

**SOCIO-ECONOMIC BASELINE SCOPING
REPORT
FOR
GREEN VALLEY
MIXED-USE DEVELOPMENT
BITOU MUNICIPALITY,
WESTERN CAPE PROVINCE**

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Prepared for

SHARPLES ENVIRONMENTAL SERVICES

By

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EXECUTIVE SUMMARY

INTRODUCTION AND LOCATION

Sharples Environmental Services (SES) was appointed by as the lead consultant to manage the Environmental Impact Assessment (EIA) process with regard to the proposed Green Valley Mixed Use Development located near Wittedrift, in the Bitou Local Municipality, Western Cape Province. Tony Barbour Environmental Consulting was appointed by SES to undertake a specialist Social Impact Assessment (SIA) as part of an Environmental Impact Assessment (EIA) process. This report contains the findings of the Socio-Economic Scoping study.

PROJECT DESCRIPTION

The proposed development consists of 730 residential units, community facilities, a business property, places of worship and an early childhood development centre located on an area of 19 hectares. The site is located within the urban edge in an area that has been identified as suitable for development in the Bitou Spatial Development Framework (SDF).

ASSUMPTIONS AND LIMITATIONS

Assumptions

The identification and initial assessment is based on the author's experience with SIAs for mixed use developments, including low and medium cost housing components. In this regard it is assumed that the key social issues are likely to be similar. However, it should be noted that the comments on the social impacts contained in the Social Scoping Report are preliminary and will be confirmed during the Assessment Phase.

Limitations

A preliminary site visit was undertaken as part of preparing the Social Scoping Report. However, no interviews with key stakeholders were undertaken. It is only possible to effectively interact with key stakeholders once they are fully aware of the project, which is typically once the Draft Scoping Report has been circulated for comment. However, as indicated above, the author has undertaken SIAs for a number of mixed use developments and is therefore familiar with the social issues typically associated with such projects. Detailed consultation will be undertaken as part of the assessment phase.

SUMMARY OF KEY FINDINGS

The assessment section is divided into the following sections:

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

POLICY AND PLANNING REVIEW

The findings of the review indicate that the proposed development is compatible with and supports the key principles and objectives contained in the relevant key land use planning and policy documents that pertain to the area, including the Western Cape Provincial Spatial Development Framework (2014), Bitou Local Municipality Integrated Development Plan 2016/ 2017 and the Bitou Local Municipality Spatial Development Framework (2013). The site is located within the urban edge in an area that has been identified as suitable for development in the Bitou Spatial Development Framework (SDF).

CONSTRUCTION PHASE

The typical key social issues associated with the construction phase include:

Potential positive impacts

- Creation of employment and business opportunities.

Potential negative impacts

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

Based on experience from other large, mixed used developments the significance of the majority of potential negative impacts with mitigation is likely to be Low Negative. All of the potential negative impacts therefore have the potential to be effectively mitigated if the recommended mitigation measures are implemented. This will be confirmed during the Assessment Phase.

Table 1 summarises the significance of the impacts associated with the construction phase. As indicated above, these significance ratings are based on experience from other mixed developments and will be confirmed during the assessment phase.

Table 1: Summary of social impacts during construction phase

Impact	Significance No Mitigation	Significance With Enhancement /Mitigation
Creation of business and employment opportunities	Medium (Positive impact)	High (Positive impact)
Presence of construction workers and potential impacts on family structures and social networks	Low (Negative impact for community as a whole)	Low (Negative impact for community as a whole)
Threat to safety and security	Medium (Negative impact)	Low (Negative impact)
Impact of construction related activities (dust, noise, safety etc.)	Low (Negative impact)	Low (Negative impact)

OPERATIONAL PHASE

The typical key social issues associated with the operational phase include:

Potential positive impacts

- Provision of low and middle income housing;
- Provision of public spaces;
- Creation of employment and business opportunities
- Broaden the rates base.

Potential negative impacts

Based on the findings of the SIA there are likely to be no significant social impacts associated with the proposed development that would have a bearing on the assessment process and approval of the project.

The significance of the impacts associated with the operational phase are summarised in Table 2.

Table 2: Summary of social impacts during operational phase

Impact	Significance No Mitigation	With Enhancement /Mitigation
Provision of low and middle income housing	High (Negative impact) ¹	High (Positive impact)
Provision of public spaces	High (Negative impact) ²	High (Positive impact)
Employment and business opportunities	Medium (Positive impact)	Medium (Positive impact)
Broaden the rates base for the local municipality	Medium (Negative impact) ³	Medium (Positive impact)

NO-DEVELOPMENT OPTION

The No-Development option would represent a lost opportunity in terms of the employment opportunities associated with the construction and operational phase, as well as the benefits associated with the provision of housing and public spaces etc. The significance of this would be **High Negative**. The No-Development option is not supported.

KEY SOCIAL CHALLENGES AND OPPORTUNITIES

While the proposed development is compatible with and supports the key principles and objectives contained in the relevant key land use planning and policy documents that pertain to the area, this does not necessarily guarantee that the proposed development will provide local residents with a quality living environment. In this regard the provision of housing on its own does not provide for the establishment of a functioning residential area. The proposed mix use development does make provision for the establishment of places of worship, small commercial and retail facilities, parks, sports fields and public open spaces. However, the location and size of these facilities is also a key issue that

¹ Assumes that development does not proceed and potential benefit is forgone

² Assumes that development does not proceed and potential benefit is forgone

³ Assumes that development does not proceed and potential benefit is forgone

needs to be addressed. Likewise the quality of the structures provided and on-going maintenance are also key issues. The implementation of a landscaping programme, including planting of trees along road and on public spaces also contributes to the establishment of a quality living environment. These issues will be addressed as part of the Assessment Phase.

CONCLUSION

Based on the findings of the Scoping Level SIA the site is located in an area that has been identified as suitable for development in the Bitou Spatial Development Framework (SDF). The proposed development therefore complies with and is supported by the local land use planning proposals for the site. Based on experience from SIAs undertaken for other mixed use developments the construction and operational phase of the proposed development will result in a number of positive social benefits for the local community and the area as a whole. These include the creation of employment and business opportunities during both the construction and operational phase and the provision of much needed housing and facilities. In addition, the majority of the potential negative impacts associated with the construction and operational phase are likely to be rated as **Low Negative** with mitigation. The majority of potential negative impacts can therefore be effectively mitigated if the recommended mitigation measures are implemented. Detailed mitigation measures will be outlined in the Social Impact Assessment Report (SIAR).

**CONTENTS OF THE SPECIALIST REPORT – CHECKLIST FOR APPENDICES 2
(Scoping) and 6 (Specialist Reports) of GNR 982**

Regulation GNR 982 of 2014, Appendix 6	Section of Report
(a) details of the specialist who prepared the report; and the expertise of that specialist to compile a specialist report including a <i>curriculum vitae</i> ;	Section 1.6, p6, Annexure C
(b) a declaration that the specialist is independent in a form as may be specified by the competent authority;	Section 1.7, p7, and Annexure C
(c) an indication of the scope of, and the purpose for which, the report was prepared;	Section 1.2, p1, and Section 1.5, p6
(d) the date and season of the site investigation and the relevance of the season to the outcome of the assessment;	N/A
(e) a description of the methodology adopted in preparing the report or carrying out the specialised process;	Section 1.2, p1, and Section 1.5, p6
(f) the specific identified sensitivity of the site related to the activity and its associated structures and infrastructure;	Section 1.3, p3, and Section 3, p25
(g) an identification of any areas to be avoided, including buffers;	To be confirmed during assessment phase
(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;	Not applicable for this study.
(i) a description of any assumptions made and any uncertainties or gaps in knowledge;	Section 1.4, p6
(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;	Section 4, p33
(k) any mitigation measures for inclusion in the EMPr;	Section 4, p33. Detailed mitigation measures will be identified during the assessment phase
(l) any conditions for inclusion in the environmental authorisation;	Not applicable at Scoping Level
(m) any monitoring requirements for inclusion in the EMPr or environmental authorisation;	Not applicable at Scoping Level
(n) a reasoned opinion— i. as to whether the proposed activity or portions thereof should be authorised; and ii. if the opinion is that the proposed activity or portions thereof should be authorised, any avoidance, management and mitigation measures that should be included in the EMPr or Environmental Authorization, and where applicable, the closure plan;	Not applicable at Scoping Level
(o) a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and	Not applicable at this stage of process
(p) any other information requested by the competent authority	Not applicable.

Regulation GNR 982 of 2014, Appendix 2 – Scoping Process	Section of Report
Description of any policies or legislation or guidelines relevant to your field that the applicant will need to comply with.	Section 2, Policy and Planning Environment, p8-24
Comment on need/desirability of the proposal in terms of your field and in terms of the proposal's location.	Section 1.4, Assumptions and Limitations, p6.
Description of methodology used in determining significance.	Annexure B
Assessment of alternatives including the environmental attributes associated with each alternative.	No development option is assessed (Section 4.5, p43)

For each alternative, determine the-- (i) nature, significance, consequence, extent, duration and probability of the impacts occurring to inform identified preferred alternatives; and (ii) degree to which these impacts- (aa) can be reversed; (bb) may cause irreplaceable loss of resources, and (cc) can be avoided, managed or mitigated;	Section 4, Identification of Key Issues associated with construction, operation and decommissioning phases. No development option also assessed.
Determine positive and negative impacts that each alternative will have on the environment.	Section 4, Identification of Key Issues
Identify suitable measures to avoid, manage or mitigate identified impacts.	Section 4, Identification of Key Issues
Identify residual risks that need to be managed and monitored.	Section 4,, Identification of Key Issues
A concluding statement indicating a preferred alternative and preferred location in terms of your field.	Section 4.7, p42
State if further study is required and include description of this methodology.	Section 4.8, P43

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ACRONYMS

BLM	Bitou Local Municipality
DEA	Department of Environmental Affairs (National)
DEA&DP	Department of Environmental Affairs and Development Planning (WCP)
DM	District Municipality
EDM	Eden District Municipality
EIA	Environmental Impact Assessment
IDP	Integrated Development Plan
LED	Local Economic Development
LM	Local Municipality
SDF	Spatial Development Framework
SIA	Social Impact Assessment

SECTION 1: INTRODUCTION

1.1 INTRODUCTION

Sharples Environmental Services (SES) was appointed by as the lead consultant to manage the Environmental Impact Assessment (EIA) process with regard to the proposed Green Valley Mixed Use Development located in Wittedrift, in the Bitou Local Municipality, Western Cape Province (Figure 1.1 and 1.2). The proposed development will consist of 730 residential units, community facilities, a business property, places of worship and an early childhood development centre located on an area of 19 hectares.

Tony Barbour Environmental Consulting was appointed by SES to undertake a specialist Social Impact Assessment (SIA) as part of an Environmental Impact Assessment (EIA) process. This report contains the findings of the Socio-Economic Scoping study.



