APPENDIX H

STORMWATER MANAGEMENT PLAN

MOSSEL BAY MUNICIPALITY

1755 MOSSDUSTRIA DEVELOPMENT

STORMWATER MANAGEMENT REPORT

REPORT NO. 1755/C2 : REVISION NO. 0

JULY 2026

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1 INTRODUCTION AND BACKGROUND

The Mossdustria area, located within Mossel Bay's Urban Edge, is earmarked for significant industrial expansion and urban development as part of strategic spatial planning frameworks. Originally established to support the oil and gas industry in the 1980s, Mossdustria has evolved into a key industrial node. Challenges such as the decline of gas production at PetroSA and the necessity for job creation have spurred efforts to diversify the area's economic activities through catalytic projects like the Motorsport Arena and renewable energy initiatives.

The proposed development includes industrial expansion, motorsport-related facilities, conservation efforts, and alternative energy production. These projects are designed to optimise existing municipal infrastructure, stimulate job creation, and enhance tourism, thereby ensuring long-term municipal sustainability. A conservation area will safeguard sensitive flora, while strategic urban planning will balance economic growth and environmental considerations.

Lukhozi Consulting Engineers has been appointed to provide civil engineering input in support of the Environmental Authorisation Application (EAA) for the proposed development. This Stormwater Management Report supplements the Civil Engineering Services Report (Report No. 1755/C1) and sets out the conceptual stormwater management strategy for the development in greater detail, including catchment delineation, runoff estimation, attenuation and conveyance requirements, stormwater quality management, and the potential for rainwater harvesting from building roofs.

2 SCOPE OF REPORT

The purpose of this report is to provide conceptual design input relating to the management of stormwater within the proposed development. The findings will inform the municipality's planning and decision-making processes. The scope of this report covers the following:

- Identification of catchment boundaries, watercourses and stormwater runoff paths.
- Determination of peak stormwater runoff from the site for a range of recurrence intervals, for both pre-development and post-development conditions.
- Determination of the location, routes and sizes required for stormwater conveyance structures (channels and pipes) and attenuation facilities (detention ponds).
- Separation of clean and contaminated runoff, and management of contaminated runoff from the motorsport arena and industrial areas.
- Assessment of the potential for rainwater harvesting from building roofs and stormwater harvesting for non-potable reuse.
- Recommendations for further investigations and the detailed design phase.

3 LOCALITY

The proposed development will take place on portion 8 of Farm 225 within the Mossdustria industrial zone of the Mossel Bay Municipality jurisdiction (MBM), Western Cape. The site is approximately 13 km west of Mossel Bay Central and is accessible via the N2 and R327. A Locality Plan is indicated on drawing 1755-GEN-001 attached hereto as Annexure A.

Coordinates to the centre of the site are:

Latitude 34°09'59.23"S; Longitude 22°00'24.68"E

4 SPECIALIST STUDIES AND DATA SOURCES

4.1 SURVEY DATA

The drawings were done with the use of information from online spatial databases and shapefiles from the Mossel Bay Municipality. A detailed topographical survey will be required for the detailed design and layout of the stormwater conveyance network, attenuation ponds and overland escape routes.

4.2 GEOTECHNICAL INVESTIGATION

A geotechnical investigation is recommended before detailed design. Of particular relevance to stormwater design, the investigation should determine soil permeability, seasonal groundwater levels, and the suitability of in-situ material for pond embankments and linings. These parameters will inform whether infiltration-based SuDS measures are feasible and whether the proposed attenuation ponds will require lining.

