

**SOCIAL IMPACT ASSESSMENT
FOR
PROPOSED RESIDENTIAL DEVELOPMENT ON
A PORTION OF ERF 134, INFANTA,
WESTERN CAPE PROVINCE
(FINAL)**

MARCH 2015

Prepared for

Doug Jeffrey Environmental Consultants (Pty) Ltd

By

Tony Barbour and Schalk van der Merwe

Tony Barbour

ENVIRONMENTAL CONSULTING AND RESEARCH

P O Box 1753, Sun Valley, 7975, South Africa

(Tel) 27-21-789 1112 - (Fax) 27-21-789 1112 - (Cell) 082 600 8266

(E-Mail) tbarbour@telkomsa.net

EXECUTIVE SUMMARY

INTRODUCTION AND LOCATION

Doug Jeffery Environmental Consultants (Pty) Ltd was appointed by Westerhelling Investment CC ("Westerhelling") as the lead consultants to manage the Environmental Impact Assessment (EIA) process for the establishment of a proposed residential development and associated infrastructure on Erf 134 in the small coastal holiday village of Infanta in the Western Cape Province, South Africa.

Erf 134 is located adjacent to the Indian Ocean, within the urban edge of the small village of Infanta, which is located ~1 km south of the mouth of the Breede River, within the Swellendam Local Municipality (SLM) in the Overberg District Municipality (ODM) of the Western Cape Province (WCP). The existing dwellings in Infanta are located immediately to the south of the site. Infanta Park is located inland and to the west of the site (Figure 1.2). The De Hoop Nature Reserve and associated Marine Reserve are located directly to the south and east of Infanta, also within the ODM (Cape Agulhas LM). The town of Witsand, which is located on the opposite, eastern bank of the Breede River, falls within the Hessequa LM of the Eden DM.

Tony Barbour was appointed by Dough Jeffery Environmental Consultants (Pty) Ltd to undertake a specialist Social Impact Assessment (SIA) as part of the EIA process. This report contains the findings of the Draft SIA undertaken as part of the EIA process.

PROJECT DESCRIPTION

Erf 134 is 85 ha in extent. Westerhelling is proposing a residential development on a 3.1 ha portion of Erf 134, which is located within the demarcated urban edge for Infanta. The 3.1 ha portion is located between the P0268 and the coast (Figure 1.2). The remainder of the site (81.9ha), which is located to the south of the P0268, is located outside the urban edge and will not be developed. In terms of the proposed development 3.1 ha section of the site will be rezoned from Agriculture I to:

- Transport (public road): 3148m²;
- Single Dwelling (private road): 2754.7m²;
- Open Space Zone 2 (private): 2991.65m²;
- Residential I: 21 332.84m².

Two alternative options are being considered, namely Alternative 3 and 4.

- Alternative 3 consists of 22 new residential erven, 17 of which are single storey and 6 double storey;
- Alternative 4 consists of 20 new residential erven, 15 of which are single storey and 5 double storey.

Each unit (or cluster of units) will have their own small package plant for treatment of sewage generated. The majority of erven for both alternatives are located to the north of the watercourse on the site. Access to the northern cluster of units is proposed off the existing access road to Malgas, the P0268. Access to the southern cluster would be off an existing gravel road across Erf 107 to the south of the property.

APPROACH TO STUDY

The approach to the study is based on the Western Cape Department of Environmental Affairs and Development Planning Guidelines for Social Impact Assessment. These Guidelines have also been endorsed by the Department of Environmental Affairs (DEA) and therefore apply throughout South Africa. In this regard the study involved:

- Review of demographic data from the 2001 Census Survey;
- Review of relevant planning and policy frameworks for the area, specifically for the Swellendam Local Municipality;
- Review of information from field interviews with comments from key I&APs;
- Review of information from similar studies.

The identification of potential social issues associated with proposed development is based on a review of relevant documentation, experience with similar projects and the Western Cape.

Alternative 4 was developed in early 2013. As indicated in Section 1.7.1, the potential social impacts (both positive and negative) associated with Alternative 3 and 4 are similar. This is due the similar size of the two alternatives, namely 22 and 20 new dwellings. Additional interviews and site visits were therefore not required.

SUMMARY OF KEY FINDINGS

The summary of key findings is divided into:

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

POLICY AND PLANNING FIT

For the purposes of the SIA the following key policy and planning documents were reviewed:

- Integrated Coastal Management Act (Act 24 of 2008);
- Western Cape Spatial Development Framework (2009);
- Western Cape Urban Edge Guideline (2005);
- The Swellendam Local Municipality IDP 2012-2017;
- The Swellendam Local Municipality Spatial Development Framework (2009).

Key findings from a review indicate that the proposed development is located inside the demarcated Infanta urban edge as set out in the SLM SDF (2009) and is in alignment with proposed land uses for the area, namely single residential and conservation/ open space. The area has been identified as suitable for urban development.

However, a portion of the proposed development area is subject to the 100 m general coastal development setback, as contemplated in the Integrated Coastal Management Act. The Act also provides for more specific, urban-edge related development setbacks from

provincial and local authorities. No actual setback lines have been identified for the ODM coastal towns at this stage, and application of the setback line currently appears to be an administrative grey area at present. The coastal setback line for the area and the site has not been established.

In addition, the IRRC has raised a number of design and planning related issues that will need to be resolved. These include:

- The river corridor as required by the SDF has been shrunk from a width of 60m to 40m and some of the plots extend into this corridor;
- The new access road to the ocean has been omitted and must be included on the development;
- The coastal servitude road has been omitted;
- The proposal is not in keeping with latest legislation of building proximity to the high water mark;
- Access to plots on south side adjoining Erf 107 is via a privately owned property and therefore cannot be used as an access road;
- The housing density is too high as per the SDF. In addition, the plot sizes of 400m² are not in keeping with the average Infanta plot size of 600m². The shape and layout of the plots is not in keeping with the area.

These issues will need to be addressed in consultation with the relevant provincial and local planning authorities.

CONSTRUCTION PHASE IMPACTS

The key social issues associated with the construction phase are the following:

Potential positive impacts

- Creation of employment and business opportunities

The proposed development consists of 20-22 erven with each erf being 400-600 m² in size. The average construction cost of each house is likely to be between R 2-3 million. The total capital expenditure will therefore be in the region of R 50 million. It is estimated that each house would take ~ 8-10 months to construct and employ 15-20 people (including sub-contractors) at any given time. Of this total 10 would be semi-skilled artisans and 8-10 would be skilled builders and sub-contractors. The semi-skilled workers would be employed for 4-6 months, while the skilled builders and sub-contractors for 2-3 months. If one assumes that the housing component is developed over a 5-8 year period this would equate to on average 3-4 houses constructed per annum. The construction of the housing component therefore has the potential to create in the region of 60-80 construction related employment opportunities per annum for a period of 5-8 years. Of this approximately 50 (70 %) of the employment opportunities will be for low skilled workers and 20 (30 %) for skilled workers. The majority of these unskilled workers are likely to be HD members of the community.

The majority of the employment opportunities that accrue during the construction phase are frequently regarded as temporary employment. However, while these jobs may be classified as "temporary" it is worth noting that the people employed in the construction industry by its very nature rely on "temporary" jobs for their survival. In this regard "permanent" employment in the construction sector is linked to the ability of construction companies to secure a series of temporary projects over a period of time. Each development, such as the

proposed development, therefore contributes to creating “permanent” employment in the construction sector.

The building contractors and sub-contractors appointed to construct the houses are likely to be based on Swellendam and Bredasdorp. The majority of the building supplies are also likely to be sourced from local building suppliers based in Swellendam and Bredasdorp. The proposed development will therefore benefit local businesses in the area.

Potential negative impacts

- Security and safety impacts associated with the presence of construction workers;
- Impact of construction workers on natural resources in the area;
- Risk of veld fires associated with construction related activities;
- Noise, dust and safety impacts associated with construction vehicles;

The findings of the SIA indicate that all of the negative impacts associated with the construction phase can be effectively mitigated so that the significance will be low. Table 1 summarises the significance of the impact associated with the construction phase.

Table 1: Summary of social impacts during construction phase

Impact	Significance No Mitigation	Significance With Mitigation/Enhancement
Creation of employment and business opportunities	Medium (Positive)	Medium (Positive)
Security and safety impacts associated with the presence of construction workers	Medium (Negative)	Low (Negative)
Impact of construction workers on natural resources in the area	Low (Negative)	Low (Negative)
Risk of veld fires associated with construction related activities	Medium (Negative)	Low (Negative)
Noise, dust and safety impacts associated with construction vehicles	Low (Negative)	Low (Negative)

OPERATIONAL PHASE IMPACTS

The following key social issues are of relevance to the operational phase:

Potential positive impacts

- Create opportunity for new homeowners and their family and friends to enjoy Infanta

The proposed development will create an opportunity for a set of new homeowners and their families and friends to enjoy the quite, undeveloped character of Infanta. This will represent a positive social benefit for these homeowners. The benefit to the new homeowners does, however, need to be assessed in terms of the potential negative impact on the experience of existing homeowners. This aspect is discussed and assessed below. However, it should be noted that the area has been identified as an area for future development in the SLM SDF (2009).

Potential negative impacts

- The potential impact on the areas character and sense of place;
- Potential impact on natural resources and amenities;
- Potential impact on local services.

Impact on character and sense of place

The findings of the SIA indicated that the establishment of 20-22 units on Erf 134 is unlikely per se to “destroy” the current charm and character of Infanta. The proposed 20-22 units represent ~ 15% of the current number of dwellings. The proposed development is cannot therefore be classified as a large development. In addition, the proposed development is located in an area that has been identified in the SLM SDF (2009) for future urban development in Infanta. In addition, the majority of the new property owners associated with the proposed development are likely to be attracted to Infanta for the same reasons as the existing property owners, namely, a quiet, undeveloped, children friendly coastal town. The majority of new houses are also likely to be vacant for the most of the year. The character of Infanta as a small, quiet, coastal holiday town is therefore unlikely to be affected by the establishment of 20-22 units additional in an area that has been identified for future development.

However, having said this, the proposed establishment of 20-22 large, “Plettenberg Bay” type houses on Erf 134 does have the potential to impact on the current character of Infanta. The impact of large, “Plettenberg Bay” type houses on Infanta’s character would be compounded by the establishment of a gated, security type estate. The current children, friendly character of Infanta is closely linked to the openness of the settlement and the general absence of fences and walls between properties. The establishment of a gated, security type development would not only conflict with the current character of Infanta, it would also have the potential to create a separate area and create tension between existing and new homeowners.

In this regard the following key mitigation measures are recommended:

- The developer should ensure that strict architectural design guidelines that are in keeping with the current scale of development in Infanta and are sympathetic to the local environment are attached to the deed of sale for all properties;
- The establishment of a security type estate, with controlled access is not recommended or supported. In this regard the developer has indicated that public access to the area will not be controlled or restricted.

Impact on coastal amenities and marine resources

The potential impact on existing beach and coastal amenities was raised as a concern by a number of local homeowners in Infanta. The key issues raised are linked to limited area for safe swimming, small beach area and conflicts related to access to the slipway. The concern is that the proposed development will exacerbate the current problems due to the increase in the number of local residents, specifically over the peak holiday periods.

While the concerns are noted, the provision of safe, un-crowded beaches and swimming areas, and uncongested slips ways cannot be taken as a given. Many of the beaches and slip ways at popular holiday coastal towns become crowded over peak holiday times, such as Easter and Christmas. Some people are happy to share a crowded beach, while others time their visit to avoid the crowds. The same applies to the use of slip ways. While the proposed development will result in an increase in the number of people in Infanta over

peak holiday season periods, which in turn will put pressure on the existing amenities, this is not regarded as an adequate or reasonable reason to prevent the proposed development from proceeding. The pressure on existing amenities is over a relatively short period of the year, namely 2-3 weeks. Objecting to the proposed development on the grounds that it would place additional pressure on existing coastal amenities over the peak season would also prevent the new homeowners from the privilege of enjoying Infanta during off-peak times of the year. This is not regarded as socially equitable.

Concern was also raised that the increased number of new residents associated with the proposed development of 20-22 units will impact on the marine resources of the area. In assessing this issue it is important to note that there are already 150 houses in Infanta and Infanta Park. The establishment of an additional 22 units represents a 15% increase in the total number of units. This is unlikely to result in a significant impact on the area's marine resources over and above the impact that the residents associated with the existing 150 units have. In addition, not all of the new homeowners are likely to be fishermen or women and the potential pressure will be largely confined to two or three weeks of the year. It is also reasonable to assume that the new residents who are fishermen or women are law-abiding citizens who would adhere to the regulations controlling the size and number of marine species they collect and or catch. The potential impact on the area's marine resources is therefore likely to be low and is not regarded as an adequate or reasonable reason to prevent the proposed development from proceeding.

Table 2 summarises the significance of the impacts associated with the operational phase.

Table 2: Summary of social impacts during operational phase

Impact	Significance No Mitigation	Significance With Mitigation/Enhancement
Create opportunity for new homeowners and their family and friends to enjoy Infanta	Medium (Positive)	Medium (Positive)
The potential impact on the area's character and sense of place	Medium (Negative)	Low (Negative)
Potential impact on natural resources and amenities	Moderate (Negative)	Low (Negative) (Natural Resources) Low (Positive) (Amenities) ¹
Impact on local services	Not assessed	Not assessed

CUMULATIVE IMPACTS

A number of I&APs have voiced a concern that the proposed development represents the "thin edge of the wedge" and would set a precedent for future development. In this regard the concern is that the owner of Erf 134 may try to develop other portions of Erf 134. However, as indicated above, the proposed development area is located within the designated urban edge for Infanta and adheres to the PSDF principles of densification and infill. The proposed development therefore represents what can be regarded as an informed and legitimate response by the land owner to the existing planning vision for the site.

¹ Assumes slipway is upgraded and tidal pool is constructed

There is no guarantee that current or some future owner of the remainder of Erf 134 will not attempt to rezone a portion of the remaining section which is located in land of the proposed development site to accommodate some form of residential or commercial type development. However, any development application would require the land to be rezoned and an EIA process. In addition, future development proposals outside edge would have to be assessed on an individual basis, and would require an onerous edge amendment process. The same would apply to another property owner who owned property in the vicinity of or abutting on to Infanta and Intanta Park. The potential cumulative impact on Infanta's sense of place, services and natural resources are discussed above. As indicated above, depending on the type and scale of the proposed 20-22 houses, the impact on Infanta's sense of place is likely to be limited. The cumulative impact on the areas natural resources and services is also likely to be limited and largely confined to two to three weeks of the year.

NO-DEVELOPMENT OPTION

None of the potential impacts, both positive and negative, would materialise. However, as indicated above, the site is located within the demarcated urban edge for Infanta and has therefore been identified as suitable for future urban development. It is therefore reasonable to assume that the site will be developed at some stage.

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of the SIA the proposed development area is located within the demarcated urban edge of Infanta as set out in the SLM SDF (2009). The area has therefore been identified as suitable for residential development. The findings of the SIA also indicate that the construction of the proposed 20-22 units will create employment and business opportunities for the local economy. The negative impacts associated with the construction phase can all be effectively mitigated.

In terms of the operational phase, the key issue of concern relates to the potential impact that the proposed development of 20-22 units will have on Infanta's current character as a small, quiet, undeveloped, coastal holiday settlement. The findings of the SIA indicate that the potential impact on Infanta's current character will be largely dependent upon the type and scale of houses developed. The establishment of large, "Plettenberg Bay" type houses on the site will have a significant impact on the current character and sense of place of Infanta. However, a set of architectural design guidelines that are in keeping with and sensitive to the current scale of development in Infanta have been developed by the developer. If these guidelines are implemented and attached to the deed of sale for all properties, then the impact on the current character of the town will be limited. In addition, the establishment of a security type estate, with controlled access is not recommended or supported. In this regard the developer has indicated that public access to the area will not be controlled or restricted.

In terms of the preferred Alternative, although the findings of the SIA indicate that the potential social impacts (both positive and negative) associated with Alternative 3 and 4 are similar, Alternative 4, (20 new dwellings vs. 22) is the preferred alternative. The smaller development is preferred given the location and social setting of the development and the quiet, relatively un-spoilt character of Infanta.

IMPACT STATEMENT

Based on the findings of the SIA the proposed development of Alternative 4 (20 units) within the demarcated Infanta urban edge area is supported. However, this support is conditional upon the application of strict architectural design guidelines that are in keeping with the current scale of development in Infanta and are sympathetic to the local environment. In addition, the establishment of a security type estate, with controlled access is not recommended or supported.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
SECTION 1: INTRODUCTION	1
1.1 INTRODUCTION	1
1.2 TERMS OF REFERENCE	2
1.3 PROJECT LOCATION	2
1.4 PROJECT DESCRIPTION	4
1.5 ALTERNATIVES FOR ASSESSMENT	7
1.6 APPROACH TO STUDY	8
1.7 ASSUMPTIONS AND LIMITATIONS.....	9
1.7.1 Assumptions.....	9
1.7.2 Limitations	9
1.8 SPECIALIST DETAILS.....	9
1.9 DECLARATION OF INDEPENDENCE	10
1.10 REPORT STRUCTURE	10
SECTION 2: OVERVIEW OF THE STUDY AREA	11
2.1 INTRODUCTION	11
2.2 ADMINISTRATIVE CONTEXT	11
2.3 ROAD ACCESS	12
2.4 STUDY AREA SETTLEMENT AND LAND USE.....	14
2.4.1 Overberg Region.....	14
2.4.2 Swellendam Municipality	14
2.4.3 Infanta	15
2.4.4 Rural Infanta	18
2.4.5 Infanta Erf 134 and surrounding land uses	20
2.5 DEMOGRAPHIC PROFILE	22
2.6 KEY ECONOMIC ACTIVITIES	26
2.6.1 Overberg District Municipality	26
2.6.2 Swellendam Local Municipality	27
2.7 INFANTA SERVICES CONTEXT	28
2.7.1 Housing	28
2.7.2 Sewage	28
2.7.3 Potable water	28
2.7.4 Refuse.....	28
2.7.5 Emergency services	28
SECTION 3: POLICY AND PLANNING CONTEXT.....	31
3.1 INTRODUCTION	31
3.2 SPATIAL POLICY	31
3.2.1 Integrated Coastal Management Act (2008)	31
3.2.2 Western Cape Spatial Development Framework (2009).....	32
3.2.3 Western Cape Urban Edge Guideline (2005)	33
3.2.4 The Swellendam Local Municipality Spatial Development Framework (2009)	34
3.3 LOCAL DEVELOPMENT POLICY	38
3.3.1 The Swellendam Local Municipality Draft IDP 2012-2017	38
SECTION 4: KEY FINDINGS AND ASSESSMENT	39
4.1 INTRODUCTION	39
4.2 POLICY AND PLANNING FIT	39
4.3 SOCIAL IMPACTS ASSOCIATED WITH THE CONSTRUCTION PHASE	41
4.3.1 Creation of local employment and business opportunities.....	41
4.3.2 Safety, security and potential for increased crime	43

4.3.3	Impact of construction workers on natural resources	45
4.3.4	Increased risk of veld fires	46
4.3.5	Impact of construction vehicles on local roads	48
4.4	SOCIAL IMPACTS ASSOCIATED WITH OPERATIONAL PHASE.....	50
4.4.1	Creation of opportunity for new homeowners to enjoy Infanta	50
4.4.2	Potential impact on sense of place and character of Infanta.....	51
4.4.3	Potential impact on coastal amenities and marine resources.....	55
4.4.4	Potential impact on local services.....	57
4.5	ASSESSMENT OF CUMULATIVE IMPACTS.....	57
4.6	ASSESSMENT OF NO-DEVELOPMENT OPTION	58
	SECTION 5: KEY FINDINGS AND RECOMMENDATIONS.....	59
5.1	INTRODUCTION	59
5.2	SUMMARY OF KEY FINDINGS.....	59
5.2.1	Policy and planning issues.....	59
5.2.2	Construction phase	60
5.2.3	Operational phase.....	61
5.2.4	Cumulative impacts.....	63
5.2.5	Assessment of no-development option.....	64
5.3	CONCLUSIONS AND RECOMMENDATIONS	64
5.4	IMPACT STATEMENT	65
	ANNEXURE A: REFERENCES.....	66
	ANNEXURE B: ASSESSMENT METHODOLOGY.....	68

ACRONYMS

DEA&DP	Department of Environmental Affairs and Development Planning (WCP)
DEA	Department of Environmental Affairs (National)
DM	District Municipality
HD	Historically Disadvantaged
EIA	Environmental Impact Assessment
ICMA	Integrated Coastal Management Act
IDP	Integrated Development Plan
IRRA	Infanta Residents and Ratepayers Association
LBRC	Lower Breede River Conservancy
LED	Local Economic Development
LM	Local Municipality
ODM	Overberg District Municipality
PSDF	Provincial Spatial Development Framework (WCP)
SDF	Spatial Development Framework
SLM	Swellendam Local Municipality
SIA	Social Impact Assessment
WCP	Western Cape Province

SECTION 1: INTRODUCTION

1.1 INTRODUCTION

Doug Jeffery Environmental Consultants (Pty) Ltd was appointed by Westerhelling Investment CC as the lead consultants to manage the Environmental Impact Assessment (EIA) process for the establishment of a proposed residential development and associated infrastructure on Erf 134 in the small coastal holiday village of Infanta in the eastern Overberg region of the Western Cape Province, South Africa (Figure 1.1).

Tony Barbour Environmental Consulting and Research was appointed by Dough Jeffery Environmental Consultants (Pty) Ltd to undertake a specialist Social Impact Assessment (SIA) as part of the EIA process. This report contains the findings of the Draft SIA.

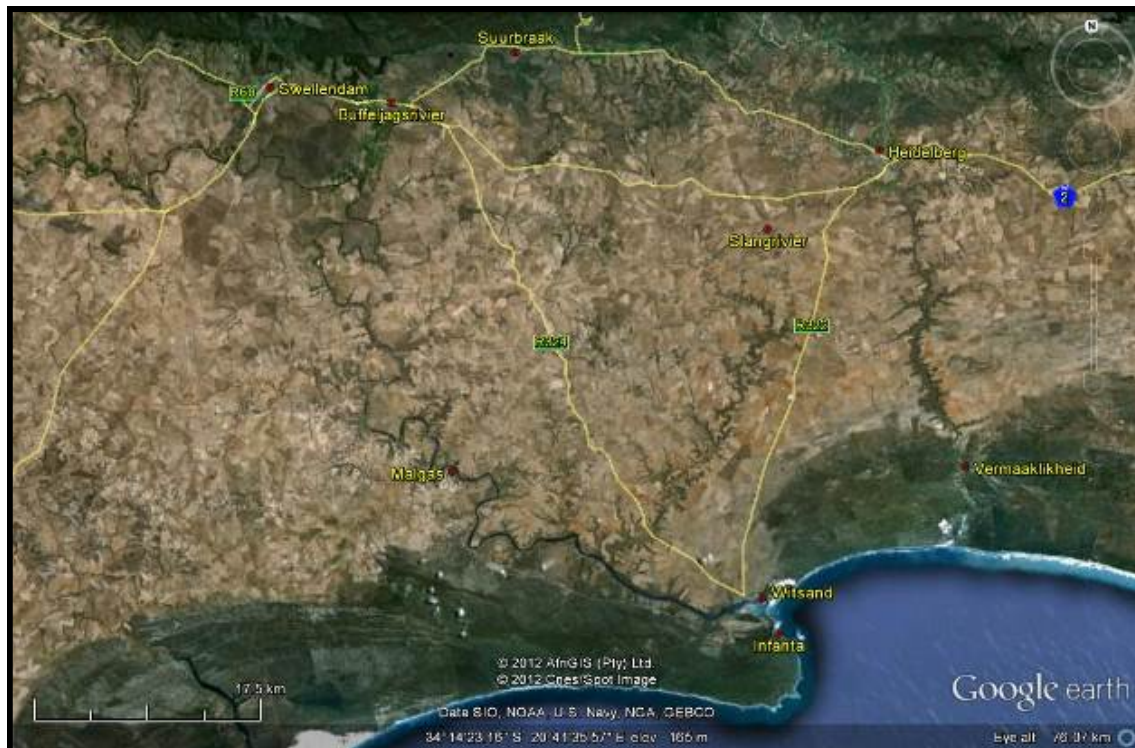


Figure 1.1: Location of Infanta

1.2 TERMS OF REFERENCE

The terms of reference for the SIA require:

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

1.3 PROJECT LOCATION

Erf 134 is located adjacent to the Indian Ocean, within the urban edge of the small village of Infanta, which is located ~1 km south of the mouth of the Breede River, within the Swellendam Local Municipality (SLM) in the Overberg District Municipality (ODM) of the Western Cape Province (WCP) (Figure 1.2). The existing dwellings in Infanta are located immediately to the south of the site. Infanta Park is located inland and to the west of the site (Figure 1.2). The De Hoop Nature Reserve and associated Marine Reserve are located directly to the south and east of Infanta, also within the ODM (Cape Agulhas LM). The town of Witsand, which is located on the opposite, eastern bank of the Breede River, falls within the Hessequa LM of the Eden DM.

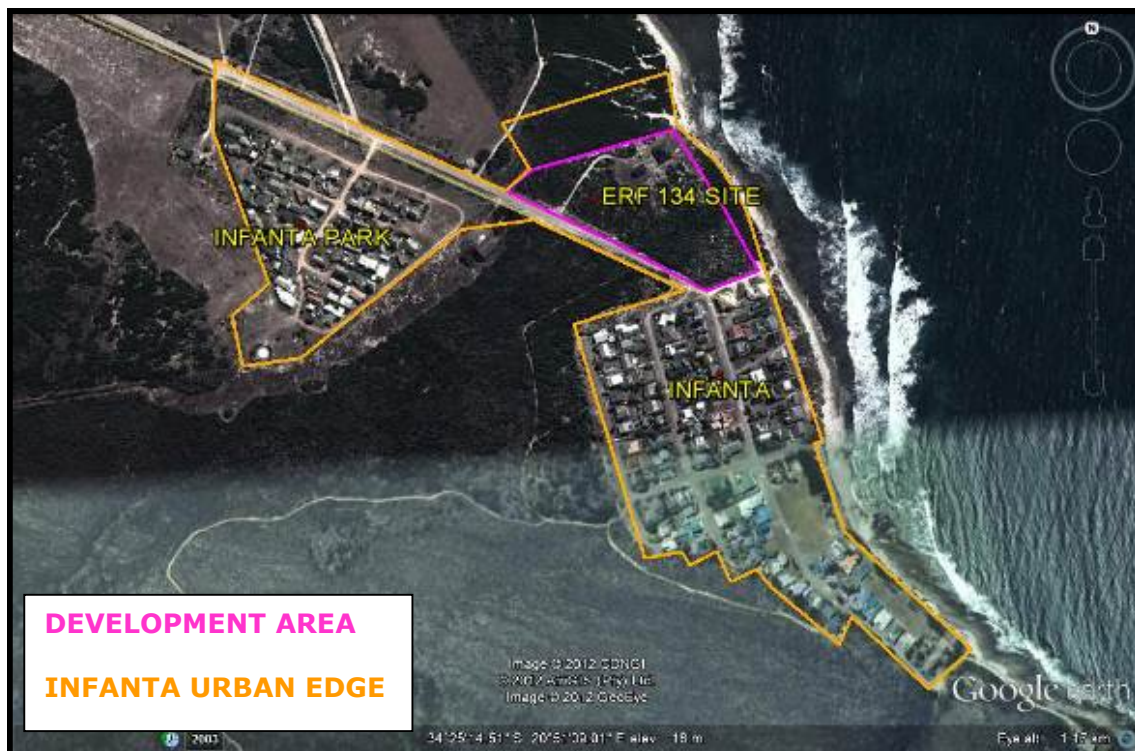


Figure 1.2: Location of portion of Erf 134 within Infanta urban edge

Infanta is located ~270 km from Cape Town. The nearest large towns to Infanta are Swellendam (67 km to the north) and Bredasdorp (90 km to the north-west). Malgas is located 32 km from Infanta. As the crow flies, Witsand is located 3 km north of Infanta. However, the distance by road via Malgas and is ~ 63 km. The origins of the settlement date back to the late 1920's. However, the majority of the recent growth linked to Infanta Park occurred during the late 1980's. The settlement consists of ~150 houses, of which ~20% are used as primary residences and the remainder as holiday homes. The settlement is not serviced by municipal water or sewage treatment. The rural area to the west and north of Infanta is confined to a ~2-3 km strip of land between Potberg (De Hoop) to the south, and the Breede to the north. Land use along the Breede (Infanta) consists of a mix of rural residential, holiday homes (Kontiki) and conservation.

Road access to Infanta is limited to a single proclaimed gravel road (P0268) from Malagas, either off the N2 (north) or R319 (west) (Photograph 1.1). From the N2 west of Swellendam, the P0268 provides a direct link to Infanta via Malagas. East of Swellendam the gravel R324 (Witsand/ Port Beaufort) and a gravel road from Buffeljagsrivier both provide access to Malagas, where the Breede has to be crossed by a pont to link up with the P0268. From Bredasdorp and Struisbaai (Cape Agulhas LM in the ODM), Infanta can be accessed via a gravel road off the tarred R319 north of Bredasdorp, via Ouplaas, Malagas and the P0268.



Photograph 1.1: Entrance to Infanta via the P0268

Agricultural activity within 5 km of Infanta is limited to a few small-scale sheep (including on Rietfontein, adjacent to Erf 134) and olive farming operations. Informal and formal private conservation is emerging as a key land use in the Infanta area. Tourism in the Infanta area is currently limited and the area has not been identified as a destination or development node by the SLM or ODM.

1.4 PROJECT DESCRIPTION

Erf 134 is 85 ha in extent. Westerhelling is proposing a residential development on a 3.1 ha portion of Erf 134, which is located within the demarcated urban edge for Infanta. The 3.1 ha portion is located between the P0268 and the coast (Figure 1.2). The remainder of the site (81.9ha), which is located to the south of the P0268, is located outside the urban edge and will not be developed.

Two alternative options are being considered, namely Alternative 3 and 4 (See below). Alternative 3 consists of 22 new residential erven, 17 of which are single storey and 6 double storey (Figure 1.3). Alternative 4 consists of 20 new residential erven, 15 of which are single storey and 5 double storey (Figure 1.4 and 1.5). Each unit (or cluster of units) will have their own small package plant for treatment of sewage generated. The majority of erven for both alternatives are located to the north of the watercourse on the site. Access to the northern cluster of units is proposed off the existing access road to Malgas, the P0268. Access to the southern cluster would be off an existing gravel road across Erf 107 to the south of the property (Figure 1.3.).

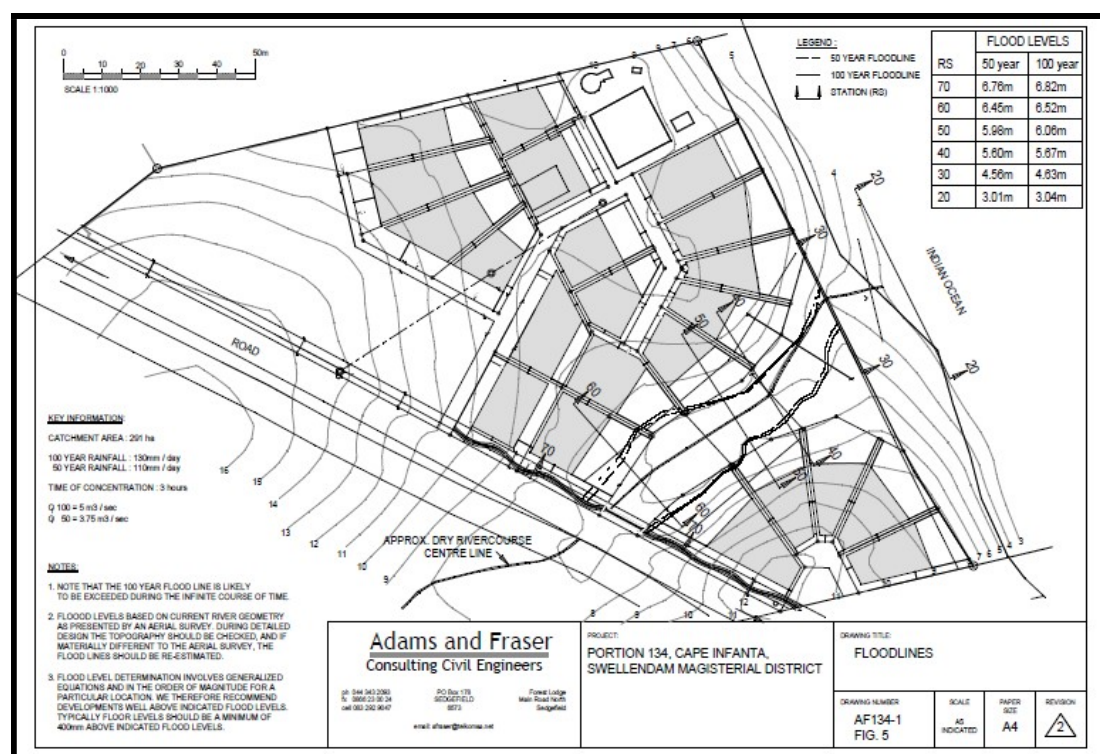


Figure 1.3: Layout Alternative 3 (Source: DJEC)

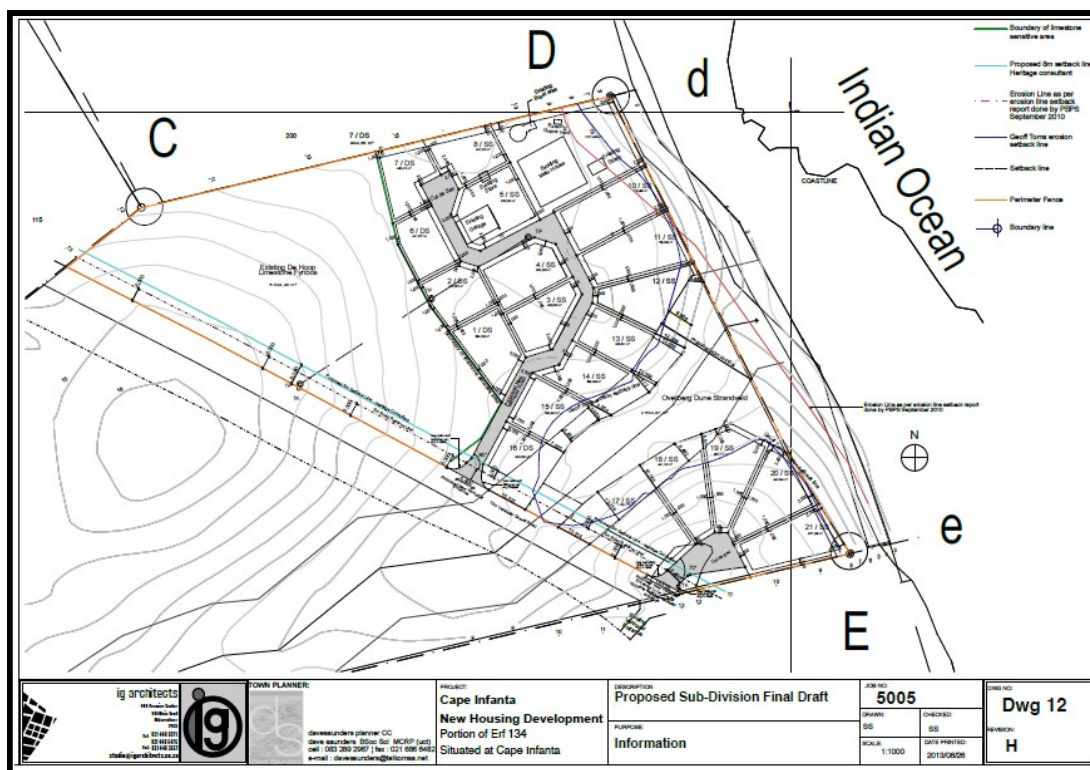


Figure 1.4: Layout Alternative 4 (Source: DJEC)

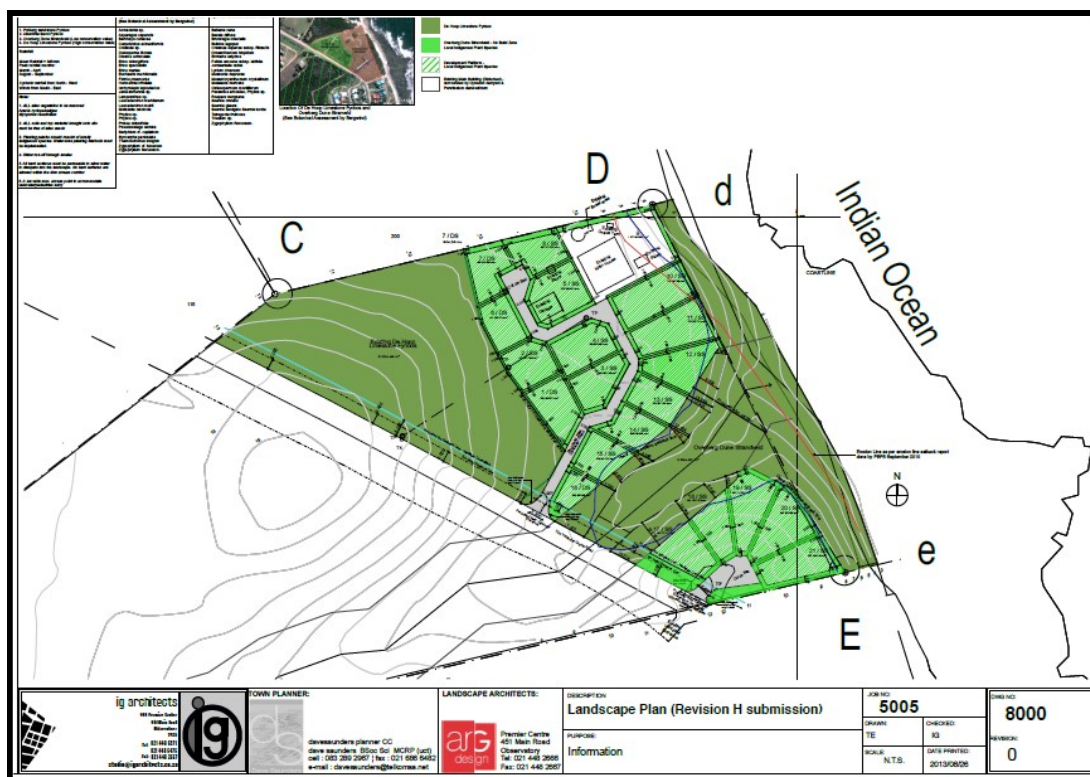


Figure 1.5: Layout Alternative 4 Landscape Plan (Source: DJEC)

In terms of the proposed development 3.1 ha section of the site will be rezoned from Agriculture I to:

- Transport (public road): 3148m²;
- Single dwelling (private road): 2754.7m²;
- Open Space Zone 2 (private): 2991.65m²;
- Residential I: 21 332.84m².

With regard to the proposed development, information provided by the project planner indicates the following:

- The developer intends to sell off subdivided, serviced erven as individual entities to home-owners. The target market has not been defined yet, and would depend, amongst others, on market forces at the time that the rezoning and EIA processes have been concluded;
- A Homeowners association (HOA) would be established. The HOA Constitution would include clauses requiring development to be in accordance with a set of design guidelines, as per EIA specialist input and legal requirements. These may include specific rules – e.g. regarding pet ownership (dogs and cats), indigenous landscaping, etc.;
- The development would be subject to strict aesthetic design guidelines, aimed at prescribing a homogeneous development;
- Palisade perimeter fencing is proposed for the development;
- The existing house and two garages would remain on the property (Photograph 1.2).



Photograph 1.2: View across site from the south east of the existing house and garage

With regard to services, based on information provided in the Consulting Engineer's Report, the following is proposed:

- Individual or shared sewage package plants for dwelling/s. The proposed units would consist of a conventional pre-treatment collection tank, treatment to effluent by means of bio-digestion and disinfection, and disposal of treated effluent by means of subterranean irrigation systems;
- A combination of rainwater harvesting (system of individual 5 kl tanks) and groundwater use of ~ 23 kl/ day is proposed;
- Use of the existing Swellendam Municipal transfer-station based refuse collection system. The SLM has formally indicated that sufficient collection capacity exists (Adams and Fraser, 2012: 8; Appendix C);
- Site layout and storm-water management provision in line with the draft national Guideline for Sustainable Urban Drainage Systems (Adams and Fraser, 2012).

The planner and developer have indicated that the civils phase is anticipated to last 4-6 months, and that use would likely be made of a competent local (SLM or Overberg-based) contractor. Individual erven would be developed individually. At this stage in the process it is not possible to estimate how long it would take for all proposed 20-22 units to be developed. This would be dependent upon a number of factors, such as the financial position of the individual property owners and their needs.

1.5 ALTERNATIVES FOR ASSESSMENT

Development alternatives

The location of the development area within Erf 134 was largely determined by the existing Infanta urban edge (Figure 1.2.) and 2009 Swellendam SDF proposed land uses. No site alternatives are therefore assessed. The 3.1 ha section of Erf 134 that has been identified for development is located within the Infanta urban edge as set out in the Swellendam SDF (2009).

In terms of the EIA process, four potential layouts have been identified, namely:

- Alternative 1: 29 erven;
- Alternative 2: 24 erven;
- Alternative 3: 23 erven;
- Alternative 4: 21 erven.

Initial botanical studies indicated that Alternative 1 and 2 were not suitable.

The focus of the assessment is therefore on Alternative 3 and 4 (Figure 1.3 and 1.4). Alternative 3 and 4 are based on, amongst others, setback lines the specialists recommended with regard to the coastline, a small seasonal watercourse on the site, identified ecological corridors, development exclusion areas (Limestone fynbos), 1:100 flood determinations, runoff and fire management zones, etc.

A follow-up site visit by the botanist and the indicated that Alternative 3 encroached on a section of the botanical conservation area. Alternative 4 takes into account this issue. Alternative 4 also takes the traffic specialists recommendations into account.

No-development Alternative

In addition, Alternative 3 and 4 are assessed against the No Development Alternative (Alternative 4). Alternative 4 would entail maintain the existing status quo on Erf 134, namely Agriculture 1, with single existing residential dwelling and garages.

1.6 APPROACH TO STUDY

The approach to the SIA study is based on international best practice, as contained in the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) Guidelines for Social Impact Assessment (February 2007). These guidelines have been endorsed by the national Department of Environmental Affairs (DEA). The key activities in the SIA process embodied in the guidelines include:

- Describing and obtaining an understanding of the proposed intervention (type, scale, and location), the settlements, and communities likely to be affected by the proposed project.
- Collecting baseline data on the current social and economic environment.
- Identifying the key potential social issues associated with the proposed project. This requires a site visit to the area and consultation with affected individuals and communities. As part of the process a basic information document was prepared and made available to key interested and affected parties. The aim of the document was to inform the affected parties of the nature and activities associated with the construction and operation of the proposed development to enable them to better understand and comment on the potential social issues and impacts.
- Assessing and documenting the significance of social impacts associated with the proposed intervention.
- Identifying alternatives and mitigation measures.

In this regard the study involved:

- Review of demographic data from the 2001 Census Survey and other demographic sources²;
- Review of relevant planning and policy frameworks for the area;
- Site specific information collected during the site visit to the area and interviews with interested and affected parties;
- Review of information from similar studies, including the EIAs undertaken for other residential developments near the coast within the ODM;
- Identification and assessment of the social issues associated with the proposed project.

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

Alternative 4 was developed in early 2013. As indicated in Section 1.7.1, the potential social impacts (both positive and negative) associated with Alternative 3 and 4 are similar. This is

² At the time of collecting the baseline data (2011/2012) the information from Census 2013 was not available.

due the similar size of the two alternatives, namely 22 and 20 new dwellings. Additional interviews and site visits were therefore not required.

1.7 ASSUMPTIONS AND LIMITATIONS

1.7.1 Assumptions

Information provided by the developer

It is assumed that the information provided by the developer and the project planners relating to the proposed development and associated infrastructures is accurate and represents the development scheme proposed for the site.

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.

Assessment of Alternative 3 and 4

Alternative 4 was developed in early 2013. The findings of the SIA indicate that the potential social impacts (both positive and negative) associated with Alternative 3 and 4 are similar. This is due the similar size of the two alternatives, namely 22 and 20 new dwellings. Separate assessments of Alternative 3 and 4 have therefore not been undertaken.

1.7.2 Limitations

Demographic data

Final data from Census 2011 will only be available in early 2013. Census 2001 data therefore remains the most recent data available at sub-municipal level, viz. Ward level. With regard to Swellendam municipal level, the most recent data is projection-based, and derived from a population study which was conducted in 2008 on behalf of the Swellendam Municipality. The demographic data presented in this report is therefore dated, or at best projection-based, and should be treated as indicative of general demographic trends, rather than as absolutes.

1.8 SPECIALIST DETAILS

Tony Barbour, the lead author of this report is an independent specialist with 23 years' experience in the field of environmental management. In terms of SIA experience Tony Barbour has undertaken in the region of 120 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.

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 nine years.

1.9 DECLARATION OF INDEPENDENCE

This confirms that Tony Barbour and Schalk van der Merwe, the specialist consultants responsible for undertaking the study and preparing the Draft SIA Report, are independent and do not have vested or financial interests in proposed Infanta Erf 134 development being either approved or rejected.

1.10 REPORT STRUCTURE

The report is divided into five sections, namely:

- Section 1: Introduction
- Section 2: Overview of the study area
- Section 3: Summary of key policy and planning documents
- Section 4: Identification and assessment of key social issues
- Section 5: Summary of key findings and recommendations.

SECTION 2: OVERVIEW OF THE STUDY AREA

2.1 INTRODUCTION

Section 2 provides a baseline description of the Infanta study area with regard to:

- The administrative context;
- Road access;
- Land use and settlement patterns;
- The demographic context;
- The economic context;
- Services context.

2.2 ADMINISTRATIVE CONTEXT

Infanta is located in the extreme south-eastern portion of the SLM within the ODM. The ODM is the southernmost DM in South Africa, and covers approximately 11 393 km². The DM is bounded to the north by the Cape Winelands District Municipality, the Eden District Municipality to the east, by the Indian and Atlantic Ocean to the south, and by the City of Cape Town Metropolitan Area to the west.

The ODM is made up of four local level municipalities, namely the Overstrand LM (Hermanus), the Cape Agulhas LM (Bredasdorp – also seat of the ODM), the Theewaterskloof LM (Caledon) and the Swellendam LM (Swellendam). The settlement of Infanta and the western bank of the lower Breede River extends as a long narrow finger of SLM area, flanked by the De Hoop Nature Reserve area in the Agulhas Local Municipality to the south, and the Hessequa LM (Eden DM) to the north of the Breede (including Witsand, 3 km north of Infanta) (Figure 2.1). The former District Management Area (centred around the De Hoop Nature Reserve) was incorporated into the Cape Agulhas Local Municipality in 2011.

The SLM is consists of 5 Wards, with Infanta located within Ward 3, which is comprised of Buffeljagsrivier, Suurbraak (Portion), Mullersrus, Infanta, Malagas (pronounced “Malgas”), and adjacent rural areas. Ward 3 includes a large area – essentially the entire SLM area east of Swellendam and south of the Tradouw pass. The settlements of Suurbraak and Buffeljagsrivier accounted for a substantial portion of the estimated total Ward population in 2001. The bulk of the Ward 3 area is constituted by intensive agriculture associated with the productive commercial farming area north of the lower Breede and to the west of Malgas. In contrast, the western (right) bank of the lower Breede east of Malgas (Infanta portion of Ward 3) supports limited, small-scale agricultural activities.

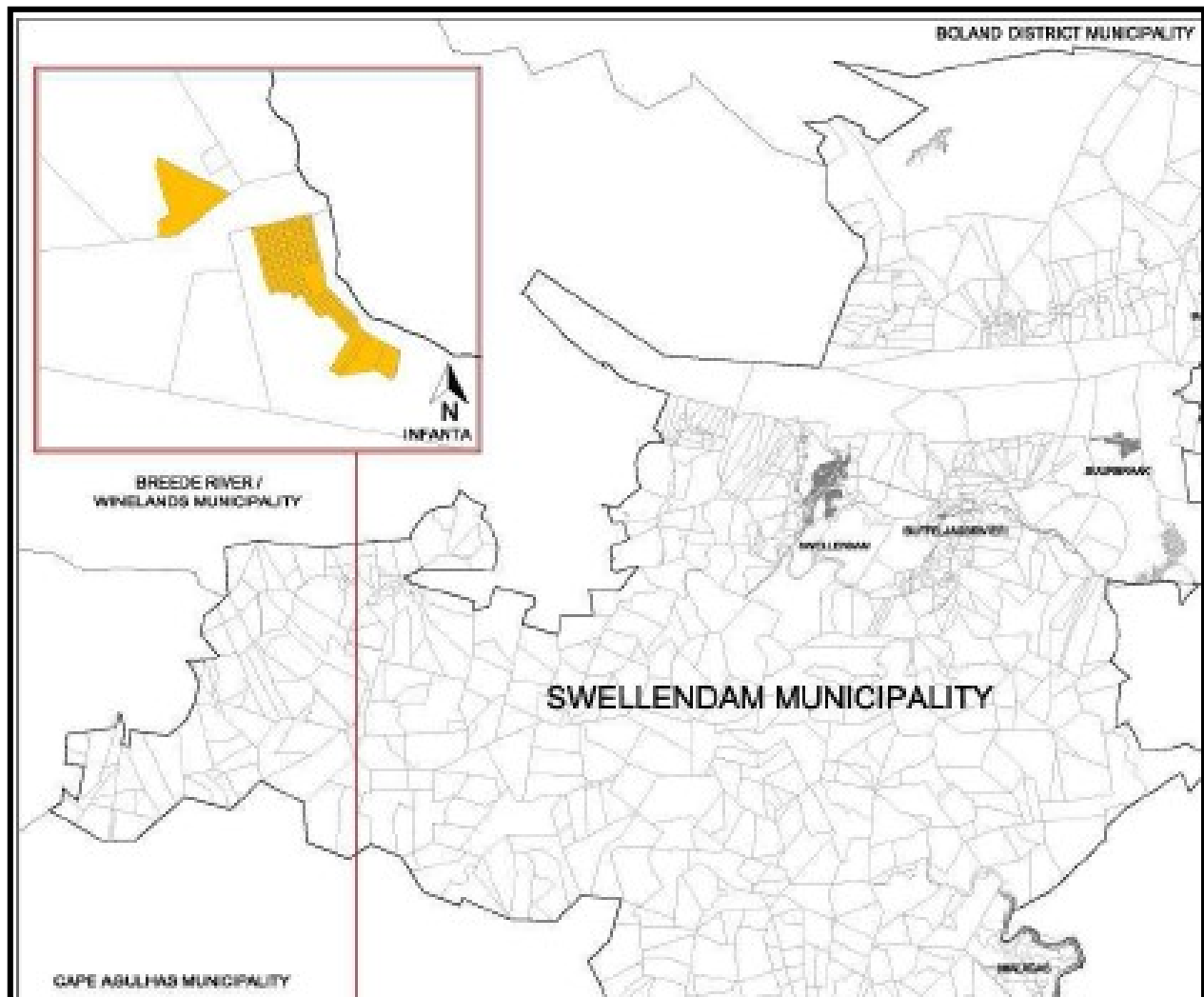


Figure 2.1: Location of Infanta within the Swellendam Local Municipality
(Source SLM, 2010).

2.3 ROAD ACCESS

The SLM is traversed from west to east by the N2 (Cape Town – Port Elizabeth/ Garden Route). Infanta is located 40-50 km south of the N2. The proclaimed gravel P0268 provides the only access to Infanta. Access to Infanta via the P0268 can be obtained from:

- The N2 west of Swellendam, the P0268 provides the most direct link to Infanta (via Malgas). This is the road used by the majority of visitors from the Cape Town/ Boland area. This access is also used by the majority of home-owners in Infanta;
- The N2 east of Swellendam, the gravel R324 (Witsand/ Port Beaufort) and a gravel road from Buffeljagsrivier both provide access to Malgas. However, the Breede has to be crossed by the pont at Malgas to link up with the P0268. This option is used mainly by traffic from eastern Garden Route and inland South Africa (Gauteng, etc);
- Bredasdorp and Struisbaai (Cape Agulhas LM in the ODM), Infanta can be accessed via a gravel road off the tarred R319 north of Bredasdorp, via Ouplaas, Malgas and the P0268. Infanta is located ~270 km (P0268) from Cape Town.

Figure 2.2 illustrates the alternative access options to Infanta.

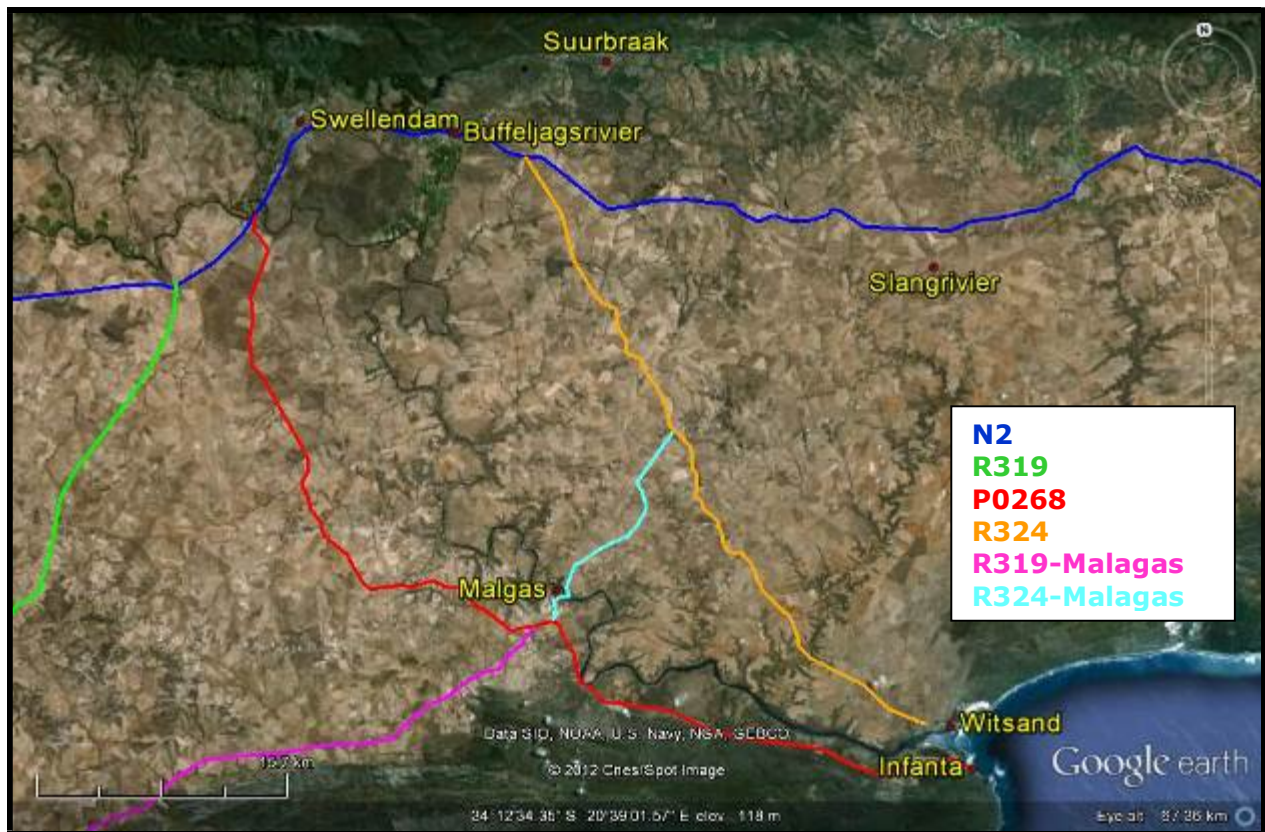


Figure 2.2: Access options to Infanta

The nearest large towns to Infanta are Swellendam (67 km to north-west) and Bredasdorp (90 km to the west). Malgas is located 32 km from north-west of Infanta. Witsand is physically located 3 km north of Infanta, but 63 km by road via Malgas.

All properties along the western (right) bank of the Breede, i.e. including Kontiki, Skylark and Southwinds are accessed via the P0268 Malgas gravel road. With the exception of the N2 and R319, all relevant roads are gravel roads. According to most interviewees the P0268 road surface deteriorates over peak use periods, despite relatively small traffic flows throughout the year. The Swellendam Draft 2012-2017 IDP notes that the potential (medium-long term) tarring of the P0268 between the N2 and Infanta is a contentious issue, with stakeholders greatly divided (SLM, 2012).

According to the project Civil Engineering Report, the existing Infanta gravel road network has sufficient spare capacity to accommodate the proposed development, and the corresponding additional trips to and from the proposed development would not have a significant impact on the surrounding road network (Adams and Fraser, 2012).

2.4 STUDY AREA SETTLEMENT AND LAND USE

2.4.1 Overberg Region

The Infanta area formed part of Khoi-Khoi ancestral grazing lands (e.g. of the Hessequa people). The “Overberg” is a somewhat vague term, originally (17th century) denoting the entire Cape interior beyond the Hottentots-Holland mountain range east of Cape Town south of the Boland. In terms of current usage, the Overberg region largely coincides with the ODM, but also includes portions of the Eden DM south of the Langeberg range east of Mossel Bay (see for instance: Erasmus, 1996). Focus in the discussion below is on the portion comprised by the ODM, and “Overberg” is specifically used in that sense below.

The Overberg is a predominantly rural, agricultural region. With the exception of Hermanus, all of the large towns in the ODM - Caledon, Swellendam and Bredasdorp - are essentially agricultural service/ processing centres. With the exception of the Overstrand area, agriculture forms the economic backbone of the entire region, with small grain cultivation (e.g. wheat, barley) and livestock farming (wool sheep, cattle) predominating in the area south of the N2 (Agulhas plain), and fructiculture and viticulture featuring more prominently in the area north of the N2 (for example Elgin/Grabouw).

The Overberg is well-known for its scenic beauty as well as for a number of nationally significant coastal holiday destinations. These include Hermanus, Gansbaai, Struisbaai / L’Agulhas and Arniston/ Waenhuiskrans. Cape Agulhas, located near Struisbaai/ L’ Agulhas is the southernmost tip of the African continent and is an important tourist destination. The Agulhas National Park also attracts visitors to the area. The ODM also includes a number of smaller settlements of historical and heritage significance, including Elim and Kassiesbaai in the CAM.

The De Hoop Nature Reserve, located to the south of Infanta, is a UNESCO world heritage area³. De Hoop also includes a Marine Reserve. Conservation is emerging as a major land-use in the Overstrand and Cape Agulhas LMs, mainly linked to the biodiversity rich Agulhas Plain and coastal areas. The Lower Breede and adjacent land (SLM) forms part of the Lower Breede Conservancy management area.

The ODM is traversed by the N2 from west to east. The N2 roughly separates the Agulhas plain to the south from more mountainous terrain towards the north of the N2 (including the Riviersonderend and Langeberg Mountains). The area is serviced by a good surfaced road network which links the major settlements in the area. These include the R316, R326, R319, R43 and the R406. Nevertheless, the majority of public roads in the ODM are gravel roads (73.6%), including the roads from the N2 and R319 to Malagas, Witsand and Infanta.

2.4.2 Swellendam Municipality

The SLM is ~3 000 km² in extent, and predominantly rural in nature. Swellendam, after Cape Town and Stellenbosch, is the oldest proclaimed District in South Africa, and came into being after Swellendam was split off from Stellenbosch District in 1745. Swellendam town originated around the Drosdy which was established in 1747 (Erasmus, 1996). Swellendam

³ Part of the UNESCO Cape Floral Region Protected Areas serial site, consisting of 8 separate sub-sites. According to the UNESCO citation, the 8 sites together comprise less than 0.5% of the African continent land area, yet is home to approximately 20% of its flora. (www.whc.unesco.org/en/list/1007).

town (~13 500) is the only large town in the SLM, and functions as leader town and agricultural service centre to the SLM hinterland. Other SLM settlements include Barrydale and Suurbraak (only other sizable settlements, both <3 000), Malagas, Buffeljagsrivier, Wydgeleë (Ouplaas), Akkerboom (Op de Tradouw), Infanta and Stormsvlei (SLM, 2012).

The Swellendam District is renowned as one of South Africa's important commercial sheep and cereal farming areas, and home of the oldest merino stud farms. Commercial agriculture continues to be the backbone of the SLM, and intensive cereal cultivation/ small stock constitutes to be by far the dominant land use north of the lower Breede area that is located to the south of the N2, as well as south of the lower Breede, west of Malgas – in other words, the bulk of the SLM area, but not including the Infanta study area. The lower Breede around Infanta itself supports limited agriculture (sheep, olives) operations.

Swellendam (town) and Suurbraak have rich historical and cultural heritage. Although a fire in 1865 destroyed a large portion of the historic settlement, Swellendam has many buildings dating back to the 18th century. Suurbraak is an old mission station near the foot of the Tradouw Pass at the foot of the Langeberg, and dates back to 1812. The last surviving operational pont in South Africa – an established tourism destination – is located at Malagas. Much of the SLM area (mainly inland areas on fertile shale derived soils south of the Langeberg) has been transformed by intensive agriculture (ploughing, etc). Two small, but well-established conservation areas are located in the SLM, namely the Marloth Nature Reserve, and the Bontebok National Park, both located near Swellendam. As noted above, the De Hoop Reserve (UNESCO WHS) is located just to the south of Infanta, inside the Cape Agulhas LM. The De Hoop Marine Reserve and St Sebastian Bay are renowned as important Southern Right Whale nursery areas.

2.4.3 Infanta

Infanta is located along St Sebastian Bay, ~1 km south of the Breede River estuary. The first post-colonial settlement of Infanta dates to the late 1820's, specifically to accommodate a permanent 'pilot' to steer shipping traffic through the treacherous mouth of the Breede River, at a time when the lower Breede was of significant commercial shipping importance. The pilot was stationed on the beach at Infanta with his residence located on Rietfontein farm (adjacent to proposed development area). After the loss of the Kadie in 1865, the post was abandoned, and Rietfontein was turned over to subsistence farming.

In the early 1900's the Infanta area was acquired by Anders Ohlsson, as part of Potteberg Estate, which consisted of the consolidation of a number of farms (many of which loan farms surveyed in 1837/1838). Potteberg extended for ~ 48 kms along the lower Breede, and included 30 kms of coastline. The portion (Erf 107) on which Infanta was originally established is Rietfontein, and was subdivided from the Potteberg Estate in 1927 (Bauman and Rabe, 2010), when the original Infanta Allotment area was surveyed in 1927 for the purposes of erecting beach houses for a small number of prominent families in Swellendam (SLM, 2009). Further subdivisions in the area occurred in the 1940's to create the Kontiki (14 erven) along the banks of the river north of the original settlement of Infanta. The bulk of residential structures in Infanta appear to have been erected during the 1950's – 1970's. Infanta Park, located on an existing caravan park site, was developed from the 1980's onwards under an existing Resort zoning, but has in time developed to a formal residential area, and is currently almost as large as the original Infanta.

Due to these historical factors, residential use is concentrated in three spatially separate nodes in the broader Infanta area. Infanta and Infanta Park are located within a common urban edge, but are separated by ~200 m undeveloped area (non-development portion of

Erf 134). The two residential areas are collectively referred to as Infanta in planning documents, although some home-owners still make a distinction between “Infanta” and “the Park”. Kontiki is located ~2.5 km to the north-west of the Infanta urban edge, and is not considered part of Infanta (Figure 2.3).



Figure 2.3: Infanta Local context

According to the 2012 IDP, residential erven represent 100% of the total registered erven in Infanta, with the majority of erven in the low density category (74%), with an average Erf size between 500 and 1 000 m². By 2000 there were 145 formal residential structures in urban Infanta, with an average density of 10 dwelling units/ ha (SLM; 2009). Information from field interviews has indicated slow growth over the past decade, and current formal structures are probably around 150. Kontiki has somewhat more structures than erven, namely around 20.

The sense of place in Infanta may be described as of a traditional family holiday town over peak holiday periods, and essentially a ghost town for the rest of the year. The houses are mainly beach houses of varying sizes. Large, modern holiday houses that have typically become associated with coastal holiday towns such as Stilbaai, Plettenberg Bay, Hermanus and elsewhere are essentially absent, and more informal, smaller-scale, coastal holiday town atmosphere prevails (Photograph 2.1).

Interviews indicate that ~20% of houses in Infanta, Infanta Park and Kontiki were permanently inhabited - with the bulk - 22 out of 33 houses - located in Infanta Park. A large number of permanent residents are retired. The majority of dwellings are therefore holiday homes that are used over the school holidays and long weekends.



Photograph 2.1: Row of coastal houses in Infanta

Many of the home-owners in Infanta, Kontiki and Infanta Park have historical links to the Infanta area stretching back 2-3 generations. As a result many of the homeowners are well acquainted with their neighbours. The majority of home-owners in Infanta, Infanta Park and Kontiki are from Cape Town, and to a lesser degree, towns in the Boland and elsewhere (e.g. Gauteng). This is reflected in the fact that, unlike most of the Overberg and Swellendam, English is a first language amongst many of the permanent residents and homeowners. Almost all owners make use of their properties for traditional seaside family holidays. Key activities include fishing, swimming, surfing, boating and hiking. Due to the low traffic volumes (including no through traffic), the streets are currently considered to very safe for kids to cycle and play in. The settlements isolation also contributes to the low crime levels.

The IDP notes that the 2006 SDF-process derived spatial budget identified no need for further community facilities in Infanta (SLM; 2012). Existing public amenities include a slipway at the small beach (Photograph 2.2) and a landscaped public open space inland from it (all in the original Infanta). Due to the small size of the beach and few good swimming areas, the slipway and area in front of the slipway are currently used by swimmers and sunbathers, leading to conflicts with boat operators over peak use periods, as well as raising some public safety concerns.



Photograph 2.2: Infanta beach and slipway

No retail facilities, shops, restaurants, fuel pumps, ATM or other facilities are located in Infanta, with most permanent residents shopping in Swellendam or Bredasdorp. Tourism services/ amenities in Infanta are currently limited to casual short-term house rentals. Interviews and comments received during the Scoping process indicate that the majority of property owners value Infanta's undeveloped, informal charm and "non-city" sense of place and the safety and security provided by its physical isolation.

2.4.4 Rural Infanta

Land use in the rural Infanta area consists of a mix of conservation, vacant land, limited agriculture, residential houses (mainly second houses), and two small riverside guest accommodation facilities. The area around Infanta (<5 km) is sparsely populated, with most owners visiting their properties over long weekends and school holidays. A small number of permanent residents are associated with owner and/ or labourer housing on Rietfontein and the farms around Kontiki (e.g. Eksteen, Waller and Wiid farms). Permanent resident numbers are estimated at ~20.

With the exception of a small flock of sheep (<40 ewes) on Rietfontein (immediately adjacent to Erf 134 development area), land within 2-2.5 km from Infanta is either vacant agricultural land, or land under private conservation. As elsewhere in the Overberg, conservation is emerging as a key land use. A number of farms are members of the Lower

Breede River Conservancy (LBRC) or are private conservation areas (e.g. San Sebastian Nature Reserve). From Grasrug further west to Malgas, agricultural activities consist of small-scale sheep farming and small plantings of olives, fodder crops and cereals. Due to limited land available, most sheep holding camps border directly onto the Malgas gravel road (P0268) (Photograph 2.3).



Photograph 2.3: Sheep on the Eksteen Farm along P0268 (Malagas gravel road) with Witsand located in the distant background

The proximity of the Potberg to the lower sections of the Breede River result in the surrounding rural area being restricted to a narrow strip of land (2-3 km) between two areas of established conservation importance, namely the lower Breede and estuary to the north, and De Hoop to the south. In addition, Infanta borders onto a marine protected area to the east and south-east. Information provided by the Chairperson of the LBRC indicates that poaching does occur but is largely under control in the Infanta area, although illegal catching of critically endangered dusky kob in the Breede estuary by recreational anglers continues to be a problem. The Chairperson also indicated that the Infanta area is fire prone, especially over the dry, hot summer period (Müller – pers. comm).

Tourism facilities are essentially limited to two accommodation facilities, Southwind and Mudlark, both located along the Breede near the slipway at Kontilki (Figure 2.3.). A small general shop, Ella se Winkel/ Grasrug, is currently operated under a Zoning Departure on

the Eksteen farm. The shop is open for 4 hour per day over season, and 1 hour a day for the rest of the year, and is the only retail facility east of Malagas.

2.4.5 Infanta Erf 134 and surrounding land uses

There are only two structures built on the proposed 3.1 ha area proposed for development, namely a large, modern face-brick house and an separate garage. There are therefore no built structures on the site which could be considered to have heritage significance (Bauman and Rabe, 2010). A family grave (2000) is located north-east of the house, overlooking St Sebastian Bay. The remainder of the development area is covered by a mix of low, wind-sculpted rooikrans, and indigenous fynbos, including patches of Limestone fynbos and moist-niche fynbos species.



Photograph 2.4: View of dwellings in Infanta Park from the proposed development area on Erf 134

The proposed 3.1 ha development area comprises 4% of the total 85 ha Erf 134. As indicated above, this section of the Erf 134 is located within the designated Infanta urban edge between the Malgas gravel road (P0268), to the west, and the Indian Ocean, to the east. The eastern portion of Infanta Park is separated from the proposed 3.1 ha development area by the gravel Malgas Road, with the nearest structures located ~250 m from the proposed development area (Photograph 2.4). The bulk of Erf 134 is located to the west of the Malagas gravel road and south of Infanta Park and falls outside the demarcated

urban edge. This section of the property will not be developed and consists of indigenous fynbos and invasive rooikrans.

To the south, the proposed 3.1 ha development area borders directly onto the current Infanta built edge. According to the Heritage Notification Report, the immediate context is typical of 1950s coastal holiday architecture, and, apart from a relative consistency in massing and form, and what in most instances could be regarded as an appropriate built form response to a coastal setting, could not be considered to have heritage significance (Bauman and Rabe, 2010). Photograph 2.5 illustrates the dwellings in Infanta located to the south of the proposed development site.



Photograph 2.5: View of houses in Infanta from the proposed development area on Erf 134

To the east, the proposed development area borders onto the public coastal zone. A public path has been hacked out of the rooikrans directly in front of the property, and provides access to popular surfing spots in front of Erf 134, and to hikers to the Breede mouth, and to fishermen. The coastal limestone formations along the path are currently subject to significant erosion, and the construction of a boardwalk appears to have been mooted from within the Infanta community as a possible intervention.

To the north, the proposed development area borders onto a small portion of Rietfontein Farm and Sedgwick estate. A small flock of sheep (<40 ewes) is currently kept on

Rietfontein by the resident manager. The Sedgwick property is not used for any agricultural purposes, and appears to be used mainly as a second rural residence.

2.5 DEMOGRAPHIC PROFILE

The focus is on Ward 3, supplemented by municipal-level information. Ward 3 includes a large area, in which the Infanta area is anomalous in most regards: mainly second home owners, mostly White, limited agricultural or tourism activity, etc. Secondly, as most home-owners are from outside the Overberg, the demographics of home-owners are not captured in the datasets below. The profile of Infanta home-owners probably fit a significantly better educated, more likely employed, better skilled, and predominantly White, middle to higher income bracket demographic.

The demographic data presented below therefore needs to be viewed within the context that the coastal village of Infanta is essentially a holiday village with a small permanent population, representing a small fraction of the Ward's total population on the one hand, and a small portion of total Infanta property owners on the other.

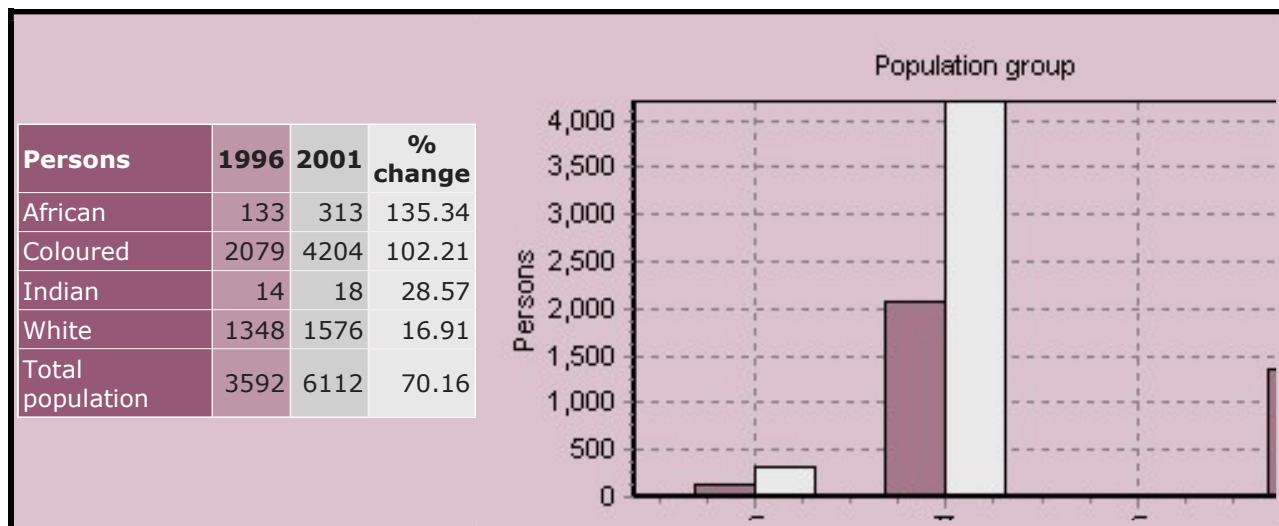
Population

According to Census 2001, the Swellendam Municipality (SLM) had a population of ~ 28 000. The towns of Swellendam (~13 500), Barrydale (~ 2 500) and Suurbraak (~ 1900) accounted for ~65% of the population, with the remainder residing in small villages or rural areas. The 2008 SLM Socio-Economic Profile estimated a total population of ~43 000 (~10 200 households), and a population density of ~14.3 persons/ km² for the Swellendam municipal area. The White (23%) and Black African (20%) population groups were significant minorities to the dominant Coloured group (57%). Afrikaans (~90%) was by far the most commonly spoken, followed by isiXhosa (6.2%) and English (3.1%) (SLM; 2012). The bulk of the population increase in the SLM 2001-2008 is associated with the large towns, mainly Swellendam (Hattingh – pers. com).

According to Census 2001 data, the total population of Ward 3 was 6 112, and that of Infanta 36. More recent data was not available, however, based on the percentage increases from 1996-2001 one can assume that the population is likely to have increased. However, the rate of increase is likely to be lower than the rapid increases between 1996 and 2001. These increase followed the first democratic elections in 1994 and the influx of Black Africans from the Eastern Cape to the Western Cape. Interviews have indicated that economically motivated in-migration is currently not experienced in the Infanta area.

With regard to Ward 3, as indicated in Table 2.3 below, ~69% of the population was made up of the Coloured population group in 2001, followed by the White group with 26% and the Black group with 0.5%.

Table 2.3: Population for Ward 3 (Swellendam LM)



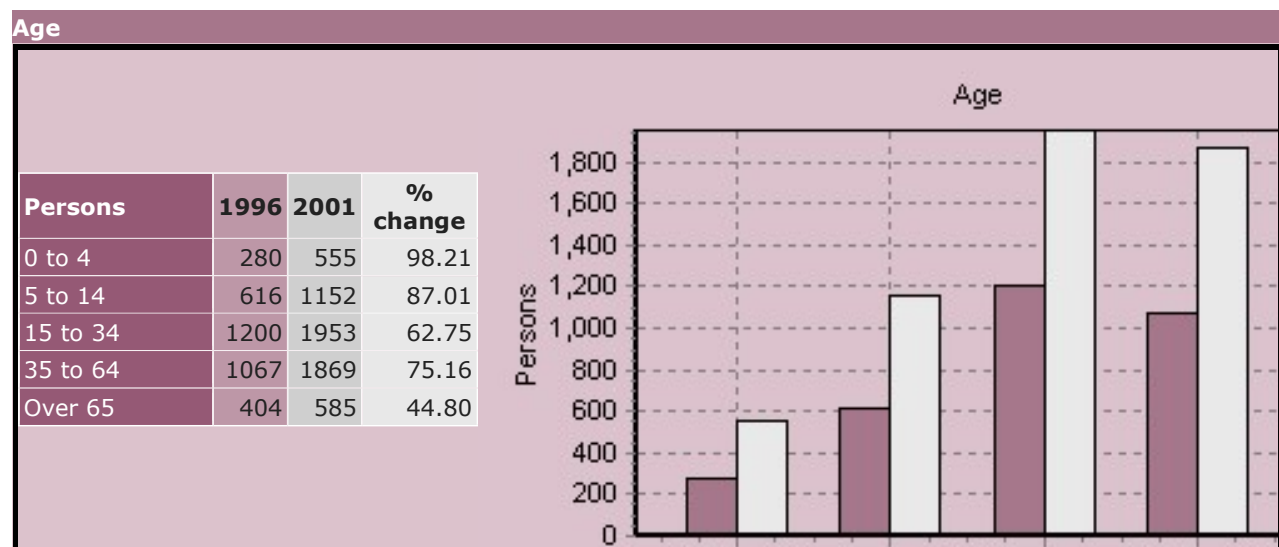
Source: StatsSA, 2001

Age distribution

The 2008 SLM Socio-Economic Profile indicated that the SLM population was relatively young, with 68% of the population younger than 39 years of age. The median age of the municipal area was calculated at 28 years, with an age-dependency ratio of 51.9% (2006) (SLM; 2012).

With regard to Ward 3, as indicated in Table 2.4 below, 63% of the total population fell within the economically active bracket of 15-65 in 2001, while 27% was younger than 15, and 10% were over 65.

Table 2.4: Age distribution for Ward 3

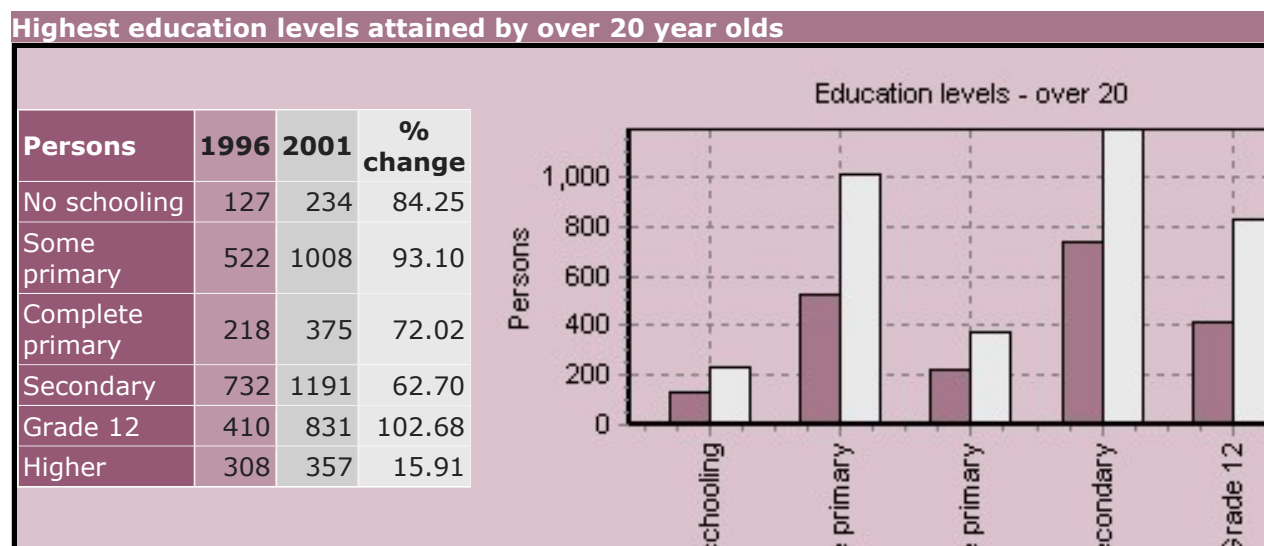


Source: StatsSA, 2001

Education levels

According to the 2012-2017 IDP, an estimated 31% of the SLM population older than 14 may be classified as functionally illiterate (SLM; 2012). As seen in Table 2.5 below, according to 2001 Census data, approximately 6% (corresponding to an absolute total of 3 996 people) of the population older than 20 years of age in Ward 3 had no schooling, while 25% had some primary school level education. Therefore approximately 31% of the total population were classified as functionally illiterate/ innumerate in 2001. Of the total number adults over the age of 20 only 20% had completed Grade 12. Given the strong correlation between education and skills levels it may be assumed that a significant portion of the Ward 3's working age population have only sufficient skills for elementary jobs.

Table 2.5: Ward 3 education levels



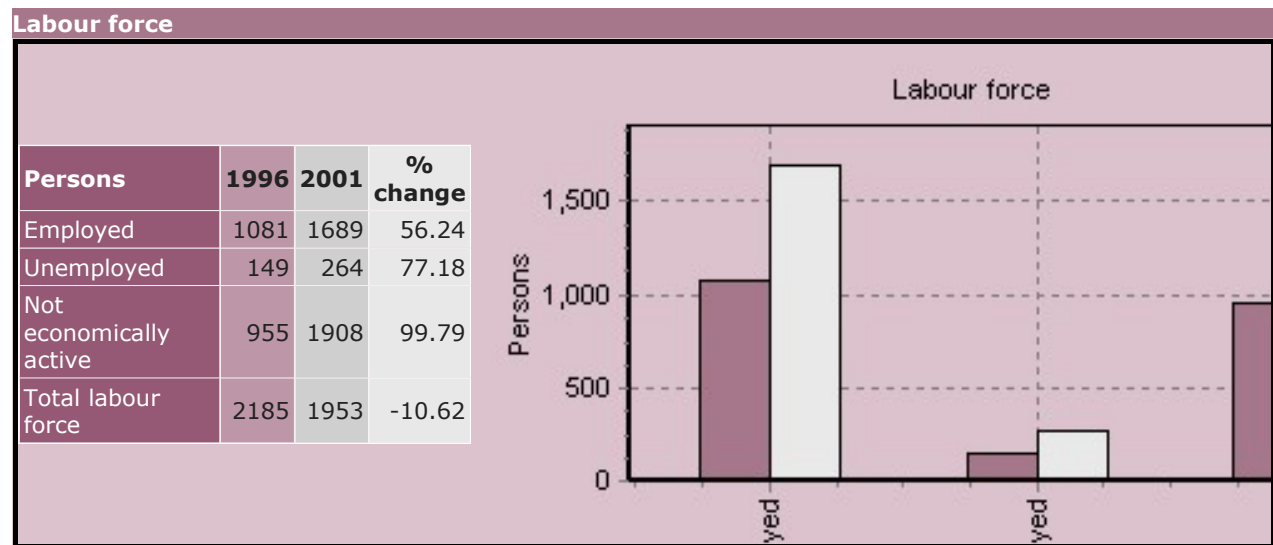
Source: StatsSA, 2001

Employment levels

According to the most recent municipal estimates (2007), the SLM had an unemployment rate of ~20%, with a further ~23% of the population not economically active (SLM; 2012).

The employment statistics presented in Table 2.6 below indicate that approximately 44% of the economically active sector of the population (15-65 age group) in Ward 3 was unemployed in 2001. This is almost double the current 2010 national average of approximately 23%. Unemployment in Ward 3 is therefore an issue of concern.

Table 2.6: Ward 3 employment levels (15 – 64 age groups)

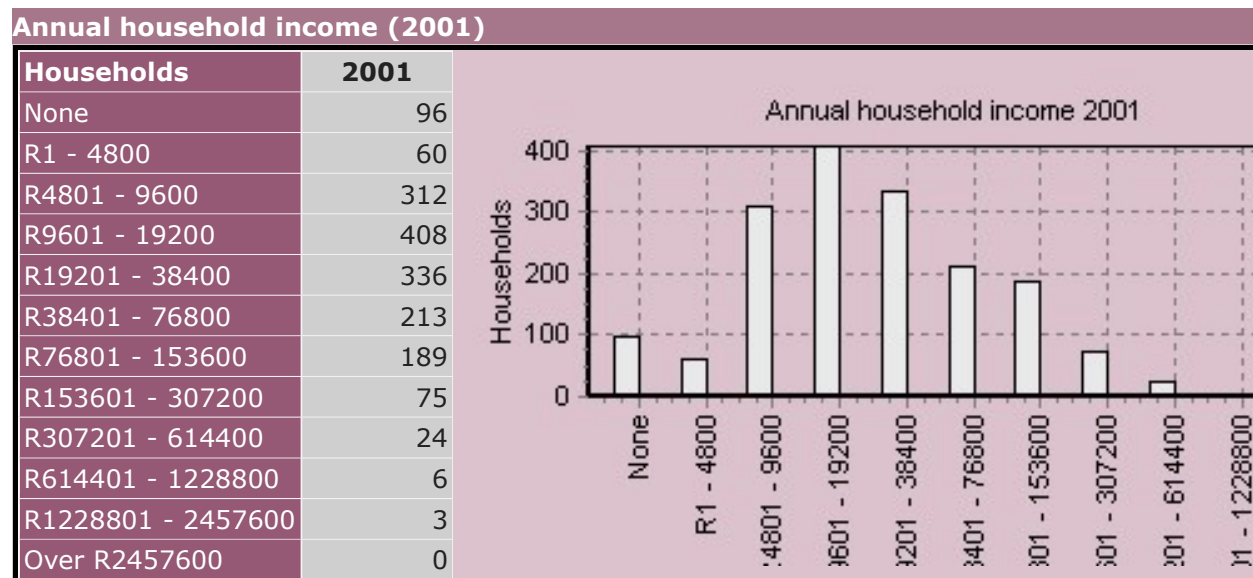


Source: StatsSA, 2001

Household income

According to the 2012-2017 IDP, ~5.3% of SLM households had no source of formal income, and 50% of the municipal population was accessing at least one social grant. 2010 estimates indicated ~31% of the SLM populations were living below the poverty datum ("breadline"). 60% of the population fell within the lower to middle income brackets, with pockets of severe poverty located throughout the SLM (SLM; 2012). Table 2.7 below indicates that almost 50% of households in Ward 3 were living on less than the R1 600/ month minimum subsistence level in 2001. Approximately 42% of household heads in Ward 3 were earning an income clustered in the R800-R1600/ month range.

Table 2.7: Household income (by head of household)



Source: StatsSA, 2001

Sectoral employment

According to the 2012-2017 SLM IDP, 73% of the SLM population may be classified as unskilled (SLM; 2012). Table 2.8 below provides an overview of proportional employment per economic sector by head of household for Ward 3 (2001). The largest employer in Ward 3 is the Agricultural sector, which accounts for 38% of the formal employment in the area. This corresponds to the Swellendam Municipal area as a whole. This sector is followed by the Community Services sector (15%), the Community Services sector (4.2%), and the Wholesale and Retail Trade sector (13%).

Table 2.8: Ward 3 Sectoral contribution to employment

Industry			
Persons	1996	2001	% change
Agriculture/Forestry/Fishing	359	657	83.01
Community/Social/Personal	169	249	47.34
Construction	116	51	-56.03
Electricity/Gas/Water	4	9	125.00
Financial/Insurance/Real Estate/Business	60	96	60.00
Manufacturing	76	69	-9.21
Mining/Quarrying	3	3	0.00
Other	-	0	-
Private households	59	75	27.12
Transport/Storage/Communication	30	63	110.00
Undetermined	58	213	267.24
Wholesale/Retail	157	225	43.31

Source: StatsSA, 2001

2.6 KEY ECONOMIC ACTIVITIES

2.6.1 Overberg District Municipality

The total regional gross value added (GVA-R) in the Overberg District Municipality (ODM) has increased at an annual average of 2.7%, from R5.322 billion in 2001 to R6.579 billion in 2009, somewhat lower than the provincial growth rate for the same period (4.3%). The ODM recorded a significant decline over the period 2008 to 2009, namely from 4.4% to -1.7%, faring marginally worse than the WCP economy, which recorded a decline from 4.3% to -1.2% over the same period. This is linked to the decline in the construction sector which grew rapidly during the property boom of the early 2000's.

The Construction sector within ODM experienced the sharpest annual average growth over the 2001 to 2009 period, growing at 9.7 %, followed by Finance sector (4.5%), Electricity (4%) and Community services sector (3.4 %). The Manufacturing and Mining sectors grew relatively sluggishly, at 0.5% and 1.1% respectively.

The proportional contribution of the Manufacturing sector decreased from 25.6% to 21.5% from 2001 to 2009, while the Finance & Business Services, Catering & Accommodation sectors increased from 16.2 to 18.6 per cent from 2001 to 2009. The Agricultural sector's contribution also decreased marginally from 18.9% to 18.2%. The Mining sector was still the smallest contributing sector in 2009 contributing less than 0.5% of the GVA-R in 2001 and 2009.

2.6.2 Swellendam Local Municipality

The SLM is currently the third biggest contributor to the economic growth and GDP of the ODM. The SLM contributed 13.8% to the ODM GDP in 2006. Swellendam registered an average annual growth rate of 3.2% in GDP from 1995 to 2004, the second highest rate in the Overberg District. When considering the most recent data and shorter periods, economic growth was higher than the long-term average, averaging 3.5% between 2000 and 2004, 4% between 2003 and 2004, and 5.5% in 2006 (SLM, 2010; 2012).

The main economic sectors are Agriculture, Manufacturing, and Tourism – together accounting for 56.7% of all economic activities in the municipal region. The Manufacturing sector is very undiversified, with ~82% involved in agri-processing. While Agriculture is the single most important sector (23.6%), growth in the sector has slowed by 67% per annum from 2002 to 2005. As was noted above, intensive agriculture in the SLM is located west of Malgas and to the north of the Breede. The Infanta area supports only limited agriculture.

The 2012-2017 IDP notes that as the ability of the SLM agricultural sector to grow declines further and the economic base starts to change, more people with low skills levels will eventually become unemployed, whilst the changing economy will struggle to obtain suitably skilled people within the municipal area. Serious attention should therefore be given to improving education levels, and to targeted skills development. The 2012-2017 IDP has identified the undertaking of an SLM-wide skills-audit as a category 1 priority, but noted existing budget constraints (SLM, 2012).

Tourism is regarded as a key diversification and growth sector by both the ODM and SLM. Tourism in the SLM places a big emphasis on eco-tourism and cultural heritage (Swellendam, Suurbraak, Malagas) tourism activities. Growth in the tourism sector has increased by 1.7% per annum over the period 2002-2005. The Swellendam Tourism Organization (STO) was established in 2007 as an initiative by Council. According to the 2012 IDP, the STO currently has a membership of 130, and growing (SLM, 2010; 2012).

Due to Infanta's isolated location, the lack of supporting infrastructure and potable water, as well as SLM budgetary constraints, Infanta does not currently form part of SLM Tourism's development focus. In addition, Witsand's more accessible location, better infrastructure, and established Baby Whale Festival makes it a more likely location for whale-orientated tourism. ODM Tourism currently does not market Infanta and De Hoop as linked destinations, but this may be partially due to budget and capacity constraints. De Hoop is currently marketed mainly via Cape Agulhas LM Tourism (Grayton – pers. comm).

2.7 INFANTA SERVICES CONTEXT

2.7.1 Housing

According to the 2012-2017 SLM IDP, the SLM has a municipal housing backlog of ~2 100 units (SLM; 2012). The housing need is mainly concentrated in Swellendam, Suurbraak and other larger settlements in the north of the SLM. No housing need has been identified for the Infanta area.

2.7.2 Sewage

According to the 2012-2017 IDP, Infanta sewerage is privately/ individually dealt with by means of in-situ conservancy and septic tanks. It notes that there is great risk of contamination of ground water in the Infanta area (SLM, 2012: 42). The existing houses in the Infanta and Infanta Park area use septic tanks successfully for the disposal of sewage. Boreholes and septic tanks appear to be randomly scattered, but without any apparent ill-effects to health (Adams and Fraser, 2012).

2.7.3 Potable water

According to the 2012-2017 IDP, all residential units in Infanta have to provide their own water storage on-site. Potable water is mainly derived from groundwater (private boreholes) or rainwater collection (Photograph 2.6).

The IDP indicates that there is a concern about further boreholes and the impact they may have on future ground water supplies (SLM; 2012: 42). This concern was also commonly expressed by Infanta residents in process comments and during field interviews.

According to the project Civil Engineering Report, drawing on 2006 data, the existing Infanta settlement has 110 residential units (*sic*) supplied by 37 boreholes, with some boreholes shared between owners. It notes that some households also make use of rainwater harvesting, or a combination of both strategies. Infanta Park has communal boreholes and a low lying communal water reservoir. The findings of the consulting Civil Engineers indicate that, based on 2006 drilling, sufficient groundwater capacity exist on Erf 134 to accommodate at least 80 single dwelling units (2006) (Adams and Fraser, 2012).

2.7.4 Refuse

The existing Infanta and Infanta Park solid waste management regime is for the Municipality to collect the waste on Mondays and transfer it to the existing waste transfer station (photograph 2.7). On Tuesday's the Municipality empty the transfer station and transport the waste to the Swellendam Municipal system. It is transported in un-compacted form (Adams and Fraser, 2012).

2.7.5 Emergency services

No medical, fire fighting or emergency services are located in Infanta. The nearest facilities are located/ based in Swellendam and Bredasdorp (both within 1-2 hour range). An SAPS satellite station is based on Rietfontein farm during peak use periods (December, Easter, etc).

The consulting Civil Engineers have recommended that a trailer-mounted water tank with a diesel pump be kept on site at the proposed development for the purposes of fire-fighting, and that training should be provided for (Adams and Fraser, 2012).



Photograph 2.6: Water collection tanks associated with houses in Infanta



Photograph 2.7: Municipal refuse collection area along P0268 outside Infanta

SECTION 3: POLICY AND PLANNING CONTEXT

3.1 INTRODUCTION

Section 3 provides an overview of the policy and planning environment affecting the proposed residential development on Erf 134, Infanta. For the purposes of the meeting the objectives of the SIA, the following policy and planning documents were reviewed, namely:

- Integrated Coastal Management Act (2008);
- Western Cape Spatial Development Framework (2009);
- Western Cape Urban Edge Guideline (2005);
- The Swellendam Local Municipality Spatial Development Framework (2009);
- The Swellendam Local Municipality IDP 2012-2017.

3.2 SPATIAL POLICY

3.2.1 Integrated Coastal Management Act (2008)

The purpose of the Integrated Coastal Management Act (ICMA) is to promote a holistic approach to coastal management by providing a co-ordinated and integrated coastal management framework which views the coast as a system and emphasizes the importance of managing it as such. It emphasizes the importance of facilitating coastal development, provided that such is sustainable. This requires development to be ecologically, socially and economically sustainable. For coastal development to be socially sustainable, it should emphasise public awareness and shared responsibility, empowering disadvantaged individuals and communities, including women and the poor. For coastal development to be economically sustainable it should diversify opportunities, provide jobs and facilitate access to productive resources. The proposed Act provides that it must be read in conjunction with the National Environmental Management Act (NEMA).

The coastal zone is defined in Chapter 2 of the Act as the area comprising coastal public property, the coastal buffer zone (an area along the edge of coastal public property), coastal access land (which the public may use to gain access to coastal public property), specially protected coastal areas, and includes any aspect of the environment on, in and above them. Coastal public property is made up primarily of the "seashore" (between the low and high water marks) and "coastal waters". "Coastal waters" are essentially all waters influenced by tides (whether in estuaries, harbours, rivers etc.) and the sea out to the limits of the territorial sea (12 nautical miles).

In order to protect and effectively regulate coastal public property, the Act deems it necessary to impose controls and restrictions on certain areas adjacent to coastal public property that form part of coastal ecosystems. Restricting or controlling developments in these areas is also deemed essential to take account of the dynamic nature of the coast and to protect people and property from harm from natural causes such as coastline erosion and flooding, or new threats like sea level rise as a consequence of global warming. The Act addresses this by creating a coastal buffer zone inland of coastal public property

The Act provides that initially the coastal buffer zone would extend one hundred metres inland from the boundary of coastal public property (usually the high-water mark) in areas that have already been zoned for residential, commercial, industrial or multiple-use purposes, and one kilometre inland in other areas. However, since these dimensions are relatively arbitrary and do not take account of the very varied situations along the coast, Section 28 sets out procedures whereby the various coastal areas may be specifically demarcated on a case-by case basis. Thus, for example, in developed areas where the coastal environment has been highly modified, the width of the coastal buffer zone could be reduced to less than 100 metres.

Section 25 authorises MEC's to establish coastal set-back lines. Once such a line has been established in a zoning scheme, any person who wishes to erect or alter a structure situated seaward of the line must obtain permission before doing so.

Part 2 (Sections 62 – 64) prohibits potentially harmful activities from taking place within the coastal buffer zone unless they have been specifically authorised and requires permits to be obtained before undertaking specified activities within this zone (see also Schedule 3 on p. 102). The authorisation of activities is subject to the consideration of an environmental impact assessment. It should however be emphasised that the Act does not seek to introduce new environmental impact assessment procedures, but intends for impact assessment in terms of NEMA Regulations ("EIA Regulations").

The ODM: Integrated Conservation Group has indicated that the Western Cape: Department of Environmental Affairs and Development Planning (DEA&DP) is currently driving a coastal setback line determination process for, amongst others, the Overberg (i.e. in accordance with section 25 of the Act). A rough draft document is available at present (June 2012), but no actual setback lines, development exclusion areas or densification within demarcated urban edges for specific towns have been determined. An original setback line based on the 5m contour indicated that a large portion of the area inside the demarcated urban edge (including coastal erven in Infanta) falls within the setback line. Actual setback lines in terms of implementing the Act, as applied to Infanta and elsewhere in the ODM, are currently a grey area (Volschenk; Hattingh – pers. comm).

3.2.2 Western Cape Spatial Development Framework (2009)

The Western Cape Provincial Spatial Development Framework ("PSDF") was initially compiled in 2005, but only endorsed by Cabinet (PGWC) in June 2009, that is, approved as a Structure Plan in terms of the Land Use Planning Ordinance (LUPO) (No. 15 of 1985). The PSDF has statutory status, and constitutes the fundamental policy instrument with regard to the spatial dimension of all development planning in the Western Cape. The PSDF is a long-term planning instrument, which is to be reviewed every five years. The next revision is due in 2014.

The spatial resolution of the PSDF is at provincial level (~1:2 500 000). This scale is too coarse to allow for detailed focus on the Infanta area specifically. With regard to the Overberg region, the PSDF notes existing conflict in the coastal settlements between the needs of tourism development and (ecological) protection, and further notes that the coastal settlements are exposed to water (resource) shortages over peak holiday periods. Key strategies proposed for Overberg coastal towns include securing (continued) access to fishing rights for coastal fishing communities, and managing developmental pressures on the coastline by intensifying urban settlements within demarcated urban edges, and strictly controlling development outside the urban edge.

According to the PSDF, development can only be acceptable and in the public interest if it is environmentally sustainable – that is ecologically justifiable, socially equitable as well as economically viable – and then in a hierarchical relationship where economic efficiency (prosperity) is underpinned by social equity (human capital), which in turn is underpinned by ecological integrity (ecological capital – or health of ecological systems). The PSDF emphasises that in the South African context, the aspect of social equity is of extreme relevance, as it emphasises the need to redress the wrongs of the past (social justice) as a central component of social sustainability.

Land use orientated objectives and developments are set out in Volume 2 (“Directives and Guidelines Report”) of the PSDF. Nine key objectives and associated policy directives are contained in the Report. The following is of specific relevance to the proposed development.

Objective 5: Conserve the sense of place of important landscapes

The PSDF notes the vital importance of tourism to the Provincial economy. The PSDFG also highlights the importance of scenic routes and the need to protect these routes and the character of the rural countryside. In this regard the PSDF notes that the urban development has already substantially detracted from the visual quality of many scenic routes and further deterioration should not be permitted.

Specific PSDF directives which potential have bearing on the Erf 134 development include:

Sustainable development

- HR1: *Optimise the provincial settlement pattern with regard to where people live and the availability of resources, particularly water, land and future economic potential for growth* (Mandatory directive).

As was noted in Section 2.7., the water supply and the sinking of further boreholes in urban Infanta has been identified as a key concern in the Draft 2012-2017 IDP, as well as by many Infanta residents, and is acknowledged as a given constraint to economic, residential and tourism development in the area. As noted in Section 2, the Infanta area does not currently accommodate any significant economic activity, and has limited short-medium term growth potential, including growth in the tourism sector. The near-pristine setting of Infanta, surrounded by significant conservation areas, and still largely untouched by one-upmanship pavilion-style architecture and urban trappings increasingly prevailing elsewhere in the coastal WCP, does however contribute to a sense of uniqueness that is valued by the majority of property owners.

Sense of place

- HR23: *Foreign or unsympathetic styles of site layout and buildings shall be discouraged in urban settlements and rural areas so as to strengthen the local sense of place and minimize visual impact* (Mandatory).

The developer intends to enforce context-appropriate architectural guidelines on all buyers (Saunders – pers. comm). The relevant guidelines will be finalized based on the outcome of the EIA process.

3.2.3 Western Cape Urban Edge Guideline (2005)

The Urban Edge Guidelines are supplementary to the PSDF, and provide guidance with regard to arguably the key principle of the PSDF, namely that of restricting development

inside periodically predetermined urban edges (see Directives RC 7-12 of the PSDF). The major purpose of the Guidelines is to provide policies for the consideration of land use applications inside, on or beyond the urban edge. The main purpose of an urban edge, as identified in the document, is to direct and phase urban growth. The Guidelines are also aimed at assisting provincial and local authorities in drawing up SDFs and other planning documents to guide and contain urban growth in a consistent fashion throughout the province, and to effectively contain the current trend of unsustainable urban expansion into rural areas.

The proposed development portion on Erf 134 is indicated as located within the demarcated Infanta urban edge in the 2009 Swellendam SDF, and suitable for a mix of conservation and low density residential uses. The proposed development is therefore in line with the relevant Guidelines. Any future development proposal linked to the remaining portion of Erf 134 which is located outside the urban edge would trigger an onerous edge redetermination and SDF amendment application process. In this regard, all aspects of urban edge determination and management (as outlined in Section 6⁴ of the Guidelines document) would become applicable, as new edges would need to be established and managed, at the developer's cost (DEA&DP, 2005: 39-40). The proposed development does not however involve development of the sections of Erf 134 that are located outside the urban edge.

3.2.4 The Swellendam Local Municipality Spatial Development Framework (2009)

The Swellendam Spatial Development Framework (SDF) was finalized in 2008, and approved by Council in June 2009. The SDF has been submitted to DEA&DP for approval as structure plan in terms of LUPO, but approval is pending. Indications are that the SDF urban plans for Infanta (the SLM's only coastal area) may need to be updated in line with the pending outcome of the ODM/ WCP coastal setback line determination processes (see Section 3.2.1. above) (Hattingh – pers. comm).

The main objective of the SDF is to create a spatially based policy framework whereby growth in the SLM may be managed positively, and to the benefit of all. The plans contained in the SDF focus on how land is to be used efficiently and sustainably within the broader context of protecting its natural resources, historic value and developing the tourist potential of the SLM. In doing so, the SDF makes policy, land use and development planning proposals for specific land portions to assist decision-making with regard to spatially related development matters for the next 5 to 10 years (i.e. until 2019).

The SDF lists a number of key environmental considerations that apply to all future planning actions in the SLM area, therefore also relevant to the study. These are:

- Protection of areas of high irreplaceable value in terms of meeting targets for biodiversity conservation, areas important for the maintenance of ecological and evolutionary processes, areas critical to the provision of ecological services and special habitats;
- Integration of the river systems (Klippe, Buffeljagts, Huis, Koornlands, Breede) and coastline (Infanta) as ecological corridors into the regional open space system;
- Integration of the mountain ranges (Langeberg, Potberg, Warmwatersberg) into the regional open space system;

⁴ Section 6.1 lists 29 distinct guidelines which should be adhered to with regard to edge determination. Section 6.2 lists 4 broad edge management provisions.

- Desirable land use and development to retain the natural and cultural/historical landscapes that are of considerable significance.

The settlement of Infanta is covered in Section 7.6 of the SDF. The SDF largely draws on the 2005/ 2006 Infanta Structure Plan, which describes the Infanta spatial settlement pattern as dislocated, with development having taken place in three compact yet separate clusters, namely Infanta, Kontiki and Infanta Park. The opportunities associated with the settlement are listed as is character as a holiday town and access to the Indian Ocean and the Breede River estuary. The constraints include a high-energy coastline with limited safe bathing areas, remote location and sensitive environment and limited infrastructure capacity.

Section 7.6.2 lists the local spatial development principles that apply to development in Infanta. These include:

- Conservation of the surrounding natural environment and setting;
- Restriction of inappropriate residential development;
- Maintenance of the pristine natural environment and rural coastal character;
- Containment of the urban footprint of Infanta within a clearly demarcated urban edge.

Following on from Section 7.7.2, Section 7.6.3, 7.6.4 and 7.6.5 outline the local growth management and spatial development strategies and land use plans for Infanta respectively. These sections note that Infanta is located directly to the south of the Breede River estuary, on the coast. Due to the sensitive nature of the natural environment that directly surrounds the existing urban settlement, only a limited extension area for development is proposed. The proposed urban edge for the Infanta area is illustrated on in Figure 27: Spatial Management Model, on page 145 of the SDF (Figure 3.1). Any future extensions to the urban edge must be in accordance with the Provincial Urban Edge Guidelines. As indicated in Figure 3.1 (Figure 27 of the SDF), the area in yellow has been identified for future residential expansion. This area corresponds to the area identified by the developer for the proposed Erf 134 development.

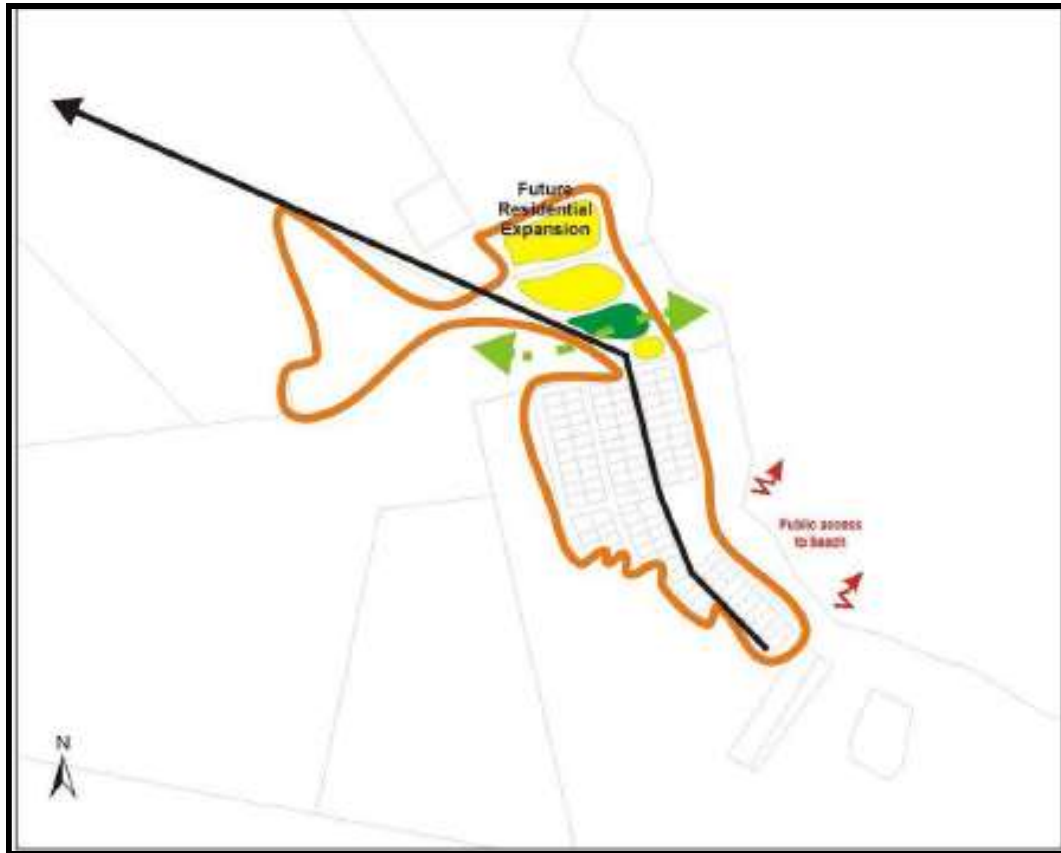


Figure 3.1: Spatial management model for Infanta (Figure 27, p 145 SDF)

The relevant spatial development strategies (SDS) and local planning level (LPL) land use proposals proposed contained in the SDF to address the constraints of the existing spatial development pattern in the area are summarized in Table 2.1 and 2.2 below respectively.

Table 2.1: Key spatial development strategies (SDS) for Infanta

Spatial Development Strategy (SDS)	
SDS 1: Encourage appropriate development and land uses	<ul style="list-style-type: none"> Encourage the provision of employment opportunities for permanent residents by permitting appropriate scale commercial and tourist related development. Ensure that any future development, as well as existing development, within the urban edge, is sustainable specifically in terms of water and electricity provision.
SDS 2: Restrict inappropriate development	<ul style="list-style-type: none"> Restrict development to within the defined urban edge. Development should be discouraged in environmentally sensitive areas where it poses a threat to the ecological integrity of the area; No subsidy housing projects should be considered in Infanta, due to the remote location of the area and a lack of job opportunities and community services.

Table 2.2: Key Local Planning Level (LPL) land use proposal for Infanta

Local Planning Level (LPL) Proposals	
LPL 2: Residential Expansion	<ul style="list-style-type: none"> Only limited residential expansion is foreseen in Infanta within the defined urban edge. The existing gross density of the town is approximately 10 units/ha and due to the limited infrastructure availability and sensitive rural /coastal setting of the town, further densification is considered unnecessary.
LPL 3: Community Facilities	<ul style="list-style-type: none"> A slipway facility to be provided by the municipality. The need for a community centre to be utilized by the police and clinic facilities.
LPL 6: Conservation of Sensitive Biophysical Environment	<ul style="list-style-type: none"> Sensitive areas of the biophysical environment should be managed with conservation objectives in mind, and should be protected from urban development. In this regard, the following areas are of particular importance: <ul style="list-style-type: none"> The urban edge areas immediately adjacent to areas of natural vegetation. The coastline, natural drainage system and areas immediately adjacent thereto. Any dune systems, particularly any frontal dunes along, the coastline.
LPL 7: Corridors of Linear Open Spaces	<ul style="list-style-type: none"> The functioning of the drainage line, which effectively separates Infanta from Infanta Park should be protected and managed with conservation objectives in mind to ensure that both its ecological and hydraulic functionality is optimized and maintained. The existing coastal setback line, which is, in effect, the demarcated urban edge, should be maintained. No development should be permitted in this setback area, thereby ensuring that a continuous coastal corridor is maintained.
LPL 8: Civil Services and Infrastructure: Sewerage	<ul style="list-style-type: none"> Sewerage is mainly dealt with via in-situ conservancy and septic tanks. Contamination of ground water in this area should be regularly monitored and is a concern.
LPL 10: Civil Services and Infrastructure: Water Supply	<ul style="list-style-type: none"> All residential units have to provide their own water storage on site and water is mainly derived from the ground water or rainwater collection. There is a concern about further boreholes and the impact they may have on future ground water supplies. The area is serviced with soak away septic tanks and contamination of the groundwater is a risk and should thus be carefully monitored.
LPL 13: Civil Services and Infrastructure: Road Network	<ul style="list-style-type: none"> Additional studies are required to determine the upgrade need of roads in the area.

3.3 LOCAL DEVELOPMENT POLICY

3.3.1 The Swellendam Local Municipality Draft IDP 2012-2017

The Swellendam 2012-2017 Draft IDP is the first IDP of the new, third 5-year IDP cycle. The document also includes a Municipal Turnaround Strategy in response to noted issues concerning low administrative capacity, a well-defined personnel skills problem in some areas, and major backlogs in infrastructure development and maintenance, linked to financial constraints (SLM; 2012: 160). The 2012-2017 IDP is explicitly aligned with the 12 National Outcomes (2010), the National Development Plan (2011), the National Spatial Development Perspective (2006) and the Western Cape Draft Strategic Plan (2011).

Key objectives of the SLM outlined in the 2012-2017 IDP include:

- Provision of a sound economic basis as well as a quality environment by practicing sustainable planning and thus promoting the creation of jobs and the expansion of tourism;
- Provision of a healthy and safe living environment;
- Empower the SLM population by the provision of / and exposure to the necessary training facilities, academic as well as practical skills development;
- Protecting and preserving the natural environment in harmony with future town development;
- Correcting spatial imbalances;
- Combating poverty and unemployment;
- Development of integrated and sustainable settlements (SLM, 2012: 26-27).

A review of the Ward 3 Plan indicates that essentially all identified Ward 3 development priorities were located in the Suurbraak and Buffeljagsrivier areas. No development priorities were identified for the Infanta area specifically (SLM; 2012: 109-117).

An analysis of the developmental opportunities and constraints for Infanta is provided on p.88 of the IDP. In this regard, key strengths are noted as Infanta's holiday town character and access to the ocean and the Breede River estuary. Key weaknesses included Infanta's very remote location and sensitive environment which limits development opportunities; and very limited existing infrastructure capacity.

SECTION 4: KEY FINDINGS AND ASSESSMENT

4.1 INTRODUCTION

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

- Review of project related information, including other relevant specialist studies;
- Interviews with key interested and affected parties;
- Experience of the authors with the area and local conditions;
- Experience with other residential development projects in the Western Cape.

The assessment section is divided into:

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

The findings of the SIA indicate that the key issue associated with the proposed development is linked to the potential impact on Infanta's current sense of place and character. This issue is discussed and assessed under the operational phase.

The findings of the SIA also indicate that the potential social impacts (both positive and negative) associated with Alternative 3 and 4 are similar. This is due the similar size of the two alternatives, namely 22 and 20 new dwellings. Separate assessments of Alternative 3 and 4 have therefore not been undertaken.

4.2 POLICY AND PLANNING FIT

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, should 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?

The key findings from the review of relevant policy and planning documents presented in Section 3 are presented below. For the purposes of the meeting the objectives of the SIA the following policy and planning documents were reviewed, namely:

- Integrated Coastal Management Act (Act 24 of 2008);
- Western Cape Spatial Development Framework (2009);

- Western Cape Urban Edge Guideline (2005);
- The Swellendam Local Municipality IDP 2012-2017;
- The Swellendam Local Municipality Spatial Development Framework (2009).

Key findings from a review of these documents and interviews with planning officials include:

- The 2009 SLM SDF indicates that the proposed development is located inside the demarcated Infanta urban edge, and is in alignment with proposed land uses, viz. single residential and conservation/ open space. Both the SDF and the Draft 2012 IDP indicate that the evolved density of ~10 dwelling units/ ha in Infanta is in keeping with services constraints and setting, and that application of the PSDF ideal of 25 du/ ha is unnecessary. In this regard, it should be noted that the proposed development is well within the built norm, viz. 23 du/ 3.1 ha.
- A portion of the proposed development area is subject to the 100 m general coastal development setback, as contemplated in the Integrated Coastal Management Act. The Act also provides for more specific, urban-edge related development setbacks from provincial and local authorities. No actual setback lines have been identified for the ODM coastal towns at this stage, and application of the setback line currently appears to be an administrative grey area at present.

However, despite the area in question being located within the urban edge, the IRRC has identified a number of issues associated with the proposed development that will need to be addressed. These include:

- The river corridor as required by the SDF has been shrunk from a width of 60m to 40m and some of the plots extend into this corridor;
- The new access road to the ocean has been omitted and must be included on the development;
- The coastal servitude road has been omitted;
- The proposal is not in keeping with latest legislation of building proximity to the high water mark;
- Access to plots on south side adjoining Erf 107 is via a privately owned property and therefore cannot be used as an access road;
- The housing density is too high as per the SDF. In addition, the plot sizes of 400m² are not in keeping with the average Infanta plot size of 600m². The shape and layout of the plots is not in keeping with the area.

These issues will need to be addressed in consultation with the relevant provincial and local planning authorities.

In addition to the planning related issues the following are also relevant to the proposed development.

- The Draft 2012 IDP identifies the development of further boreholes in Infanta as a significant concern with regard to limited and possibly dwindling groundwater resources. The findings of the project engineering report indicate that sufficient groundwater resources exist to accommodate the development. It is however unclear whether these findings take into account concentrated demand over the dry summer period, as commonly experienced in Infanta.
- The SLM IDP indicates key municipal developmental objectives relating to education and skills development, targeted local economic development and employment creation. The construction phase will create employment opportunities for local building contractors.

In conclusion, the proposed development area is located within the demarcated urban edge for Infanta as set out in the 2009 SLM SDF. The area has been identified as suitable for urban development. However, a portion of the proposed development area is subject to the 100 m general coastal development setback, as contemplated in the Integrated Coastal Management Act. The coastal setback line for the area and the site has not been established. In addition, the IRRC has raised a number of design and planning related issues that will need to be resolved.

4.3 SOCIAL IMPACTS ASSOCIATED WITH THE CONSTRUCTION PHASE

The key social issues associated with the construction phase are the following:

Potential positive impacts

- Creation of employment and business opportunities for the local economy.

Potential negative impacts

- Security and safety impacts associated with the presence of construction workers;
- Impact of construction workers on natural resources in the area;
- Risk of veld fires associated with construction related activities;
- Noise, dust and safety impacts associated with construction vehicles.

As indicated in Section 1.7.1, Assumptions, the findings of the SIA indicate that the potential social impacts (both positive and negative) associated with Alternative 3 and 4 are similar. This is due the similar number of units, 20 and 22 respectively. Separate assessments have therefore not been undertaken.

4.3.1 Creation of local employment and business opportunities

Alternative 3 and 4 will involve the development of 20-22 new dwellings respectively, with each erf being 400-600 m² in size. For the purposes of the assessment the average size of the houses is estimated to be in the region of 200-300 m². Based on an average construction cost of R 8-10 000 m², the average construction cost of each house is likely to be between R 2-3 million. Based on information from other construction projects, a medium sized, medium to up-market house would take ~ 8-10 months to construct and would employ 15-20 people (including sub-contractors) at any given time. Of this total 10 would be semi-skilled artisans and 8-10 would be skilled builders and sub-contractors. The semi-skilled workers would be employed for 4-6 months, while the skilled builders and sub-contractors for 2-3 months.

Based on the above estimates the total capital expenditure associated with the construction of 20-22 houses would be in the region of R 50 million. If one assumes that the housing component is developed over a 5-8 year period this would equate to on average 3-4 houses constructed per annum. The construction of the housing component therefore has the potential to create in the region of 60-80 construction related employment opportunities per annum for a period of 5-8 years. Of this approximately 50 (70 %) of the employment opportunities will be for low skilled workers and 20 (30 %) for skilled workers. The majority of these unskilled workers are likely to be HD members of the community.

The majority of the employment opportunities that accrue during the construction phase are frequently regarded as temporary employment. However, while these jobs may be classified as “temporary” it is worth noting that the people employed in the construction industry by its very nature rely on “temporary” jobs for their survival. In this regard “permanent” employment in the construction sector is linked to the ability of construction companies to secure a series of temporary projects over a period of time. Each development, such as the proposed development, therefore contributes to creating “permanent” employment in the construction sector.

The potential creation of employment opportunities for local HD members of the community is therefore regarded as an important social benefit given that high levels unemployment in SLM. The building contractors and sub-contractors appointed to construct the houses are likely to be based on Swellendam and Bredasdorp. The majority of the building supplies are also likely to be sourced from local building suppliers based in Swellendam and Bredasdorp. The proposed development will therefore also benefit local businesses in the area.

Table 4.1: Assessment of employment and business creation opportunities

Nature of impact: Creation of employment and business opportunities during the construction phase		
	Without Mitigation	With Enhancement
Extent	Local (2) (Rated as 2 due to potential opportunities for local communities)	Local (3) (Rated as 3 due to potential opportunities for local communities)
Duration	Medium Term (3)	Medium Term (3)
Magnitude	Low (4)	Low (4)
Probability	Highly probable (4)	Highly Probable (4)
Significance	Medium (36)	Medium (40)
Status	Positive	Positive
Reversibility	N/A	N/A
Irreplaceable loss of resources?	N/A	N/A
Enhancement: See below		
Cumulative impacts: Opportunity to up-grade and improve skills levels in the area.		
Residual impacts: Improved pool of skills and experience in the local area.		

Assessment of No-Go option

The no-development would retain the current status quo. The employment and business related opportunities and benefits associated with the construction of the proposed development of 20 or 22 units would however be foregone.

Recommended enhancement measures

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

- The developer should inform the local authorities, local community leaders, organizations and councillors of the project and the potential job opportunities for locals;
- 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 employing 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;

In terms of the individual property owners, they will free to employ the building contractors of their choice. Given the location of Infanta the majority of property owners are likely to employ locally based building contractors.

4.3.2 Safety, security and potential for increased crime

The presence of construction workers in the area has the potential to impact on the safety and security of local residents, specifically the residents who live in Infanta permanently. The comments submitted during the EIA process indicate that there are in the region of 10 permanent residents who, despite the isolated location of Infanta, feel safe due to low crime levels in the area.

The experience, both locally and internationally, is that the presence of construction workers also results in an increase the potential for petty crime and theft in the area. This is linked to the ability of the construction workers to monitor the movements of local residents and take advantage of their absence from the property. The majority of the crime is therefore opportunistic and linked to theft and house break-ins. The potential for petty theft and house break-ins may also be exacerbated by the fact that the majority of houses in Infanta are unoccupied for most of the year. These houses are likely to be more vulnerable.

However, having said this, the proposed 20-22 units make up ~ 15% of the total number of existing houses in Infanta and Infanta Park. Most of the of existing houses in Infanta would have been constructed and or maintained using building contractors, which would have involved the presence of construction workers on site during the construction and or maintenance phase. The conditions would not have changed significantly, in that most of the houses in Infanta would have been vacant when these activities took place. Therefore, while the presence of construction workers does pose a potential safety and security threat, this does not constitute a unique phenomenon for Infanta. In addition, the potential safety threats can be mitigated.

Table 4.2: Assessment of risk posed by construction workers on safety and security

Nature: Potential increase in petty theft and crime in the area due to the presence of construction workers on site		
	Without Mitigation	With Mitigation
Extent	Local (2)	Local (1)
Duration	Medium Term (3)	Medium Term (3)
Magnitude	Moderate (6)	Low (4)
Probability	Probable (3)	Probable (3)
Significance	Medium (33)	Low (24)
Status	Negative	Negative
Reversibility	Yes, if stolen goods are recovered.	Yes, if stolen goods are recovered.
Irreplaceable loss of resources?	Yes, if family heirlooms or sentimental goods are stolen	Yes, if family heirlooms or sentimental goods are stolen
Can impact be mitigated?	Yes	Yes
Mitigation: See below		
Cumulative impacts: No, provided losses are compensated for by insurance or stolen goods are recovered. Yes, if people are injured during break-ins and or family heirlooms or sentimental goods are stolen.		
Residual impacts: See cumulative impacts.		

Assessment of No-Go option

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

Recommended mitigation measures

The 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 must 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, with the exception of security personnel, no construction workers should be allowed to remain on the site over weekends. The contractor should make necessary arrangements to transport workers to and from the area on a weekly basis.

For the bulk services phase, the construction workers will be required to stay in a facility located to the west of the site on the developer's property during the week (Figure 4.1). No construction workers will be permitted to stay in the facility over weekends. The contractor must transport all construction workers to their homes on Friday afternoon and back to site on Monday morning. The duration of the bulk services phase will be 4-6 months.

The facility has three rooms and an ablution room. The suitability of the facility to accommodate workers should be confirmed by the local authorities before commencement of the construction phase.



Figure 4.1: Location of accommodation facilities for construction workers

4.3.3 Impact of construction workers on natural resources

A number of local homeowners have raised concerns regarding the potential risks to the areas natural resources posed by construction workers. Of specific concern are the risks associated with poaching (e.g. marine resources and small animals, such as buck, tortoises and snakes etc.). Littering and impact on the limestone fynbos and cliffs was also raised as an area. The risk posed by fires was also raised as a concern. This issue is dealt with separately below.

The risk posed to natural resources on the site cannot be effectively mitigated. However, this area is located within the designated urban edge for Infanta and has therefore been identified as suitable for development. It is therefore unreasonable to assume that this section of Erf 134 will remain in its current, undeveloped state. The risk posed to construction workers to local marine resources is likely to be low. This is due to the fact that construction workers are unlikely to have sufficient free time available to have a significant impact on the local marine resources. The issue of littering and the impact on the limestone fynbos and the cliffs can be mitigated by restricting access to these areas.

Table 4.3: Assessment of the impact on natural resources associated with construction workers

Nature: The presence of construction workers poses a potential risk to the areas natural resources , such as poaching etc.		
	Without Mitigation	With Mitigation
Extent	Local (2)	Local (1)
Duration	Medium Term (3)	Medium Term (3)
Magnitude	Minor (2)	Minor (2)
Probability	Probable (3)	Probable (3)
Significance	Low (21)	Low (18)
Status	Negative	Negative
Reversibility	No	
Irreplaceable loss of resources?	Yes	Yes
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Impact on natural resources can impact on the local eco-system and resource based activities that attract people to Infanta and make is a special place.		
Residual impacts: See cumulative impacts		

Assessment of No-Go option

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

Recommended mitigation measures

The developer and or contractor 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 must ensure that all workers employed on the project are informed at the outset of the construction phase that any construction workers found guilty of poaching and or theft will be dismissed and charged. All dismissals must be in accordance with South African labour legislation. In addition, with the exception of security personnel, no construction workers should be allowed to remain on the site over weekends. The contractor should make necessary arrangements to transport workers to and from the area on a weekly basis.

In addition, it is recommended that the developer appoint the EIA consultants to prepare a General Environmental Management Plan (EMP) that must be implemented by all private homeowners when they construct their houses. The EMP should be included in the deed of sale.

4.3.4 Increased risk of veld fires

The presence of construction workers and construction-related activities on the site poses an increased risk of veld fires, which in turn, pose a threat to houses, livestock, wildlife, and farmsteads in the area. Fires may also pose a threat to human lives and the De Hoop National Park. In this regard the natural vegetation in the area is fynbos, which is extremely vulnerable to fires during the dry, windy summer months.

The dominant agricultural activity in the vicinity of the site is stock farming (cattle and sheep). As such, the livelihoods of the farmers in the area are dependent on grazing on their farms. Any loss of grazing due to a fire would therefore impact negatively on the affected farmers livelihoods. The risk of fire related damage is also exacerbated by the isolated location of the site relative to emergency fire-fighting services in the area.

The potential risk of veld fires also includes the accommodation facilities located to the west of the site as discussed above.

Table 4.4: Assessment of impact of increased risk of veld fires

Nature: Potential loss of livestock, crops and houses, damage to farm infrastructure and threat to human life associated with increased incidence of veld fires		
	Without Mitigation	With Mitigation
Extent	Local (3) (Rated as 3 due to potential severity of impact on local communities and farmers)	Local (1)
Duration	Medium Term (3)	Medium Term (3)
Magnitude	Moderate-High due to reliance on livestock for maintaining livelihoods and proximity of De Hoop Nature Reserve (8)	Low (4)
Probability	Probable (3)	Probable (3)
Significance	Medium (42)	Low (24)
Status	Negative	Negative
Reversibility	No, if valuable family heirlooms etc. are lost. Yes, if compensation paid for damage, such as property, stock and crop losses etc.	
Irreplaceable loss of resources?	Yes, if valuable family heirlooms etc. are lost	Yes
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: No, provided losses are compensated for.		
Residual impacts: See cumulative impacts.		

Assessment of No-Go option

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

Recommended mitigation measures

The following mitigation measures are recommended in order to mitigate the potential fire risk posed by construction related activities on the site. These mitigation measures apply to both the bulk civil component of the development and to individual homeowners:

- Contractors must ensure that open fires on the site for cooking or heating are not allowed except in designated areas;
- Contractors must ensure that construction related activities that pose a potential fire risk, such as welding etc., are properly managed and are confined to areas where the risk of fires has been reduced. Measures to reduce the risk of fires include clearing working areas and avoiding working in high wind conditions when the risk of fires is greater. In this regard special care should be taken during the high risk dry, windy summer months.
- Contractors must provide adequate fire fighting equipment on-site;
- Contractors must provide fire-fighting training to selected construction staff;
- In the advent of a fire being caused by construction workers and or construction activities, the appointed contractors must compensate property owners, including farmers, for any damage caused to their properties and losses incurred. The contractor should also compensate the fire fighting costs borne by farmers and local authorities. This also applies to fires associated with accommodation facility located to the west of the site.

4.3.5 Impact of construction vehicles on local roads

The movement of heavy construction vehicles along the PO268 (the only access road to Infanta) during the construction phase has the potential to damage roads and create noise, dust, and safety impacts for other road users and the residents of Infanta. The potential negative impacts will be exacerbated if construction workers are transported to the site on a daily basis.

The findings of the SIA indicate that the volume of traffic along the PO268 is low for the majority of the year. However, the volume increases over long weekends and school holidays. The potential noise, dust, and safety impacts associated with construction related traffic can therefore be effectively mitigated by ensuring that the construction activities are planned to avoid long weekends and school holidays. In addition, not all of the 22 houses will be constructed at the same time. The impacts associated with construction vehicles will therefore be spread out over a period of 4-5 years.

Table 4.5: Assessment of the impacts associated with construction vehicles

Nature: Potential noise, dust and safety impacts associated with movement of construction related traffic to and from the site		
	Without Mitigation	With Mitigation
Extent	Local (2)	Local (1)
Duration	Medium Term (3)	Medium Term (3)
Magnitude	Minor (2)	Minor (2)
Probability	Probable (3)	Probable (3)
Significance	Low (21)	Low (18)
Status	Negative	Negative
Reversibility	Yes	
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: If damage to roads is not repaired then costs will be borne by road users who were not responsible for the damage.		
Residual impacts: See cumulative impacts		

Assessment of No-Go option

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

Recommended mitigation measures

The potential impacts associated with heavy vehicles can be mitigated. The mitigation measures include:

- Construction activities should not be permitted over weekends, specifically long weekends (such as the Easter Weekend) and the December school holidays, specifically the period 14 December to 6 January. This is to reduce the impact on those people who live in Infanta permanently and or who visit the area over weekends and holiday times;
- Construction activities during week-days should be confined to the following hours – 07h30 and 17h30. This is to reduce the impact on the permanent residents of Infanta and people who visit the area during the week;
- 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 SOCIAL IMPACTS ASSOCIATED WITH OPERATIONAL PHASE

The following key social issues are of relevance to the operational phase:

Potential positive impacts

- Creation of an opportunity for new homeowners and their family and friends to enjoy Infanta.

Potential negative impacts

- The potential impact on the areas character and sense of place;
- Potential impact on natural resources and amenities;
- Potential impact on local services.

As indicated in Section 1.7.1, Assumptions, the findings of the SIA indicate that the potential social impacts (both positive and negative) associated with Alternative 3 and 4 are similar. This is due the similar number of units, 20 and 22 respectively. Separate assessments have therefore not been undertaken.

4.4.1 Creation of opportunity for new homeowners to enjoy Infanta

The proposed development would create an opportunity for 20-22 new homeowners to own a house in Infanta and experience the benefits associated with Infanta that the existing homeowners experience. These benefits include owning properties that are located in a small, quiet coastal town, where future development options are limited. The location of Erf 134 also means that the majority, if not all, of the properties have sea views and easy access to the coast.

The benefit to the new homeowners does, however, need to be assessed in terms of the potential negative impact on the experience of existing homeowners. This aspect is discussed and assessed below. However, it should be noted that the area has been identified as an area for future development in the SLM SDF.

Table 4.6: Assessment of the benefits to new homeowners

Nature: The benefits to new homeowners include ownership of a coastal property in a small, quiet, coastal town.		
	Without Mitigation	With Enhancement⁵
Extent	Local (2)	Local (2)
Duration	Long Term (4)	Long Term (4)
Magnitude	Low (4)	Low (4)
Probability	Highly Probable (4)	Highly Probable (4)
Significance	Moderate (40)	Moderate (40)
Status	Positive	Positive
Reversibility	Yes	Yes
Irreplaceable loss of resources?	No	No
Can impact be enhanced?	N/A	N/A
Enhancement: See below		
Cumulative impacts: Potential negative impact on the experience of other existing property owners in Infanta. However, the 22 units represent an increase of ~ 15% in the total number of units.		
Residual impacts: See cumulative impacts		

Assessment of No-Go option

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

Recommended enhancement measures

The benefits associated with the ownership of a coastal property in Infanta cannot be effectively enhanced.

4.4.2 Potential impact on sense of place and character of Infanta

The key concern raised regarding the proposed development is the potential impact that it will have on the Infanta's current sense of place and character. Based on the findings of the SIA a number of property owners have a long association with Infanta, and value the town's quiet, undeveloped character. In this regard many of the property owners that submitted comments and who were interviewed indicated that Infanta was a unique place, special place that provided a safe environment for children and a range of recreational activities that were linked to the town's coastal location and proximity of the Breede River.

A number of local property owners indicated that the proposed development would destroy the current character and charm of Infanta. Others expressed concern about the proposed number of units and threat posed to the local character of the town by the development of large, "Plettenberg Bay" type houses. The proposed establishment of a gated estate was also raised a key concern.

⁵ Ownership of a coastal property in Infanta is regarded as enhancement. No additional measures are required.

Based on the findings of the SIA the establishment of 20-22 units on Erf 134 is unlikely per se to “destroy” the current charm and character of Infanta. The proposed 20-22 units represent ~ 15% of the current number of dwellings. The proposed development is cannot therefore be classified as a large development. In addition, the proposed development is located in an area that has been identified in the SLM SDF (2009) for future urban development in Infanta. The 20-22 proposed units will in all likelihood take between 5-8 years to be developed, if not longer. The changes associated with the development will therefore be incremental, which will make them less apparent over time. Humans also have the ability to adapt to change. In the case of the proposed development, the establishment of 20-22 units over a period of 5-8 years is a change that many of the current property owners are likely to be able to adapt to.

The majority of the new property owners associated with the proposed development likely to be attracted to Infanta for the same reasons as the existing property owners, namely, a quiet, undeveloped, children friendly coastal town. The majority of new houses are also likely to be vacant for the most of the year. The character of Infanta as a small, quiet, coastal holiday town is therefore unlikely to be affected by the establishment of an additional 22 units in an area that has been identified for future development.

However, having said this, the proposed establishment of 20-22 large, “Plettenberg Bay” type houses on Erf 134 does have the potential to impact on the current character of Infanta. In this regard a number of comments indicate that while some homeowners are not opposed to the proposed development, they would like the developer ensure that the scale is in keeping with the character of Infanta and the beach cottage fishing shack style of the village.

To address this concern a set of Architectural Guidelines for the development have been developed by IG Architects and Urban Design (April 2013). The guidelines seek to ensure that the proposed development is in keeping with the existing character of the area. In this regard the guidelines note that two aspects of the existing built fabric have informed the architectural approach to the guidelines, namely:

- The tight urban form around the pathway leading to the Sebastine Point, reminiscent of the built fabric in the City of Cape Town Bungalow areas at Clifton 4th Beach area and Bakoven;
- The emergence of 4/5 new buildings which display a bungalow feel evident in the use of horizontal planking usually fibre cement boards, 30 degree pitched roofs and profiled metal roof sheeting.

The architectural approach is based on this emerging trend and seeks to reinforce this by proposing that the new development enhance this architectural language and style. At the same time the use of natural materials found on site, in the locale viz, stone is encourage so as to tie the new development back to the original “stone” cottages found in the older part of the Cape Infanta village. The guidelines note that this approach could influence or set a positive example for further new buildings, additions and alterations to existing dwellings and any further interventions.

The key components of the guidelines that have a bearing on the proposed development are presented below:

Development platforms & setbacks

The Development Platform is a designated area within which the Building Footprint must be located. All building work will be permitted within this area. No part of a residence, garage, car port, external deck or patio will be permitted outside of the Development Platform.

- The area is determined by a setback from each erf boundary. Setbacks are required to maintain adequate distance between adjacent structures and to ensure privacy, solar penetration and view corridors;
- Setbacks will vary depending on the location and size of the erf.

Coverage and building footprint

Coverage or Building Footprint is defined by the two-dimensional plan area containing all built structures including garages, car ports, external decks and/or patios located within the Development Platform. The coverage is calculated in meter squared (m²) and will be set at 50% of the site area.

Height restrictions

- The height is measured vertically to the natural ground level /slope of the site;
- The maximum height for single storey dwellings is 4.5m to midpoint of roof;
- The maximum height for double storey dwellings is 6.5m to midpoint of roof.

Garages

Garages should accommodate one vehicle and storage space. Space may also be allowed inside the garage for washing and drying appliances.

Cut and fill

All building forms to be directly attached to ground. No posts, columns or stilts are permitted to raise the building above natural ground level. Only external timber decks are allowed to be raised above the natural ground level.

Driveways & hard surfaces

- No driveways may be totally covered with a water impermeable surface finish;
- Impermeable hard surfaces such as exposed aggregate pavers or rough natural stone will be permitted in 430mm wide bands to improved traction for vehicles. The area in-between these strips must be planted with appropriate indigenous ground cover as per the Landscaping Design Guidelines. Any other hard surface to improve traction should consist of a suitable permeable surface covering that is spaced far enough apart to allow surface water to drain and ground cover to grow in-between.

Exterior Lighting

- Garden lighting is permitted in the form of solar lamps;
- Omni-directional Luminaires must be fitted with louvered grilles or eye-lids to direct light downwards to prevent light pollution and disturbance;
- External grade wall mounted luminaries must have the appropriate IP rating and strategically placed in low positions.

Free standing outbuilding

- No freestanding outbuildings or temporary structures except for garages are permitted. This applies to, but is not restricted to, Wendy Houses, garden sheds, gazebos or tool sheds.

Security

- No external burglar bars are to be used.

The impact of large, "Plettenberg Bay" type houses on Infanta's character would be compounded by the establishment of a perimeter fence around the site. The current children, friendly character of Infanta is closely linked to the openness of the settlement and the general absence of fences and walls between properties. The establishment of a perimeter fence around the site will create the impression of a gated, security type development. This would not only conflict with the current character of Infanta, it would also have the potential to create a separate area and create tension between existing and new homeowners. The establishment of a security type estate, with controlled access is not recommended or supported. The developer has indicated that public access to the area will not be controlled or restricted.

With regard to security and fencing the Architectural Guidelines (IG Architects and Urban Design, April 2013) indicate that no external burglar bars are to be used and that the typical fence specification for perimeter fencing is a 1.5m galvanized steel post, with locking recess mechanism to secure panel edges and post shall be sealed with UV stabilized polymer cap and fitted with a 12mm base pin as manufactured by Cochrane international or similar approved. The colour of the post is black. In terms of internal fencing, a low 1m fence integrated with planting will be allowed to enclose or demarcate any part of individual properties.

Table 4.7: Assessment of impact on sense of place and character

Nature: Impact of new development on Infanta's sense of place and character as a small, quiet, coastal town.		
	Without Mitigation⁶	With Mitigation⁷
Extent	Local (2)	Local (1)
Duration	Permanent (5)	Permanent (5)
Magnitude	Medium (6)	Minor (2)
Probability	Highly Probable (4)	Probable (3)
Significance	Moderate (52)	Low (24)
Status	Negative	Negative
Reversibility	Yes	Yes
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	Yes
Enhancement: See below		
Cumulative impacts: Potential negative impact on the experience of other existing property owners in Infanta and sense of place of the area.		
Residual impacts: See cumulative impacts		

⁶ Based on assumption that large, "Plettenberg Bay" type houses developed within gated security estate

⁷ Based on assumption that scale of houses is in character with existing houses in Infana and no gated complex established

Assessment of No-Go option

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

Recommended mitigation measures

- The developer should ensure that strict design guidelines that are in keeping with the current scale of development in Infanta and are sympathetic to the local environment are attached to the deed of sale for all properties. As indicated above, Architectural Guidelines for the development have been drawn up by IG Architects and Urban Design (April 2013). These guidelines appear to address the concerns raised by local residents;
- The establishment of a security type estate, with controlled access is not recommended or supported. As indicated above, the developer has indicated that public access to the area will not be controlled or restricted.

4.4.3 Potential impact on coastal amenities and marine resources

The potential impact on existing beach and coastal amenities was raised as a concern by a number of local homeowners in Infanta. The key issues raised are linked to limited area for safe swimming, small beach area and conflicts related to access to the slipway. The area in front of the slipway is the only good swimming area in Infanta and there is on-going conflict between swimmers, beach goers and the boat launching crowd over peak use periods. Based on the comments received it is clear that this is an existing problem. The concern is that the proposed development will exacerbate the current problems due to the increase in the number of local residents, specifically over the peak holiday periods.

While the concerns are noted, the provision of safe, un-crowded beaches and swimming areas, and uncongested slips ways cannot be taken as a given. Many of the beaches and slip ways at popular holiday coastal towns become crowded over peak holiday times, such as Easter and Christmas. Some people are happy to share a crowded beach, while others time their visit to avoid the crowds. The same applies to the use of slip ways. While the proposed development will result in an increase in the number of people in Infanta over peak holiday season periods, which in turn will put pressure on the existing amenities, this is not regarded as an adequate or reasonable reason to prevent the proposed development from proceeding. The pressure on existing amenities is over a relatively short period of the year, namely 2-3 weeks. One would assume that local homeowners would be able to adapt their behaviour to cope with the additional pressure. Objecting to the proposed development on the grounds that it would place additional pressure on existing coastal amenities over the peak season would also prevent the new homeowners from the privilege of enjoying Infanta during off-peak times of the year. This is not regarded as socially equitable.

A number of local residents have suggested that the developer should contribute towards either upgrading the slipway, or the construction of a tidal pool. While the developer may consider this to be a goodwill gesture, this is an issue that should ultimately be addressed by the IRRA in consultation with the local authorities. The proposed activities, specifically the establishment of a tidal pool is also likely to require an Environmental Impact Assessment.

A number of local property owners have also raised concerns that the increased number of new residents associated with the proposed development of 20-22 units will impact on the marine resources of the area. In assessing this issue it is important to note that there are already 150 houses in Infanta and Infanta Park. The establishment of 20-22 additional units represents a 15% increase in the total number of units. This is unlikely to result in a significant impact on the areas marine resources over and above the impact that the residents associated with the existing 150 units have. In addition, not all of the new

homeowners are likely to be fishermen or women and the potential pressure will be largely confined to two or three weeks of the year. It is also reasonable to assume that the new residents who are fishermen or women are law abiding citizens who would adhere to the regulations controlling the size and number of marine species they collect and or catch. The potential impact on the areas marine resources is therefore likely to be low and is not regarded as an adequate or reasonable reason to prevent the proposed development from proceeding.

Table 4.8: Assessment of impact on coastal amenities

Nature: Impact of new development on existing coastal amenities, specifically during peak season.		
	Without Mitigation	With Mitigation
Extent	Local (3)	Local (2)
Duration	Permanent (5)	Permanent (5)
Magnitude	Minor (2)	Minor (2)
Probability	Probable (3)	Probable (3)
Significance	Moderate (30)	Low (24)
Status	Negative (Impact on marine resources and recreational facilities)	Negative ⁸ (Impact on marine resources) Positive ⁹ (Impact on recreational facilities)
Reversibility	Yes	Yes
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	N/A	N/A
Enhancement: See below		
Cumulative impacts: Potential negative impact on the marine resources of the area. This is however, unlikely given the relatively small number of people involved and short time (2-3 weeks) that the majority of people spend in Infanta.		
Residual impacts: See cumulative impacts		

Assessment of No-Go option

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

Recommended mitigation measures

- The IRRA in consultation with the local authorities should investigate the need to up-grade the existing slip way and the option of developing a tidal pool.

⁸ Mitigation would involve new and existing residents of Infanta adhering to regulations related to size and number of marine species that can be collected or caught.

⁹ Low positive impact would require up-grading of the slipway and establishment of a tidal pool.

4.4.4 Potential impact on local services

The potential impact of the proposed development of 20-22 units on the areas local services, specifically, potable water, impact on ground water, sewage, refuse and Eskom electricity was raised as a concern by Infanta Residents and Ratepayers Association (IRRA), SLM, ODM and Infanta residents. Section 2.7 provides an overview of this issue. This issue is also addressed by the Engineering Report prepared by Adams and Fraser (2012).

Based on the findings of the SIA, the December Christmas-New Year holiday period is the time of year when local services, specifically water supply, are placed under the most pressure. This situation is not unique to Infanta, and also affects a number of coastal holiday towns in other parts of South Africa. The issue of impact on local services will need to be addressed by the SLM and ODM planning authorities and as such has not been assessed as part of the SIA.

4.5 ASSESSMENT OF CUMULATIVE IMPACTS

A number of I&APs have voiced a concern that the proposed development represents the “thin edge of the wedge” and would set a precedent for future development. In this regard the concern is that the owner of Erf 134 may try to develop other portions of Erf 134. However, as indicated above, the proposed development area is located within the designated urban edge for Infanta and adheres to the PSDF principles of densification and infill. The proposed development therefore represents what can be regarded as an informed and legitimate response by the land owner to the existing planning vision for the site.

There is no guarantee that current or some future owner of the remainder of Erf 134 will not attempt to rezone a portion of the remaining section which is located in land of the proposed development site to accommodate some form of residential or commercial type development. However, any development application would require the land to be rezoned and an EIA process. In addition, future development proposals outside edge would have to be assessed on an individual basis, and would require an onerous edge amendment process. The same would apply to another property owner who owned property in the vicinity of or abutting on to Infanta and Intanta Park.

The potential cumulative impact on Infanta’s sense of place, services and natural resources are discussed above. As indicated above, depending on the type and scale of the proposed 20-22 houses, the impact on Infanta’s sense of place is likely to be limited. The cumulative impact on the areas natural resources and services is also likely to be limited and largely confined to two to three weeks of the year.

Table 4.9: Assessment of cumulative impacts

Nature: The proposed development has the potential to create a precedent for future development and also impact on the areas natural resources and services		
	Without Mitigation¹⁰	With Mitigation¹¹
Extent	Local (1)	Local (1)
Duration	Permanent (5)	Permanent (5)
Magnitude	Moderate (6)	Minor (2)
Probability	Highly Probable (4)	Probable (3)
Significance	Medium (48)	Low (21)
Status	Negative	Negative
Reversibility	Yes	Yes
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	N/A	N/A
Enhancement: See below		

Assessment of No-Go option

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

Recommended mitigation measures

- The recommendations relating to appropriate scale and design guidelines should be implemented;
- No perimeter security fence should be established around the development.

4.6 ASSESSMENT OF NO-DEVELOPMENT OPTION

None of the potential impacts, both positive and negative, would materialise. However, as indicated above, the site is located within the demarcated urban edge for Infanta and has therefore been identified as suitable for future urban development. It is therefore reasonable to assume that the site will be developed at some stage.

¹⁰ Assumes development of large, Plettenberg Bay style houses and perimeter fence

¹¹ Assumes development of appropriately scaled, sensitive houses and no perimeter fence

SECTION 5: KEY FINDINGS AND RECOMMENDATIONS

5.1 INTRODUCTION

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

- A review of the issues identified during the Scoping Process;
- A review of key planning and policy documents pertaining to the area;
- Semi-structured interviews with interested and affected parties;
- A review of social and economic issues associated with similar developments;
- A review of selected specialist studies undertaken as part of the EIA;
- A review of relevant literature on social and economic impacts;
- The experience of the authors with other residential development in the Western Cape.

The findings of the SIA indicate that the potential social impacts (both positive and negative) associated with Alternative 3 and 4 are similar. This is due the similar size of the two alternatives, namely 22 and 20 new dwellings. Separate assessments of Alternative 3 and 4 have therefore not been undertaken.

5.2 SUMMARY OF KEY FINDINGS

The assessment section is divided into:

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

5.2.1 Policy and planning issues

For the purposes of the meeting the objectives of the SIA the following policy and planning documents were reviewed, namely:

- Integrated Coastal Management Act (Act 24 of 2008);
- Western Cape Spatial Development Framework (2009);
- Western Cape Urban Edge Guideline (2005);
- The Swellendam Local Municipality IDP 2012-2017;
- The Swellendam Local Municipality Spatial Development Framework (2009).

Key findings from a review indicate that the proposed development is located inside the demarcated Infanta urban edge as set out in the SLM SDF (2009) and is in alignment with proposed land uses for the area, namely single residential and conservation/ open space. The area has been identified as suitable for urban development.

However, a portion of the proposed development area is subject to the 100 m general coastal development setback, as contemplated in the Integrated Coastal Management Act. The Act also provides for more specific, urban-edge related development setbacks from provincial and local authorities. No actual setback lines have been identified for the ODM coastal towns at this stage, and application of the setback line currently appears to be an administrative grey area at present. The coastal setback line for the area and the site has not been established.

In addition, the IRRC has raised a number of design and planning related issues that will need to be resolved. These include:

- The river corridor as required by the SDF has been shrunk from a width of 60m to 40m and some of the plots extend into this corridor;
- The new access road to the ocean has been omitted and must be included on the development;
- The coastal servitude road has been omitted;
- The proposal is not in keeping with latest legislation of building proximity to the high water mark;
- Access to plots on south side adjoining Erf 107 is via a privately owned property and therefore cannot be used as an access road;
- The housing density is too high as per the SDF. In addition, the plot sizes of 400m² are not in keeping with the average Infanta plot size of 600m². The shape and layout of the plots is not in keeping with the area.

These issues will need to be addressed in consultation with the relevant provincial and local planning authorities.

5.2.2 Construction phase

The key social issues associated with the construction phase are the following:

Potential positive impacts

- Creation of employment and business opportunities

The proposed development consists of 20-22 erven with each erf being 400-600 m² in size. The average construction cost of each house is likely to be between R 2-3 million. The total capital expenditure will therefore be in the region of R 50 million. It is estimated that each house would take ~ 8-10 months to construct and employ 15-20 people (including sub-contractors) at any given time. Of this total 10 would be semi-skilled artisans and 8-10 would be skilled builders and sub-contractors. The semi-skilled workers would be employed for 4-6 months, while the skilled builders and sub-contractors for 2-3 months. If one assumes that the housing component is developed over a 5-8 year period this would equate to on average 3-4 houses constructed per annum. The construction of the housing component therefore has the potential to create in the region of 60-80 construction related employment opportunities per annum for a period of 5-8 years. Of this approximately 50 (70 %) of the employment opportunities will be for low skilled workers and 20 (30 %) for skilled workers. The majority of these unskilled workers are likely to be HD members of the community.

The majority of the employment opportunities that accrue during the construction phase are frequently regarded as temporary employment. However, while these jobs may be classified as "temporary" it is worth noting that the people employed in the construction industry by its very nature rely on "temporary" jobs for their survival. In this regard "permanent"

employment in the construction sector is linked to the ability of construction companies to secure a series of temporary projects over a period of time. Each development, such as the proposed development, therefore contributes to creating “permanent” employment in the construction sector.

The building contractors and sub-contractors appointed to construct the houses are likely to be based on Swellendam and Bredasdorp. The majority of the building supplies are also likely to be sourced from local building suppliers based in Swellendam and Bredasdorp. The proposed development will therefore benefit local businesses in the area.

Potential negative impacts

- Security and safety impacts associated with the presence of construction workers;
- Impact of construction workers on natural resources in the area;
- Risk of veld fires associated with construction related activities;
- Noise, dust and safety impacts associated with construction vehicles;

The findings of the SIA indicate that all of the negative impacts associated with the construction phase can be effectively mitigated so that the significance will be low. Table 5.1 summarises the significance of the impact associated with the construction phase.

Table 5.1: Summary of social impacts during construction phase

Impact	Significance No Mitigation	Significance With Mitigation/Enhancement
Creation of employment and business opportunities	Medium (Positive)	Medium (Positive)
Security and safety impacts associated with the presence of construction workers	Medium (Negative)	Low (Negative)
Impact of construction workers on natural resources in the area	Low (Negative)	Low (Negative)
Risk of veld fires associated with construction related activities	Medium (Negative)	Low (Negative)
Noise, dust and safety impacts associated with construction vehicles	Low (Negative)	Low (Negative)

5.2.3 Operational phase

The following key social issues are of relevance to the operational phase:

Potential positive impacts

- Create opportunity for new homeowners and their family and friends to enjoy Infanta

The proposed development will create an opportunity for a set of new homeowners and their families and friends to enjoy the quite, undeveloped character of Infanta. This will represent a positive social benefit for these homeowners. The benefit to the new homeowners does, however, need to be assessed in terms of the potential negative impact on the experience of existing homeowners. This aspect is discussed and assessed below. However, it should be noted that the area has been identified as an area for future development in the SLM SDF (2009).

Potential negative impacts

- The potential impact on the areas character and sense of place;
- Potential impact on natural resources and amenities;
- Potential impact on local services.

Impact on character and sense of place

The findings of the SIA indicated that the establishment of 20-22 units on Erf 134 is unlikely per se to “destroy” the current charm and character of Infanta. The proposed 20-22 units represent 15% of the current number of dwellings. The proposed development is cannot therefore be classified as a large development. In addition, the proposed development is located in an area that has been identified in the SLM SDF (2009) for future urban development in Infanta. In addition, the majority of the new property owners associated with the proposed development are likely to be attracted to Infanta for the same reasons as the existing property owners, namely, a quiet, undeveloped, children friendly coastal town. The majority of new houses are also likely to be vacant for the most of the year. The character of Infanta as a small, quiet, coastal holiday town is therefore unlikely to be affected by the establishment of an additional 22 units in an area that has been identified for future development.

However, having said this, the proposed establishment of 20-22 large, “Plettenberg Bay” type houses on Erf 134 does have the potential to impact on the current character of Infanta. The impact of large, “Plettenberg Bay” type houses on Infanta’s character would be compounded by the establishment of a gated, security type estate. The current children, friendly character of Infanta is closely linked to the openness of the settlement and the general absence of fences and walls between properties. The establishment of a gated, security type development would not only conflict with the current character of Infanta, it would also have the potential to create a separate area and create tension between existing and new homeowners.

In this regard the following key mitigation measures are recommended:

- The developer should ensure that strict design guidelines that are in keeping with the current scale of development in Infanta and are sympathetic to the local environment are attached to the deed of sale for all properties;
- The establishment of a security type estate, with controlled access is not recommended or supported. In this regard the developer has indicated that public access to the area will not be controlled or restricted.

Impact on coastal amenities and marine resources

The potential impact on existing beach and coastal amenities was raised as a concern by a number of local homeowners in Infanta. The key issues raised are linked to limited area for safe swimming, small beach area and conflicts related to access to the slipway. The concern is that the proposed development will exacerbate the current problems due to the increase in the number of local residents, specifically over the peak holiday periods.

While the concerns are noted, the provision of safe, un-crowded beaches and swimming areas, and uncongested slips ways cannot be taken as a given. Many of the beaches and slip ways at popular holiday coastal towns become crowded over peak holiday times, such as Easter and Christmas. Some people are happy to share a crowded beach, while others time their visit to avoid the crowds. The same applies to the use of slip ways. While the proposed development will result in an increase in the number of people in Infanta over

peak holiday season periods, which in turn will put pressure on the existing amenities, this is not regarded as an adequate or reasonable reason to prevent the proposed development from proceeding. The pressure on existing amenities is over a relatively short period of the year, namely 2-3 weeks. Objecting to the proposed development on the grounds that it would place additional pressure on existing coastal amenities over the peak season would also prevent the new homeowners from the privilege of enjoying Infanta during off-peak times of the year. This is not regarded as socially equitable.

Concern was also raised that the increased number of new residents associated with the proposed development of 20-22 units will impact on the marine resources of the area. In assessing this issue it is important to note that there are already 150 houses in Infanta and Infanta Park. The establishment of an additional 20-22 units represents a ~15% increase in the total number of units. This is unlikely to result in a significant impact on the areas marine resources over and above the impact that the residents associated with the existing 150 units have. In addition, not all of the new homeowners are likely to be fishermen or women and the potential pressure will be largely confined to two or three weeks of the year. It is also reasonable to assume that the new residents who are fishermen or women are law abiding citizens who would adhere to the regulations controlling the size and number of marine species they collect and or catch. The potential impact on the areas marine resources is therefore likely to be low and is not regarded as an adequate or reasonable reason to prevent the proposed development from proceeding.

Table 5.2 summarises the significance of the impacts associated with the operational phase.

Table 5.2: Summary of social impacts during operational phase

Impact	Significance No Mitigation	Significance With Mitigation/Enhancement
Create opportunity for new homeowners and their family and friends to enjoy Infanta	Medium (Positive)	Medium (Positive)
The potential impact on the areas character and sense of place	Medium (Negative)	Low (Negative)
Potential impact on natural resources and amenities	Moderate (Negative)	Low (Negative) (Natural Resources) Low (Positive) (Amenities) ¹²
Impact on local services	Not assessed	Not assessed

5.2.4 Cumulative impacts

A number of I&APs have voiced a concern that the proposed development represents the “thin edge of the wedge” and would set a precedent for future development. In this regard the concern is that the owner of Erf 134 may try to develop other portions of Erf 134. However, as indicated above, the proposed development area is located within the designated urban edge for Infanta and adheres to the PSDF principles of densification and infill. The proposed development therefore represents what can be regarded as an informed and legitimate response by the land owner to the existing planning vision for the site.

¹² Assumes slipway is upgraded and tidal pool is constructed

There is no guarantee that current or some future owner of the remainder of Erf 134 will not attempt to rezone a portion of the remaining section which is located in land of the proposed development site to accommodate some form of residential or commercial type development. However, any development application would require the land to be rezoned and an EIA process. In addition, future development proposals outside edge would have to be assessed on an individual basis, and would require an onerous edge amendment process. The same would apply to another property owner who owned property in the vicinity of or abutting on to Infanta and Intanta Park. The potential cumulative impact on Infanta's sense of place, services and natural resources are discussed above. As indicated above, depending on the type and scale of the proposed 20-22 houses, the impact on Infanta's sense of place is likely to be limited. The cumulative impact on the areas natural resources and services is also likely to be limited and largely confined to two to three weeks of the year.

5.2.5 Assessment of no-development option

None of the potential impacts, both positive and negative, would materialise. However, as indicated above, the site is located within the demarcated urban edge for Infanta and has therefore been identified as suitable for future urban development. It is therefore reasonable to assume that the site will be developed at some stage.

5.3 CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of the SIA the proposed development area is located within the demarcated urban edge of Infanta as set out in the SLM SDF (2009). The area has therefore been identified as suitable for residential development. The findings of the SIA also indicate that the construction of the proposed 20-22 units will create employment and business opportunities for the local economy. The negative impacts associated with the construction phase can all be effectively mitigated.

In terms of the operational phase, the key issue of concern relates to the potential impact that the proposed development of 20-22 units will have on Infanta's current character as a small, quiet, undeveloped, coastal holiday settlement. The findings of the SIA indicate that the potential impact on Infanta's current character will be largely dependent upon the type and scale of houses developed. The establishment of large, "Plettenberg Bay" type houses on the site will have a significant impact on the current character and sense of place of Infanta. However, a set of architectural design guidelines that are in keeping with and sensitive to the current scale of development in Infanta have been developed by the developer. If these guidelines are implemented and attached to the deed of sale for all properties, then the impact on the current character of the town will be limited. In addition, the establishment of a security type estate, with controlled access is not recommended or supported. In this regard the developer has indicated that public access to the area will not be controlled or restricted.

In terms of the preferred Alternative, although the findings of the SIA indicate that the potential social impacts (both positive and negative) associated with Alternative 3 and 4 are similar, Alternative 4, (20 new dwellings vs. 22) is the preferred alternative. The smaller development is preferred given the location and social setting of the development and the quiet, relatively un-spoilt character of Infanta.

5.4 IMPACT STATEMENT

Based on the findings of the SIA the proposed development of Alternative 4 (20 units) within the demarcated Infanta urban edge area is supported. However, this support is conditional upon the application of strict architectural design guidelines that are in keeping with the current scale of development in Infanta and are sympathetic to the local environment. In addition, the establishment of a security type estate, with controlled access is not recommended or supported.

ANNEXURE A: REFERENCES

PERSONAL

- Biurski, Mr. Avron and Ms. Sue (18-06-12). Infanta property owners.
- De Freitas, Ms. Nicole (15-06-12; 19-06-12 - telephonic). Infanta Residents and Ratepayers' Association.
- Fermani, Mr. Regg (18-06-12). Infanta permanent resident.
- Grayton, Mr. Peter (18-06-12). Swellendam Tourism: Manager.
- Hattingh, Mr. Willie (18-06-12). Swellendam Local Municipality: Spatial Planner.
- Heath, Mr. Greg (18-06-12). Infanta Park Homeowners' Association.
- Loubser, Mr. Carlo (15-06-12). Kontiki Homeowners' Association.
- Müller, Mr. Peter (13-06-12 - e-mail; 14-06-12 - telephonic). Lower Breede River Conservancy: Chairman.
- Saunders, Mr. Dave (13-06-12; 14-06-12 - e-mail);
- Volschenk, Ms. Roelien (14-06-12 - telephonic). Overberg District Municipality: Integrated Conservation Group.
- Woollgar, Mr. Ron and Ms. Frieda (18-06-12). Infanta permanent residents.

PRINTED

- Adams and Fraser (February 2012). *Infanta 134. Civil Engineering Infrastructure (report for EIA)*.
- Bauman, N and Rabe E (2010). *Cape Infanta, Western Cape (Portion of 134). Notification of Intent to Develop (NID). Application in terms of Section 38 (8) of the National Heritage Resources Act (No 25 of 1999)*.
- Doug Jeffrey Environmental Consultants (2012a). *Background Information Document – Proposed Residential Development and Packaging Plants on a portion of Erf 134, Cape Infanta, Swellendam*.
- Doug Jeffrey Environmental Consultants (2012b). *Comments and Responses Report – Proposed Residential Development and Packaging Plants on a portion of Erf 134, Cape Infanta, Swellendam*.
- Erasmus, BJP (ed). (1996). *Oppad in Suid-Afrika*.
- Provincial Government Western Cape: Department of Environmental Affairs and Development Planning (2009). *Western Cape Provincial Spatial Development Framework*.
- Provincial Government of the Western Cape – Provincial Treasury (2007). *Socio-Economic Profile: Overberg District*.
- Provincial Government Western Cape: Department of Environmental Affairs and Development Planning (2005). *Urban Edge Guideline*.
- Republic of South Africa (2008). Integrated Coastal Management Act, Act 24 of 2008.
- Overberg District Municipality (2012). *Integrated Development Plan 2012-2016*.
- Sunbird (2008). *Die Groter Suider Afrikaanse Reisatlas*.
- Swellendam Local Municipality (2012). *Draft Integrated Development Plan 2012-2017*.
- Swellendam Local Municipality (2010). *Integrated Development Plan 2010-2011*.
- Swellendam Local Municipality (2009). *Spatial Development Framework*.

MAPS

- Chief Directorate Surveys and Mapping

INTERNET

- www.saexplorer.co.za
- www.statsa.gov.za
- www.whc.unesco.org/en/list/1007
- Google Earth 2012.

ANNEXURE B: ASSESSMENT METHODOLOGY

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).