## **APPENDIX F9:** Socio-Economic Impact Assessment

1/1/2023

# Socio-Economic Impact Assessment

## MOSSDUSTRIA EXTENSION, DEVELOPMENT OF A RACEWAY AND A SOLAR ENERGY FACILITY

URBAN-ECON DEVELOPMENT ECONOMISTS PTY(LTD)

Celebrate **Development** Diversity.

# Document Information

*Table 1: Document Information*

| | |
|---|---|
| **Document Title:** | Basic Socio-Economic Impact Assessment for Mossdustria Extension, Development of a Raceway, and Solar Energy Facility in Mossel Bay. |
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# Special Report Requirements

NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) AND ENVIRONMENTAL IMPACT REGULATIONS, 2014 (AS AMENDED)

*Table 2: Special Report Requirements*

| Regulation GNR 326 of 4 December 2014, as amended 7 April 2017, Appendix 6 | Section of Report |
|---|---|
| A specialist report prepared in terms of these Regulations must contain-<br>a) details of-<br>i. the specialist who prepared the report; and<br>ii. the expertise of that specialist to compile a specialist report including a curriculum vitae; | Appendix A<br>Appendix B |
| b) a declaration that the specialist is independent in a form as may be specified by the competent authority; | Appendix C |
| c) an indication of the scope of, and the purpose for which, the report was prepared; | Section 1 |
| (cA) an indication of the quality and age of base data used for the specialist report; | Section 1 |
| (cB) a description of existing impacts on the site, cumulative impacts of the proposed development and levels of acceptable change; | Section 2, 6 |
| d) the date and season of the site investigation and the relevance of the season to the outcome of the assessment; | Section 1 |
| 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 |
| f) details of an assessment of the specifically 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 alternative; | Section 2, 6 |
| g) an identification of any areas to be avoided, including buffers; | N/A |

| Regulation GNR 326 of 4 December 2014, as amended 7 April 2017, Appendix 6 | Section of Report |
|---|---|
| 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 |
| i) a description of any assumptions made and any uncertainties or gaps in knowledge; | Section 1 |
| 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 6 |
| k) any mitigation measures for inclusion in the EMPr; | Section 6 |
| l) any conditions for inclusion in the environmental authorisation; | Section 6 |
| m) any monitoring requirements for inclusion in the EMPr or environmental authorisation; | Section 6 |
| n) a reasoned opinion-<br>i. (As to) whether the proposed activity, activities or portions thereof should be authorised.<br>(iA) regarding the acceptability of the proposed activity or activities; and<br>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, and where applicable, the closure plan; | Section 6, 7, 8 |
| o) a description of any consultation process that was undertaken during preparing the specialist report; | Section 2 |
| p) a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and | |
| q) any other information requested by the competent authority. | |

| Regulation GNR 326 of 4 December 2014, as amended 7 April 2017, Appendix 6 | Section of Report |
|---|---|
| 2) 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. | |

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# Section One: Introduction

## 1.1. Introduction

This document has been prepared by Urban-Econ Development Economists (Pty) Ltd on behalf of Gibb Environmental to undertake a socio-economic assessment for the Mossdustria Extension, which includes the development of a raceway, a solar energy facility, and the expansion of the existing industrial area. It forms part of the assessment deliverables and aims to establish the current socio-economic baseline characteristics of the preliminarily delineated study area, as well as to identify the potential impacts of the proposed development on surrounding economic activities and communities, in order to inform the next phase of the assessment.

## 1.2. Study Goal and Scope

This document will undertake a socio-economic impact assessment for the extension of the existing Mossdustria, the development of a raceway, and a solar energy facility. The purpose of the socio-economic impact assessment is to quantify and assess the potential positive and negative socio-economic impacts that could ensue from the proposed development in the context of the local communities and affected economies. Considering the project background and the EIA Regulations of 2014, the proposed scope of work will include the following:

- Engage with the environmental practitioner, other specialists on the team, and the client to gain the necessary background on the project.
- Delineate the zones of influence in consultation with other specialists on the team.
- Determine the affected communities and economic activities located in the zone of influence and identify sensitive receptors and beneficiaries within the delineated study areas, i.e., people, land uses, and economic activities that could directly or indirectly be affected by the proposed project in a positive or negative manner.
- Determine the data required to assess potential impacts and review secondary data available to determine the suitability of the data for the analysis and the data gaps.
- Collect primary social and economic data (through personal or telephonic interviews) of the parties that may be affected directly or indirectly (positively or negatively) by the proposed project to address data gaps.
- Create a socio-economic profile of the potentially affected and benefiting environment, which would then represent a description of the existing impacts exerted on the zones of influence and would be used to assess the potential changes that would ensue from the proposed project.

- Assess the sensitivities of the identified sensitive receptors relative to the proposed development and analyse the potential positive and negative social and economic effects of the proposed development on local and regional economic activities.
- Assess the cumulative effects of the project given the existing and planned developments in the area.
- Evaluate the potential positive and negative impacts following the environmental specialist's methodology.
- Develop a mitigation plan by proposing mitigation measures for negative effects and enhancement measures for positive impacts.
- Provide a reasoned opinion on whether the proposed project should be authorized and whether the associated activities are acceptable from a socio-economic perspective.
- Compile an EIA report.

## 1.3. Methodology and Key Aspects

The methodology followed in undertaking this basic assessment is as follows:

1. ***Project description and study area delineation:*** This step involved the description of the proposed development and the delineation of the core study area.
2. ***Data collection***: This step involved the collection of both primary and secondary data. The former involved interviews with the local government authorities and affected landowners. The latter encompassed the collection and review of relevant policies, local and provincial strategic documents, and statistics presented by Stats SA and Quantec.
3. ***Baseline profiling***: This step focused on a description of the study areas' socio-economic environment based on the data collected in the previous step. The baseline profile is used to interpret the impacts and measure the extent of socio-economic impacts that could ensue from the establishment of the proposed development.
4. ***Identification and description of the anticipated impacts***: This step included the description of the potential socio-economic impacts that could be expected to ensue from the project and the identification of cumulative impacts.
5. ***Interpretation and evaluation***: Once the impacts were identified, they are interpreted in the context of the affected environments, i.e., baseline profiles, and evaluated. The impacts and extent thereof are assessed and categorized in line with the rating provided by the environmental specialist.

In addition to the above methodology, the following key aspects should be noted, as indicated in Table 3.

*Table 3: Key Aspects*

| | |
|---|---|
| **Information Source** | Sources of information utilised for this report include:<br>- Review of planning documents<br>- Literature review<br>- Quantec Easy Data<br>- Gibb Environmental Consultants<br>- Stakeholder engagements |
| **Quality and Age of Data** | The data utilised for the completion of this report is based on up-to-date information obtained through Gibb Environmental Consultants and associated specialists. Sources of information are of high quality. |
| **Duration, Date and Season of Site Investigation and Relevance of Season to Outcome of Assessment** | A site investigation was not required at this stage due to sufficient information and understanding of the associated site being provided by Gibb Environmental Consultants |
| **Identification of Areas to be Avoided** | From a socio-economic perspective, no areas should be avoided. |
| **Assumptions, Limitations, and Gaps in Knowledge** | Key assumptions that form the basis of the assessment and discussions of the study are:<br>- Project-related information supplied by the team involved in the project was assumed to be reasonably accurate. Thus, all potential impacts are predicted based on this information.<br>- The project is still in the conceptual phase and further details still need to be determined. Urban-Econ therefore made assumptions based on available information, stakeholder engagement and key role players. Therefore, there is medium level confidence, and determination is based on common sense and general knowledge.<br>- The secondary data sources used to compile the economic baseline can be viewed as being indicative of broad trends within the study area, and<br>- Impacts cannot be predicted with complete accuracy, and these predictions are based on research and years of experience, taking the specific set of circumstances into account. |
| **Required Permits** | From a socio-economic perspective, no permits are required. |

| | |
|---|---|
| **Specialist Declaration** | See Appendix A. |
| **Specialist CV** | See Appendix B. |

## 1.4. Report Outline

The breakdown of chapters followed in compiling this document is outlined below.

- **Section One**: Introduction
- **Section Two**: Situational Analysis
- **Section Three**: Policy Overview
- **Section Four**: Status Quo
- **Section Five**: Stakeholder Engagement
- **Section Six**: Literature Review
- **Section Seven**: Social Accounting Matrix) SAM Impact Model
- **Section Eight**: Impact Analysis
- **Section Nine**: Assessment of Project Alternatives
- **Section Ten**: Conclusion
- **Section Eleven**: References

# Section Two: Situational Analysis

## 2.1. Introduction

This section provides an overview of the proposed development concept, location, surrounding land uses, and future developments, as well as an understanding of the visually affected areas.

## 2.2. Development Analysis

The proposed development is an extension of the existing Mossdustria and includes the development of a motorsport arena and solar energy facility on Portion 8 of Farm Rietvalley 225. The development aims to address the demand for industrial sites of different sizes, establish a Motorsport Arena with several motorsport disciplines, and develop alternative energy sources that will feed directly into the Mossel Bay electrical network. The total footprint of the proposed development is approximately 89.2 ha. The components of the development are explained below.

i. The development of 27 Industrial Zone II associated infrastructure units (measuring approximately 13 ha in extent) for industry purposes is marked in light blue on the planning layout (Erven 1-27).
ii. The development of an Open Space Zone III as a conservation area in order to manage the area in accordance with an Environmental Management Plan and ensure the conservation objectives are achieved, measuring approximately 15 ha in extent (marked green on the planning layout).
iii. The development of a solar facility with infrastructure that will include electrical lines, electrical substations, electrical storage infrastructure, and solar panels, measuring approximately 22 ha in extent (marked red on the planning layout, Erf 29).
iv. Motorsport Business Development consists of 10 erven to facilitate showrooms or workshops for the motorsport industry, with a footprint of 1.2 ha (marked dark blue on the planning layout Erven 31–41).
v. The development of a Motorsport Workshop Area will comprise 80 evens of approximately 100 sq m in size. The Workshop Area will enable the development of sport and participation in sport (marked pink on the planning layout, Erven 44–123).
vi. The Motorsport Arena will constitute 1 erf for consent use of informal trading, a restaurant, a shop, a sport and recreation centre, tourist facilities, and utility service. Furthermore, it will entail parking, ablution facilities, training facilities, fuel storage, pavilions, several racetracks and associated infrastructure, with a total footprint of approximately 38 ha (marked orange on the planning layout, ERF 30).
vii. The development of a Private Street (marked light grey on the planning layout, ERF 43 & 124).
viii. The development of a Public Street (marked dark grey on the planning layout, ERF 28 & 42)

In view of the components of the proposed development, it is envisioned that the development will be completed and become operational during the next five years (2028).

*Figure 1: Planning Layout*




*Source: Urban Concepts PTY LTD, 2023*

## 2.3. Spatial Analysis

Mossdustria is an industrial area within the urban edge of the municipality and is located adjacent to the Petroleum Oil & Gas Corporation of South Africa (PetroSA) Refinery and Gourikwa Power Station, on the outskirts of Mossel Bay. Mossdustria is classified as an industrial expansion zone, developed by the Mossel Bay Local Municipality to house service industries for oil and gas in the late 1980s. Land ownership of the subject property is held by the Mossel Bay Local Municipality.

*Figure 2:Mossdustria*




*Source: Google Earth, 2023*

Mossdustria falls under the jurisdiction of the Mossel Bay Local Municipality and is located about 14 kilometres west of Mossel Bay in the Western Cape Province. Mossel Bay Local Municipality is situated along the N2 along the coastline of South Africa, between Port Elizabeth and Cape Town. The main activities that take place in this municipality include agriculture, fishing, light industry, petrochemicals, and tourism.

Figure 3 depicts the location of Mossdustria within the Mossel Bay Local Municipality.

*Figure 3: Site Location (Mossel Bay Local Municipality)*



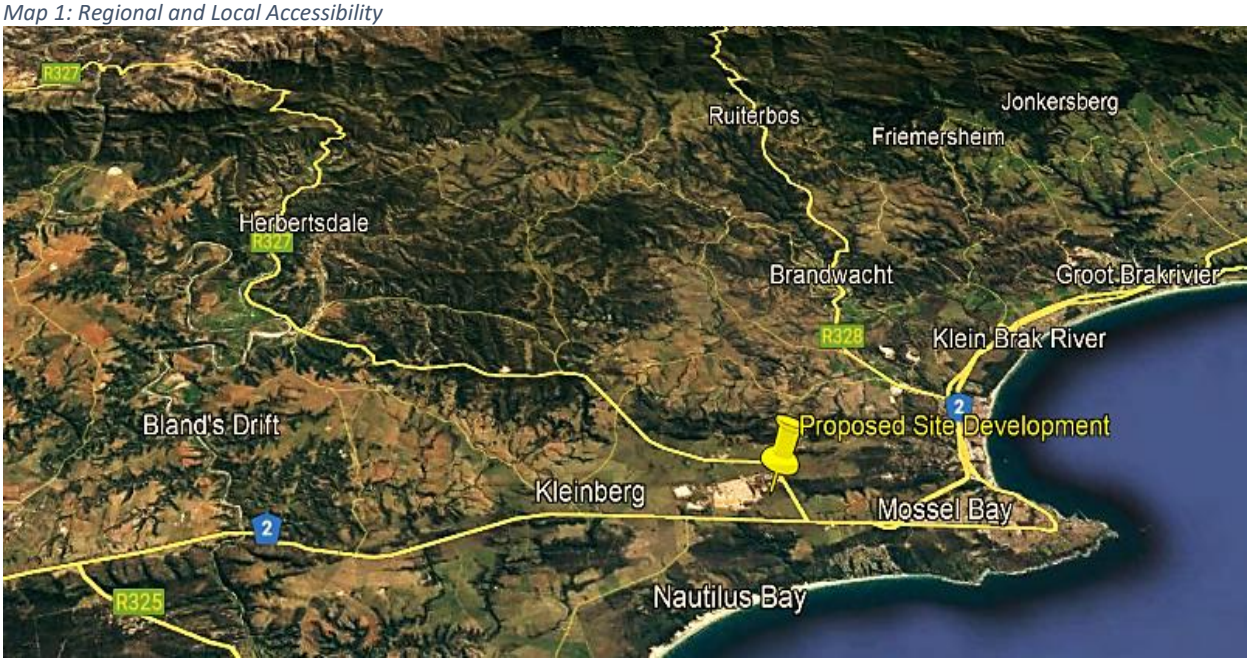

*Source: MapAble, 2023*

### 3.1.1. Regional and Local Accessibility

The N2 is the main route through the Western and Southern Cape and establishes mobility to all markets, ports, and airports in South Africa. Access to Mossdustria is via the N2, which is 1.5 kilometres south of the site. In addition, access to the site can also be gained from the N2 via the R327 provincial road, which leads directly to the Mossdustria area. Access from the R327 will be via two access points. The first is the existing Mossdustria entrance (Unicorn Street), which will provide access to the industrial site via Unicorn Street, Barrie Street, and Border Street. Furthermore, access can be made via the R328, a regional route in the Western Cape that connects Mossel Bay in the south to Prince Albert in the north via Oudtshoorn. The Motorsport Arena and ancillary uses will obtain access from a new entrance on the R327 via a public/private road network that will connect all ancillary uses.

The area is also situated next to the existing rail infrastructure, which is not yet constructed but can be if the future need for it is established. Railway connectivity is usually only necessary for larger industrial sites, so the two biggest sites to be created via this proposal can be served by railway connections if the need arises. These road networks play a vital role in connecting surrounding towns within the local and broader regional areas. Map 1 provides a visual illustration of the regional and local accessibility.

*Map 1: Regional and Local Accessibility*

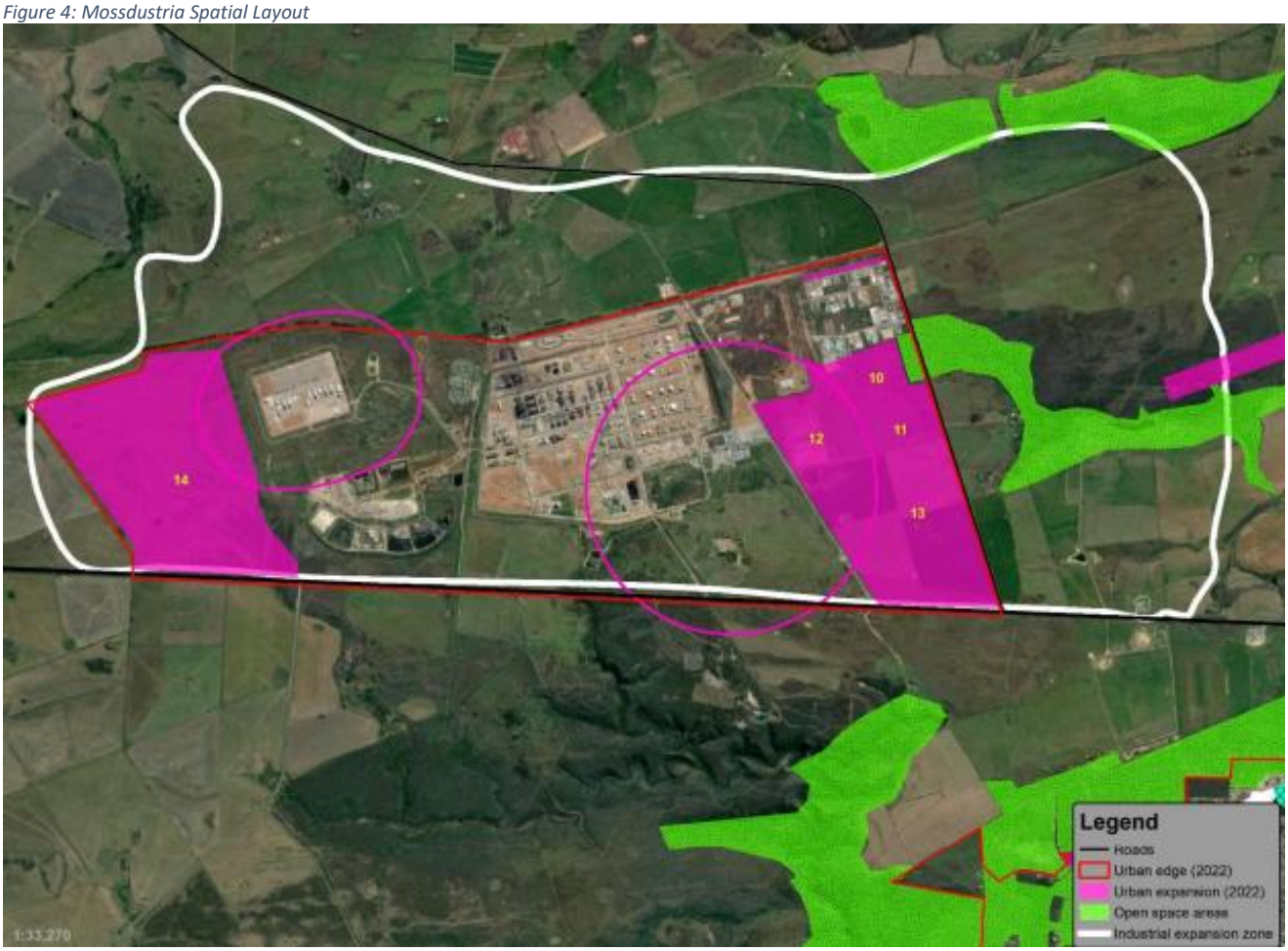



*Source: Google Earth, 2023*

### 3.1.2. Surrounding Land Uses

The Mossel Bay Spatial Development Framework classifies Mossdustria as an industrial expansion zone. Within the spatial layout as indicated in Figure 3, the Mossdustria Special Expansion Zone is located to the north and east of the Mossdustria Urban Edge (the area indicated in white). The urban edge is indicated in red. The Mossdustria Special Expansion Zone area is located outside the urban edge but earmarked for large industrial development, which cannot be accommodated within the urban edge but would unlock large investments and job creation in the Mossel Bay Area. Figure 4 delineates the spatial layout of Mossdustria.

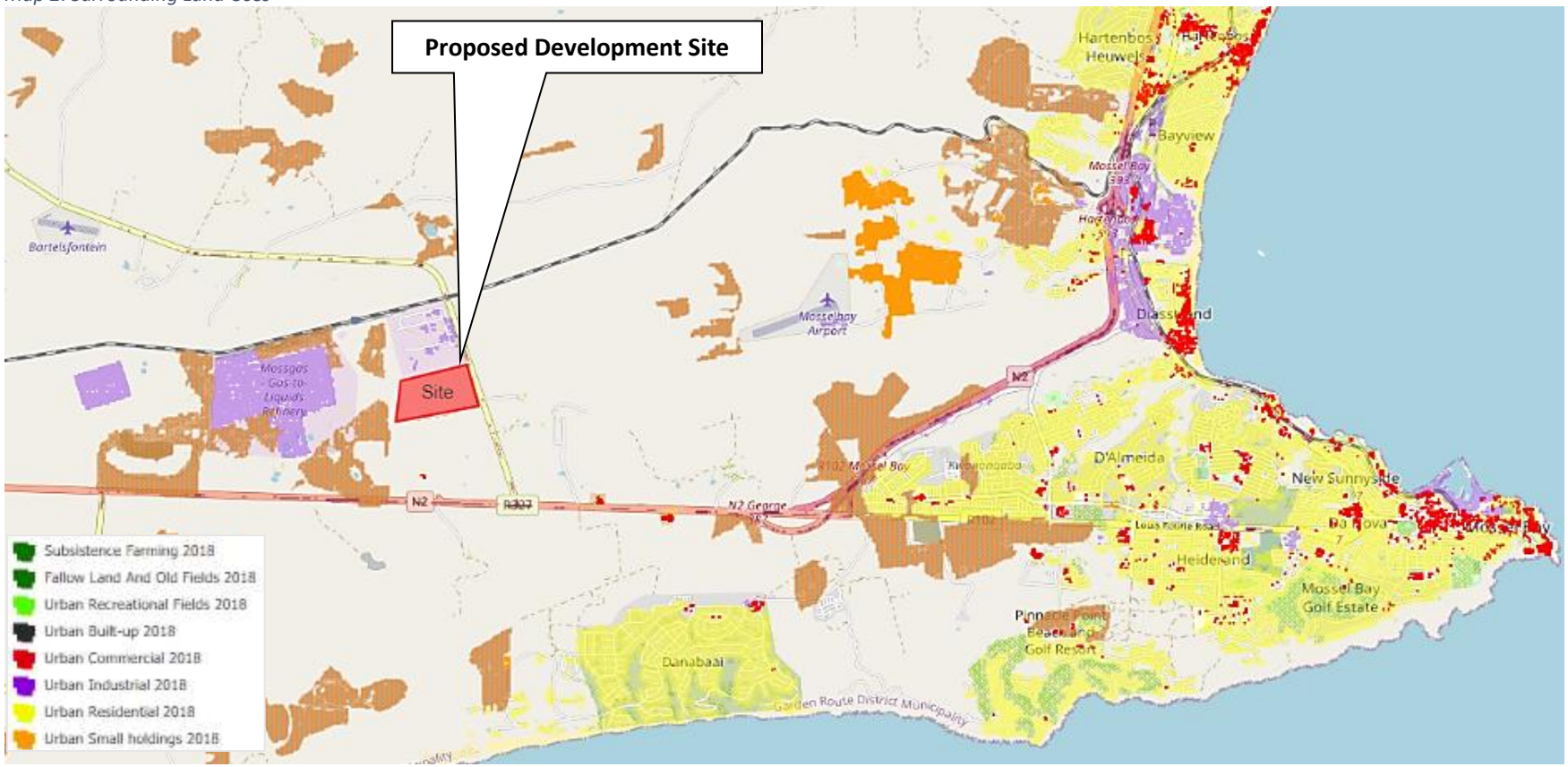
*Figure 4: Mossdustria Spatial Layout*




*Source: Western Cape Government et al., 2022*

Land uses surrounding Mossdustria are delineated in Map 2.

*Map 2: Surrounding Land Uses*




*Source: MapaAble,2023*

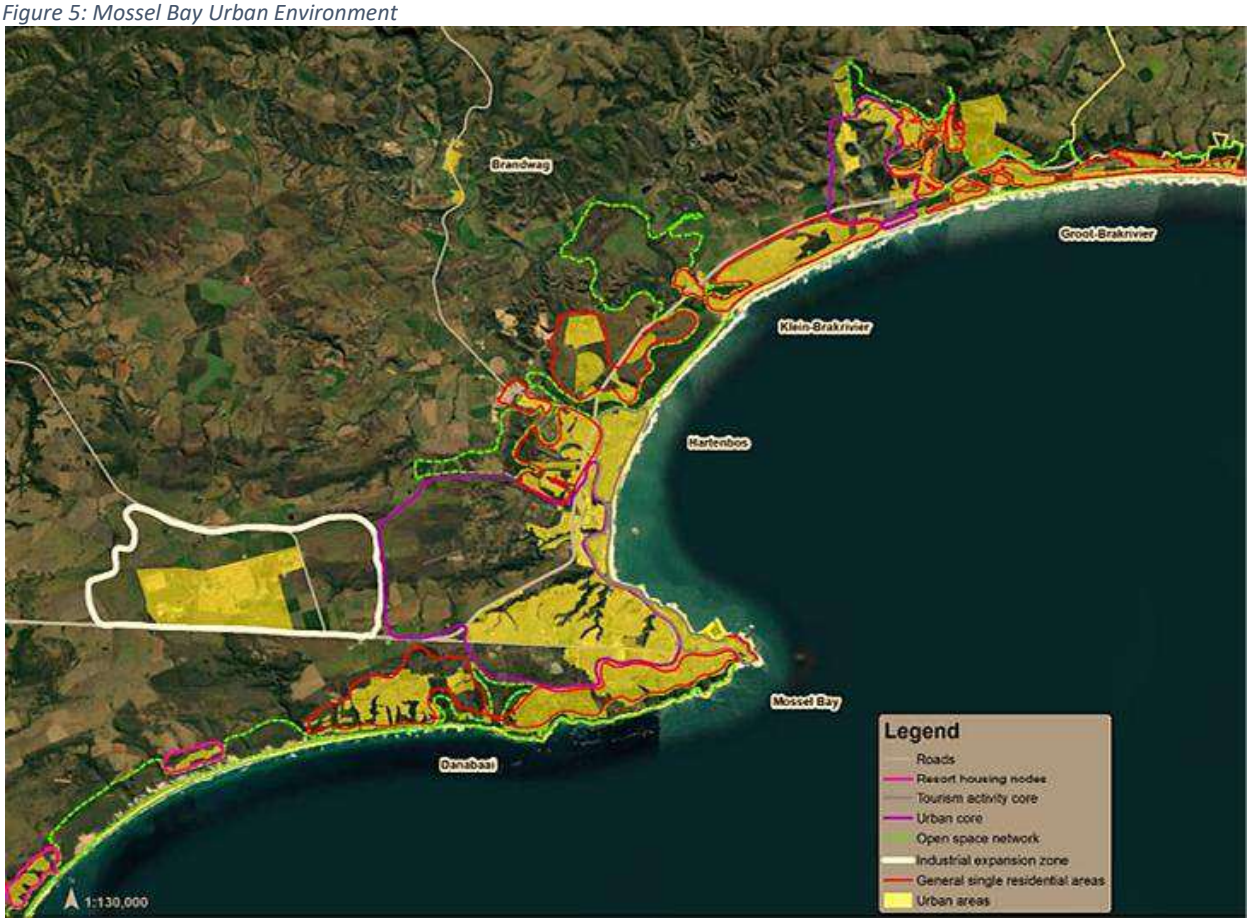
As shown in Map 2 above, the area is predominantly bordered by farmland and critical biodiversity areas. In terms of location, Mossdustria is situated east of Gourikwa Power Station, PetroSA, and close to the aerodrome at Mossel Bay Airport and the airfields at Bartelsfontein. There is also an existing railway line that runs immediately north of the existing Mossdustria development.