5 STORMWATER MANAGEMENT

5.1 STANDARDS

The following standards and guidelines are applicable to the stormwater infrastructure:

- The Neighbourhood Planning and Design Guide: Section L Stormwater (Red Book 2019)
- The South African National Roads Agency: Drainage Manual 6th Edition, 2013
- SANS 10400-R: The Application of the National Building Regulations – Part R: Stormwater Disposal

5.2 DRAWINGS

The following drawing applies to this section of the report:

- 1755-STW-002 P0 Stormwater Reticulation Layout Plan

5.3 CONCEPTUAL DESIGN RATIONALE

An increase in runoff quantity and a deterioration in runoff quality are expected due to surface hardening associated with the proposed development. The Sustainable Drainage System (SuDS) control measure adopted for this development is “Source & Local Control” as per Table L.2 in the Red Book. Runoff quantity and quality will therefore be managed

as close as practicable to where rainfall lands within the development, before runoff is conveyed to the attenuation facilities. Rainwater harvesting from building roofs (Section 6) forms part of this source control approach.

The overarching design objective is that post-development discharges from the site are reduced to pre-development levels for storm events up to the 1:20-year recurrence interval, thereby protecting downstream properties and watercourses against increased flooding and erosion.

The catchment area is less than 15 km², therefore the Rational Method is used to determine the runoff as per the SANRAL Drainage Manual. The table below indicates the design return periods applied to this development.

Table 1: Design Return Periods

Return Period	Design Objective
1 in 5 Year	Minor storms for stormwater conveyance design (pipes and channels)
up to 1 in 20 Year	Major storms for stormwater runoff control to protect downstream properties from fairly frequent nuisance storm events (reduced to pre-development level)

5.4 RAINFALL DATA

The mean annual precipitation (MAP) from the nearest rainfall station in Mossel Bay (Latitude 34°11', Longitude 22°08') is 550 mm. The 24-hour design rainfall depths are summarised in Table 2 below.

Table 2: 24-Hour Rainfall Data

Return Period	1 in 2 year	1 in 5 year	1 in 10 year	1 in 20 year	1 in 50 year	1 in 100 year
24-hour rainfall, Mossel Bay station (mm)	12.5	17.5	20.0	27.5	35.0	42.5

5.5 CATCHMENT DELINEATION AND RUNOFF CALCULATIONS

The development was delineated into catchments on the basis of land use and topography. The greater Mossdustria Development catchment measures approximately 70 ha and excludes the conservation area and the Motorsport Business Development. The Motorsport Arena (33 ha) and the Alternative Energy Area (22 ha) form part of the greater Mossdustria Development catchment and were additionally analysed as discrete sub-catchments to inform the local sizing of attenuation facilities. The Motorsport Business Development (0.8 ha) drains separately and was analysed as an independent catchment.

The Rational Method was used to estimate peak runoff from the various land use zones within the Mossdustria development. Runoff coefficients were determined by surface cover type for both the pre-development and post-development condition, and adjusted per return period in accordance with the SANRAL Drainage Manual. The time of concentration reduces significantly in the developed condition due to surface hardening

and formalised conveyance. The catchment characteristics adopted in the calculations are summarised in Table 3.

Table 3: Catchment Characteristics

Catchment	Area (ha)	Pre-Dev C (1:2–1:100)	Pre-Dev Tc (h)	Post-Dev C (1:2–1:100)	Post-Dev Tc (h)
Mossdustria Development*	70	0.12 – 0.29	1.62	0.79 – 0.98	0.74
Motorsport Arena	33	0.13 – 0.31	1.34	0.83 – 1.00	0.57
Alternative Energy Area	22	0.13 – 0.30	1.46	0.51 – 0.69	1.01
Motorsport Business Development	0.8	0.12 – 0.29	0.84	0.83 – 1.00	0.22

*Area does not include the conservation area and the Motorsport Business Development. The Motorsport Arena and Alternative Energy Area are sub-catchments of the Mossdustria Development catchment.

The resulting peak flows for the pre-development and post-development conditions are summarised in Table 4 and Table 5 respectively for recurrence intervals of 1:2 years to 1:100 years.

