local area.		

Assessment of No-Go option

There is no impact as it maintains the current status quo.

Recommended enhancement measures

In order to enhance local employment and business opportunities associated with the construction phase of the project the following measures should be implemented:

- The developer should inform the local authorities, local community leaders, organizations and councillors of the project and the potential job opportunities for local builders and contractors.
- The developer should establish a database of local construction companies in the area, specifically SMME's owned and run by HDI's, prior to the commencement of the tender process for the bulk services component of the project. These companies should be notified of the tender process and invited to bid for project related work.
- The developer in consultation with the appointed contractor/s should look to employ a percentage of the labour required for the construction phase from local area to maximize opportunities for members from the local HD communities.

However, while the use of local building contractors and workers is recommended, it is recognised that a competitive tender process may not guarantee the employment of local companies and labour during the construction phase.

4.3.2 Safety, security, and potential for increased crime

The presence of construction workers in the area has the potential to impact on the safety and security of local residents. The experience, both locally and internationally, is that the presence of construction workers typically results in an increase in petty crime and theft. This is linked to the ability of the construction workers to monitor the movements of local

residents and take advantage of their absence from the property. The majority of the crime is therefore opportunistic and linked to theft and house break-ins.

Table 4.3: Assessment of risk posed by construction workers on safety and security

Nature: Potential safety and security risk posed by presence of construction workers on site		
	Without Mitigation	With Mitigation
Extent	Local (2)	Local (1)
Duration	Medium Term (3)	Medium Term (3)
Magnitude	Moderate (6)	Low (4)
Probability	Probable (3)	Probable (3)
Significance	Medium (33)	Low (24)
Status	Negative	Negative
Reversibility	No, if local residents are murdered or physically harmed	No, if local residents are murdered or physically harmed
Irreplaceable loss of resources?	Yes, if local residents are murdered or physically harmed	Yes, if local residents are murdered or physically harmed
Can impact be mitigated?	Yes	Yes
Mitigation: See below		
Cumulative impacts: No		
Residual impacts: Include psychological effects associated with attacks or crime related events that may last for many years.		

Assessment of No-Go option

There is no impact as it maintains the current status quo.

Recommended mitigation measures

The developer and or contractors cannot be held responsible for the off-site, after-hours behaviour of all construction employees. However, the contractors appointed by the developer and individual homeowners should ensure that all workers employed on the project are informed at the outset of the construction phase that any construction workers found guilty of theft will be dismissed and charged. All dismissals must be in accordance with South African labour legislation. In addition, the following mitigation measures are recommended. These recommendations apply to the construction of the bulk infrastructure on the site and the establishment of housing by individual homeowners:

- No construction workers, with the exception of security personnel, should be allowed to stay on site overnight.
- Building contractors appointed by the developer and or private homeowners must ensure that workers are transported to and from the site on a daily basis.
- Construction related activities should comply with all relevant building regulations. In this regard activities on site should be restricted to between 07h00 and 18h00 during weekdays and 08h00 and 13h00 on Saturdays. No work should be permitted after 13h00 on Saturdays and on Sundays.

4.3.3 Impact of construction related activities

Construction related activities can impact negatively on adjacent landowners and communities. The typical impacts include dust, noise, and safety. The movement of heavy construction vehicles along the access roads to the site may also pose potential safety risks to other road users and pedestrians.

The additional traffic generated by the proposed development, including construction related traffic, will impact on adjacent residential areas, specifically those areas located along key access routes to the development. In this regard access to the site from Louis Fourie Avenue is via Boekenhout Avenue, and via Kameeldoring Avenue of Boekenhout or Geelhout Avenue. North of the N2, where Louis Fourie becomes the R 328, access to the site is via Waboom Avenue and Geelhout Avenue. The properties along these streets stand to be impacted by construction related traffic and activities.

Site clearing for the development can also increase the risk of dust, specifically during dry, windy summer months. The recommended mitigation measures listed below should be implemented to address these impacts.