Figure 1.1: Location of Wittedrift

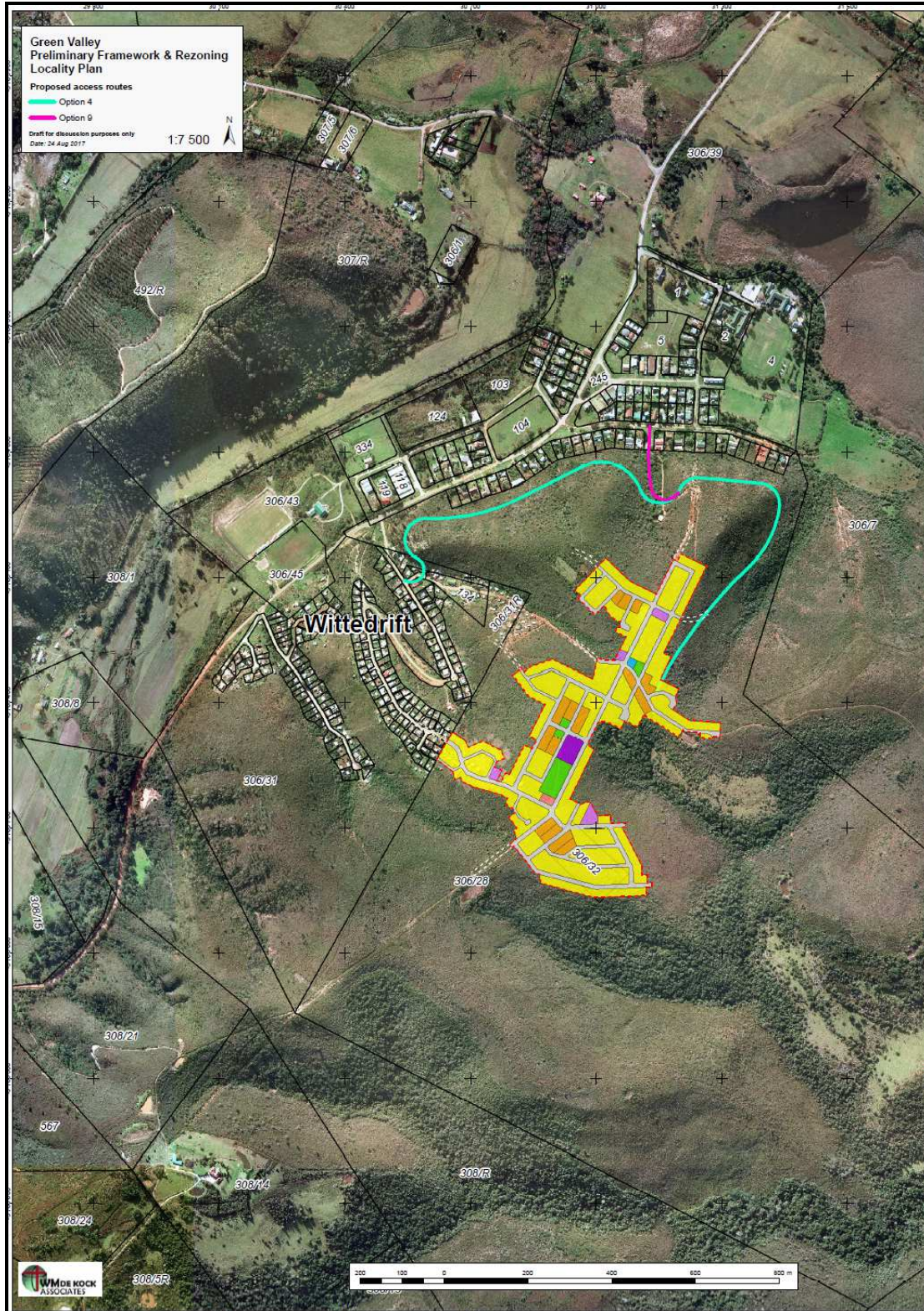


Figure 1.2: Location of proposed Green Valley Mixed Use Development

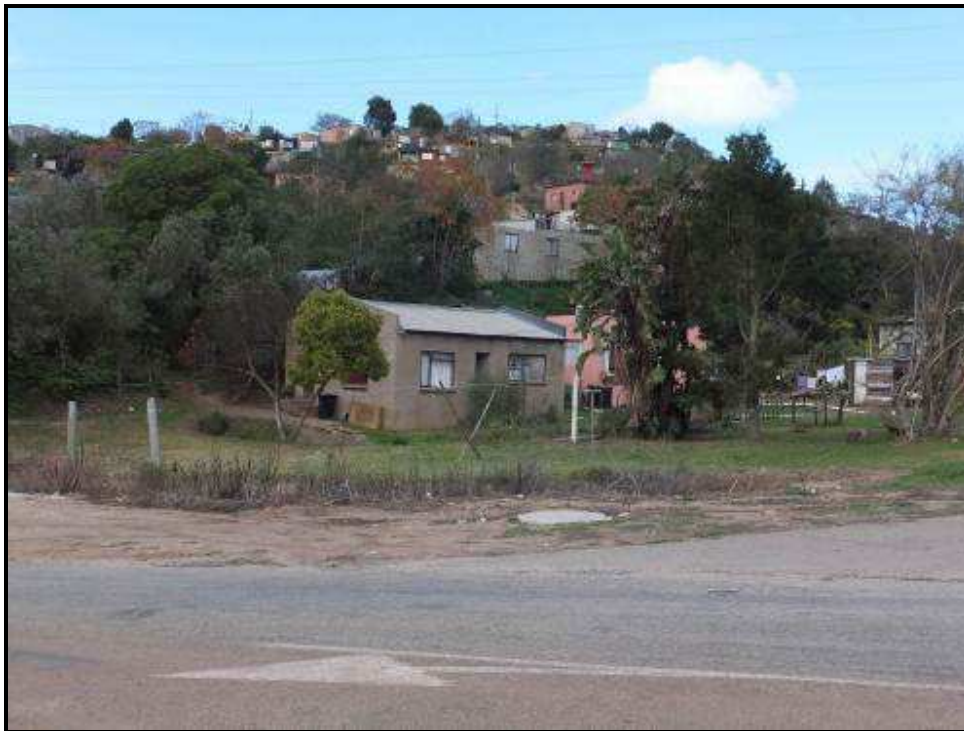
1.2 TERMS OF REFERENCE

The terms of reference for the Baseline Socio-economic Baseline Scoping Report include:

- Collection and review of socio-economic baseline data for the study area;
- Collection and review of key land use policy and planning documents for the study area;
- Identification of potential social opportunities and constraints.

1.3 PROJECT DESCRIPTION

Green Valley is a low income settlement, situated just south of the small, rural settlement of Wittedrift, approximately 11 km north of Plettenberg Bay. The Green Valley settlement is located to the south west of the M 395 on a hill overlooking Wittedrift (Photograph 1.1). The rural settlement of Wittedrift is located to the north of the proposed development site and includes a school and small business centre (Photograph 1.2 and 1.3). The M395 links the N2 to the south west and the R 340 to the north east of Wittedrift.



Photograph 1.1: Green Valley low income residential area



Photograph 1.2: School located adjacent to R M395



Photograph 1.3: Wittedrift commercial area

According to the Bitou Local Municipal Spatial Development Framework (May 2013), there was a backlog of 277 housing units in Wittedrift / Green Valley and by 2030 and additional 633 units would be required. In order to meet this demand the Bitou Municipality is proposing to establish a low cost housing development on the relatively flat area on top of the ridges to the south west of Green Valley. The proposed development will consist of 730 residential units, community facilities, a business property, places of worship and an early childhood development centre located on an area of 19 ha. Table 1.1 provides a summary of the current housing waiting list in the BLM.

The proposed layout is illustrated in Figure 1.3. No school site is provided in the layout. A school site may be provided in the future extension to the south, which has not been planned at this stage. The future development of the area will also be informed by availability and cost of installing services, such as sewage pump stations etc. Issues of accessibility will be also addressed during the planning process. The Plettenburg Bay urban edge has been amended to include the entire development.

Table 1.1: Housing waiting list in Bitou Municipality

BITOU HOUSING LIST		
HOUSING PROJECT	NUMBERS	COMMENTS
Qolweni/Bossiesgif	2283	The over flow families need to be accommodated either in Ebenhaezer or Kwanokuthula
Covie	31	
Green Valley	541	
Harkerville	80	
Kranshoek	1283	Private land needs to be purchased
Kurland	860	Private land needs to be purchased
Kwanokuthula	3113	
Natures Valley	4	
New Horizons	2000	The back yard dwellers will be accommodated in Ebenhaezer
Plettenberg bay	130	
TOTALS	10325	

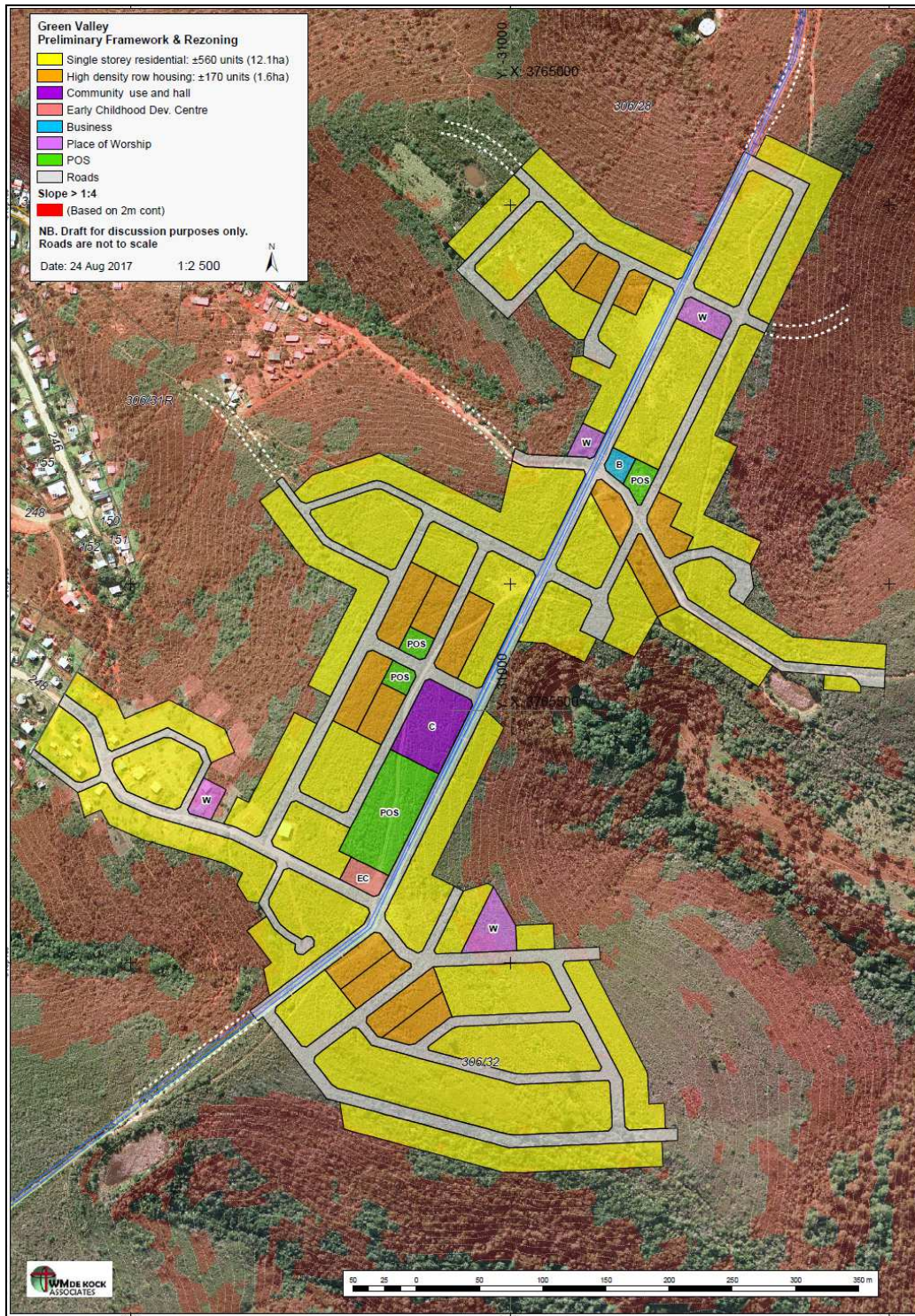


Figure 1.3: Layout for proposed Green Valley Mixed Use Development

1.4 ASSUMPTIONS AND LIMITATIONS

1.4.1 Assumptions

Fit with planning and policy requirements

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

Based on a review of the information the proposed development is located within an area identified as suitable for development by the Bitou SDF.

1.4.2 Limitations

Consultation with affected communities

A preliminary site visit was undertaken as part of preparing the Social Scoping Report. However, no interviews with key stakeholders were undertaken. It is only possible to effectively interact with key stakeholders once they are fully aware of the project, which is typically once the Draft Scoping Report has been circulated for comment. However, as indicated above, the author has undertaken SIAs for a number of mixed use developments and is therefore familiar with the social issues typically associated with such projects. Detailed consultation will be undertaken as part of the assessment phase.

1.5 APPROACH TO STUDY

The approach to the study is based on the Western Cape Department of Environmental Affairs and Development (DEA&DP) Planning Guidelines for Social Impact Assessment (SIA). The Guidelines are based on accepted international best practice guidelines, including the Guidelines and Principles for Social Impact Assessment (Inter-organizational Committee on Guidelines and Principles for Social Impact Assessment, 1994). The study involved:

- A review of project related information
- A review of relevant socio-economic data for the study area;
- A preliminary site visit (30-31 August 2017);
- A review of relevant planning and policy frameworks for the study area;
- Preparation of a socio-economic baseline report.

1.6 SPECIALIST DETAILS

Tony Barbour has 24 years' experience in the field of environmental management. In terms of SIA experience Tony Barbour has undertaken in the region of 200 SIA's and is the author of the Guidelines for Social Impact Assessments for EIA's adopted by the Department of Environmental Affairs and Development Planning (DEA&DP) in the Western Cape in 2007. Tony Barbour has also undertaken the specialist SIA studies for a number of residential and mixed used development projects.

Schalk van der Merwe, the co-author of this report, has an MPhil in Environmental Management from the University of Cape Town and has worked closely with Tony Barbour on a number of SIAs over the last ten years.

1.7 DECLARATION OF INDEPENDENCE

This confirms that Tony Barbour and Schalk van der Merwe, the specialist consultants responsible for undertaking the study and preparing the report, are independent and do not have vested or financial interest in the proposed project being either approved or rejected. Annexure D contains a signed declaration of independence.

1.8 REPORT STRUCTURE

The report is divided into four sections, namely:

- Section 1: Introduction;
- Section 2: Policy and planning environment;
- Section 3: Overview of the study area; and
- Section 4: Identification of potential social opportunities and constraints.

SECTION 2: POLICY AND PLANNING ENVIRONMENT

2.1 INTRODUCTION

Legislation and policy embody and reflect key societal norms, values and developmental goals. The legislative and policy context therefore plays an important role in identifying, assessing and evaluating the significance of potential social impacts associated with any given proposed development. An assessment of the “policy and planning fit⁴” of the proposed development therefore constitutes a key aspect of the Social Impact Assessment (SIA). In this regard, assessment of “planning fit” conforms to international best practice for conducting SIAs.

Section 2 provides an overview of the most significant policy documents of relevance to the proposed development, namely:

- Development Facilitation Act (Act 67 of 1995);
- National Environmental Management Act (Act 107 of 1998);
- Western Cape Provincial Spatial Development Framework (2014);
- Western Cape Department of Human Settlements Strategic Plan (2015-2020);
- Bitou Local Municipality Integrated Development Plan 2016/ 2017;
- Bitou Local Municipality Local Economic Development Framework (2013);
- Bitou Local Municipality Spatial Development Framework (2013);
- Bitou Local Municipality Integrated Human Settlements Plan (2011); and
- Bitou Local Municipality Coming Together Initiative (2010).

Section 2 also summarises the key findings of a socio-economic survey of households in undertaken for Green Valley (Wittedrift by Embale Shamba cc in 2016. The overall goal of the survey was to obtain socio-economic data that will inform planning for human settlement in Forest View (Harkerville), Green Valley (Wittedrift) and Kurland Village (The Crag).