Table 4: Pre-Development Peak Runoff (m^3/s)

Catchment	1 in 2 year	1 in 5 year	1 in 10 year	1 in 20 year	1 in 50 year	1 in 100 year
Mossdustria Development	0.30	0.42	0.56	0.83	1.50	2.32
Motorsport Arena	0.17	0.23	0.31	0.46	0.84	1.30
Alternative Energy Area	0.10	0.14	0.19	0.29	0.52	0.80
Motorsport Business Development	0.005	0.007	0.010	0.014	0.026	0.040

Table 5: Post-Development Peak Runoff (m^3/s)

Catchment	1 in 2 year	1 in 5 year	1 in 10 year	1 in 20 year	1 in 50 year	1 in 100 year
Mossdustria Development	3.18	4.19	5.16	6.98	10.03	12.86
Motorsport Arena	1.81	2.39	2.94	3.98	5.71	7.33
Alternative Energy Area	0.54	0.71	0.88	1.21	1.77	2.33
Motorsport Business Development	0.07	0.09	0.11	0.15	0.22	0.28

A 20-year return period was selected for the stormwater runoff control design, in accordance with municipal guidelines for regional and critical infrastructure. Table 6 indicates the increase in stormwater runoff in the development area during a major storm.

Table 6: Major Storm Runoff (1:20-Year)

Catchment	Size (ha)	Pre-Development Runoff (m^3/s)	Post-Development Runoff (m^3/s)	Difference (m^3/s)
Mossdustria Development*	70	0.830	6.982	6.152
Motorsport Arena	33	0.464	3.977	3.513
Alternative Energy Area	22	0.285	1.206	0.921
Motorsport Business Development	0.8	0.014	0.154	0.140

*Area does not include the conservation area and the Motorsport Business Development.

If unmitigated, the development would increase the 1:20-year peak discharge from the main catchment approximately eight-fold. Attenuation of post-development flows to pre-development levels is therefore an essential component of the stormwater management strategy.

5.6 ATTENUATION AND STORAGE PONDS

Storage and attenuation ponds are proposed for all portions of the development excluding the upper part of the industrial extension, which is assumed to connect directly to existing municipal stormwater infrastructure due to its proximity to the established Mossdustria network.

The design objective of the storage ponds is to attenuate peak stormwater flows from developed areas during a 1:20-year storm event, reducing the risk of downstream flooding and erosion. A storage-based verification was undertaken in which pond inflow volumes were computed for storm durations ranging from 5 minutes to 4 hours, with the pond outflow limited to the pre-development peak flow of the corresponding recurrence interval. The resulting required storage volumes are summarised in Table 7.

Table 7: Required Attenuation Storage Volumes

Catchment	1:20-Year Storage (m^3)	1:50-Year Storage (m^3)	1:100-Year Storage (m^3)
Mossdustria Development	23 770	27 300	30 230
Motorsport Arena	11 160	12 750	14 060
Alternative Energy Area	4 130	4 630	5 020
Motorsport Business Development	244	276	301

The ponds required for the development, excluding the Motorsport Business Development area, must provide a total storage capacity of approximately 24 000 m^3. To optimise stormwater management, areas within the track layout, particularly in the loop sections, will be repurposed as storage ponds. This integration allows stormwater management to be seamlessly incorporated into the motorsport design. The ponds are not expected to exceed depths of 1 metre, though final dimensions will be determined during the detailed design phase. Additionally, a small outflow pond is proposed for the south-western corner of the site to facilitate the controlled release of stormwater and to support overall

stormwater management efforts. This pond will also provide an opportunity to store and reuse stormwater for non-potable purposes, such as cleaning and waterborne sanitation.

An existing pond is located immediately south of the project boundary. It is recommended that a thorough assessment be conducted to evaluate whether this pond can be integrated into the proposed stormwater management system, potentially enhancing its capacity and efficiency.

For the Motorsport Business Development area, a smaller pond with a storage capacity of approximately 250 m³ is required, with a surface area of approximately 170 m². This pond is proposed near the south-eastern boundary, adjacent to the main entrance.