Table 4.4: Assessment of the impacts associated with construction vehicles

Nature: Potential noise, dust and safety impacts associated with movement of construction related traffic to and from the site		
	Without Mitigation	With Mitigation
Extent	Local-Regional (2)	Local-Regional (1)
Duration	Medium Term (3)	Medium Term (3)
Magnitude	Moderate (6)	Low (4)
Probability	Probable (3)	Probable (3)
Significance	Medium (33)	Low (24)
Status	Negative	Negative
Reversibility	Yes	
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Potential damage to road result in higher maintenance costs for vehicles of other road users. The costs will be borne by road users who were no responsible for the damage.		
Residual impacts: Reduced quality of road surfaces and impact on road users		

Assessment of No-Go option

There is no impact as it maintains the current status quo.

Recommended mitigation measures

- The recommendations of the Traffic Impact Assessment (TIA) should be implemented.
- The movement of heavy construction related traffic along access roads should be planned to avoid the morning and afternoon traffic peaks.

- Construction related activities should comply with all relevant building regulations. In this regard activities on site should be restricted to between 07h00 and 18h00 during weekdays and 08h00 and 13h00 on Saturdays. No work should be permitted after 13h00 on Saturdays and on Sundays.
- Drivers should be made aware of the potential risk posed to pedestrians and other road users along access roads. All drivers must ensure that speed limit of 60 km per hour is enforced.
- Any abnormal loads should be timed to avoid morning and afternoon peak traffic hours.
- Dust suppression measures must be implemented for heavy vehicles such as wetting of gravel roads on a regular basis and ensuring that vehicles used to transport sand and building materials are fitted with tarpaulins or covers.
- All vehicles must be road-worthy, and drivers must be qualified, made aware of the potential road safety issues, and need for strict speed limits.
- Site clearing should be phased in order to minimise the exposed and reduce generation of dust, specifically during the dry, summer months.

4.4 OPERATIONAL PHASE IMPACTS

The key social issues affecting the operational phase include:

Potential positive impacts

- Creation of employment and business opportunities.
- Broaden the rates base.
- Creation of a safe and quality living environment for retirees and the establishment and conservation of open space areas.

4.4.1 Creation of employment and business opportunities

Creation of employment and business opportunities

The establishment of a retirement facility, including a clinic and frail care centre, will create employment opportunities. Based on findings from other studies retirement complexes are relatively labour intensive. For example, the Silvermine Retirement Village in Cape Town, which has 214 cottages and a 56 bed frail care facility, employs 150 permanent staff. This includes health-care staff, housing keeping staff, catering staff, maintenance staff, security staff, administrative staff, drivers, and hairdressers. Based on the assumption that 40% of residential units house will employ a domestic worker and or gardener, this will create ~ 150-200 employment opportunities for members from the local community. The majority, if not all, of these community members are likely to be Historically Disadvantaged Individuals (HDIs). Given the high unemployment levels in the surrounding areas, coupled with the low income and education levels, this would represent a positive social impact.

The operational phase will also create opportunities for local businesses in the Mossel Bay, such catering, security, landscaping, house maintenance, etc. Local shops, petrol stations, and restaurants will also benefit from local spend by occupants. The local estate agencies in the area and legal firms would also benefit from the sale and resale of properties associated with the new development. Based on the above information, the total number of direct employment opportunities created during the operational phase of the development would be in the region of 400. The majority, if not all, of the employment opportunities are likely to benefit Historically Disadvantaged Individuals (HDIs) from the local community. Given the high unemployment levels in the surrounding areas, coupled with the low income and education levels, this would represent a positive social impact.

Table 4.5: Creation of employment and business creation opportunities during the operational phase

Nature: Creation of employment and business opportunities during the operational phase		
	Without Mitigation	With Enhancement
Extent	Local – Regional (2)	Local – Regional (3)
Duration	Long-Term (4)	Long-Term (4)
Magnitude	Moderate (6)	Moderate (6)
Probability	Highly probable (4)	Definite (5)
Significance	Medium (48)	High (65)
Status	Positive	Positive
Reversibility	N/A	N/A
Irreplaceable loss of resources?	N/A	N/A
Can impact be enhanced?	Yes	
Enhancement : See below		
Cumulative impacts: Opportunity to up-grade and improve skills levels in the area.		
Residual impacts: Improved pool of skills and experience in the local area.		