## 2.4. Future Development Scenarios

### 3.1.3. Long Term Urban Scenario

The Mossel Bay Local Municipality Spatial Development Frameworks of 2022 outlines the core urban functions of the future Mossel Bay urban environment. A visual overview is provided in Figure 5 below.

*Figure 5: Mossel Bay Urban Environment*




*Source; Western Cape Government et al., 2022*

The future urban functions illustrated in Figure 5 encompass the following planning:

a) Urban Core- The two areas in purple will become the main high-density residential and mixed-use centres of the future built environment, as well as providing most of the job opportunities and social facilities. These areas comprise Kwanonqaba, Aalwyndal, the Louis Fourie corridor in Mossel Bay, and the Tergniet, Greenhaven, and Wolwedans areas.

b) Industrial Expansion Zone- The area in white represents the main industrial and mass employment areas at Mossdustria and the surrounding area. The area within the urban edge and beyond it is earmarked for large-scale industrial projects that are focused on job creation.

c) General Residential Areas-The areas in red are the general residential areas. Growth in these areas will be via approved development rights, infill development, and densification based on SPLUMA principles. The main development aim in these areas is to rectify imbalances in the land uses and densities allocated.

d) Urban Open Space Network- Marked in green is the urban open space network established to ensure sensitive rivers, estuaries, and coastal zones are protected. The urban open space network will facilitate urban conservation, which will link into rural space. The network must be developed as a functional space within the urban environment to ensure recreational and conservation value for future generations.

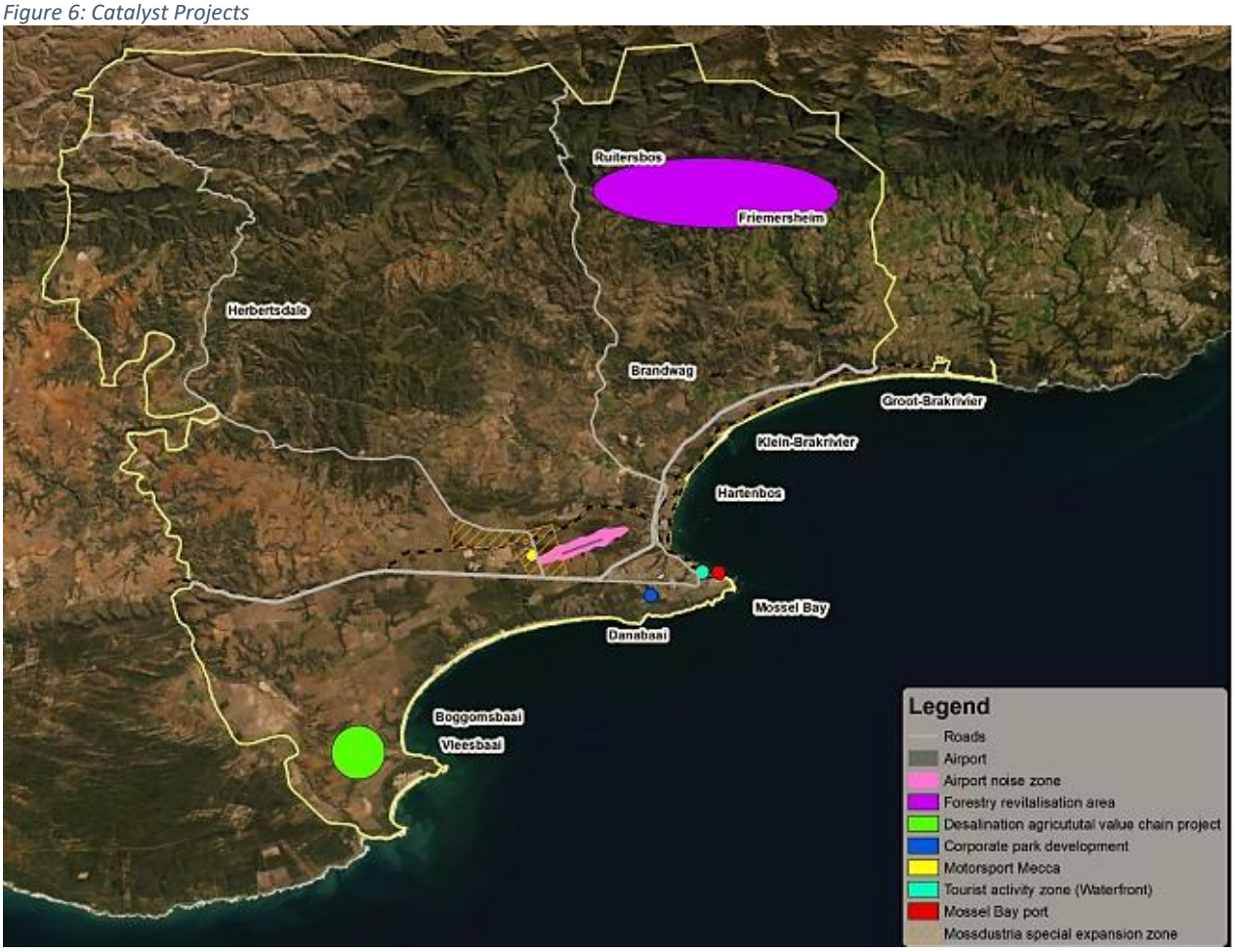
e) Tourism Activity Core- The area marked in gray indicates the tourism activity core, which is located all along the coast from The Point Area, Santos, De Bakke, Dias Beach, and Hartenbos. The strengthening of this core with higher-density tourism accommodation, tourism activities, and motorized and nonmotorized linkages will ensure the area can service the tourism demand.

f) Resort Holiday Housing Nodes- The pink areas indicate the Resort Holiday Housing Nodes. The concept was developed, especially along the coast, to provide holiday housing on a non-permanent basis as a second property. The areas contribute toward nature conservation and municipal sustainability by means of taxation. It is proposed to allow these developments and new Resort Holiday Housing Developments (a rural conservation strategy) the same land-use parameters as a residential dwelling in town without a second dwelling and subject to environmental constraints. Further conservation commitments may be negotiated through this process.

### 3.1.4. Catalyst Projects

The catalytic projects were identified taking the existing infrastructure, spatial planning documents, municipal strengths and weaknesses, and developer demand into account. The main aim of these projects is to leverage the existing strengths and advantages to grow the economy and create sustainable job opportunities. Figure 6 below provides an overview of the catalytic projects.

*Figure 6: Catalyst Projects*




*Source: Mossel Bay SDF, 2022*

- **<u>Mossel Bay Port (Red Dot on Figure 6):</u>** The Mossel Bay Port is identified as a crucial national infrastructure to grow the national and regional economies. The port is currently utilized for recreational purposes, the fishing industry, the gas and oil industries, and to service the gas and oil industries as a support port for exploration and maintenance of existing PetroSA infrastructure. All the petrol and diesel as far as Beaufort West is distributed from the tank farm in Voorbaai. The responsible expansion of the port to facilitate imports and exports to support other industries is encouraged. Without a proper import and export port, large industrial development in the region will probably not be feasible. Public-private partnerships are encouraged to ensure efficiency and funding availability. The expansion of industrial uses in the port must be considered carefully to ensure that it does not negatively impact the Mossel Bay CBD and tourist activities in and around the port. The development of ancillary tourism activities at the port is encouraged.

- **Mossel Bay Airport (Area marked in Pink in Figure 6)**: The pink area indicates the future airport noise zone. The existing Mossel Bay Airport serves the training, tourism, and recreation needs of the Mossel Bay aviation community. There is huge potential to grow Mossel Bay Airport. The airport is to be developed as a facility that will serve private and commercial aviation. The scale of the development of the airport will be determined by the existing and future needs of aviation in Mossel Bay. The establishment of a fly-in estate could also be considered an optimal use for the noise zone and adjacent land. Public-private partnerships are encouraged to ensure efficiency and funding availability.
- **Motorsport Arena (Yellow Dot on Figure 6)**: The Motorsport Arena is proposed south of Mossdustria on municipal land. The project's feasibility is built on income generated from the sale of industrial sites, which form part of the project. The project will house several motorsport disciplines, and the aim is to attract as many events as possible to the area, which will stimulate the tourism industry. Public-private partnerships are encouraged to ensure efficiency and funding availability.
- **Mossel Bay Waterfront (Light Blue Dot on Figure 6)**: The establishment of a waterfront in Mossel Bay has been a proposal for the past few years. The Mossel Bay Municipality decided to investigate the area between the Pavilion and the Mossel Bay Port. Various proposals and constraints exist in the mentioned area, but between the main stakeholders, a final design and location will be determined. A Waterfront concept document was compiled by the Municipality to guide negotiations between the main stakeholders. The Waterfront can include a portion of the Mossel Bay port but should not be detrimental to the functioning of the port. Public-private partnerships are encouraged to ensure efficiency and funding availability.
- **Tourist Activity Zone (Red Dot on Figure 6):** The Tourist Activity Zone is the area between Mossel Bay Point and Hartenbos along the coastline. The establishment of tourist activities should be prioritized in this area. Private investment in high-density tourist accommodations should be encouraged. The establishment of motorized, non-motorized, and rail mobility networks and infrastructure are important to ensure the area functions as a tourism unit and not as separate tourism nodes. The establishment of a boardwalk from the point to Hartenbos should be prioritized. The walkability and cycleability of mobility infrastructure are priorities. Public-private partnerships are encouraged to ensure efficiency and funding availability.
- **Mossdustria Special Expansion Zone (Orange Hatched Area and the Airport Noise Zone Area on Figure 6):** This area is located outside the urban edge but is earmarked for large industrial development, which cannot be accommodated within the urban edge but would unlock large

investment and job creation in the Mossel Bay Area. The establishment of land uses that will function well in the Mossel Bay airport noise zone (racetrack, fly-in estate, etc.) could be considered an optimal use for the noise zone and adjacent land, although outside the urban edge.

- **Railway Network (Perforated Black Lines on Figure 6)**: The railway network in Mossel Bay creates a network that can link the industrial development area in Mossel Bay and the region with the Mossel Bay Port. The railway network also links the tourist nodes in the Mossel Bay tourist activity zone. It is therefore crucial that the railway network be revitalized to serve Mossel Bay and regional needs. The railway infrastructure is in a state of disrepair and neglect and cannot be used for the mentioned purposes. Public-private partnerships are encouraged to ensure efficiency and funding availability.
- **Forestry Areas revitalization (Purple Area on Figure 6)**: The forestry areas were leased out to the private sector until a few years ago. All the trees were cut down but not replanted since the contract expired after the trees were cut down for processing. The forestry areas should, as a matter of urgency, be replanted or repurposed for food security since they are in a high-rainfall area. The land is owned by the national government and can be strategically used for the agricultural empowerment of rural communities via agricultural projects.
- **Corporate Park Development (Blue Dot on Figure 6)**: The area is part of the Louis Fourie Corridor project, and a corporate park to serve future office needs in Mossel Bay is proposed. The Municipality was engaged by several organizations in the Business Process Outsourcing space that identified Mossel Bay as a possible location to establish call centres. The project will create thousands of jobs for Mossel Bay and regional youth. The viability of the middle-income housing segment planned in the Louis Fourie Corridor project will also be greatly enhanced by this project.
- **Desalination Agricultural Value Chain Project (Green Circle on Figure 6)**: The aim of this project is to place agricultural irrigation water in the dry land cultivated area and secure water and food security for a future Mossel Bay with a much larger population. This project will mitigate the impact of climate change on the future of Mossel Bay. The idea is to use pumped seawater as a commodity to serve several agricultural and urban needs, including fish and abalone farming, desalination, sea salt production, low-water irrigation, and urban use. The aim is to share costs in the pump and desalination processes to make desalinated water more affordable. Alternative energy sources would probably be part of this project. It is recommended that this concept be investigated further before it is evaluated for implementation.

## 2.5. Conclusion

The proposed development is the extension of the existing industrial area and the development of a raceway and solar energy facility in Mossdustria, Mossel Bay. Adjacent to the site are Gourikwa Power Plant (ESKOM) and PetroSA, as well as industries within the existing Mossdustria. The site area is zoned industrial, thus prohibiting residential use in the area. The future development scenarios and the zoning of Mossdustria are aligned with the proposal presented in this development. Based on this context, this development presents a positive scenario from a social and spatial point of view.

# Section Three: Policy Framework

## 3.1. Introduction

This chapter examines key national, provincial, and local legislation and policies relevant to the proposed development. The review of these legislative frameworks will assist in ensuring that "key instruments employed across the spheres of government, sectors, and spatial domains" are aligned with the proposed development in achieving common objectives. In addition, the review of legislative frameworks will also assist in identifying potential development conflicts that may ensue as a result of this project. Thus, the integration of the policy objectives from the national to local spheres is fundamental when developing a sustainable and positive socio-economic approach for the proposed development.

## 3.2. National Framework

### 3.2.1. National Development Plan 2030

The National Development Plan is South Africa's long-term blueprint to eliminate poverty and reduce inequality by 2030 through inclusive growth, stronger state capability, and broader social partnership. Key policy objectives are:

- Uniting all South Africans around a common programme to achieve prosperity and equity.
- Promoting active citizenry to strengthen development, democracy and accountability.
- Bringing about faster economic growth, higher investment, and greater labour absorption.
- Focusing on key capabilities of people and the state.
- Building a capable and developmental state.
- Encouraging strong leadership throughout society to work together to solve problems.

### 3.2.2. Medium-Term Strategic Framework 2019-2024

The Medium-Term Strategic Framework (MTSF) is a five-year governmental plan that is intended to implement the electoral mandate and the National Development Plan Vision (NDP) 2030. The seven priorities of the MTSF include:

- Building a capable, ethical, and developmental state.
- Economic transformation and job creation.
- Education skills and health.
- Consolidating the social wage through reliable and quality basic services.

- Spatial integration human settlements and local government.
- Social cohesion and safe communities.
- A better Africa and world.

### 3.2.3. National Spatial Development Perspective (NSDP) 2006

National Spatial Development Perspective (NSDP) 2006 is South Africa's national spatial planning framework, setting guiding principles for infrastructure investment and development spending by linking them to areas of need and development potential. Key objectives of the NSDP include:

- Rapid economic growth that is sustained and inclusive is a pre-requisite for the achievement of other policy objectives, among which poverty alleviation is key.
- Government has a constitutional obligation to provide basic services to all citizens (e.g., water, energy, health, and educational facilities) wherever they reside.
- Beyond the constitutional obligation identified in Principle 2 above, government spending on fixed investment should be focused on localities of economic growth and/or economic potential in order to gear up private-sector investment, to stimulate sustainable economic activities, and create long-term employment opportunities.
- Efforts to address past and current social inequalities should focus on people, not places.
- To overcome the spatial distortions of apartheid, future settlement and economic development opportunities should be channelled into activity corridors and nodes that are adjacent to or that link the main growth centres. Infrastructure investment should primarily support localities that will become major growth nodes in South Africa and the SADC region to create regional gateways to the global economy.

### 3.2.4. The Integrated Urban Development Framework (UIDF) 2016

The Integrated Urban Development Framework (IUDF) 2016 is South Africa's national policy framework for guiding urban development toward more inclusive, resilient, resource-efficient, and liveable cities and towns. Key strategic goals of the IUDF include:

- Spatial Integration: To forge new spatial forms in settlement, transport, social and economic areas.
- Inclusion and Access: To ensure people have access to social and economic services, opportunities, and choices.
- Inclusive Growth: To harness urban dynamism for inclusive, sustainable economic growth and development.

- Effective Urban Governance: To enhance the capacity of the state and its citizens to work together to achieve spatial and social integration.

#### 3.2.5. Spatial Planning and Land Used Management Act (SPLUMA) 2013

The Spatial Planning and Land Use Management Act (SPLUMA) 2013 is South Africa's framework law for spatial planning and land-use management, setting principles for equitable, efficient, and sustainable development across all spheres of government. The key principles of SPLUMA include:

- Spatial justice.
- Spatial resilience.
- Spatial sustainability.
- Spatial efficiency.
- Good administration.

#### 3.2.6. National Tourism Sector Strategy 2016-2026

The goal of the National Tourism Sector Strategy (NTSS) is inclusive and quality growth of the South African tourism economy. The strategy is underlined by five pillars that encompass key elements that will drive the development and growth of the market which should form the backbone of the sector. Key pillars of the NTSS include:

- Effective marketing.
- Facilitating ease of access..
- Visitor experience
- Destination management.
- Broad-based benefits.

### 3.3. Provincial Framework

#### 3.3.1. The Western Cape Provincial Strategic Plan 2019 – 2024 (PSP)

The Western Cape Provincial Strategic Plan 2019–2024 is the province's five-year roadmap for government action, setting out strategic priorities to improve outcomes in safety, wellbeing, jobs, and innovation across the Western Cape. Key priorities of the PSP include:

- Safe and Cohesive Communities.
- Growth and Jobs.
- Empowering People.

- Mobility and Spatial Transformation.
- Innovation and Culture.

### 3.3.2. The Western Cape Spatial Development Framework (2014)

The Western Cape Spatial Development Framework (2014) (WCSDF) is the province's overarching spatial planning framework, guiding public investment, land use, infrastructure, and settlement patterns toward a more sustainable and coordinated spatial future. The Western Cape Spatial Development Framework is underpinned by the following logic:

- Capitalise and build on the Western Cape's comparative strengths and leverage the sustainable use of its unique spatial assets.
- Connect urban and rural markets and consumers, fragmented settlements, and critical biodiversity areas (i.e., freight logistics, public transport, broadband, priority climate change ecological corridors, etc.).
- Consolidate existing and emerging regional economic nodes as they offer the best prospects to generate jobs and stimulate innovation.
- Cluster economic infrastructure and facilities along public transport routes (to maximise the coverage of these public investments and respond to unique regional identities within the Western Cape.)

Key principles of the WCSDF include:

- Spatial Efficiency
- Spatial justice
- Sustainability and resilience
- Quality and Liveability
- Accessibility

### 3.3.3. Western Cape Green Economy Strategy Framework, 2013

The Western Cape's Green Economy Strategy Framework (WCGESF) aims to become the lowest carbon province and leading green economic hub of the African continent. Key principles of the WCGESF include:

- Market focus
- Private sector-driven
- Public Sector-enabled
- Collaboration
- Inclusion

The strategy framework is made up of 5 drivers of the green economy that are market-focused and principally private-sector driven and supported by 5 enablers that are either the domain of the public sector or the product of a collaborative effort.

| Drivers | Enablers |
|---|---|
| - Smart living & working | - Finance |
| - Smart mobility | - Rules and Regulation |
| - Smart eco-systems | - Knowledge Management |
| - Smart agri-production | - Capabilities |
| - Smart enterprise | - Infrastructure |

### 3.3.4. Western Cape Recovery Plan (2021)

The Western Cape Recovery Plan (2021) was introduced as a provincial response to the economic and social effects of COVID-19, with a focus on restoring jobs, safety, and wellbeing. It is structured around key priorities that support economic recovery and broader social resilience. The overall conceptual framework that guides the Western Cape Recovery Plan is founded upon four themes:

- Covid Recovery: Existing health measures must continue, and new ones put in place, the secondary impacts of COVID-19 on the delivery of health services should be dealt with.
- Jobs: The economic impact of COVID-19 has been severe. Recovery can be achieved if the economy grows, and citizens generate income.
- Safety: This is the overarching theme for the Provincial Strategic Plan, and it is equally relevant going forward. It is inextricably linked with Wellbeing, as Safety cannot be achieved if basic human needs are not met.
- Wellbeing: Government must ensure that the basic human needs of citizens are realized, as guaranteed in the Constitution.

### 3.3.5. OneCape 2040

OneCape 2040 sets the goal of “creating a resilient, inclusive, and competitive Western Cape with higher rates of employment producing growing incomes, greater equality and improved quality of life. OneCape 2040’s vision is of a highly skilled, innovation-driven, resource-efficient, connected, high-opportunity, and collaborative society. For each of these societal attributes aspired to, OneCape 2040 identifies the ‘big step’ changes (i.e., transitions) that need to take place. National, Provincial, and municipal government,

the private sector, labour, and civil society are all assigned roles in the achievement of the OneCape 2040 vision. Key transactions as per the OneCape 2040 vision include:

- Knowledge Transition (Educating Cape): High-quality education for all plus high innovation capacity
- Economic Access Transition (Working Cape): Innovation-driven economy with low barriers to entry, high productivity and entrepreneurship rates
- Ecological Transition (Green Cape): Sustainable, low-carbon resource use
- Cultural Transition (Connecting Cape): High level of local connectivity and global market fluency.
- Settlement Transition (Living Cape): Healthy, accessible, liveable, multi-opportunity communities.
- Institutional Transition (Leading Cape): Open, collaborative systems.

## 3.4. Local Framework

### 3.4.1. Garden Route District Municipality Integrated Development Framework 2022-2027

Garden Route District Municipality envisions being the leading, enabling, and inclusive district, characterized by equitable and sustainable development, a high quality of life, and equal opportunities for all. The Garden Route District Municipality strives to deliver on its mandate through:

- Unlocking resources for equitable, prosperous, and sustainable development.
- Provide the platform for coordination of bulk infrastructure planning across the district.
- Provide strategic leadership towards inclusive / radical / rigorous socioeconomic transformation, to address social, economic and spatial injustice.
- Redress inequalities, access to ensure inclusive services, information and opportunities for all citizens of the district.
- Initiate funding mobilisation initiatives / programmes, to ensure financial sustainability.
- Coordinate and facilitate social development initiatives.

Strategic objectives of the framework include:

- A Skilled Workforce and Communities
- Bulk Infrastructure Co-ordination
- Financial Viability.
- Good Governance.
- Growing an inclusive district economy.
- Healthy and socially stable communities

- Sustainable Environmental Management.

### 3.4.2. Garden Route Growth and Development Strategy 2020-2040

This strategy provides a framework for growth and development planning in the Garden Route District for 2020-2040. Key principles and priority areas are identified below.

| Key Principles | Priority Areas |
|---|---|
| - People-oriented | - A water-secure future. |
| - Valuing cultural and ecological heritage. | - A circular economy. |
| - A partnering approach. | - Resilient Agriculture. |
| - Innovation and responsiveness. | - Sustainable tourism. |
| - Sustainability and resilience. | - Supporting wellbeing and resilience. |
| - Good governance. | - A connected economy: transport and rural-urban integration and ICT. |
| - Working within what is possible. | |
| - Managing connectivity and change. | - Sustainable local energy transition. |

### 3.4.3. Garden Route and Klein Karoo Tourism Strategy 2019 – 2023

The Garden Route and Klein Karoo Tourism Strategy 2019–2023 is the district's five-year tourism roadmap, designed to align regional tourism planning with the IDP and respond to changing market conditions and visitor trends. Values and principles underpinned in the Garden Route and Klein Karoo Tourism include:

- Responsible tourism.
- Respect for culture and heritage.
- Service excellence.
- Sector transformation.
- Sustainability.
- Sound market research and performance measurement.
- Partnerships between government, private sector, and communities.
- Transparency.
- Integrity.

### 3.4.4. Mossel Bay Local Municipality Spatial Development Framework 2022-2027

The status quo of Mossel Bay as a town and environment indicates several strategic issues which are critical in terms of future growth demands and conservation. Eight strategies are formulated to support the spatial planning approach and spatial drivers to direct and manage development in the Greater Mossel Bay area and the urban environment. The objective of the strategies is to give spatial and practical expression to the optimum utilization and management of the unique attributes of Mossel Bay town and region – the natural environment, the heritage assets, its economic potential – to benefit all its people.

Strategies of the framework include:

- Strategy 1 Conserve and manage the natural environment in balance with the demands from urban growth and agricultural use.
- Strategy 2 Secure sufficient water and food for future demands.
- Strategy 3 Facilitate opportunities for utilization of renewable energy.
- Strategy 4 Manage urban growth and restructure the urban form to serve the Mossel Bay Community needs.
- Strategy 5 Provide a safe and secure environment for all residents and visitors.
- Strategy 6 Create a local economic base to provide sustainable employment opportunities.
- Strategy 7 Ensure access to social facilities for all.
- Strategy 8 Ensure a municipality that is functioning on a financially sustainable basis.

### 3.4.5. Mossel Bay Local Municipality Integrated Development Plan 2022-2027

The Mossel Bay Municipal Council will amplify specific concentration on five focus areas during the implementation of this five-year IDP. The focus areas are in line with the catalytic approach of council termed the GROW strategy. This approach aims to focus on the growth of Governance, Economy, Safety, Social Regeneration and Environmental health. Key strategies include:

- Grow Governance
- Grow Safety
- Grow Social Regeneration
- Grow Economical
- Grow Environmental

### 3.4.6. Mossel Bay Local Economic Development (LED) 2022-2027

The Mossel Bay Local Economic Development (LED) 2022–2027 is the municipality's five-year economic strategy focused on growing the local economy, supporting job creation, and improving the conditions for sustainable business and investment in the municipal area. Key strategies include:

- Strengthen Integrated Management & Governance within Municipal Area.
- Promote Safety and Security within Municipal Area.
- Spatial Development to promote growth.
- Promote Sustainability by going Green.
- Grow the economy through SMME's Development.
- Empowerment through Skills Development & Training.
- Assist Rural Economies to grow.
- Strengthening the Oceans Economy.
- Promote Rural Mobility.
- Business retention & expansion.
- Infrastructure Development.
- Utilisation of Technology and promote Innovation.
- Tourism Development & Promotion.
- Investment Promotion.
- Promoting Creative Industries.
- Promote International Relations.

## 3.5. Alignment of Proposed Development with Key National, Provincial and Local Policy Frameworks

a) Economic growth will be fast-tracked through employment opportunities that will be created during the construction and operation phases.
b) By providing employment, key capabilities of people will be accelerated, especially for the unemployed youth. Thus, allowing labour absorption by the unemployed.
c) Rapid economic growth through job creation in the construction and operation phases will be fostered, which in turn will serve as a tool to alleviate poverty.
d) Through this development, the tourism industry will be boosted, which will stimulate the development of small businesses and further expand the economy.
e) The proposed development will attract events and recreational activities that have a direct impact on the economy.
f) The local economic growth of Mossel Bay, Mossel Bay Local Municipality and the Garden Route District Municipality will be stimulated by the activities of this development.

g) The provision of alternative solar energy will facilitate opportunities for the utilization of renewable energy.

h) The zoning of Mossdustria is earmarked for large industrial development, which will unlock large investment and job creation in the Mossel Bay Area. Activities put forward by the proposed development are aligned with this vision.

i) Mossdustria does not impact biodiversity or natural landscapes.

j) Mossdustria is not located in an area that requires protection and conservation.

The area is approved for industrial zoning and permits for land use and activities listed in the development concept.