5.7 CONVEYANCE INFRASTRUCTURE

The minor (piped) stormwater system will be designed for the 1:5-year storm event in accordance with Table 1. To efficiently transfer stormwater from developed areas to the storage ponds, a network of approximately 7 km of 450 mm diameter concrete pipes is proposed to be utilised throughout the site.

For storm events exceeding the capacity of the minor system, overland escape routes will be provided along road reserves and open channels, graded to convey major storm flows safely towards the attenuation ponds without ponding against buildings or trapped low points. Erosion protection and energy dissipation will be provided at all pipe and channel outlets, and pond inlets and outlets will be designed to prevent scour.

5.8 STORMWATER QUALITY AND CONTAMINATED RUNOFF

Stormwater runoff from the motorsport arena is expected to contain contaminants such as grease, oil, and fuels, which pose a risk to the surrounding environment if allowed to enter natural watercourses. To mitigate this risk, it is proposed that stormwater from this area be collected and directed into an oil separation tank designed to separate and remove oil, grease, and fuel residues from the water. Following this treatment, the clarified water will be discharged into the main stormwater detention pond for further management.

The separation of clean and contaminated runoff at source is central to the water quality strategy. Clean roof runoff will be harvested or discharged directly to the attenuation system (Section 6), while runoff from trafficked and operational surfaces such as the pit lanes, workshops, fuel storage and refuelling areas will be bunded and routed through the oil separation facility. Limiting the contaminated catchment in this manner reduces the required treatment capacity.

Source controls such as permeable pavements in parking areas, grassed infiltration strips, and litter/silt traps at stormwater inlets in the industrial and business areas are recommended to further improve runoff quality and reduce runoff volumes, subject to confirmation of soil permeability by the geotechnical investigation.

6 RAINWATER HARVESTING FROM BUILDINGS

6.1 OVERVIEW

Rainwater harvesting entails the capture, storage and reuse of rainfall runoff from building roofs before it enters the stormwater system. Roof runoff is the cleanest runoff stream

generated within a development and is well suited to non-potable reuse with minimal treatment. Rainwater harvesting supports the “Source & Local Control” SuDS approach adopted for this development, reduces the potable water demand on the Bartelsfontein supply zone, and reduces the volume and frequency of stormwater discharges from the site.

The development is well suited to rainwater harvesting: the industrial and motorsport buildings offer large, uninterrupted roof areas; the demand for non-potable water (wash-down, dust suppression, irrigation and toilet flushing) is significant; and Mossel Bay receives rainfall throughout the year, which improves the reliability of a harvesting system relative to strongly seasonal rainfall regions.

6.2 HARVESTABLE ROOF AREA AND INDICATIVE YIELD

The indicative annual yield was estimated as the product of the roof plan area, the MAP of 550 mm, and an overall collection efficiency of 0.75. The collection efficiency allows for a roof runoff coefficient of approximately 0.90 together with losses associated with first-flush diversion, screening and tank overflow. Roof coverage ratios were assumed per land use and must be refined once building designs are available. Table 8 summarises the indicative yields.

Table 8: Indicative Rainwater Harvesting Yields

Land Use	Site Area (ha)	Assumed Roof Coverage	Roof Area (m^2)	Indicative Annual Yield (m^3)	Average Daily Equivalent (kl/day)
Industrial Development	13	50%	65 000	26 810	73.5
Motorsport Arena buildings (pits, grandstands, workshops)	–	–	20 000	8 250	22.6
Motorsport Workshop	0.8	60%	4 800	1 980	5.4
Motorsport Business Development	0.1	60%	600	250	0.7
TOTAL			90 400	37 290	102.2

The Motorsport Arena roof area is a preliminary allowance for the pit building, grandstands and ancillary structures and must be confirmed during the architectural design of the arena facilities.

An indicative total yield in the order of 37 000 m^3 per annum (an average of approximately 100 kl/day) is therefore potentially available from building roofs. For context, this equates to approximately 15% of the total daily water demand of 689 kl/day estimated in the Civil Engineering Services Report, and on average approximately 45% of the 169 kl/day demand of the industrial development, if reused for non-potable purposes. Rainfall is variable, and the actual usable yield will depend on the coincidence of rainfall and demand and on the storage provided; a monthly water balance per building or precinct must be undertaken during detailed design.

6.3 STORAGE AND SYSTEM COMPONENTS

A typical building-scale rainwater harvesting installation will comprise gutters and downpipes sized in accordance with SANS 10400-R, leaf screens at gutter or downpipe level, first-flush diverters to discard the initial contaminated runoff of each event, storage tanks (modular polyethylene tanks or ground-level concrete reservoirs, depending on building scale), and a pump and filtration set appropriate to the intended end use. Where rainwater supplements a reticulated non-potable system, a potable water top-up connection with an appropriate air gap and backflow prevention must be provided in accordance with SANS 10252-1. All tank overflows must discharge to the site stormwater system, ultimately draining to the attenuation ponds.

As initial sizing guidance, storage in the order of 20 to 40 litres per square metre of connected roof area is suggested to bridge typical dry spells in the region, equating to an aggregate storage of approximately 1 300 to 2 600 m³ across the industrial development if fully implemented. Storage should be provided modularly per building or erf, and final tank sizes must be confirmed by the monthly water balance during detailed design.

6.4 WATER QUALITY AND REUSE APPLICATIONS

Harvested rainwater is proposed for non-potable applications, including toilet flushing, wash-down of workshops and pit areas, dust suppression, irrigation of landscaped areas and embankments, and general site cleaning. Harvested rainwater may also be considered as a supplementary source for the on-site fire water storage, subject to the approval of the municipality and the fire authority, and provided the dedicated fire storage volume remains permanently reserved.

Harvested rainwater must not be used for drinking, food preparation or ablution (other than toilet flushing) without appropriate treatment and disinfection. Non-potable pipework, taps and tanks must be clearly marked, and no cross-connection with the potable reticulation may be permitted. These requirements must be captured in the operation and maintenance procedures for each facility.

6.5 INTEGRATION WITH STORMWATER MANAGEMENT

Rainwater harvesting functions as a source control at the head of the SuDS treatment train. By intercepting roof runoff, harvesting reduces the total annual runoff volume and the frequency of discharges for small, frequent rainfall events, and keeps the cleanest runoff stream out of the contaminated-runoff treatment system, reducing the load on the oil separation facility.

For the design storm events used to size the attenuation ponds, no attenuation credit has been taken for rainwater tanks, as tanks may be full at the onset of a storm. Should dedicated attenuation airspace (a passive discharge zone above the retained water level) be incorporated in the tank designs during detailed design, a corresponding reduction in the required pond volumes of Table 7 may be motivated. The proposed south-western outflow pond similarly provides site-scale stormwater harvesting for non-potable reuse, complementing the building-scale systems.

7 CONCLUSION

The conceptual stormwater management assessment for the Mossdustria development has been undertaken in accordance with applicable industry standards and best practice guidelines, as detailed within this report.

The development will materially increase stormwater runoff: the 1:20-year peak discharge from the main 70 ha catchment increases from 0.83 m³/s to approximately 6.98 m³/s if unmitigated. Attenuation ponds with a total storage capacity of approximately 24 000 m³, integrated into the motorsport track layout and supplemented by a smaller pond of approximately 250 m³ at the Motorsport Business Development, will attenuate post-development flows to pre-development levels. Conveyance will be provided by approximately 7 km of 450 mm diameter concrete pipes with overland escape routes for major storm events.

Runoff quality will be managed through the separation of clean and contaminated runoff, bunding of high-risk operational areas, and treatment of motorsport arena runoff in an oil separation facility prior to discharge to the detention pond.

Rainwater harvesting from building roofs can yield in the order of 37 000 m³ per annum (approximately 100 kl/day on average), offsetting a meaningful portion of the development's non-potable water demand while reinforcing the source control objectives of the stormwater management strategy.

Overall, with continued data acquisition and detailed hydraulic design, stormwater within the Mossdustria development can be managed sustainably, with minimal adverse effects on the municipal services and limited impact on the environment and neighbouring properties.

8 RECOMMENDATIONS

It is recommended that the following studies and actions be carried out:

1. Topographical and As-Built Survey

- Accurately define drainage patterns, flow paths and earthwork quantities, and inform detailed stormwater design and attenuation pond placement.
- Map all existing civil services including pipes, manholes, culverts, drains, and roads.
- Capture natural features such as earth dams, streams, wetlands, and depressions.
- Provide precise spot heights and contours with preferably ≤0.5 m intervals.

2. As-Built Services Verification

- Confirm the capacity, condition, pipe diameters and invert levels of the existing municipal stormwater infrastructure at the proposed connection point of the industrial extension.

3. Geotechnical Investigation

- Confirm soil and subsoil conditions for attenuation pond foundations, embankment stability, and building footprints.

- Assess soil permeability, groundwater levels, and clay layer continuity, especially considering existing natural ponding and earth dams on site.
- Guide design requirements such as pond lining, infiltration capacity, and structural stability to mitigate construction risks.

4. Stormwater Management Plan Updates

- Incorporate refined survey data and investigation results to update catchment delineations, runoff calculations, and pond sizing.
- Finalise detailed siting, design, and sizing of attenuation/detention ponds aligned with the latest sustainable urban drainage system (SuDS) technologies.
- Integrate stormwater quality measures such as permeable pavements, infiltration systems, and pollution control devices.

5. Rainwater Harvesting Feasibility

- Undertake building-level monthly water balance assessments once building designs and roof areas are available, to confirm tank sizes and usable yields.
- Make provision for dual (potable/non-potable) reticulation, marking, and backflow prevention in the building services designs.
- Specify first-flush diversion, screening, and overflow connections to the site stormwater system for all harvesting installations.
- Investigate attenuation credits for dedicated airspace in rainwater tanks as a means of reducing attenuation pond volumes.

6. Existing Pond Assessment

- Assess the existing pond immediately south of the project boundary to evaluate whether it can be integrated into the proposed stormwater management system.

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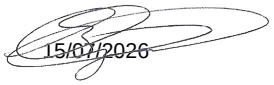

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ANNEXURE A

LOCALITY PLAN

MOSSDUSTRIA DEVELOPMENT

LOCALITY PLAN

ANNEXURE B

CONCEPTUAL STORMWATER DRAWINGS

LEGEND:

EXISTING INFRASTRUCTURE

- STORMWATER PIPELINE (Ø450mm CLASS 1000)
- STORMWATER GRID INLET

PROPOSED INFRASTRUCTURE

- STORMWATER PIPELINE (Ø450mm CLASS 1000)
- STORMWATER GRID INLET
- STORMWATER KERB INLET
- STORMWATER POND
- OIL INTERCEPTOR TANK

GENERAL NOTES

No	APPROVED	AMENDMENTS	DATE
			-
T0		ISSUED FOR TENDER	-

SURVEYED		
DRAWN	H PINDA	JUNE 2025
DESIGNED	N GODOKA	JUNE 2025
CHECKED	C BEZUIDENHOUT	JUNE 2025
APPROVED		

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INTERGRATED LICENSING & ASSURANCE CONSULTING

PROJECT TITLE

MOSSDUSTRIA DEVELOPMENT

DRAWING TITLE

STORMWATER LAYOUT PLAN

SCALE		SHEET SIZE
AS SHOWN	SHEET 1 OF 1 SHEETS	A0
DRAWING No. 1755-STW-002		REVISION T0

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DOCUMENT CONTROL SHEET

CLIENT : MOSSELBAY MUNICIPALITY.....

JOB NO : 1755.....

PROJECT : MOSSDUSTRIA DEVELOPMENT.....

TITLE : STORMWATER MANAGEMENT REPORT .....

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