Assessment of No-Go option

There is no impact as it maintains the current status quo.

Recommended enhancement measures

In order to enhance local employment and business opportunities associated with the construction phase of the project the following measures should be implemented:

- The developer should inform the local authorities, local community leaders, organizations and councillors of the project and the potential job opportunities for local builders and contractors.
- The developer should establish a database of local service companies in the area, specifically SMME's owned and run by HDI's. These companies should be notified of the tender process and invited to bid for project related work.

4.4.2 Broadening of rates base

The proposed development consists of 400-500 middle to upper residential units. Based on information from similar developments the proposed development would contribute approximately R 5 million in rates per annum. In addition, the proposed development would also generate revenue for the MBM from the consumption of water and electricity. In addition, given the nature of the proposed development the majority of the owners / occupants of the units are likely to be reliable rate payers and therefore represent a secure source of income for the MBM. The security measures in combination with facilities provided and the open space network are also likely to ensure that the value of the properties appreciate, which, in turn, will increase the contribution of the development to the MBM rates base over time.

Table 4.6: Contribute to the rates base

Nature: Increase rates and tax revenue for the MBM which can be used to address some of the socio-economic challenges facing the MBM		
	Without Mitigation (Assumes no development takes place)	With Enhancement (Assumes development takes place)
Extent	Local-Regional (2)	Local – Regional (2)
Duration	Long term (4)	Long term (4)
Magnitude	Moderate (6)	Moderate (6)
Probability	Highly probable (4)	Highly probable (4)
Significance	Moderate (48)	Moderate (48)
Status	Negative	Positive
Reversibility	N/A	N/A
Irreplaceable loss of resources?	No	No
Can impact be enhanced?	Yes	Yes
Enhancement: See below		
Cumulative impacts: Generate revenue that can be used by the MBM to meet service delivery needs and address socio-economic challenges		
Residual impacts: See cumulative impacts		

Assessment of No-Go option

There is no impact as it maintains the current status quo.

Mitigation measures

No mitigation measures are identified.

4.4.3 Creation of safe and quality living environment for residents and retirees

The Mossel Bay and George area is an established and favoured retirement option. There is also a growing demand for safe, quality residential and retirement facilities. Figures provide by Stats South Africa indicate that there is a growing demand for retirement facilities in South Africa as a whole. Statistics South Africa’s mid-year population estimates for 2017 note that 8.1% of the South African population is 60 years or older and that the proportion of elderly persons aged 60 years or older is increasing over time, shown through the estimated growth rate over time rising from 1,34% for the period 2002–2003 to 3,0% for the period 2016–2017.

Currently, those aged 60 and over make up 8% of the population, while those 50 years and above comprise almost double that at 15.8% (Mid-2015 report, Statistics SA). The study also found that the development of retirement facilities was not keeping pace with the demand and comprising only a small portion of SA’s housing stock. A lack of supply means

retirement homes are relatively scarce and expensive, especially for those with modest funds who battle to find accommodation and often face long waiting lists”⁵.

The proposed development also includes a clubhouse complex, which is likely to provide a range of communal services and facilities such as a reception area, bistro/coffee bar/kitchen, dining room, lounge, games room, gym, pool, launderette, and salon. This combined with the frail care facility, proximity to recreational and medical facilities and the regions weather will make the proposed development an attractive retirement option.

An integrated open space system is also included in the design, consisting of footpaths and trails through the open space system. The design of the open space system will be informed by relevant botanical and wetland specialist studies. The proposed development of a well-managed open space system would create an opportunity to improve the areas amenity value and create an asset for surrounding areas. The proposed development therefore meets the growing need for safe and secure residential and retirement accommodation. The development does not however meet the need for more affordable residential and retirement accommodation.