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

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

- To provide a uniform, effective and comprehensive system of spatial planning and land use management for the Republic;
- To ensure that the system of spatial planning and land use management promotes social and economic inclusion;
- To provide for development principles and norms and standards;

⁴ Planning fit” can simply be described as the extent to which any relevant development satisfies the core criteria of appropriateness, need, and desirability, as defined or circumscribed by the relevant applicable legislation and policy documents at a given time.

- To provide for the sustainable and efficient use of land;
- To provide for cooperative government and intergovernmental relations amongst the national, provincial and local spheres of government; and
- To redress the imbalances of the past and to ensure that there is equity in the application of spatial development planning and land use management systems.

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

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

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

2.3 NATIONAL ENVIRONMENTAL MANAGEMENT (ACT 107 OF 1998)

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

- Environmental management must place people and their needs at the forefront of its concern, and serve their physical, psychological, developmental, cultural and social interests equitably;
- Development must be socially, environmentally and economically sustainable;
- Environmental management must be integrated, acknowledging that all elements of the environment are linked and interrelated, and it must take into account the effects of decisions on all aspects of the environment and all people in the environment by pursuing the selection of the best practicable environmental option;
- Environmental justice must be pursued so that adverse environmental impacts shall not be distributed in such a manner as to unfairly discriminate against any person, particularly vulnerable and disadvantaged persons;

- Equitable access to environmental resources, benefits and services to meet basic human needs and ensure human well-being must be pursued and special measures may be taken to ensure access thereto by categories of persons disadvantaged by unfair discrimination;
- The participation of all interested and affected parties in environmental governance must be promoted, and all people must have the opportunity to develop the understanding, skills and capacity necessary for achieving equitable and effective participation, and participation by vulnerable and disadvantaged persons must be ensured;
- Decisions must take into account the interests, needs and values of all interested and affected parties, and this includes recognising all forms of knowledge, including traditional and ordinary knowledge;
- Community well-being and empowerment must be promoted through environmental education, the raising of environmental awareness, the sharing of knowledge and experience and other appropriate means;
- The social, economic and environmental impacts of activities, including disadvantages and benefits, must be considered, assessed and evaluated, and decisions must be appropriate in light of such consideration and assessment;
- Decisions must be taken in an open and transparent manner, and access to information must be provided in accordance with the law;
- The environment is held in public trust for the people. The beneficial use of environmental resources must serve the public interest and the environment must be protected as the peoples' common heritage; and,
- The vital role of women and youth in environmental management and development must be recognised and their full participation therein must be promoted.

2.4 PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

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

The aim of the Western Cape PSDF is to:

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

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

- Spatial justice;
- Sustainability and resilience;

- Spatial efficiency;
- Accessibility;
- Quality and liveability.

Spatial justice

A socially just society is based on the principles of equality, solidarity and inclusion. While equal opportunity targets everyone in the community, social justice targets the marginalised and disadvantaged groups in society. Inclusionary settlements focus on the public realm rather than on private enclaves; support civic interaction and equitable access throughout the public environment; and make urban opportunities accessible to all – especially the poor. Past spatial and other development imbalances should be redressed through improved access to and use of land by disadvantaged communities.

Sustainability and resilience

Land development should be spatially compact, resource-frugal, compatible with cultural and scenic landscapes, and should not involve the conversion of high potential agricultural land or compromising eco-systems. Resilience is about the capacity to withstand shocks and disturbances such as climate change or economic crises, and to use such events to catalyse renewal, novelty and innovation. The focus should be on creating complex, diverse and resilient spatial systems that are sustainable in all contexts.

Spatial efficiency

Efficiency relates to the form of settlements and use of resources - compaction as opposed to sprawl; mixed-use as opposed to mono-functional land uses; and prioritisation of public transport over private car use. When a settlement is compact higher densities provide thresholds to support viable public transport, reduce overall energy use, and lower user costs as travel distances are shorter and cheaper.

Accessibility

Improving access to services, facilities, employment, training and recreation, including improving the choice of safe and efficient transport modes (e.g. public transport, private vehicle, bicycle, walking and wheelchair) is essential to achieving the stated settlement transitions of the NDP and OneCape 2040. Accessibility is also defined by convenient and dignified access to private and public spaces for people with impaired mobility. Good and equitable access systems must prioritise the pedestrian, as well as provide routes for bikes, prams, wheelchairs and public transport. An accessible system will offer a choice of routes supporting these modes and safe connections between places and communities. Visual access implies direct sight lines or unfolding views, signs or other visual cues, and being able to see other people - all of which help in negotiating places.

Quality and liveability

The quality of an environment directly contributes to its liveability. A good environment is one that is legible, diverse, varied and unique. The legibility of a place is contributed to by the existence of landmarks such as notable buildings and landscaping or well- defined public space as well as the legibility and structure of its street networks. Diverse environments provide a variety of opportunities, experiences and choice. The more varied a place, the more valued because of the individual qualities that make it distinctive from other places. Liveable settlements feature a balance between individual and community, of logic and feeling, of order and random incident. In many cases, a town's public realm provides coherence and order while countless private ventures introduce variety and interest. One condition benefits from the other. The quality of public space can define the liveability of a

place. Public spaces are the living rooms to settlements where people meet, play and relax. They need to be safe and attractive - features enabled by activity and surveillance.

2.4.1 Developing integrated and sustainable settlements

Economic growth is the number one priority of the Western Cape government. However, the SDF notes that notwithstanding two decades of policies aimed at transforming apartheid's geography, South Africa's cities, towns, villages and rural areas remain highly unequal, inefficient and segregated places. Mindful of the complexity of undoing this entrenched spatial legacy, the PSDF also needs to take on the challenge of restructuring the Western Cape's urban and rural landscapes so that they offer socio-economic opportunities for all – especially those previously restricted in accessing these benefits. In this regard the SDF notes that *"Despite reforms to the planning system, colonial and apartheid legacies still structure space across different scales"* (NDP, 2012, p 260).

The PSDF emphasizes the need for creating compact and inclusive communities. Infill development is seen as a key strategy. Relevant policy provisions include:

Policy S3: Promote compact, mixed use and integrated settlements:

- (2). Promote functional integration and mixed use as a key component of achieving improved levels of settlement liveability and counter Apartheid spatial patterns and decentralization through densification and infill development; and
- (3). Locate and package integrated land development packages, infrastructure and services as critical inputs to business establishment and expansion in places that capture efficiencies associated with agglomeration (PSDF, p.84).

The SDF indicates that in order to address the entrenched spatial legacy which persists in the Western Cape, the PSDF needs to take seriously the challenge of restructuring regions and settlements so that they offer opportunities for all – especially those previously restricted in accessing these benefits. In this regard the PSDF notes that the formal urban land market remains unaffordable to over 80% of Western Cape households, placing enormous pressure on the public sector. It further notes that exclusionary land markets mitigate against spatial integration of socio-economic groups and limit affordable housing on well-located land. Subsidy housing finance structures do not allow for the development of higher quality, well located housing (p. 88). Relevant policy provisions include:

Policy S5: Promote sustainable, integrated and inclusive housing in formal and informal markets:

- 11. Achieve a wider range of housing opportunities with regards to diversity of tenure, size, density, height and quality in order to promote a ladder of upward mobility for households to progress as economic circumstances change over time (p. 90).

The focus of the settlement agenda as set out in the SDF is holistic and covers five key spatial elements of settlement namely; settlement morphology, heritage, access, activities including land use and facilities and housing. The settlement policy objectives deal with 5 key areas, namely:

- Protecting and enhancing sense of place and settlement patterns;
- Improving accessibility at all scales;
- Promoting an appropriate land use mix and density in settlements;
- Ensuring effective and equitable social services and facilities;
- Supporting inclusive and sustainable housing.

The SDF notes that a strong sense of place and quality environments within settlements at all scales is increasingly recognized as an essential dimension of sustainable settlement. This relates to the economic potential associated with tourism, attracting skills into the service and knowledge economy as well as the wellbeing and dignity of communities of all income groups.

Access to opportunities and services is a keystone to building a strong regional economy and facilitating equitable access to opportunities and services in a financially sustainable manner. Of relevance to the proposed the SDF indicates that a compact urban form and built environment also enables inclusivity and diversity of population, housing and social facilities, and also acts as a precondition for the efficient and affordable delivery of basic services.

Sense of place and settlement patterns

The Western Cape's distinctive settlement distribution and typologies have developed in response to environmental conditions, historic patterns of subdivision and built forms. These settlement typologies and spatial distribution relate to their rural and agrarian contexts in ways that remain relevant to their long term viability. Scenic landscapes, historic settlements and the sense of place, which underpin the quality of settlements and their associated competitive value, associated with a services economy and tourism, are being eroded. Causes include inappropriate development, a lack of adequate information and proactive management systems. Poor quality, hostile environments are beginning to overwhelm the identity and attraction of small towns across the Western Cape.

Spatial implications

The enhancement of the Western Cape's unique sense of place and identity underpins its economy in numerous ways and relies on appropriate development and protection responses to the heritage, cultural and scenic assets of the province. Landscape and heritage management must be seen an essential and integral aspect of spatial planning and not separate from it. Principles pertaining to settlement should always support the protection and enhancement of cultural and heritage assets.

Underpinning the strength of the province's tertiary sector is its unique lifestyle offering. Growing the Western Cape's economy is dependent on the safeguarding of these assets. The integrity of the province's natural and built environments is of critical importance to the further development of tourism, as the Western Cape's tourism economy is nature and heritage based, and built on a foundation of a high-quality and unique environment. Inappropriate, sprawling development which erodes these assets also erodes several of the foundations of the Western Cape's economy.

The delineation of urban edges has been viewed as an essential tool to protect the key settlement heritage, landscape and urban form assets from the encroachment of further urban development and protecting the visual setting of historical settlements. However, it must be noted that sole dependency on urban edges to provide the necessary effective long-term protection and management of scenic landscapes and heritage assets will not be sufficient. Heritage input into the preparation of Spatial Development Frameworks is essential to ensure effective integration of heritage management and planning issues and to develop ways to optimise these resources as assets that can contribute to regeneration and build economic resilience.

Finally, well-designed settlements support civic interaction and equitable access throughout the public environment. Inclusion and integration through an enhanced sense of belonging can be promoted through a focus on the public realm rather than on private enclaves, and by promoting the clustering and agglomeration of complementary activities and land uses.

Accessibility

The Western Cape State of the Environment report (2013) notes that “Transportation systems are well developed, although heavily skewed towards road-based transport, private vehicles and road-based freight movement”. However, travel within and between municipalities is unaffordable to many, leaving communities trapped in space - unable to engage meaningfully with the economy and to access services and amenities. Mono-functional land uses, sprawl and remote developments are increasing the need to travel within and between regions. Many developments are taking place on cheap land at the urban fringes, dissipating transport services and viability. Unsafe, poor quality public transport persists, especially in the unsubsidised taxi sector.

Spatial implications

The fundamental spatial challenge is transforming the province’s human settlement patterns so that all, especially the poor, can access the opportunities of urban environments (i.e. services, facilities and amenities; accommodation options; job and livelihood prospects; etc.). Settlement patterns and the provision of transport infrastructure need to assist in “closing down space” across the Province and within municipalities, to ultimately improve the affordability and viability of access to services and opportunities. The networks and systems of access (roads, paths and transport services) must always be designed to break down the spatial barriers created by apartheid and make settlements more convenient and pleasant to live in while creating economic opportunities close to where people live.

Land use and density

The average densities of cities and towns in the Western Cape remain extremely low by international standards, in spite of policies to support mixed use and integration. There is clear evidence to show that urban sprawl and low densities contribute to unproductive and inefficient settlements as well as increasing the costs of municipal and provincial service delivery.

Settlements in the rural regions of the Province lack land use diversity, and hence economic and social resilience. In growth areas, new development has been largely mono-functional in nature dominated by dormitory townships, gated residential developments and shopping centres. Poor planning and investment decisions tend to be made in favour of simpler, peripheral, developer led developments for quick profits, while municipalities pick up the tab for the long term operating costs. This is not sustainable. Both low densities and mono-functional land uses mitigate against sustainable access, service provision and quality as investment tends to be scattered rather than concentrated which diminishes its impact.

Spatial implications

The lack of integration, compaction and densification in urban areas in the Western Cape has serious negative consequences for municipal finance, for household livelihoods and for the environment. In order to secure a more sustainable future for the Province it is of critical importance that settlement planning and development achieves higher densities. A shift from a suburban to an urban development model is required across all scales of settlement.

It is evident that compact settlements with minimal urban footprints are more environmentally effective, as opposed to a sprawling settlement with uncontrolled growth. Municipal financial sustainability is enhanced in relation to the provision and maintenance of infrastructure, facilities and services. Compact settlements save people time and money, as travel distances are shorter and cheaper. Opportunities, public and private facilities and institutions are more accessible and thresholds are enough to support them. In prioritising a more compact urban form through investment and development decisions, settlements in the Western Cape can become more inclusionary, widening the range of opportunities for all.

2.4.2 Sustainable use of provincial assets

The Western Cape economy is based on its unique assets. These include farming resources that make it the country's leading exporter of agricultural commodities and whose value chains (e.g. agri-processing) underpin the province's industrial sector; and its natural capital (i.e. biological diversity) and varied scenic and cultural resources which are the attraction that makes the Western Cape the country's premier tourism destination. Collectively these assets provide a unique lifestyle offering which contribute to the relative strength of the province's tertiary sector and its comparative advantage as a so-called knowledge economy. Not only is the provincial economy dependent on these assets, but they also underpin livelihoods and set the parameters for the development and ultimate well-being of all residents.

Chapter 3.1 deals with the sustainable use of the WCP's assets. These are identified as Biodiversity and Ecosystem services; Water resources; Soils and Mineral resources; Resource consumption and disposal; and Landscape and scenic assets. Policies are outlined for each of these themed assets. The primary objectives contained in the 2009 SDF commit the Province to safeguarding these assets:

- Protect biodiversity and agricultural resources;
- Minimise the consumption of scarce environmental resources, particularly water, fuel, building materials, electricity and land – in the latter case especially pristine and other rural land, which is the Western Cape's 'goldmine-above-the-ground';
- Conserve and strengthen the sense of place of important natural, cultural and productive landscapes, artefacts and buildings.

The Western Cape's 2011 Provincial Strategic Plan reconfirmed these objectives and placed the proactive management of current and looming risks (e.g. climate change) onto the agenda.

Soils and mineral resources

Safeguarding the province's agricultural resources, and productively using them without compromising biodiversity, heritage and scenic resources, is identified as a key management challenge. Other challenges include:

- Extent of transformation of the natural landscape, especially peripheral to urban areas, and its threat to ecosystem services;
- Limited suitable land available for extension of the agricultural footprint;
- Inadequate safeguarding of the province's mineral and agricultural assets, and limited processing and beneficiation of agricultural and mineral products;
- Conflicting land development and scarce water utilisation pressures.

Landscape and scenic assets

The PSDF specialist study undertaken into the province's cultural and scenic landscapes established that they are significant assets that underpin the tourism economy, but that these resources are being incrementally eroded and fragmented. Agriculture is being reduced to 'islands', visual cluttering of the landscape by non-agricultural development is prevalent, and rural authenticity, character and scenic value is being eroded (e.g. Cape Winelands sprawl).

Losses of scenic and heritage rural character are taking place due to recent patterns of rural residential sprawl on the outskirts of urban centres associated with low-density property developments. A number of scenic landscapes of high significance are under threat and require strategies to ensure their long-term protection. Of relevance to the proposed development priority areas for proposed conservation and protection include:

- Rural landscapes of scenic and cultural significance situated on the major urban edges and under increasing development pressure.

Towards establishing a framework for addressing these challenges, the SDF lists a number of spatial implications that are relevant to design and development of the proposed development:

- In terms of landscape significance, the overall natural and cultural landscape, and the layered pattern of settlements in response to the natural landscape over time is worthy of protection;
- In terms of landscape integrity, retaining the essential character and intactness of wilderness, rural and urban areas in the face of fragmentation through unstructured urbanisation and commercial agriculture, must be achieved;
- In terms of landscape connectivity, continuity and interconnectedness of wilderness and agricultural landscapes must be retained, including ecological corridors and green linkages;
- In terms of landscape setting, maintain the role of the natural landscape as a 'container' within which settlements are embedded, the landscape providing the dominant setting or backdrop;
- In terms of the logic of landscape, recognise the intrinsic characteristics and suitability of the landscape and its influence on land use, settlement and movement patterns, in response to geology, topography, water, soil types and microclimate.

2.5 WESTERN CAPE DEPARTMENT OF HUMAN SETTLEMENTS STRATEGIC PLAN

The vision set out in the Western Cape Department of Human Settlements Strategic Plan (2015-2020) is for residents of the Western Cape have access to liveable, accessible, safe and multi-opportunity settlements. The mission of the Department of Human Settlements is:

- To provide settlements that offer good basic and socio-economic services;
- To offer a range of rental and ownership options that respond to the varied needs and incomes of households; and
- To consistently improve settlements through joint citizen and government effort supported by private sector contributions.

The strategy notes that in order to achieve the Department's vision, it will focus on increased housing opportunities and improved settlement functionality, efficiencies and resilience. Three strategic priorities have been developed to deliver on this mandate:

- Shift more resources to upgrade informal settlements in order to deal with problems of poor living conditions and insufficient access to basic services;
- Clean up the Housing Demand Database in municipalities in order to ensure that limited 'Building New Ground' (BNG) opportunities are allocated to the most deserving beneficiaries; and
- Embark on strategic partnerships in order to provide GAP/Affordable Housing and rental opportunities.

The Strategy notes that the National Development Plan (NDP) highlights the need for spatial transformation as a national priority. For the Western Cape, spatial planning is informed by the Western Cape Provincial Spatial Development Framework (PSDF). There are a number of key policy objectives that underpin the PSDF that are of relevance to the proposed development, namely:

- A strong sense of place and quality environments within settlements at all scales is increasingly recognised as an essential dimension of sustainable development.
- Accessibility to opportunities and services is a keystone to building a strong regional economy and facilitating equitable access to opportunities and services in a financially sustainable manner;
- The provision of sustainable and effective social services requires that these are rationalised, clustered and managed in an integrated manner;
- The provision and facilitation of an integrated and multi-modal transport system, relies on the appropriate location of mixed use areas and increased settlement densities to ensure adequate thresholds for sustainable public transport.

The investments by the Department of Human Settlements are aimed at meeting these objectives.

2.6 BITOU LOCAL MUNICIPALITY INTEGRATED DEVELOPMENT PLAN

The Bitou 2016/2017 Integrated Development Plan (IDP) is the fourth and final revision within the 2012-2017 third generation IDP process. The vision of the Bitou LM (Vision 2022) is "To be the best together". Its mission statement includes:

- Facilitating sustainable people-centred development and ensuring environmental integrity;
- Proactively identifying and securing suitable land for settlement;
- Providing effective basic services in a sustainable manner;
- Facilitating local economic development with a particular focus on reducing poverty, creating jobs and developing the tourism and eco-tourism sectors;
- Facilitating social upliftment and community integration.

The Bitou LM's strategic developmental goals are aligned with key national and provincial strategic goals. Council has approved the following goals:

- To ensure efficient and affordable basic services to all residents of Bitou;
- To strengthen the economy of Bitou for sustainable growth and job creation;

- To develop a municipal governance system that complies with international best
- Practise;
- Create an institution that can align planning with implementation for effective and
- efficient service delivery; and
- To be a financially viable institution geared to provide affordable and sustainable services to the clientele of Bitou Municipality.

Sections 3 and 4 of the IDP are dedicated to an overview and analysis of the development challenges confronting the Bitou LM. The key challenges identified are the following:

- Huge backlogs in service infrastructure requiring municipal expenditure;
- Rising unemployment rates;
- Increases in inequality (Gini-coefficient);
- Extreme concentration of taxable income in affluent areas;
- Rising crime levels;
- Seasonality of the local tourism-based economy;
- Spatial separation and disparities between towns;
- In-migration of low skilled workers;
- Poor or lacking health facilities; and
- Environmental degradation.

The IDP highlights Bitou's phenomenal population growth over the past two decades. During the period 1996 to 2011, the Bitou population mushroomed from 18 427 to 49 162 – an average growth rate of 5.4% per year from 1996 to 2011. The IDP notes that at this rate the population would reach 100 000 by 2025. Key challenges associated with this are identified as the following:

- The need for additional housing opportunities;
- The need for additional infrastructure services and bulk infrastructure (also to cater for seasonality);
- Increasing backlogs of infrastructure maintenance;
- Encroachment and illegal dwellings;
- More Illegal electrical connections;
- Increased unemployment;
- Increased health hazards; and
- Increases in crime.

The IDP also includes key needs indicated by the various wards. The Key needs identified by the Ward 1 communities, which includes Wittedrift and Green Valley, include:

- Provision of housing;
- Upgrading and improving the existing sewage system;
- Upgrading and maintenance of sports fields;
- Provision of land for businesses;
- Upgrade and maintain roads;
- Create employment opportunities and skills development;
- Improve services provided by local clinic at Green Valley;
- Establish a satellite police station at Green Valley;
- Construct a new primary school for Green Valley.

2.7 BITOU LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

The Bitou Council approved the new SDF for 2013-2017 In June 2013. The SDF will be reviewed in 2017 to incorporate newly approved developments, capital investment framework of the municipality and to spatially reflect the future IDP Projects.

The vision of the SDF is to make Bitou the Garden Route's sustainable playground for the benefit of all. Key objectives of the SDF include:

- Facilitating the increase of attractions which attract wealthy residents; – these include, conserving the natural environment, promoting accessibility through the upgrading of the airport and installing excellent IT services, and more golf courses, polo facilities, MTB and hiking trails, accommodation and restaurant venues;
- Making sure that every effort is made to broaden access to economic opportunities spinning off this wealthy core market, e.g. compulsory caddies on golf courses, street markets and public transport interchanges integrated into shopping centres, township retail that is easily accessible to external passing traffic;
- Ensuring that this strengthening of attractions is not done at the expense of the natural or social environment;
- Directing the majority of public resources to ensure that the settlements work as well as possible for the poor and middle income groups. This includes planning and implementing development programs such as the Plettenberg Bay Coming Together Initiative and extending this approach to other settlements (Bitou IDP, 2016).

Urban Design Guidelines

The SDF identifies a set of urban design guidelines to guide all future development in the Municipality. The following are of relevance to the proposed development:

- UD1 Create open space systems that integrate the elements of a settlement to contribute to a meaningful urban structure. This can be done by:
 - Providing connectivity between open spaces;
 - Establishing linkages between open spaces;
 - Aligning the open space system with public buildings; and
 - Ensuring an improved quality of linkages through the continuation of special activities or functions along major routes.
- UD2 Link symbolic elements (statues) or public facilities (library, clinic, etc.) to open spaces in relation to their importance and character.
- UD3 Ensure the definition of the public spaces through the effective design of an interface between public and private domains;
- UD4 Create visual recognition and surveillance along open spaces and public routes. This can be achieved through:
 - Locating buildings around open spaces and streets so that sufficient enclosure is created;
 - The appropriate height of buildings; and
 - Locating the highest buildings to the southern side of the open space, with lower buildings or trees on the northern side.
- UD5 Markets should be permitted at highly accessible locations in terms of the movement network and urban structure to ensure the greatest viability possible. These locations could be modal interchanges and intersections.
- UD7 Accommodate a variety of users in and uses along the streets by doing the following:
 - Concentrate intensive activities along major vehicular and public transport routes;

- Locate majority of public buildings and increase densities along these routes; and
- Locate buildings closer rather than further from the streets to increase pedestrian activity, a sense of enclosure and surveillance.
- UD8 Create appropriate road cross-section widths that can provide for vehicle traffic, parking, pedestrian movement, cycling and landscaping;
- UD9 Urban block length should promote access (penetration) and encourage economic activity by orientating the short side of blocks to major streets wherever possible;
- UD10 Space buildings from each other to provide adequate solar access to buildings. In this regard the roof pitch of buildings should be orientated so that roof solar panels have a maximum continuous direct access to the sun;
- UD11 Any proposals for the redevelopment of existing buildings should consider their heritage value, elements of the vernacular architecture and, where possible, retain these important elements. Similarly, the historical characteristics of existing buildings should be considered to draw from their elements that could be integrated into the design and construction of new buildings close by;
- UD12 The use of local materials should be encouraged in the construction of new buildings;
- UD13 Encourage appropriate water-wise landscaping;
- UD14 Ensure that the main streets of the urban areas are appropriately landscaped to encourage a pleasant gateway treatment into the settlements.

Housing Toolkit

The SDF also includes a Housing Toolkit which should be applied to align housing projects with the urban restructuring objectives of the PSDF. Such objectives include compaction, inclusion, improvement of business, community and public transport thresholds, and increasing the number of people within convenient distance of urban opportunities and reducing their travelling burden.

In order to help achieve integrated and efficient human settlements in the Bitou LM, the SDF proposes that housing projects should adhere to the following principles:

- Provide for a mix of different kinds of land uses, e.g. residential, retail, business, and recreational opportunities;
- Create well-designed compact neighbourhoods where the different activities are in close proximity to each other;
- Provide a variety of transportation choices, including private, public and non-motorised transport opportunities that are safe;
- Create a variety of housing opportunities, i.e. in terms of function, form and affordability;
- Encourage growth in existing communities this can be done through infrastructure upgrade, urban renewal new amenities and densification;
- Preserve open spaces, natural beauty, and environmentally sensitive areas;
- Protect and enhance agricultural lands and secure these as a productive a land base for food security, employment, etc.;
- Utilize smarter, and cheaper infrastructure and green buildings and promote renewable and sustainable technologies;
- Foster a unique neighbourhood identity building on the unique and diverse characteristics of each community; and
- Nurture engaged citizens through providing for residential work, and play areas.

Wittedrift-Green Valley

Section 5.11.1, Spatial Analysis, provides a spatial analysis of Wittedrift / Green Valley. In terms of the Wittedrift/Green Valley area the SDF notes that the area contains the only

Section 5.3.1, Bio-Regions, lists the main spatial elements used to identify the bio-regions in the BLM and guide spatial planning policy. Section 5.3.1.4, Bitou River Valley, covers the study area. The spatial elements listed in the SDF that are relevant to the proposed development include:

- BV1 Promote development of Wittedrift/Green Valley as a settlement based on the principles of:
 - walking distance as the primary measure of accessibility;
 - functional integration;
 - socio-economic integration;
 - taking into account locations for education institutions;
- BV4 Upgrade the gravel access road to the N2 as a scenic route. All building plan applications for residential dwellings and other buildings along this route should include visual impact assessments to ensure that views from this road are not negatively impacted.

Section 5.3.5, Major Tourism Destinations, lists the main tourism destinations with major related attractions in the BLM. Of relevance to the proposed development the SDF identifies bird watching near Wittedrift. Section 5.3.6, Scenic Tourism Route, indicates the identified routes. Identified routes include the Wittedrift Road between the R340 and the N2. The SDF notes that the management and preservation of the scenic and tourism qualities along these routes are important in the Bitou Municipality.

In terms of the future development of Wittedrift, the following points under Section 5.11.2.2, Urban Development, are of relevance to the proposed development:

- Rather than developing further south on the hill side slopes abutting Green Valley it is proposed that all future development be concentrated on either side of the main access road creating a stronger image and sense of arrival in the settlement;
- The development of other existing vacant land in the village should be encouraged;
- The large piece of vacant land to the east, see area I, could be suitable for a large education institution;
- If land for more upmarket development is required in order to strengthen support for businesses and facilities the flat land on top of the ridge could be considered;
- In general all new and existing buildings in Wittedrift should be subject to Urban Design Guidelines to ensure that construction and renovation enhance rather than detract from the settlement sense of place;
- High income/market housing to be promoted on the headland (see area J). Area J is located in the area proposed for the proposed Green Valley low income mixed development.

The following points under Section 11.2.4, Urban Restructuring, are also relevant:

- In order to strengthen the sense of arrival in Wittedrift, better integrate Green Valley into the rest of the settlement, and create opportunities for small home businesses to take advantage of passing traffic a new node is proposed at the first intersection of Green Valley;
- This should link through to the existing node formed by the current CBD;
- Appropriate intensification of abutting properties and small home retail and service businesses taking advantage of passing trade along this route can be permitted;
- This section of the route should be properly landscaped and treed and a pleasant pedestrian and cycle environment created for residents and visitors.

Based on the information contained in the SDF the Green Valley low income housing and mixed use development is located in an area that has been identified as suitable for development, namely Area J. However, as indicated above, this area is identified a suitable for high income housing. Given the general oversupply of high income housing in Plettenburg Bay the need to develop additional high income housing in Area J is questioned. The distance of Area J from the coast and the proximity of the existing low income settlement of Green Valley also raise questions regarding the sites suitability for high income housing. Based on the findings of the review the site is more suited to the establishment of low income housing. There is also a greater need for low income housing in the Bitou Municipality.

2.8 BITOU LOCAL MUNICIPALITY LOCAL ECONOMIC DEVELOPMENT STRATEGY

The BLM Local Economic Development (LED) Strategy and the LED Implementation Plan were approved by Council in March 2012 and August 2013 respectively. They focus is on enhancing the local business and competitive environment and thus increase sustainable growth and development in the area and ensure that this growth is inclusive of all communities. Additional focus is on identifying the current resources and infrastructure that are available in the local municipal area, as well as the skills that are available; with the purpose of assessing what still needs to be done in order to allow for the growth of the economy and generate opportunities for all the stakeholders (Bitou IDP, 2016).

Key development focus areas identified by the LED for Bitou's key economic sectors include the following:

Wholesale, retail and trade

- Provision of space for SMME and informal trading;
- Hospitality Services (Tourism);
- Skills development and business development training for SMME and informal traders (mentorship programmes and basic business skills training);
- Promotion of establishment of cooperatives amongst small business owners and informal sector;
- Implement online payment and tracking system for informal trading;
- Development support to community, heritage and mainstream tourism products and routes.

Construction

- Creating favourable investment environment for investors looking to invest in local residential market (increasing efficiency of approvals, relaxing of building costs and other taxes or levies on construction industry);
- Facilitating increased access to formal and especially middle income and low income/social housing markets for black entrepreneurs;
- Development of the Bitou Coming Together Project (industrial, residential, commercial and infrastructural components); and
- Creation of portfolio of investable municipal land to call for business proposals.

Manufacturing

- Increased provision of light industrial space in Bitou Municipality;
- Manufacturing activities related to Viticulture (bottling and processing plant, packaging plant); and
- Dairy Farming manufacturing activities (cheese production, bottling plant)

Finance services and business

- Establishment and operation of tourism as a central business (marketing, advertising and accessing of tourist information all performed by central organisation);
- Recreation and youth entertainment facilities and activities;
- Facilitation and establishment of specialised financial services catering for SMME environment (legal services, recruitment, bookkeeping services, and human resource development).

Transport

- Establishment of transport network centred around the Coming Together Project;
- Increased use of public transport services in tourism industry;
- Establishment of transport cooperatives for manufacturing and agro-processing activities (linked to agricultural and manufacturing opportunities).

Agriculture

- Development of fishing industry and marine culture activities;
- Establishment of a saw mill and development of forestry and milling industry in municipal area; and
- Promotion and development of Viticulture and wine farming.

Creating a favourable investment environment for investors looking to invest in the local residential market (increasing efficiency of approvals) is identified as the top priority for growing the local economy with its robust Construction sector (Bitou IDP, 2016).

2.9 BITOU LOCAL MUNICIPALITY INTEGRATED HUMAN SETTLEMENTS PLAN

The Bitou LM adopted an Integrated Human Settlement Plan (HSP) in September 2011, which was later updated and revised in 2012. The plan makes provision for the following:

- A multi-year housing plan, high, medium and long terms;
- A municipal housing needs assessment;
- The identification, surveying and prioritization of informal settlements;
- The identification of well-located land for housing;
- The identification of areas for densification;
- Sustainability criteria on identified land, and
- A project pipeline and detailed implementation plans.
- Deriving linkages between housing and urban renewal and the integration of housing,
- Planning and transportation frameworks (Bitou IDP, 2016).

In terms of Wittedrift/Green Valley the HSP notes that the current backlog was 277 and that an additional 633 would be needed to meet future demand. The total number of housing units identified was therefore 910. The SDF does, however, note that the future expansion of Wittedrift / Green Valley should be limited due to the areas limited economic development potential.

SECTION 3: OVERVIEW OF STUDY AREA

3.1 INTRODUCTION

Section 3 provides an overview of the study area with regard to:

- The administrative context;
- Study area communities;
- The demographic and services context; and,
- The economic context.

3.2 ADMINSTRATIVE CONTEXT

The proposed Green Valley residential development is located in the rural settlement of Wittedrift approximately 5 km north-west of Plettenberg Bay within the Bitou Local Municipality (LM) (Figure 3.1). The Bitou LM (WC047) is one of seven LMs which constitute the Eden District Municipality (DM). George is the administrative seat of the Eden DM, and Plettenberg Bay that of the Bitou LM.

The Bitou LM is the easternmost coastal LM within the Western Cape Province (WCP). The Bloukrans River which constitutes the LM's eastern boundary is also the boundary between the WCP and Eastern Cape Province (ECP). The Bitou LM borders onto the Knysna LM (Eden DM) to the west, the George LM (Eden DM) to the north, the Kou-Kamma LM (ECP) to the east, and the Indian Ocean to the south.

The Bitou LM area is relatively small, namely 992 km². The northern portion of the LM is mountainous (Tsitsikamma range) and the settlement pattern is concentrated along the coast and on the coastal plain. Due to the mountainous terrain and other factors, only a small percentage of the area is considered suitable for intensive agriculture. Consequently the agricultural sector does not constitute the backbone of the local economy. Instead nature and coastal-based tourism is the key driver of the Bitou economy. The portion of the N2 through Bitou forms part of the internationally renowned Garden Route, with Plettenberg Bay – marketed by Plett Tourism as the “jewel of the Garden Route” - an established key attraction.

Bitou settlements include Plettenberg Bay, Nature's Valley, Kranshoek, Covie, Harkerville, Keurbooms, Kurland, Wittedrift, Qolweni, Bossiesgif, New Horizons and Kwa-Nokothula. Plettenberg Bay is the only large town in the LM. Qolweni, Bossiesgif, New Horizons and Kwa-Nokothula are essentially Apartheid era satellite suburbs of Plettenberg Bay. The vast bulk of the LM's population lives in Plettenberg Bay and these surrounding townships.

Plettenberg Bay is as the main service centre in the LM, providing higher order medical, educational, commercial and administrative services. Kurland, Kranshoek and Nature's Valley are regarded as secondary settlements and the balance as small rural villages. All of them are reliant on Plettenberg Bay or other nearby large towns such as Knysna and George for major services.

The N2 national road is the main mobility route through the municipality, traversing the municipality from west to east. Plettenberg Bay, New Horizons, Kwa-Nokuthula, Keurbooms and Kurland are located along the road. Kranshoek and Nature's Valley - situated along the coast - are linked via connecting routes to the N2 (Bitou SDF, 2013). The N2 provides easy access to the larger towns of Knysna and George, located 39 km and 107 km west of Plettenberg Bay via the N2, respectively⁵.

The Bitou LM consists of 7 Wards. The proposed development is located in Ward 7.

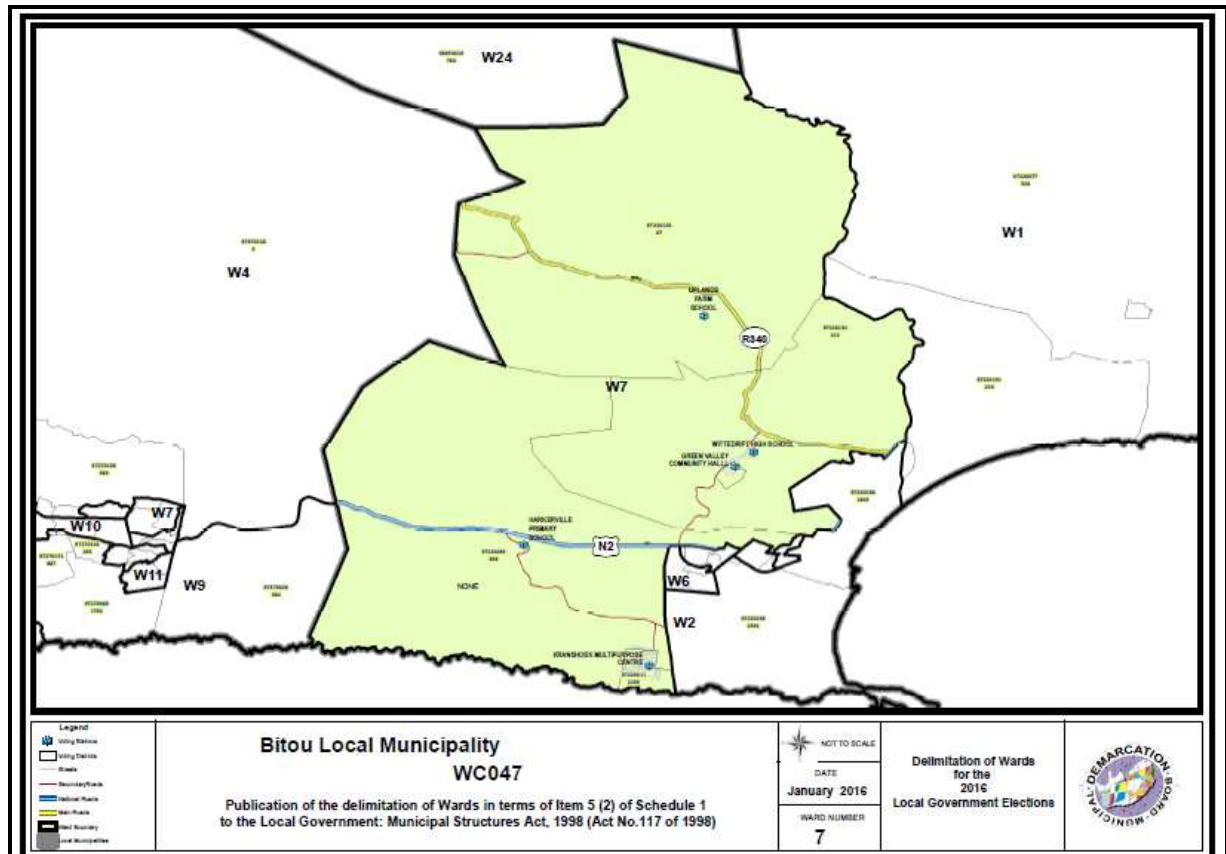


Figure 3.1: Ward 7 locality map

3.3 LOCAL COMMUNITIES

3.3.1 Plettenberg Bay

Plettenberg Bay (31 804 in 2011) originated as a VOC timber outpost (1778) and later grew into a small fishing village on the Piesang River estuary with a hinterland of farming and forestry operations. With a better harbour available at Knysna, timber from the area was shipped from Knysna from the 19th century onwards.

Plettenberg Bay became a popular holiday destination in the 1940s on the basis of its isolated and scenic location coupled with superb beaches and generally good year-round

⁵ http://www.saexplorer.co.za/south-africa/distance/travel_distance_calculator.asp?Region=south_africa

weather. The first hotel was erected by Hugh Owen Grant in 1940 and replaced in 1972 by the current well known landmark on Beacon Island. Between 1960 and 1990 Plettenberg Bay expanded dramatically, extending along Robberg Beach ('Millionaire's Row') and towards the N2 (Bitou SDF, 2013; Plett Tourism website).

The low skilled employment requirements in the agriculture, tourism, domestic work and construction industries saw the low income population grow in response to these opportunities. Under Apartheid policies the town's Coloured population was resettled across the N2 in New Horizons, Bossiesgif and Qolweni during the late 1960s. The growing influx of immigrants from the Eastern Cape during the 1980s saw to the establishment of the African township of Kwa-Nokothula to the west of Plettenberg Bay (Bitou SDF, 2013; Plett Tourism website).

3.4 DEMOGRAPHIC AND SERVICES PROFILE

The information below is based on Census 2001 and 2011 information. No ward-level information could be sourced. Data for the Eden DM is included for contextual reference.