## 3.6. Conclusion

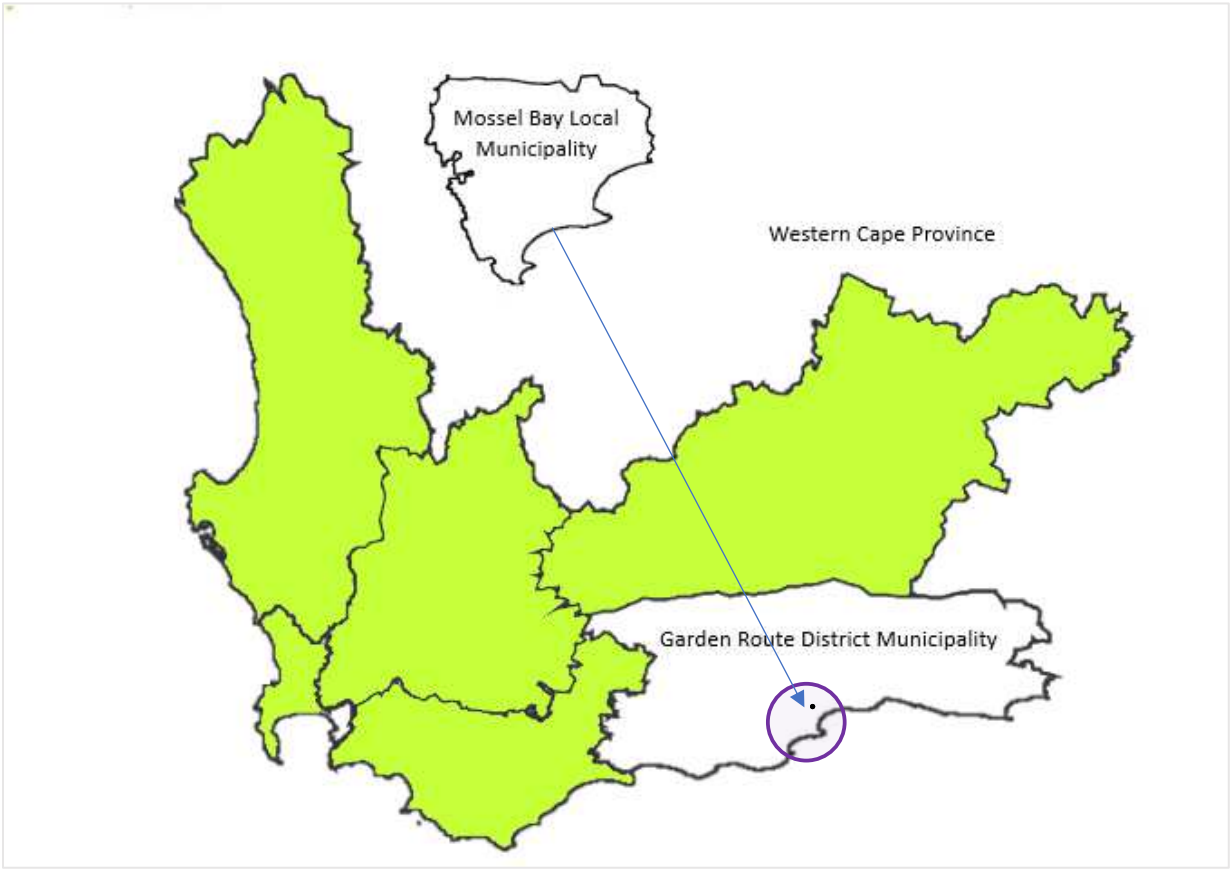
The policies outlined at the national, provincial, and local levels are interlinked and include relevant implications that are aligned with the development concept of the proposed development. It can be concluded that the cohesive integration of the reviewed policies in line with the envisioned development concept will achieve considerable impacts from a social, economic, human, and environmental point of view. There will be numerous benefits that will extend beyond the footprint of Mossel Bay. Therefore, consideration of this development is feasible from a policy point of view.

# Section Four: Status Quo

## 4.1. Introduction

This section provides the status quo of the socio-economic profile of the Western Cape, Garden Route District, Mossel Bay District, and Mossel Bay. The purpose of this section is to provide insight into the relative size and structure of the local economy in the provincial, district, and sub-place areas. Various demographic and economic indicators will be discussed and analysed to assess the potential impacts that are bearing on the study areas. Although most of the impact will be felt within the Mossel Bay municipal area, there will also be impacts for the Garden Route District as well as the greater Western Cape region. Figure 7 delineates the areas that could potentially be affected by the proposed development.

*Figure 7: Study Area*




*Source: MapAble, 2023*

## 4.2. Socio-Demographic Profile

### 4.2.1. Population and Households

Population size, household size, and growth trends are important factors that require consideration for the proposed development. The analysis of the population figures provides an indication of the size of the

population, while population growth trends are important in understanding current and future trends as well as means of demand. The analysis of household size in this study will provide a better understanding of consumer demands as well as the environmental impacts that come with these demands. Table 4 presents the population and household size, including the growth rate, for the areas under study.

*Table 4: Estimated Population and Household Size (2022)*

| Area | Population 2022 | Household No. | Household Size | Average Population Growth 2016-2021 | Average Household Growth 2016-2021 |
|---|---|---|---|---|---|
| **Western Cape** | 7 200 308 | 2 000 658 | 4 | 1.9% | 2.0% |
| **Garden Route District** | 633 338 | 178 825 | 4 | 1.1% | 1.2% |
| **Mossel Bay Local Municipality** | 99 483 | 30 626 | 3 | 0.9% | 1.2% |
| **Mossel Bay** | 33 135 | 10 256 | 3 | 0.9% | 1.2% |

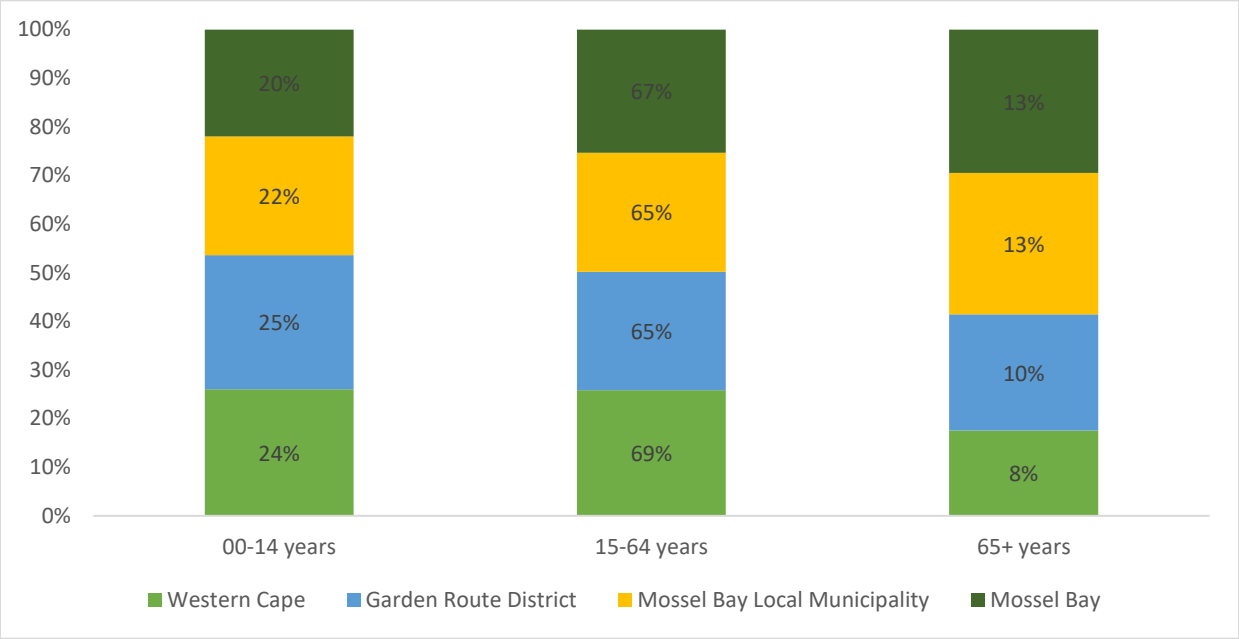
*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

The population and household statistics for 2022 indicate that Mossel Bay has a population of approximately 99 483 people and 39 626 households. For an industrial expansion and sports development facility such as that proposed for Mossdustria, it is key to study population and population growth trends in order to ascertain where the demand for labour may be concentrated within the study areas. Furthermore, the population growth rate between 2016 and 2021 indicates that the population is growing, prompting a need for resources, services, facilities, and infrastructure. availability of resources.

### 4.2.2. Age

The age profile is an important demographic indicator that will assist in establishing a potentially economically active population. The age structure of an area will also facilitate determining the distribution of resources such as capital expenditure and infrastructure, as well as the dependency ratio in the population. It also has implications for the future need for employment opportunities within an area by providing an indication of the labour size for the developer. Figure 8 below depicts the age composition of the study areas.

*Figure 8: Age composition*



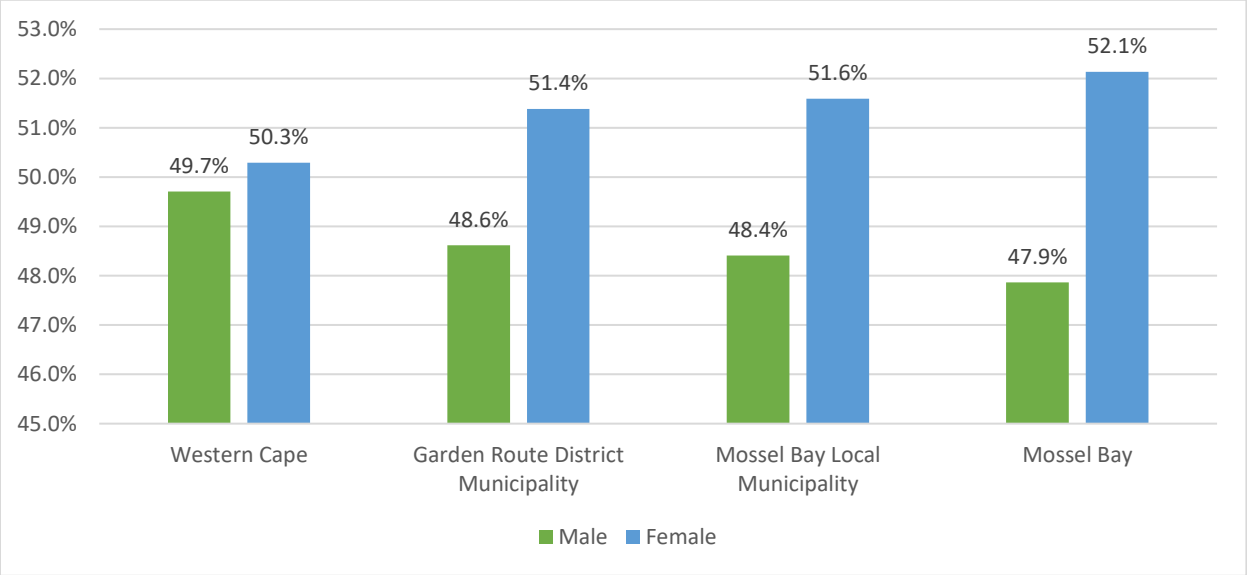

*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

The potentially economically active population (15-64 years old) dominates across all study as depicted in Figure 8 above, with Mossel Bay recording 67%, higher than all the study areas in 2022. This is an important aspect, as it indicates that there is a significant labour supply that could benefit from the proposed development. Active labour participation and a significant percentage of skills that will be extracted during this development's construction and operation phases will tackle unemployment, especially among the youth. Furthermore, the large pool of the 15–64-year-old population will likely benefit from the recreational facilities and sporting activities of the Motorsport Mecca.

### 4.2.3. Gender

Figure 8 provides a visual illustration of the gender profile.

*Figure 8: Gender Dynamics*




*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

Across the Western Cape, Garden Route District, and Mossel Bay, females form a slight majority of the population, with their share increasing from about 50.3% provincially to 52.1% in Mossel Bay town, while the male share correspondingly declines from roughly 49,7% to 47,9%. This indicates that Mossel Bay is marginally more female-skewed than the broader district and province, which can have subtle implications for labour participation patterns, local service needs, and community-focused planning. The slightly higher proportion of females across all spatial scales suggests that both the construction and operational phases should consider a female-skewed local population in labour planning, community engagement and service provision. This may imply opportunities or needs for gender-sensitive employment strategies, safety measures, and social amenities (e.g. healthcare, childcare, public transport) that respond to a predominantly female resident base.

### 4.2.4. Education

The education profile is an important development indicator in terms of determining the extent of the labour force and monitoring the socio-economic development of an area. Various economic facets, such as economic growth, income, and employability, will be highly determined by education levels. Table 5 presents the education profile.

*Table 5: Education Profile*

| | Western Cape | Garden Route District | Mossel Bay Local Municipality | Mossel Bay |
|---|---|---|---|---|
| **No schooling** | 7% | 44% | 8% | 4% |
| **Some primary** | 9% | 4% | 10% | 8% |
| **Complete primary** | 5% | 5% | 5% | 4% |
| **Some secondary** | 32% | 7% | 27% | 23% |
| **Grade 12** | 31% | 11% | 34% | 42% |
| **Higher** | 16% | 13% | 15% | 19% |
| **Unspecified** | 0% | 16% | 0% | 0% |

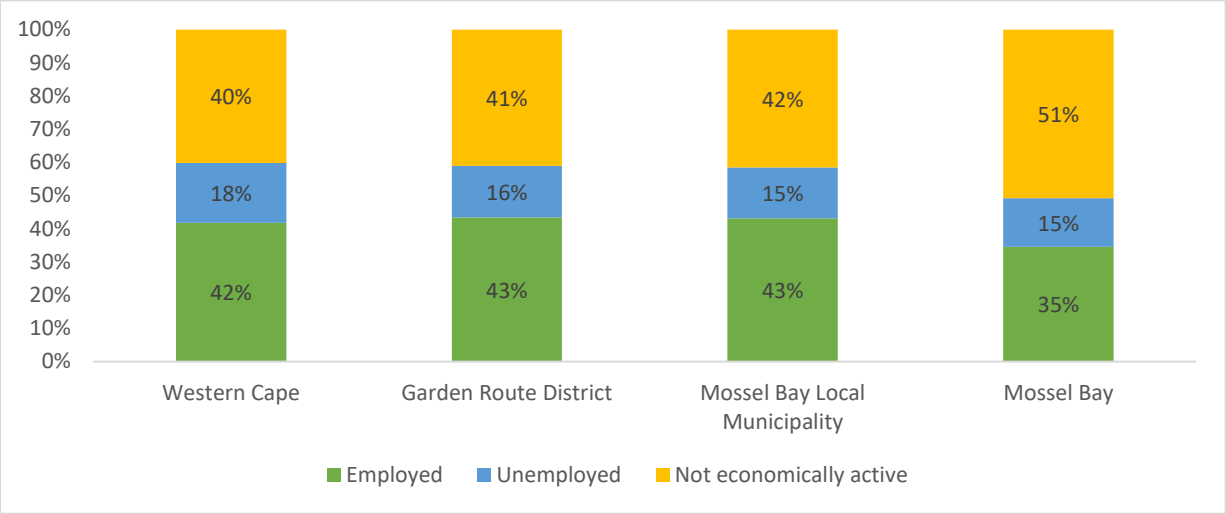
*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

In 2022, the working-age population who had attained Grade 12 was highly represented, with 34% and 42%, respectively, for Mossel Bay Local Municipality and Mossel Bay. In the same year, the working-age population that has some secondary education was recorded at 27% and 23% for Mossel Bay Local Municipality and Mosel Bay, respectively. The differences in the education levels presented in the above table indicate that there are various skill sets that could benefit from employment opportunities during the construction and operation of the proposed development.

### 4.2.5. Employment

An analysis of employment for the different study areas is provided with specific reference to the percentage of employed, unemployed, and not-economically-active persons within the working-age population. This information can be utilised by the developer in order to source labour. Figure 9 presents the employment overview of the Western Cape Province, Garden Route District, Mossel Bay Local Municipality, and Mossel Bay.

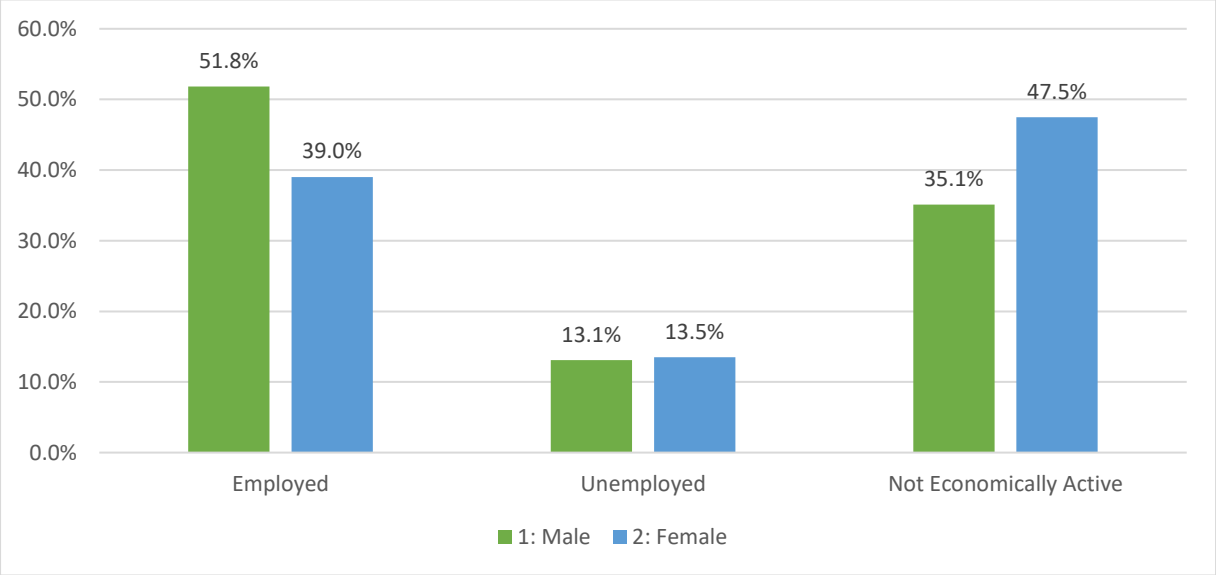
*Figure 9: Employment profile (2022)*




*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

The percentage of the working-age population in 2022 indicates that the not-economically active population accounted for 51% of the population in Mossel Bay for the year 2022, higher compared to the Western Cape (40%), Garden Route District (41%), and Mossel Bay Local Municipality (42%). The employed working-age population in Mossel Bay recorded the lowest percentage at 35% compared to the Western Cape (42%), Garden Route District (43%), and Mossel Bay Local Municipality (43%). Noteworthy, Mossel Bay and Mossel Bay Local Municipality recorded 15% of the unemployed working-age population. This indicates that the 15% that accounts for the unemployed working-age population in Mossel Bay and Mossel Bay Local Municipality could be key in terms of labour sourcing for this proposed development.

**Note:** The most recent available data on employment by gender is derived from the 2011 Census; accordingly, this dataset will be used as a proxy, serving as an indicative substitute in the absence of more current information and assuming that broad patterns have remained relatively consistent over time. Within Mossel Bay Local Municipality, in 2011, it can be seen that males account for a larger share of the employed population (51.8%) compared with females (39.0%), pointing to higher labour market participation among men. Unemployment levels are relatively similar between genders, at 13.1% for males and 13.5% for females, suggesting that the key disparity lies in participation rather than in unemployment intensity. A substantially higher proportion of females (47.5%) are not economically active compared with males (35.1%), highlighting a notable gender gap in labour force engagement that is likely influenced by structural and socio-economic factors.




*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

The above table suggests that males are more likely to be in employment while a substantial share of females are not economically active, with unemployment levels broadly similar across genders. In terms of the construction and ongoing operation of a new development, this implies that deliberate gender-equity measures should be integrated such as fair and inclusive recruitment practices, targeted opportunities and skills development for women, etc, to enable more equitable participation of both men and women across project phases.

### 4.2.6. Household Income

Household income is one of the important development indicators to consider when assessing the socio-economic status quo of a community. The level of disposable income is often a reflection of the capacity of the population to spend on products and services. Table 6 below indicates the income brackets for households in the Western Cape, Garden Route District, Mossel Bay Local Municipality, and Mossel Bay.

*Table 6: Household Income (2022)*

| | Western Cape | Garden Route DM | Mossel Bay LM | Mossel Bay |
|---|---|---|---|---|
| No income | 7% | 8% | 11% | 13% |
| Low-income | 91% | 91% | 87% | 84% |
| Middle-income | 2% | 1% | 1% | 2% |
| High-income | 0% | 0% | 0% | 0% |

*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

The income categories in 2022 indicate that the majority of households were low-income earners across all the study areas. These statistics were higher in the Garden Route District (91%) and the Western Cape Province (91%). Additionally, low-income households accounted for 87% and 84% of households in Mossel Bay Local Municipality and Mossel Bay, respectively, in the same year. Furthermore, households with no income were recorded and accounted for 7%, 8%, 11%, and 13% for the Western Cape, Garden Route District Municipality, Mossel Bay Local Municipality, and Mossel Bay, respectively. In hindsight, the proposed development could open employment opportunities, which will have a ripple effect on household income.

### 4.2.7. Household Expenditure

The household incomes discussed will determine household expenditures. Table 7 shows various household expenditures for the study areas.

*Table 7: Estimated average household monthly expenditure, 2022.*

| | Western Cape | Garden Route DM | Mossel Bay LM |
|---|---|---|---|
| Durable Good[1] | 8.6% | 7.7% | 7.8% |
| Semi-Durable Goods[2] | 6.6% | 6.6% | 6.5% |

[1] durable goods are motor vehicles and household furnishings.
[2] semi-durable goods are clothing, household textile, motor car tyres, part and accessories.

| | | | |
|---|---|---|---|
| Non-Durable Goods[3] | 33.2% | 35.5% | 33.7% |
| Services[4] | 51.5% | 50.2% | 52.0% |

*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

Expenditure on services (which comprise rent, transport and communication services, recreational, entertainment, and educational services) accounted for the largest household consumption expenditure for all the study areas (Western Cape Province, Garden Route District Municipality, and Mossel Bay) in 2022. More than 50% of total monthly expenditures were in this category. Non-durable goods (which comprise food, beverages, tobacco, medical products, and petroleum products) were the second largest expenditure group in the Western Cape (33.2%), Garden Route District Municipality (35.5%), and Mossel Bay Local Municipality (33.7%). In the same year, less than 10% of household expenditure contributed to durable goods (which comprise motor vehicles and household furnishings) and semi-durable goods (which comprise clothing, household textiles, motor car tyres, parts, and accessories) across all the study areas.

### 4.2.8. Dwellings

Dwelling units in an area can provide an indication of future demands for accommodation as well as the level of development in the area. Table 8 outlines the dwelling types in the Western Cape, Garden Route District, Mossel Bay Local Municipality, and Mossel Bay.

*Table 8: Dwelling Types, 2022*

| | Western Cape | Garden Route District | Mossel Bay Local Municipality | Mossel Bay |
|---|---|---|---|---|
| **House or brick structure on a separate stand or yard** | 62% | 77% | 74% | 76% |
| **Traditional dwelling/hut/structure made of traditional materials** | 0% | 0% | 0% | 0% |
| **Flat in a block of flats** | 8% | 2% | 3% | 6% |

[3] non-durable goods and services include food, beverages, tobacco, medical products, petroleum products.
[4] services include rent, transport and communication services, recreational, entertainment and educational services.

| | | | | |
|---|---|---|---|---|
| **Town/cluster/semi-detached house (simplex, duplex or triplex)** | 8% | 3% | 7% | 11% |
| **House/flat/room, in backyard** | 2% | 1% | 1% | 2% |
| **Informal dwelling/shack, in backyard** | 7% | 6% | 5% | 0% |
| **Informal dwelling/shack, NOT in backyard, e.g., in an informal/squatter settlement** | 13% | 9% | 8% | 4% |
| **Room/flatlet not in backyard but on a shared property** | 1% | 1% | 1% | 0% |
| **Other/unspecified/NA** | 0% | 1% | 1% | 0% |

*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

In 2022, 74% of the Mossel Bay Local Municipality lived in dwellings that predominantly consisted of houses or brick structures, while Mossel Bay Town recorded 76% of households in the same dwellings. Town or cluster dwellings were also popular dwellings in Mossel Bay Town (11%). These findings suggest that the proposed development will potentially expand the prospects of development in Mossel Bay and will also influence the existing dwelling typologies.

### 4.2.9. Tenure

Tenure status provides information about the type of household ownership. This offers insight into households' preferences and/or ability to own homes. Furthermore, tenure status gives an indication of the type of ownership residents and households would demand from the proposed development. Table 9 present the various tenure statuses.

*Table 9: Tenure Status*

| | Western Cape | Garden Route District | Mossel Bay Municipality | Mossel Bay |
|---|---|---|---|---|
| **Tenure status: Owned and fully paid off** | 40% | 45% | 50% | 51% |
| **Tenure status: Owned but not yet paid off** | 16% | 10% | 11% | 15% |
| **Tenure status: Rented** | 27% | 25% | 24% | 25% |
| **Tenure status: Occupied rent-free** | 14% | 16% | 10% | 4% |
| **Tenure status: Not applicable/ Other** | 3% | 4% | 6% | 4% |

*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

In 2022, the Mossel Bay Local Municipality and Mossel Town had a total of 50% and 51%, respectively, of households owning and having fully paid off their properties. Owned property that was not fully paid accounted for 11% and 15%, respectively, for Mossel Bay Local Municipality and Mossel Bay. Rented property accounted for 25% and 24%, respectively, for Mossel Bay Local Municipality and Mossel Bay. This suggests that the population may have the disposable income to invest in or rent property. In addition, this also suggests that the proposed development will have a market that will generate income for the purchase or rental of the property during the construction and operation phases.

### 4.2.10. HIV and Tuberculosis

Mossel Bay Municipality shows a modest increase in both total ART patient load and new ART patients between 2021/22 and 2022/23, indicating a growing number of people in HIV care and treatment uptake.

**ART patient load:** The ART patient load rose from 5 243 patients in 2021/22 to 5 828 patients in 2022/23. While new ART initiations increased slightly from 522 in 2021/22 to 537 in 2022/23. For municipal planning, the above information highlights a stable but gradually expanding HIV treatment caseload that must be factored into health service capacity, community support programmes, and broader social interventions.

**TB patients on treatment**: The number of tuberculosis patients registered on treatment decreased from 775 in 2021/22 to 763 in 2022/23

These variations in ART and TB treatment registration may have important socio-economic implications, signaling changes in the local healthcare environment and potentially reflecting shifts in disease burden and evolving public health priorities (Mossel Bay Local Municipality, 2023). In 2022, the Mossel Bay municipal area had five fixed primary healthcare facilities, eleven mobile or satellite clinics, seventeen ART sites and fifteen TB treatment clinics, but no regional hospital and only one district hospital. Mossel Bay accounted for 261 of the 1 301 facilities in the Garden Route, about 20% of the sub-region's health infrastructure, which has important implications for healthcare access and service availability for local residents.

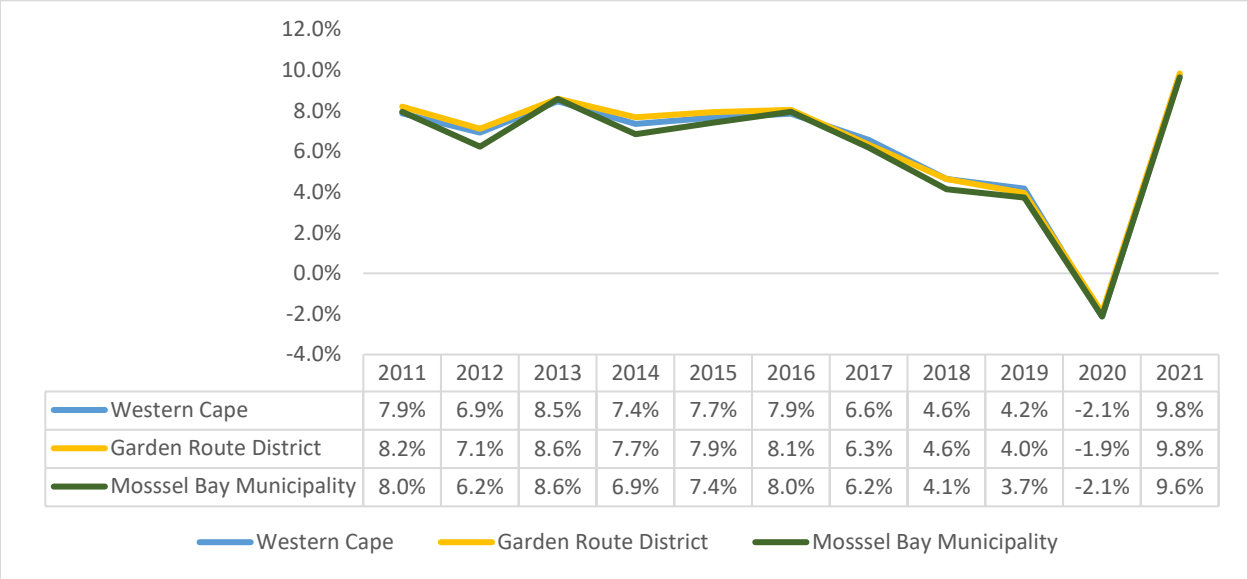
## 4.3. Economic Profile

The economic section of this report will focus primarily on the Western Cape, Garden Route District, and Mossel Local Municipality's economic performance for the period 2011–2021. This section provides an analysis that outlines historical trends and growth rates of GVA (gross value added) contribution per industry and employment contribution per sector.

### 4.3.1. Gross Value Added (GVA)

Figure 10 presents the 10-year trajectory of the Gross Value Added of the Western Cape, Garden Route District, and Mossel Bay Local Municipality. presents the 10-year trajectory of the Gross Value Added of the Western Cape, Garden Route District and Mossel Bal Local Municipality.

*Figure 10: Total GVA 2011- 2021*




| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Western Cape | 7.9% | 6.9% | 8.5% | 7.4% | 7.7% | 7.9% | 6.6% | 4.6% | 4.2% | -2.1% | 9.8% |
| Garden Route District | 8.2% | 7.1% | 8.6% | 7.7% | 7.9% | 8.1% | 6.3% | 4.6% | 4.0% | -1.9% | 9.8% |
| Mosssel Bay Municipality | 8.0% | 6.2% | 8.6% | 6.9% | 7.4% | 8.0% | 6.2% | 4.1% | 3.7% | -2.1% | 9.6% |

*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

The average GVA performance for the Western Cape, Mossel Bay Municipality, and Garden Route District between 2016 and 2021 was 5.1%, 5.1%, and 4.9%, respectively. The decline in growth between 2016 and 2019 may be a result of the drought that affected various areas in the Western Cape. In addition, the negative growth in 2020 may be attributed to the global COVID-19 pandemic that affected various sectors and value chains of the economy. This negatively impacted the economies of the areas, with a performance of -2.0% in 2020. The economy recovered significantly in 2021, much to the ease of restrictions that allowed the normal function of activities across the sectors and industries of the economy. While there are fluctuations between positive and negative rates, the general trend for the period can remain positive.

### 4.3.2. GVA Per Industry

An assessment of sector contributions to GVA in 2021 for the Western Cape, Garden Route District, and Mossel Bay Local Municipalities is illustrated in Table 10 below.

*Table 10: Sectoral GVA contribution, 2021*

| | Western Cape | Garden Route District Municipality | Mossel Bay Local Municipality |
|---|---|---|---|
| **Agriculture, forestry and fishing** | 8.1% | 6.8% | 9.4% |
| **Mining and quarrying** | 4.0% | 3.8% | 3.8% |

| | | | |
|---|---|---|---|
| **Manufacturing** | 12.5% | 13.0% | 11.0% |
| **Electricity, gas and water** | 10.1% | 9.7% | 7.9% |
| **Construction** | 3.4% | 1.8% | -1.0% |
| **Wholesale and retail trade, catering and accommodation** | 16.4% | 16.3% | 16.1% |
| **Transport, storage and communication** | 6.5% | 6.5% | 6.7% |
| **Finance, insurance, real estate and business services** | 8.5% | 9.3% | 9.4% |
| **General government** | 4.1% | 3.5% | 3.1% |
| **Community, social and personal services** | 11.4% | 11.0% | 11.5% |

*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

In 2021, the largest contributor to the provincial, district, and local economies was the wholesale and retail trade, catering, and accommodation sector at a proportion of 16.4%, 16.3%, and 16.1%, respectively. The manufacturing sector was the second-highest contributor to the provincial and regional economies, at a proportion of 12,5% and 13.0%, respectively. Community, social, and personal services were the second-largest contributors in Mossel Bay Local Municipality, contributing 11,5% to the GVA of the economy. This sector was the third contributing sector to the provincial and regional economy. The finance, insurance, real estate, business services, wholesale and retail, transport, storage, and communication sectors demonstrated the fourth highest contribution to the provincial, district, and local economies. The construction sector was the least contributor to the GVA in 2021 across all areas, with a negative performance in Mossel Bay Local Municipality. This indicates that there is a need for focus and investment in this sector. Importantly, the proposed development could ignite the positive performance of the construction sector.

### 4.3.3. Employment Per Sector

A comparison of sectoral employment in the Western Cape, Garden Route District, and Mossel Bay Municipality in 2021 is illustrated in Table 11 below.

*Table 11: Sectoral Employment, 2021*

| | Western Cape | Garden Route District | Mosel Bay Local Municipality |
|---|---|---|---|
| **Agriculture, forestry and fishing** | 9.7% | 12.0% | 10.0% |
| **Mining and quarrying** | 0.1% | 0.1% | 0.3% |
| **Manufacturing** | 9.9% | 8.9% | 8.5% |
| **Electricity, gas and water** | 0.4% | 0.4% | 0.3% |
| **Construction** | 5.5% | 5.8% | 4.4% |
| **Wholesale and retail trade, catering and accommodation** | 22.2% | 23.3% | 23.5% |
| **Transport, storage and communication** | 4.0% | 3.8% | 4.2% |
| **Finance, insurance, real estate and business services** | 20.7% | 20.1% | 23.2% |
| **General government** | 6.8% | 5.8% | 5.6% |
| **Community, social and personal services** | 20.8% | 19.8% | 19.9% |

*Urban-Econ, calculated from Quantec Standardised Regional Data (2023)*

In 2021, the wholesale and retail trade, catering, and accommodation industry in the Mossel Bay Local Municipality contributed 23.5% of employment within the economy. Other sectors that contributed a large majority to employment was finance, insurance, real estate, and business services (23.2%); and community, social, and personal services (19.9%). The agriculture, forestry, and fishing sector was the fourth contributor to employment, recording 10.0% in 2021. This overview sums up the four largest employing sectors for the Mossel Bay Local Municipality in 2021.

## 4.4. Conclusion

The status quo analysis highlights the current economic and demographic profile of the study areas. The analysis of the demographic and economic status of the areas suggests that the proposed development could have a positive impact on the socio-economic state of the footprint of the development area, Mossel Bay Town, and extend to the district level. Furthermore, the age analysis as presented by the

status quo proves that the proposed development will target the age group 15–64 years across the various industries to which this development will impact. Therefore, consideration of this development should be observed from a social and economic point of view.

# Section Five: Mossdustria Stakeholder Engagement

## 5.1. Introduction

Stakeholder engagement during the socio-economic impact assessment of the proposed development was important to guide the socio-economic assessment while also formulating conclusions for the benefit of affected parties. Furthermore, it was important to carry out stakeholder engagement in order to limit environmental costs and **enhance** great economic and financial benefits (Hughes, 1998).

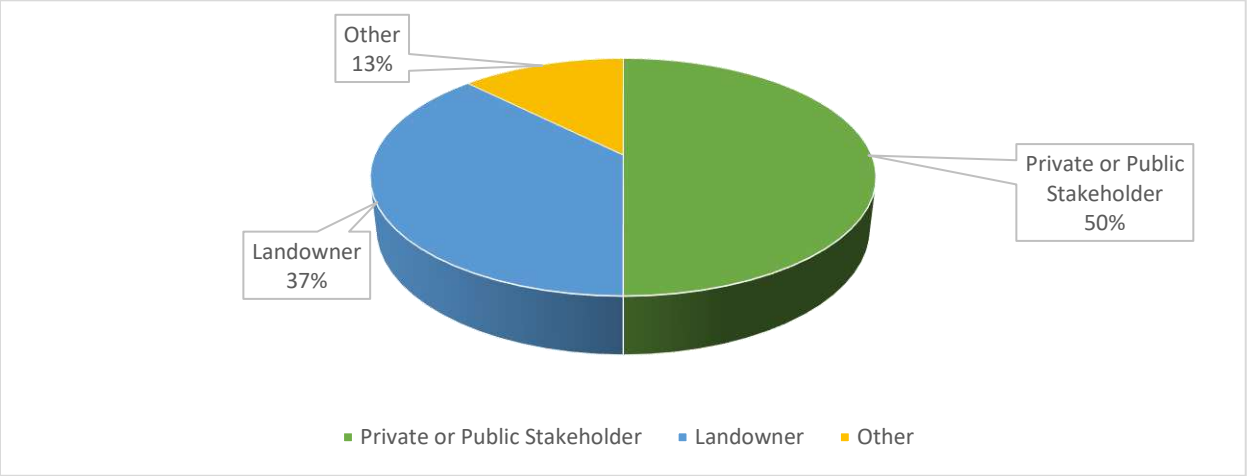
## 5.2. Stakeholder Engagement

The possible socio-economic impacts of the proposed development targeted private, public, and landowners in Mossdustria and Mossel Bay through the introduction of surveys. These engagements were key in drawing the analysis's attention to the following aspects:

- To understand whether the participants were aware of the proposed expansion of Mossdustria, development of a raceway and a solar PV facility.
- To get an understanding as how adjacent land uses and existing businesses will potentially be affected by the proposed development.
- To get an understanding of the perceived impact on the economy of Mossel Bay and the Garden Route District Municipality.
- To examine the impact of the proposed development on employment.
- To ascertain whether there are objections to the proposed development.

Stakeholder engagement was conducted through an online platform where a questionnaire was administered to the participants. This exercise took place between the 28 May 2023 and 30 May 2023. The sampling of participants was mainly to identify businesses, landowners, private organizations, and public organizations that may potentially be affected in Mossdustria. In total, 230 surveys were administered, however, 11 participants were able to respond within the stipulated dates. Participants who formed part of the stakeholder engagements were predominantly private or private stakeholders in Mossel Bay (50%), followed by landowners in Mossdustria (37%), and other groups that were not specified (13%). Figure 11 depicts the various stakeholders that participated in the survey.

*Figure 11: Stakeholders*




*Urban -Econ, 2023*

Figure 12 presents the summary of survey findings.

*Figure 12: Summary of Survey Findings*

*Figure 13: Awareness of the development*

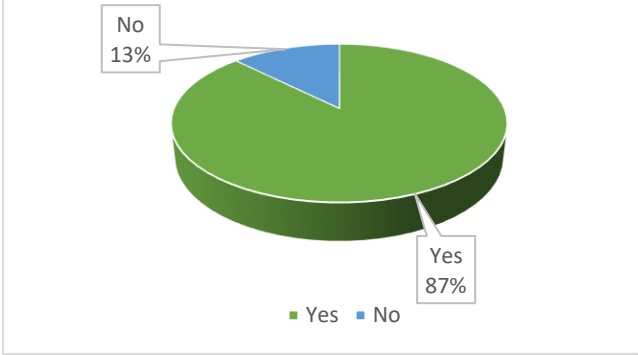



*Figure 14: Impact*

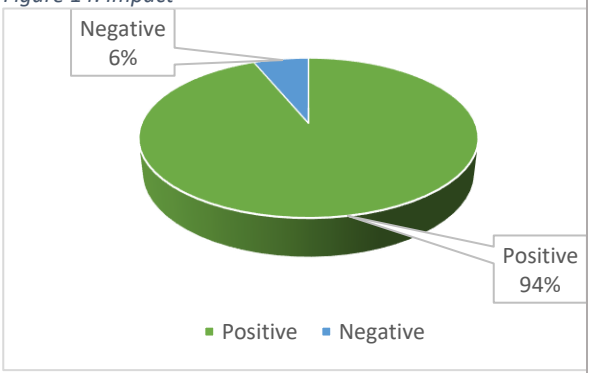



*Figure 15: Impact on employment*

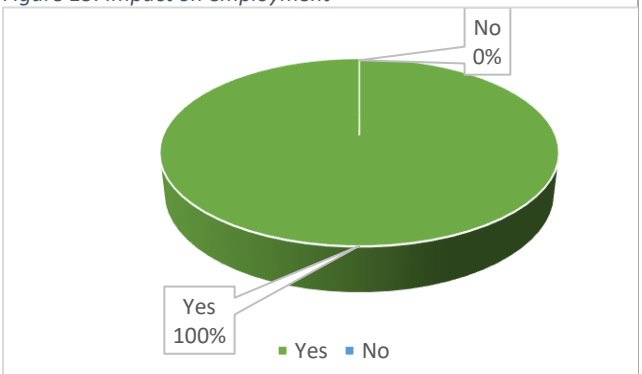
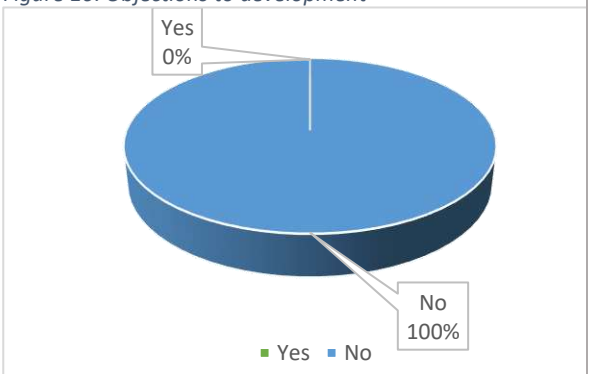



*Figure 16: Objections to development*




*Urban-Econ, 2023*

The Local Government Improvement and Development (2010) reinforces the importance of community-led planning given the role of local people in presenting their views on potential opportunities and

challenges to their communities. Survey findings as indicated in Figure 13 indicate that 87.5% of participants were aware of the proposed development against 12.5% who indicated that they were not aware of the proposed development.

Having stated their awareness of the proposed development, the findings presented in Figure 14 suggest that 93.8% agreed that the proposed development will have a positive impact, while 6.3% said that the proposed development will have a negative impact. Furthermore, Figure 15 suggests that all participants (100%) agreed that the proposed development would have a positive impact on employment. Figure 16 indicates that there were no objections to the proposed development.

A qualitative summary of issue that weigh into the impact of the proposed development is outlined below.

- There were concerns raised about the stormwater flow on the southern side of the existing ERF 64 in Mossdustria. This was because of the gradient of the ERF, considering that there is no existing storm water reticulation. A question was raised as to whether the new urban planning proposal will make provision for storm water reticulation to disperse storm water effectively.
- Noise pollution was highlighted with regards to the motorsports area, while increased incidents of crime over weekends were also mentioned.
- The solar energy facility proposed by this development was perceived to be positive. This was put into context as follows; “If the proposed solar plant can provide electricity to Mossdustria, it could be very positive, though the impact of the alternative energy site will be minimal”.
- There will be a boost in business and employment opportunities which will strategically place Mossel Bay as a prime destination of choice. This also considers the revenue that will be generated for the Mossel Local Municipality.
- While there were positive impacts highlighted, issues were raised that concerned possible population growth where more informal houses will be erected, demand and pressure on existing infrastructure such as power and water. In addition, a possible increase in traffic was brought forward.
- A concerned party raised the following; “There are Animal matter processes such as abattoirs and tanneries on the current Mossdustria erven. There is also a proposed crematorium planned for Mossdustria. The effect of these on future developments must be taken into account. Furthermore,

the effect of current residential premises (flats)[5] within a buffer zone must be taken into account and this may affect the development".

- It was expressed that "Mossel Bay needs to expand, especially industrial areas, as well as residential, and the expansion towards Mossdustria makes economic sense".

In retrospect, given the impact envisioned, there were no objections to the proposed development. However, further attention was required for a comprehensive impact. The following was put forward:

- The proposed development will provide a good venue for recreation and sports for the town of Mossel Bay, however, the stormwater reticulation for ERFs in Mkhuzi Street needs to be resolved.
- The motorsports events will boost tourism and draw investment which will impact job creation. Similarly, expanding industrial areas will draw investment and new industries. The solar plant could reduce loadshedding for Mossel Bay while securing power for the business operations.
- It was suggested that the Mossel Bay Local Municipality look into how the proposed development will spike informal housing in the area, proposing to the municipality to "address housing and infrastructure shortage without penalizing current paying customers/residents".
- It was further emphasized that "motorsport is a popular interest amongst a large portion of the Mossel Bay population and the development will attract interest and generate satellite businesses and support structures. Wherever economic activity is generated, employment opportunities arise".
- Communication should be more effective to attract the right interest groups and should extend as wide as possible.
- There is a perceived increase in property value as a result of the proposed development.
- "There is a need for industrial erven in Mossel Bay, and Mossdustria is a good location considering that it is situated far from residential areas. However, correct zoning must be applied in order not to have clashes between heavy industry, light industry, and residential zoning".
- "The trade that will be accommodated will have a knock-on effect for the normal motorist who currently does not have many options when it comes to vehicle repair".
- Overall, the proposed development is required as it has long-term positive economic bearing. However, the unintended consequences must be managed.

[5] Mossdustria was zone industrial, thereby prohibiting any form of residential dwellings. Residential premises in the area were deemed illegal, as such the Mossel Bay Local Municipality has issued an eviction notice to the concerned parties (Mossel Local Municipality Town Planning).

## 5.3. Conclusion

Stakeholder engagements were key in drawing conclusions in order to guide a conclusive impact assessment based on the sentiments of parties that could potentially be affected by the proposed development. While there were issues raised that would require mitigation measures, the overall findings suggest that the proposed development could yield positive results from a socio-economic and spatial point of view.

# Section Six: Literature Review

## 6.1. Introduction

The literature reviewed in this section will provide an analysis based on existing knowledge with regards to the activities envisioned by this development.

## 6.2. Industrial Development in the South African Context

Industrial development is an essential component of economic development in South Africa. Industries offer an inclusive and diversified economic structure that presents various sets of opportunities, and this has been proven through advanced economies that have managed to build self-sustaining development through industrial development (Fotoyi et al., 2016). However, for sustainable industrial development to be achieved, an approach should focus on structural issues that centre around building domestic capabilities and strengthening domestic factor markets. In addition, industrial development should also consider production processes that are less polluting, environmentally friendly technologies, and efficient energy resources (Gessese, 2006).

## 6.3. Tourism and Recreation in Advancing Development

Globally, tourism ranks among the largest industries. For developing countries such as South Africa, tourism has been a key driver of employment and economic growth. The gross domestic product for 2014 and 2015 indicates that tourism had a total contribution of R323 billion for that review period (Mpotaringa & Hattingh, 2019). However, the recent COVID-19 pandemic has adversely affected the industry, leading to a decline in performance, which recorded 987 400 people employed by the sector in 2020 compared to 1 460 900 jobs in 2019. In 2021, the tourism sector contributed approximately 3.7% to the GDP of South Africa, which translated to R182,5 billion. (Department of Tourism, 2021).

While tourism is a multifaceted industry, events draw most of the attention. These events are classified as business events, festivals, entertainment events, and sports (Mpotaringa & Hattingh, 2019). Sport tourism events have an impact from a sustainability point of view on the economic, social, and environmental components of host or receiving communities. This is considering that they have been increasingly used as a tool for potential growth in unlocking tourism opportunities, given that tourism has been linked to a variety of sports. Destinations that have not enjoyed the benefits of tourism have heavily relied on an influx of sports tourism events to boost tourism. Furthermore, major sporting events have

been able to translate into sustainable benefits for various stakeholders through the development of infrastructure and facilities that are required to host such events (Tichaawa et al., 2015).

Various sports events in South Africa have given impetus to economic growth, and motorsports events in particular have been key for local economies as they attract large numbers of gatherings. In the past few years, they have managed to boost business opportunities and investments beyond the local and regional economies. In 2005, motorsports events contributed 0.42% to South Africa's gross domestic product, while Motorsports South Africa reported that the South African Endurance Series National Championship status attracted competitors from the region and beyond. Furthermore, various other sporting activities, like local tournaments, also come together with this event, thus broadening the market base and employment opportunities (Mpotaringa & Hattingh, 2019).

### 6.3.1. Social and Economic Impact of Killarney Racing Course

Killarney International Race Circuit is the oldest and most popular motoring and racing facility in South Africa. Located 6 kilometers from the Durbanville winelands and 24 kilometers from Cape Town International Airport, Killarney is currently zoned as "Open Space 3" (Mills, 2020).[6]

Killarney hosts 200 formal events, attracting 150 000 international and local visitors annually. Killarney International Race Circuit makes an annual contribution of R350 million to Cape Town's economy through job creation, tourism, and other various business industries. In addition, it contributes to road safety through events, track access, and advanced training (Mills, 2020).

Killarney Racing Course has managed to offer world-class motorsport, road safety, land usage, and serve as an international tourist attraction for the City of Cape Town. The facilities on the racing track encompass grandstands, bomas, a control tower, workshops, a two-storey clubhouse, and restaurants. In addition to the Western Province Motor Club (which turns over R21 million and employs 45 people), the complex hosts 15 workshops, 200 private garages, and 19 bomas, at which 750 people work full- and part-time on-site, injecting approximately R40 million annually into the local economy. Killarney hosts local and six national race meetings annually, with 11 631 entrants in 2019. These events alone contribute an estimated R174 million to the local economy, based on a conservative calculation of R15 000 per entrant. Killarney also hosts a further 70 charity events every year, while it hosted 22 cycling training events during 2019, with an estimated contribution of R10 million (Mills, 2020).

[6] a space for limited usage

The track attracts an estimated 150 000 spectators (106 291 during 2019 motorsport events alone) and other visitors annually, with an estimated spend of a further R12 million. Through its events, it attracts tourism that led to other economic multipliers for Killarney's activity: flights, hotel stays, car rentals, extended stays, holidays, international visitors, and the role of corporate clients, which includes blue-chip companies such as BMW, Aston Martin, Porsche Germany, Ducati, Jaguar, Volvo, and KTM. Altogether, Killarney contributed more than R350 million (at current values) in 2019 to the economy of Cape Town. Direct employment is approximately 800 people; indirectly, through expenditure on beds, transport, fuel, spares, clothing, and other motorsport-related activities, this may be as much as ten times this figure. This builds on Cape Town's increasing international tourist appeal and connectivity. Killarney adds another string to Cape Town's tourist offer by appealing to this wealthy international clientele. This has been enhanced by the Cape's improving international air links. The Cape Town Air Access project has added 17 new routes and 23 route expansions, adding over 1.5 million two-way seats to Cape Town International Airport. Killarney aims to boost its contribution to the Western Cape's economy through direct spending and tourism, as well as extending and expanding its social role in road safety initiatives. The latter takes Killarney back to its roots. Killarney continues to play a central role in getting sport race off the streets. Robot racing and spinning at Killarney attract 6,500 registered participants (Mills, 2020).

Killarney is built on land earmarked for recreational usage and is virtually surrounded by industrial sites. With the right long-term investment, it could be a major employment driver in the high-density nearby Dunoon township. It has worked hard to reduce noise pollution with the construction of earth embankments and institutions of silencing among competitors (Mills 2020).

#### 3.6.1.1. 6.3.2.1. Motorsports Case Studies

a) Pukekohe Raceway

Drifting as a motorsport code will be based upon Pukekohe Raceway, located approximately 40 km south of the Auckland CBD in the Auckland Region of the North Island in New Zealand. The closest neighbours to Pukekohe Raceway, almost adjoining the north-west boundary of the raceway, are a shopping complex of various commercial premises, including a supermarket and a major consumer electronics and appliances retailer. The closest residential properties, associated with small farming units, are to the north-east of the track, about 150 metres from what is called Castrol Corner (Rolfe, 2014). The Pukekohe Raceway has been used for a variety of forms of motorsport, including Formula One-level racing cars, V8 super sedans, and motorcycles. There has been a long history of motorsport carried out at the Pukekohe Raceway, where the first drifting event in New Zealand was held in 2002 and regular events have followed.

These were initially on several days a year but were later reduced, with the use of other tracks, to one two-day event per year. The events would attract more than 10 000 motorsport spectators and be live streamed to more than 48 countries (Rolfe, 2014). After a decade of satisfactory operation, in 2011, Pukekohe Raceway was served an abatement notice by Auckland Council for the production of smoke that crossed the boundary on Station Road. This followed a complaint from surrounding areas. Since then, there has been no drifting event held at Pukekohe Raceway (Rolfe, 2014).

Synthesis: An inevitable consequence of drifting is the discharge of smoke and odour, from the car tires and possibly also from the brakes. This can produce nuisance effects. and release the discharges, which can adversely affect amenity values. Amenity values are “those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes." Hence, to protect the amenity values of potentially non-sympathetic neighbours, it is essential that the drifting events be held in locations with sufficient separation distances from sensitive land users (Rolfe, 2014).

**b) George Motor Club**

George Motor Club is an established motorsport club that was established in 1970. The motorclub is located at the foot of the Outeniqua Mountains in George, on the Garden Route, in the Western Cape Province of South Africa. The motor club is known nationally and internationally for its dirt oval racetrack, driver and spectator facilities, and exhilarating racing[7]. However, considering that the race circuit is adjacent to a suburb, there have been complaints levelled against the motor club.

**c) Killarney Racetrack**

Killarney racetrack houses facilities for various disciplines of sporting categories; these include karting, clubman’s racing, classic car racing, GTi challenge racing, fine car racing, Formula Libre, single seater racing, the sports & GT series, circuit racing, drag racing, strip racing, motorcycles, formula supercars, master V8 series, rally cross, marshals, a skid-pan (for advanced driver training), a 800-metre drag strip (for robot racing), oval track, motocross circuit, and clubhouse. Karting is regarded as a building block for young talents and enthusiasm in motorsports. Killarney racetrack boosts success in karting given its role in road safety and transformation. Hence, Killarney racetrack offers a complex that supports this code and hosts over eight rounds of the Western Cape Karting Champions and South African Champions throughout the year. This motorsport category continues to dominate both national and international series. As a

[7] https://gardenroutedirectory.co.za/listings/george-motor-club/

result, Killarney continues to invest and develop this category (Mills, 2020). Killarney racetrack hosts drag racing and draws competitors across the Western Cape from towns such as George and Knysna. Drag racing events provide a great introduction to motorsports, and competitors are able to use their own road-legal cars on the racing circuit. Among events in drag racing are the Street2Strip event and the WPMC Club Drag Racing events, which often runs bigger events and attracts more competitors and spectators (Mills, 2020).

While the motorsports industry yields positive economic benefits, noise pollution during sporting events can have negative environmental, health, and social impacts where racing tracks are located near settlements. Thus, noise pollution may influence health conditions such as high stress levels, sleep disturbances, and hearing loss (Kravchenko & Nosov, 2011). In addition, motorsport conflicts with nature preservation as a result of "contamination of the physical environment (from emissions of exhaust gases or through the noise (sound intensity)) or deterioration of ecosystems (from driving on paved roads in environmentally sensitive areas)" (Doytchev, 2019, p. 861). The impact of noise pollution and environmental hazards can be managed through the observation of appropriate measures and the exercise of sporting activities in suitable areas. Areas where motorsport activities can be carried out include abandoned warehouses and industrial areas, including military bases and abandoned airports. Sports arenas and stadiums are facilities that also provide opportunities where racing activities can be carried out (Doytchev, 2019).

## 6.4. Conclusion

The literature reviewed in this section has sought to provide an understanding of the role of industrial development, including the impact of tourism and recreation and the motorsports fraternity retail centres from a South African point of view but drawing from international experience. It was important to align with existing knowledge and case studies in order to inform key aspects that this proposed development could draw lessons from. In assessing the literature relevant to this development, it is clear that industrial development and motorsport have a positive impact that would otherwise impact communities negatively. Hence, impacts identified from this literature analysis will inform relevant mitigation measures in Section 8 of this assessment.

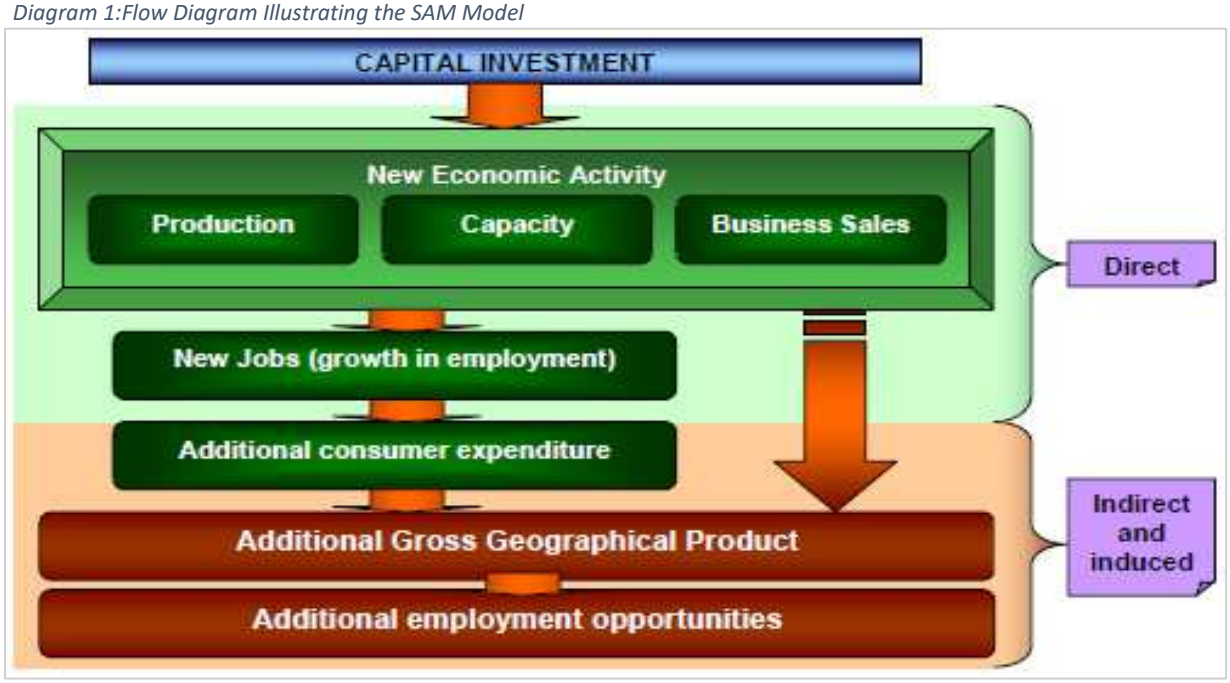
# Section Seven: The Social Accounting Matrix (SAM) Impact Model

## 7.1. Introduction

The following section seeks to develop an economic impact model that would assess the potential impact of the expansion of Mossdustria, the development of a raceway, and a solar energy facility on the local economy's production, GDP, employment, and income. The SAM Impact Model evaluates the Capital Expenditures (CAPEX) and Operational Expenditures (OPEX) associated with the construction and maintenance of the proposed development.

The SAM Modelling is illustrated in Diagram 1.

*Diagram 1:Flow Diagram Illustrating the SAM Model*




*Source: Urban Concepts, 2023*

According to Diagram 1, the types of socio-economic impacts measured, namely, direct, and indirect impacts are explained in detail:

- **Direct Impacts** – changes in local business activity occurring as a direct result or consequence of public or private sector capital expenditure. Direct economic effects are generated when the new business creates new jobs and purchases goods and services to operate the new facility. Direct impacts result in an increase in job creation, production, business sales, and household income.
- The multiplicative effects can be grouped into two distinct effects, namely:

i. **Indirect Impacts** – occur when the suppliers of goods and services to the new business experience larger markets and the potential to expand. Indirect impacts result in an increase in job creation, GDP, and household income.

ii. **Induced Impacts** – represent further shifts in spending on food, clothing, shelter and other consumer goods and services as a consequence of the change in workers and payroll of directly and indirectly affected businesses. This leads to further business growth/decline throughout the local economy. Examples include the income of employees and shareholders of the project as well as the income arising through the backward linkages of this spending in the economy. The impact is sometimes confused with the forward linkages of a project.

## 7.2. Construction Expenditure (CAPEX)

Capital Expenditure refers to expenditure for the purchase or costs of plant machinery, assets, land costs, and top structures and infrastructure. These expenditures were compiled to produce output levels of direct, indirect, and induced economic impacts, including the overall impact per sector. Table 12 below shows the CAPEX project assumptions for the extension of Mossdustria, the development of a motorsport arena, and a solar energy facility.

*Table 12: CAPEX Project Assumptions Development*

| CAPEX Assumptions | | |
|---|---|---|
| **Bulk Engineering Services** | R86,3 million | 4% |
| **Top Structure Costs** | R1,9 billion | 79% |
| **Electrical** | R431,5 million | 18% |
| **Total** | R2,4 billion | 100% |

*Source: Urban-Econ (2023)*

Based on the table above, Table 13 presents the outcomes of the impact modelling in terms of overall value as a result of capital expenditure.

*Table 13: Direct, Indirect, and Induced Impacts of CAPEX (R Millions)*

| CAPEX - Entire Development | | | | |
|---|---|---|---|---|
| | **Direct** | **Indirect** | **Induced** | **Total** |
| **Production** | R2,4 billion | R3,2 billion | R1,4 billion | R7,0 billion |
| **GDP** | R548.7 million | R1,1 billion | R579.7 million | R2,2 billion |
| **Employment** | 1,417 | 5,481 | 1,865 | 8,763 |
| **Income** | R319.7 million | R521.7 million | R233.4 million | R1,0 billion |

*Source: Urban-Econ (2023)*

Given the results presented in Table 13, the following can be concluded: The extension of Mossdustria and the development of a racecourse and solar facility are estimated to generate R7.1 billion in total production and new business sales. In terms of Gross Geographical Product, this development is estimated to generate R2,2 billion for the local economy. In respect of employment, considering direct, indirect, and induced employment, it is estimated that a total of 8,763 jobs will be generated as a result of the CAPEX of this development. Out of the total jobs created as a result of the CAPEX, 1 417 are direct, 5 481 are indirect, and 1 865 are induced jobs. Furthermore, the CAPEX investment costs that will transpire as a result of the development of this will have a total impact of R1,0 billion on income.

## 7.3. Operational Expenditure (OPEX)

The operational expenditures of the proposed development are activities that will resume after the construction has been finalized. This consists of maintenance services, jobs, income, activities, and events that will continue throughout the lifespan of the development. Table 14 below shows the OPEX project assumptions for the extension of Mossdustria, the development of a motorsport arena, and a solar energy facility.

*Table 14: OPEX Project Assumptions Development*

| OPEX Assumptions | | |
|---|---|---|
| **Solar Power Facility** | R5,5 million | 5% |
| **Industrial Development** | R12,7 million | 13% |
| **Motor Arena** | R82,4 million | 82% |
| **Total** | R100,6 million | 100% |

*Source: Urban-Econ (2023)*

Table 15 presents the outcomes of the impact modelling in terms of the direct, indirect, and induced impacts on OPEX production.

*Table 15:Direct, Indirect, and Induced Impacts of OPEX Production (R Millions)*

| PRODUCTION (R, millions) | | | | |
|---|---|---|---|---|
| **Project** | **Direct** | **Indirect** | **Induced** | **Total** |
| **Alternative Energy** | R5.5million | R2.9 million | R3.1 million | R11.5 million |
| **Industrial Development** | R24.8 million | R16.0 million | R8.0 million | R48.8 million |
| **Motor Arena** | R70.3 million | R41.9 million | R46.3 million | R158.5 million |
| **Total** | R100.6 million | R60.8 million | R57.4 million | R218.8 million |

*Source: Urban-Econ (2023)*

The operation of the proposed development is estimated to generate R 11.5, R 48.8, and R 158.5 million for the installation of alternative energy, industrial development, and development of a motor arena in total production and new business sales, respectively. When considering direct, indirect, and induced impacts as a result of the OPEX of the extension of Mossdustria, the development of a motor arena and alternative energy, it is estimated to generate R218.8 million in total production and new business sales.

Table 16 presents the outcomes of the impact modelling in terms of the direct, indirect, and induced impact on OPEX Gross Value Added.

*Table 16:Direct, Indirect, and Induced Impacts of OPEX GDP (R Millions)*

| GDP (R, millions) | | | | |
|---|---|---|---|---|
| **Project** | **Direct** | **Indirect** | **Induced** | **Total** |
| **Alternative Energy** | R2.7 million | R1.2 million | R1.2 million | R5.1 million |
| **Industrial Development** | R4.7 million | R5.1 million | R3.2 million | R13.0 million |
| **Motor Arena** | R36.9 million | R18.8 million | R18.7 million | R74.4 million |
| **Total** | R44.3 million | R25.1 million | R23.1million | R92.5 million |

*Source: Urban-Econ (2023)*

The estimated Gross Geographical Product that will be generated as a result of the OEPX expenditure in the installation of alternative energy, industrial development, and motor mecca is R5.1, R13.0, and R74.4 million, respectively. When considering direct, indirect, and induced impact as a result of the OPEX of the proposed development, it is estimated that a total of R92.5 million in total GGP will be generated.

Tables 17 presents the outcome of the impact modelling in terms of the direct, indirect, and induced impact on Employment.

*Table 17: Direct, Indirect, and Induced Impacts of OPEX Employment*

| Employment | | | | |
|---|---|---|---|---|
| **Project** | Direct | Indirect | Induced | Total |
| **Alternative Energy** | 2 | 4 | 4 | 10 |
| **Industrial Development** | 27 | 19 | 10 | 56 |
| **Motor Arena** | 98 | 53 | 60 | 211 |
| **Total** | 127 | 76 | 74 | 277 |

*Source: Urban-Econ (2023)*

The overall impact on employment when considering direct, indirect, and induced employment as a result of the OPEX of the proposed development is a total of approximately 277 opportunities. This translates

to 10 job opportunities that will be created as a result of the installation of alternative energy, while 56 job opportunities will be created as a result of the development of the industrial area. The Motor Arena will account for 211 job opportunities that will be created in the OPEX of the proposed development.

Table 18 presents the outcomes of the impact modelling in terms of the direct, indirect, and induced impact on income.

*Table 18:Direct, Indirect, and Induced Impacts of OPEX Income (R Millions)*

| INCOME (R, millions) | | | | |
|---|---|---|---|---|
| **Project** | **Direct** | **Indirect** | **Induced** | **Total** |
| **Alternative Energy** | R1.0 million | R0.5 million | R0.5 million | R2.0 million |
| **Industrial Development** | R2.2 million | R2.1 million | R1.3 million | R5.6 million |
| **Motor Arena** | R17.9 million | R7.4 million | R7.5 million | R32.8 million |
| **Total** | R21.1 million | R10.0 million | R9.3 million | R40.4 million |

*Source: Urban-Econ (2023)*

The OPEX investment costs as a result of the proposed development will have an overall impact of R40.4 million on income. This is also taking into account the indirect and induced investment costs that will be generated from the installation of alternative energy (R2.0 million), industrial development (R5.6 million), and R32.8 million.

Table 19 presents the outcomes of the impact modelling in terms of overall value as a result of OPEX capital expenditure.

*Table 19: Direct, Indirect, and Induced Impacts of OPEX (R Millions)*

| OPEX - Entire Development | | | | |
|---|---|---|---|---|
| | **Direct** | **Indirect** | **Induced** | **Total** |
| **Production** | R11.5 million | R48.8 million | R158.5 million | R218.8 million |
| **GDP** | R5.1 million | R13.0 million | R74.4 million | R92.5 million |
| **Employment** | 10 | 56 | 211 | 277 |
| **Income** | R2.0 million | R5.6 million | R32.8 million | R40.4 million |

*Source: Urban-Econ (2023)*

Given the results presented in Table 17, the following can be concluded: The proposed development is estimated to generate R218.8 million in total production and new business sales. In terms of Gross Geographical Product, this development is estimated to generate R92.5 million for the local economy. In terms of employment, it is estimated that a total of 277 jobs will be generated as a result of OPEX. Of the

total jobs created as a result of the OPEX, 10 are direct, 56 are indirect, and 211 are induced jobs. Furthermore, the OPEX investment costs that will transpire as a result of this development will have a total impact of R40.4 million on income.

## 7.4. Conclusion

The impact modelling exercise involves the calculation and assessment of the socioeconomic direct, indirect, and induced impacts during the construction and operational phases of the proposed development. The extension of Mossdustria, the development of a raceway course, and the installation of a solar energy facility will provide a significant amount of new economic activity during the construction phase and ongoing operation of the development. The impact was modelled in terms of new business sales (production), GDP, and job creation. The development will undoubtedly have a considerable impact on the local and regional economies, as shown by the modeling in this section.

# Section Eight: Impact Analysis

## 8.1. Introduction

This chapter presents an analysis of the socio-economic impacts that are expected to ensue as a result of the development of the proposed project and an evaluation of these impacts according to the predefined criteria. The potential socio-economic impacts identified arise because of the construction and operational phases of the proposed development; thus, the impacts are assessed for the construction and operational phases, where applicable.

## 8.2. Identified Impacts

The socio-economic impacts were measured for the construction and operation phases of the development. The socio-economic impact during construction is temporary in nature, whereas operational effects are long-term.

Table 20 list the potential impacts during the construction and operational phases associated with the proposed development.

*Table 20: Identified Impacts*

| Construction | Operation |
|---|---|
| Impact on Production and Local Economy (GVA) | Impact on Production and Local Economy (GVA) |
| Impact on Employment | Impact on Employment |
| Impact on Household Income | Impact on Household Income |
| Impact on noise, dust, and pollution | Sustainable noise impact of the solar energy facility, industrial development, and motorsport arena during operation. |
| Impact on traffic flows along access routes | Impact on Mossel Bay Tourism |
| Impact on HIV/ AIDs, STDs and Tuberculosis | Impact on alternative energy supply |
| | Impact on local business development in Mossel Bay |
| | Impact on Mossdustria |
| | Impact on traffic flow |
| | Impact on the automotive industry in Mossel Bay |
| | Landscape and Visual Impact |

## 8.3. Methodology

Table 21 presents the methodology utilised to assess the identified impacts.

*Table 21: Impact Assessment Methodology*

| Extent | Explanation | Scoring |
|---|---|---|
| **Footprint** | The impacted area extends only as far as the activity, such as the footprint occurring within the total site area. | 1 |
| **Site** | The impact could affect the whole or a significant portion of the site. | 2 |
| **Regional** | The impact could affect the area around the site including neighbouring farms, transport routes and adjoining towns. | 3 |
| **National** | The impact could have an effect that expands throughout the country (South Africa). | 4 |
| **International** | The impact has international ramifications that go beyond the boundaries of South Africa | 5 |
| **Duration** | **Explanation** | **Scoring** |
| **Short term** | The impact will either disappear with mitigation or will be mitigated through a natural process in a period shorter than any of the development phases. | 1 |
| **Short to medium term** | The impact will be relevant through to the end of the construction phase. | 2 |
| **Medium-term** | The impact will last up to the end of the development phases, whereafter it will be entirely negated. | 3 |
| **Long term** | The impact will continue or last for the entire lifetime of the development but will be mitigated by direct human action or by natural processes thereafter. | 4 |
| **Permanent** | The only impact class is non-transitory. Mitigation by man or natural process will not occur in such a way or time span that the impact can be considered transient. | 5 |
| **Intensity** | **Explanation** | **Scoring** |
| Low | Impact alters the affected environment in such a way that the natural processes or functions are not affected. | 2 |

| Extent | Explanation | Scoring |
|---|---|---|
| **Low-Medium** | Impact alters the affected environment in such a way that the natural processes or functions are slightly affected. | 4 |
| **Medium** | The affected environment is altered, but functions and processes continue, albeit in a modified way. | 6 |
| **Medium-High** | The affected environment is altered, and the functions and processes are modified immensely. | 8 |
| **High** | The function or process of the affected environment is disturbed to the extent where the function or process temporarily or permanently ceases. | 10 |
| **Probability** | **Explanation** | **Scoring** |
| **Improbable** | The possibility of either impact occurring is none, due to the circumstances, design, or experience. The chance of this impact occurring is thus zero (0%). | 1 |
| **Possible** | The possibility of the impact occurring is very low, either due to the circumstances, design, or experience. The chances of this impact occurring are defined as 25%. | 2 |
| **Likely** | There is a possibility that the impact will occur to the extent that provisions must therefore be made. The chances of this impact occurring are defined as 50%. | 3 |
| **Highly Likely** | It is most likely that the impacts will occur at some stage of the Development. Plans must be drawn up before carrying out the activity. The chances of this impact occurring are defined as 75%. | 4 |
| **Definite** | The impact will take place regardless of any prevention plans, and only mitigation actions or contingency plans to contain the effect can be relied upon. The chance of this impact occurring is defined as 100%. | 5 |
| Confidence | Explanation | |
| **Low** | Judgement is based on intuition and not on knowledge or information. | |
| **Medium** | Judgement is based on common sense and general knowledge. | |
| **High** | Judgement is based on scientific and/or proven information. | |

| Extent | Explanation | Scoring |
|---|---|---|
| | | |
| **Reversibility** | **Explanation** | |
| **Yes** | The affected environment will be able to recover from the impact. | |
| **No** | The affected environment, which is permanently modified, will be unable to recover from the impact. | |
| **Replicability** | **Explanation** | |
| **Yes** | The affected environment is replaceable, that is, an irreplaceable resource is not damaged, or the resource is not irreplaceable (not scarce). | |
| **No** | The affected environment is irreplaceable. | |
| Significance | Description | Scoring |
| **No impact** | There is no impact | 0-10 |
| **Low** | Impacts are less important. Some mitigation is required to reduce the negative impacts. | 11-30 |
| **Medium** | Impacts are important and require attention. Mitigation is required to reduce the negative impacts. | 31-60 |
| **High** | Impacts are of high importance. Mitigation is essential to reduce the negative impacts. | 61 – 89 |
| **Fatal Flaw** | Impacts present a fatal flaw, and alternatives must be considered | 90-100 |

## 8.4. Impact Assessment

### 8.4.1. Impact on Production and Local Economy (GVA)

#### 8.4.1.1. Temporary Impact on Production and Local Economy (GVA)

Table 22 highlights the temporary impact on production and gross domestic product during construction.

*Table 22:Temporary Impact on Production and Local Economy (GVA)*

| Temporary Impact on Production and Local Economy (GVA) | |
|---|---|
| Description of Impact | |
| This refers to direct and indirect impacts that will stimulate the GVA of the local economy as a result of the proposed development. The Social Accounting Matrix (SAM) Impact Model in Section 7 of this document makes provision for the possible impact on Gross Domestic Product that the proposed development will have on the local and regional economic base given the following factors:<br>- The proposed development is projected to equate to a direct, indirect, and induced impact on production and new business sales.<br>- Direct impacts will be a measure of the primary impacts, which are changes that occur in "front-end" businesses that would initially incur expenditures and receive revenue as a direct result of the operations and activities during the construction phase. These will include labour, materials, supplies, and capital.<br>- Indirect / supply-chain impacts will be measured from changes in the activity of suppliers of the "front end" businesses. These include the purchase of goods and services and the hire of labour by the suppliers in order to meet the demand.<br>- Induced impacts stem from household spending of Labor Income, after removal of taxes, savings, and commuter income. The induced impacts are generated by the spending of the employees within the business' supply chain.<br><br>The SAM model estimates that the construction phase will have an overall impact of R7,1 billion on production and new business sales, while R2,2 billion on local GDP. A total of 8,763 temporary jobs will be created, while R 1,0 billion will be generated from income as a result of additional jobs created.<br>An estimated expenditure of approximately R2.4 billion on the proposed development is projected to stimulate the local and regional economies although limited duration during construction. Subsequently, activities that revamp the functions of the economy will stimulate the local and regional household income. | |
| Nature of Impact | Positive |

| Phases | Construction | | | |
|---|---|---|---|---|
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Short to medium-term (2) | Short to medium-term (2) | Not Applicable | Not Applicable |
| Intensity | Medium-High (8) | High (10) | Not Applicable | Not Applicable |
| Probability | Highly Likely (4) | Highly Likely (4) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Benefits are sustained only over project's lifespan | Benefits are sustained only over project's lifespan | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | Medium (52) | Medium (60) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. | | | |
| Mitigation actions | | | | |
| The following measures are recommended: | - The developer should encourage the contractor to increase local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the benefits to the local economies.<br>- The developer should engage with local authorities and business organisations to investigate the possibility of procuring construction materials, goods, and products from local suppliers. | | | |
| Monitoring | | | | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. | | | |

| Cumulative impacts | | |
|---|---|---|
| Nature of cumulative impacts. | The Future Development Scenarios proposed by the Mossel Bay Local Municipality could potentially have a domino effect if they are approved and administered simultaneously with the proposed development. Thus, this will stimulate the local and regional economies across various sectors of the economy. | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | Medium | Medium |

#### 8.4.1.2. Sustainable Impact on Production and Local Economy (GVA

Table 23 highlights the sustainable impact on production and gross domestic product during operation.

*Table 23: Sustainable Impact on Production and Local Economy (GVA)*

| Sustainable Impact on Production and Local Economy (GVA) | |
|---|---|
| Description of Impact | |
| Production and gross domestic product will have the strongest impacts on economic activity. The production effect refers to that which is created when demand for the goods generated requires construction, which then creates business sales as developers require a supply of operational inputs. The operational stage of development increases household earnings for individuals who earn a wage from long-term employment at the project, which is referred to as the "consumption effect." Consequently, household expenditures go up. These two outcomes boost regional GDP while boosting economic activity. The developer is recommended to get the supplies they need for the facility's functioning from regional vendors.<br>The local economy will be stimulated through induced impacts, which will result from activities that occur in response to opportunities and activities associated with the new development; that is, tapping into new resources, potential employment, household spending, and investment opportunities. The induced effects will be generated by the spending of the employees within the business supply chain. In hindsight, the overall impact on production and GDP as a result of the proposed development will equate to approximately R218.7 million and R92.5 million, respectively, during operation. | |
| Nature of Impact | Positive |
| Phases | Operation |

| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
|---|---|---|---|---|
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Long-term (4) | Long-term (4) | Not Applicable | Not Applicable |
| Intensity | Medium (4) | Medium-High (8) | Not Applicable | Not Applicable |
| Probability | High Likely (4) | Highly Likely (4) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Benefits are sustained only over project's lifespan | Benefits are sustained only over project's lifespan | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | Medium (44) | Medium-High (60) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. | | | |
| Mitigation actions | | | | |
| The following measures are recommended: | The developer of the proposed development should be encouraged to, as far as possible, procure materials, goods and products required for the operation and maintenance of the facility from local suppliers to increase the positive impact in the local economy. | | | |
| Monitoring | | | | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. | | | |
| Cumulative impacts | | | | |
| Nature of cumulative impacts. | The Future Development Scenarios proposed by the Mossel Bay Local Municipality could potentially have a domino effect if they are approved and administered simultaneously with the proposed development. Thus, this will | | | |

| | | |
|---|---|---|
| | stimulate the local and regional economies across various sectors of the economy. | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | Medium | Medium |

### 8.4.2. Impact on Employment

#### 8.4.2.1. Temporary Impact on Employment Provision

Table 24 highlights the temporary impact on employment during construction.

*Table 24: Temporary Impact on Employment Provision*

| Temporary Impact on Employment Provision | |
|---|---|
| Description of Impact | |
| Direct employment will be created during construction, with labour recruited by contractors, sub-contractors and professional teams across both skilled and unskilled categories. Indirect employment will arise in upstream industries and sectors that supply tools, materials, plant and equipment, while induced employment will be supported through increased household spending as those benefiting from direct and indirect jobs purchase additional goods and services in the local and wider economy. Beyond the construction site itself, the project will therefore generate positive spin-offs for employment in other sectors at both local and national level, even though these effects will be temporary in nature. The proposed development is expected to create 1 417 direct jobs, 5 481 indirect jobs and 1 865 induced jobs, amounting to approximately 8 763 temporary employment opportunities over the construction period. In line with the observed gender gap in labour force participation, where males account for a higher share of the employed population and females a higher share of the not-economically active population, deliberate gender-responsive recruitment is recommended to ensure that women benefit more equitably from these opportunities. This should include encouraging contractors to prioritise local hiring from Mossel Bay for suitable positions, actively promoting women's access to both skilled and semi/low-skilled roles, and integrating fair and inclusive employment practices to narrow existing gender disparities in employment outcomes. | |
| Nature of Impact | Positive |
| Phases | Construction |

| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
|---|---|---|---|---|
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Short to medium term (2) | Short to medium term (2) | Not Applicable | Not Applicable |
| Intensity | Medium-High (8) | High (10) | Not Applicable | Not Applicable |
| Probability | Highly Likely (4) | Highly Likely (4) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Benefit terminated with end of construction | Benefit terminated with end of construction | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | Medium (52) | Medium (60) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. | | | |
| Mitigation actions | | | | |
| The following measures are recommended: | - Community participation with relevant stakeholders is important.<br>- Co-ordinate with the local municipality and relevant labour unions to inform the local labour force about the proposed project and the jobs that can potentially ensue.<br>- Establish a local skills desk in Mossel Bay to determine the potential skills that could be sourced in the area.<br>- Recruit local labour as far as feasible.<br>- Employ labour-intensive methods in construction where feasible.<br>- Sub-contract to local construction companies, particularly SMMEs and BBBEE compliant enterprises, where possible.<br>- Use local suppliers where feasible and arrange with the local SMMEs to provide transport, catering, and other services to the construction crews. | | | |

| | | |
|---|---|---|
| | - Set clear expectations with contractors to promote fair recruitment of both women and men for suitable construction roles, and avoid unnecessary barriers that exclude women.<br>- Provide a safe, respectful working environment through a code of conduct that prohibits discrimination, harassment and gender-based violence, with simple reporting and follow-up procedures.<br>- Ensure basic gender-sensitive facilities and conditions on site, including appropriate PPE, safe sanitation and secure transport arrangements for all workers.<br>- Offer basic training and on-the-job learning opportunities that are open to women as well as men, helping to improve longer-term employability in the construction sector. | |
| Monitoring | | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. | |
| Cumulative impacts | | |
| Nature of cumulative impacts. | The Future Development Scenarios proposed by the Mossel Bay Local Municipality could potentially have a domino effect if they are approved and administered simultaneously with the proposed development. Thus, this will stimulate the local and regional economy across various sectors of the economy. | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | Medium | Medium |

#### 8.4.2.2. Sustainable Impact on Employment Provision

Table 25 highlights the sustainable impact on employment during operation.

*Table 25: Sustainable Impact on Employment Provision*

| Sustainable Impact on Employment Provision |
|---|
| Description of Impact |

| | | | | |
|---|---|---|---|---|
| Indirect employment will be created in backward-linked industries that supply tools, materials, and equipment for the maintenance of Mossdustria, while induced employment will arise as households benefiting from these direct and indirect jobs spend their increased income on goods and services in the wider economy. The operation of Mossdustria will generate permanent jobs for cleaning, landscaping, security, and maintenance personnel, as well as in the Motor Arena, which will host driver safety training (including for the taxi industry) and advanced driver programmes for major manufacturers, together accounting for an estimated 211 permanent employment opportunities compared with 10 from the alternative energy supply and 56 from the industrial area. Given existing gender disparities in employment participation, these positions should be structured and targeted to promote more inclusive access for women, particularly in support, administrative, safety, and training roles, and through fair recruitment practices, skills development, and non-discriminatory workplace policies that enable women to benefit more equitably from the total employment pool of 211 operational jobs relative to the 10 and 56 jobs associated with the other project components. | | | | |
| Nature of Impact | Positive | | | |
| Phases | Operation | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Long Term (4) | Long Term (4) | Not Applicable | Not Applicable |
| Intensity | Low-medium (4) | Medium (6) | Not Applicable | Not Applicable |
| Probability | Highly Likely (4) | Highly Likely (4) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Benefits are sustained only over project's lifespan | Benefits are sustained only over project's lifespan | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | Medium (44) | Medium (52) | Not Applicable | Not Applicable |

| | |
|---|---|
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. |
| Mitigation actions | |
| The following measures are recommended: | - Where possible, local labour should be considered for employment so as to increase the positive impact on the local economy.<br>- As far as possible, local small and medium enterprises should be approached to investigate the opportunities for supplying inputs required for the maintenance and operation of the development.<br>- Adopt and enforce a clear gender equity and non-discrimination policy, with zero tolerance for harassment and gender-based violence.<br>- Use fair, transparent, skills-based recruitment and promotion processes, and set internal goals to increase women's participation across suitable operational roles.<br>- Provide targeted training and mentoring for women to support entry into, and progression within, operational and supervisory positions.<br>- Ensure safe, supportive working conditions for all staff, including appropriate facilities, safe transport where relevant, and confidential grievance mechanisms.<br>- Regularly monitor workforce data by gender and engage with employees to identify barriers, then adjust policies and practices to improve gender equity over time. |
| Monitoring | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. |
| Cumulative impacts | |
| Nature of cumulative impacts. | The Future Development Scenarios proposed by the Mossel Bay Local Municipality could potentially have a domino effect if they are approved and administered simultaneously with the proposed development. Thus, this will |

| | | |
|---|---|---|
| | stimulate the local and regional economies across various sectors of the economy. | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | Medium | Medium |

### 8.4.3. Impact on Household Income

#### 8.4.3.1. Temporary Impact on Household Income

Table 26 highlights the temporary impact on household income during construction.

*Table 26: Temporary Impact on Household Income*

| Temporary Impact on Household Income | | | | |
|---|---|---|---|---|
| Description of Impact | | | | |
| During the construction period, the proposed development will generate temporary employment. In turn, this will generate a total of R319.6 million in direct income, R521.7 million in indirect income, and R233.3 million in induced income for new labour across the various skill sets (skilled, semi-skilled, and unskilled labour). In total, temporal employment will generate approximately R1 billion in income. Although it will be temporary, this boost in household income will have a positive impact on things like nutrition, living circumstances, access to better healthcare, the availability of additional educational opportunities, and the freedom to make financial decisions.<br>The employment generated will result in the reinvestment of spending into the local economy due to the higher disposable income. The revenue created within the confines of the local economy will receive an immediate, albeit brief, boost during the construction phase, which will in turn temporarily raise disposable income. | | | | |
| Nature of Impact | Positive | | | |
| Phases | Construction | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Short to medium-term (2) | Short to medium-term (2) | Not Applicable | Not Applicable |

| | | | | |
|---|---|---|---|---|
| Intensity | Medium-High (8) | High (10) | Not Applicable | Not Applicable |
| Probability | Highly Likely (4) | Highly Likely (4) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Benefit terminated with end of construction | Benefit terminated with end of construction | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | Medium (52) | Medium (60) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. | | | |
| Mitigation actions | | | | |
| The following measures are recommended: | - Recruit local labour as far as feasible.<br>- Employing labor-intensive methods in construction where feasible.<br>- Sub-contract to local construction companies, particularly SMMEs and BBBEE compliant enterprises, where possible<br>- Use local suppliers where feasible and arrange with the local SMMEs to provide transport, catering, and other services to the construction crews. | | | |
| Monitoring | | | | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. | | | |
| Cumulative impacts | | | | |
| Nature of cumulative impacts. | The Future Development Scenarios proposed by the Mossel Bay Local Municipality could potentially have a domino effect if they are approved and administered simultaneously with the proposed development. If construction of all proposed projects occurs simultaneously, then it is likely that the cumulative impact will be notable not only at the local level but also at the metropolitan and provincial levels. An increase in household income will indirectly have an impact on the broader economic base. | | | |

| Rating of cumulative impacts | Without Mitigation | With Mitigation |
|---|---|---|
| | Medium | Medium |

#### 8.4.3.2. Sustainable Impact on Household Income

Table 27 highlights the sustainable impact on household income during operation.

*Table 27: Sustainable Impact on Household Income*

| Sustainable Impact on Household Income | | | | |
|---|---|---|---|---|
| Description of Impact | | | | |
| The creation of permanent employment opportunities will have a positive impact on sustainable household income. This will boost long-term income levels, which will improve the general livelihoods of the local population. Long-term income will help sustain improved choices that enhance life, such as health, nutrition, healthy living conditions, access to education, and broad economic choices. In total, the operational activities of the proposed development will generate a total income of approximately R40.4 million. | | | | |
| Nature of Impact | Positive | | | |
| Phases | Operation | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Long-Term (4) | Long-Term (4) | Not Applicable | Not Applicable |
| Intensity | Low (2) | Low-Medium (4) | Not Applicable | Not Applicable |
| Probability | Highly Likely (4) | Highly Likely (4) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Benefits are sustained only over project's lifespan | Benefits are sustained only over project's lifespan | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | Medium (36) | Medium (44) | Not Applicable | Not Applicable |

| | | |
|---|---|---|
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. | |
| Mitigation actions | | |
| The following measures are recommended: | - Where possible, the local labour supply should be considered for employment opportunities to increase the positive impact on the area's economy.<br>- As far as feasible, local small and medium enterprises should be approached to investigate the opportunities for supply inputs required for the maintenance and operation of the facilities. | |
| Monitoring | | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. | |
| Cumulative impacts | | |
| Nature of cumulative impacts. | The Future Development Scenarios proposed by the Mossel Bay Local Municipality could potentially have a domino effect if they are approved and administered simultaneously with the proposed development. If construction of all proposed projects occurs simultaneously, then it is likely that the cumulative impact will be notable not only at the local level but also at the metropolitan and provincial levels. A sustainable increase in household income will indirectly have an impact on the broader economic base. | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | Medium | Medium |

### 8.4.4. Impact on Noise, Dust, and Pollution

#### 8.4.4.1. Temporary Impact on Noise, Dust and Pollution

Table 28 highlights the temporary impact on noise, dust, and pollution during construction.

*Table 28: Temporary Impact on noise, dust, and pollution*

| Temporary Impact on noise, dust, and pollution | | | | |
|---|---|---|---|---|
| Description of Impact | | | | |
| Construction activities that will take place during the introduction of the new development and infrastructure will require the use of large equipment and machinery that will generate noise and dust. This will have an impact on the current businesses in Mossdustria. The surrounding road networks delineated in Section 2.3.3 will serve as major routes along which most of the construction vehicles will travel into the site. This activity is inevitable; however, measures can be put in place to regulate operational times and nuisances that can cause disruptions. | | | | |
| Nature of Impact | Negative | | | |
| Phases | Construction | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Short to medium-term (2) | Short to medium-term (2) | Not Applicable | Not Applicable |
| Intensity | Medium-High (8) | Medium (6) | Not Applicable | Not Applicable |
| Probability | Definite (5) | Highly Likely (4) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Impact terminated with end of construction | Impact terminated with end of construction | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | High (65) | High (44) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. | | | |
| Mitigation actions | | | | |

| | | |
|---|---|---|
| The following measures are recommended: | - Implement suitable dust management and prevention measures during the construction phase.<br>- Normal working hours(07H00-17H00) should be adhered to at all times, and changes to these times should be communicated in advance. | |
| Monitoring | | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. | |
| Cumulative impacts | | |
| Nature of cumulative impacts. | Not Applicable | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | High | Medium |

### 8.4.5. Impact on Traffic Flows Along Access Routes

#### 8.4.5.1. Sustainable Impact on Traffic Flows Along Access Routes

Table 29 highlights the sustainable impact on traffic flows along access routes during construction.

*Table 29: Sustainable Impact on Traffic Flows Along Access Route*

| Sustainable Impact on Traffic Flows Along Access Routes |
|---|
| Description of Impact |
| A Traffic Impact Assessment was conducted by Lukhozi Consulting Engineers to access the traffic impact of the proposed development on the adjacent road network, R327 and in particular the intersection of National Road N2 and **R327.** The following was concluded based on the assessment:<br>- During construction, it was observed that the available shoulder sight distances in the northerly and southerly directions along the R327 at the Motorsport Arena's primary access exceeded the minimum requirements for a passenger car and heavy vehicle for a 100 km/h speed limit.<br>- Access to the Motorsport Arena and related businesses will be provided via two new access points. The primary access intersection will be located on the R327, opposite the existing access to the Reed Valley Farm. Alternative / emergency access to the Motorsport Arena may be provided from the north via a new link road extension of Barrie Street. |

| | | | | |
|---|---|---|---|---|
| - The proposed development will generate peak-hour traffic combined with normal traffic growth in the N2 and R327. This is based upon an assessment that suggested that the potential peak hour vehicle trip generation for the respective development components is 252 trips during the Friday PM peak hour and 476 trips during the Saturday AM peak hour. The Friday PM peak hour was identified to occur between 15:45 and 16:45, while the Saturday AM peak hour occurred between 11:45 and 12:45 in the study area. | | | | |
| **Nature of Impact** | Negative | | | |
| **Phases** | Construction | | | |
| **Alternatives** | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| **Criteria** | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| **Extent** | Site (2) | Site (2) | Not Applicable | Not Applicable |
| **Duration** | Long-Term (4) | Long-Term (4) | Not Applicable | Not Applicable |
| **Intensity** | Low-Medium (4) | Low (2) | Not Applicable | Not Applicable |
| **Probability** | Likely (3) | Likely (3) | Not Applicable | Not Applicable |
| **Confidence** | High | High | Not Applicable | Not Applicable |
| **Reversibility** | Issue sustained over project lifespan | Issue sustained over project lifespan | Not Applicable | Not Applicable |
| **Replicability** | Yes | Yes | Not Applicable | Not Applicable |
| **Significance** | Low (30) | Low (24) | Not Applicable | Not Applicable |
| **Degree to which the impact can be mitigated.** | There is a significant chance to improve the impact by implementing the mitigation measures below. | | | |
| **Mitigation actions** | | | | |
| **The following measures are recommended:** | Mitigation measures based on the assessment by Lukhozi Consulting Engineers recommend the following:<br>- Given the planned future development of the land to the west of the R327 between Mossdustria and the N2, consideration should be given to the reduction of the speed limit from 100 km/h to 80 km/h on the R327 as the | | | |

| | |
|---|---|
| | area develops and vehicle volumes increase, which would reduce the minimum shoulder sight distance.<br>- It is recommended that a minimum shoulder sight distance of 300 m be maintained for single-unit trucks at the site's primary vehicle access point on the R327 during the construction phase by ensuring there are no objects (temporary road signs, dirt bins, etc.) present that can obstruct the sight distances of construction vehicles exiting the site.<br>- At primary access, the road section between the R327 and the proposed traffic circle should provide one inbound and one outbound traffic lane (minimum 3.4 m lane width) and an additional 2.5 m wide on-street parking lane allowed on both sides of the road to serve the adjacent businesses.<br>- New internal roads will provide access to parking areas and the various business and spectator components of the Motorsport Arena. The new internal roads, which may be surfaced or gravel, should be at least 6.8 m wide in order to provide two 3.4 m-wide traffic lanes for two-way traffic.<br>- Due to increased traffic during peak hours, it is recommended that the N2 and R327 intersections be upgraded over the next five years. The R327 approach to the N2 should be upgraded by introducing a left turn slip lane (50 m length) that can link to the existing eastbound acceleration taper on the N2 and a separate right turn lane.<br>- It is recommended that formal public transport stops and embayments, pedestrian walkways, road crossings, and street lighting be provided in the vicinity of Unicorn Street and on the Motorsport Arena site to provide the facilities necessary for pedestrians to safely access these venues. |
| **Monitoring** | |
| **The following monitoring is recommended:** | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. |
| **Cumulative impacts** | |

| | | |
|---|---|---|
| **Nature of cumulative impacts.** | Not Applicable | |
| **Rating of cumulative impacts** | Without Mitigation | With Mitigation |
| | Medium | Low |

### 8.4.6. Noise Impact from the Solar Energy Facility, Industrial Development, and Motorsport Arena

#### 8.4.6.1. Sustainable Noise Impact from the Solar Energy Facility, Industrial Development, and Motor Arena

Table 30 highlights the sustainable noise impact of the solar energy facility, industrial development, and motorsport arena during operation.

*Table 30: Noise impact of the solar energy facility, industrial development, and motorsport arena during operation.*

| Sustainable Noise Impact of the Solar Energy Facility, Industrial Development, and Motorsport Arena |
|---|
| Description of Impact |
| A Noise Impact Assessment was conducted by Jongens Keet Associates Acoustical Engineering Consultants to assess the potential noise impact of the extension of the existing Mossdustria industrial area, a proposed PV Solar Alternative Energy Source, and the Motorsports Arena**.**<br>i. The results of the assessment indicated that the proposed development of a PV Solar Alternative Energy Source would not exceed 45 dBA beyond the proposed Mossdustria Extension development boundary. The noise would be compliant with the NCR, and the sensitivity would be low in terms of GN230. The proposed solar system would only operate during daylight, with no noise emissions during the night. Thus, the intensity of the predicted noise impact would be negligible.<br>ii. For the industrial expansion, it was estimated that the intensity of the predicted noise impact would be negligible. The noise would be compliant with the NCR, and the sensitivity would be low in terms of GN230.<br>iii. The noise assessment for the Motorosport Arena was only measured for daytime events because, according to international procedures, it was assumed that no motorsport events would be allowed at night. The findings of the assessment indicated that noise emanating from |

| | | | | |
|---|---|---|---|---|
| the proposed Motorsport Arena would result in exceptionally high levels of noise on a very large area of surrounding land and noise-sensitive receptors extending to Dana Bay. | | | | |
| Nature of Impact | Negative | | | |
| Phases | Operation | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Long term (4) | Long term (4) | Not Applicable | Not Applicable |
| Intensity | High 10) | High (10) | Not Applicable | Not Applicable |
| Probability | Definite (5) | Definite (5) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Issue sustained over project lifespan | Issue sustained over project lifespan | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | High (80) | High (80) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | Mitigation measures based on the assessment by Jongens Keet Associates Acoustical Engineering Consultants recommend the following:<br>- Noise from the alternative solar energy and industrial development area was found to be acceptable and require no mitigation measures.<br>- Noise levels from the Motor Arena are not able to be mitigated.<br>- Findings from the noise assessment for the Motorsports Arena indicated that, noise mitigation calculations would be highly complex, beyond a scoping investigation.<br>- Findings from the noise assessment report further stated that a noise barrier of 7 m height would not significantly reduce the noise levels on land beyond 400m from the noise barrier. Therefore, no practical noise mitigation procedures exist that would reduce noise levels to be compliant with the NCR. | | | |
| Mitigation actions | | | | |

| | | |
|---|---|---|
| The following measures are recommended: | Not Applicable | |
| Monitoring | | |
| The following monitoring is recommended: | Not Applicable | |
| Cumulative impacts | | |
| Nature of cumulative impacts. | Not Applicable | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | Not Applicable | Not Applicable |

### 8.4.7. Landscape and Visual Impact

#### 8.4.7.1. Sustainable Landscape and Visual Impact

Table 31 highlights the sustainable landscape and visual impact assessment during operation.

*Table 31: Sustainable Landscape and Visual Impact*

| Sustainable Landscape & Visual Impact Assessment |
|---|
| Description of Impact |
| A Landscape and Visual Impact assessment was carried out by Environmental Planning and Design to access the proposed development in line with the components it entails, that is, the expansion of the industrial area, the solar energy facility, and the motor arena. The following aspects were studied in relation to how they will impact the landscape and visual outlook of the surrounding land uses as a result of the proposed development.<br>i. Landscape impact: In terms of the overall landscape, it was found that the proposed development will extend the influence of industry within the affected landscape; however, it is unlikely to change the overall landscape character.<br>ii. Landscape impact change of view as seen from the N2: The proposed development will lead to Mossdustria being located closer to the N2 than it currently is, causing the development to be visible towards the N2. |

iii. Change of view as seen from the R327: The proposed development could be visible to approximately 6 m of the R327. For 4 km of the road that runs to the north of the development site, views will either be screened by existing Mossdustria development**,** or, from higher sections of the road, views may be possible over existing development. For approximately 2 km of the road to the east of the development site, the development is likely to be highly obvious as the road runs immediately adjacent to the eastern boundary.

iv. Change of view as seen from homesteads: The proposed development could be visible from approximately 15 rural homesteads. Visual exposure will likely be blocked by trees that densely surround the properties. Adding to that, views from these properties will be blocked by the existing Mossdustria; however, properties with an advantage in view will view the proposed development as part of the existing Mossdustria.

v. Change of view as seen from the western edge of the western suburbs and the KwaNonqaba Settlement Area: The proposed development will result in industry being located closer to the settlement area than it currently is. However, at its closest, the development will be approximately 5 km from the settlement area, and there will still be a buffer of open or agricultural land in front of the development. Therefore, the nature of the view from the settlement will not change significantly. With mitigation, there will be no change due to the proposed development.

vi. Change of view as seen from the Petroport Service Station on the eastbound lane of the N2. The proposed development will result in industry being located closer to the service station than it currently is. However, at its closest, the development will be approximately 2 km from the settlement area, and there will still be a buffer of open or agricultural land in front of the development. Therefore, the nature of the view from the settlement will not change significantly.

| Nature of Impact | Neutral (According to the Landscape and Visual Impact Assessment) | | | |
|---|---|---|---|---|
| Phases | Operation | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Long-term (4) | Long-term (4) | Not Applicable | Not Applicable |

| | | | | |
|---|---|---|---|---|
| Intensity | Low-Medium (2) | Low (2) | Not Applicable | Not Applicable |
| Probability | Possible (2) | Improbable (1) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Issue sustained over projects lifespan | Issue sustained over projects lifespan | Not Applicable | Not Applicable |
| Replicability | No: Affected environment is irreplaceable. | No: Affected environment is irreplaceable. | Not Applicable | Not Applicable |
| Significance | Low (18) | No impact (9) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. | | | |
| Mitigation actions | | | | |
| The following measures are recommended: | Mitigation measures based on the assessment by Environmental Planning and Design recommend the following:<br>The following mitigation measures were recommended during the assessment;<br>- Screening of the southern edge of the development and particularly these elements with tree planting is likely to help minimize the impact.<br>- Maintain and augment existing trees close to the eastern boundary of the proposed site and along the R327 in order to visually soften views of the development from the east.<br>- The development of the intervening land between the proposed development and the N2.<br>- The proposed development should include spectator stands that will face away from the proposed development, this is likely to result in a tall vertical rear structure of the stands being the most obvious elements. The use of bright colors that contrast with the natural colors of the landscape is likely to make the development visually | | | |

| | | |
|---|---|---|
| | prominent. Therefore, bright contrasting colors should therefore be avoided. | |
| Monitoring | | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. | |
| Cumulative impacts | | |
| Nature of cumulative impacts. | Not Applicable | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | Not Applicable | Not Applicable |

### 8.4.8. Impact on Mossel Bay Tourism

#### 8.4.8.1. Sustainable Impact on Mossel Bay Tourism

Table 32 highlights the sustainable impact on the tourism industry of Mossel Bay during operation.

*Table 32: Sustainable Impact on Mossel Bay Tourism*

| Sustainable Impact on Mossel Bay Tourism |
|---|
| Description of Impact |
| Mossel Bay is situated along the confluence of the Indian Ocean and the Outeniqua Mountains and has a unique natural environment that includes marine, coastal, vegetative, and montane components. The local tourism industry has capitalised on this abundant natural environment to create a large selection of attractions. Other tourist attractions in the commercial sector include restaurants, coffee shops, art galleries, arts and crafts activities, markets, gifts and décor, etc. Outdoor tourism also has a very prominent presence in Mossel Bay, with hiking trails, boat and helicopter trips, deep-sea fishing excursions, shark cage diving, and the like.<br>The impact of the Motorsport Arena is projected to attract 2 000 to 6 000 spectators during national events, whereas club events may attract approximately 50 to a couple of hundred spectators. From a tourism perspective, motorsports events are crucial to local and regional tourism. Spectators who come from various destinations usually require accommodation, places to eat, local transportation, and |

| | | | | |
|---|---|---|---|---|
| leisure activities during their visit. This, in turn, provides potential opportunities for a host of other businesses and boosts the local economy. In view of the anticipated impact of the Motorsports Arena, the **Motor Arena** is anticipated to have a total contribution of R74.4 million to the GDP of Mossel Bay. | | | | |
| Nature of Impact | Positive | | | |
| Phases | Operation | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Long-term (4) | Long-term (4) | Not Applicable | Not Applicable |
| Intensity | Medium (6) | Medium-High (8) | Not Applicable | Not Applicable |
| Probability | Likely (3) | Highly Likely (4) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Benefits are sustained only over project's lifespan | Benefits are sustained only over project's lifespan | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | Medium (39) | Medium-High (60) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. | | | |
| Mitigation actions | | | | |
| The following measures are recommended: | - Mossel Bay Tourism should update their marketing media to include the motorsport racing as an activity.<br>- Mossel Bay Tourism should actively market Mossel Bay as a destination for motorsport racing in order to attract sponsors, race companies, etc.<br>- There should be engagement with broader tourism organisations, such as Wesgro to assist in promoting motorsport.<br>- For tourism to make even greater contributions to regional economies, close cooperation is required between key regional role players such as | | | |

| | | |
|---|---|---|
| | the business community via business chambers, provincial and local government, and local communities.<br>- An effective regional tourism organisation that has as its goals as sustainable tourism development is important. It could help promote the region, initiate new regional projects, share information, and improve coordination among industry leaders.<br>- Cooperation between the public and private sectors could ensure natural environment protection, leading to a more attractive and marketable region.<br>- In order to maximise the tourism benefits that flow from motor sport events and activities in the region, there needs to be joint working between the motor sport venues and tourism related businesses | |
| Monitoring | | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. | |
| Cumulative impacts | | |
| Nature of cumulative impacts. | The Future Development Scenarios proposed by the Mossel Bay Local Municipality could potentially have a domino effect if they are approved and administered simultaneously with the proposed development. Thus, this will strengthen infrastructure, which will impact tourism positively. | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | Medium | Medium |

### 8.4.9. Impact on Alternative Energy Supply

#### 8.4.9.1. Sustainable Impact on Alternative Energy Supply

Table 33 highlights the sustainable impact on alternative energy supply during operation.

*Table 33: Sustainable Impact on Alternative Energy Supply*

| Sustainable Impact on Alternative Energy Supply | | | | |
|---|---|---|---|---|
| Description of Impact | | | | |
| A Solar PV facility will be installed for the purposes of the Motorsports Arena. This supply of energy will cover five parking areas, 11 business buildings, pits and workshops, and the sports complex. The supply of solar energy will assist in enabling efficient and effective functions of key infrastructure and activities in the facility. In addition, alternative power supplies will meet the growing demand for electricity in the area in the sense that dependence on being connected to a larger electrical grid will be nullified. Furthermore, against the backdrop of load shedding, solar power will improve service quality and reliability. Reliable means that there will be an uninterrupted supply of electricity during major events in the motorsports arena. This is one of the prerequisites for development and economic growth, as businesses cannot function without power, and the quality of social services without access to electricity is poor. | | | | |
| Nature of Impact | Positive | | | |
| Phases | Operation | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Site (2) | Site (2) | Not Applicable | Not Applicable |
| Duration | Long Term (4) | Long Term (4) | Not Applicable | Not Applicable |
| Intensity | High (10) | High (10) | Not Applicable | Not Applicable |
| Probability | Definite (5) | Definite (5) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Benefits are sustained only over project's lifespan | Benefits are sustained only over project's lifespan | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |

| | | | | |
|---|---|---|---|---|
| Significance | High (80) | High (80) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | No mitigation measures envisioned. | | | |
| Mitigation actions | | | | |
| The following measures are recommended: | Not Applicable | | | |
| Monitoring | | | | |
| The following monitoring is recommended: | Not Applicable | | | |
| Cumulative impacts | | | | |
| Nature of cumulative impacts. | Not Applicable | | | |
| Rating of cumulative impacts | Without Mitigation | | With Mitigation | |
| | Not Applicable | | Not Applicable | |

## 8.4.10. Impact on Local Business Development in Mossel Bay

### 8.4.10.1. Sustainable Impact on Local Business Development in Mossel Bay

Table 34 highlights the sustainable impact on Local Business Development in Mossel Bay during operation.

*Table 34: Sustainable Impact on Local Business Development in Mossel Bay*

| Sustainable Impact on Local Business Development in Mossel Bay |
|---|
| The proposed development will create business opportunities by allocating plots of land for purchase for motorsport and motor-related industries as well as other industries in the new industrial area. In addition, the motor mecca will make accessible premises available for rent for motor-related industries. During event days, there will be allocated space for food and beverage trucks as well as other related activities. The motorsport mecca facilities will also be used for driver safety training, which will be |

| | | | | |
|---|---|---|---|---|
| extended to the taxi industry. In addition, major manufacturers will also use the motor mecca facilities for their advanced driver programs. This will encourage growth, diversify the marketplace, and introduce a new market in the area. | | | | |
| Description of Impact | | | | |
| Nature of Impact | Positive | | | |
| Phases | Operation | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Long term (4) | Long term (4) | Not Applicable | Not Applicable |
| Intensity | Medium-High (8) | High (10) | Not Applicable | Not Applicable |
| Probability | Definite (5) | Definite (5) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Benefits are sustained only over project's lifespan | Benefits are sustained only over project's lifespan | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | High (75) | High (85) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. | | | |
| Mitigation actions | | | | |
| The following measures are recommended: | - Mossel Bay Local Municipality, provincial and national government (Department of Economic Development and Department of Small Business Development) should offer start-up incentives for emerging entrepreneurs especially those who want to start their own businesses in the industrial area.<br>- Local governments could organise platforms where representatives of local businesses could come, network with each other, exchange good practices | | | |

| | |
|---|---|
| | and ideas, and identify ways of supporting each other. Within the hubs, new initiatives related to innovation and sustainability could be initiated and promoted.<br>- The Department of Economic Development and Department of Small Business Development in Mossel Bay and the local government in Mossel Bay should dedicate spaces where local businesses could come and promote themselves and interact with customers and business partners. |
| Monitoring | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. |
| Cumulative impacts | |
| Nature of cumulative impacts. | The Future Development Scenarios proposed by the Mossel Bay Local Municipality could potentially have a domino effect if they are approved and administered simultaneously with the proposed development. Thus, this will stimulate the local and regional economies across various sectors of the economy. |

| Rating of cumulative impacts | Without Mitigation | With Mitigation |
|---|---|---|
| | High | High |

## 8.4.11. Impact on Mossdustria

### 8.4.11.1. Sustainable Impact on Mossdustria

Table 35 highlights the Sustainable Impact on Mossdustria during operation.

*Table 35: Sustainable Impact on Mossdustria*

| Sustainable Impact on Mossdustria |
|---|
| Description of Impact |
| The proposed development could potentially catalyse the investment of various industries, especially the motorsport and automotive industries. This is taking into consideration that the proposed development may have a knock-on effect for the normal motorist, who currently does not have many options when it comes to vehicle repair in Mossel Bay, thus opening opportunity for the automotive |

| | | | | |
|---|---|---|---|---|
| industry and workshops in the Mossdustria area. Furthermore, existing businesses in Mossdustria could benefit from the revenue that will be generated from various activities, namely recreational and informal business trade. Lastly, the proposed development could have a ripple effect through the provision of new infrastructure and facilities and the maintenance of existing infrastructure, which will benefit the entire area of Mossdustria. | | | | |
| Nature of Impact | Positive | | | |
| Phases | Operation | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Site (2) | Site (2) | Not Applicable | Not Applicable |
| Duration | Long-Term (4) | Long Term (4) | Not Applicable | Not Applicable |
| Intensity | Low-Medium (4) | Low-Medium (4) | Not Applicable | Not Applicable |
| Probability | Likely (3) | Likely (3) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Benefits are sustained only over project's lifespan | Benefits are sustained only over project's lifespan | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | Medium (30) | Medium (30) | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | No mitigation measures envisioned | | | |
| Mitigation actions | | | | |
| The following measures are recommended: | Not Applicable | | | |
| Monitoring | | | | |

| | | |
|---|---|---|
| The following monitoring is recommended: | Not Applicable | |
| Cumulative impacts | | |
| Nature of cumulative impacts. | The Future Development Scenarios proposed by the Mossel Bay Local Municipality could potentially have a domino effect if they are approved and administered simultaneously with the proposed development. Thus, they will create a diverse market for investment in Mossdustria. | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | Medium | Medium |

### 8.4.12. Impact HIV/ Aids, STDs and Tuberculosis

#### 8.4.12.1. Impact on HIV/ AIDS, STDs and Tuberculosis in Local Area due to Prescence of Construction Workers

Table 36 highlights the impact on HIV/ Aids, STDS, and tuberculosis during the construction period.

*Table 36: Impact on HIV/ Aids and Tuberculosis in Local Area due to Prescence of Construction Workers*

| Impact on HIV/ Aids, STDs and Tuberculosis in Local Area due to Prescence of Construction Workers |
|---|
| Description of Impact |
| The construction phase is not expected to significantly change the overall HIV/AIDS, TB, and STD burden at a regional or local scale, but it can increase the risk of new infections and treatment interruptions among certain groups if not properly managed. While the presence of construction workers does not in itself constitute a social impact, the manner in which construction workers conduct themselves can affect the local community, particularly through higher-risk sexual behaviour such as transactional sex, multiple concurrent partnerships, and low condom use, which heightens the risk of HIV, other STDs, and TB transmission in nearby, often low-income and lower-education communities. At the same time, mobile workers already living with HIV, TB, or other STDs may struggle to maintain consistent access to treatment and adhere to ART and TB regimens, increasing the risk of poor health outcomes and further transmission. From an HIV/AIDS, TB, and STD perspective, the most vulnerable groups are typically local farm workers and residents in small nearby settlements, where health literacy may be limited and access to services constrained. |

| Nature of Impact | Negative | | | |
|---|---|---|---|---|
| Phases | Construction | | | |
| Alternatives | Alternative 1 (Preferred Alternative) | | Alternative 2 (No Go Option) | |
| Criteria | Without Mitigation | With Mitigation | Without Mitigation | With Mitigation |
| Extent | Regional (3) | Regional (3) | Not Applicable | Not Applicable |
| Duration | Short Term (1) for community as a whole<br>Long Terms (4) for individuals who may be affected by HIV/ AIDS and TB | Short Term (1) for community as a whole<br>Long Terms (4) for individuals who may be affected by HIV/ AIDS and TB | Not Applicable | Not Applicable |
| Intensity | Medium (6) | Low-Medium (4) | Not Applicable | Not Applicable |
| Probability | Likely (3) | Possible (2) | Not Applicable | Not Applicable |
| Confidence | High | High | Not Applicable | Not Applicable |
| Reversibility | Issues remain long term | Issues remain long term | Not Applicable | Not Applicable |
| Replicability | Yes | Yes | Not Applicable | Not Applicable |
| Significance | Medium (30) for community as a whole<br>Medium (39) may be affected by HIV/ AIDS and TB | Low (16) for community as a whole<br>Low (22) may be affected by HIV/ AIDS and TB | Not Applicable | Not Applicable |
| Degree to which the impact can be mitigated. | There is a significant chance to improve the impact by implementing the mitigation measures below. | | | |
| Mitigation actions | | | | |

| | |
|---|---|
| The following measures are recommended: | - Assess, in consultation with the local municipality, whether nearby towns and settlements have the capacity to accommodate the anticipated number of construction workers, and consider a well-managed construction camp if local capacity is inadequate, to minimise unmanaged interaction and associated HIV, TB, and STI/STD risks.<br>- Require contractors to implement a locals-first recruitment policy for semi- and low-skilled positions to reduce the number of non-resident workers and associated social and health risks, including the transmission of HIV, TB, and STIs/STDs.<br>- Establish a Monitoring Forum before construction, including community representatives, Councillors, farmers, and the contractor, to oversee construction activities, monitor HIV, TB, and STI/STD-related risks, and track implementation of mitigation measures.<br>- Develop and enforce a construction-phase code of conduct, in consultation with the Monitoring Forum, that clearly prohibits high-risk behaviour, including sexual exploitation, harassment, and discrimination against people living with HIV, TB, or STIs/STDs, with sanctions for non-compliance that remain consistent with labour legislation.<br>- Implement a comprehensive HIV/AIDS, TB, and STI/STD awareness programme for all workers at induction and through regular toolbox talks, covering prevention, symptoms, testing, treatment, and the importance of adherence.<br>- Facilitate confidential voluntary counselling and testing (VCT) for HIV, together with regular TB symptom screening and sexual health awareness, in partnership with local health facilities, and ensure clear referral pathways for diagnosis and treatment.<br>- Ensure free, discreet access to condoms at the construction site, worker accommodation, and key local venues, coupled with ongoing education to encourage correct and consistent use and reduce the risk of HIV and STI/STD transmission.<br>- Manage and monitor worker movement on and off site through organised transport, and allow non-local workers to return home regularly, for |

| | | |
|---|---|---|
| | example on weekends or agreed cycles, thereby limiting the formation of risky, transient relationships that may increase the transmission of HIV, TB, and STIs/STDs.<br>- Prohibit non-essential overnight stays on site, except for critical or security staff, to support effective management of worker behaviour and reduce the potential for unregulated, high-risk interactions with nearby communities. | |
| Monitoring | | |
| The following monitoring is recommended: | The Environmental Compliance Officer will create a Monitoring and Evaluation Programme, which will be monitored by the holder of the EA. This will ensure that the mitigation measures proposed will be adhered to and monitored. | |
| Cumulative impacts | | |
| Nature of cumulative impacts. | Risky sexual behaviour and limited prevention during construction can result in new HIV/AIDS and TB infections that fundamentally alter the life path of those affected. These diseases can place a sustained medical, emotional and financial strain on individuals, their families and the broader community, and, if not addressed through effective prevention, early testing and consistent treatment, can build up into significant long-term cumulative impacts over time. | |
| Rating of cumulative impacts | Without Mitigation | With Mitigation |
| | High | Medium |

## 8.5. Cumulative Statements

With reference to the tables presented in Section 8.4, it is observed that both positive and negative impacts will have a direct influence on the outcome of projects with the Mossel Bay Local Municipality. The mitigation measures proposed for each respective project have the capability to not only enhance positive impacts but also ensure that negative impacts that may ensue are managed and will not result in an unacceptable loss, an unacceptable risk, a complete change to the environment, or an unacceptable increase in impact. Overall, from a cumulative perspective, positive impacts will likely outweigh the resultant negative impacts.

## 8.6. Net Effective Trade-Offs

The review of the proposed upgrade had both positive and negative socio-economic impacts. To assess whether the project is beneficial, the additions to the environment brought about by the project need to be evaluated. The additional benefits of the intervention are the difference between the reference case position (i.e., the no-go option) and the position if the intervention is implemented. It involves the evaluation of the net effect and trade-offs associated with the proposed intervention. Table 36 provides a summary of the socio-economic gains and losses that could be expected to occur as a result of the project phases (i.e., construction and operation).

*Table 37: Summary of socio-economic impacts for the proposed development*

| **Construction Impacts** | **With Mitigation** | **Without Mitigation** | **Operation Impacts** | **With Mitigation** | Without Mitigation |
|---|---|---|---|---|---|
| Temporary Impact on Production and Local Economy (GVA) | Positive (Medium) | Positive (Medium) | Sustainable Impact on Production and Local Economy (GVA) | Positive (Medium) | Positive (Medium) |
| Temporary Impact on Employment | Positive (Medium) | Positive (Medium) | Sustainable Impact on Employment | Positive (Medium) | Positive (Medium) |
| Temporary Impact on Household Income | Positive (Medium) | Positive (Medium) | Sustainable Impact on Household Income | Positive (Medium) | Positive (Medium) |
| Temporary Impact on Noise, Dust and Pollution | Negative (High) | Negative (Medium) | | | |
| Impact on HIV/ Aids, STDs, and Tuberculosis due | Negative (Medium) | Negative (Low) | | | |

| | | | | | |
|---|---|---|---|---|---|
| to Prescence of Construction Workers | | | | | |
| Sustainable Impact on Household Income | | | Sustainable Impact on Traffic Flows Along Access Routes | Negative (Medium) | Negative (Low) |
| | | | Sustainable Noise Impact of the Solar Energy Facility, Industrial Development, and Motorsport Arena | Negative (High) | Negative (High) |
| | | | Sustainable Landscape & Visual Impact Assessment | Negative (Low) | Neutral (No impact) |
| | | | Sustainable Impact on Mossel Bay Tourism | Positive (Medium) | Positive (Medium) |
| | | | Sustainable Impact on Alternative Energy Supply | Positive (High) | Positive (High) |
| | | | Sustainable Impact on | Positive (High) | Positive (High) |

| | | | | | |
|---|---|---|---|---|---|
| | | | Local Businesses Development in Mossel Bay | | |
| | | | Sustainable Impact on Mossdustria | Positive (High) | Positive (High) |

# Section Nine: Assessment of Project Alternatives

## 9.1. Site Area

A comprehensive design process has been undertaken to inform the layout for the proposed extension of Mossdustria, development of a raceway, and solar energy facility in Mossdustria. In addition, the layout of the proposed development has been informed by the identified environmentally sensitive areas. All highly sensitive and/or "no-go" areas identified by the specialists have been avoided by the project infrastructure, and all recommended demilitarized zones will be respected. There are no highly sensitive and/or "no-go" areas associated with the proposed site area from a socio-economic perspective, and thus

no fatal flaws. The location proposed for the site area is deemed acceptable from a socio-economic perspective, and the execution of the project should be considered.

## 9.2. No Go Alternative

The "no-go" alternative is the option of not constructing the proposed development, where the status quo of the current status and/or activities on the project sites would prevail. This alternative would result in no additional impacts on the receiving environment. Should the "no-go" alternative be considered, there would be no impact on the existing environmental baseline and no benefits to the local economy or affected communities. The alternative also bears the opportunity cost of missed socio-economic benefits to the economy. The review of the net effects of the proposed development and the trade-offs between positive and negative impacts suggests that positive effects and impacts would outweigh the negative effects. Although the "no-go" alternative will result in the avoidance of negative impacts from a socio-economic perspective, this would also result in the positive effects or impacts not being realized.

# Section Ten: Conclusion

The socio-economic impact assessment for the proposed extension of Mossdustria, development of a raceway, and solar energy facility in Mossdustria sought to determine the current socio-economic baseline characteristics of the preliminary delineated study area and identify the potential influence of the proposed development on the surrounding economic activities and communities. To achieve this, the assessment focused on: i) gaining the necessary background on the project; ii) policy review assessment; iii) data collection from relevant stakeholders and affected parties; iv) delineating the zones of influence in line with the surrounding area of the proposed site; v) providing a baseline description of the study area; and vi) reviewing literature aligned to the scope of the project.

Based on the information presented in this report, the following can be recommended from a socio-economic perspective:

The net positive impacts associated with the construction and operation of the proposed development are expected to outweigh the net negative effects. The proposed development is also envisaged to have a positive impact on the local economy and employment creation, leading to the economy's diversification and a small reduction in the unemployment rate. In terms of the site area assessed, there are no fatal flaws from a socio-economic perspective, and thus the location proposed is deemed acceptable and should be authorized. In addition, even though the "no-go" alternative will result in the avoidance of negative impacts from a socio-economic perspective, this would also result in the positive effects or impacts not being realized. Since positive effects and impacts would outweigh the negative effects, the construction and operation of the proposed developments are preferred over the "no-go" alternative. The proposed development should therefore be considered for development, subject to the implementation of the recommended mitigation and enhancement measures.

# Section Eleven: References

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# Annexure A: Specialist Details

## A 1: Ms Alexandra Kempthorne

Profession: Director and Senior Development Economist

Experience: 24 years

Key Skills: Socio-Economic Impact Assessments; Economic Impact Assessments; Market Feasibility; Qualitative and Quantitative Research and Project Management

Brief Profile: Alexandra Kempthorne joined Urban-Econ six months after the completion of her Master's Degree in City and Regional Planning. During her third year at Urban-Econ Alex studied part time on a course given through the University of Pretoria and SAPOA. Alex has gained considerable experience in development economics since her appointment at URBAN ECON's Cape Town office 24 years ago. She is currently a Director and the Office Manager of the Cape Town Office. Due to her involvement in high profile economic projects in the Western Cape, such as the Municipal Economic Review and Outlook (MERO), the Western Cape Review of the Agricultural, Agri Business Sector Strategy Impact Assessment, the Cape Town Film Studio, the Macro Impact of the Cape Town International Airport and the CCT ITC Investment Feasibility, she has developed a good understanding of the South African economic legislative and policy environment as well as economic strategies and strategic plans and objectives. She also has extensive experience in project managing large projects with multi-disciplinary teams as well as undertaking socio-economic impact assessments for a range of sectors and proposed developments.

## A2: Ms Buhle Sondwana

Profession: Junior Development Economist

Experience: 3 years

Key Skills: Qualitative and Quantitative Research; Socio-Economic Impact Assessments, Economic Impact Assessments

Brief Profile: Joined Urban-Econ Development Economists in September 2022. Buhle Sondwana completed her Master's Degree in Development Studies in 2022 and has been involved in various research projects and project administration during her period as a student at the University of the Western Cape. She has also worked as an Intern for various Monitoring and Evaluation projects in the Western Cape which were commissioned by the Western Cape Department of Agriculture. Buhle has gained insightful knowledge and experience in terms of research and project management.

# Annexure B: Specialist Curriculum Vitae

## B 1: Ms Alexandra Kempthorne

| **Education:** | | | |
|---|---|---|---|
| University of Pretoria and SAPOA - 2001 | | Certificate for the Commercial Property Practitioners | |
| Cape Town University – 1997 | | MA City and Regional Planning | |
| Stellenbosch University – 1995 | | BA Honors in Geography | |
| Stellenbosch University – 1992 | | BA | |
| **Professional Membership:** | | | |
| Development of Society of Southern Africa | | | |
| **Language Proficiency:** | Reading | Writing | Speaking |
| English | Excellent | Excellent | Excellent |
| Afrikaans | Good | Good | Good |

**Key Qualification:**

**Ms Kempthorne** joined the firm six months after the completion of her Master's Degree in City and Regional Planning. During her third year at Urban-Econ Alex studied part time on a course given through the University of Pretoria and SAPOA. Alex has gained considerable experience in development economics since her appointment at URBAN ECON's Cape Town office 24 years ago. She is currently a Director and the Office Manager of the Cape Town Office. Due to her involvement in high profile economic projects in the Western Cape, such as the Municipal Economic Review and Outlook (MERO), the Western Cape Review of the Agricultural, Agri Business Sector Strategy Impact Assessment, the Cape Town Film Studio, the Macro Impact of the Cape Town International Airport and the CCT ITC Investment Feasibility, she has developed a good understanding of the South African economic legislative and policy environment as well as economic strategies and strategic plans and objectives. She also has extensive experience in project managing large projects with multi-disciplinary teams as well as undertaking socio-economic impact assessments for a range of sectors and proposed developments.

| Experience Record | |
|---|---|
| **Project:** | **TOTAL Industrial and Social Baseline Studies for Offshore Block 11B/12B** |
| **Year:** | 2021-2022 |
| **Location:** | South Africa |
| **Client:** | TEEPSA |
| **Project features:** | Industrial Baseline Study |
| **Position held:** | Project |
| **Activities Performed** | Urban-Econ was part of the multi-disciplinary team tasked to identify the localisation opportunities along the project's supply chain and develop a local content strategy to facilitate their realization |
| **Project:** | **TOTAL Economic Impact Study for Offshore Block 11B/12B** |
| **Year:** | 2022-2023 |
| **Location:** | Mossel Bay |
| **Client:** | TEEPSA |
| **Project features:** | Economic Impact Assessment |
| **Position held:** | Project |
| **Activities Performed** | The aim of the social impact assessment is to investigate and describe the economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature. |
| **Project:** | **Hindle Road Socio-Economic Impact Assessment** |
| **Year:** | 2021 |
| **Location:** | Cape Town' |
| **Client:** | GNEC |
| **Project features:** | Socio-Economic Impact Analysis |
| **Position held:** | Project Manager |
| **Activities Performed**: | Urban-Econ Development Economists was appointed by GNEC Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature. |

| | |
|---|---|
| **Project:** | **Pelican Park Socio-Economic Impact Assessment** |
| **Year:** | 2020 |
| **Location:** | Cape Town |
| **Client:** | GIBB |
| **Project Features:** | Socio-Economic Impact Analysis |
| **Position held:** | Project Manager |
| **Activities Performed:** | Urban-Econ Development Economists was appointed by GIBB Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature**.** |
| **Project:** | **Tronox Mine Socio-Economic Impact Assessment** |
| **Year:** | 2020 |
| **Location:** | Matzikama Local Municipality |
| **Client:** | Envass |
| **Project Features:** | Socio-Economic Impact Analysis |
| **Position held:** | Project Manager |
| **Activities Performed:** | Urban-Econ Development Economists was appointed by Envass Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature. |
| **Project:** | **City of Cape Town Public Transport Interchange Developments** |
| **Year:** | 2020 -2021 |
| **Location:** | City of Cape Town |
| **Client:** | City of Cape Town Department of Transport |
| **Project Features:** | Economic and Social Inputs |
| **Position held:** | Project Manager: Economic and Social Component |
| **Activities Performed:** | Urban-Econ forms part of a multi-disciplinary team appointed under the CCT's term tenders for professional service providers to assist with their Public Transport |

| | |
|---|---|
| | Infrastructure Program. PTI stations that Urban-Econ has provided social and economic inputs include Maitland, Durbanville, Manenberg, Nyanga and Parow. |
| **Project:** | **Theewaterskloof Revised Local Economic Development Strategy** |
| **Year:** | 2020 |
| **Location:** | Theewaterskloof |
| **Client:** | Theewaterskloof Municipality |
| **Project Features:** | Local Economic Development |
| **Position held:** | Project Oversight |
| **Activities Performed:** | The strategy is to facilitate sustainable economic development for all communities within Theewaterskloof. This will promote a conducive economic environment through the development of strategic catalytic interventions |
| **Project:** | **Schulz Vlei Socio-Economic Impact Assessment** |
| **Year:** | 2019 |
| **Location:** | Cape Town |
| **Client:** | Headland Planners |
| **Project Features:** | Socio-Economic Impact Analysis |
| **Position held:** | Project Manager |
| **Activities Performed:** | Urban-Econ Development Economists was appointed by Headland Planners to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature. |
| **Project:** | **Content, implementation and outcomes evaluation of the City of Cape Town's Street people program for homeless persons** |
| **Year:** | 2019 |
| **Location:** | City of Cape Town |
| **Client:** | Cape Town Department of Community Services and Health Directorate |
| **Project Features:** | Monitoring and Evaluation |
| **Position held:** | Project Oversight |
| **Activities Performed:** | Contextualized by outcomes from the recently completed Streep People enumeration and ensconced by the Street People Policy, this study sought to assess |

| | |
|---|---|
| | the structure, systems, activities, linkages and outputs associated with the City's Street people program. The project involved evaluation of the City's policy, regulatory and legislative environment pertaining to homeless persons in order to determine:<br>▪ Is the program implemented as intended?<br>▪ Is the program producing the intended outcomes and impact? |
| **Project:** | **Altydgedacht Farm Economic Motivation** |
| **Year:** | 2019 |
| **Location:** | Durbanville, Cape Town |
| **Client:** | VDVM Property Group |
| **Project Features:** | Property Market Research |
| **Position held:** | Project Manager |
| **Activities Performed:** | The project entailed socio-economic market research to assess the capacity of the market to sustain medical, retirement, residential and tourism activities on the proposed Altydgedacht Farm development in Durbanville. The study will be used provide inputs and motivation into the broader study, namely the Development Plan which is being developed for the site and which will be utilised to motivate changes to the City of Cape Town Spatial Development Framework. |
| **Project:** | **Customer Perception & Satisfaction Survey** |
| **Year:** | 2019 |
| **Location:** | Cape Town, Western Cape |
| **Client:** | City of Cape Town Department of Water and Sanitation |
| **Project Features:** | Public perception survey |
| **Position held:** | Project Oversight |
| **Activities Performed:** | The project objective was to conduct a survey for the City of Cape Town's Water and Sanitation Department on customer perception and satisfaction for review year 2017/18. Specific activities included, survey design and sample, fieldwork facilitation, data analysis and report writing. |
| **Project:** | **Baseline Socio-Economic Impact Assessment: Proposed Expansion of Crude Oil Jetty and Construction of Associated Pipeline** |
| **Year:** | 2017 |
| **Location:** | Saldanha Bay Local Municipality |

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| **Client:** | Advisian |
| **Project Features:** | Baseline Scoping Report |
| **Position held:** | Project Manaager |
| **Activities Performed:** | This document is prepared by Urban-Econ Development Economists, as requested by Advisian on behalf of Oiltanking MOGS Saldanha (RF) (Pty) Ltd, to undertake a specialist socio-economic impact analysis for the expansion of the proposed crude oil jetty and construction of associated pipeline systems. Activities performed included demographic profiling, policy reviews, trend analysis and preliminary impact assessment, etc. |
| **Project:** | **Bid Documents for Disposal of Council Owned Land in the City of Cape Town**: |
| **Year:** | 2007; 2008-2010; 2011-2013, 2017 -2019 |
| **Location:** | City of Cape Town |
| **Client:** | City of Cape Town Property Management Department |
| **Project Features:** | Assistance to the City of Cape Town in Disposal of Properties and preparation of Bid Documents |
| **Position held:** | Project Manager |
| **Activities Performed:** | Urban-Econ was appointed by the City of Cape Town: Property Management Department to assist in the preparation of properties and BID Documents for the disposal / lease of council owned properties. They were then reappointed in 2008 for a further 2 years to assist the department and again a further two years until March 2013. Urban-Econ retendered and was appointed for the financial years 2016/17 to 2018/19. |
| **Project:** | **Development Impact Monitoring for HIFSA** |
| **Year:** | 2013, 2014, 2015, 2016, 2017; 2018;2019, 2020 |
| **Location:** | South Africa |
| **Client:** | Old Mutual Investment Group South Africa (OMIGSA) |
| **Project Features:** | Impact Assessment |
| **Position held:** | Project Manager |
| **Activities Performed:** | This study was done for the Old Mutual Investment Group South Africa (OMIGSA) as Fund Manager to the Housing Impact Fund of South Africa (HIFSA). HIFSA's mandate is to invest in the development of new affordable housing stock, inner city rental units and the provision of various forms of end user finance all for a |

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| | commercial investment return. The aim of this annual report was to show the actual and potential benefits of these investments in terms of the Library of Development Indicators for Private Equity Funds (PEF) as well as the social impact matrixes required in terms of the Trust Deed. Urban-Econ was subsequently asked to do the impact for the next six years as well. |
| **Project:** | **Municipal Economic Review & Outlook (MERO) 2016-2018, 2019 & 2020** |
| **Year:** | 2016 to 2018; 2019 and 2020 |
| **Location:** | Western Cape |
| **Client:** | Western Cape Provincial Treasury, Financial Management Directorate |
| **Project Features:** | Municipal Economic Review & Outlook |
| **Position held:** | Project Oversight |
| **Activities Performed:** | The MERO is a research publication that provides an overview of the economy with a particular focus on the Western Cape economy at a Metro/District/Municipal level. The publication is a comprehensive overview of the performance of the province in terms of economic intelligence and is therefore also utilised as the backdrop for the annual Western Cape municipal budget hearings across the Province. The MERO study provided information on the trends, patterns and developments within the Western Cape economic sectors and regions, and specifically of how these are linked to the labour market's performance in the Western Cape economy. In addition, the study assisted and informed local authorities in the design of credible budgets. |
| **Project:** | **Evaluation of Youth Development Programmes of the Western Cape Department of Agriculture** |
| **Year:** | 2018 |
| **Location:** | Cape Town, Western Cape |
| **Client:** | Western Cape Government Department of Agriculture |
| **Project Features:** | Monitoring and Evaluation |
| **Position held:** | Project Oversight |
| **Activities Performed:** | This project entails the evaluation of the various youth development programmes offered by the Department including the Agriculture Partnership for Youth Development (APFYD) project, the Premiers Advancement of Youth (PAY) project, the Youth Professional Programme (YPP) as well as the bursary and internship |

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| | programmes. Key activities included extensive stakeholder engagement, administering of surveys, identifying key successes and constraints in the programmes under evaluation and making recommendations where constraints have been identified. |
| **Project:** | **Springfontein Environmental Impact Assessment** |
| **Year:** | 2018 |
| **Location:** | Cape Town |
| **Client:** | Doug Jeffreys Environmental Consultants |
| **Project Features:** | Socio-economic impact analysis |
| **Position held:** | Project Manager |
| **Activities Performed** | Urban-Econ Development Economists was appointed by Doug Jeffrey Environmental Consultants (Pty) Ltd to undertake a Socio-Economic Impact Study for the proposed Groot Springfontein residential development. The impact study is conducted as part of the Environment Impact Assessment process as prescribed in the National Environmental Management Act (NEMA) of 1998 and its subsequent amendments. Activities performed included demographic profiling, policy reviews, trend analysis and preliminary impact assessment, etc. |
| **Project:** | **Mogs Saldanha Bay Socio-Economic Impact Assessment** |
| **Year:** | 2017 |
| **Location:** | Saldanha Bay |
| **Client:** | Advisian |
| **Project Features:** | Socio-Economic Impact Assessment |
| **Position held:** | Project Manager |
| **Activities Performed** | The Socio-Economic Impact Assessment, using the SAM model, measured the positive and negative impacts of a proposed Crude Oil Jetty expansion and construction of an additional pipeline in Saldanha Bay. Recommendations were given on the relevant mitigation strategies for developers to ensure the success of the proposed project. |

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| **Project:** | **Hothazel PV Socio-Economic Inputs into EIA** |
| **Year:** | 2016 |
| **Location:** | Northern Cape |
| **Client:** | Aurecon |
| **Project Features:** | Socio-Economic Impact |
| **Position held:** | Project Leader |
| **Activities Performed** | This study aimed to provide a specialist socio-economic impact analysis study for the development of two 75 MW PV projects as well as a basic assessment for 2 x transmission lines, on a site in Hotazel in the Northern Cape. The purpose of the study was to undertake the necessary research to produce a specialist report for the Environmental Impact Assessment (EIA) for the envisaged project. Various impacts were considered during the construction and operation phase of the project: economy, employment and skills transfer, in-migration, and supply of electricity. |
| **Project:** | **Western Cape Government Solar PV Project** |
| **Year:** | 2014 |
| **Location:** | Western Cape |
| **Client:** | WSP |
| **Project Features:** | Socio-Economic Impact Assessment |
| **Position held:** | Project Leader |
| **Activities Performed:** | This study provided a feasibility analysis for installing 3 megawatts of rooftop solar photovoltaics on provincial buildings (including schools, hospitals, and government facilities) in the Western Cape. The study modelled the impact of the project on production, business output (or sales volume), GDP, household income, job creation, and wealth (including property values). |
| **Project:** | **My CiTi Phase 2A Cost Benefit Analysis** |
| **Year:** | 2018 |
| **Location:** | City of Cape Town |
| **Client:** | City of Cape Town Transport and Urban Development Authority (TDA) |
| **Project Features:** | Cost Benefit Analysis |
| **Position held:** | Project Oversight |

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| **Activities Performed** | Urban-Econ was appointed by the City of Cape Town to assist them in applying for Dutch Government funding to assist with the implementation of the MyCiTi Bus route being rolled out through the Metro City East (ORIO Project) to link Khayelitsha and Mitchell's Plain with Wynberg. Urban-Econ's role was to assist with the economic viability analysis component of the application including providing a project baseline of the current situation, the main economic benefits of the project (including incremental benefits), the costs of the project and to monetise these costs so as to compile a cost benefit analysis for the project. |
| **Project:** | **Transnet National Ports Plan Update** |
| **Year:** | 2017/18 |
| **Location:** | South Africa |
| **Client:** | Sub Consultant to WSP |
| **Project Features:** | Demand Modelling and Economic Assessment |
| **Position held:** | Project Leader |
| **Activities Performed** | Urban-Econ provided the economic input into the Transnet National Ports Plan Update 2017 including the demand and capacity at the Transnet Capacity as well as a economic global overview to determine economic trends which could impact current demand at the SA ports. |
| **Project:** | **Conradie Hospital Game Changer** |
| **Year:** | 2015 |
| **Location:** | Cape Town, Western Cape |
| **Client:** | Western Cape Provincial Government |
| **Project Features:** | Market Assessment, Strategic Development Inputs |
| **Position held:** | Project Manager |
| **Activities Performed** | The Western Cape Government appointed a project team to determine the feasible development options for the Conradie Hospital site in Cape Town. The proposed development options were based on a Game Changer principle, where new sustainable approaches are identified for low income and affordable housing development. In terms of sustainable development, it does not only refer to the environmental sustainability, but also creating an environment where people want to live. Urban-Econ specifically provided inputs in terms of people preferences and |

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| | guidelines in making developments more attractive for people, however also taking into account the effective market demand principles for the site. |
| **Project:** | **Feasibility for Implementing Integrated Sustainable Settlement Principals:** |
| **Year** | 2015 |
| **Location** | Western Cape |
| **Client** | DEADP |
| **Project Features** | Cost Benefit and Financial Analysis |
| **Position held** | Sub Consultant |
| **Activities performed** | Urban-Econ is part of the project team with Aurecon to investigate the Feasibility of Implementing Integrated Sustainable Settlement Principals for sites in two municipalities on behalf of the Department of Environmental Affairs and Development Planning. The Department has identified the need for the development of innovative, resource efficient, sustainable solutions in meeting the demand for services and infrastructure in the Western Cape and in light of this need DEADP has decided to investigate and support the development of two 'integrated Sustainable Settlements' in the Western Cape, namely Mossel Bay and Swartland Municipality. Urban-Econ's role in the project is undertake a cost-benefit analysis of the technologies and solutions put forward by the team |
| **Project:** | **WC Broadband Initiative Socio-Economic Impact Assessment** |
| **Year:** | 2013 |
| **Location:** | Western Cape |
| **Client:** | Western Cape Government Department of Economic Development & Tourism |
| **Project Features:** | Socio-Economic Impact Assessment |
| **Position held:** | Project Manager |
| **Activities Performed:** | The Western Cape Government has identified the availability of broadband infrastructure and services as playing a critical role in the future economy, employment creation and society of the Province. In line with the provincial ICT strategy, a specific broadband strategy has been developed that supports the socio-economic objectives of the province as expressed in the Provincial Growth and Development Strategy. Central to the Broadband Strategy is economic development, with emphasis on cost efficiency, increased effectiveness and improved government service delivery and economic and social development. |

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| | Urban-Econ formed part of the multi-disciplinary team that was appointed by the Department of Economic Development and Tourism and Urban-Econ's role was to determine the economic value and impact of rolling out the proposed Broad Band Strategy for the Western Cape. |
| **Project:** | **Aurora Omega 765kV Powerline** |
| **Year:** | 2014 |
| **Location:** | Cape Town to Hopefield, Western Cape |
| **Client:** | Nzumbululo Heritage Solutions (on behalf of Eskom) |
| **Project Features:** | Socio-Economic Impact Assessment |
| **Position held:** | Project Lead |
| **Activities Performed:** | This project provided a socio-economic impact analysis study for the development of the Aurora Omega 2nd 765 kV Powerline. The purpose of the study was to undertake the necessary research to produce a specialist report for the Environmental Impact Assessment (EIA) for the envisaged project. The proposed project entails the construction of a ±85km 765kV transmission power-line between Hopefield (along the West Coast) and south of Atlantis (near Koeberg) in the City of Cape Town. Various impacts were considered during the construction and operation phase of the project: economy, employment and skills transfer, in-migration, supply of electricity, tourism, and agriculture. |
| **Project:** | **Agriculture & Agri-Business Sector Strategy Impact Assessment (2012)** |
| **Year:** | 2012 |
| **Location:** | Western Cape |
| **Client:** | Casidra Pty (on behalf of Western Cape Department of Agriculture) |
| **Project Features:** | Programme Evaluation |
| **Position held:** | Project Leader |
| **Activities Performed:** | This study evaluated the impact of the activities/programmes/projects implemented under the auspices of the Agriculture and Agri-business Sector Strategy (2005) in identified communities. The purpose of this study was to evaluate the extent to which these 90 actions were completed. In addition three of the ninety indicators/actions were identified to be researched further with specific reference to the impact these interventions made to the lives of the intended beneficiaries (i.e. impact on social conditions, economic conditions, impact on |

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| | children and women, etc). The three indicators included: (1) 100 full time extension workers trained during 2005 with appropriate and sustainable mentorship programmes in place; (2) more mentors should be trained and accredited to support farmers and ensure successful and sustainable agricultural production; and (3) adequate provision of telecommunication infrastructure in rural areas. |
| **Project:**<br>**Year:**<br>**Location:**<br>**Client:**<br>**Project Features:**<br>**Position held:**<br>**Activities Performed:** | **Economic Impact Assessment of the Impact of Avian Influenza Virus on the Ostrich Industry in the Western Cape**<br>2012<br>Western Cape<br>Western Cape Department of Economic Development and Tourism<br>Socio-Economic Impact Assessment<br>Project Leader<br>This study entailed researching the Ostrich Industry due to the 2011 ostrich disaster caused by the detection of the H5N2 Avian Influenza virus amongst ostriches in the Southern Cape which resulted in the suspension of the export of ostrich meat from South Africa. The report presents the findings of the economic impact assessment which was undertaken; and quantifies the impact of the Avian Influenza virus on the Ostrich industry and the Western Cape economy in terms of costs and benefits for the various sectors and groups in the industry as well as the end user in terms of pricing effects. Short, medium and long term opportunities were identified to stimulate the ostrich industry and mitigation measures were identified in order to decrease the vulnerability of the ostrich industry against a risk factor such as the Avian Influenza flu virus. |
| **Project:**<br>**Year:**<br>**Location:**<br>**Client:**<br>**Project Features:**<br>**Position held:**<br>**Activities Performed:** | **Saldanha Industrial Development Zone (IDZ) Economic Analysis**<br>2011<br>Saldanha Bay, Saldanha Bay Municipality, Western Cape<br>Wesgro<br>Socio-Economic Impact Assessment<br>Project Leader<br>This study provided an economic impact assessment of the proposed Saldanha Bay IDZ using the feasibility results of other team members (in terms of financial modelling on various scenarios) and the internationally recognised Social |

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| | Accounting Matrices methodology. The purpose of the study was to measure the potential economic return of the proposed IDZ and the study formed part of the feasibility study. |
| **Project:** | **Umoya Energy Hopefield Wind Farm Economic Impact Assessment** |
| **Year:** | 2011 |
| **Location:** | Hopefield, Saldanha Bay Municipality, Western Cape |
| **Client:** | Umoya Energy (Pty) Ltd |
| **Project Features:** | Socio-Economic Impact Assessment |
| **Position held:** | Project Leader |
| **Activities Performed:** | This study provided the necessary research to provide economic specialist inputs into the Hopefield Wind Farm development's potential benefits or disbenefits in the study area (Hopefield) as well as to provide the quantification of economic impacts during the construction and operational phase of the project. Various impacts were considered during the construction and operation phase of the project: job creation, local content, ownership, management control, preferential procurement, enterprise development, and socio-economic development. |

**Other Projects:**

**Additional Projects that Alex has worked on (and which details can be provided on required, include:**

- LPG Market Research Update
- Imhoff Farm Socio-Economic Impact Assessment
- Langebaan Truckstop Needs and Assessment and Socio-Economic Impact Assessment
- Joostenbergvlakte Market Research
- Scottsdene Social Housing Market Demand
- Women in Rental Stock Impact Evaluation
- Raising of Clanwilliam Dam Socio-Economic Impact Assessment
- Wine and Agricultural Ethical Trading Association (WIETA) Code Evaluation
- Economic Valuation of Newlands Rugby Stadium
- Coal for Africa Valuation
- Marine Manufacturing and Trade Industry Economic Impact Study
- Feasibility and Business Plan for developing a trade centre in Harare (Zimbabwe)
- Feasibility and Business Plan for developing a trade centre in Abuja (Nigeria)

- Development Impact Monitoring for HIFSA- Years 2011, 2012, 2013, 2014, 2015, 2016, 2017
- Cape Town Stations Market Research
- Matzikama LED Strategy
- Theewaterskloof Feasibility for Development of Tourism Activities
- Kuils River Station Upgrade
- Athlone Stadium Feasibility
- Central Karoo Rural Development Plan
- Cape Town Resorts Commercialisation
- City Hall Market Feasibility
- Grand Parade Development Opportunities and Feasibility Study
- Big Data Socio-Economic Impact
- ORIO Transport Interchange Cost Benefit Analysis
- Grabouw Sustainable Development:
- Drakenstein NUSP Informal Settlement Upgrade:
- Doringbaai Abalone Due Diligence Report
- Namies Wind Farm Socio-Economic Impact Assessment
- Smart Settlement Solutions
- Groot Brak Filling Station Socio-Economic Impact Assessment
- Implementation & Outcome Evaluation of the City of Cape Town's World Design Capital Initiatives:
- Mossel Bay Airport Development
- Cape Town Art Fair Impact Assessment
- WC Broadband Initiative Socio-Economic Impact Assessment
- Voortrekker Road Affordable Housing Demand
- Voortrekker Road Corridor Affordable Housing Demand
- Invest in Cape Town and Invest in the Western Cape Brochures
- Saldanha Port High Level Market Demand for Industrial Space
- Ten Business Plans for Entrepreneurs in the Western Cape
- Namakwa District Municipality Local Municipality Economic Development Strategy
- Agriculture & Agri-Business Sector Strategy Impact Assessment (2012)

**Countries of Work Experience:**

- South Africa
- Namibia
- Nigeria
- Zimbabwe
- Botswana

**References:**

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Ben van der Merwe Email: ben@urban-econ.com Cell Phone: +27 (0) 82 410 9191

**Contact Details:**

Alexandra Kempthorne Email: alex@urban-econ.com Cell Phone: +27 (0) 84 417 1808

## B 2:Ms Buhle Sondwana

| **Education:** | | | |
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| **University of the Western Cape – 2022** | | **MA Development Studies** | |
| **Walter Sisulu University- 2014** | | **BA (Social Work)** | |
| **Language Proficiency:** | Reading | Writing | Speaking |
| **English** | **Excellent** | **Excellent** | **Excellent** |
| **IsiXhosa** | **Excellent** | **Excellent** | **Excellent** |
| **IsiZulu** | **Intermediate** | **Intermediate** | **Poor** |

### Work Experience:

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| 2022- | Urban-Econ Development Economists Pty Ltd: Junior Development Economist |
| 2021-2022 | University of the Western Cape: Research Assistant and Project Administrator |
| 2021-2022 | African Language Association of Southern Africa: Project Administrator |
| 2020-2022 | 60 Decibels Inc: Research Assistant |
| 2019-2021 | Blue North Sustainability: Monitoring and Evaluation Intern |
| 2019-2020 | Evaluaid: Monitoring and Evaluation Intern and Research Assistant |
| 2020-2020 | Stellenbosch University: Research Assistant |
| 2020-2020 | SADC Research Centre: Research Assistant |
| 2016 & 2018-2019 | Child Welfare and FAMSA: Social Worker |

Ms Buhle Sondwana:

Joined Urban-Econ Development Economists in September 2022. Buhle Sondwana completed her Master's Degree in Development Studies in 2022 and has been involved in various research projects and project administration during her period as a student at the University of the Western Cape. She has also worked as an Intern for various Monitoring and Evaluation projects in the Western Cape which were commissioned by the Western Cape Department of Agriculture. Buhle has gained insightful knowledge and experience in terms of research and project management.

| Experience Record | |
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| **Project:** | **Velddrif Retail Centre, Section Erf 1144 SEIA** |
| **Year:** | **2023** |
| **Location:** | **Velddrif** |
| **Client:** | **Guillaume Nel (GNEC) Environmental Consultants** |
| **Project Features:** | **Socio Economic Impact Assessment and Market Feasibility Study** |
| **Position held:** | **Junior Development Economist** |
| **Activities Performed** | **Socio-Economic Analysis and Markey Feasibility** |
| **Project:** | **Adlers Nest Retirement Village SEIA and Markey Feasibility Study** |
| **Year:** | **2023** |
| **Location:** | **Mossel Bay** |
| **Client:** | **Enviroworks Consultants** |
| **Project Features:** | **Socio Economic Impact Assessment and Market Feasibility Study** |
| **Position held:** | **Junior Development Economist** |
| **Activities Performed** | **Socio-Economic Analysis and Markey Feasibility** |
| **Project:** | **Mossdustria Extension and Development of a Raceway Course and Solar Facility** |
| **Year:** | **2023** |
| **Location:** | **Mossel Bay** |
| **Client:** | **Gibb Environmental Consultants** |
| **Project Features:** | **Socio Economic Impact Assessment** |
| **Position held:** | **Junior Development Economist** |
| **Activities Performed** | **Socio-Economic Analysis** |
| **Project:** | **Agste Laan Informal Settlement Upgrade** |
| **Year:** | **2023** |
| **Location:** | **Cape Town, South Africa** |
| **Client:** | **Ecosense** |
| **Project Features:** | **Socio Economic Impact Assessment** |
| **Position held:** | **Junior Development Economist** |
| **Activities Performed** | **Socio-Economic Analysis** |
| **Project:** | **Total Economic Impact Assessment for Offshore Block 11B/12B** |

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| **Year:** | **2023** |
| **Location:** | **the South Coast region of South Africa** |
| **Client:** | **TotalEnergies** |
| **Project Features:** | Economic Impact Assessment (EIA) |
| **Position held:** | Junior Development Economist |
| **Activities Performed** | Economic Impact Analysis |
| **Project:** | **Doornbach Informal Settlement Upgrade** |
| **Year:** | **2022** |
| **Location:** | **Western Cape, South Africa** |
| **Client:** | **Ecosense CC** |
| **Project Features:** | Socio-Economic Impact Assessment |
| **Position held:** | **Junior Development Economist** |
| **Activities Performed** | Socio-Economic Analysis |
| **Project:** | **Ilanga Solar Project** |
| **Year:** | 2022 |
| **Location:** | Western Cape, South Africa |
| **Client:** | Zutari |
| **Project Features:** | Socio-Economic Impact Assessment |
| **Position held:** | Junior Development Economist |
| **Activities Performed** | Assisting with report writing |
| **Project:** | **Medium Term Economic Outlook and Review (MERO) 2022** |
| **Year:** | 2022 |
| **Location:** | Western Cape |
| **Client:** | Western Cape Government, Treasury |
| **Project Features:** | Economic Analysis and reporting |
| **Position held:** | Junior Development Economist |
| **Activities Performed** | Assistance with final report editing and proof reading |
| **Project:** | **Annandale (Ecosense) EIA** |
| **Year:** | 2022 |
| **Location:** | Western Cape, South Africa |
| **Client:** | Ecosense CC |
| **Project Features:** | Socio-Economic Impact Assessment |

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| **Position held:** | Junior Development Economist |
| **Activities Performed** | Literature Review |
| **Project:** | **Noordhoek ERF 4736 Economic Motivation** |
| **Year:** | 2022 |
| **Location:** | Noordhoek, Cape Town |
| **Client:** | Shefford Trade Pty Ltd |
| **Project Features:** | Socio-Economic Impact |
| **Position held:** | Junior Development Economist |
| **Activities Performed** | Socio-Economic Analysis |
| **Project:** | **Wolwerivier Socio-Economic Impact Assessment** |
| **Year:** | 2022 |
| **Location:** | Cape Farms, City of Cape Town |
| **Client:** | Ecosense CC |
| **Project Features:** | Socio-Economic Impact Assessment (SEIA) |
| **Position held:** | Researcher |
| **Activities Performed** | Literature Review on Low-Cost Housing |
| **Project:** | **AFRODAD Partner Assessments** |
| **Year:** | 2022 |
| **Location:** | Africa (West and Central Africa, Mozambique and Angola, Southern and Eastern |
| **Client:** | Africa) |
| **Project Features:** | African Forum and Network on Debt and Development (AFRODAD) |
| **Position held:** | Review and Assessment |
| **Activities Performed** | Junior Development Economist |
| | Assistance with stakeholder meetings and write ups |

**Countries of Work Experience:**

- South Africa

**References:**

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**Contact Details:**

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# Appendix C: Specialist Declaration

## C 1: Ms Alexandra Kempthorne

forestry, fisheries & the environment

Department:
Forestry, Fisheries and the Environment
**REPUBLIC OF SOUTH AFRICA**

Private Bag X447, Pretoria, 0001, Environment House, 473 Steve Biko Road, Pretoria, 0002 Tel: +27 12 399 9000, Fax: +27 86 625 1042

**SPECIALIST DECLARATION FORM – AUGUST 2023**

Specialist Declaration form for assessments undertaken for application for authorisation in terms of the National Environmental Management Act, Act No. 107 of 1998, as amended and the Environmental Impact Assessment (EIA) Regulations, 2014, as amended (the Regulations)

**REPORT TITLE**
Mossdustria Extension and Development of a Raceway Course and Solar Facility SEIA

**Kindly note the following:**

1. This form must always be used for assessment that are in support of applications that must be subjected to Basic Assessment or Scoping & Environmental Impact Reporting, where this Department is the Competent Authority.
2. This form is current as of August 2023. It is the responsibility of the Applicant / Environmental Assessment Practitioner (EAP) to ascertain whether subsequent versions of the form have been published or produced by the Competent Authority. The latest available Departmental templates are available at https://www.dffe.gov.za/documents/forms.
3. An electronic copy of the signed declaration form must be appended to all Draft and Final Reports submitted to the department for consideration.
4. The specialist must be aware of and comply with '*the Procedures for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the act, when applying for environmental authorisation - GN 320/2020)*', where applicable.

**1. SPECIALIST INFORMATION**

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| Title of Specialist Assessment | Mossdustria Extension and Development of a Raceway Course and Solar Facility SEIA |
| Specialist Company Name | Urban-Econ Development Economists |
| Specialist Name | Ms Alexandra Kempthorne |
| Specialist Identity Number | 740418 0021 088 |
| Specialist Qualifications: | MA City and Regional Planning |
| Professional affiliation/registration: | Development of Society of Southern Africa |
| Physical address: | Unit A6<br>Salt Orchard<br>Shannon Street<br>Salt River<br>7925 |
| Postal address: | Unit A6<br>Salt Orchard<br>Shannon Street<br>Salt River<br>7925 |
| Postal address | Unit A6<br>Salt Orchard<br>Shannon Street<br>Salt River<br>7925 |
| Telephone | +27 21 447 3449 |

**SPECIALIST DECLARATION FORM – AUGUST 2023**

| | |
|---|---|
| Cell phone | +27 (0) 84 417 1808 |
| E-mail | alex@urban-econ.com |

**SPECIALIST DECLARATION FORM – AUGUST 2023**

**2. DECLARATION BY THE SPECIALIST**

I, Alexandra Kempthorne declare that –

- I act as the independent specialist in this application;
- I am aware of the procedures and requirements for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the National Environmental Management Act (NEMA), 1998, as amended, when applying for environmental authorisation which were promulgated in Government Notice No. 320 of 20 March 2020 (i.e. "the Protocols") and in Government Notice No. 1150 of 30 October 2020.
- 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 NEMA Act.

A Kempthorne

Signature of the Specialist

Urban-Econ Development Economists

Name of Company:

28 Aug 2023

Date

**SPECIALIST DECLARATION FORM – AUGUST 2023**

**3. UNDERTAKING UNDER OATH/ AFFIRMATION**

I, _ Alexandra Kempthorne_____, swear under oath / affirm that all the information submitted or to be submitted for the purposes of this application is true and correct.

Signature of the Specialist

Urban-Econ Development Economists

Name of Company

28 August 2023

Date

Click or tap here to enter text.

Signature of the Commissioner of Oaths

Click or tap to enter a date.

Date 28/08/2023

SUID-AFRIKAANSE POLISIEDIENS
COMMUNITY SERVICE CENTRE
CSC
2023 -08- 28
GEMEENSKAPDIENS SENTRUM
WOODSTOCK
SOUTH AFRICAN POLICE SERVICE

## C 1: Ms Buhle Sondwana

forestry, fisheries
& the environment
Department:
Forestry, Fisheries and the Environment
**REPUBLIC OF SOUTH AFRICA**

Private Bag X447, Pretoria, 0001, Environment House, 473 Steve Biko Road, Pretoria, 0002 Tel: +27 12 399 9000, Fax: +27 86 625 1042

**SPECIALIST DECLARATION FORM – AUGUST 2023**

Specialist Declaration form for assessments undertaken for application for authorisation in terms of the National Environmental Management Act, Act No. 107 of 1998, as amended and the Environmental Impact Assessment (EIA) Regulations, 2014, as amended (the Regulations)

**REPORT TITLE**
Mossdustria Extension and Development of a Raceway Course and Solar Facility SEIA

**Kindly note the following:**

1. This form must always be used for assessment that are in support of applications that must be subjected to Basic Assessment or Scoping & Environmental Impact Reporting, where this Department is the Competent Authority.
2. This form is current as of August 2023. It is the responsibility of the Applicant / Environmental Assessment Practitioner (EAP) to ascertain whether subsequent versions of the form have been published or produced by the Competent Authority. The latest available Departmental templates are available at https://www.dffe.gov.za/documents/forms.
3. An electronic copy of the signed declaration form must be appended to all Draft and Final Reports submitted to the department for consideration.
4. The specialist must be aware of and comply with '*the Procedures for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the act, when applying for environmental authorisation - GN 320/2020)*', where applicable.

**1. SPECIALIST INFORMATION**

| | |
|---|---|
| Title of Specialist Assessment | Mossdustria Extension and Development of a Raceway Course and Solar Facility SEIA |
| Specialist Company Name | Urban-Econ Development Economists |
| Specialist Name | Ms Buhle Sondwana |
| Specialist Identity Number | 920523 0928 083 |
| Specialist Qualifications: | MA Development Studies |
| Professional affiliation/registration: | South African Council for Social Service Professions |
| Physical address: | Unit A6<br>Salt Orchard<br>Shannon Street<br>Salt River<br>7925 |
| Postal address: | Unit A6<br>Salt Orchard<br>Shannon Street<br>Salt River<br>7925 |
| Postal address | Unit A6<br>Salt Orchard<br>Shannon Street<br>Salt River<br>7925 |

**SPECIALIST DECLARATION FORM – AUGUST 2023**

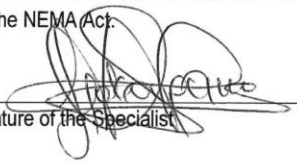
| | |
|---|---|
| Telephone | +27 21 447 3449 |
| Cell phone | +27 (0) 66 139 2889 |
| E-mail | buhle@urban-econ.com |

## SPECIALIST DECLARATION FORM – AUGUST 2023

### 2. DECLARATION BY THE SPECIALIST

I, Buhle Sondwana declare that –

- I act as the independent specialist in this application;
- I am aware of the procedures and requirements for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the National Environmental Management Act (NEMA), 1998, as amended, when applying for environmental authorisation which were promulgated in Government Notice No. 320 of 20 March 2020 (i.e. "the Protocols") and in Government Notice No. 1150 of 30 October 2020.
- 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 NEMA Act.



Signature of the Specialist

Urban-Econ Development Economists

Name of Company:

28 Aug 2023

Date

**SPECIALIST DECLARATION FORM – AUGUST 2023**

**3. UNDERTAKING UNDER OATH/ AFFIRMATION**

I, _ Buhle Sondwana _____, swear under oath / affirm that all the information submitted or to be submitted for the purposes of this application is true and correct.

Signature of the Specialist

Urban-Econ Development Economists

Name of Company

28 August 2023

Date

Click or tap here to enter text.

Signature of the Commissioner of Oaths

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Click or tap to enter a date.

Date 28/08/2023