Table 4.7: Provide a safe, well planned quality living environment

Nature: Provide a safe, well planned quality living environment		
	Without Enhancement	With Enhancement
Extent	Local-Regional (2)	Local – Regional (2)
Duration	Long term (4)	Long term (4)
Magnitude	Moderate (6)	Moderate (6)
Probability	Probable (3)	Definite (5)
Significance	Medium (36)	High (60)
Status	Negative	Positive
Reversibility	N/A	N/A
Irreplaceable loss of resources?	No	No
Can impact be enhanced?	Yes	Yes
Enhancement: See below		
Cumulative impacts: Provide residents and families with peace of mind		
Residual impacts: See cumulative impacts		

Assessment of No-Go option

There is no impact as it maintains the current status quo.

Enhancement measures

Proposed development is supported by the findings of the SIA.

⁵ <http://www.fin24.com/Finweek/Investment/banking-on-retirement-property-20160503>, May 3rd, 2016).

4.4.4 Impact on traffic and bulk services

The additional traffic generated by the proposed development will impact on adjacent residential areas, specifically those areas located along key access routes to the development. In this regard access to the site from Louis Fourie Avenue is via Boekenhout Avenue, and via Kameeldoring Avenue of Boekenhout or Geelhout Avenue. North of the N2, where Louis Fourie becomes the R 328, access to the site is via Waboom Avenue and Geelhout Avenue.

A Traffic Impact Assessment (TIA) was undertaken as part of the EIA process (Tech IQ Consulting Engineers, June 2022). Based on the capacity analysis for the 2026 horizon year, including background growth, latent rights, and the proposed development on Erf 3122 Hartenbos, the findings of the TIA indicated that the existing road network can accommodate the 2026 horizon year total traffic demand, provided that the following road improvements are implemented:

- Intersection of Louis Fourie Road and Boekenhout Avenue.
- An exclusive 60 metre left turn lane with 60 metre taper is required on the southern approach of Louis Fourie Road.
- Intersection of Louis Fourie Road (R102), R328 to Oudtshoorn, Waboom Street and R102 to Groot Brak.

Table 4.8: Traffic impacts on existing roads and adjacent residential areas

Nature: Increased traffic resulting in congestion, delays, noise, and accidents		
	Without Mitigation	With Mitigation
Extent	Local (2)	Local (1)
Duration	Long-Term (4)	Long-Term (4)
Magnitude	Moderate (6)	Minor (2)
Probability	Highly probable (4)	Highly Probable (4)
Significance	Medium (48)	Low (28)
Status	Negative	Negative
Reversibility	N/A	N/A
Irreplaceable loss of resources?	N/A	N/A
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Increased traffic related delays and safety risks.		
Residual impacts: See cumulative impacts		

An assessment of the impact on bulk services (water, sewage, and electricity) was undertaken by LJR Civil Consultants CC (2022). The findings of the study indicate that the needs of the development can be met. This confirms the information contained in the MBLM IDP, that there is sufficient water and waste water treatment capacity to meet the needs for the proposed development. The IDP also highlights the need for future developments to be water and energy resource efficient. These issues should be addressed in the design of the proposed development.

Table 4.9: Impact on bulk services

Nature: Increased demand on bulk services and impact on ability to meet demand		
	Without Mitigation	With Mitigation
Extent	Local (2)	Local (1)
Duration	Long-Term (4)	Long-Term (4)
Magnitude	Low (4)	Minor (2)
Probability	Probable (3)	Probable (3)
Significance	Medium (30)	Low (21)
Status	Negative	Negative
Reversibility	N/A	N/A
Irreplaceable loss of resources?	N/A	N/A
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Increased pressure on bulk services		
Residual impacts: See cumulative impacts		

Assessment of No-Go option

There is no impact as it maintains the current status quo.

Mitigation measures

- Recommendations of the TIA and Bulk Services Report should be implemented.
- Design should be water and energy resource efficient.

4.4.5 Impact on sense of place and rural character

The proposed development will impact on the areas current sense of place and rural character. However, as indicated above, the site is located within the urban edge and has therefore been identified as suitable for development. The layout has also been informed by input from a Visual Impact Assessment (VIA) so as to reduce the potential for ridgeline impacts. The proposed development is also located within the Urban Edge. The area has therefore been identified as being suitable for development.

Table 4.10: Impact on sense of place

Nature: Impact on the areas rural sense of place		
	Without Mitigation	With Mitigation
Extent	Local (2)	Local (2)
Duration	Long term (4)	Long term (4)
Magnitude	Moderate (6)	Low (4)
Probability	Highly probable (4)	Probable (3)
Significance	Medium (48)	Medium (30)
Status	Negative	Negative
Reversibility	N/A	N/A
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	Yes
Mitigation: See below		
Cumulative impacts: Loss of rural sense of place		
Residual impacts: See cumulative impacts		

Assessment of No-Go option

There is no impact as it maintains the current status quo.

Recommended mitigation measures

The recommendations of the VIA should be implemented.

4.5 ASSESSMENT OF CUMULATIVE IMPACTS

The potential negative cumulative impacts are linked to impact on traffic and bulk services. The proposed development will contribute to the traffic volumes on the road system in the adjacent residential areas. The potential impact on traffic is addressed as part of the TIA. As indicated above, based on the information contained in the MBLM IDP, it would appear that there is sufficient water and waste water treatment capacity to meet the needs for the proposed development. The potential cumulative impact is therefore likely to be limited.

The development will also have a positive cumulative impact linked to the benefits to the local economy associated with expenditure by residents. This would create opportunities for local businesses in the MBLM, such restaurants, shops, and service providers (security, landscaping, house, maintenance, medical etc.).

4.6 NO-DEVELOPMENT OPTION

The No-Development option would represent a lost opportunity for the local economy the MBM and the potential residents who would benefit from the living in a safe and well-designed estate. The lost opportunity relates the employment opportunities associated with the construction and operational phase, as well as the benefits associated with the broadening the MBMs rates base. The No-Development option would also represent a lost opportunity to meet the demand for safe, well serviced retirement accommodation.

Table 4.11: Assessment of no-development option

Nature: The no-development option would result in the lost opportunity for the local economy the MBM and residents who would benefit from the development.		
	Without Mitigation (Assumes that no development takes place)	With Enhancement (Assumes development takes place)
Extent	Local-Regional (3)	Local-Regional (3)
Duration	Long term (4)	Long term (4)
Magnitude	Moderate (6)	Moderate (6)
Probability	Definite (5)	Definite (5)
Significance	High (65)	High (65)
Status	Negative	Positive
Reversibility	Yes	
Irreplaceable loss of resources?	No	
Can impact be mitigated?	Yes	
Enhancement: See below		
Cumulative impacts: Negative, linked to lost opportunity for the local economy the MBM and residents who would benefit from the project.		
Residual impacts: See cumulative impacts		

SECTION 5: KEY FINDINGS AND RECOMMENDATIONS

5.1 INTRODUCTION

Section 5 lists the key findings of the study and recommendations. These findings are based on:

- A review of key planning and policy documents pertaining to the area.
- Site visit to the study area.
- A review of social and economic issues associated with similar developments.
- The experience of the author with the area and other similar projects.

The key findings of the study are summarised under the following sections:

- Fit with policy and planning.
- Construction phase impacts.
- Operational phase impacts.
- No-development option.

5.2 POLICY AND PLANNING FIT

Based on the findings of the review the proposed Hartenbos Garden Estate Development is located with the urban edge (Mossel Bay Conceptual Development Plan (CDP)). The area has therefore been identified as suitable for development. The proposed establishment of a retirement facilities is also supported by the Integrated Development Plan (IDP) which indicates that Mossel Bay should establish itself as a retirement destination. The CDP and IDP also highlight the need for future developments to be water and energy resource efficient. These issues should be addressed in the design of the proposed development.

5.3 CONSTRUCTION PHASE

The key social issues associated with the construction phase include:

Potential positive impacts

- Creation of business and employment opportunities

Business opportunities

Based on information from similar developments the capital expenditure associated with the proposed development would be approximately R800-900 million (2022 rand values). Most of the work associated with the construction phase is likely to be undertaken by local contractors and builders. Most of the building materials associated with the construction phase will be sourced from locally based suppliers in the MBM and George Municipality. This will represent a positive injection of capital into the local economy. The proposed development would therefore represent a significant opportunity for the local construction and building sector.