3.4.1 Demographic profile

Population

According to Census 2011 the Bitou LM has a population of 49 162, representing 8.5% of the Eden DM population (574 265) (Table 3.1). Census 2011 indicates that 89.7% of the Bitou population is urbanised. Commercial farms account for the balance (10.3%), with none of the population classified as living in traditional areas. Plettenberg Bay is by far the largest town (31 804), accounting for nearly 65% of the Bitou population.

Census 2011 indicates that the majority of the Bitou population is Black African (45.2%), followed by Coloured (31.2%), and Whites (16.9%). Other groups accounted for 6.1%. The dominant language within the Municipality is Afrikaans (~42.3%), followed by isiXhosa (~37%) and English (~13%)(Census 2011).

The Bitou population has increased by more than 20 000 in the decade between the 2001 and 2011 Census counts – an increase more than double the 1996 Bitou population (18 427). Between 1996 and 2011 the population has been growing at an average of 5.4% per year – the fourth fastest growth rate of any LM in South Africa, and the second fastest in the WCP. If this rate is maintained, the Census 2011 population is likely to double by 2025, and reach 138 776 by 2030. As pointed out in the IDP, this is probably the greatest challenge facing the LM, and has significant implications for timeous service provision and infrastructure development in the LM (Bitou IDP, 2016).

The increase in the number of Bitou households between the last two Census counts was even more phenomenal: it had nearly doubled, from 8 763 (2001) to 16 645 (2011). The disparity in growth rates between population and households is reflected in the decrease in household size over the period, namely from 3.2 (2001) to 2.8 (2011). The phenomenal increase in the number of households has direct implications for housing and infrastructure provision.

The Bitou population age structure has remained more or less the same since 2001, with the 15-64 (68.4%) and 65+ (6.4%) ages group showing small increases at the expense of the 0-14 group (25.2%). The dependency ratio has decreased slightly, namely by 0.5 to 46.1 – lower than both the Eden DM (50.7) and the national averages. This decrease

represents a positive socio-economic improvement by indicating that there are a decreasing number of people dependent on the economically active age group⁶.

Table 3.1: Overview of key demographic indicators for Eden DM and Bitou LM

ASPECT	EDEN DM		BITOU LM	
	2001	2011	2001	2011
Population	454 924	574 265	29 182	49 162
% Population <15 years	28.5	25.9	26	25.2
% Population 15-64	65.1	66.3	68.2	68.4
% Population 65+	6.4	7.8	5.8	6.4
No of Households	119 306	164 110	8 763	16 645
Household size (average)	3.7	3.3	3.2	2.8
Formal Dwellings %	83.1	83.8	79.8	72.2
Dependency ratio per 100 (15-64)	53.5	50.7	46.6	46.1
Unemployment rate (official) - % of economically active population	26.5	22.5	26.3	30.1
Youth unemployment rate (official) - % of economically active population 15-34	33.9	29.9	33.4	37.9
No schooling - % of population 20+	8	3.7	7.3	2.4
Higher Education - % of population 20+	9.9	10.9	11.4	12.1
Matric - % of population 20+	22.7	28	24.5	28.2

Source: Compiled from StatsSA Census 2011 Municipal Fact Sheet

Household income

Based on the data from the 2011 Census, a significantly high 18.1 % of the population of the BLM have no formal income, 4.4 % earn between 1 and R 4 800, 5.5 % earn between R 4 801 and R 9 600 per annum, 16.4 % between R 9 601 and 19 600 per annum and 19.7 % between R 19 600 and R 38 200 per annum (Census 2011).

The poverty gap indicator produced by the World Bank Development Research Group measures poverty using information from household per capita income/consumption. This indicator illustrates the average shortfall of the total population from the poverty line. This measurement is used to reflect the intensity of poverty, which is based on living on less than R3 200 per month for an average sized household. Based on this measure, 64.1 % of the households in the BLM live close to or below the poverty line. The low-income levels reflect the limited formal employment opportunities in the BLM and the dependence on the seasonal tourism and agricultural sector. The low income levels are a major concern given that an increasing number of individuals and households are likely to be dependent on social grants. The low income levels also result in reduced spending in the local economy and less tax and rates revenue for the district and local municipality

⁶ The age dependency ratio is the ratio of dependents, people younger than 15 or older than 64, to the working, age population, those ages 15-64. The age dependency ratio (% of working-age population) in South Africa in 2010 was 53.29. Over the past 50 years, the value for this indicator has fluctuated between 84.43 in 1966 and 53.29 in 2010.

Employment

The Bitou LM has the highest unemployment rate of the 7 LMs comprising the Eden DM. This is reflected in the high level of households in the BLM that live close to or below the poverty line (64.1%). The BLM also witnessed the highest rate of increase of the 7 LMs during the period 2001-2011. In this regard, while the Eden DM witnessed a 4% decrease to 22.5%, the Bitou unemployment rate increased by 3.8% to 30.1%. This figure is higher than the provincial average of 28.1%. This trend is also reflected in terms of youth unemployment (15-34 age group). Whilst the level for the Eden DM dropped 4% to 29.9%, unemployment in Bitou increased with 4.5% to 37.9% - 8% higher than the DM rate.

Education

Bitou education levels however showed improvement across all three measured indices. In this regard, the percentage of the population 20+ with no schooling decreased from 7.3% to 2.4%, and the percentage of the population 20+ with matric slightly increased from 11.4% to 12.1%. Tertiary education levels witnessed a less modest increase, namely from 24.5% to 28.2%. In all three indices, Bitou slightly outperformed the Eden DM.

3.4.2 Municipal services

Bitou municipal service levels increased across all four indices during the period 2011-2011 (Table 3.2). The most significant increase was in terms of households with access to electric lighting (13.3%) and piped water inside their dwellings (11.5%). Service levels for access to flush toilets (75.6%), weekly refuse removal (87.7%) and electric lighting (94%) are more or less on par with Eden DM levels. The level of access to piped indoor water (58.5%) is however significantly lower (13.3%) than that of the DM (71.8%). The 2016 IDP has highlighted the implications of the LM's high population growth rate for service delivery. Access to sufficient bulk water sources for potable use is specifically indicated as a major concern.

Table 3.2: Overview of access to basic services in the Eden DM and Bitou LM

SERVICES	EDEN DM		BITOU LM	
	2001	2011	2001	2011
% households with access to flush toilet	71.7	78.3	71	75.6
% households with weekly municipal refuse removal	82.5	86.4	86.2	87.7
% households with piped water inside dwelling	59.1	71.8	47	58.5
% households which uses electricity for lighting	85.6	91.1	80.7	94

Source: Compiled from StatsSA Census 2011 Municipal Fact Sheet

3.4.3 Housing

According to Census 2011, there were 16 645 dwellings in the Bitou LM. Of these, 12 013 (72%) consisted of formal dwellings, while informal structures accounted for 24% (4 059) (refer to Table 3.1). The number of formal dwellings increased with more than 6 000 dwellings from 1996 to 2011, largely attributable to the large population increase during the period. At the same time the number of informal dwellings nearly trebled from 2001 to 2011. The informal dwellings in Wards 4 and 5 are mostly back yard dwellings on plots with formal dwellings (Bitou IDP, 2016).

The 2013 and 2016/ 2017 SDF indicate that there is more than enough land to cater for the housing backlogs in Kwa-Nokuthula and New Horizon within the urban edge. In that regard, the two settlements require 2 700 houses. Sufficient land is however available for a surplus of around 1 700 houses (Bitou IDP, 2016).

3.4.4 Social services

Bitou have eight primary healthcare facilities, which include four fixed clinics, one mobile, two satellite clinics and one community day centre. The Department of Health is planning to build a district hospital in 2025, but the 2016/2017 IDP indicates that the need is considered more pressing. HIV/ AIDS is a significant cause of disease in the Bitou, accounting for 16.9% of the disease burden (Bitou IDP, 2016).

Two police stations (Plettenberg Bay and Kwa-Nokuthula) currently service the Bitou area. As was indicated in Section 2, the need for a police satellite station has been identified for Green Valley / Wittedrift. Public transport consists mainly of mini-bus taxis within the municipality. Vehicle ownership is low with many people having to make use of public transport to reach essential services within their town such as their workplace, schools, shops and government services.

The municipality has two formally developed off-street MBT ranks – one is located in the Plettenberg Bay CBD off Marine Way and the other in the residential areas of Kwanokuthula at the corner of Shozana/Sisbuka Streets. The CBD rank is designed to accommodate 42 MBTs. However this rank is 30% over utilised. The Kwanokuthula rank is designed to accommodate 56 MBTs. This rank is under-utilised by approximately 23% (Bitou SDF, 2013).

3.5 GREEN VALLEY OVERVIEW

A socio-economic survey of households in Green Valley (Wittedrift), Forest Hill (Harkerville) and Kurland Village (The Crags) was undertaken by Embale Shamba cc in 2016. The overall goal of the survey was to obtain socioeconomic data that will inform planning for human settlement in Forest View (Harkerville), Green Valley (Wittedrift) and Kurland Village (The Crags). A total of 101 households were interviewed in Green Valley. The objectives of the survey included collection of data:

- To determine the number of occupiers per sample household and occupied site;
- To determine since when all the occupiers reside in the respective areas;
- To determine the gender breakdown of the sample households;
- To determine the age ranges of the members of the sample households;
- To determine the marital status of the sample households;
- To determine the highest qualification of the sample households;
- To determine the income range of the sample households;
- Relate to the employment status of the sample households;
- To determine the basic health status of the sample households;
- To determine the access to, and availability of housing, social infrastructure and facilities.

The key findings for are summarised below.

- **Period of stay:** The survey found that 67.32 % of households interviewed had been staying for more than 13 years in Green Valley.

- **Age:** The highest number of heads of households interviewed was between 39-49 years old (28.71 %), with 24.75% being between 50-60 years old (24.75 %).
- **Marital status of heads of household:** The survey found that the majority of the heads of households were in a formal and or informal marital relationship. The majority of households were therefore made up of families as opposed to single people.
- **Highest qualifications:** 11.88 % of households interviewed had no education and or education between grades 1-3, whilst 31.68% had grade 11-12 education.
- **Household income:** The majority of the households interviewed earn between R 0-R 1400 per month (43.56 %), while 30.69% earned between R 1 401-R 3 500 per month and 8.81% earned between R 3 5010-R 7 500 per month. The survey also found the 68.9% of the households received childcare grants.
- **Location of work:** 45.59% of the households interviewed indicated that they worked in Plettenberg Bay, while 42.65% indicated that they worked in Wittedrift and the surrounding areas.
- **Transport to work:** The majority, 40.30%, indicated that they walked to work, while 26.87% relied on lifts and 14.93 used public transport.
- **Mode of transport for school children:** Most of the school-going children walk to school (74.68 %), which indicates that most of them receive education in the community.
- **Access to services and facilities:** Of the households interviewed 61.39% had access to water, 49.5% access to electricity, 36.63% access to sanitation, and 66.34% had access to refuse removal. These levels are all, on average, lower than the access to basic services in the Bitou Municipality and Eden DM (See Table 3.2).

3.6 BITOU ECONOMIC OVERVIEW

The Bitou LM contributed R2.9 billion (~9%) to the Eden DM Regional Gross Domestic Product (GDPR) in 2013, and accounted for 9.4% of all labour opportunities in the DM. It is the fastest growing LM economy within the DM, growing at ~8% per year. Despite the 2008-2009 recession, It managed a positive growth of 1.2% per year during the decade 2000 to 2010. The tourism sector added an estimated 2 300 net jobs to the economy during this period (Bitou IDP, 2016).

The Wholesale, Retail and Trade sector (which includes tourism) accounts for 29.4% of the Bitou LM's GDPR, followed by Finance, Insurance, Real Estate and Business Services (22.7%), Manufacturing (15.1%) and Construction (11.9%). The Agriculture, Fisheries and Forestry sector accounted for only 4.3% of GDPR (Table 3.3).

Table 3.3: Key sectors contributing to Bitou LM GDPR

SECTOR	% GDPR
Wholesale and Retail Trade	29.4
Finance, Insurance, Real Estate and Business Services	22.7
Manufacturing	15.1
Construction	11.9
Transport, Storage and Communication	5.8
General Government	5.1
Community, Social and Personal Services	4.7
Agriculture, Forestry and Fishing	4.3

Source: StatsSA Census 2011

The Wholesale, Retail and Trade sector (20.5%) is also the biggest provider of employment opportunities, followed by Construction (17.3%) and Manufacturing (10%)(Table 3.4). Agriculture accounts for 7% of opportunities – less than Finance, Insurance, Real Estate and Business Services (7.5%).

Table 3.4: Key Bitou sectors in terms of employment provision

SECTOR	%
Wholesale and Retail Trade	20.5
Construction	17.3
Manufacturing	10
Community, Social and Personal Services	9.7
Finance, Insurance, Real Estate and Business Services	7.5
Agriculture	7

Source: StatsSA Census 2011

Tourism

According to the 2016 IDP, tourism is of vital importance to the local economy as a provider of income and employment. With regard to Plettenberg Bay, the tourism sector is estimated to provide around 60% of the town’s Gross Value Add (GVA), and support an annual wage bill of R280-R400 million. The key anchoring attractions are the town’s beaches and eco-tourism opportunities (Bitou IDP, 2016).

The popular Robberg Nature Reserve and the Garden Route National Park are located within the region. Robberg Nature Reserve has been earmarked as a world heritage site. In 2010 Plettenberg Bay was voted the third best Beach and Sun Destination in Africa and the eighth most popular wildlife destination in Africa by the TripAdvisor Travelers Choice Awards (Bitou SDF, 2013).

The LM has outsourced tourism to an existing tourism organisation, namely the Plett Voluntary Tourism Association (PTVA). The PTVA acts as an executive and coordination organ for the promotion of sustainable tourism and tourism development in the municipal area by means of a strategic partnership with the Municipality. It receive an annual grant from the Municipality but also receive membership fees from members who belong to the organisation (Bitou SDF, 2013).

Agriculture

Untypical for a Western Cape municipality, Agriculture plays a relatively minor role in GDP generation, and accounts for only 7% of employment opportunities in the BLM. This is largely the result of the Bitou LM’s general unsuitability to agriculture. Nevertheless, as emphasized in the IDP, the sector remains a key provider of unskilled and low-skilled employment opportunities. Furthermore, the sector is growing at ~7.5% per year. According to the SDF, only an estimated 2500 ha of the total LM is suitable for sustainable intensive agriculture (cropping), most of it located in the Wittedrift Valley north of Plettenberg Bay. Wittedrift is the main commercial farming area in the LM. Dairy is the Bitou LM’s key product. Other products include beef, honey bush tea and fynbos flowers – the latter products mainly harvested from the wild.

SECTION 4: IDENTIFICATION OF KEY ISSUES

4.1 INTRODUCTION

Section 4 identifies and provides an initial assessment of the key social issues likely to be associated with the proposed development. As indicated below, the assessment is based on the author's experience with SIAs undertaken for other mixed used developments, including developments of low and middle income housing. A detailed assessment of the issues will be undertaken during the assessment phase of the EIA.

4.2 ASSUMPTIONS AND LIMITATIONS

4.2.1 Assumptions

The identification and initial assessment is based on the author's experience with SIAs for mixed use developments, including low and medium cost housing components. In this regard it is assumed that the key social issues are likely to be similar. However, it should be noted that the comments on the social impacts contained in the Social Scoping Report are preliminary and will be confirmed during the Assessment Phase.

4.2.2 Limitations

No site visit was undertaken in preparing the Social Scoping Report. In this regard it is only possible to effectively interact with key stakeholders once they are fully aware of the project, which is typically once the Draft Scoping Report has been circulated for comment. However, as indicated above, the author has undertaken SIAs for a number of mixed use developments and is therefore familiar with the social issues typically associated with such projects. A site visit will be undertaken as part of the assessment phase.

4.3 IDENTIFICATION OF KEY SOCIAL ISSUES

The assessment section is divided into the following sections:

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

4.2 ASSESSMENT OF POLICY AND PLANNING FIT

As indicated in Section 1.6, legislative and policy context plays an important role in identifying and assessing the potential social impacts associated with a proposed development. In this regard a key component of the SIA process is to assess the proposed development in terms of its fit with key planning and policy documents. For the purposes of

the meeting the objectives of the SIA the following national, provincial and local level policy and planning documents were reviewed, namely:

Section 4 identifies and comment on the key potential social opportunities and constraints based on the review of key documents, including:

- Spatial Planning and Land Use Management Act (Act 16 of 2013);
- National Environmental Management Act (Act 107 of 1998);
- Western Cape Provincial Spatial Development Framework (2014);
- Western Cape Department of Human Settlements Strategic Plan (2015-2020);
- Bitou Local Municipality Integrated Development Plan 2016/ 2017;
- Bitou Local Municipality Local Economic Development Framework (2013);
- Bitou Local Municipality Spatial Development Framework (2013);
- Bitou Local Municipality Integrated Human Settlements Plan (2011); and
- Bitou Local Municipality Coming Together Initiative (2010).

4.3.1 Western Cape Spatial Development Framework

The spatial principles that underpin the Western Cape's SDF are:

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

The SDF also stresses the need to address the entrenched spatial legacy which persists in the Western Cape. In order to do development must address the challenge of restructuring regions and settlements so that they offer opportunities for all – especially those previously restricted in accessing these benefits. The settlement policy objectives listed in the SDF cover 5 key areas, namely:

- Protecting and enhancing sense of place and settlement patterns;
- Improving accessibility at all scales;
- Promoting an appropriate land use mix and density in settlements;
- Ensuring effective and equitable social services and facilities;
- Supporting inclusive and sustainable housing.

Key principles listed in SDF	Comment on compatibility of proposed development
Spatial justice	The proposed development provides a mix of land uses, including provision for low and middle income housing, retail, places of worship, public open spaces, etc. The proposed development also seeks to provide a variety of housing opportunities, both in terms of affordability, size and density. The development does therefore seek to address the issue of spatial justice
Sustainability and resilience	The proposed development provides for the establishment of compact neighbourhoods where the different activities are in close proximity to each other.
Spatial efficiency	The proposed development provide for the establishment of a compact neighbourhoods where the different activities are in close proximity to each other. The site is also located within the urban edge and has therefore been identified as suitable for development
Accessibility	The proposed development does not specifically appear to cater for public transport. This issue will need to be confirmed during the assessment phase. The final layout and design should also ensure that the needs of pedestrians are catered for by designing wide pavements and planting of trees etc.
Quality and liveability	The proposed development provide for the establishment of a compact neighbourhoods where the different activities are in close proximity to each other. The proposed development also makes provision for open spaces. The design should also seek to ensure that areas of natural beauty and environmental sensitivity are protected, including catchment areas.
Settlement Objectives	Comment on compatibility of proposed development
Protecting and enhancing sense of place and settlement patterns	The proposed development does identify open spaces and make provision for the conservation of these spaces. The design should also seek to ensure that areas of natural beauty and environmental sensitivity are protected, including catchment areas.
Improving accessibility at all scales	The proposed development provide for the establishment of a compact neighbourhoods where the different activities are in close proximity to each other
Promoting an appropriate land use mix and density in settlements	The proposed development provides a mix of land uses, including provision for low and middle income housing, retail, places of worship, public open spaces, etc.
Ensuring effective and equitable social services and facilities	The proposed development provides a mix of land uses, including provision for retail, places of worship, public open spaces, etc. A detailed assessment of the community needs will be undertaken as part of the Assessment Phase of the SIA
Supporting inclusive and sustainable housing	The proposed development provides a mix of land uses, including provision for low and middle income housing. The Assessment Phase will comment on the measures proposed to ensure that the housing is sustainable, include implementation of energy and water saving measures in the design of houses

4.3.2 Bitou Spatial Development Framework

In order to help achieve integrated and efficient human settlements in the Bitou LM, the SDF proposes that housing projects should adhere to 10 key principles. These principles are listed in the table below. The table also comments on the compatibility of proposed development in terms of these principles.

Key principles listed in SDF	Comment on compatibility of proposed development
Provide for a mix of different kinds of land uses, e.g. residential, retail, business, and recreational opportunities	The proposed development provides a mix of land uses, including provision for low and middle income housing, retail, places of worship, public open spaces, etc.
Create well-designed compact neighbourhoods where the different activities are in close proximity to each other	The proposed development provide for the establishment of a compact neighbourhoods where the different activities are in close proximity to each other
Provide a variety of transportation choices, including private, public and non-motorised transport opportunities that are safe	The proposed development does not specifically appear to cater for public transport. This issue will need to be confirmed during the assessment phase. The final layout and design should also ensure that the needs of pedestrians are catered for by designing wide pavements and planting of trees etc.
Create a variety of housing opportunities, i.e. in terms of function, form and affordability	The proposed development provides a variety of housing opportunities, both in terms of affordability, size and density.
Encourage growth in existing communities this can be done through infrastructure upgrade, urban renewal new amenities and densification	The proposed development will support growth in the existing adjacent communities through the upgrading of existing and provision of new infrastructure
Preserve open spaces, natural beauty, and environmentally sensitive areas	The proposed development does identify open spaces. Provision should also be made for the conservation of conservation worthy areas.
Protect and enhance agricultural lands and secure these as a productive a land base for food security, employment, etc.	The area is located in area that has been identified in the SDF as suitable for development
Utilize smarter, and cheaper infrastructure and green buildings and promote renewable and sustainable technologies	The developers must ensure that the final design and construction ensure the use of smarter, and cheaper infrastructure and the development of green buildings and the promotion of renewable and sustainable technologies
Foster a unique neighbourhood identity building on the unique and diverse characteristics of each community;	The proposed development represents a natural expansion of the existing Green Valley residential area. The development will therefore create an opportunity to develop a new neighbourhood that is associated with the unique and diverse characteristics of the adjacent communities
Nurture engaged citizens through providing for residential work, and play areas	The proposed development makes provision for open spaces and areas for recreation

4.3.3 Bitou Integrated Development Plan

The Bitou IDP lists a number of key objectives. These objectives are listed in the table below. The table also comments on the compatibility of proposed development in terms of these objectives.

Key aspects identified in BLM IDP	Comment on compatibility of proposed development
Facilitating sustainable people-centred development and ensuring environmental integrity	The proposed mixed use development provides combination of housing, retail and commercial options, while also setting aside areas for public open space.
Proactively identifying and securing suitable land for	The proposed development meets this requirement. The area is also located in area that has been identified in the SDF as suitable

settlement	for development
Providing effective basic services in a sustainable manner	The proposed development is aimed at meeting the needs to low to middle income households in an affordable and sustainable manner
Facilitating local economic development with a particular focus on reducing poverty, creating jobs and developing the tourism and eco-tourism sectors	The proposed development will create employment and business opportunities for the local economy and community during both the construction and operational phase. The potential for developing township related tourism opportunities should also be assessed
Facilitating social upliftment and community integration	The proposed development is aimed at meeting the needs to low to middle income households thereby creating an opportunity for social development. However, due to the location of the site there are likely to be limited opportunities for community integration with higher income communities in the area.
Ensure efficient and affordable basic services to all residents of Bitou	The proposed development is aimed at meeting the needs to low to middle income households in an affordable and sustainable manner
Address backlog in service infrastructure and housing	The proposed development is aimed at addressing the backlog in services and housing
Poor or lacking health facilities	The need for a clinic will be assessed as part of the EIA
Construction of a schools to relieve overcrowding	The proposed development does make provision for a childcare development centre. The need for additional educational facilities will be assessed as part of the EIA.
Establishment of a satellite fire-fighting / police services	The proposed development should include the establishment of a satellite fire-fighting station and police station.

4.3.4 Bitou Local Economic Development Strategy

Key development focus areas identified by the LED for Bitou's key economic sectors listed in the LED strategy are contained in the table below. The table also comments on the compatibility of proposed development in terms of these focus areas.

Key aspects identified in BLM LED	Comment on compatibility of proposed development
Provision of space for SMME and informal trading	The proposed development makes provision for retail and business areas.
Promotion of establishment of cooperatives amongst small business owners and informal sector	See above comment
Development support to community, heritage and mainstream tourism products and routes	The development should consider the establishment of cultural centre that focuses on local heritage and also creates and opportunity for tourists to visit the area
Establishment of transport network centred around the Coming Together Project	The proposed development does not appear to cater for public transport and establishment of a taxi rank/ bus terminal. This will be assessed as part of the EIA.
Increased use of public transport services in tourism industry	The development should consider the establishment of cultural centre that focuses on local heritage and also creates and opportunity for tourists to visit the area

4.3.5 Comment On Land Use Planning And Policy Review

The findings of the review indicate that the proposed development is compatible with and supports the key principles and objectives contained in the relevant key land use planning

and policy documents that pertain to the area, including the Western Cape Provincial Spatial Development Framework (2014), Bitou Local Municipality Integrated Development Plan 2016/ 2017 and the Bitou Local Municipality Spatial Development Framework (2013). In this regard the area is located in area that has been identified in the SDF as suitable for development. The area has therefore been identified as suitable for development.

4.3 CONSTRUCTION PHASE SOCIAL IMPACTS

As indicated above, it is assumed that the key socio-economic issues associated with the proposed development will be similar to those associated with the other mixed use developments. However, it should be noted that the comments on the social impacts contained in the Social Scoping Report represent preliminary comments and will be confirmed during the assessment phase.

The potential positive and negatives social impacts are listed below. Table 4.1 summarises the significance ratings based on experience from SIAs undertaken for other mixed use developments. A list of potential mitigation measures are also provided based on experience from other projects.

Potential positive impacts

- Creation of business and employment opportunities

Business opportunities

Based on similar scale projects (~ 1 000 low to middle income residential units) the estimated capital expenditure costs for the development are expected to be region of R 800 million – 1 billion (2016 rand value). The figure will be confirmed during the assessment phase. The majority of work during the construction phase is likely to be undertaken by local contractors and builders. The proposed development will therefore represent a positive benefit for the local construction and building sector in the EDM and BLM. The majority of the building materials associated with the construction phase will be sourced from locally based suppliers from the EDM and BLM. This will represent a positive injection of capital into the area local economy. The project should also be viewed within the context of the slump in the construction and building sector in the wake of the 2008 global financial crisis. Since 2008 there have been a limited number of large scale residential and mixed use developments in the EDM and BLM. The proposed development would therefore represent a significant opportunity for the local construction and building sector.

Employment

Based on experience from similar projects the total number of employment opportunities would be in the region of 600 per annum. Based in the assumption that 150 units will be built per annum the construction phase would extend over a period of approximately 5 years. These figures will be confirmed during the Assessment Phase. For the purposes of the assessment it is assumed that ~ 600 employment opportunities will be created per annum during the construction phase for the residential component of the development. Based on information from similar employment numbers the total annual wage bill is estimated to be in the region of R 100 million. Of this total the annual wage bill for semi-skilled and skilled workers will be in the region of R 60 million and R 40 million respectively. The total wage bill over 5 years will therefore be in the region of R 500 million. A significant portion of the annual and total wage bill will be spent in the local EDM and BLM. This would in turn benefit local business.

The majority of the employment opportunities are also likely to benefit local Historically Disadvantaged (HD) members of the community. This would represent a significant opportunity for the local building sector and members of the local community who are employed in the building sector. The potential creation of employment opportunities for local HD members of the community is therefore regarded as an important social benefit given that slump in the building sector since 2008.

Potential negative impacts

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

Based on experience from other large, mixed used developments the significance of the majority of potential negative impacts with mitigation is likely to be Low Negative. All of the potential negative impacts therefore have the potential to be effectively mitigated if the recommended mitigation measures are implemented. This will be confirmed during the Assessment Phase. Table 4.1 summarises the significance of the impacts associated with the construction phase. The significance ratings are based on experience from other large, mixed used developments

Table 4.1: Summary of social impacts during construction phase

Impact	Significance No Mitigation	Significance With Enhancement /Mitigation
Creation of business and employment opportunities	Medium (Positive impact)	High (Positive impact)
Presence of construction workers and potential impacts on family structures and social networks	Low (Negative impact for community as a whole)	Low (Negative impact for community as a whole)
Threat to safety and security	Medium (Negative impact)	Low (Negative impact)
Impact of construction related activities (dust, noise, safety etc.)	Low (Negative impact)	Low (Negative impact)

Potential enhancement and mitigation measures

Employment and business

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

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

Risks to local communities associated with construction workers

The potential risks associated with construction workers can be mitigated. The aspects that should be covered include:

- The developer should seek to appoint a local contractor for the bulk services contract;
- The developer in consultation with the appointed contractor should implement an HIV/AIDS awareness programme for all construction workers at the outset of the construction phase;
- The movement of construction workers on and off the site should be closely managed and monitored by the contractors. In this regard the contractors should be responsible for making the necessary arrangements for transporting workers to and from site on a daily basis;
- No construction workers, with the exception of security personnel, should be permitted to stay overnight on the site.

Safety and security risks posed by construction workers

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

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

Impacts associated with construction related activities

- Construction related activities should comply with all relevant building regulations. In this regard activities on site should be restricted to between 07h00 and 18h00 during weekdays and 08h00 and 13h00 on Saturdays. No work should be permitted after 13h00 on Saturdays and on Sundays;
- Recommended that access to the site should be via the R340 to the north east of the site and then the M395, which links the N2 to the south west and the R 340 to the north east of Wittedrift. The section of the M395 of the R 340 is surfaced, which would reduce dust impacts;
- Drivers should be made aware of the potential risk posed to school children and other road users along the M395. All drivers must ensure that speed limit of 60 km per hour is enforced;
- Any abnormal loads along the M395 should be timed to avoid peak traffic hours;
- Dust suppression measures must be implemented for heavy vehicles such as wetting of gravel roads on a regular basis and ensuring that vehicles used to transport sand and building materials are fitted with tarpaulins or covers;

- All vehicles must be road-worthy and drivers must be qualified, made aware of the potential road safety issues, and need for strict speed limits.

4.4 OPERATIONAL PHASE IMPACTS

Potential positive impacts

- Provision of low and middle income housing;
- Provision of public spaces;
- Creation of employment and business opportunities
- Broaden the rates base.

Provision of low and middle income housing

The proposed development will provide 730 houses which will assist to address the housing backlog in the area, specifically the housing needs of the low and middle income households. This will represent a significant social benefit for the households in the BLM that currently live in informal areas.

Provision of public spaces

The proposed development makes provision for the establishment of public open spaces, sports fields, play grounds, crèches etc. These components will all contribute to an improved quality of life for many local residents in the BLM who currently live in informal areas that are not well serviced and lack public facilities, such as parks and open spaces.

Employment and business

The business and retail components will create employment opportunities for local residents. The residential component may also create some opportunities for domestic workers and gardeners etc. However due to the low income levels these opportunities are likely to be limited. The development will also create increased demand for municipal services, such as waste, maintenance etc., which will require additional municipal posts to be created. The majority of the employment opportunities are likely to benefit Historically Disadvantaged Individuals (HDIs). Given the high unemployment levels in the surrounding areas, coupled with the low income and education levels, this would represent a positive social impact.

The operational phase will also create opportunities for local businesses, such as local maintenance and building companies, garden services and security companies, petrol stations, shops and restaurants etc. and create opportunities for new businesses to develop. The increased number of households will also create opportunities for the taxi sector. The local estate agencies in the area and legal firms would also benefit from the sale and resale of properties associated with the new development.

Rates base

The development will result in an increase in the rates base. In addition the proposed development would also generate revenue for the BLM from the consumption of water and electricity.

Potential negative impacts

Based on the findings of the SIA there are likely to be no significant social impacts associated with the proposed development that would have a bearing on the assessment process and approval of the project.

The significance of the impacts associated with the operational phase are summarised in Table 4.2.

Table 4.2: Summary of social impacts during operational phase

Impact	Significance No Mitigation	With Enhancement /Mitigation
Provision of low and middle income housing	High (Negative impact) ⁷	High (Positive impact)
Provision of public spaces	High (Negative impact) ⁸	High (Positive impact)
Employment and business opportunities	Medium (Positive impact)	Medium (Positive impact)
Broaden the rates base for the local municipality	Medium (Negative impact) ⁹	Medium (Positive impact)

Potential enhancement and mitigation measures

The proposed development represents an enhancement measure on its own.

4.5 NO-DEVELOPMENT OPTION

The No-Development option would represent a lost opportunity in terms of the employment opportunities associated with the construction and operational phase, as well as the benefits associated with the provision of housing and public spaces etc. The significance of this would be **High Negative**. The No-Development option is not supported.

4.6 KEY SOCIAL CHALLENGES

While the proposed development is compatible with and supports the key principles and objectives contained in the relevant key land use planning and policy documents that pertain to the area, this does not necessarily guarantee that the proposed development will provide local residents with a quality living environment. In this regard the provision of housing on its own does not provide for the establishment of a functioning residential area. The proposed mix use development does make provision for the establishment of places of worship, commercial and retail facilities, parks, sports fields and public open spaces. However, the location and size of these facilities is also a key issue that needs to be addressed. Likewise the quality of the structures provided and on-going maintenance are also key issues. The implementation of a landscaping programme, including planting of trees along road and on public spaces also contributes to the establishment of a quality living environment. These issues will be addressed as part of the Assessment Phase.

⁷ Assumes that development does not proceed and potential benefit is forgone

⁸ Assumes that development does not proceed and potential benefit is forgone

⁹ Assumes that development does not proceed and potential benefit is forgone

4.7 CONCLUSION

Based on the findings of the Scoping Level SIA the majority of the proposed Green Valley Mixed Use Development is located in an area that has been identified by the SDF for development. The proposed development therefore complies with and is supported by the local land use planning proposals for the site. Based on experience from SIAs undertaken for other mixed use developments the construction and operational phase of the proposed development will result in a number of positive social benefits for the local community and the area as a whole. These include the creation of employment and business opportunities during both the construction and operational phase and the provision of much needed housing and facilities. In addition, the majority of the potential negative impacts associated with the construction and operational phase are likely to be rated as **Low Negative** with mitigation. The majority of potential negative impacts can therefore be effectively mitigated if the recommended mitigation measures are implemented. Detailed mitigation measures will be outlined in the Social Impact Assessment Report (SIAR).

4.8 APPROACH TO ASSESSING IMPACTS

Definition of social impacts

Social change is recognised as a natural and on-going process, however, it is important to recognise and understand that projects of this scale and nature have the potential to influence and alter both the rate and direction of specific social change both positive and negative.

Social impacts can be defined as the consequences (both positive and negative) to human populations through any public or private actions (these include policies, programs, plans and or projects) that alter the way in which people function as members of society. These impacts are felt at various levels, including, individual, family or household, community and organisation or society level (Vanclay, 2002)¹⁰.

Categories of social impacts

- **Way of life** – how people live, work, play and relate to other people on a day-to-day basis;
- **Culture** – shared beliefs, customs, values, and language or dialect;
- **Community health** – its cohesion, stability, character, services and facilities;
- **Political system** – extent to which people are able to participate in decisions affecting their lives, the level of democracy and the resources available;
- **Environmental health** – quality of the natural environment in which people live, including the air and water people use; the availability and quality of the food they eat; the level of hazard or risk, dust and noise they are exposed to; the adequacy of sanitation, their physical safety and their access and control over resources;
- **Health and well-being** – health is defined as a state of complete physical, mental, social and spiritual well-being and not merely the absence of disease or infirmity; and

¹⁰ Vanclay, F. 2002. Conceptualising Social Impacts. *Environmental Impact Assessment Review*, 22. 183-221.

- **Personal and property rights** – particularly in cases where people are economically affected, or experience personal disadvantage, which may include a violation of their civil liberties.

The identification and assessment of social impacts will be guided by the Guidelines for specialist SIA input into EIAs adopted by DEA&DP in the Western Cape in 2007. The Guidelines are based on accepted international best practice guidelines, including the Guidelines and Principles for Social Impact Assessment (Inter-organizational Committee on Guidelines and Principles for Social Impact Assessment, 1994). The approach will include:

- Review of existing project information, including the Planning and Scoping Documents;
- Collection and review of reports and baseline socio-economic data on the area (IDPs, Spatial Development Frameworks etc., 1);
- Site visit and interviews with key stakeholders in the area including local land owners and authorities, local community leaders and councillors, local resident associations and residents, local businesses, community workers etc.;
- Identification and assessment of the key social issues and opportunities;
- Preparation of Draft Social Impact Assessment (SIA) Report, including identification of mitigation/optimisation and management measures to be implemented; and
- Finalisation of the SIA Report.

The methodology for assigning significance ratings is outlined in Annexure B. As indicated above, the detailed public consultation process will be undertaken during the EIA Phase of the project.

In addition to the baseline socio-economic data for the area, the following project related information will be sourced and used to inform the Social Impact Assessment (SIA).

Construction phase

Comments received from I&APs during the public participation process, including comments reflected in the Final Scoping Report;

- A figure / plan showing location proposed components associated with the development;
- Duration of the construction phase (months);
- Number of people employed during the construction phase;
- Breakdown of number of people employed in terms of low skilled, semi-skilled and skilled;
- Estimate of the total wage bill for the construction phase and breakdown in % as per skills categories;
- Estimate of total capital expenditure for construction phase;
- Indication of where construction workers will be housed (on site or in nearest town?);
- Opportunities for on-site skills development and training;
- Description of the typical activities associated with the construction phase, specifically on-site construction activities. This includes a description of how construction material will be transported to the site etc.;
- The size of the vehicles needed to transport the components and the routes that will be used to transport the large components to the site, and an estimate of the number of vehicle trips required and duration of each trip.

Operational phase

- Indication of the total GLA of business premises and total number of people employed;
- Breakdown in terms of skills levels (see above);
- Annual wage bill;
- Typical activities associated with the operational phase.

ANNEXURE A: LIST OF SOURCES

REFERENCES

- Bitou Local Municipality (2016). *Integrated Development Plan 2016/ 2017*.
- Bitou Local Municipality (2013). *Bitou Spatial Development Framework*.
- Western Cape Department of Environmental Affairs and Development Planning (2014). *Revised Western Cape Spatial Development Framework*.

INTERNET

- Google Earth 2016.
- <http://archive-za.com/page/1689379/2013-03-21/http://www.bitou.gov.za/mediaroom/53-news/120-urban-integration-initiative?tmpl=component&print=1&layout=default&page>.
- https://en.wikipedia.org/wiki/Plettenberg_Bay.
- <http://www.plett-tourism.co.za/about/history/>.
- http://www.statssa.gov.za/?page_id=993&id=bitou-municipality.

ANNEXURE B

METHODOLOGY FOR THE ASSESSMENT OF POTENTIAL IMPACTS

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

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

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

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

S = Significance weighting

E = Extent

D = Duration

M = Magnitude
P = Probability

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

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

ANNEXURE C: CV

Tony Barbour

ENVIRONMENTAL CONSULTING AND RESEARCH

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

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

EDUCATION

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

EMPLOYMENT RECORD

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

LECTURING

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

RELEVANT EXPERIENCE AND EXPERTISE

Tony Barbour has undertaken in the region of 200 SIA's, including SIA's for infrastructure projects, dams, pipelines, and roads. All of the SIAs include interacting with and liaising with affected communities. In addition he is the author of the Guidelines for undertaking SIA's as part of the EIA process commissioned by the Western Cape Provincial Environmental Authorities in 2007. These guidelines have been used throughout South Africa.

Tony was also the project manager for a study commissioned in 2005 by the then South African Department of Water Affairs and Forestry for the development of a Social Assessment and Development Framework. The aim of the framework was to enable the Department of Water Affairs and Forestry to identify, assess and manage social impacts associated with large infrastructure projects, such as dams. The study also included the development of guidelines for Social Impact Assessment, Conflict Management, Relocation and Resettlement and Monitoring and Evaluation.

Countries with work experience include South Africa, Namibia, Angola, Botswana, Zambia, Lesotho, Swaziland, Ghana, Mozambique, Mauritius, Kenya, Ethiopia, Oman, South Sudan and Sudan.

ANNEXURE D

DECLARATION OF INDEPENDENCE

The specialist declaration of independence in terms of the Regulations_

I, Tony Barbour _____, declare that -- General

declaration:

I act as the independent specialist in this application;

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

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

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

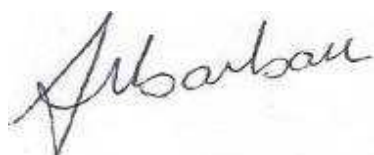
I will comply with the Act, Regulations and all other applicable legislation;

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

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

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

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



Signature of the specialist:

Tony Barbour Environmental Consulting and Research

Name of company (if applicable):

9 October 2017

Date: