ANNEXURE B5: SOCIO-ECONOMIC STUDY

Granger Bay Socio-economic impact assessment

Infinity Environmental

URBAN-ECON
Development Economists

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National Environmental Management Act, 1998 (Act no. 107 of 1998) and Environmental Impact Regulations, 2014 (as Amended)

Table 1: National Environmental Management Act, 1998

Regulation GNR 326 of 4 December 2014, as amended 7 April 2017, Appendix 6	Section of Report
1. (1) A specialist report prepared in terms of these Regulations must contain- details of- the specialist who prepared the report; and the expertise of that specialist to compile a specialist report including a curriculum vitae;	Appendix A Appendix B
a declaration that the specialist is independent in a form as may be specified by the competent authority;	Appendix C
an indication of the scope of, and the purpose for which, the report was prepared;	Section 1
(cA) an indication of the quality and age of base data used for the specialist report;	Section 1
(cB) a description of existing impacts on the site, cumulative impacts of the proposed development and levels of acceptable change;	Section 2, 6
the date and season of the site investigation and the relevance of the season to the outcome of the assessment;	Section 1
a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used;	Section 1
details of an assessment of the specific identified sensitivity of the site related to the proposed activity or activities and its associated structures and infrastructure, inclusive of a site plan identifying site alternative;	Section 2, 5, 6
an identification of any areas to be avoided, including buffers;	N/A
a map superimposing the activity including the associated structures and infrastructure on the environmental sensitivities of the site including areas to be avoided, including buffers;	Section 2
a description of any assumptions made and any uncertainties or gaps in knowledge;	Section 1
a description of the findings and potential implications of such findings on the impact of the proposed activity, (including identified alternatives on the environment) or activities;	Section 6
any mitigation measures for inclusion in the EMPr;	Section 6

any conditions for inclusion in the environmental authorisation;	Section 6
any monitoring requirements for inclusion in the EMPr or environmental authorisation;	
a reasoned opinion- (as to) whether the proposed activity, activities or portions thereof should be authorised. (iA) regarding the acceptability of the proposed activity or activities; and if the opinion is that the proposed activity, activities, or portions thereof should be authorised, any avoidance, management and mitigation measures that should be included in the EMPr, and where applicable, the closure plan;	Section 6, 7, 8
a description of any consultation process that was undertaken during the course of preparing the specialist report;	Section 2
a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and	N/A
any other information requested by the competent authority.	N/A
2) Where a government notice *gazetted* by the Minister provides for any protocol or minimum information requirement to be applied to a specialist report, the requirements as indicated in such notice will apply.	N/A

Section One: Introduction

1.1. Introduction

Urban-Econ Development Economists (Pty) Ltd was appointed by Infinity Environmental to undertake a socio-economic impact for the proposed mixed-use development, hereafter referred to as the ***"proposed development"***. The proposed development from a locational perspective is envisioned to be situated at the Granger Bay Precinct, V&A Waterfront in Cape Town. This report seeks to assess the potential socio-economic impacts and has included recommendations to enhance the positive impacts and reduce the potential negative impacts of the project. This is done in order to enhance the foreseeable benefits of the development.

1.2. Scope of Work

The purpose of the assessment is to determine and assess the potential socio-economic impacts of the proposed development activities. The report addresses the regulations as set out in the Environmental Impact Assessment Regulations of 2014, as amended (Chapter 4, Part 2: Basic Assessment; Appendix 6, Specialist Reports). The requirement for the assessment of the socio-economic impacts associated with these developments is reduced to a basic assessment level, the objectives of which are as follows:

- Provision of a baseline description of the study area, specifically focusing on the socio-economic environment of the locality where the proposed development is to be implemented.
- Identify and analyse positive and negative socio-economic impacts (direct, indirect, and cumulative) associated with each of the project components during the development and operational phases.
- Develop mitigation measures to address possible negative effects and enhancement measures to increase the benefits derived from the project.

Additionally, the assessment will also consider the broader socio-economic contributions of the proposed development such as:

- How the proposed development will contribute to the social and economic objectives of the local population and the Republic of South Africa.
- The socio-economic benefits of land reclamation, including improved public accessibility, tourism potential, and economic activity.
- The anticipated social and economic benefits to the state through enhanced public amenities and increased economic output.

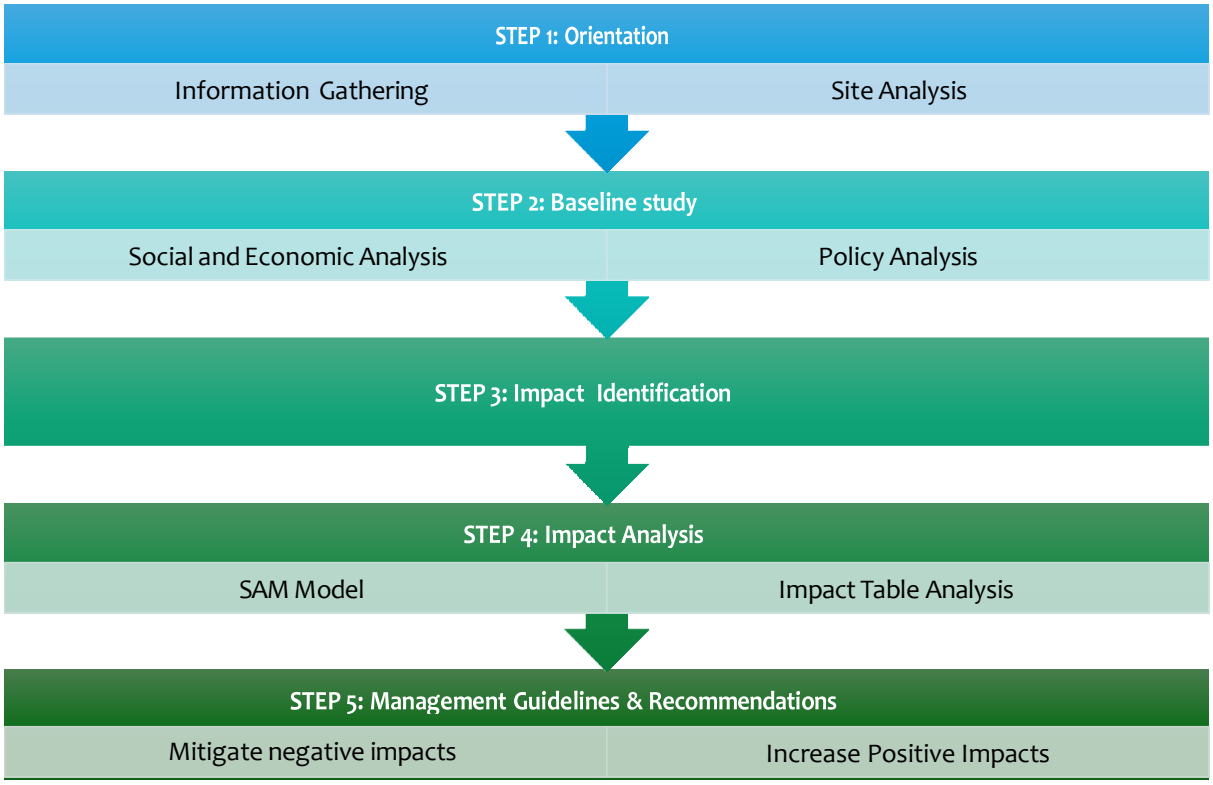
- How the development will improve social and economic conditions for the local population.
- Consideration of public access and connectivity within the reclaimed area.
- A detailed account of employment opportunities from the construction to the operational phase, including skilled, unskilled, permanent, and temporary jobs.

This comprehensive approach ensures that the socio-economic impacts are evaluated holistically, addressing both local and national socio-economic objectives while promoting sustainable urban development.

1.3. Methodology

The methodology utilised for the report is indicated in the figure below.

Figure 1: Methodology



The table below highlights key aspects which are important in the understanding of this report.

Table 2: Key Aspects

Aspect	Description
Information Source	Sources of information utilised for this report, include: - Review of planning documents.

Aspect	Description
	- Desktop research. - SAM model conducted by Urban-Econ. - Quantec EasyData. - Infinity Environmental.
Quality and Age of Data	The data utilised for the completion of this report is based on up-to-date information obtained through Infinity Environmental. Sources of information are of high quality.
Duration, Date and Season of Site Investigation and Relevance of Season to Outcome of Assessment	An onsite investigation was not required from a socio-economic perspective as a site/area understanding was obtained through provided literature. Thus, the duration, date, and season of the site of site investigation are not relevant.
Identification of Areas to be Avoided	From a socio-economic perspective, no areas should be avoided.
Assumptions, Limitations and Gaps in Knowledge	Key assumptions that form the basis of the assessment and discussions of the study: - Project-related information supplied by the team involved in the project was assumed to be reasonably accurate. Thus, all potential impacts are predicted based on this information; - The secondary data sources used to compile the economic baseline can be viewed as being indicative of broad trends within the study area; and - Impacts cannot be predicted with complete accuracy and these predictions are based on research and years of experience, taking the specific set of circumstances into account.
Required Permits	From a socio-economic perspective, no permits are required.

1.4. Report Structure

The following table provides the outline for the report.

Table 3: Report Outline

Section	Description
Section 1: Introduction	This section delves into the project's background, methodology employed and provides a concise outline of the entire report.
Section 2: Situational Analysis	Development concept, explore regional connectivity and detailed site analysis.
Section 3: Legislative and Policy Framework	Explores national, provincial, and local policies
Section 4: Socio-Economic Analysis	The socio-economic analysis examines demographic trends, population and housing data, household income, expenditure patterns etc.
Section 5: Economic Modelling	This section aims to develop a better understanding of the potential economic impact of the proposed development resulting from capital and operational expenditure.
Section 6: Specialist Impact Assessment	Presents the analysis of the socio-economic impacts that are expected to ensue because of the proposed development.
Section 7: Assessment of Project Alternatives	Evaluates various project alternatives, including the proposed site layout and the 'no-go' option, to determine the most beneficial socio-economic and environmental outcomes.
Section 8: Conclusion and recommendations	Summarise the key findings and derive recommendations regarding the proposed facility size, target market, and other relevant considerations.

Section Two: Situational Analysis

2.1. Introduction

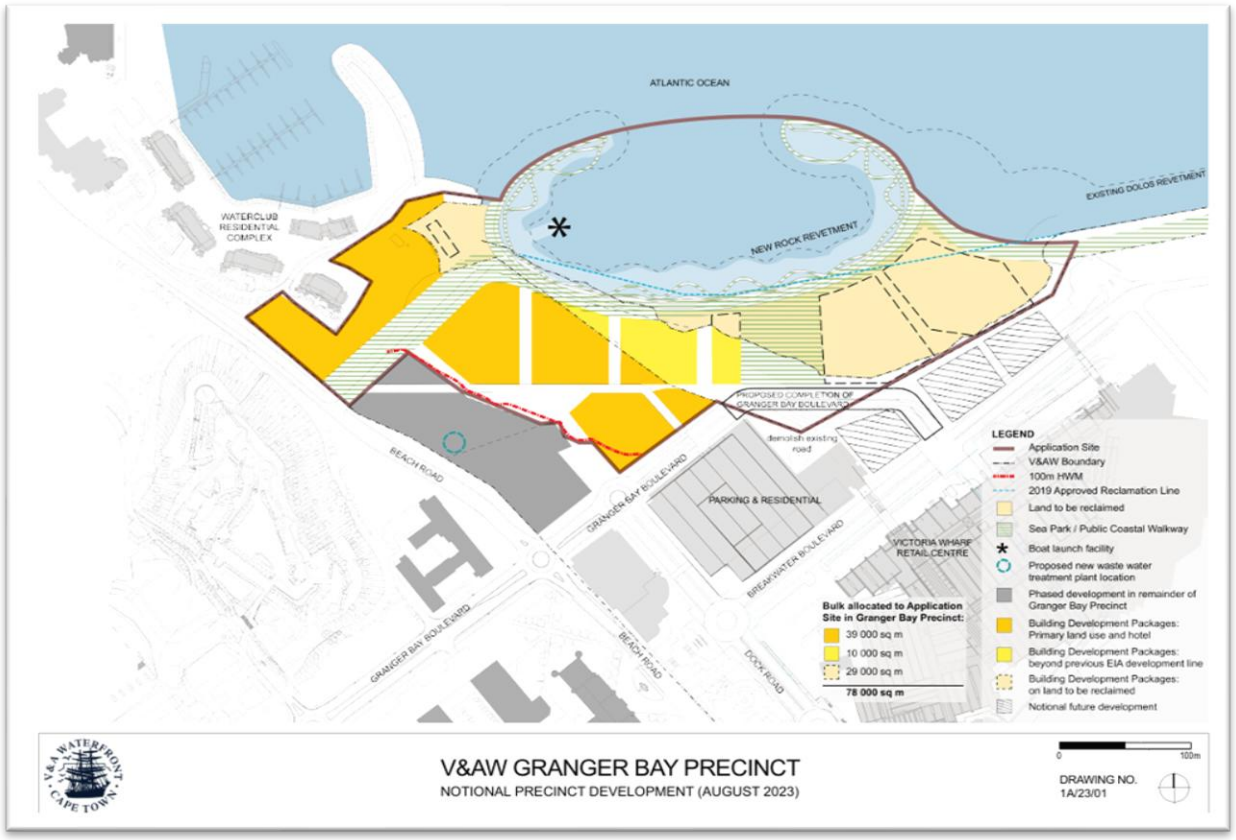
This section outlines the proposed development at the Granger Bay site, V&A Waterfront, including its location and surrounding context.

2.2. Development Concept

V&A Waterfront Holdings (Pty) Ltd is undertaking a full Scoping and Environmental Impact Assessment (EIA) for the proposed development within the Granger Bay Precinct at the V&A Waterfront in Cape Town. The initiative encompasses three primary elements:

- **Coastal Protection Upgrades**: The development proposes the installation of two new breakwater structures and the reinforcement of the shoreline through permanent revetments, aimed at improving coastal resilience in Granger Bay.
- **Land Reclamation and Public Realm Enhancements**: The proposed development centres on the reclamation of approximately 3.2 hectares of land from Table Bay, to accommodate new coastal public amenities and new mixed-use development. This reclamation will be protected by a new permanent rock revetment and two ('east' and 'west') breakwaters forming a new protected bay approximately three hectares in extent. The west breakwater will extend approximately 90 metres into Table Bay, and the east approximately 140 metres. A revetment connecting the two breakwaters will be approximately 540 metres long. New public amenities will include the new bay, providing sheltered waters for boating, kayaking, and swimming. Land-based amenities will include a coastal public walkway, a slipway, a fixed quayside, landscaped promenade, tidal pools, pedestrian paths and open areas.
- **Integrated Mixed-Use Development**: The project includes the development of residential, retail, and commercial spaces on Erf 173712 and a portion of Erf 149294. These areas fall within the V&A's existing development rights and lie landward of the high-water mark, offering continuity with prior phases of precinct development. **Figure 2** shows the proposed development plan.

Figure 2: Development Plan



(V&A Waterfront , 2023)

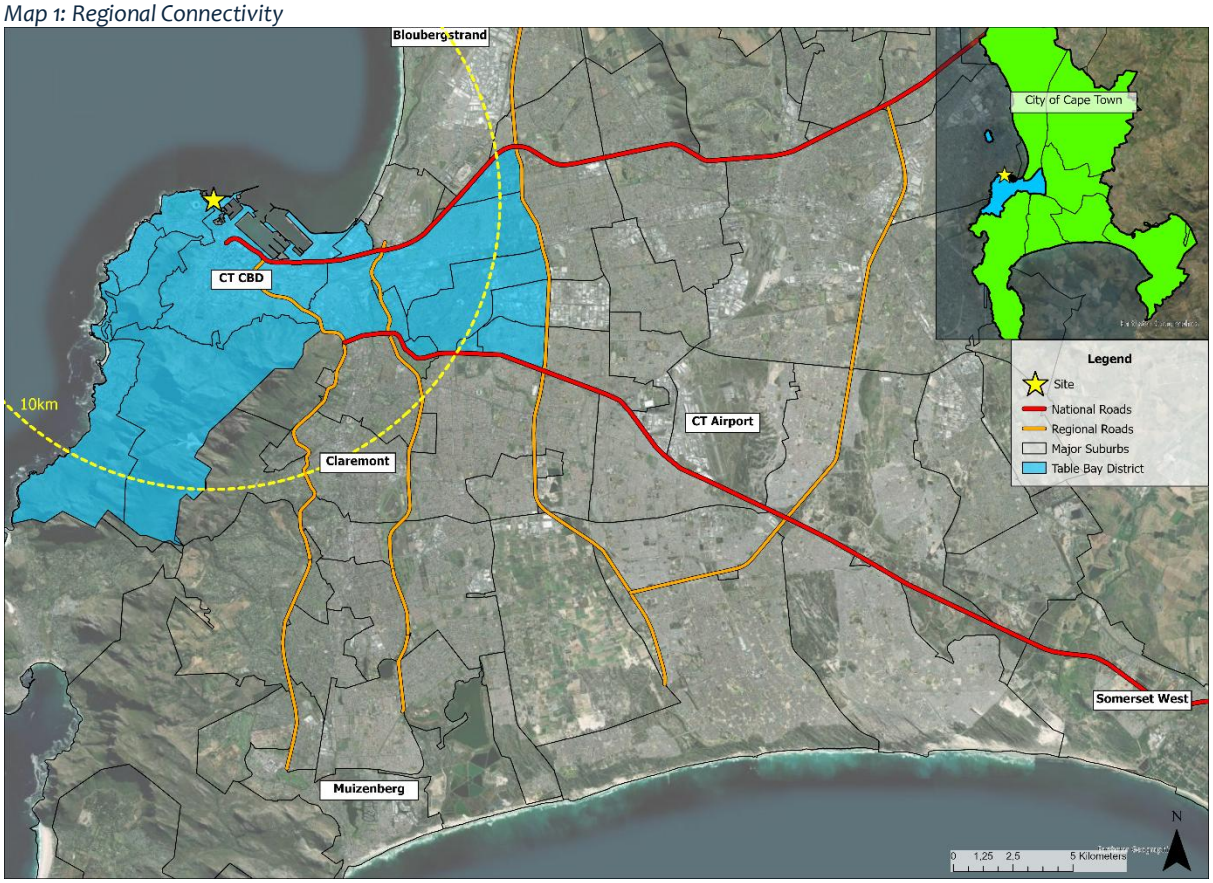
Two development scenarios are being evaluated as part of the EIA process:

- The **Preferred Alternative**, which includes land reclamation, expanded public open space, and full extension of the dolos revetment;
- The **No-Go Alternative**, which would leave the site in its current state, with no further development taking place

2.3. Regional Connectivity

Regional connectivity examines the links and relationships within the regional context. This section looks at the key areas and main roads facilitating traffic within the area.

Map 1: Regional Connectivity



(ArcGIS, City of Cape Town, 2025)

The proposed development site is strategically located within Cape Town's urban core, specifically within the Central Business District (CBD), and forms part of the V&A Waterfront precinct. It lies adjacent to major tourist attractions, the Port of Cape Town, and key business and recreational areas such as Green Point, Sea Point, Mouille Point, and the Foreshore. This prime location ensures integration with the surrounding urban environment and facilitates strong economic and social linkages.

The site benefits from strong road connectivity, with direct access provided by Beach Road and Granger Bay Boulevard, and proximity to the major national highways, the N1 and N2 which link the site to a wider regional network. Surrounding suburbs such as Woodstock, Observatory, Salt River, Gardens, Camps Bay, and Clifton are all within easy reach, enabling a constant flow of people and goods to and from the site.

The area is well-served by a range of public and private transport options. The MyCiTi Bus Rapid Transit system offers reliable services connecting the Waterfront to key destinations including the CBD, Table View, Airport, and surrounding suburbs. Minibus taxis and Golden Arrow buses provide additional connectivity for commuters from the Cape Flats, Southern Suburbs, and Northern Suburbs. For those using private vehicles, the surrounding road network ensures efficient access, while pedestrians and cyclists benefit from infrastructure that promotes walkability and non-motorised transport within the Waterfront and its surrounds.

In addition, the site's proximity to key transport hubs such as Cape Town Station (offering Metrorail services) enhances its regional accessibility, allowing for commuter flows from areas as far as Khayelitsha, Mitchells Plain, Bellville, and Strand. The nearby Cape Town International Airport, accessible via the N2, also supports national and international visitor access.

2.3.1. Local Site Context and Surrounding Land Uses

The proposed development site forms part of the land holdings of the V&A Waterfront Company and is located in the western portion of the Waterfront precinct, a key node within Cape Town's urban core. It is directly connected to existing developed areas of the V&A Waterfront, including the Breakwater Precinct, restaurants, and retail outlets as well as Victoria Wharf Shopping Centre, and surrounding public attractions such as the Two Oceans Aquarium and the Clocktower District.

The wider V&A Waterfront is a mixed-use precinct integrated into the Cape Town harbour, featuring over 450 retail outlets, a wide selection of restaurants, art and craft markets, leisure and entertainment venues, conference centres, hotels, and premium-grade office space. The precinct is a cornerstone of Cape Town's tourism economy and is officially recognised as one of the 'Cape Town Big 6' attractions, alongside Table Mountain, Kirstenbosch Botanical Gardens, Robben Island, Cape Point, and the Constantia Vineyards (City of Cape Town, 2024).

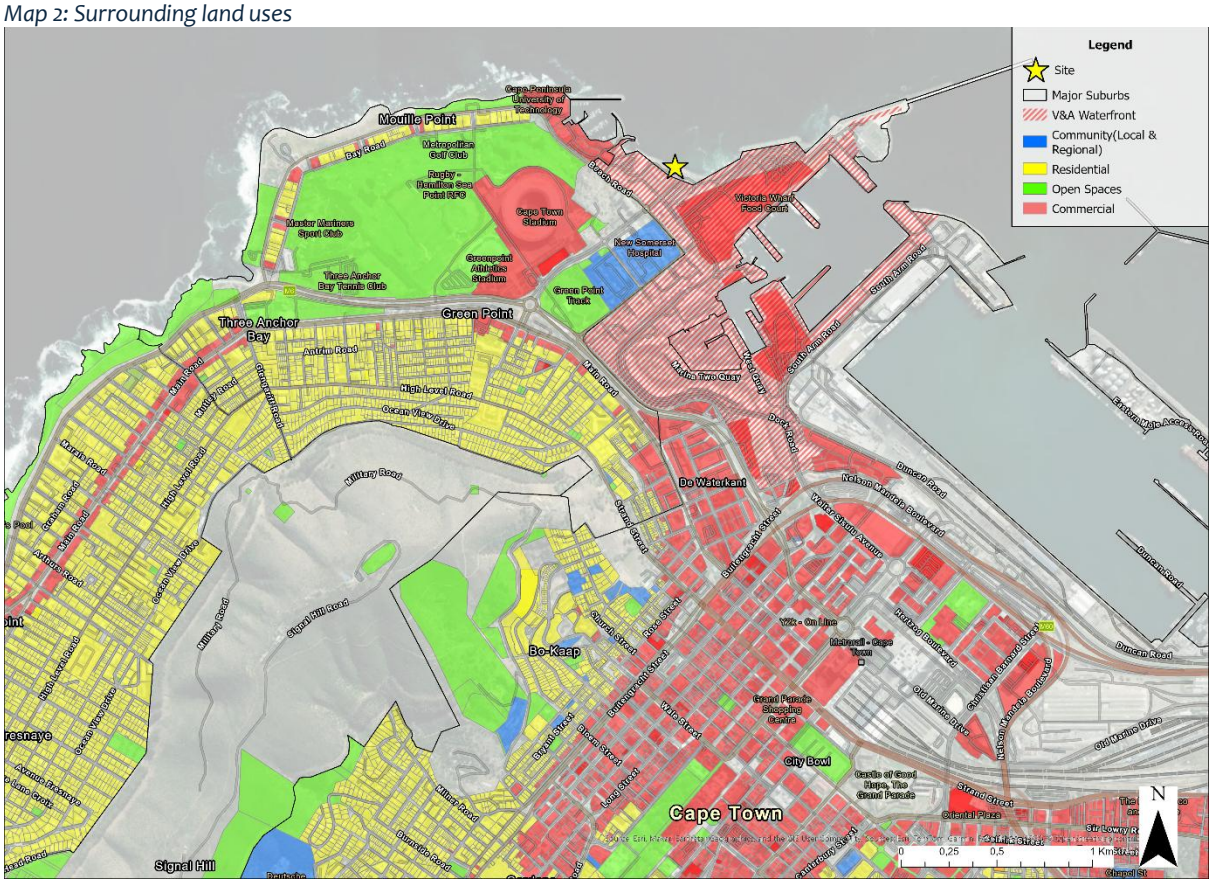
The Waterfront has been developed over time through a series of defined precincts, each with its own functional and spatial identity. These include:

- **Pierhead Precinct**: Specialty retail, market, hotels, restaurants, and dedicated craft markets.
- **Breakwater Precinct**: Retail, hotel, landscaped parking, and recreation spaces.
- **New Basin Precinct**: Marina, residential, offices, hotels, and the Aquarium.
- **Upper Basin Precinct**: Residential development with canal access.
- **Outer Basin Precinct**: Restaurants.

- **Gateway Precinct**: Offices, residential, park, canal, hotel, and recreational space.
- **Clocktower Precinct**: Fishing industry operations, offices, retail, residential, and the Museum of Contemporary Art Africa (MOCAA) in the redeveloped Grain Silo.
- **Portswood Precinct**: Office Park, hotel, the Graduate School of Business (former Breakwater Prison), residential and recreational uses.
- **East Pier and South Arm Precincts**: Fishing industry-related activities.

Map 2 below shows the local surrounding land uses.

Map 2: Surrounding land uses



(ArcGIS, City of Cape Town, 2025)

To the north-east of the site lies the Water Club Residential Complex and Marina, offering luxury apartments and private moorings. Immediately adjacent to the site are Granger Bay Court (an office development) and the Breakwater Garage a large multi-storey parking facility with rental apartments above positioned between Granger Bay Boulevard and Victoria Wharf. To the west and south-west, across Beach Road, are Somerset Hospital and Fort Wynyard, situated near the Cape Town Stadium.

The proposed development will further add to pedestrian connectivity within this highly accessible and integrated urban area. It will connect with existing public walkways and extend the Sea Point Promenade-style route along the reclaimed coastline, promoting walkability and non-motorised transport options. In doing so, it supports the broader goals of the Waterfront's mixed-use development strategy and aligns with Cape Town's vision for inclusive, accessible urban growth.

2.4. Synthesis

The proposed development in the Granger Bay Precinct of the V&A Waterfront combines land reclamation and a mixed-use project that includes residential, retail, and public spaces. Positioned within Cape Town's urban core, the site benefits from excellent accessibility, strong regional connectivity, and integration with nearby tourism, business, and recreational hubs. The development supports the City's Spatial Development Framework by enhancing public access, promoting economic activity, and reinforcing the Waterfront's role as a key destination for urban growth and investment.

Section Three: Legislation and Policy Framework

3.1 Introduction

The legislative review provides a summary of key socio-economic legislation and strategies in South Africa, the Western Cape, City of Cape Town and Table Bay District Local Municipality. The purpose of this review is to identify whether the impact of the proposed development complements or conflicts with the region's development agenda.

3.2 National Policy

3.2.1 National Development Plan (NDP) 2030

The **National Development Plan 2030** (South African Government, 2010), strives to eradicate poverty and address inequality while at the same time promoting economic growth. To achieve this, the NDP states that the government ought to establish an enabling environment for higher levels of public and private investment to create jobs and ensure increasing income levels. Also, this policy aims to create 11 million jobs by 2030 by raising exports and competitiveness. In the short term, the economy is expected to create jobs specifically for young and low-skilled South Africans, who dominate the unemployed. South Africa can realise these goals by drawing on the energies of its people, growing an inclusive economy, building capabilities, enhancing the capacity of the state, and promoting leadership and partnerships throughout society. Given the complexity of national development, the plan sets out six interlinked priorities:

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

Implication: The proposed development at the V&A Waterfront, supports the objectives of the NDP, which seeks to eliminate poverty and reduce inequality while boosting economic growth. The NDP focuses on creating a conducive environment for public and private investments to drive job creation and increase income levels, aiming to create additional jobs by 2030, particularly for young and low-skilled South

Africans. This development aligns with the NDP's priorities by promoting economic growth, enhancing investment, and increasing job opportunities.

3.2.2 Integrated Coastal Management Act (ICMA) of South Africa

The Integrated Coastal Management (ICM) Act provides a legislative framework for the sustainable management and development of South Africa's coastal zones. It promotes equitable access to coastal public property, sustainable livelihoods, and the protection of coastal ecosystems (Department of Environmental Affairs , 2009).

Given the Granger Bay Development's prime coastal location, the provisions of the Act are directly applicable. The proposed development demonstrates alignment with the ICM Act in the following ways:

- **Section 2 (Objectives of Integrated Coastal Management):** The project supports sustainable economic development while incorporating environmental considerations. It contributes to job creation, tourism growth, and access to coastal opportunities for a wider population.
- **Section 13 (Protection of Coastal Public Property):** Public access to coastal areas is a key design consideration, with integrated public spaces and walkways enhancing the accessibility and inclusivity of the development.
- **Section 56 (Environmental Authorisation):** The project is subject to environmental authorisation processes, ensuring the identification and mitigation of impacts on coastal resources and ecosystem services that local communities and the regional economy rely upon.
- **Section 58 (Promotion of Socio-Economic Development):** By facilitating employment, supporting local businesses, and enhancing the economic value of the Waterfront precinct, the development aligns with the Act's aim of improving socio-economic conditions through sustainable coastal use.

Implication: The Granger Bay Development reflects the integrated approach to planning and socio-economic upliftment outlined by the ICM Act, demonstrating how responsible coastal development can balance environmental care with inclusive growth.

3.3 Provincial Policy

3.3.1 Western Cape Spatial Development Framework 2014

The **Western Cape Provincial Spatial Development Framework 2014** (Western Cape Government , 2020)**,** provides overarching guidance to inform spatial decision-making and promote the creation of integrated, sustainable, and habitable regions, cities, towns, and residential areas. The key objectives of the PSDF include:

- Aligning the future development pattern of the province with areas of economic potential and the location of key environmental resources;
- Delivering human development and basic services wherever they are required;
- Strategically investing limited public-sector resources where they will yield the highest socio-economic returns;
- Protecting biodiversity and agricultural resources; and
- Minimising the consumption of scarce environmental resources particularly water, fuel, building materials, mineral resources, electricity, and land while ensuring that environmental protection is prioritised in areas where it outweighs the benefits of economic development.

The PSDF is underpinned by the following core principles: **spatial justice**, **sustainability**, **resilience**, **spatial efficiency**, **accessibility**, **quality**, and **liveability**.

Implication: The proposed development in the Granger Bay Precinct aligns well with the Western Cape SDF by promoting spatial efficiency, sustainability, and strategic investment. Located within a high-potential urban node, the development optimises existing infrastructure, supports economic intensification, and enhances public access along the coastline. It contributes to human development by providing a mix of residential, commercial, and recreational spaces in a well-connected area, while incorporating environmental considerations through coastal protection, land reclamation, and non-motorised transport infrastructure.

3.3.2 Western Cape Provincial Strategic Plan 2019-2024

The **Western Cape Medium-Term Strategic Framework 2019-2024** sets out the package of interventions and programmes that will advance the seven priorities adopted by the government, namely (Western Cape Government, 2019):

- Building a capable, ethical, and developmental state;
- Economic transformation and job creation;
- Education, skills, and health;
- Consolidating the social wage through reliable and quality basic services;
- Spatial integration, human settlements, and local government;
- Social cohesion and safe communities; and
- A better Africa and world.

Given the above, the MTSF 2019-2024 aims to address the challenges of unemployment, inequality, and poverty through achieving a more capable state, driving a strong and inclusive economy, as well as building and strengthening the capabilities of South Africans.

Implication: The proposed development supports the Western Cape Provincial Strategic Plan 2019–2024 by contributing to key government priorities such as economic transformation, job creation, and spatial integration. Through the provision of mixed-use spaces, including residential, retail, and public amenities the project will stimulate investment, supports inclusive urban growth, and enhances access to quality infrastructure. Its location within a key urban node further aligns with the goal of building a capable and sustainable city region that offers opportunities for employment, improved mobility, and social cohesion.

3.4 Local Policy

3.4.1 City of Cape Town Local Municipality Integrated Development Plan (IDP) 2022 -2027

The City of Cape Town Integrated Development Plan 2022 – 2027 is a five-year plan which serves as the principle strategic planning instrument that guides and informs all planning and development and decisions in the municipality. Local government policies are anchored in three core principles in the City of Cape Town IDP 2022 – 2027, namely, sustainability, resilience and environmental transformation through transit-orientated development (City of Cape Town, 2022). These principles are aimed at achieving the City of Cape Town's IPD vision of an opportunity city with an enabling environment for business and job creation. In addition, the City has identified 11 priorities that span their strategic focus areas (The Opportunity City, The Safe City, The Caring City, The Inclusive City and the Well-Run City), such as:

- Economic inclusion;
- Safe communities;

- Building integrated communities;
- Resource efficiency and security; and
- Leveraging technology for progress.

Implication: The proposed development directly supports the City of Cape Town's IDP 2022–2027 priorities of *economic inclusion*, *resource efficiency*, and *building integrated communities* by intensifying land use within a key urban node already equipped with infrastructure and transport connections. Located within the V&A Waterfront a high-value mixed-use precinct, the development advances the City's vision of a compact and transit-oriented urban form by promoting pedestrian access, non-motorised mobility, and proximity to MyCiTi and other public transport. By integrating residential, retail, and public space components, the project contributes to inclusive economic growth, supports tourism, and reinforces Cape Town's positioning as an "Opportunity City" with sustainable urban regeneration at its core.

3.4.2 City of Cape Town Spatial Development Framework 2023

The MSDF provides a long-term spatial vision for Cape Town, guiding infrastructure investment, urban growth, and sustainable land use. It emphasises three spatial strategies: (1) building an inclusive, integrated, and vibrant city; (2) managing urban growth while balancing development and environmental protection; and (3) improving access to economic opportunities (City of Cape Town, 2023).

The proposed Granger Bay development falls within a designated Coastal Node and Destination Place, as identified in the MSDF. Coastal nodes are typically areas of attraction situated along the coast within denser parts of the city, and they serve a range of functions, from retail and hospitality services to residential and recreational uses. The area between Big Bay and Camps Bay, including the CBD, Waterfront, Sea Point, and Camps Bay, is earmarked for intensified use and development in support of its coastal node status.

Implication: The proposed development aligns with the MSDF's spatial strategies by contributing to the area's role as a vibrant coastal destination. It supports diverse land uses, enhances the tourism offering, improves public access to the waterfront, and promotes responsible coastal development. This approach reinforces the MSDF's objectives of sustainable intensification, spatial efficiency, and maintaining the social and economic value of Cape Town's coastal assets.

3.3.3. Table Bay District Plan

The Table Bay District Spatial Development Framework (DSDF) 2023, forms part of the City of Cape Town's municipal planning framework and provides medium- to long-term guidance for land use planning and spatial transformation within the Table Bay district. It is an integrated plan that combines both spatial planning and

environmental management (as part of an EMF) to support sustainable development, economic growth, and resilience in a strategically significant area of the city (City of Cape Town, 2023).

Table Bay is the economic heart of Cape Town, encompassing the Central Business District (CBD), the V&A Waterfront, major transport hubs, and significant tourism assets. The DSDF recognises this centrality and aims to guide development in a manner that promotes efficient land use, protects environmental and heritage resources, and enhances social equity. The key objectives of the Table Bay DSDF are:

- **Land Use Intensification**: Encourage the densification and diversification of land uses (residential and non-residential) in accessible, strategically located areas such as the CBD and Waterfront.
- **Compact Urban Form**: Promote infill development and redevelopment of underutilised land to reduce urban sprawl and make efficient use of existing infrastructure.
- **Economic Growth and Resilience**: Support commercial and tourism development, protect key economic nodes, and enable adaptive land use in response to changing work models (e.g., hybrid work).
- **Environmental and Heritage Protection**: Integrate green infrastructure, protect coastal and ecological areas, and manage cultural and heritage assets.
- **Inclusive Development**: Ensure that development contributes to spatial transformation, housing delivery, and equitable access to opportunities, particularly in historically disadvantaged areas.
- **Public Transport and Accessibility**: Promote transit-oriented development by locating higher-density developments near public transport corridors and interchanges.

Implication: The proposed development at Granger Bay aligns closely with the objectives of the Table Bay District Spatial Development Framework (DSDF). It promotes land use compatibility through a blend of residential, commercial, and public spaces in a high-value, economically strategic area. Its location within the V&A Waterfront supports the DSDF's emphasis on accessibility and transit-oriented development, while also reinforcing the Waterfront's role in Cape Town's visitor economy. By fostering job creation and enabling diverse commercial activity, the project advances the DSDF's economic development goals. Furthermore, it supports spatial integration by enhancing the existing urban fabric without contributing to urban sprawl.

3.5 Synthesis

The legislative and policy review confirms that the proposed mixed-use development at Granger Bay aligns well with the key objectives and priorities across national, provincial, and local frameworks. The development supports broader goals of economic growth, job creation, spatial integration, and sustainable

urban development. Located within a strategic, well-serviced urban node, the proposed development promotes efficient land use, enhances public accessibility, and contributes to Cape Town's long-term vision of a compact, inclusive, and resilient city. There are no apparent conflicts between the proposed development and the reviewed policies.

Section Four: Socio-Economic Analysis

4.1 Introduction

The socio-economic profile provides an overview of key demographic and economic indicators relevant to the study area. This includes population size, household composition, age distribution, education levels, employment status, household income, expenditure patterns, and housing tenure. Additionally, the economic overview examines factors such as Gross Value Added (GVA), sectoral contributions, and employment distribution across industries, offering insight into the area's economic structure and growth potential. This analysis helps contextualise the development's potential impacts on the local community and economy.

The proposed site is located within **Ward 55** of the **City of Cape Town** municipal area. For context, socio-economic data is mainly drawn from the broader City of Cape Town as well as the immediate surrounding areas. This broader area includes Wards **55**, **54**, **57**, and **77**, which includes a range of suburbs:

- **Ward 55** includes areas such as Tygerhof, Milnerton, Ysterplaat, Rugby, Woodstock, Brooklyn, Salt River, Maitland, the western portion of Century City's residential zone, the Waterfront, and Sunset Links.
- **Ward 54** spans Mouille Point, Three Anchor Bay, most of Green Point, Sea Point, Fresnaye, Bantry Bay, and the Foreshore.
- **Ward 57** covers western Mowbray, the part of Observatory west of the Black River Parkway, Salt River south of Malta Road, Woodstock south of Albert Road, and the northeastern section of Zonnebloem near De Waal Drive.
- **Ward 77** includes Tamboerskloof, Gardens, parts of Zonnebloem, Vredehoek, Oranjezicht, the northern portion of Table Mountain, eastern Signal Hill, southeastern Green Point, Cape Town's central business district, and a section of Woodstock near the Searle Street–Eastern Boulevard interchange.

4.2. Population and Household Profile

Understanding the population and household characteristics of the surrounding area is crucial for assessing demand for housing, retail, and services. This section provides an overview of the population size, household numbers, and average household sizes for the Western Cape, the City of Cape Town, and the four key wards

surrounding the proposed Granger Bay development. These demographic indicators offer insight into the current and potential consumer base, labour supply, and broader social dynamics relevant to the project's location.

Table 4: Population and Household (2024)

Indicator	Western Cape	City of Cape Town	Ward 54	Ward 55	Ward 57	Ward 77
Population	7 713 178	4 951 943	36 178	46 072	42 885	36 630
Households	2 149 543	1 400 243	17 762	15 285	13 590	14 857
Ave Household Size	3.6	3.5	2.0	3.0	3.2	2.5

(Urban-Econ Via Quantec (EasyData), 2025)

The population across Wards 54, 55, 57, and 77 totals over 161,000 people, indicating a dense and diverse local population in proximity to the proposed development. Ward 55, where the site is located, has the highest population (46 072), with a relatively moderate household size of 3.0, suggesting a mix of family and non-family households. Ward 54, comprising higher-income suburbs like Sea Point and Fresnaye, has smaller household sizes (2.0), which may reflect single-person or dual-income households with fewer dependents an attractive demographic for luxury residential and lifestyle offerings. The combined household count across these wards exceeds 61 000, highlighting a sizeable base for potential residential, retail, and hospitality demand.

As the population and number of households continue to grow within these well-established and strategically located urban wards, there is a rising demand for accessible residential, retail, and leisure amenities. The proposed Granger Bay development is well-positioned to meet this demand by offering a high-quality, mixed-use environment that caters to both the permanent population and transient visitors. Its proximity to dense residential areas and a diverse consumer base enhances its viability, while also contributing to Cape Town's goals of urban consolidation, improved liveability, and integrated service provision

4.3. Age Profile

Understanding the age distribution within the study area is essential for assessing the current and future socio-economic needs of the population. The age profile helps identify the share of the population that is

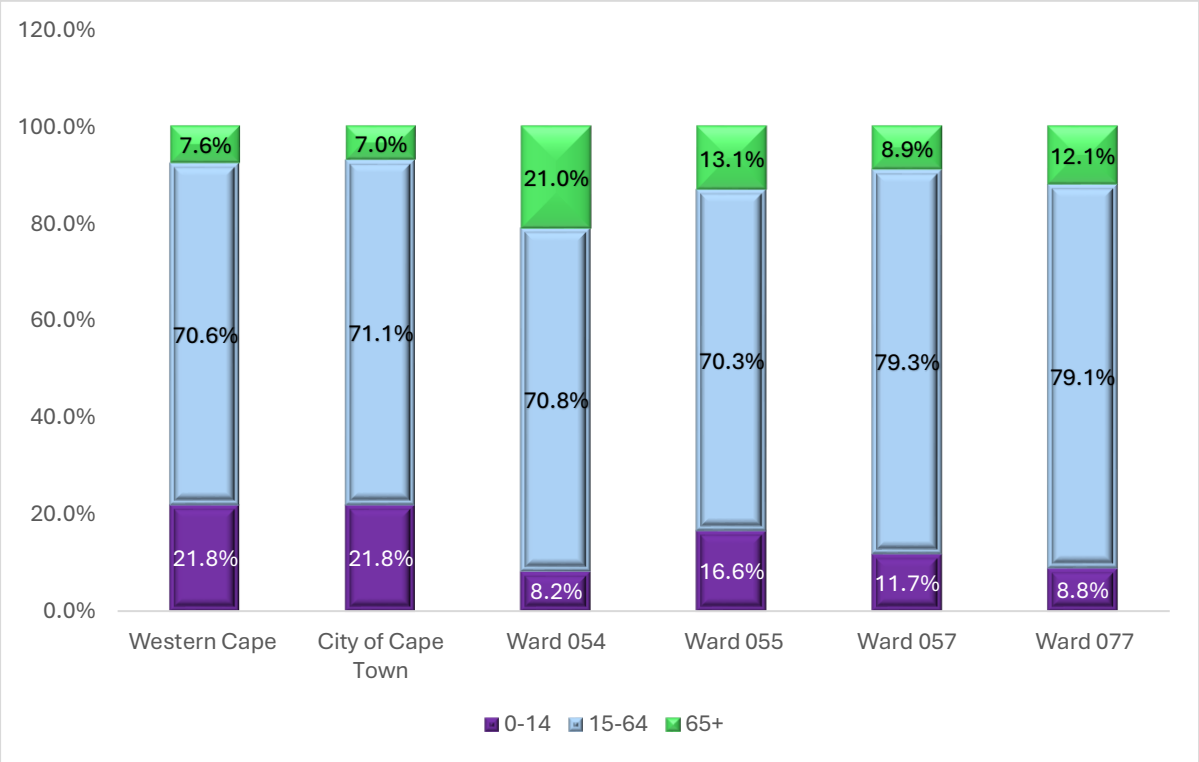
potentially economically active, those who are dependent (youth and elderly), and the corresponding implications for employment, service provision, and infrastructure demand. Table 5 presents the age distribution for the Western Cape, City of Cape Town, and the surrounding Wards 54, 55, 57, and 77.

Table 5: Age Profile

Age	Category	Socio-Economic Contribution	Dependence
Younger than 19 years	Junior population	The non-working population who does not generate any form of income	Dependent on an adult to provide for their needs
Between 19 to 64	Potentially economically active population	The working population and main generators of income	Independent/usually provide for the other groups
65 years and older	Senior population	The retired population who are no longer productive within the working environment	Dependent on the government or relatives to provide

The figure below outlines the age profiles of the identified study areas.

Figure 3: Age (2024)



(Urban-Econ Via Quantec (EasyData), 2025)

The largest share of the population in all areas falls within the economically active age group (15–64 years), ranging from 70.3% in Ward 55 to over 79% in Wards 57 and 77, noticeably higher than the provincial average of 70.6%. This suggests a strong labour pool and consumer base, reinforcing the economic potential of the area. Also, Ward 54 has a substantially higher proportion of elderly residents (21%), which may reflect its appeal to retirees due to its coastal amenities and upmarket housing. In contrast, Wards 54 and 77 have lower proportions of youth (8.2% and 8.8%, respectively), indicating limited numbers of dependent children. These demographic patterns highlight a mature, economically engaged population with diverse lifestyle needs across the area.

The age profile confirms a predominantly working-age population across the surrounding wards, with particularly high concentrations in Wards 57 and 77. This demographic presents a strong market for employment, retail activity, and residential investment. The proposed development is therefore well positioned to cater to a stable, income-generating population with varied preferences, from young professionals to older residents. Its mixed-use nature, walkability, and leisure offerings support the lifestyle needs of these age groups while also accommodating an ageing population through accessible infrastructure and public amenities.

4.4. Education Profile

The education profile offers insight into the skills base and income-earning potential of the population within the study area. Higher levels of education typically correspond with improved employment prospects and greater disposable income, which in turn drive demand for goods, services, and housing. Table 6 presents the educational attainment levels for the Western Cape, City of Cape Town, and surrounding Wards 54, 55, 57, and 77.

Table 6: Education Profile

Aspect	Western Cape	City of Cape Town	Ward 54	Ward 55	Ward 57	Ward 77
No Schooling	5.8%	5.9%	0.5%	1.0%	0.9%	0.9%
Some Primary Education	6.3%	4.8%	1.0%	2.3%	1.7%	1.0%

Completed Primary	3.9%	3.2%	0.7%	1.7%	1.4	0.9%
Some High School	34.0%	33.0%	8.4%	25.1%	14.4	8.3%
Grade 12	34.7%	35.7%	34.7%	42.8%	38.7	27.2%
Higher	15.2%	17.4%	54.7%	27.1%	42.9	61.7%

Across all wards, the proportion of residents with no schooling is extremely low, well below the provincial and metro averages—indicating broad access to basic education. The percentage of individuals who completed Grade 12 is notably high in all wards, particularly in Ward 55 (42.8%) and Ward 57 (38.7%), suggesting a well-educated, employable population. A key observation, however, is the high concentration of residents with higher education qualifications: 54.7% in Ward 54 and 61.7% in Ward 77, substantially exceeding the City of Cape Town average of 17.4%. This trend reflects the professional and affluent nature of these suburbs, which often attract highly skilled individuals and knowledge-based workers. Wards 55 and 57 also report strong levels of higher education at 27.1% and 42.9%, respectively, reinforcing the area's educated labour market.

The high share of tertiary-educated individuals across the surrounding wards suggests a consumer base with elevated income potential and sophisticated spending patterns. This demographic is likely to demand high-quality retail offerings, lifestyle services, and convenient amenities. The proposed Granger Bay development, with its mixed-use design and premium location, aligns well with the needs of a skilled and upwardly mobile population. Further, the presence of a highly educated local workforce boosts the development's attractiveness for prospective employers, supporting job creation and supporting the area's economic resilience.

4.5. Employment Profile

The employment profile is an important factor in the level of disposable income and expenditure capacity. The following different categories in the employment profile are indicated in **Table 7**.

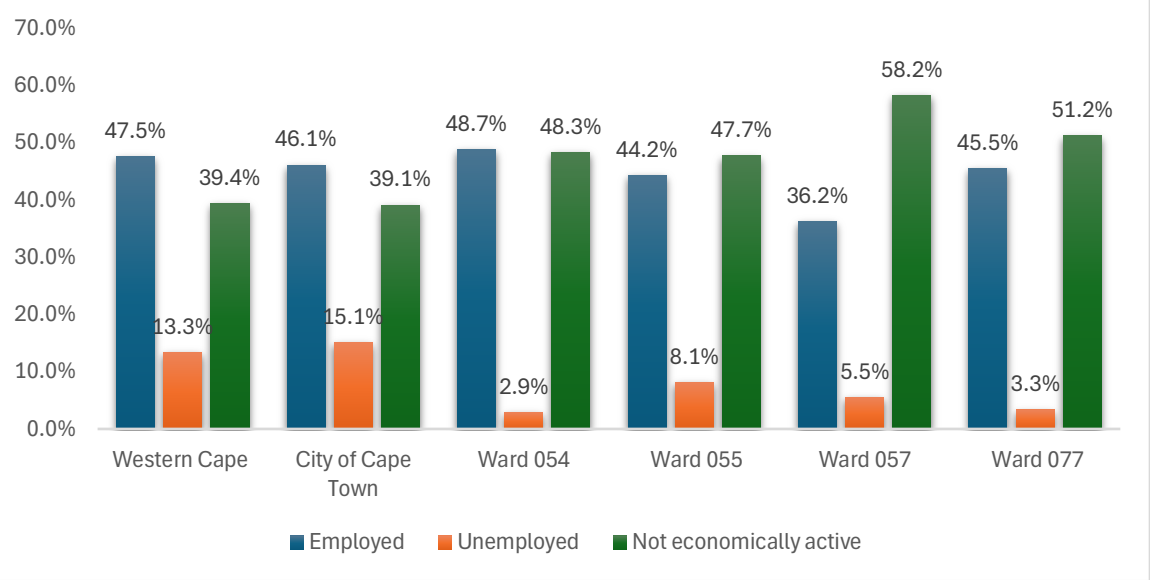
Table 7: Employment Categories

Employed Population	Unemployed Population	Not Economically Active
The working population forms part of the local labour force.	This portion of the population has not worked for the last seven	The population of the workforce deciding not to

	days; those who want to work but are unable to start work within two weeks, and who took active steps to look for work or business in the preceding four weeks.	work; is dependent on others for their financial wellbeing.

An overview of the employment profile is highlighted in **Table 8**.

Table 8: Employment Profile (2024)



The employment profile of the study area reveals key variation between the provincial, municipal, and ward-level contexts. The Western Cape and the City of Cape Town report employment rates of 47.5% and 46.1%, respectively, with moderate unemployment rates of 13.3% and 15.1%. These figures suggest a relatively stable but still constrained labour market. In contrast, the ward-level data highlights distinct localised dynamics. Ward 54 stands out with the highest employment rate (48.7%) and the lowest unemployment rate (2.9%), despite having nearly half its population (48.3%) not economically active. This may reflect a more affluent or older demographic with reduced dependency on formal employment. Ward 55 displays a similar pattern, with moderate employment (44.2%), low unemployment (8.1%), and high levels of economic inactivity (47.7%).

Ward 57 presents a different profile, with the lowest employment rate (36.2%) and the highest share of economically inactive residents (58.2%). Although unemployment is relatively low at 5.5%, the limited labour force participation suggests structural barriers to employment, or a demographic skewed towards non-working-age groups. Ward 77 shows comparable trends, with 45.5% employed and only 3.3% unemployed,

but more than half the population (51.2%) not economically active. These figures indicate that while formal unemployment is not pronounced in some wards, economic inactivity remains a key consideration in understanding the local labour market.

The proposed development at Granger Bay presents an opportunity to support the local labour market. Wards with higher levels of economic inactivity, such as Wards 57 and 77, could benefit from increased access to employment opportunities through inclusive hiring practices and targeted upskilling initiatives. While most wards have low unemployment, the higher levels of people not participating in the workforce suggest there is an untapped labour pool. Additionally, with a high employment rate, Ward 54 is well-positioned to support and benefit from the development's job creation efforts

4.6. Skills level and employment sector

Figure 4:Skills level

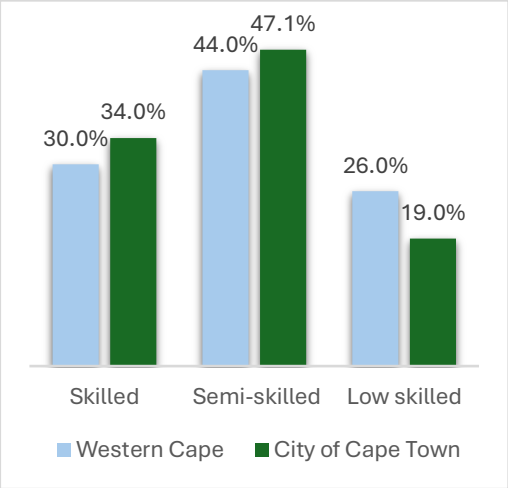
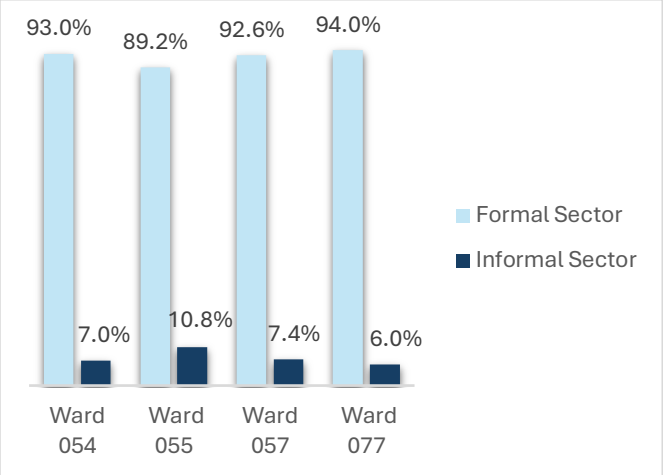


Figure 5: formal and informal employment



(Urban-Econ Via Quantec (EasyData), 2025)

An analysis of the skills composition within the Western Cape and the City of Cape Town highlights a labour force that is predominantly semi-skilled. In the Western Cape, 44% of workers fall into the semi-skilled category, while in the City of Cape Town this increases to 47.1%. Skilled workers make up 30% of the workforce in the province and 34% in the metro, while low-skilled labour accounts for a significant 26% in the Western Cape and a lower 19% in Cape Town. This distribution suggests a regional economy that depends heavily on intermediate skills, likely reflective of dominant industries such as services, construction, and light manufacturing that demand practical, operational competencies.

Across the four wards closest to the proposed development (Wards 54, 55, 57, and 77), formal sector employment overwhelmingly dominates. Formal employment ranges from 89.2% in Ward 55 to 94% in Ward 77, indicating a strong integration with Cape Town's structured economy. The informal sector, by contrast, remains marginal, comprising only 6–11% of employment across these wards. This relatively small informal sector presence suggests that most working residents are engaged in regulated, contract-based jobs, potentially with access to benefits and more stable income. It also reflects the urban character of the area, which is more likely to be serviced by formal businesses and institutions than by informal trading or casual labour markets.

The predominance of semi-skilled labour and high levels of formal sector employment across the study area suggest that the local workforce is well-positioned to benefit from employment opportunities generated by the proposed mixed-use development. With a relatively low proportion of low-skilled workers, future job creation initiatives should align with the region's skills profile by prioritising semi- to high-skilled opportunities, particularly in construction, retail, hospitality, and professional services.

4.7. Household Income Profile

The household income profile provides insight into the financial capacity of households within the study area and their ability to afford goods and services. This is a key factor in assessing the market potential for retail and commercial developments. Table 9 outlines the distribution of household income levels for the Western Cape, City of Cape Town, and Wards 54, 55, 57, and 77. Income categories are grouped into low, medium, and high-income brackets to better illustrate socio-economic differences across the areas.

Table 9: Household Income (2023)

Income Category	Western Cape	City of Cape Town	Ward 54	Ward 55	Ward 57	Ward 77
Low Income (R0- R71 977)	49.3%	47.1%	19.7%	30.4%	29.9%	17.5%
Medium Income (R71 978 – R575 819)	39.3%	39.3%	45.4%	49.8%	46.6%	46.1%
High Income (R575 820 –	11.4%	13.6%	34.9%	19.8%	23.5%	36.4%

R4 606 551 plus)						

Compared to the provincial and metropolitan averages, all four wards surrounding the development site show significantly lower proportions of low-income households. For instance, Wards 54 and 77 report only 19.7% and 17.5% low-income households respectively, well below the City of Cape Town average of 47.1%. However, these two wards show high concentrations of high-income households, 34.9% in Ward 54 and 36.4% in Ward 77, indicating considerable affluence. Wards 55 and 57 have a more balanced profile, with nearly half of their households falling within the medium-income category (49.8% and 46.6%, respectively) and notable high-income shares (19.8% and 23.5% respectively). This distribution reflects a relatively affluent consumer base across the broader area, with a particularly strong concentration of wealth in coastal and inner-city suburbs.

The high proportion of medium- to high-income households surrounding the proposed development suggests a strong capacity for consumer spending, particularly on discretionary items such dining, and retail goods. This income distribution aligns with demand for premium retail offerings and service-oriented commercial establishments. The development's location within proximity to affluent and mixed-income communities positions it well to attract a wide customer base, ensuring sustained commercial viability. Additionally, the income diversity in nearby wards supports a range of retail types from convenience offerings to high-end goods, maximising the development's market potential.

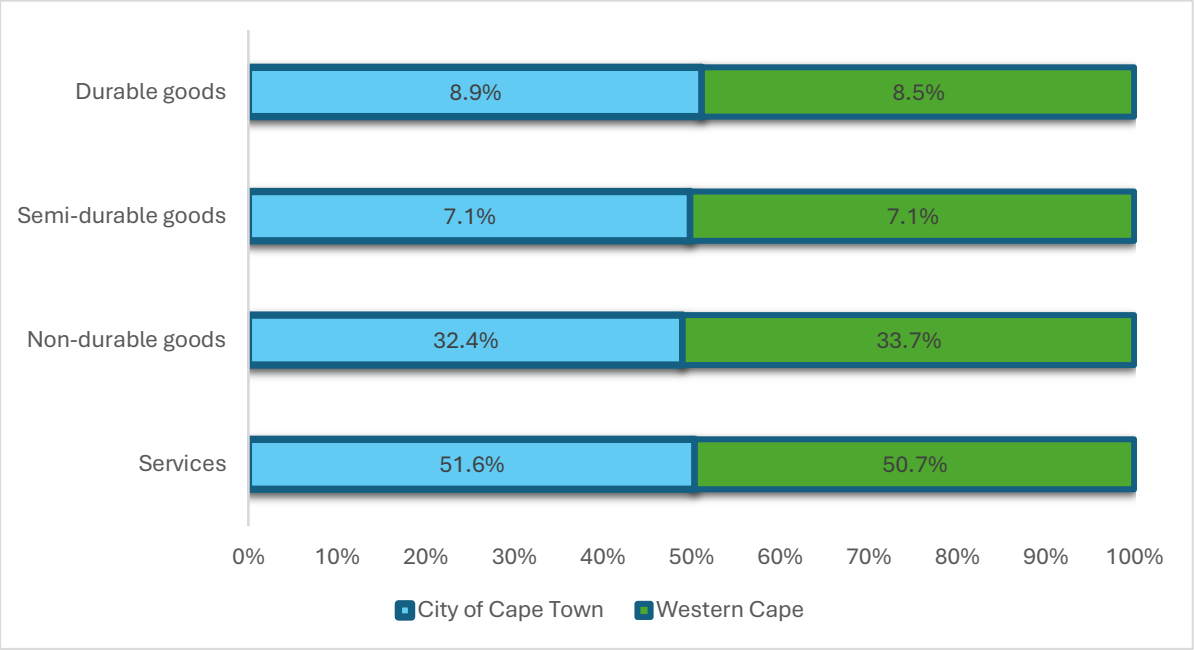
4.8. Expenditure Patterns

Household expenditure patterns provide insight into consumer behaviour and the types of goods and services most in demand. This informs the potential market opportunity for retail and service offerings in the area. Expenditure is typically divided into four broad categories:

- **Services** (e.g., transport, education, healthcare, banking, and telecommunications),
- **Non-durable goods** (e.g., food, beverages, fuel, and cleaning supplies),
- **Semi-durable goods** (e.g., clothing, footwear, household textiles), and
- **Durable goods** (e.g., appliances, furniture, vehicles).

Figure 6 presents the final consumption expenditure breakdown for households in the City of Cape Town and the broader Western Cape.

Figure 6: Final consumption expenditure (2024)



Households in the City of Cape Town allocate the largest share of their expenditure to services, at 51.6%, slightly higher than the Western Cape average of 50.7%. This trend highlights the growing importance of service-oriented consumption in urban areas. Non-durable goods account for roughly one-third of household spending (32.4% in the City of Cape Town and 33.7% provincially), driven largely by the recurring need for essentials such as groceries, and personal care items.

Semi-durable goods, such as clothing and soft furnishings, make up a smaller portion of household spending at 7.1% across both geographic levels, while durable goods, higher-cost items like electronics, furniture, and vehicles account for 8.9% in Cape Town and 8.5% in the Western Cape. These figures suggest that although households are spending on long-term items, most expenditure is still geared towards ongoing service needs and everyday consumables.

The dominance of service and non-durable good expenditure supports the case for a mixed-use development with a strong service and convenience retail component, including food outlets, fuel stations, pharmacies, and financial services. Additionally, the consistent allocation toward durable and semi-durable goods indicates a steady market for fashion, homeware, and appliance retailers. The expenditure structure

highlights opportunities to cater to both everyday necessities and aspirational purchases, reinforcing the potential commercial viability of the proposed development.

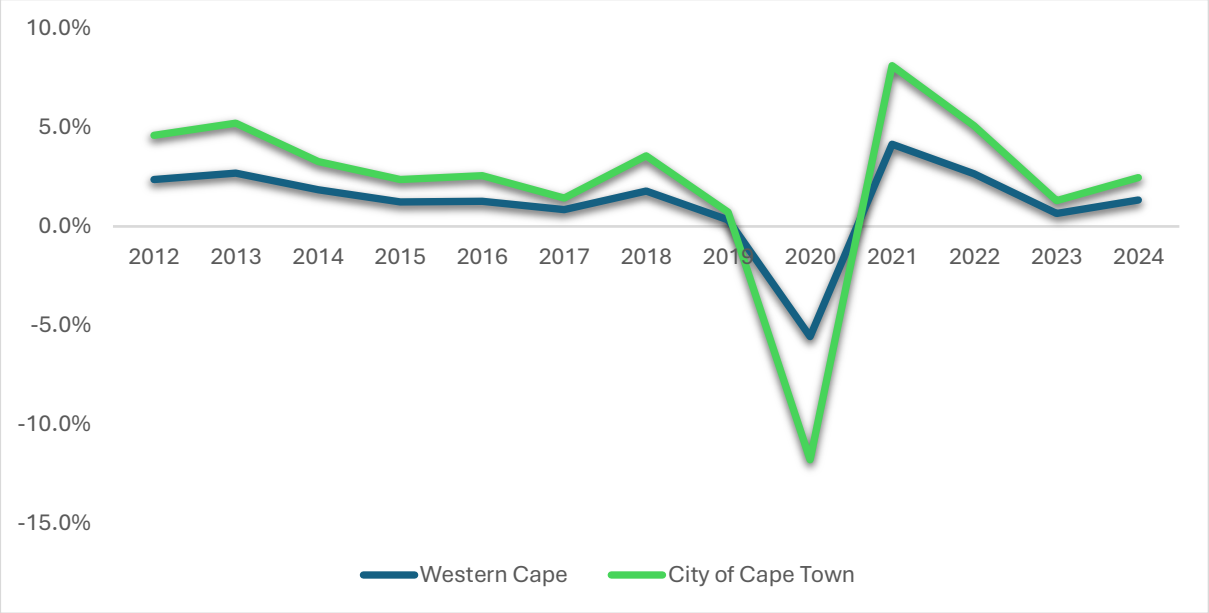
4.9. ECONOMIC PROFILE

This section provides an economic analysis, focusing on economic growth, key contributing sectors, and their impact on employment.

4.10. Gross Value Added (GVA)[1] Growth

The figure below indicates the GVA growth for the Western Cape and City of Cape Town during 2012 and 2024.

Figure 7: GVA growth



(Urban-Econ Via Quantec (EasyData), 2025)

Between 2012 and 2024, the Western Cape and City of Cape Town experienced subdued and fluctuating economic growth, averaging **1.2%** and **1.0%** annually, respectively. Growth was modest during the pre-COVID period, with both regions peaking in 2013 before entering a general decline. The sharp contraction in 2020 -5.6% in the Western Cape and -6.2% in Cape Town, was driven by the COVID-19 pandemic's severe impact on

[1] GVA measures the value of goods and services that are produced in an area, industry or sector of an economy. GVA is linked as a measurement of GDP as it represents the difference between output and intermediate consumption. It is commonly used as an indicator of the economic performance of a local or regional economy.

tourism, services, and retail sectors. A short-lived rebound followed in 2021, but growth slowed again to just 0.6% in 2023, highlighting ongoing structural challenges such as load-shedding, constrained investment, and global uncertainty. Forecasts for 2024 suggest only a mild recovery.

The weak average growth over this period highlights the importance of targeted investment to stimulate economic activity. The proposed Granger Bay development can act as a strategic driver by injecting short-term capital expenditure during construction and promoting long-term economic growth through enhanced residential, commercial, and tourism activity. As Cape Town seeks to strengthen its economic resilience, integrated mixed-use developments in high-value urban nodes can contribute meaningfully to GVA expansion and inclusive growth.

4.11. GVA per sector

The top contributing sector in both the Western Cape and City of Cape Town is the finance, insurance, real estate and business services (30.3% and 32.5% respectively). This is followed by the manufacturing sector (16.8% and 16.6% respectively) in the study areas. The table below highlights the GVA sector contribution.

Table 10: Sectoral GVA contribution (2024)

Sector	Western Cape	City of Cape Town
Agriculture	4.4%	**1.7%**
Mining and Quarrying	0.2%	**0.2%**
Manufacturing	16.8%	**16.6%**
Electricity, Gas and Water	3.0%	**3.1%**
Construction	3.5%	**3.3%**
Trade	15.2%	**14.9%**
Transport and Communication	9.7%	**10.2%**
Finance and Business Services	30.3%	**32.5%**
General Government	5.9%	**6.1%**
Community Services	11.0%	**11.3%**
	R929 966	**R670 579**

Economically, in 2024, the Western Cape and the City of Cape Town demonstrated a GVA output of R929 966 million and R670 579 million at current prices, respectively.

Implication: The proposed development through its resultant capital and operational expenditure will likely have the largest economic impact in the following:

- **Manufacturing**
- **Building and construction**
- **Finance and Business Services**

4.12. Employment per sector

This section examines the distribution of employment across various economic sectors within the region impacted by the proposed development. Understanding the current employment landscape is crucial for assessing how the project might influence job creation and sectoral employment shifts. **Table 11** depicts the employment per sector of individuals in the Western Cape and the City of Cape Town.

Table 11: Industry employed (2024)

Sector	WC	CoCT	Ward 54	Ward 55	Ward 57	Ward 77
Agriculture	10.1%	2.9%	1.7%	2.6%	2.5%	2.2%
Mining and Quarrying	0.1%	0.1%	0.3%	0.3%	0.1%	0.2%
Manufacturing	**10.1%**	**11.2%**	**6.5%**	**10.3%**	**6.7%**	**6.6%**
Electricity, Gas and Water	0.4%	0.4%	0.2%	0.6%	0.4%	0.3%
Construction	5.7%	5.9%	3.3%	4.6%	4.1%	3.3%
Trade	**22.9%**	**23.6%**	**23.7%**	**25.1%**	**22.0%**	**19.0%**
Transport and Communication	4.4%	4.9%	5.9%	8.6%	7.0%	5.6%
Finance and Business Services	**20.3%**	**22.9%**	**33.1%**	**24.2%**	**27.1%**	**35.3%**
General Government	6.2%	6.9%	-	-	-	-
Community Services	**19.8%**	**21.2%**	**25.4%**	**23.7%**	**30.0%**	**27.6%**

The Western Cape and City of Cape Town shows a service-oriented employment structure, with the highest shares in trade, finance and business services, and community services**.** In 2024, trade accounted for 22.9% of employment in the province and 23.6% in the city, while finance and business services made up 20.3% in the province and 22.9% in Cape Town. Manufacturing remains a stable contributor at around 10%, while construction and agriculture account for smaller shares. At the ward level, specifically Wards 54, 55, 57, and 77 there is some variation, with Ward 77 and Ward 54 showing particularly high concentrations in finance (35.3% and 33.1%) and Ward 57 showing a stronger presence in community services (30%)**.** This distribution

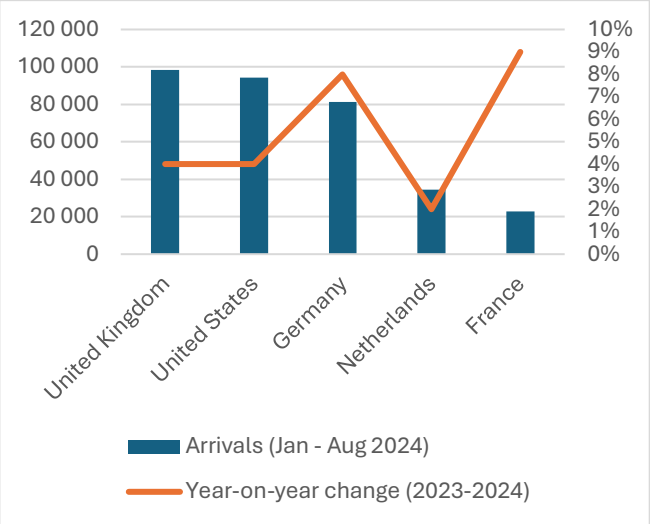
reflects Cape Town's urban, tourism, and administrative sector, with limited employment in primary sectors such as agriculture and mining.

The proposed mixed-use development is well-aligned with the dominant employment sectors in the region. Its residential, retail, and commercial components are likely to stimulate growth in trade, hospitality, real estate, and business services, sectors that already employ a substantial portion of the local labour force. Additionally, construction-phase employment can temporarily boost jobs in a sector that accounts for around 6% of regional employment. Over the long term, the development is expected to support a service-driven employment base, further entrenching Cape Town's role as a financial and tourism hub.

4.13 Tourism Profile

Cape Town, and the V&A Waterfront specifically, remains a cornerstone of the Western Cape's tourism economy. The Granger Bay Precinct forms part of this highly visited and economically significant node, which consistently ranks among the top points of interest (POIs) for both domestic and international visitors. According to Wesgro's 2022 Cape Town Visitor Trends Report, the V&A Waterfront was the most visited attraction by both domestic and international tourists, with an average dwell time of 2.7 hours indicating its sustained draw and economic value within the city's visitor economy (WESGRO, 2023).

In 2022, 52.1% of domestic and 36.9% of international tourists to Cape Town were repeat visitors, showing the city's strong tourism loyalty base. Tourists stayed an average of 2.8 days (domestic) and 3.3 days (international), with most choosing to stay overnight, further increasing local spend on accommodation, food, and services. These trends are complemented by the 6% year-on-year growth in air arrivals to Cape Town between January and August 2024, bringing the total to over 597 000 inbound air tourists. Importantly, 90% of these arrivals were from overseas markets, with the United Kingdom, United States, and Germany being the leading source markets.



(WESGRO, 2023)

The proposed Granger Bay mixed-use development, which includes public realm enhancements and improved coastal access, is positioned to strengthen the area's tourism appeal even further. By extending the promenade, enhancing pedestrian infrastructure, and integrating retail and leisure spaces, the development directly supports the V&A Waterfront's position as a tourism magnet. Further, the inclusion of accessible public spaces aligns with key tourism trends prioritising walkability, coastal recreation, and experiential travel.

Given that the Cape Town International Convention Centre (CTICC), also among the top POIs, draws significant event-driven tourism, the Granger Bay development's integration with existing business and hospitality infrastructure can also help support increased demand for business tourism spill-over. As tourism continues to rebound post-pandemic, the proposed development's location and offerings are well-suited to capture increased footfall, support job creation in the tourism value chain, and contribute to the city's broader visitor economy (WESGRO, 2024).

Hence, the proposed Granger Bay development is expected to support Cape Town's status as a leading urban tourism destination by enhancing experiential quality, supporting infrastructure, and expanding the city's signature attractions. This aligns with both the City's tourism growth objectives and the Western Cape Government's vision for a vibrant, inclusive visitor economy.

Section Five: Economic Modelling

5.1 Introduction

The purpose of this section is to develop a better understanding of the potential economic impact of the proposed development in the study area. Economic impact refers to the effect on the level of economic activity in each area because of some form of external intervention in the economy. In the case of this study, the local impacts will be impacted on a regional level. These impacts are measured because of the capital investment in the proposed development. This analysis focuses on the changes that could be expected in the economy and community and can be estimated by using a technique called the Social Accounting Matrix (SAM) model (discussed below).

5.2 Understanding the Social Accounting Matrix Model

The Social Accounting Matrix modelling approach has proven to be an effective method for evaluating the implications of introducing an exogenous change to the economy. The modelling approach is recognised and is accepted nationally and internationally. A Social Accounting Matrix represents the flows of all economic transactions that take place within an economy. Social Accounting Matrix refers to a single year providing a static picture of the economy, based on national accounting statistics and input-output tables that are compiled and published by Statistics South Africa (Stats SA), using primarily South African Reserve Bank Accounts data. The model has been amended to include the local conditions.

The matrices can be derived from the model are used as instruments for economic analysis. The fundamental assumptions regarding the model and use of the model are:

- Production activities in the economy are grouped in homogeneous sectors.
- The mutual interdependence of sectors is expressed in meaningful input functions.
- Each sector's inputs are only a function of the specific sector's production.
- The production by different sectors is equal to the sum of the separate sectors of production.
- The technical coefficients remain constant for the period over which forecast the projections are made
- There will be no major change in technology.

It should also be noted that:

- All the Rand values in this report represent 2024 Rand values (cost excluding 15 percent VAT).
- The different measures of economic impact (jobs, Gross Domestic Product (GDP), and new business sales) cannot be added together and should be interpreted as separate economic impacts.

- The model quantifies direct and indirect economic impacts for a specific amount of time. Therefore, the estimates that are derived do not refer to gradual impacts over time.

Two types of economic impacts can be measured, namely, direct, and indirect impacts:

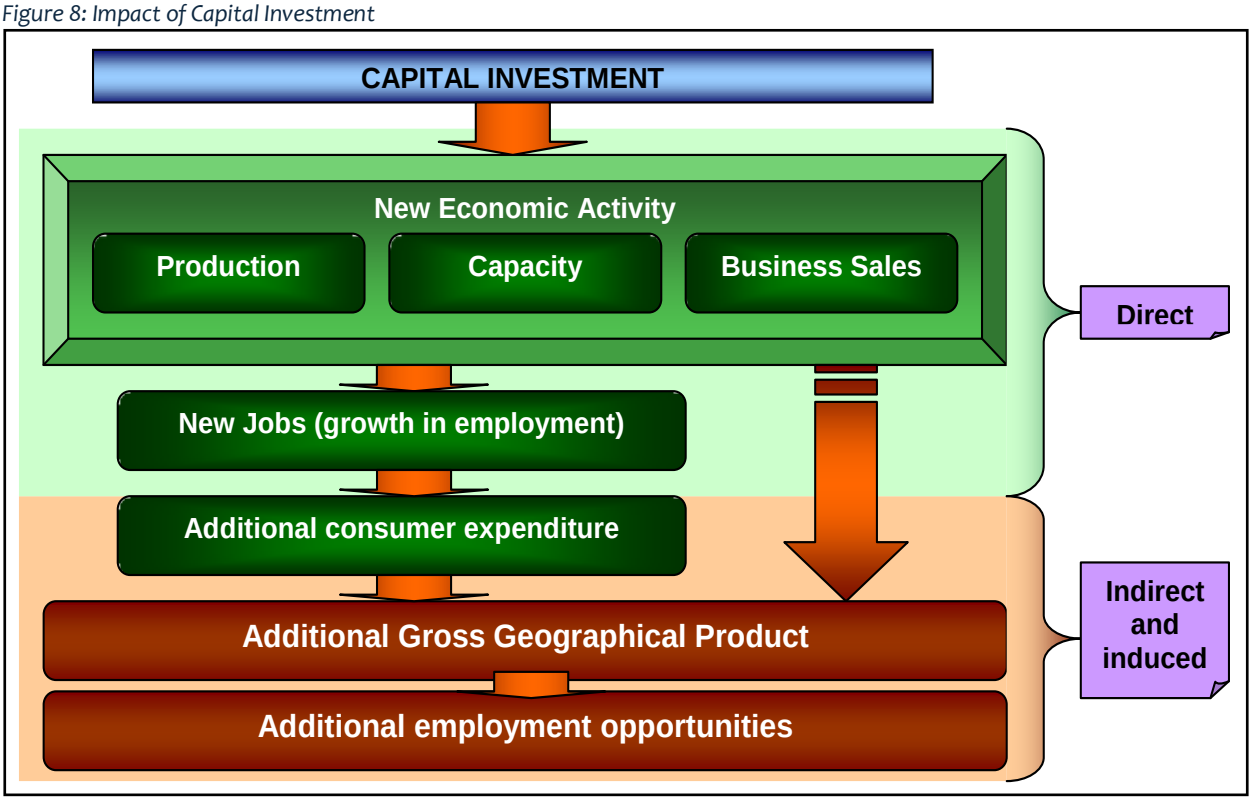
Direct Impacts – changes in local business activity occurring as a direct result or consequence of public or private sector capital expenditure. Direct economic effects are generated when the new business creates new jobs and purchases goods and services to operate the new facility. Direct impacts increase job creation, production, business sales, and household income.

The multiplicative effects can be grouped into two distinct effects, namely:

- **Indirect Impacts** – occur when the suppliers of goods and services to the new business experience larger markets and potential to expand. Indirect impacts increase job creation, GDP, and household income.
- **Induced Impacts** – represent further shifts in spending on food, clothing, shelter and other consumer goods and services because of the change in workers and payroll of directly and indirectly affected businesses. This leads to further business growth/decline throughout the local economy. Examples include the income of employees and shareholders of the project, as well as the income arising through the backward linkages of this spending in the economy. The impact is sometimes confused with the forward linkages of a project.

Figure 8 indicates direct, indirect, and induced impacts in detail.

Figure 8: Impact of Capital Investment



Economic impacts can also be viewed in terms of their duration, or the stage of the life cycle in which the development takes place, (1) the construction phase (CAPEX), (2) the operational phase (OPEX).

Due to the duration of these phases, the impacts are separated into those observed during the construction phase and those experienced during the operational phase. The construction phase economic impacts are temporary and therefore have a temporary effect. On the other hand, the operational phase of the proposed project would last decades; hence the impacts during this stage would be of a sustainable nature. The economic impacts during construction and operational phases can be viewed in terms of a change in the following:

- Job creation – the number of additional jobs created by economic growth. This includes jobs in planning and constructing the facility and sustainable jobs at the facility once it is operational. Indirect and induced job creation will also occur because of direct job and income creation.
- GDP – the value of all final goods and products produced during a one-year period within the boundaries of a specific area, as a direct, indirect, and induced result of activities for/at the precinct during planning, construction, and operation.
- Business output (or sales volume) – the value of all inter- and intra-sectoral business sales generated in the economy because of the planning, construction, and operation of the development.

Any of these measures can be an indicator of improvement in the economic well-being of residents, which is generally the goal of any investment project. The net economic impact is usually viewed as the expansion or contraction of an area's economy, resulting from the induced changes. The precise quantum of these impacts will be influenced by changes in the project (such as precise land-use mix, technologies employed, imported versus local goods and services, timing, and funding options, amongst others) and changes in the project environment (such as property market cycles, interest rates, legislation, the structure of the economic sectors primarily influencing and affected by the development and the labour market, amongst others). **Table 12** below provides an overview of the impact modelled for the CAPEX (Capital Expenditure).

Table 12: Impacts Modelled: CAPEX

Capital Expenditure	
Additional new business sales (Additional production/output generated by development)	The construction work on the infrastructure and buildings will lead to the expansion of business sales for existing businesses located within the economy. These changes are measured in terms of new business sales, i.e., new sales that will be generated in the economy as a direct result of the capital investment in the development project.
Additional GDP	One of the most important indicators used to indicate economic growth and value is the GDP. The GDP measures the value of all final goods and services produced/provided within one year of the area's economy.
Additional Employment	Construction activities will result in direct jobs being created on site and other directly related sectors such as the transport and manufacturing sectors. Indirect jobs are also created due to the multiplier effect on the economy. For example, an additional number could lead to an increased number of jobs being created in these businesses, i.e., to increase the output of these businesses.
Additional Household Income	Employment positions during construction will generate revenue for the affected households through direct, indirect, and induced effects. This will include payments in the form of salaries and wages to those individuals directly employed during the construction phase. Households' earnings will be generated through indirect and induced effects resulting from project expenditure. Although

Capital Expenditure	
	temporary, this increase in household earnings will have a positive effect on the standard of living in these households.

Table 13 below provides an overview of the impacts modelled for OPEX (Operational Expenditure).

Table 13: Impacts Modelled (OPEX)

Operational Expenditure	
Additional new business sales (Additional production/output generated by the development)	The increased need for goods and services, because of the construction of infrastructure and the operation of different activities within the proposed development.
Additional GDP	The generation of additional business sales and employment opportunities will initiate an on-going ripple effect through the sub-region, resulting in an increase in product and service value (measured in GDP).
Additional employment	Because of the new activities on the proposed site, it can be estimated that the study area will be able to eventually sustain a substantial number of new employment opportunities.
Additional Household Income	Employment positions will generate personal income (2024 prices), which will be sustained for the entire duration of the project's lifespan. The sustainable income generated because of the project's operation will positively affect the standard of living of all benefitting households.

5.3 Capital Expenditure

The economic impact assessment for the construction phase is based on an estimated capital expenditure of R9.915 billion, expressed in 2023 price levels. This CAPEX includes costs related to site preparation, materials, labour, machinery, and professional services required for the development. The assessment assumes that a large portion of spending will circulate through the local and regional economy, generating direct, indirect, and induced economic effects. Industry-specific cost structures and standard construction-phase employment multipliers were applied to estimate job creation and GDP contributions. The project is expected to contribute over R24 billion to total production and support nearly 27 000 jobs. **Table 14** presents the results of the impact modelling for the duration of the construction phase.

Table 14: Impact During Construction Phase

Impact	Direct (Construction)	Indirect (Suppliers)	Induced (Salaries and Wages)	Total
Production (@ 2024 R-value)	R9.915 billion	R8.785 billion	R5.502 billion	R24.201 billion
GDP (@2024 R-value)	R3.229 billion	R3.375 billion	R2.221 billion	R8.825 billion
Total Employment	5 855	14 122	6 952	26 929
Highly skilled	937	2 259	1 112	4 309
Skilled	2 225	5 366	2 642	10 233
Semi-skilled/Unskilled	2 693	6 496	3 198	12 387
Household Income (@2024 R-value)	R1.569 billion	R1.486 billion	R894.7 million	R3.949 billion

As the table shows, the construction of the proposed development will generate approximately R24.201 billion in total production, with R9.915 billion coming from direct effects, R8.785 billion from indirect effects, and R5.502 billion from induced effects. This increase in output will also contribute to the GDP, with direct effects adding R3.229 billion, indirect effects contributing R3.375 billion, and induced effects generating R2.221 billion, totalling R8.825 billion in GDP.

In terms of employment, the construction phase is expected to create approximately 26 929 jobs, including 5 855 direct jobs, 14 122 indirect jobs, and 6 952 induced jobs. Based on the total estimated employment, approximately 16% of jobs are expected to be highly skilled, 38% skilled, and 46% semi-skilled or unskilled. This breakdown reflects the labour intensity and diversity of skills typically required during large-scale construction projects. Lastly, household incomes will rise by R3.949 billion, with R1.569 billion from direct effects, R1.486 billion from indirect effects, and R894.7 million from induced effects. The model indicates a significant increase in output, GDP, job creation, and household income during the construction phase.

Table 15 shows the total impact on each sector during the construction phase.

Table 15: Impacts During Construction Phase on Sectors

Sector	Total Impact on Production	Total Impact on GDP	Total Impact on Employment	Total Impact on Household Income
Agriculture	1.3%	1.6%	3.0%	1.1%
Mining	0.1%	0.2%	0.1%	0.2%
Manufacturing	17.3%	13.2%	15.4%	13.5%
Electricity	0.6%	0.9%	0.5%	0.7%
Water	0.3%	0.3%	0.0%	0.2%
Building and Construction	44.3%	27.4%	33.1%	35.6%
Trade and accommodation	5.1%	7.0%	11.0%	7.5%
Transport and storage	4.8%	5.6%	2.6%	4.7%
Financing	8.1%	16.0%	5.1%	12.5%
Real estate and business services	13.5%	19.9%	13.6%	15.3%
Government services	4.5%	7.9%	15.5%	8.9%

The SAM model suggests that the following sectors will experience the greatest positive impact from the construction of the proposed development.

- Building and Construction
- Real Estate and business services
- Manufacturing

5.4 Operational Expenditure

Once the construction of the proposed development is complete further impact on the economy and community will be created through operational functions. Similarly, to the construction phase, the impact of the development is assessed by considering the change in new business sales, Gross Domestic Product and employment opportunities created. **Table 16** shows the results of the impact modelling exercise for the operational period per annum.

Table 16: Impact During the Operational Phase

Impact	Direct (Operation)	Indirect (Suppliers)	Induced (Salaries and Wages)	Total
Production (@2024 R-value)	R307.7 million	R183.2 million	R200.9 million	R691.8 million
GDP (@2024 R-value)	R166.0 million	R75.1 million	R81.3 million	R322.3 million
Total Employment	343	225	254	822
Highly skilled	58	38	43	140
Skilled	120	79	89	288
Semi-skilled/unskilled	165	108	122	395
Household Income (@2024 R-value)	R76.9 million	R29.5 million	R32.7 million	R139.1 million

The results show that the operational phase of the proposed development is expected to generate approximately R691.8 million in total production output per annum. This includes R307.7 million in direct output from operations, R183.2 million in indirect output through suppliers, and R200.9 million in induced output driven by employee spending. This increase in production is projected to contribute R322.3 million to GDP annually, with R166.0 million from direct effects, R75.1 million from indirect effects, and R81.3 million from induced effects.

In terms of employment, the operations are expected to support a total of 822 jobs annually, comprising 343 direct jobs, 225 indirect jobs, and 254 induced jobs. Based on the total employment, approximately 17% of the jobs will be highly skilled, 35% skilled, and 48% semi-skilled or unskilled. This reflects the staffing structure typical of mixed-use commercial operations, where a larger proportion of employment opportunities are accessible to lower- and mid-skilled workers, while still accommodating roles requiring specialised expertise.

Household income is estimated to increase by R139.1 million each year, including R76.9 million in direct income, R29.5 million in indirect income, and R32.7 million in induced income. In practical terms, these figures demonstrate that the proposed development will act as a long-term economic engine sustaining hundreds of jobs, generating steady business activity, and contributing meaningfully to household incomes in the area each year.

Table 17 presents the distribution of these impacts across various economic sectors during the operational phase of the development.

Table 17: Impacts During Operational Phase Per Sector

Sector	Total Impact on Production	Total Impact on GDP	Total Impact on Employment	Total Impact on Household Income
Agriculture	2.8%	2.6%	5.5%	1.8%
Mining	0.1%	0.1%	0.0%	0.1%
Manufacturing	17.9%	8.8%	9.3%	9.3%
Electricity	1.0%	1.1%	0.7%	0.9%
Water	0.5%	0.3%	0.0%	0.3%
Building and Construction	2.0%	1.0%	2.9%	1.3%
Trade and accommodation	33.9%	31.8%	40.1%	35.7%
Transport and storage	6.8%	6.2%	3.3%	5.3%

Sector	Total Impact on Production	Total Impact on GDP	Total Impact on Employment	Total Impact on Household Income
Financing	4.1%	6.4%	2.0%	5.1%
Real estate and business services	18.5%	24.6%	18.0%	19.7%
Government services	12.5%	17.2%	18.2%	20.6%

The SAM model suggests that the following sectors will experience the greatest positive impact from the operating of the proposed development:

- Trade and accommodation
- Real estate and business services
- Government services[2]

5.5 Synthesis

This section examines the potential economic effects of the proposed development using the SAM model. The model helps evaluate how external investments influence regional economic activity by tracking economic transactions. The analysis addresses both the construction (CAPEX) and operational (OPEX) phases, focusing on their direct, indirect, and induced impacts. It explores how these phases contribute to job creation, GDP growth, business sales, and household income.

The construction phase is expected to generate substantial economic activity and employment opportunities, while the operational phase will continue to drive local economic benefits. Across both phases, the distribution of employment by skill level indicates that the development will create opportunities for a range of workers from highly skilled professionals to semi-skilled and unskilled labour—supporting inclusive economic participation.

[2] Based on the estimated annual average operating expenditure of approximately R307.7 million, it is anticipated that 22% of this amount will accrue to the government services sector. This includes payments for electricity, municipal rates, water, and sewerage services.

Key sectors benefiting from the development include building and construction, trade and accommodation, and real estate and business services.

Section Six: Specialist Impact Assessment

6.1 Introduction

This section presents the analysis of the socio-economic impacts that are expected to ensue because of the proposed development, an evaluation of the identified impacts will be analysed according to the predefined criteria. The potential socio-economic impacts identified will arise because of the construction and operational phase of the proposed development; thus, the impacts are assessed for the construction and operational phases where applicable.

6.2 Identified Impacts

Proposed Construction and Operation Phase Impacts are outlined in **Table 18.**

Table 18: Identified impacts.

Construction Phase	Operation Phase
Positive impact: increase in production and GDP	Positive impact: increase in production and GDP
Positive impact: increase in employment	Positive impact: increase in employment
Positive impact: increase in household income	Positive impact: household income
Negative impact: noise, dust, and pollution	Positive impact: skills development for the region
Positive impact: government revenue	Negative impact: increase in Traffic flow
Negative impact: traffic congestion	Positive impact: government revenue
Negative impact: disruption from land reclamation during construction phase	Negative impact: Sense of place (visual)
Negative impact: disruption on recreational boat use	Positive impact: marine economy and recreational boating activities
Negative impact: disruption to marine wildlife-associated activities	Positive impact: tourism and visitor economy
	Positive impact on public space and amenity value
	Positive socio-economic impact: Land reclamation on local communities
	Positive impact: recreational boating activities

	Positive impact: marine wildlife-associated activities
	Positive impact: access to the coastal area

6.3 Assessment Methodology

The methodology utilised for assessing the following impacts is indicated in the table below.

This section outlines the impact assessment methodology, based on the DEAT 2006 Guideline on Assessment of Alternatives and Impacts.

Impacts are defined as the changes in an environmental parameter that result from undertaking an activity. The change is the difference between the effect on the environmental parameter where the activity is undertaken compared to that where the activity is not undertaken. Impacts occur over a specific period and within a defined area.

Impacts may occur during the construction, operational and decommissioning phases of the development, and may be direct, indirect and/or cumulative in nature.

- Direct impacts are impacts that are caused directly by the activity and generally occur at the same time and at the place of the activity. These impacts are usually associated with the construction, operation or maintenance of an activity and are generally obvious and quantifiable.
- Indirect impacts of an activity are indirect or induced changes that may occur because of the activity. These types of impacts include all the potential impacts that do not manifest immediately when the activity is undertaken, or which occur at a different place because of the activity.
- Cumulative impacts, in relation to an activity, means the past, current and reasonably foreseeable future impact of an activity, considered together with the impact of activities associated with that activity, that may not be significant, but may become significant when added to the existing and reasonably foreseeable impacts eventuating from similar or diverse activities.

To identify potential impacts (both positive and negative) the nature of the proposed projects is interrogated so that the impacts associated with the projects can be assessed. The process of identification and assessment of impacts included:

1. Determining the current environmental conditions in sufficient detail so that there is a baseline against which impacts can be identified and measured, including by:
    - Determination of site conditions *via* a visual inspection;
    - Review of recent and historical aerial imagery; and
    - Specialist assessments as required.
2. Determining future changes to the environment that will occur if the activity does not proceed, based on knowledge of local conditions, trends, and processes and on specialist assessment;
3. Developing an understanding of the activity in sufficient detail to understand its consequences; and
4. The determination of significant impacts which are likely to occur if the activity is undertaken.

As per the DEAT Guideline, the following criteria have been applied to the prediction and assessment of impacts. Potential impacts are rated in terms of their:

- **Spatial extent** – The size of the area that will be affected by the impact:
    - Immediate (site only);
    - Local (<2 km from site);
    - Regional (within 30 km of site);
    - National; or
    - International.
- **Intensity** – The anticipated severity of the impact:
    - High (severe alteration of natural systems, patterns or processes);
    - Medium (notable alteration of natural systems, patterns or processes); or
    - Low (negligible alteration of natural systems, patterns or processes).
- **Duration** – The timeframe during which the impact will be experienced:
    - Temporary (less than 1 year);
    - Short term (1 to 6 years);
    - Medium term (6 to 15 years);
    - Long term (the impact will cease after the operational life of the activity); or
    - Permanent (reversal will not occur in such a way or in such a time span that the impact can be considered transient).
- **Reversibility** – The extent to which the impacts will be reversible when the project has reached the end of its life cycle (decommissioning phase, if applicable):
    - High reversibility of impacts (impact is highly reversible at end of project life);
    - Moderate reversibility of impacts;
    - Low reversibility of impacts; or

- Impacts are non-reversible (impact is permanent).

- **Irreplaceability of resources lost** – the degree to which the impact causes irreplaceable loss of resources:
  - High irreplaceability of resources (project will destroy unique resources that cannot be replaced);
  - Moderate irreplaceability of resources;
  - Low irreplaceability of resources; or
  - Resources are replaceable (the affected resource is easy to replace/rehabilitate).

Using the criteria above, the impacts are further assessed in terms of the following:

Probability – The probability of the impact occurring:
- Improbable;
- Unlikely;
- Probable; or
- Very likely.

Significance – Will the impact cause a notable alteration of the environment?
- Low to very low (the impact may result in minor alterations of the environment and can be easily avoided by implementing appropriate mitigation measures, and will not have an influence on decision-making);
- Medium (the impact will result in moderate alteration of the environment and can be reduced or avoided by implementing the appropriate mitigation measures, and will only have an influence on the decision-making if not mitigated); or
- High (the impacts will result in major alteration to the environment even with the implementation on the appropriate mitigation measures and will have an influence on decision-making).

Status - Whether the impact on the overall environment will be:
- Positive – environment will benefit from the impact;
- Negative – environment will be adversely affected by the impact; or
- Neutral – environment will not be affected.

Confidence – The degree of confidence in predictions based on available information and specialist knowledge:

- Low;
- Medium; or
- High.

Impact mitigation measures have been incorporated into the EMPr, which includes where appropriate:

- Standards for measuring and monitoring mitigatory measures and enhancements, and a programme for monitoring and reviewing the recommendations to ensure their ongoing effectiveness; and
- Mitigation and management measures to avoid or reduce negative impacts.

Other aspects taken into consideration in the assessment of impact significance are:

- Impacts are evaluated for the construction and operation phases of the development;
- Impacts are evaluated with and without mitigation, stating the effectiveness of mitigation measures to reduce the significance of a particular impact;
- The impact evaluation takes into consideration the cumulative effects associated with this and other projects which are either developed or in the process of being developed in the local area; and
- The impact assessment attempts to quantify the magnitude of potential impacts (direct and cumulative) and outline the rationale used. Where appropriate, national standards are used as a measure of the level of impact.

6.4 Impact on Production and GDP

6.4.1 Temporary Positive Impact on Production and GDP

This pertains to the direct and indirect impacts that will enhance the GVA of the local economy due to the proposed development. **Section 5** of this document utilised the SAM Impact Model to account for the potential GDP impact that the development could have on the local and regional economic framework, considering the following factors:

- The proposed development is expected to generate direct, indirect, and induced impacts on production and new business sales.
- Direct impacts will quantify the primary effects, which involve changes occurring in 'front-end' businesses that initially incur expenditures and generate revenue directly from operational activities during the construction phase. These include expenditures on labour, materials, supplies, and capital.
- Indirect or supply-chain impacts will be assessed based on changes in the activities of suppliers to the 'front-end' businesses. This involves procurement of goods and services, as well as hiring of labour by suppliers to meet increased demand.
- Induced impacts arise from household spending of labour income, net of taxes, savings, and commuting expenses. These induced impacts result from the expenditure by employees within the business' supply chain.

The SAM model estimates that the construction phase will generate a total production output of approximately R24.2 billion and contribute R8.8 billion to GDP. This substantial capital expenditure is expected to stimulate both the local and regional economies, even during the limited timeframe of the construction period. The resulting activity will also support household incomes by nearly R4 billion, with benefits distributed across the construction, supplier, and service industries

Table 19 below highlights the temporary impact of the proposed development on production and GDP.

Table 19: Temporary impact on production and GDP

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Temporary stimulation of business production and GDP through construction expenditure	N/A

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Short-Term	N/A
The consequence of impact or risk:	Medium to High	N/A
The probability of occurrence:	Definite	N/A
The degree to which the impact may cause irreplaceable loss of resources:	No loss of resources	N/A
The degree to which the impact can be reversed:	Benefit terminated with end of construction	N/A
Indirect impacts:	Boost in local supplier demand may create additional job opportunities and income among smaller suppliers, improving regional economic circulation	N/A
Cumulative impact prior to mitigation:	High	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A
The degree to which the impact can be avoided:	unavoidable	N/A
The degree to which the impact can be managed:	Moderate	N/A
The degree to which the impact can be Enhanced:	High	N/A
Proposed Enhancement:	- The developer should encourage the contractor to increase the local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the benefits to the local economies; and - The developer should engage with local authorities and business organisations to investigate the possibility of procuring construction materials, goods and products from local suppliers were feasible	N/A
Residual impacts:	None	N/A

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
Cumulative impact post-enhancement:	High	N/A
The significance rating of impact after Enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	High (+)	N/A

6.4.2 Sustainable Positive Impact on Production and GDP

This impact is created through the production and consumption multiplier effect. This is given that the biggest effects on economic activity will be through production and GDP, considering that there will be an increase in household spending. These two effects stimulate the economy and increase regional gross domestic product. Therefore, the developer is encouraged to procure materials, goods and products required for the operation of the facility from local suppliers to increase the positive impact on the local and regional economy.

The output from the SAM model suggests that the operational phase of the proposed development will impact total production by approximately R691.8 million and contribute around R322.3 million to GDP annually.

Table 20 below highlights the sustainable impact of the proposed development on production and GDP

Table 20: Sustainable impact on production and GDP

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE (No Go Option)
OPERATIONAL PHASE		
Potential impact and risk:	Sustained increase in economic output and GDP from ongoing operational activity	N/A
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Permanent	N/A
The consequence of impact or risk:	Expenditure associated with the operation of the proposed development will have a positive impact on production. The operational spend on the project will inject business sales/ production for the local and regional economy.	N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE (No Go Option)
OPERATIONAL PHASE		
The probability of occurrence:	Highly Probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	Increased business opportunities will further boost growth in other operations such as deliveries, advertising, and keeping things running smoothly, making the whole area's economy stronger and more diverse	N/A
Cumulative impact prior to mitigation:	Medium	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (+)	N/A
The degree to which the impact can be avoided:	unavoidable	N/A
The degree to which the impact can be managed:	Low	N/A
The degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	- The emphasis should be on increasing local procurement practices in terms of sourcing materials locally, hiring local suppliers and services and promoting the employment of people from local communities, as far as feasible to maximise the benefits to the local economies.	N/A
Residual impacts:	Long term Economic injection into the regional economy	N/A
Cumulative impact post enhancement:	Medium High	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	High (+)	N/A

6.5 Impact on Employment

6.5.1 Temporary Positive Impact on Employment

The proposed development will support temporary employment during the construction phase, which is inherently short-term by nature. **The SAM model estimates that the construction phase will create approximately 26 929 jobs through direct, indirect, and induced mechanisms**. These employment opportunities will span various sectors, including building and construction, business and retail services, and land-related activities.

Employment created during the construction phase will span a broad range of skill levels, contributing to short-term labour absorption across the region. Based on the SAM model outputs, approximately **16% of total construction employment will be in highly skilled roles**, **38% in skilled roles**, and **46% in semi-skilled and unskilled roles.** This skills breakdown reflects typical industry structures and ensures that opportunities are accessible to a wide cross-section of the workforce.

- Semi-Skilled and Low-Skilled Roles (46%): The majority of construction-related employment will fall into this category, including positions such as general labourers, construction workers, and on-site support staff. These roles are hands-on and often require physical labour or basic technical know-how, with minimal formal qualifications.
- Skilled Roles (38%): These include tradespeople such as electricians, plumbers, site supervisors, and other artisans who hold specific technical certifications and contribute critical competencies to the construction process.
- Highly Skilled Roles (16%): Although smaller in number, these roles are essential to project execution and include engineers, project managers, environmental consultants, and other professionals involved in planning, technical oversight, and compliance. These positions require advanced qualifications and experience and will typically be engaged for the duration of the construction programme.

In addition to direct employment on-site, the project will indirectly generate employment in related sectors such as manufacturing (e.g. production of construction materials), logistics (e.g. transportation of materials and equipment), and services (e.g. catering, cleaning, and security). Induced employment will also be supported through increased household spending by workers receiving wages during the construction period.

While the majority of these roles will be temporary, aligned with the nature of construction projects, the diversity in skill levels ensures that employment opportunities will contribute meaningfully to both income generation and short-term skills utilisation in the regional labour market.

Table 21 below highlights the temporary impact on employment during construction phase.

Table 21: Temporary impact on employment

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Short-term employment creation during the construction phase	N/A
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Short-Term	N/A
The consequence of impact or risk:	The construction of the proposed development will positively impact on the local community and beyond by creating several job opportunities (albeit temporary)	N/A
The probability of occurrence:	Highly Probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	Temporary employment can reduce short-term financial dependency levels and provide a pathway to longer-term job placement and skills recognition.	N/A
Cumulative impact prior to enhancement:	Medium	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A
The degree to which the impact can be avoided:	Unavoidable	N/A
The degree to which the impact can be managed:	Low	N/A
The degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	- Where feasible, efforts should be made to employ locally to create maximum benefits to the communities.	N/A

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
	- Sub-contract to local construction companies particularly SMMEs and BBBEE complaint enterprises where possible.	
Residual impacts:	None	N/A
Cumulative impact post-enhancement:	High	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	High (+)	N/A

6.5.2 Sustainable Positive Impact on Employment

The operational nature and scale of the proposed development will positively impact the socio-economic environment through the creation of sustainable employment opportunities throughout the operational phase, provided that OPEX levels remain as projected in the SAM modelling. An estimated total of 822 permanent jobs will be created through direct, indirect, and induced mechanisms as a result of the proposed development.

These roles will span various skill levels, contributing to a diverse and inclusive employment profile. Based on the SAM model outputs, approximately 17% of total operational employment will be in highly skilled roles, 35% in skilled roles, and 48% in semi-skilled and unskilled roles. This distribution ensures that job creation is not only substantial but also accessible to a broad spectrum of the local workforce.

- Low-Skilled and Semi-Skilled Roles (comprising 48%): Positions such as customer service assistants, security personnel, maintenance support staff, and technicians fall within this category. These roles primarily involve routine or hands-on tasks that require either minimal formal qualifications or practical technical training.
- Skilled Roles (35%): These include occupations such as facilities supervisors, administrative clerks, and mid-level management, requiring relevant experience, vocational training, or tertiary qualifications.
- Highly Skilled Roles (17%): Positions such as retail and operations management, business administrators, and specialised professionals fall within this category. These roles typically demand formal qualifications, advanced skills, and strategic or decision-making responsibilities.

The diversity in skills levels ensures that the operational phase will support a balanced employment structure, contributing positively to both local employment and skills development. While most roles are expected to be permanent, the specific mix of skills will support long-term economic stability in the area.

Table 22 below highlights the sustainable impact on employment.

Table 22: Sustainable impact on employment

	PREFERRED ALTERNATIVE	Alternative 2 (NO-GO ALTERNATIVE)
OPERATIONAL PHASE		
Potential impact and risk:	Long-term employment opportunities generated by retail, hospitality, and operations	N/A
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Long Term	N/A
The consequence of impact or risk:	The operation of the project will positively impact on the community and beyond by creating several sustainable job opportunities.	N/A
The probability of occurrence:	Probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	When employment is consistent, communities experience greater financial security among their members, a decreased need for social safety nets, and enhanced overall stability	N/A
Cumulative impact prior to enhancement:	Medium	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Low-Medium	N/A
The degree to which the impact can be avoided:	Unavoidable	N/A
The degree to which the impact can be managed:	Low	N/A
The degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	- Where feasible, efforts must be made to employ	N/A

	PREFERRED ALTERNATIVE	Alternative 2 (NO-GO ALTERNATIVE)
	locally to create maximum benefits to communities in terms of increased employment. - Sub-contract to local construction companies particularly SMMEs and BBBEE compliant enterprises where possible	
Residual impacts:	None	N/A
Cumulative impact post enhancement:	Medium-High	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	High (+)	N/A

6.6 Impact on Household income

6.6.1 Temporary Positive Impact on Household Income

Local labour during the construction phase should be sourced specifically for unskilled and semi-skilled labour to create employment opportunities that will generate positively toward household income. The proposed development will create employment opportunities during the construction phase. In turn, this will improve household income levels in the primary areas and the broader Western Cape and the City of Cape Town. An increase in household income levels is due to the anticipated increase in unskilled to skilled employment opportunities that will be created as part of the construction phase of the development. **The outcomes from the SAM model estimate the increase in total income to be approximately R3.949 billion because of the capital expenditure of the construction phase**. Although temporary, this increase in household earnings will have a positive effect on nutrition, living conditions, access to better health care, access to more options regarding education, and improved ability to make economic choices.

Table 23 below highlights the temporary increase in household income during construction.

Table 23: Temporary impact on household income

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Short-term increase in household earnings due to construction jobs	N/A
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Short-Term	N/A
The consequence of impact or risk:	Employed individuals will increase the income of their respective households and thereby experience a temporary improvement in their standard of living.	N/A
The probability of occurrence:	Probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	Increased short-term household income can support immediate needs such as food, living conditions and transport, improving household resilience.	N/A
Cumulative impact prior to enhancement:	Medium	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A
The degree to which the impact can be avoided:	Unavoidable	N/A
The degree to which the impact can be managed:	Low	N/A
The degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	- Where possible, local labour should be considered for employment to increase the positive impact on the local economy. - Employ labour-intensive methods in construction where feasible. - Sub-contract to local construction companies first where possible to do so.	N/A
Residual impacts:	None	N/A

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Cumulative impact post-enhancement:	High	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (+)	N/A

6.6.2 Sustainable Positive Impact on Household Income

The operational phase of the proposed development is projected to have a lesser impact on job creation compared to the construction phase. According to the **SAM model, it is estimated that the operational phase will contribute approximately R139 million in income.** During this phase, employment opportunities will predominantly involve customer service, retail and property management, maintenance roles, and security personnel.

Table 24 highlights the sustainable impact on household income during operational phase.

Table 24: Sustainable impact on household income

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE (No Go Option)
OPERATIONAL PHASE		
Potential impact and risk:	Long-term income streams from stable employment	N/A
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Long-Term	N/A
The consequence of impact or risk:	Employment individuals will increase the income of their respective households and thereby experience an improvement in their standard of living	N/A
The probability of occurrence:	Very likely	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	Higher household income supports better nutrition, access to quality healthcare and	N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE (No Go Option)
OPERATIONAL PHASE		
	education, and long-term upward social mobility.	
Cumulative impact prior to enhancement:	High	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A
The degree to which the impact can be avoided:	Unavoidable	N/A
The degree to which the impact can be managed:	Low	N/A
The degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	- Where possible, the local labour supply should be considered for employment opportunities to increase the positive impact on the local and regional area's economies. - SMMEs should be approached to investigate the opportunities for supply inputs required for maintenance and operations of the Data centres, warehousing and logistics operations.	N/A
Residual impacts:	None	N/A
Cumulative impact post enhancement:	High	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (+)	N/A

6.7 Impact on Increased Government Revenue

The proposed development during its construction phase, the project is expected to increase government revenue through various avenues. This includes direct taxes from construction permits and fees, corporate taxes paid by contractors and suppliers, and indirect taxes generated by the purchase of materials and goods. Additionally, revenue is anticipated from licensing fees for the and other operational permits. These

contributions to government revenue are essential for funding local infrastructure and services across the broader region

6.7.1 Temporary Positive Impact on Increased Government Revenue

Table 25 below highlights the temporary impact on increased government revenue during construction phase.

Table 25: Temporary impact on increased government revenue

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Short-term increase in government revenue through construction-related taxes and fees	N/A
Nature of impact:	Positive	N/A
Extent	National	N/A
Duration	Short-Term	N/A
The consequence of impact or risk:	Medium	N/A
The probability of occurrence:	Probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	No irreplaceable loss of resources	N/A
The degree to which the impact can be reversed:	Benefit terminated with the end of construction	N/A
Indirect impacts:	Short-term public revenue gains can help fund immediate municipal needs such as basic services and temporary infrastructure upgrades.	N/A
Cumulative impact prior to enhancement:	Medium	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A
The degree to which the impact can be avoided:	Unavoidable	N/A
The degree to which the impact can be managed:	Low	N/A
The degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	Not Applicable	N/A
Residual impacts:	None	N/A

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
Cumulative impact post-enhancement:	High (+)	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (+)	N/A

6.7.2 Sustainable Positive Impact on Government Revenue

During the operational phase, the proposed development in the waterfront area will play a key role in the local economy. The development will include. This phase is anticipated to create sustained economic activity and employment opportunities in sectors such as retail management, customer service, maintenance, security, and administrative support. Additionally, the operational phase is expected to contribute to ongoing government revenue through property taxes, licensing fees, and other operational permits. These economic contributions will support the maintenance and expansion of local infrastructure and services, further enhancing the socio-economic fabric of the study area.

Table 26 below highlights the sustainable impact on increased Government Revenue during operational phase

Table 26: Sustainable impact on increased Government Revenue

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:	Sustained increase in government revenue through rates, taxes, and permits	N/A
Nature of impact:	Positive	N/A
Extent	National	N/A
Duration	Long-Term	N/A
The consequence of impact or risk:	Medium	N/A
The probability of occurrence:	Probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	No irreplaceable loss of resources	N/A
The degree to which the impact can be reversed:	Benefit sustained over projects lifespan	N/A
Indirect impacts:	Increased tax revenue will support the maintenance and expansion of local infrastructure and public services, improving	N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
	regional socio-economic conditions.	
Cumulative impact prior to enhancement:	Medium	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A
The degree to which the impact can be avoided:	unavoidable	N/A
The degree to which the impact can be managed:	Low	N/A
The degree to which the impact can be enhanced:	None	N/A
Proposed mitigation:	Not Applicable	N/A
Residual impacts:	None	N/A
Cumulative impact post enhancement:	Medium (+)	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (+)	N/A

6.8 Impact on Traffic

6.8.1 Temporary Impact on Traffic Congestion

During the construction phase of the Granger Bay mixed-use development, temporary disruptions to traffic flow are anticipated along key access routes, including Granger Bay Boulevard, Beach Road, and the M61 (Helen Suzman Boulevard). Construction activities, such as the movement of heavy vehicles and potential partial road closures, may lead to increased congestion, particularly during peak hours.

To mitigate these impacts, the following measures are proposed:

- Scheduling Deliveries During Off-Peak Hours: Coordinating the transport of construction materials and equipment outside of peak traffic times to minimize congestion.
- Clear Signage and Communication: Implementing well-marked detours and providing real-time traffic updates to inform motorists of alternative routes and expected delays.

These mitigation strategies amongst others, aim to reduce the severity and duration of traffic disruptions during the construction period, ensuring that the impact on daily commuters and local businesses is kept to a minimum.

Table 27 below highlights the temporary impact on traffic congestion during construction.

Table 27: Temporary impact on traffic congestion

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Temporary disruption to local traffic flow due to construction-related activities	N/A
Nature of impact:	Negative	N/A
Extent	Local	N/A
Duration	Short-term	N/A
The consequence of impact or risk:	Traffic congestion during the construction phase is likely to be a negative impact due to potential delays and disruptions caused by construction activities.	N/A
The probability of occurrence:	Highly probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Partially reversible	N/A
Indirect impacts:	None	N/A
Cumulative impact prior to mitigation:		N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (-)	N/A
The degree to which the impact can be avoided:	Medium	N/A
The degree to which the impact can be managed:	Medium	N/A
The degree to which the impact can be mitigated:	Low	N/A
Proposed mitigation:	- Comply with traffic regulations and management (such as using flag people) to ensure a minimal impact on traffic. - Compliance with traffic management/control measures included in the Environmental Management	N/A

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
	Programme (EMPr) for the project.	
Residual impacts:	None	N/A
Cumulative impact post-mitigation:	Improved traffic control during the construction phase	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (-)	N/A

6.8.2 Increase in traffic volumes during the operational phase

The operational phase of the proposed development is anticipated to result in increased traffic volumes in the surrounding areas, particularly along key access routes such as Granger Bay Boulevard, Beach Road, and the M61 (Helen Suzman Boulevard). This is primarily due to the scale of the development and its mixed-use nature, incorporating residential, commercial, and recreational components that will attract both daily users and visitors.

While this increase in traffic is expected, several mitigation strategies have been incorporated into the development plan to manage potential congestion and promote alternative transport modes:

- **Enhanced Public Transport Integration:** The development's proximity to existing MyCiTi bus routes is expected to encourage the use of public transport, reducing reliance on private vehicles.
- **Promotion of Non-Motorised Transport (NMT):** A 30-metre-wide coastal promenade and additional walkways have been included to support pedestrian and cyclist mobility, enhancing access and promoting sustainable transport options.

Table 28 below outlines the potential impact of increased traffic volumes during the operational phase

Table 28: Sustainable impact on traffic flows along the access routes

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:		N/A
Nature of impact:		N/A
Extent		N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Duration		N/A
The consequence of impact or risk:		N/A
The probability of occurrence:		N/A
The degree to which the impact may cause irreplaceable loss of resources:		N/A
The degree to which the impact can be reversed:		N/A
Indirect impacts:		N/A
Cumulative impact prior to mitigation:		N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)		N/A
The degree to which the impact can be avoided:		N/A
The degree to which the impact can be managed:		N/A
The degree to which the impact can be mitigated:		N/A
Proposed mitigation:		N/A
Residual impacts:		N/A
Cumulative impact post mitigation:		N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)		N/A

6.9 Impact on Noise, Dust and pollution

6.9.1 Temporary Negative Impact on Noise, Dust and pollution

During the construction phase of the proposed development, the operation of large equipment and machinery (such as cranes and large trucks) will result in noise and dust emissions. Additionally, land clearance and other construction-related activities will occur, further contributing to noise and dust pollution within the local area. These factors will undoubtedly affect residents, visitors and landowners in the surrounding area. While this activity is unavoidable, the severity of the anticipated impacts is estimated to

be medium, primarily affecting the construction site and surroundings. However, by implementing the identified mitigation measures, these nuisance impacts can be reduced to a point of low significance.

Table 29 below highlights the temporary impact on Noise, Dust and pollution.

Table 29: Temporary Impact on Noise, Dust, and pollution

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Short-term environmental nuisance from construction activities including dust, noise, and air pollution	N/A
Nature of impact:	Negative	N/A
Extent	Regional	N/A
Duration	Short term	N/A
The consequence of impact or risk:	noise and dust emissions from construction activities will temporarily affect nearby businesses and travellers passing by, potentially causing nuisance but manageable through mitigation measures.	N/A
The probability of occurrence:	Highly probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Partly reversible	N/A
Indirect impacts:	None	N/A
Cumulative impact prior to mitigation:	Medium (-)	N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A
The degree to which the impact can be avoided:	Moderate	N/A
The degree to which the impact can be managed:	Moderate	N/A
The degree to which the impact can be mitigated:	Low	N/A
Proposed mitigation:	- Comply with polices regarding noise and dust regulation methods close to and on roads and other existing infrastructure. - Regularly clean and maintain the construction site to	N/A

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
	prevent the accumulation of dust.	
Residual impacts:	None	N/A
Cumulative impact post-mitigation:	Low	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (-)	N/A

6.10 Impact on Skills Development

6.10.1 Sustainable Positive Impact on Skills development for the Regional Area

During the operational phase of the proposed development, there will be ongoing opportunities for local skills development through employment across various sectors. These include roles in retail (such as shop assistants, store supervisors, and cashiers), hospitality (such as front-of-house staff, cleaners, and kitchen workers), and facilities management (such as building maintenance, security, and administration). While many of these positions do not require advanced qualifications, they offer valuable entry points into the formal labour market and enable the acquisition of practical, transferable skills.

Opportunities for skill-building include:

- On-the-job training in customer service, sales, stock control, and digital point-of-sale systems
- Front-desk and guest service skills in hospitality and short-term accommodation
- Basic facilities and property management skills for operational staff
- Workplace exposure for students or interns

By facilitating these work experiences, the proposed development can support local workforce readiness and promote career progression within Cape Town's growing urban services economy. These outcomes align with broader efforts to improve employability, particularly for youth and first-time job seekers in surrounding communities.

Table 30 below highlights the sustainable impact on Skills development in the surrounding area.

Table 30:Sustainable impact on Skills development

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:	Opportunities for local workforce training and upskilling in urban services	N/A
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Long term	N/A
The consequence of impact or risk:	the proposed development will enhance local employability by providing essential work experience and training in practical skills, thereby increasing the workforce's readiness for various employment opportunities.	N/A
The probability of occurrence:	Highly Probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Irreversible	N/A
Indirect impacts:	Local skills development enhances long-term employability and can reduce intergenerational poverty by improving access to skilled work opportunities.	N/A
Cumulative impact prior to mitigation:	Low	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (+)	N/A
The degree to which the impact can be avoided:	Unavoidable	N/A
The degree to which the impact can be managed:	Low	N/A
The degree to which the impact can be enhanced:	Medium	N/A
Proposed enhancement:	- Where feasible, efforts must be employing the skilled individuals in the local areas first.	N/A
Residual impacts:	None	N/A

Cumulative impact post enhancement:	Medium	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (+)	N/A

6.11 Impact on Sense of place (Visual)

6.11.1 Temporary Negative Impact on Sense of Place (visual)

During the construction phase of the proposed development, temporary visual disruptions are anticipated. Activities such as the presence of cranes, scaffolding, and construction materials may alter the area's visual character, affecting the scenic quality experienced by residents, visitors and users of adjacent public spaces.

Table 31 below highlights the temporary impact on visual during construction phase.

Table 31: Temporary impact on Sense of Place (visual)

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:	Visual intrusion during construction impacting scenic and recreational value	N/A
Nature of impact:	Negative	N/A
Extent	Local	N/A
Duration	Long term	N/A
The consequence of impact or risk:	The consequence of the impact or risk includes visual intrusion, and potential disruptions to scenic views	N/A
The probability of occurrence:	Highly probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Marginal loss of resources	N/A
The degree to which the impact can be reversed:	irreversible	N/A
Indirect impacts:	None	N/A
Cumulative impact prior to mitigation:	Medium (-)	N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A

The degree to which the impact can be avoided:	Unavoidable	N/A
The degree to which the impact can be managed:	Low	N/A
The degree to which the impact can be mitigated:	None	N/A
Proposed mitigation:	-	N/A
Residual impacts:		N/A
Cumulative impact post mitigation:		N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)		N/A

6.11.2 Sustainable impact on sense of place (visual)

Table 32 below highlights the sustainable impact on visual impact during operational phase

Table 32: Sustainable impact on Sense of Place (visual)

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:		N/A
Nature of impact:	Positive	N/A
Extent		N/A
Duration		N/A
The consequence of impact or risk:		N/A
The probability of occurrence:		N/A
The degree to which the impact may cause irreplaceable loss of resources:		N/A
The degree to which the impact can be reversed:		N/A
Indirect impacts:		N/A
Cumulative impact prior to mitigation:		N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)		N/A
The degree to which the impact can be avoided:		N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
The degree to which the impact can be managed:		N/A
The degree to which the impact can be mitigated:		N/A
Proposed mitigation:		N/A
Residual impacts:		N/A
Cumulative impact post mitigation:		N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)		N/A

6.12 Impact on Public Space and Amenity Value

6.12.1 Sustainable Positive Impact on Public Space and Amenity Value

The proposed development includes the creation of a continuous, 30-metre-wide coastal promenade extending over approximately 750 metres of Granger Bay's shoreline. This public realm intervention aims to improve non-motorised coastal access, supports recreational activity (e.g., walking, cycling, and leisure use), and enhances the overall liveability of the precinct. The promenade links with the existing Sea Point Promenade and V&A Waterfront public spaces, which creates a regional recreational corridor. Additionally, this development also ensures improved access to the coast for local communities, promoting inclusive use of the coastal space.

This therefore provides long-term benefits by improving the area's visual quality, promoting active lifestyles, and attracting both residents and tourists. Increased foot traffic will support surrounding commercial activities, while the integration of outdoor leisure and limited retail along the promenade strengthens the precinct's place-making function. These amenities are particularly valuable in high-density urban environments where open space is limited.

Table 33 below highlights the sustainable impact Sustainable Impact on Public Space and Amenity Value.

Table 33: Sustainable Impact on Public Space and Amenity Value

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:	Improved access to high-quality public spaces and recreational	N/A

	amenities for residents and visitors	
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Permanent	N/A
The consequence of impact or risk:	Medium-High	N/A
The probability of occurrence:	High	N/A
The degree to which the impact may cause irreplaceable loss of resources:	No loss	N/A
The degree to which the impact can be reversed:	N/A	N/A
Indirect impacts:	Stimulated tourism and enhanced public spaces promote physical activity	N/A
Cumulative impact prior to enhancement:	Medium	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A
The degree to which the impact can be avoided:	N/A	N/A
The degree to which the impact can be managed:	Medium	N/A
The degree to which the impact can be enhanced:	Medium	N/A
Proposed enhancement:	Ensure inclusive access, lighting, safety design, and programming to maximise public benefit	N/A
Residual impacts:	None	N/A
Cumulative impact post enhancement:	High	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	High (+)	N/A

6.13 Impact on Tourism and the Visitor Economy

6.13.1 Sustainable Positive Impact on Tourism and the Visitor Economy

As part of one of South Africa's most visited destinations, the proposed mixed-use development at Granger Bay stands to positively influence Cape Town's tourism and visitor economy. By expanding the range of attractions, particularly through the addition of public waterfront space, improved visual aesthetics, enhanced walkability, and increased leisure facilities, the development will further strengthen the V&A Waterfront's role as a leading tourism node.

These additions are likely to extend visitor dwell time and repeat visitation, stimulate local hospitality and retail spending, and increase the area's attractiveness to international and domestic tourists. Indirect benefits may also accrue to Cape Town's brand image as a modern, vibrant, and accessible city, further boosting tourism-linked sectors.

As previously mentioned, in terms of employment opportunities, the development is expected to create jobs across both the construction and operational phases. During the construction phase, the jobs created are primarily temporary, with the majority being semi-skilled and low-skilled positions, such as construction workers, general labourers, and site support roles. A smaller number of highly skilled positions will also be required, including project managers and engineering professionals.

During the operational phase, job opportunities will become more permanent and will include both skilled and unskilled roles. Skilled positions will encompass hospitality management, event coordination, retail management, and property administration, while unskilled roles will likely include cleaning staff, customer service assistants, and support personnel in the tourism and retail sectors.

This diverse employment mix ensures that the development supports job creation across skill levels and provides long-term economic benefits to the local workforce.

Table 34 below highlights the sustainable impact on tourism and the visitor economy.

Table 34: Sustainable impact on tourism and the visitor economy

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:	Increased tourism potential and visitor spending in the area	N/A
Nature of impact:	Positive	N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
Extent	Regional	N/A
Duration	Long term	N/A
The consequence of impact or risk:	Medium-High	N/A
The probability of occurrence:	Highly probable	N/A
The degree to which the impact may cause irreplaceable loss of resources:	None	N/A
The degree to which the impact can be reversed:	N/A	N/A
Indirect impacts:	Improved brand image of Cape Town, increased dwell time, stimulated hospitality sector	N/A
Cumulative impact prior to enhancement:	Medium (+)	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A
The degree to which the impact can be avoided:	N/A	N/A
The degree to which the impact can be managed:	High	N/A
The degree to which the impact can be enhanced:	High	N/A
Proposed enhancement:	Integration with Waterfront tourism campaigns, event activation, and heritage trails	N/A
Residual impacts:	Enhanced tourism value and spin-offs	N/A
Cumulative impact post enhancement:	High (+)	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	High (+)	N/A

6.14 Impact on Recreational Boating Activities

6.14.1 Temporary Positive Impact on Recreational Boat Use

During the construction phase, activities such as marine piling, breakwater realignment, and land reclamation may temporarily restrict access to Granger Bay for recreational boating. These disruptions may

affect the daily operations of small boating clubs, sailing schools, and private users. Noise, water turbidity, and safety concerns due to equipment or floating barriers may also discourage short-term use of the bay.

Although temporary, the disruption may reduce visitor numbers and interrupt services such as boat launches or tours, with knock-on effects for associated income. Careful communication and staged construction planning can help minimise disruption.

Table 35 below highlights the temporary impact on recreation.

Table 35: Temporary impact on recreational boat use during construction

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Temporary disruption to recreational boating activities during construction due to limited access and safety concerns	N/A
Nature of impact:	Negative	N/A
Extent	Local	N/A
Duration	Short-term	N/A
The consequence of impact or risk:	Short-term loss of access and potential income for boating-related users	N/A
The probability of occurrence:	High	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	High	N/A
Indirect impacts:	Potential financial losses for recreational clubs, tour operators, and small businesses dependent on marine access	N/A
Cumulative impact prior to mitigation:	Medium	N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (-)	N/A
The degree to which the impact can be avoided:	Moderate	N/A
The degree to which the impact can be managed:	High	N/A
The degree to which the impact can be mitigated:	Medium	N/A

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
Proposed mitigation:	- Schedule construction outside peak boating seasons - Maintain temporary access routes and berthing - Communicate construction schedule in advance	N/A
Residual impacts:	Minor short-term access limitations	N/A
Cumulative impact post-mitigation:	Low	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (-)	N/A

6.14.2 Sustainable Positive Impact on Recreational Boating Activities

Granger Bay is a valuable recreational asset for Cape Town, it Is an area regularly used for kayaking, stand-up paddleboarding (SUP), sailing, and small craft boating. The proposed breakwaters and realignment of the revetment are expected to create a more sheltered water body, which could improve long-term boating safety and usability, especially for non-motorised vessels.

The proposed public infrastructure, including new walkways and a connection to the Mouille Point promenade, will likely enhance access and attract more visitors engaging in recreational marine activities. By physically linking the Granger Bay area to the well-frequented Sea Point and Mouille Point pedestrian routes, the development will create a continuous, accessible coastal corridor. This is expected to draw higher foot traffic from locals and tourists alike, increasing demand for activities such as kayaking, paddleboarding, and coastal walking. The improved shelter conditions created by the breakwaters will also make the bay more suitable for everyday users and operators running guided tours, expanding the market for marine recreation. These improvements are anticipated to contribute positively to the growth of the local marine recreation economy by supporting small businesses, rentals, and tour services, while also increasing public engagement with the waterfront area as a recreational and social destination.

Table 36 below highlights the sustainable impact on recreational boating activities.

Table 36: Sustainable impact on recreational boating during operations

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		

Potential impact and risk:	Increased access to marine infrastructure supporting recreational boating, tourism operators, and small marine enterprises	N/A
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Long-term	N/A
The consequence of impact or risk:	Medium	N/A
The probability of occurrence:	Medium-High	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Low	N/A
Indirect impacts:	Expanded marine access can stimulate informal economic activity (e.g., water tours, equipment rentals), supporting broader livelihoods.	N/A
Cumulative impact prior to mitigation:	Medium	N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (+)	N/A
The degree to which the impact can be avoided:	Low	N/A
The degree to which the impact can be managed:	High	N/A
The degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	Promote inclusive access to berthing and marine infrastructure; and enable safe public use	N/A
Residual impacts:	Sustained growth in tourism, local marine services, and recreation economy	N/A
Cumulative impact post mitigation:	High	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	High (+)	N/A

6.15 Impact on Marine Wildlife-Associated Activities

6.15.1 Temporary Negative Impact on Marine Wildlife-Associated Activities

As highlighted in the Marine Specialist Study (Anchor Environmental Consultants, 2025), Granger Bay supports a resident population of Heaviside's dolphins, seasonal whales, and marine birds. While kayaking and SUP tour operators in the area are not officially licensed for cetacean tourism, marine wildlife is a central component of their marketing and customer appeal.

Construction activities, particularly pile driving, increased vessel activity, and noise pose a risk of temporary displacement of these species. Should dolphins or whales avoid the area during the construction phase, operators may face reduced bookings, impacting livelihoods and business continuity. The risk is temporary but must be carefully mitigated to minimise local economic consequences.

Table 37 below highlights the temporary impact on wildlife-associated activities.

Table 37: Temporary impact on marine wildlife-associated activities during construction

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Temporary displacement of marine wildlife due to construction noise and vessel activity, potentially affecting kayak/SUP tourism	N/A
Nature of impact:	Negative	N/A
Extent	Local	N/A
Duration	Short term	N/A
The consequence of impact or risk:	Reduced wildlife presence may lead to fewer bookings and income for wildlife-linked tourism operators	N/A
The probability of occurrence:	Highly	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	High	N/A
Indirect impacts:	Operators may experience reduced demand during peak	N/A

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
	construction if wildlife sightings decline temporarily	
Cumulative impact prior to mitigation:	Medium	N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (-)	N/A
The degree to which the impact can be avoided:	Moderate	N/A
The degree to which the impact can be managed:	Moderate	N/A
The degree to which the impact can be mitigated:	Low	N/A
Proposed mitigation:	-	N/A
Residual impacts:	None	N/A
Cumulative impact post-mitigation:	Low	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (-)	N/A

6.15.2 Sustainable Positive Impact on Marine Wildlife-Associated Activities

During the operational phase of the proposed development, marine wildlife-associated activities such as kayaking, SUP, informal marine mammal viewing, and eco-tourism walks are expected to benefit from the improved infrastructure and enhanced coastal environment. The addition of the breakwaters is anticipated to create a more sheltered bay area, which will reduce wave energy and contribute to safer and more predictable conditions for non-motorised water-based recreation. These calmer waters may support more frequent wildlife sightings, particularly of Heaviside's dolphins and Cape fur seals, both of which are known to use the area.

The development's expanded pedestrian walkways and enhanced connection to the Mouille Point promenade are likely to increase public access to the coastline and improve the visibility of the area as a destination for marine-based recreation. This may indirectly support local tourism operators by encouraging greater participation in wildlife-friendly excursions, and informal marine education activities. Furthermore, the presence of marine species, including dolphins and seasonal whale visitors, contributes to the area's

identity as a nature-integrated coastal destination. This aligns with broader tourism development objectives for Cape Town, which seek to promote eco- and marine-based experiences in a sustainable and accessible manner.

Table 38 below highlights the temporary impact on wildlife-associated activities.

Table 38: Sustainable Impact on Marine Wildlife-Associated Activities during operations

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:	Support for long-term wildlife-based marine tourism, particularly kayaking/SUP operators reliant on wildlife sightings	N/A
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Long-term	N/A
The consequence of impact or risk:	Sustained attraction of the area for nature-based recreation	N/A
The probability of occurrence:	Medium	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Low	N/A
Indirect impacts:	Increased visibility and informal promotion of Granger Bay as a nature-based recreation area, potentially stimulating demand for guided eco-recreation and supporting small-scale tourism enterprises	N/A
Cumulative impact prior to mitigation:	Medium	N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (+)	N/A
The degree to which the impact can be avoided:	Low	N/A
The degree to which the impact can be managed:	Moderate	N/A
The degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	According to the marine specialist report, potential	N/A

	impacts on marine fauna during operations can be managed through ongoing monitoring of species presence, particularly dolphins and seals, and the promotion of low-impact, non-motorised activities in the sheltered bay. Additional measures include public education signage, responsible wildlife viewing guidelines, and coordination with local operators to minimise disturbance (Anchor Environmental Consultants, 2025)	
Residual impacts:	Enhanced marine wildlife tourism economy	N/A
Cumulative impact post mitigation:	Medium-high	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-high (+)	N/A

6.16 Impact of Land Reclamation on the Local Communities

6.16.1 Temporary Negative Disruption from Land Reclamation during construction phase

The construction phase of the proposed land reclamation at Granger Bay is expected to result in short- to medium-term disruptions to parking availability in the immediate area. These effects may inconvenience local residents, visitors, and businesses that rely on easy access to coastal amenities, parking areas, and event spaces near the development footprint. For example, the temporary occupation of land for construction staging, fencing, and material stockpiling may limit access to some parking bays or increase congestion near the Oranjezicht City Farm Market and adjoining areas.

While these disruptions are expected to be localised and temporary, they could affect visitor convenience and user experience, especially over weekends or during events. Proactive mitigation through clear signage, communication of construction timelines, and the provision of alternative access routes or parking arrangements can help minimise the overall impact.

At the same time, the construction phase will generate various employment opportunities, categorised as follows:

- Skilled Jobs: Civil engineers, site managers, project planners, environmental officers.
- Semi-Skilled Jobs: Equipment operators, construction supervisors.
- Unskilled Jobs: Labourers, cleaners, site assistants.
- Temporary Jobs: Construction workers, logistics personnel, on-site support staff.

These employment opportunities will support both direct on-site employment and indirect opportunities through supply chain.

Table 39 below highlights the temporary disruption to land reclamation during the construction phase

Table 39: Temporary disruption of land reclamation on local communities

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Temporary disruption to economic activity and informal trading during reclamation	N/A
Nature of impact:	Negative	N/A
Extent	Local	N/A
Duration	Short term	N/A
The consequence of impact or risk:	Moderate economic disturbance, especially for small-scale marine users (tourism, boating, or fishing)	N/A
The probability of occurrence:	High	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	High	N/A
Indirect impacts:	None	N/A
Cumulative impact prior to mitigation:	Medium	N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A
The degree to which the impact can be avoided:	Low	N/A
The degree to which the impact can be managed:	Moderate	N/A

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
The degree to which the impact can be mitigated:	Moderate	N/A
Proposed mitigation:	- Maintain some access routes - Maintain temporary access routes where possible; engage affected operators early to identify and address disruption concerns.	N/A
Residual impacts:	N/A	N/A
Cumulative impact post-mitigation:	Low	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (-)	N/A

6.16.2 Permanent (Long-term) Positive Socio-economic Impact of Land Reclamation on Local Communities

Once operational, the reclaimed land is expected to support mixed-use development that may include commercial, tourism, and public space elements. This has the potential to generate long-term economic benefits, including direct and indirect employment creation and increased tourism activity. These developments are likely to contribute positively to the local economy, create a range of job opportunities, and stimulate broader economic activity within the surrounding communities.

Importantly, the integration of public amenities and enhanced coastal access within the development presents opportunities for a wider spectrum of users to benefit from the site, ranging from small-scale entrepreneurs and informal traders to recreational users and community groups. If these features are designed and managed with inclusivity in mind, they could help broaden participation in the new economy and reinforce equitable access to coastal space.

However, if not carefully planned, there remains a risk that some traditional or small-scale marine-based users may not fully access the benefits due to shifts in land use or increased commercialisation. The realisation of inclusive development potential will therefore depend on how access is structured and how local communities are supported to participate in the long-term opportunities arising from the reclaimed area.

Further, the operational phase will sustain various jobs, including:

- Skilled Jobs: Retail managers, hospitality supervisors, maintenance technicians.
- Semi-Skilled Jobs: Customer service representatives, food service assistants.
- Unskilled Jobs: Shop assistants, security personnel, cleaning staff.
- Permanent Jobs**:** Retail and commercial staff, maintenance and security roles.

These jobs will contribute to long-term employment stability and support inclusive local economic growth.

Table 40 below highlights the sustainable impact on land reclamation during operation phase.

Table 40: Sustainable impact on land reclamation on local communities

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:	Long-term integration of reclaimed land into the urban surrounding, improving land use efficiency and coastal access	N/A
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Long-term	N/A
The consequence of impact or risk:	Medium	N/A
The probability of occurrence:	High	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Low	N/A
Indirect impacts:	Positive change in surrounding land value	N/A
Cumulative impact prior to enhancement:	Medium	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A
The degree to which the impact can be avoided:	Low	N/A
The degree to which the impact can be managed:	High	N/A
The degree to which the impact can be enhanced:	Moderate	N/A
Proposed enhancement:	Prioritise local employment, ensure inclusive coastal access,	N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
	promote mixed-use development	
Residual impacts:	Long-term uplift in land value and employment opportunities	N/A
Cumulative impact post enhancement:	High	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	High (+)	N/A

6.17 Impact on Access to the Coastal Area

6.17.1 Sustainable Positive Impact on Access to the coastal area

The proposed development includes high improvements to coastal infrastructure, such as extended pedestrian walkways, new breakwaters with public access, and improved connectivity to the Mouille Point promenade. These enhancements are expected to improve long-term, formalised public access to the coastal zone and support broader social and recreational use of the area.

From a socio-economic standpoint, this development will facilitate inclusive access to the coast, particularly in terms of the design in supporting free pedestrian movement, universal access and public amenities. This supports both leisure use and economic activity, especially for informal traders, local vendors, and small-scale marine operators.

Table 41 below highlights the sustainable impact on access to the coastal area during operation phase.

Table 41: Sustainable impact on access to the coastal area

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:	Enhanced physical and visual access to the coastline, benefiting diverse user groups	N/A
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Long-term	N/A
The consequence of impact or risk:	Medium	N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
The probability of occurrence:	High	N/A
The degree to which the impact may cause irreplaceable loss of resources:	Low	N/A
The degree to which the impact can be reversed:	Low	N/A
Indirect impacts:	Improved inclusion and tourism use	N/A
Cumulative impact prior to enhancement:	Medium	N/A
The significance rating of impact prior to enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High	N/A
The degree to which the impact can be avoided:	Low	N/A
The degree to which the impact can be managed:	High	N/A
The degree to which the impact can be enhanced:	Medium	N/A
Proposed enhancement:	Ensure walkways and access points remain open, universally accessible, and well-maintained as public infrastructure	N/A
Residual impacts:	Long-term uplift in land value and employment opportunities	N/A
Cumulative impact post enhancement:	High	N/A
The significance rating of impact after enhancement (e.g. Low, Medium, Medium-High, High, or Very-High)	High (+)	N/A

6.18 Cumulative Statements

The proposed Granger Bay mixed-use development will contribute both positive and negative impacts, which will interact with existing conditions in the surrounding area and other ongoing or planned developments. The project is set to strengthen local economic activity, create jobs, and improve public spaces, particularly in the context of the high-value V&A Waterfront area. These benefits, when considered alongside the wider socio-economic dynamics in Cape Town, are expected to provide significant uplift to the region's economy, particularly in tourism and retail.

However, it is essential to also acknowledge the cumulative challenges that may arise from this development, especially in relation to traffic congestion, infrastructure demand, and potential environmental pressures, which may be influenced by other nearby developments. While the proposed mitigation measures will help address these challenges, it is important to recognise that the overall impact on the local environment and community will be shaped not only by the development itself but also by the interactions with surrounding growth and urbanisation.

Given these considerations, while some negative impacts will persist, particularly during the construction phase, the net outcome when factoring in the broader regional context, will likely remain positive. The development's contribution to economic growth, job creation, and urban revitalisation is expected to outweigh any resultant negative effects, provided that mitigation strategies are effectively implemented and coordinated with ongoing urban planning efforts in the region.

Table 42: Summary of Impacts identified

Construction Impacts	Significance	Operational Impacts	Significance
Temporary increase in production and GDP	Medium-High (+)	Sustainable increase in production and GDP	High (+)
Temporary increase in employment	Medium-High (+)	Sustainable increase in employment	High (+)
Temporary increase in household income	Medium-High (+)	Sustainable increase in household income	High (+)
Temporary impact on noise, dust, and pollution	Medium (-)	Sustainable impact on Skills development for the region	Medium (+)
Temporary impact on government revenue	Low (+)	Sustained increase in traffic volumes	
Temporary impact on traffic congestion		Sustainable impact on government revenue	Medium (+)
Temporary disruption from land reclamation during construction phase	Low (-)	Sustainable impact on Sense of place (visual)	
Temporary impact on recreational boating activities	Low (-)	Sustainable impact on public space and amenity value	High (+)

Construction Impacts	Significance	Operational Impacts	Significance
Temporary impact on marine wildlife-associated activities	Low (-)	Sustainable impact on tourism and visitor economy	High (+)
		Sustainable impact on recreational boating activities	High (+)
		Sustainable impact on marine wildlife-associated activities	Medium-high (+)
		Sustainable Socio-economic Impact of Land Reclamation on Local Communities	High (+)
		Sustainable Access to the Coastal Area	High (+)

6.19 Net Effective Trade-Offs

The review of the proposed development is associated with both positive and negative socio-economic impacts. To assess whether the project is beneficial, the additions to the environment brought about by the project need to be evaluated. The additional benefits of the intervention are the difference between the reference case position (i.e., the no-go option) and the position if the intervention is implemented. It involves the evaluation of the net effect and trade-offs associated with the proposed intervention.

The review of the proposed development from a socio-economic perspective is associated with positive and negative impacts. Involves assessing the net effect and trade-offs associated with the proposed intervention will need to be evaluated. Reviewing the project's net effects and the trade-offs between positive and negative impacts suggests that the positive effects and impacts would outweigh the negative effects. This is largely since the proposed development is expected to have a positive net impact on economic development, employment, skills development, coastal access, tourism and household earnings.

The negative impacts that are expected to occur as a result of the project will be far more localised and would affect a significantly smaller number of people and households than the net benefits that would be derived from the development.

Indicated below is a summation of the socio-economic gains and losses that are expected to ensue from the projects during the different phases (i.e. construction and operation). The following can be concluded:

- *During construction:* The comparison of gains and losses associated with the projects during the construction phase indicates that gains related to GDP, employment, and household income are expected to outweigh the expected losses regarding the same indicators. This shows that from a purely economic perspective, the projects' construction would be highly beneficial to the regional and local economies. The main trade-off during the construction phase would be between the economic net benefits that would accrue in the regional and local economies and the socio-economic dis-benefits experienced by the local communities in terms of visual, noise, dust, and traffic congestion. The positive net effect on the economy is deemed to be significantly greater than the negative socio-economic effects of the projects
- *During operations:* The proposed development is expected to bring substantial positive economic gains at the local level, particularly in terms of community benefits, employment, household income, and opportunities for skills development, thereby enhancing employability. The operational phase is anticipated to generate sustained, long-term socio-economic benefits, especially for local communities. These include improved employment prospects, increased household earnings, enhanced public access to the coast, and broader urban upliftment. The reclaimed land will contribute to the regeneration of the coastal zone by integrating public spaces, tourism, and mixed-use amenities, thereby serving the public interest

Section Seven: Assessment of Project Alternatives

7.1 Site Area

A comprehensive iterative design process has been undertaken to inform the layout for the proposed Granger Bay development. In addition, the layout of the proposed development has been informed by the identified environmental sensitive and/or 'no-go' areas. All highly sensitive and/or 'no-go' areas identified by the specialists have been avoided by the project infrastructure and all recommended buffer areas will be respected. There are not highly sensitive and/or 'no-go' areas associated with the proposed site area from an economic perspective, and thus no fatal flaws. The location proposed for the site area is thus deemed acceptable from a socio- economic perspective and should be authorised.

7.2 No Go Alternative

The 'no-go' alternative is the option of not constructing the proposed development, where the status quo of the status and/or activities on the project sites would prevail. This alternative would result in no additional impact on the receiving environment. Should the 'no-go' alternative be considered, there would be no impact on the existing environmental baseline and no benefits to the local economy and affected communities. The alternative also bears the opportunity cost of missed socio-economic benefits to the local community. The review of the net effects of the proposed development and the trade-offs between positive and negative impacts suggest that positive effects and impacts would outweigh the negative effects. Although the 'no-go' alternative will result in the avoidance of negative impacts from a socio-economic perspective, this would also result in the positive effects/impacts not being realised. Since positive effects and impacts would outweigh the negative effects, the construction and operation of the proposed development is preferred over the 'no-go' alternative (i.e., it is preferrable form a socio-economic perspective that the proposed commercial development be constructed).

Section Eight: Conclusion and Recommendation

Based on the information presented in this report, the following conclusions and recommendations are made from a socio-economic perspective.

The proposed development is expected to generate a range of socio-economic impacts, both positive and negative, across the construction and operational phases. The net positive effects, particularly in terms of employment creation, income generation, tourism growth, public space improvements, and long-term economic diversification are anticipated to outweigh the potential negative effects, which are mostly temporary and manageable.

The development is further expected to enhance inclusive coastal access and contribute to broader public benefit if implemented with due attention to access equity, local employment prioritisation, and support for small enterprises. These aspects align with key sustainability principles outlined in the National Environmental Management Act (NEMA) and the Integrated Coastal Management Act (ICMA), supporting the promotion of socially and economically inclusive development.

From a socio-economic perspective, no fatal flaws have been identified in the assessed site area. The location is considered acceptable and appropriate for the type and scale of development proposed. While the 'no-go' alternative would avoid some negative impacts, it would also forfeit significant socio-economic gains that this project could bring to the local economy and communities.

Therefore, the proposed development is considered acceptable and recommended subject to the implementation of the proposed mitigation and enhancement measures. These measures are essential to ensure that the socio-economic benefits are realised inclusively and sustainably, and that the risks of exclusion, displacement, or inequality are adequately addressed.

Section Nine: References

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Appendix A: Specialists Declaration

A.1. Alex Kempthorne

I, **Alex Kempthorne**, declare that:

- I act as the independent specialist in this application.
- I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant.
- I declare that there are no circumstances that may compromise my objectivity in performing such work.
- I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, regulations and any guidelines that have relevance to the proposed activity.
- I will comply with the Act, regulations, and all other applicable legislation.
- I have no, and will not engage in, conflicting interests in the undertaking of the activity.
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and - the objectivity of any report, plan, or document to be prepared by myself for submission to the competent authority.
- All the particulars furnished by me in this form are true and correct.
- I realise that a false declaration is an offence in terms of Regulation 71 and is punishable in terms of section 24F of the Act.

A.2. Mwajuma Kamanzi

I, **Mwajuma Kamanzi**, declare that:

- I act as the independent specialist in this application.
- I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant.
- I declare that there are no circumstances that may compromise my objectivity in performing such work.
- I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, regulations and any guidelines that have relevance to the proposed activity.
- I will comply with the Act, regulations, and all other applicable legislation.
- I have no, and will not engage in, conflicting interests in the undertaking of the activity.
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with

respect to the application by the competent authority; and - the objectivity of any report, plan, or document to be prepared by myself for submission to the competent authority.

- All the particulars furnished by me in this form are true and correct.
- I realise that a false declaration is an offence in terms of Regulation 71 and is punishable in terms of section 24F of the Act.

Appendix B: Specialists Curriculum Vitae

B.1. Alex Kempthorne

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

Key Qualification:

Ms Kempthorne joined the firm six months after the completion of her Master's Degree in City and Regional Planning. During her third year at Urban-Econ Alex studied part time on a course given through the University of Pretoria and SAPOA (Certificate for the Commercial Property Practitioners). Alex has gained considerable experience in development economics since her appointment at URBAN ECON's Cape Town office 25 years ago. She is currently a Director and the Office Manager of the Cape Town Office. Due to her involvement in high profile economic projects in the Western Cape, such as the Municipal Economic Review and Outlook (MERO), the Cape Town Film Studio, the Macro Impact of the Cape Town International Airport and the Scoping and Feasibility Study for the Cape Town Foreshore Freeway studies, she has developed a good understanding of the South African economic legislative and policy environment as well as economic strategies and strategic plans and objectives. She also has extensive experience in project managing large projects with multi-disciplinary teams as well as undertaking socio-economic impact assessments, economic research, property feasibility and financial feasibility for a range of sectors and proposed developments. Alex has also worked on a number of property and residential projects throughout the Western Cape and has worked extensively throughout the Western and Northern Cape.

Experience Record	
Project:	**Cape Agulhas Local Economic Development and Tourism Strategy**
Year:	2025
Location:	Cape Agulhas, Overberg District
Client:	Cape Agulhas Municipality (LED and Tourism unit)
Project Features:	LED and Tourism Strategy
Position held:	Project Manager
Activities Performed	The Cape Agulhas Municipality appointed Urban-Econ to compile a comprehensive local economic development and Tourism strategy for the municipality. The scope of Work includes developing the municipal strategies for:

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Development Economists

	Local Economic Development and tourism. • To enable a viable and conducive economic environment through the development of strategic catalytic projects and policies with clear implementation plans that provide the municipality with a road map to roll out the projects with the support of all municipal departments. • To ensure a "bottom-up" approach with a strong focus on stakeholder inputs is facilitated with the finalisation of the strategies. The following objectives/activities are to address and achieve the intended output of the project: • To undertake an economic analysis of the Cape Agulhas Municipal area, to enable the identification of appropriate interventions for economic development.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Economic Impact of the 2023 amendments to the DTIC SA Film and Television Production Incentive Programme** 2024-2025 Western Cape Western Cape Government, Department of Economic Development and Tourism Policy Research and Economic Impact Analysis Project Lead Urban-Econ have been appointed to conduct an economic impact study on the most recent amendments made in 2023 to the DTIC's SA Film and Television Production Incentive which seeks to support producers and incentives them shooting films in South Africa via a structured rebate system. A Social-Accounting-Matrix (SAM) model for the Western Cape was used to analyse the direct, indirect and induced economic impacts of the changes made to the Incentive Guidelines. Comprehensive stakeholder engagements were held with a cross section of industry players and associations to collect data on production expenditure, employment as well as to consult industry on the challenges and opportunities for improvement of the Incentive Programme and administration thereof
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Foreshore Precinct Feasibility Study** 2024-2025 Cape Town City of Cape Town Feasibility Study (market research, Cost Benefit Analysis, Multi Criteria Analysis) Economic and Socio-Economic Project Lead A multidisciplinary team has been put together to assess the feasibility of completing the Foreshore Freeway connecting the Atlantic Seaboard with the main national road out of the CBD. Urban-Econ's role is to provide inputs in the property market mix, develop a multicriteria decision-making analysis (MCDA) tool as well as conduct a full cost-benefit analysis (CBA). Three different development concepts centred around the creation of alternative transport and urban design solution are being technically scrutinized with Urban-Econ also having developed property models for residential and commercial developments
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Harington Square Feasibility Study** 2024-2025 Cape Town City of Cape Town Socio-Economic Analysis and Cost Benefit Analysis Project Lead A multidisciplinary team has been put together to develop Harrington Square in Cape Town CBD. The square, which has substantial heritage value is being developed as a public space with features which enhance the quality of life and accessibility for businesses and community instructions. Urban-Econ are conducting a Cost-benefit (BCA) analysis on alternative development scenarios formulated based on stakeholder engagements and urban-design principles.
Project: **Year:** **Location:**	**Langeberg Local Municipality Human Settlements Plan** 2024 Langeberg Municipality, Western Cape

Client:	Langeberg Municipality
Project Features:	Human Settlement Strategy
Position held:	Project Oversight
Activities Performed	Urban-Econ were appointed by the Langeberg Local Municipality Human Settlements Department to review and update the Human Settlement Plan. Urban-Econ administered over 1000 comprehensive household surveys in all of the major informal settlements in the LM and provided in-depth analysis for the survey outcomes. These findings assisted in reviewing and updating the Housing Pipeline for the municipalities with key challenges and infrastructure constraints identified via engagement with multiple line departments in charge of public goods and services.
Project:	**Cape Town Foreshore Scoping Precinct Study**
Year:	2023
Location:	Cape Town Foreshore
Client:	City of Cape Town
Project Features:	Socio-Economic Inputs
Position held:	Socio-Economic Lead
Activities Performed	Urban-Econ formed part of a multi-disciplinary team responsible for determining the opportunities around the currently unfinished foreshore freeways. Urban-Econ's role in the study is to provide socio-economic inputs to feed into the various options being developed and to develop an evaluation framework around which the proposed options can be evaluated. Once options have been put forward by the whole project team, Urban-Econ will undertake financial and economic modelling and undertake a Cast Benefit Analysis to determine the preferred option.
Project:	**Morning Star Phase 1 and 2 Economic Inputs into Development Framework**
Year:	2022 and 2023
Location:	Morning Star, Cape Town
Client:	Communicare
Project Features:	Property Market Research, Socio-Economic Impact
Position held:	Economic Project Lead
Activities Performed	Urban-Econ formed part of a multi-disciplinary team responsible for preparing a Development Framework for the 231ha portion of land at Morning Star. Urban-Econ undertook market research to inform a land use budget for the site and then modelling the socio-economic impact if the proposed Development Framework is implemented
Project:	**Pelagic Fishing Sector Socio-Economic Impact Assessment**
Year:	2023
Location:	South Africa (coastal regions of West Coast, Agulhas to Mossel Bay and Gqeberha
Client:	South African Pelagic Fishing Industry Association (SAPFIA)
Project Features:	Socio-Economic Impact
Position held:	Project Lead
Activities Performed	Urban-Econ was appointed to undertake a socio-economic assessment of the impact of the closure of fishing zones and penguin breeding sites. The assessment included understanding the cost of closure to the fishing industry, the impact to the various stakeholders in the value chain, the impact on employment (including the regional impact) as well as the overall impact on the national economy.
Project:	**Maitland Abattoir Prefeasibility Study**
Year:	2023
Location:	Maitland, Cape Town
Client:	City of Cape Town
Project Features:	Socio-Economic Inputs
Position held:	Socio-Economic Lead
Activities Performed	Urban-Econ formed part of a multi-disciplinary team responsible for determining the opportunities around developing the Maitland Abattoir site, which is currently used for various City Department operations – but which is very underutilised. Urban-Econ's role in the study is to undertake market research to feed into the various options being developed. Once options have been put forward by the whole project team, Urban-Econ will undertake

	financial and economic modelling and undertake a Cost Benefit Analysis to determine the preferred option.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Atlantis Railway-Port Feasibility** 2022 Cape Town Atlantis Special Economic Zone (ASEZ) Feasibility Project Lead Currently the Atlantis railway line (between Atlantis and the Port of Cape Town) is not operational due to the invasion of the rail reserve in 2018 where it runs through De Noon. SMEC was therefore appointed by the ASEZ to investigate the feasibility of the re-utilisation of the railway line and Urban-Econ formed part pf the project team, and was responsible for calculating the market demand for the railway line (calculating both current and future demand) in terms of freight as well as determining the economic impact if the railway line was to be reinstated.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Oude Molen Precinct Plan for Spatial Development Framework** 2020 – 2022 Western Cape Western Cape Government Contextual Analysis, site due diligence, stakeholder analysis, development vision and project objectives, market analysis and conceptual precinct plan. Project Manager Economic and demographic contextual analysis, Property demand modelling (residential, institutional, retail and office space), Property trends research and analysis, inputs into site visioning
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed:**	**Scottsdene Social Housing Feasibility** 2021 Scottsdene, Cape Town ULUVO Social Housing Corporation Housing Market Analysis Project Management Undertook market research to determine the feasibility and market demand for 844 social housing units (affordable housing) within a development situated in Scottsdene, Kraaifontein. The purpose of this study was therefore to verify this market as well as provide recommendations on the possible catchment area for this proposed development
Project: **Year:** **Location:** **Client:** **Project features:** **Position held:** **Activities Performed:**	**Hindle Road Socio-Economic Impact Assessment** 2021 Cape Town' GNEC Socio-Economic Impact Analysis Project Manager Urban-Econ Development Economists was appointed by GNEC Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed:**	**Paardevlei Development Market Feasibility Study** 2018 Cape Town, Western Cape City of Cape Town Project Manager Senior Development Economist This project entails conducting market research into the local residential, commercial and industrial property market and its implications for the development of the 680 Ha Paardevlei site located in Somerset West.

Project:	**Theewaterskloof Revised Local Economic Development Strategy**
Year:	2020
Location:	Theewaterskloof
Client:	Theewaterskloof Municipality
Project Features:	Local Economic Development
Position held:	Project Oversight
Activities Performed:	The strategy is to facilitate sustainable economic development for all communities within Theewaterskloof. This will promote a conducive economic environment through the development of strategic catalytic interventions
Project:	**Altydgedacht Farm Economic Motivation**
Year:	2019-2022
Location:	Durbanville, Cape Town
Client:	VDVM Property Group
Project Features:	Property Market Research
Position held:	Project Manager
Activities Performed:	The project entailed socio-economic market research to assess the capacity of the market to sustain medical, retirement, residential and tourism activities on the proposed Altydgedacht Farm development in Durbanville. The study will be used provide inputs and motivation into the broader study, namely the Development Plan which is being developed for the site, and which will be utilised to motivate changes to the City of Cape Town Spatial Development Framework.
Project:	**Municipal Economic Review & Outlook (MERO) 2016-2018, 2019 & 2020**
Year:	2016 to 2018; 2019 and 2020
Location:	Western Cape
Client:	Western Cape Provincial Treasury, Financial Management Directorate
Project Features:	Municipal Economic Review & Outlook
Position held:	Project Oversight
Activities Performed:	The MERO is a research publication that provides an overview of the economy with a particular focus on the Western Cape economy at a Metro/District/Municipal level. The publication is a comprehensive overview of the performance of the province in terms of economic intelligence and is therefore also utilised as the backdrop for the annual Western Cape municipal budget hearings across the province. The MERO study provided information on the trends, patterns and developments within the Western Cape economic sectors and regions, and specifically of how these are linked to the labour market's performance in the Western Cape economy. In addition, the study assisted and informed local authorities in the design of credible budgets.
Project:	**My CiTi Phase 2A Cost Benefit Analysis**
Year:	2018
Location:	City of Cape Town
Client:	City of Cape Town Transport and Urban Development Authority (TDA)
Project Features:	Cost Benefit Analysis
Position held:	Project Oversight
Activities Performed	Urban-Econ was appointed by the City of Cape Town to assist them in applying for Dutch Government funding to assist with the implementation of the MyCiTi Bus route being rolled out through the Metro City East (ORIO Project) to link Khayelitsha and Mitchell's Plain with Wynberg. Urban-Econ's role was to assist with the economic viability analysis component of the application including providing a project baseline of the current situation, the main economic benefits of the project (including incremental benefits), the costs of the project and to monetise these costs so as to compile a cost benefit analysis for the project.

Project:	**Salt River Market Site: Market Feasibility Study**
Year:	2018
Location:	Salt River, Observatory and Woodstock
Client:	Communicare
Project Features:	Market Feasibility Study
Position held:	Project Lead
Activities Performed:	A market feasibility study to determine the net effective demand for various property markets including residential, retail, office and parking in order to comprehend the market forces to ensure that the development capacity of the site is maximised.
Project:	**Feasibility for Implementing Integrated Sustainable Settlement Principals:**
Year	2015
Location	Western Cape
Client	DEADP
Project Features	Cost Benefit and Financial Analysis
Position held	Sub Consultant
Activities performed	Urban-Econ is part of the project team with Aurecon to investigate the Feasibility of Implementing Integrated Sustainable Settlement Principals for sites in two municipalities on behalf of the Department of Environmental Affairs and Development Planning. The Department has identified the need for the development of innovative, resource efficient, sustainable solutions in meeting the demand for services and infrastructure in the Western Cape and in light of this need DEADP has decided to investigate and support the development of two 'integrated Sustainable Settlements' in the Western Cape, namely Mossel Bay and Swartland Municipality. Urban-Econ's role in the project is undertake a cost-benefit analysis of the technologies and solutions put forward by the team

Other Projects:

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

- Strandfontein Coastal Node, Economic Inputs into Development Framework
- Imhoff Farm Socio-Economic Impact Assessment
- Langebaan Truckstop Needs and Assessment and Socio-Economic Impact Assessment
- Marine Manufacturing and Trade Industry Economic Impact Study
- Feasibility and Business Plan for developing a trade centre in Abuja (Nigeria)
- Theewaterskloof Feasibility for Development of Tourism Activities
- Athlone Stadium Feasibility
- City Hall Market Feasibility
- Grand Parade Development Opportunities and Feasibility Study
- Big Data Socio-Economic Impact
- ORIO Transport Interchange Cost Benefit Analysis
- Groot Brak Filling Station Socio-Economic Impact Assessment
- Implementation & Outcome Evaluation of the City of Cape Town's World Design Capital Initiatives:
- Cape Town Art Fair Impact Assessment
- WC Broadband Initiative Socio-Economic Impact Assessment

Countries of Work Experience:

- South Africa, Namibia, Nigeria, Zimbabwe and Botswana

References:

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B.2. Mwajuma Kamanzi

Education:			
University of The Western Cape– 2013		Bachelor of Commerce	
University of The Western Cape– 2020		BComHons (Economics)	
University of The Western Cape - 2023		MCom (Economics)	
Language Proficiency:	Reading	Writing	Speaking
English	Excellent	Excellent	Excellent
Afrikaans	Good	Good	Good
Swahili	Good	Good	Good

Work Experience:

Urban-Econ	May 2023 -Current	Junior Development Economist
University OF The Western Cape	Contract work: 2018-2022	Administrative Assistant & economics tutor

Key Qualification:

Ms. Kamanzi joined the firm one month after completing her master's degree in economics. She is a self-starter, naturally charismatic, and finds it easy to conquer any task she puts her mind to, hence her achievement of winning the Golden Key for the recognition of her academic performance. She believes in originality and hard work and will be a good fit in any environment. Her ability to think on her feet and seek out practical solutions to any problem is what sets her apart. She thrives in situations in which she is challenged and must lead. Lastly, her skills include researching economic issues, data collection, verbal communication skills, and teamwork skills, to name a few.

Experience Record	
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Cape Agulhas Local Economic Development and Tourism Strategy** 2025 Cape Agulhas, Overberg District Cape Agulhas Municipality (LED and Tourism unit) LED and Tourism Strategy Researcher The Cape Agulhas Municipality appointed Urban-Econ to compile a comprehensive local economic development and Tourism strategy for the municipality. The scope of Work includes developing the municipal strategies for: Local Economic Development and tourism. • To enable a viable and conducive economic environment through the development of strategic catalytic projects and policies with clear implementation plans that provide the municipality with a road map to roll out the projects with the support of all municipal departments. • To ensure a "bottom-up" approach with a strong focus on stakeholder inputs is facilitated with the finalisation of the strategies. The following objectives/activities are to address and achieve the intended output of the project: • To undertake an economic analysis of the Cape Agulhas Municipal area, to enable the identification of appropriate interventions for economic development.

Project:	**Gouda Economic Development Plan**
Year:	2024-2025
Location:	Gouda, Drakenstein
Client:	SAICA Enterprise Development (The Hope Factory)
Project Features:	Local Economic Development (LED)
Position held:	Researcher
Activities Performed	SAICA Enterprise Development have appointed Urban-Econ to conduct research and stakeholder engagement to develop a local economic development plan for the Gouda and surrounding communities. Proceeds from the Gouda Winde Facility is destined to be spent on social development and enterprise development, and as such, Urban-Econ have been brought on to engage community members, entrepreneurs and institutions to identify, prioritise and formulate a number of initiatives which will support the development of small businesses, existing enterprises as well as initiatives which will allow for sustainable economic benefits accruing to the local communities.
Project:	**Wildebosch Basic Economic Impact Assessment**
Year:	2025
Location:	Stellenbosch, Western Cape
Client:	Zutari (Pty) Ltd
Project Features:	Impact assessment
Position held:	Project Leader
Activities Performed	Urban-Econ Development Economists was appointed by Zutari to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed road extension and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project:	**Lucullus Road Extension Socio- Economic Impact Assessment**
Year:	2025
Location:	Kraaifontein, Western Cape
Client:	Zutari (Pty) Ltd
Project Features:	Impact assessment
Position held:	Project Leader
Activities Performed	Urban-Econ Development Economists was appointed by Zutari to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed road extension and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project:	**Philippi: The Wedge Socio-Economic Impact Assessment**
Year:	2024
Location:	Philippi, Western Cape
Client:	HDA and Zutari
Project Features:	Impact assessment
Position held:	Researcher
Activities Performed	Urban-Econ Development Economists was appointed by Zutari to undertake a Socio-Economic Impact Study. The aim of the study is to investigate and describe the social and economic environment of the temporary relocation program, which involves relocating illegal dwellers from the Langa rail reserve to the Philippi Wedge area to enable the opening and operations of the central railway line. The study also aims to identify potential impacts that could affect the environment, as required by the Environmental Impact Assessment Guidelines and Legislation.
Project:	**IRT MyCiTi phase 2a work package 8 Socio-Economic Impact Assessment**
Year:	2024
Location:	City of Cape Town, Western Cape
Client:	CHAND Environmental Consultants
Project Features:	Impact assessment
Position held:	Project Leader

Activities Performed	Urban-Econ Development Economists was appointed by Chand consultants to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed MYCITI work package 8 route and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**N1 Nooitgedacht development Socio-Economic Impact Assessment** 2024 Joostenbergvlakte, Western Cape VDMV Property Holdings (Pty)Ltd Impact assessment Researcher Urban-Econ Development Economists was appointed by VDMV Property Holdings to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Botfontein Industrial development Socio-Economic Impact Assessment** 2024 Kraaifontein, Western Cape GroenbergEnviro (Pty)Ltd Impact assessment Researcher Urban-Econ Development Economists was appointed by GroenbergEnviro (Pty)Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Kraaifontein Petroleum Products Storage and Distribution Facility Socio-Economic Impact Assessment** 2024 Kraaifontein, Western Cape Kantey & Templer (Pty) Ltd Impact assessment Researcher Urban-Econ Development Economists was appointed by Kantey & Templer (Pty) Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Bella Riva Socio-Economic Impact Assessment** 2024 Fisantekraal, Northern Planning District Cornerstone Environmental Consultants Baseline assessment Project Leader Urban-Econ Development Economists was appointed by Cornerstone Environmental Consultants to undertake a Basic-Economic Impact Assessment. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.

Project:	**Morning Star Socio-Economic Baseline Assessment**
Year:	2024
Location:	Morningstar, Western Cape
Client:	Communicare
Project Features:	Socio-Economic Baseline assessment
Position held:	Researcher
Activities Performed	Urban-Econ Development Economists was appointed by Communicare to undertake a Basic-Economic Impact Assessment managed by Groenbergenviro (Pty) Ltd. The assessment aimed to evaluate and determine the significance of the socio-economic impacts that could result from the construction and operational phases of the proposed development of Morningstar Farm 141. This evaluation guided the next phase of the EIA assessment.
Project:	**Stikland Socio-Economic Impact Assessment**
Year:	2024
Location:	Stikland, Western Cape
Client:	Infinity Environmental (Pty) Ltd
Project Features:	Impact assessment
Position held:	Project Leader
Activities Performed	Urban-Econ Development Economists was appointed by Infinity Environmental (Pty) Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project:	**Meerlust commercial development Socio-Economic Impact Assessment**
Year:	2024
Location:	Meerlust, Western Cape
Client:	Guillaume Nel environmental consultants
Project Features:	Impact assessment
Position held:	Researcher
Activities Performed	Urban-Econ Development Economists was appointed by Guillaume Nel environmental consultants to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project:	**Gabon: Genmin Limited – Baniaka ESIA Project**
Year:	2023
Location:	Gabon
Client:	Genmin Limited
Project Features:	Economic impact assessment
Position held:	Researcher
Activities Performed	The study aims to determine the affected communities and economies located in the zone of influence and identify sensitive receptors and beneficiaries within the delineated study area, i.e., people, land uses and economic activities that could be directly or indirectly negatively affected by the proposed project or benefit from it. Also, to review secondary data and assess data gaps. Lastly, also to quantify the potential positive and negative economic effects of the proposed development on the local and regional economic activities.
Project:	**Municipal Economic Review and Outlook 2023 (MERO 2023)**
Year:	2023-2024
Location:	Western Cape, South Africa
Client:	Western Cape Provincial Treasury
Project Features:	MERO is an annual research publication produced by the Western Cape Provincial Treasury
Position held:	Researcher
Activities Performed	I was involved in various key activities. These included conducting extensive data collection, performing detailed data analysis to identify trends and insights, and contributing to the revision process to ensure accuracy and clarity. Additionally, I assisted in drafting and

	finalizing sections of the report, which was undertaken for the Western Cape Provincial Treasury during the 2023-2024 period in the Western Cape, South Africa.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Adam Tas Road Link** 2023 Stellenbosch, Western Cape Guillaume Nel environmental consultants (GNEC) Socio-Economic Site Sensitivity and Scoping Report for the Adam Tas Link Road Researcher The purpose of this scoping report was to undertake a Socio-Economic Site Sensitivity and Scoping Assessment as part of the Environmental Impact Assessment process.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Clear Horizon Socio-Economic Site Sensitivity and Scoping Report** 2023 Kuilsriver, Western Cape Savannah Environmental (Pty) Ltd Socio-Economic Sensitivity Scoping Assessment Project Leader Provided a socio-economic sensitivity scoping assessment as part of an environmental impact assessment process managed by the client.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Grand Parade Market Feasibility Study** 2023 Durbanville, Western Cape City of Cape Town Market Traders Feasibility study Researcher Collected data by survey to identify and analyse the target market for the trader's market, considering demographics, consumer behavior, and preferences. As well as conducted surveys to gather feedback from potential vendors and customers regarding their interest, preferences, and expectations.
Project: **Year:** **Location:** **Client:** **Project Features:** **Position held:** **Activities Performed**	**Socio-Economic Basic Assessment (Strandfontein coastal node development)** 2023-2024 Strandfontein, Western Cape Infinity Environmental Impact assessment, stakeholders' engagement Researcher Conducted primary data collection through interviews with relevant stakeholders, investigated secondary data sources, analyzed the gathered data, and ultimately prepared a comprehensive report.

References:

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