The project should also be viewed within the context of the current economic climate in South Africa and the impact of COVID 19. The proposed development would therefore represent a significant opportunity for the local construction and building sector.

Employment opportunities

Based on similar mixed-use developments the construction phase (bulk services, residential, commercial and recreation component) will create in the region of 600 employment opportunities per annum over a 4-year construction phase. Of this total 60% would be low and semi-skilled workers and artisans and 40% would be skilled builders and sub-contractors. The total annual wage bill over four years is estimated to be in the region of R 400 million. A significant portion of the annual and total wage bill will be spent in the local economy. This would in turn benefit local business.

Most employment opportunities are likely to benefit local Historically Disadvantaged (HD) members of the community. This would represent a significant opportunity for the local building sector and members of the local community who are employed in the building sector.

Potential negative impacts

- Security and safety impacts associated with the presence of construction workers.
- Noise, dust, and safety impacts associated with construction related activities and the movement of heavy vehicles.

The significance of the potential negative impacts was assessed to be of **Low Negative** significance. All the potential negative impacts can therefore be effectively mitigated if the recommended mitigation measures are implemented. Table 5.1 summarises the social impacts associated with the construction phase.

Table 5.1: Summary of social impacts during construction phase

Impact	Significance No Enhancement /Mitigation	Significance With Enhancement /Mitigation
Creation of business and employment opportunities	Medium (+)	Medium (+)
Presence of workers and risk to safety and security	Low (-)	Low (-)
Impact of construction related activities (dust, noise, safety etc.)	Medium (-)	Low (-)

5.4 OPERATIONAL PHASE

The key social issues associated with the operational phase include:

Potential positive impacts

- Creation of employment and business opportunities.
- Broaden the rates base.
- Creation of a safe and quality living environment.

Employment

the total number of employment opportunities created during the operational phase of the development would be in the region of 400. The majority, if not all, of the employment opportunities are likely to benefit Historically Disadvantaged Individuals (HDIs) from the local community.

Business

The operational phase will also create opportunities for local businesses, such as local maintenance and building companies, garden services and security companies, etc.

Rate base

The residential component of the proposed development would contribute approximately R 5 million in rates per annum. In addition, the proposed development would also generate revenue for the MBM from the consumption of water and electricity.

Safe and quality living environment

The proposed development provides a safe, secure, and quality living environment for residents and meets the growing need for retirement accommodation.

Potential negative impacts

- Traffic impacts.
- Impact on services.
- Impact on sense of place.

Traffic impacts

The impacts associated with the increase in traffic associated with the proposed development would affect the residential areas to the east of the site. Based on the findings of the TIA the traffic related impacts can be adequately addressed.

Impact on services

Based on the findings of the bulk services study there is sufficient capacity to meet the needs for the proposed development. The IDP also highlights the need for future developments to be water and energy resource efficient. These issues should be addressed in the design of the proposed development.

Impact on sense of place

The proposed development will impact on the areas current sense of place and rural character. However, as indicated above, the site is located within the urban edge and has therefore been identified as suitable for development. The layout has also been informed by input from a Visual Impact Assessment (VIA) so as to reduce the potential for ridgeline impacts.

The significance of the potential negative impacts was assessed to be of **Low Negative** significance. All the potential negative impacts can therefore be effectively mitigated if the recommended mitigation measures are implemented. Table 5.2 summarises the social impacts associated with the operational phase.

Table 5.2: Summary of social impacts during operational phase

Impact	Significance No Enhancement /Mitigation	With Enhancement /Mitigation
Employment and business opportunities	Medium (+)	Medium (+)
Broaden the rates base for the local municipality	Medium (-) ⁶	Medium (+)
Providing safe and quality living environment	Medium (+)	High (+)
Traffic impacts	Medium (-)	Low (-)
Impact on services	Medium (-)	Low (-)
Impact on rural sense of place	Medium (-)	Low (-)

5.5 NO-DEVELOPMENT OPTION

The No-Development option would represent a lost opportunity for the local economy the MBM and the potential residents who would benefit from the living in a safe and well-designed estate. The lost opportunity relates the employment opportunities associated with the construction and operational phase, as well as the benefits associated with the broadening the rates base.

5.6 CONCLUSION AND RECOMMENDATIONS

Conclusion

Based on the findings of the SIA the proposed Hartenbos Garden Estate Development is located within the Mossel Bay Urban Edge. The proposed development is also compatible with and supports the key principles and objectives contained in the relevant key land use planning and policy documents that pertain to the area, including the Mossel Bay Local Municipality Integrated Development Plan 2017-2022 and the Mossel Bay Conceptual Development Plan (CDP). The findings of the SIA also indicate that the construction and operational phase of the proposed development will create a number of positive social benefits. These include the creation of employment and business opportunities and broadening of the rates base. The proposed development will also provide a safe, secure, and quality living environment for residents and meet the demand or retirement facilities.

In addition, the potential negative impacts associated with the construction and operational phase are rated as **Low Negative** with mitigation. The potential negative impacts can therefore be effectively mitigated if the recommended mitigation measures are implemented. The establishment of the proposed Hartenbos Garden Estate Development is therefore supported by the findings of the SIA.

Recommendations

The development should take into account the urban design principles listed in the Mossel Bay CDP, specifically the need for future developments to be water and energy resource efficient.

⁶ Assumes that development does not proceed, and potential benefits are forgone

ANNEXURE A

REFERENCES

- National Environmental Management Act (Act 107 of 1998).
- Western Cape Provincial Spatial Development Framework (2014).
- Mossel Bay Municipality Integrated Development Plan 2017-2022.
- Mossel Bay Municipality Conceptual Development Plan (2018).
- Hartenbos Garden Estate Development Planning Report (PJ Leroux, June 2021).

ANNEXURE B

METHODOLOGY FOR THE ASSESSMENT OF POTENTIAL IMPACTS

Direct, indirect and cumulative impacts of the above issues, as well as all other issues identified will be assessed in terms of the following criteria:

- The **nature**, which shall include a description of what causes the effect, what will be affected and how it will be affected.
- The **extent**, where it will be indicated whether the impact will be local (limited to the immediate area or site of development), regional, national or international. A score between 1 and 5 will be assigned as appropriate (with a score of 1 being low and a score of 5 being high).
- The **duration**, where it will be indicated whether:
 - * the lifetime of the impact will be of a very short duration (0-1 years) – assigned a score of 1;
 - * the lifetime of the impact will be of a short duration (2-5 years) - assigned a score of 2;
 - * medium-term (5-15 years) – assigned a score of 3;
 - * long term (> 15 years) - assigned a score of 4; or
 - * permanent - assigned a score of 5.
- The **magnitude**, quantified on a scale from 0-10, where a score is assigned:
 - * 0 is small and will have no effect on the environment;
 - * 2 is minor and will not result in an impact on processes;
 - * 4 is low and will cause a slight impact on processes;
 - * 6 is moderate and will result in processes continuing but in a modified way;
 - * 8 is high (processes are altered to the extent that they temporarily cease); and
 - * 10 is very high and results in complete destruction of patterns and permanent cessation of processes.
- The **probability of occurrence**, which shall describe the likelihood of the impact actually occurring. Probability will be estimated on a scale, and a score assigned:
 - * Assigned a score of 1-5, where 1 is very improbable (probably will not happen);
 - * Assigned a score of 2 is improbable (some possibility, but low likelihood);
 - * Assigned a score of 3 is probable (distinct possibility);
 - * Assigned a score of 4 is highly probable (most likely); and
 - * Assigned a score of 5 is definite (impact will occur regardless of any prevention measures).
- The **significance**, which shall be determined through a synthesis of the characteristics described above (refer formula below) and can be assessed as low, medium or high.
- The **status**, which will be described as either positive, negative or neutral.
- The *degree* to which the impact can be *reversed*.
- The *degree* to which the impact may cause *irreplaceable loss of resources*.
- The *degree* to which the impact can be *mitigated*.

The **significance** is determined by combining the criteria in the following formula:

$S=(E+D+M)P$; where

S = Significance weighting

E = Extent

D = Duration

M = Magnitude
P = Probability

The **significance weightings** for each potential impact are as follows:

- < 30 points: Low (i.e. where this impact would not have a direct influence on the decision to develop in the area),
- 30-60 points: Medium (i.e. where the impact could influence the decision to develop in the area unless it is effectively mitigated),
- > 60 points: High (i.e. where the impact must have an influence on the decision process to develop in the area).

ANNEXURE C

Tony Barbour

ENVIRONMENTAL CONSULTING AND RESEARCH

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(Tel) 27-21-761 2355 - (Fax) 27-21-761 2355 - (Cell) 082 600 8266
(E-Mail) tbarbour@telkomsa.net

Tony Barbour's has 28 years' experience as an environmental consultant, including ten years in the private sector followed by four years at the University of Cape Town's Environmental Evaluation Unit. He has worked as an independent consultant since 2004, with a key focus on Social Impact Assessment. His other areas of interest include Strategic Environmental Assessment and review work.

EDUCATION

- BSc (Geology and Economics) Rhodes (1984).
- B Economics (Honours) Rhodes (1985).
- MSc (Environmental Science), University of Cape Town (1992).

EMPLOYMENT RECORD

- Independent Consultant: November 2004 – current;
- University of Cape Town: August 1996-October 2004: Environmental Evaluation Unit (EEU), University of Cape Town. Senior Environmental Consultant and Researcher;
- Private sector: 1991-August 2000: 1991-1996: Ninham Shand Consulting (Now Aurecon, Cape Town). Senior Environmental Scientist; 1996-August 2000: Steffen, Robertson and Kirsten (SRK Consulting) – Associate Director, Manager Environmental Section, SRK Cape Town.

LECTURING

- University of Cape Town: Resource Economics; SEA and EIA (1991-2004);
- University of Cape Town: Social Impact Assessment (2004-current);
- Cape Technikon: Resource Economics and Waste Management (1994-1998);
- Peninsula Technikon: Resource Economics and Waste Management (1996-1998).

RELEVANT EXPERIENCE AND EXPERTISE

Tony Barbour has undertaken in the region of 260 SIA's, including SIA's for infrastructure projects, dams, pipelines, and roads. All of the SIAs include interacting with and liaising with affected communities. In addition, he is the author of the Guidelines for undertaking SIA's as part of the EIA process commissioned by the Western Cape Provincial Environmental Authorities in 2007. These guidelines have been used throughout South Africa. Tony was also the project manager for a study commissioned in 2005 by the then South African Department of Water Affairs and Forestry for the development of a Social Assessment and Development Framework. The aim of the framework was to enable the Department of Water Affairs and Forestry to identify, assess and manage social impacts associated with large infrastructure projects, such as dams. The study also included the development of guidelines for Social Impact Assessment, Conflict Management, Relocation and Resettlement and Monitoring and Evaluation. Countries with work experience include South Africa, Namibia, Angola, Botswana, Zambia, Lesotho, Swaziland, Ghana, Mozambique, Mauritius, Kenya, Ethiopia, Oman, South Sudan, Senegal, Armenia and Sudan.

ANNEXURE D

DECLARATION OF INDEPENDENCE

The specialist declaration of independence in terms of the Regulations_

I, Tony Barbour _____, declare that -- General

declaration:

I act as the independent specialist in this application;

I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant;

I declare that there are no circumstances that may compromise my objectivity in performing such work;

I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, Regulations and any guidelines that have relevance to the proposed activity;

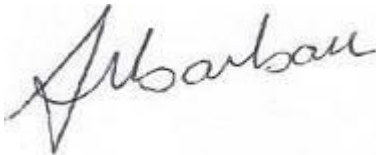
I will comply with the Act, Regulations and all other applicable legislation;

I have no, and will not engage in, conflicting interests in the undertaking of the activity;

I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and - the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority;

all the particulars furnished by me in this form are true and correct; and

I realise that a false declaration is an offence in terms of regulation 48 and is punishable in terms of section 24F of the Act.



Signature of the specialist:

Tony Barbour Environmental Consulting and Research

Name of company (if applicable):

19 August 2022

Date: