



KRAAIFONTEIN PETROLEUM PRODUCTS STORAGE AND DISTRIBUTION FACILITY SOCIO-ECONOMIC IMPACT ASSESSMENT

June 2025

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Document Information

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Specialist Report Requirements

National Environmental Management ACT, 1998 (ACT No. 107 of 1998) and Environmental Impact Regulations, 2014 (as amended).

Regulation GNR 326 of 4 December 2014, as amended 7 April 2017, Appendix 6	Section of Report
1. A specialist report prepared in terms of these Regulations must contain-	Appendix A Appendix B
a) details of- i. the specialist who prepared the report; and ii. the expertise of that specialist to compile a specialist report including a curriculum vitae;	
b) a declaration that the specialist is independent in a form as may be specified by the competent authority;	Appendix A
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 6
d) the date and season of the site investigation and the relevance of the season to the outcome of the assessment;	Section 1
e) a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used;	Section 1
f) details of an assessment of the 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 alternatives;	Section 6
g) an identification of any areas to be avoided, including buffers;	N/A
h) a map superimposing the activity including the associated structures and infrastructure on the environmental sensitivities of the site including areas to be avoided, including buffers;	N/A
i) a description of any assumptions made and any uncertainties or gaps in knowledge;	Section 1
j) a description of the findings and potential implications of such findings on the impact of the proposed activity, (including identified alternatives on the environment) or activities;	Section 6

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k) any mitigation measures for inclusion in the EMPr;	Section 6
l) any conditions for inclusion in the environmental authorisation;	
m) any monitoring requirements for inclusion in the EMPr or environmental authorisation;	Section 6
n) a reasoned opinion- i. (as to) whether the proposed activity, activities or portions thereof should be authorised; (iA) regarding the acceptability of the proposed activity or activities; and ii. if the opinion is that the proposed activity, activities or portions thereof should be authorised, any avoidance, management and mitigation measures that should be included in the EMPr, and where applicable, the closure plan;	Section 6,7
o) a description of any consultation process that was undertaken during preparing the specialist report;	Section 1
p) a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and	N/A
q) any other information requested by the competent authority.	N/A
2) Where a government notice <i>gazetted</i> 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

This document is prepared by Urban-Econ Development Economists on behalf of Kantey & Templer (PTY) Ltd. The purpose of the document is to undertake a Socio-Economic Impact Assessment for Kraaifontein petroleum products storage and distribution facility (hereafter known as the proposed development).

The aim of this assessment was to determine the current socio-economic baseline characteristics of the study area as well as any potential influence the proposed project may have on the local economy and communities. These findings will provide input into the Basic Assessment.

1.2. Study Scope and Goal

The proposed development involves the expansion of an existing fuel storage and distribution facility located in Kraaifontein Industria, within the City of Cape Town. Currently used for diesel storage and distribution, the facility will undergo changes aimed at increasing the on-site petroleum product storage capacity to 2 500 m³.

The project will include the removal of two existing above-ground diesel storage tanks (combined capacity of 46 m³) and the installation of three new above-ground tanks, comprising:

- 2 × 1 000 m³ tanks for 50 ppm diesel, and
- 1 × 500 m³ tank for unleaded petrol (ULP 95).

The expansion also entails the reconfiguration of the site layout, including demolition of selected structures, construction of a new wash bay, and installation of a reinforced concrete bund with intermediate walls and sump drains for each tank. Space will be reserved for a fourth storage tank to allow for future expansion.

On the project site, MOOV Fuel also stores approximately 500 m³ of oil/lubes (including degreasol engine cleaner and ethanol solution) as well as 1.5 tonnes of LPG. This storage is set to remain at 500 m³ and 1.5 tonnes respectively, with the project.

The purpose of this socio-economic impact assessment (SEIA) is to evaluate the potential positive and negative socio-economic effects that may result from the proposed expansion, particularly in relation to surrounding communities and the local economy. The assessment considers impacts during both construction and operational phases.

Considering the project background and the EIA Regulations of 2014 (as amended in 2017), the proposed scope of work included:

- Engage with the environmental practitioner, other specialists on the team and the client to gain necessary background on the project.
- Delineate the zones of influence in consultation with other specialists on the team.
- Determine the affected communities and economic activities located in the zone of influence and identify sensitive receptors and beneficiaries within the delineated study areas, i.e. people, land uses and economic activities that could be directly or indirectly negatively affected by the proposed project or benefit from it.
- Determine the data required to assess potential impacts and review secondary data available to determine the suitability of the data for the analysis and the data gaps.
- Collect primary social and economic data (through personal or telephonic interviews) of the parties that may be affected directly or indirectly (positively or negatively) by the proposed project to address data gaps.
- Create a socio-economic profile of the potentially affected and benefiting environment, which would then represent a description of the existing impacts exerted on the zones of influence and would be used to assess the potential changes ensued from the proposed project.
- Assess the sensitivities of the identified sensitive receptors relative to the project site and analyse potential positive and negative social and economic effects of the proposed development on the local and regional economic activities.
- Assess cumulative effects of the project given the existing and planned developments in the area.
- Evaluate the potential positive and negative impacts following the environmental specialist's methodology.
- Develop a mitigation plan by proposing mitigation measures for negative effects and enhancement measures for positive impacts.
- Provide a reason opinion whether the proposed project should be authorised and whether the associated activities are acceptable from a socio-economic perspective.
- Compile Socio-Economic Impact Assessment Report.

1.3. Methodology and Key Aspects

The methodology illustrated in Figure 1 will be followed in undertaking this Impact assessment, and the activities outlined will be followed

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Figure 1: Project Methodology



In addition to the above methodology, the following key aspects should be noted, as indicated in **Table 1**.

Table 1: Key Aspects

Aspect	Description
Information Source	Sources of information utilised for this report, include: - Review of planning documents. - Desktop research. - Interviews with stakeholders. - Quantec EasyData. - Kantey & Templer (Pty) Ltd.
Quality and Age of Data	The data utilised for the completion of this report is based on up-to-date information obtained through Kantey & Templer. Sources of information are of high quality.
Duration, Date and Season of Site Investigation and Relevance of Season to Outcome of Assessment	The data utilised for the completion of this report is based on up-to-date information obtained through Kantey & Templer. Sources of information are of high quality.
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.

Aspect	Description
	- 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.
Specialist Declaration	See Appendix A
Specialist CV	See Appendix B

1.4. Report Structure

The following table provides the outline for the report.

Table 2: 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	Explore macro-level insights, regional connectivity, 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: Specialist Impact Assessment	Presents the analysis of the socio-economic impacts that are expected to ensue because of the proposed development
Section 6: 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.

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Section 7: Conclusion and recommendations	Summarises the key findings and derives recommendations regarding the proposed facility size, target market, and other relevant considerations.
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Section Two: Situation Analysis

2.1. Introduction

This section provides an overview of the concept of the proposed development, location, surrounding land uses, future developments, and an understanding of the visually affected areas. Furthermore, the extent of potential noise, visual, and other anticipated environmental, social, and economic impacts will be taken into consideration when defining the proposed development's potential zone of influence.

2.2. Development Concept

The proposed development is located in Kraaifontein Industrial and is currently operating as a fuel storage and distribution facility. The facility currently consists of 2 x 23m³ aboveground diesel storage tanks housed in a bund, 2 x 1 hose diesel pumps, a truck workshop, an oil store and offices. In addition, MOOV Fuel stores approximately 500 m³ of oil/lubricants (including degreasol engine cleaner and ethanol solution) as well as LPG storage of 1.5 tonnes. The oil/lubricants will be relocated to the main warehouse and the LPG storage cage will be relocated on site.

The proposed development aims to increase the existing on-site storage capacity of petroleum products by an additional 2 454m³ and will entail the removal of the two existing diesel above ground storage tanks (ASTs) with a combined capacity of 46m³ and installation of three new ASTs with a combined capacity of 2 500m³, with the configuration as follows:

- 2 x 1 000m³ aboveground tanks for the storage of 50 ppm diesel; and,
- 1 x 500m³ aboveground tank for the storage of ULP 95.

These tanks will be housed in a reinforced concrete bund with intermediate walls, each with its own sump. While only three tanks will be constructed initially, space is reserved for a fourth tank in the future. The new diesel tanks will support own use refuelling and MOOV's commercial distribution network across the Western Cape. In addition, the development requires the demolition of two warehouses (one includes the wash bay, the other stores oil drums), an outbuilding at the site's front, the toilet and office areas within the main warehouse, and two small storerooms. A new wash bay will be constructed elsewhere on-site, linked to the existing separator and sewer network. Lastly, a new oily water separator will also be installed. Fire-safety infrastructure including a fire-water tank and pump room is also planned.

2.3. Spatial Analysis

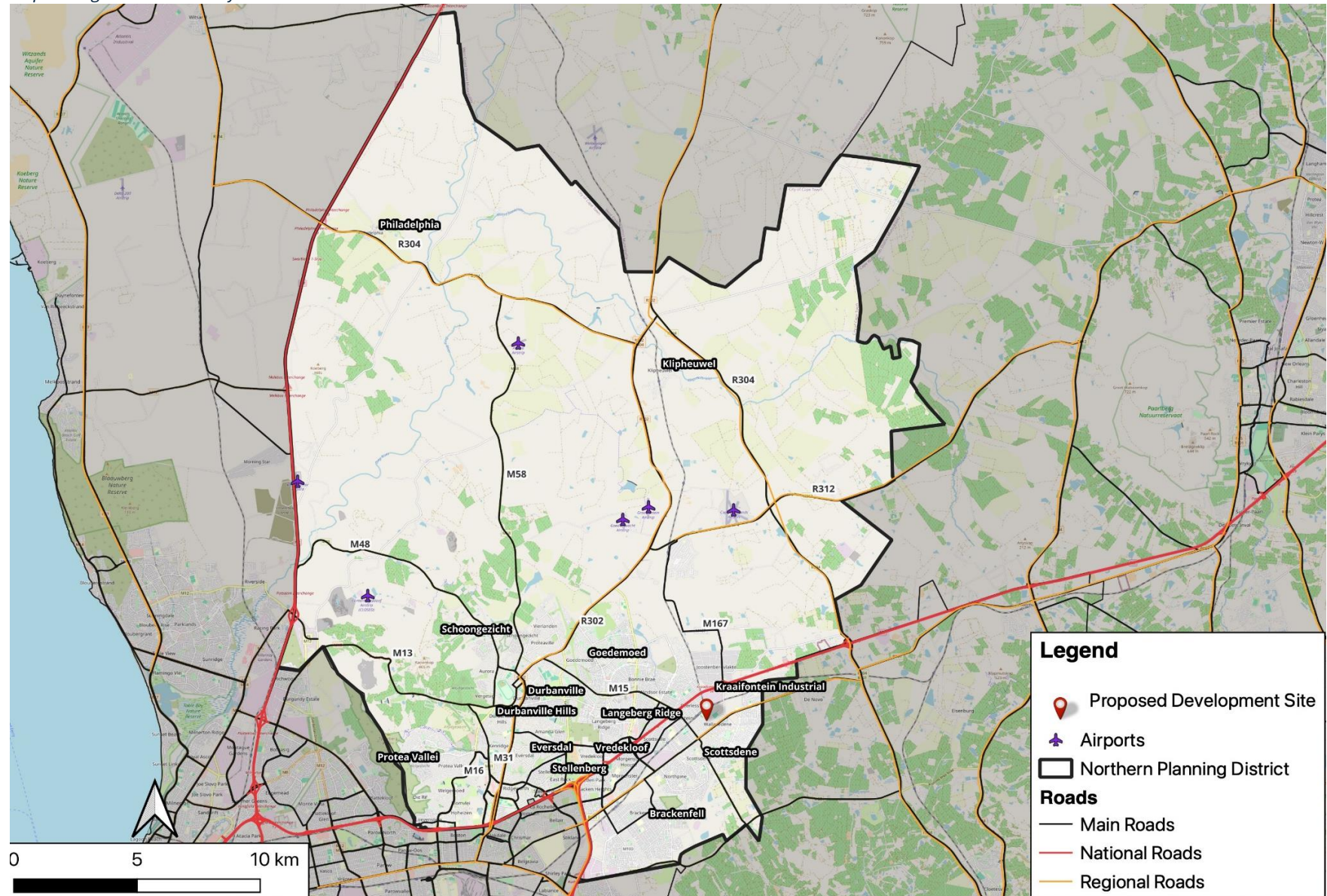
Kraaifontein Industrial is situated south of the N1 freeway in the Northern Planning District, within the jurisdiction of the City of Cape Town Metropolitan Municipality. This industrial area is close to residential areas in need of employment, such as Bloekombos and Wallacedene.

Major regional and national transportation routes, such as the N1 and R300 highways, strategically position the proposed development. This enables the area's connectivity and accessibility to the broader region.

Map 1 depicts Kraaifontein industrial within the Northern Planning District and the main national, regional and local transport routes.

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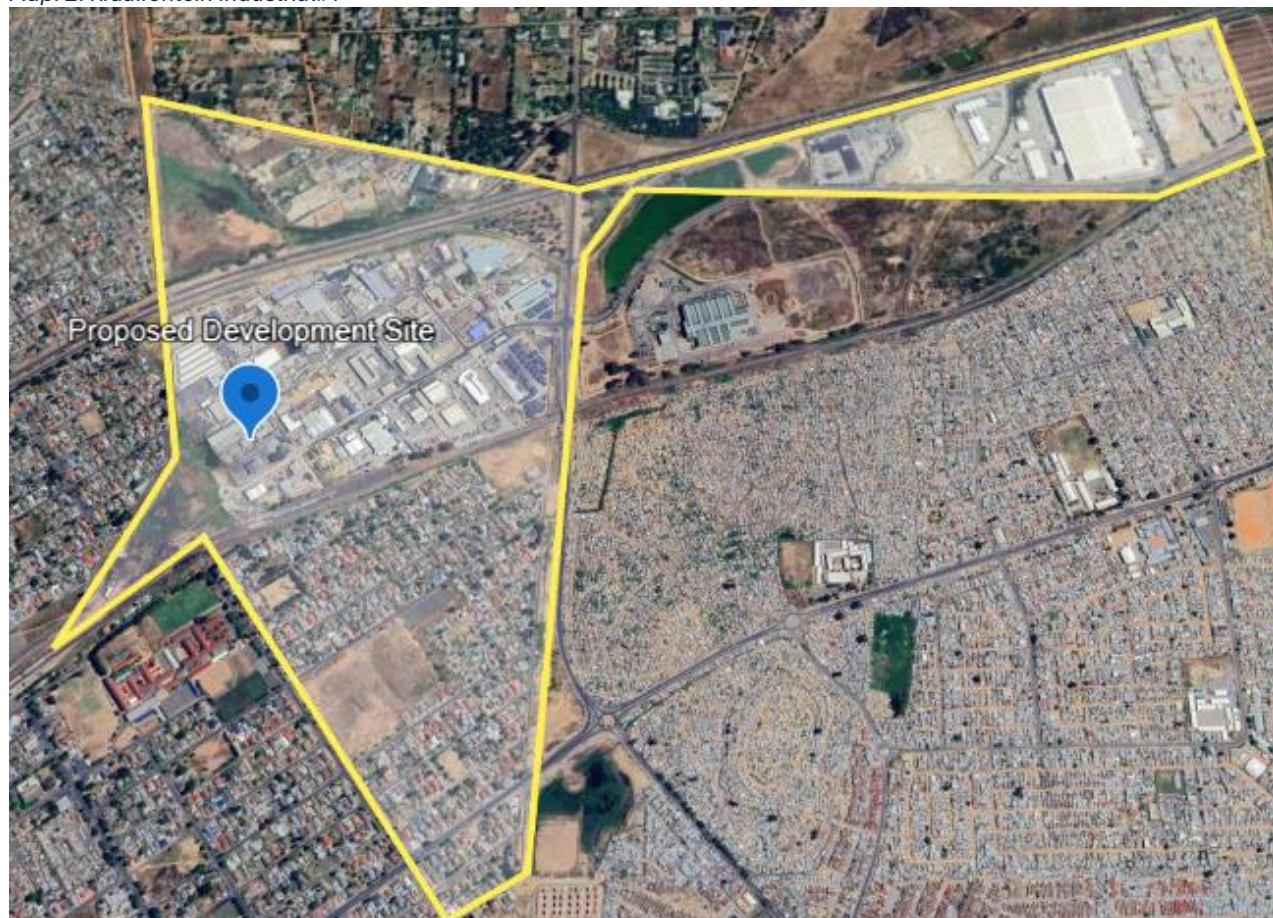
Map: 1: Regional Site Locality



Source: MapAble (2024)

Map 2 shows the delineation of Kraaifontein Industrial.

Map: 2: Kraaifontein Industrial#1



Source: Google Earth (2024)

Kraaifontein Industrial is strategically located adjacent to the N1 national highway, encompassing 99 land parcels. Of these, 80% are dedicated to economic activities, while the remaining 20% consist of building parcels, wetlands, road reserves, drains, and vacant land. The area hosts approximately 90 firms, with 76 identified and 14 unidentified. Notable companies operating in Kraaifontein Industrial include Barloworld Logistics, Volvo, and Scania. This diverse economic presence highlights the area's significance as a hub of industrial activity, contributing to the regional economy and providing numerous employment opportunities.

Figure 3: Kraaifontein Industrial#2



Source: Google Earth (2024)

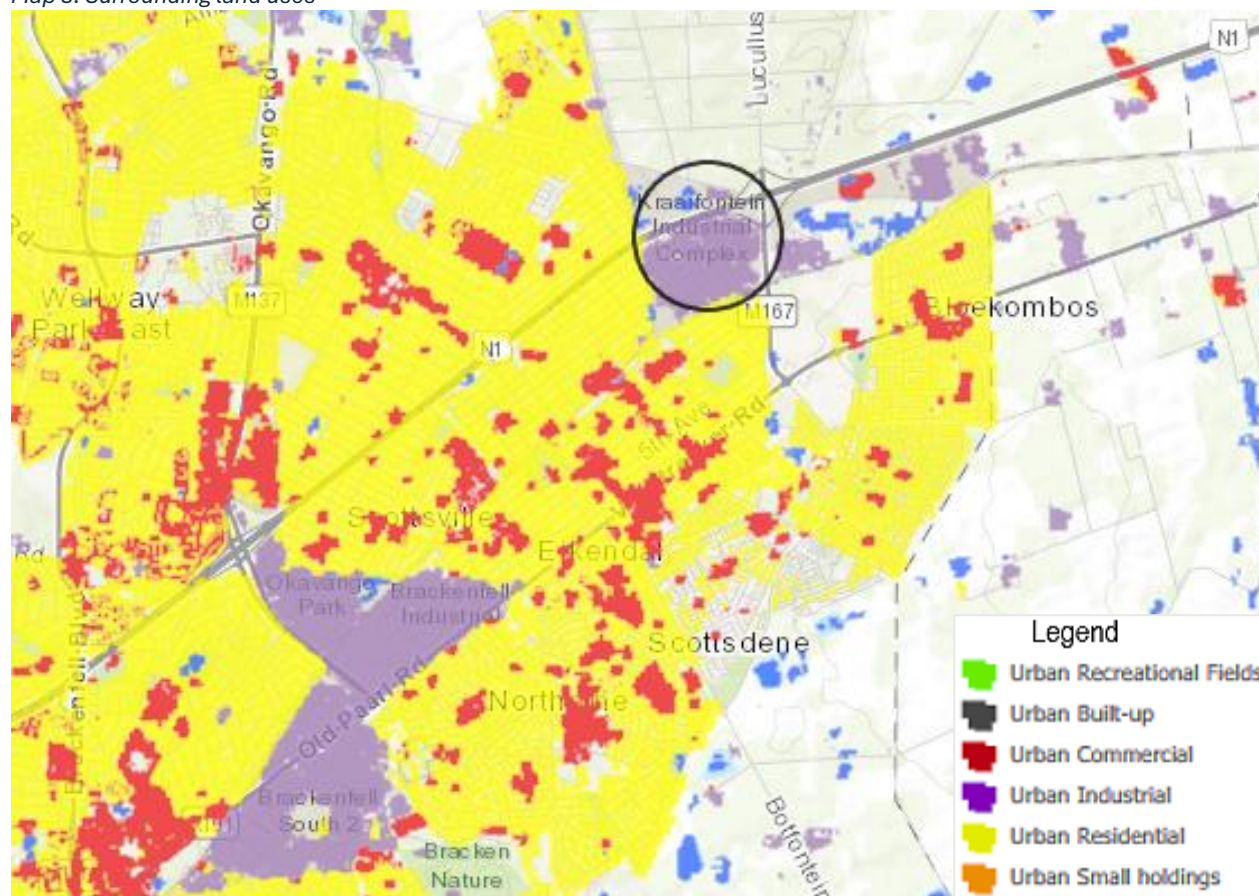
The proposed development is located in Kjaat Street, in the industrial area of Kraaifontein, approximately 40 km from Cape Town CBD. The project site is currently accessed directly off Kjaat Street, with a new access entrance gate to be created. The existing entrance and exit will be repurposed and used exclusively as an exit for the project. Both the new access and exit gates will be located on Kjaat Street. The nearest residential area is 109 m from the project site. To the south of the N1, the Kraaifontein industrial area is almost fully developed, with most of the land occupied by industrial buildings, infrastructure, and operational facilities. There is a provision to the east, along Sandringham Road, which is planned as a natural extension of the industrial area (approximately 60 ha), and could accommodate land-intensive industrial uses, such as distribution centres.

2.4. Surrounding Land Uses

2.4.1. Introduction

Kraaifontein is characterised by a mix of industrial and residential zones. The industrial area, where the MOOV fuel and lubricant oils facility is located, is surrounded by various residential neighbourhoods with distinct typologies. Land uses surrounding the proposed development site are shown in **Map 3**.

Map 3: Surrounding land uses



Source: MapAble (2024)

2.4.2. Industrial

Kraaifontein Industrial is an important contributor to the local and regional economies created by large operations in the area. This includes the manufacturing and logistical capabilities of the northern suburbs of Cape Town. The southern side of the Kraaifontein industrial area has commercial nodes that support the needs of businesses in the area. This includes suppliers, maintenance services, and administrative support. Importantly, because of its support for local businesses, Kraaifontein industrial plays a big role in the economic expansion of Cape Town. The pictures in **Figure 4** below depict some of the businesses operating currently in Kiat Street.

Figure 4: Pictures of businesses in Kiaat Road, Kraaifontein Industria



Site Visit, 2024

2.4.3. Residential

The Kraaifontein Industrial area is surrounded by a diverse residential footprint, including low-density areas to the north and south of the N1 freeway. Notable residential neighbourhoods include Scottsdene, a densely populated area with a mix of public housing and private homes catering to lower-income families; Peerless Park, a middle-income suburb with single-family homes; Bonnie Brook, featuring a mix of detached homes and small apartment complexes; Buh-Rein Estate, a modern development with various housing options and well-planned infrastructure; and Wallacedene, a lower-income area with informal settlements and government-subsidized

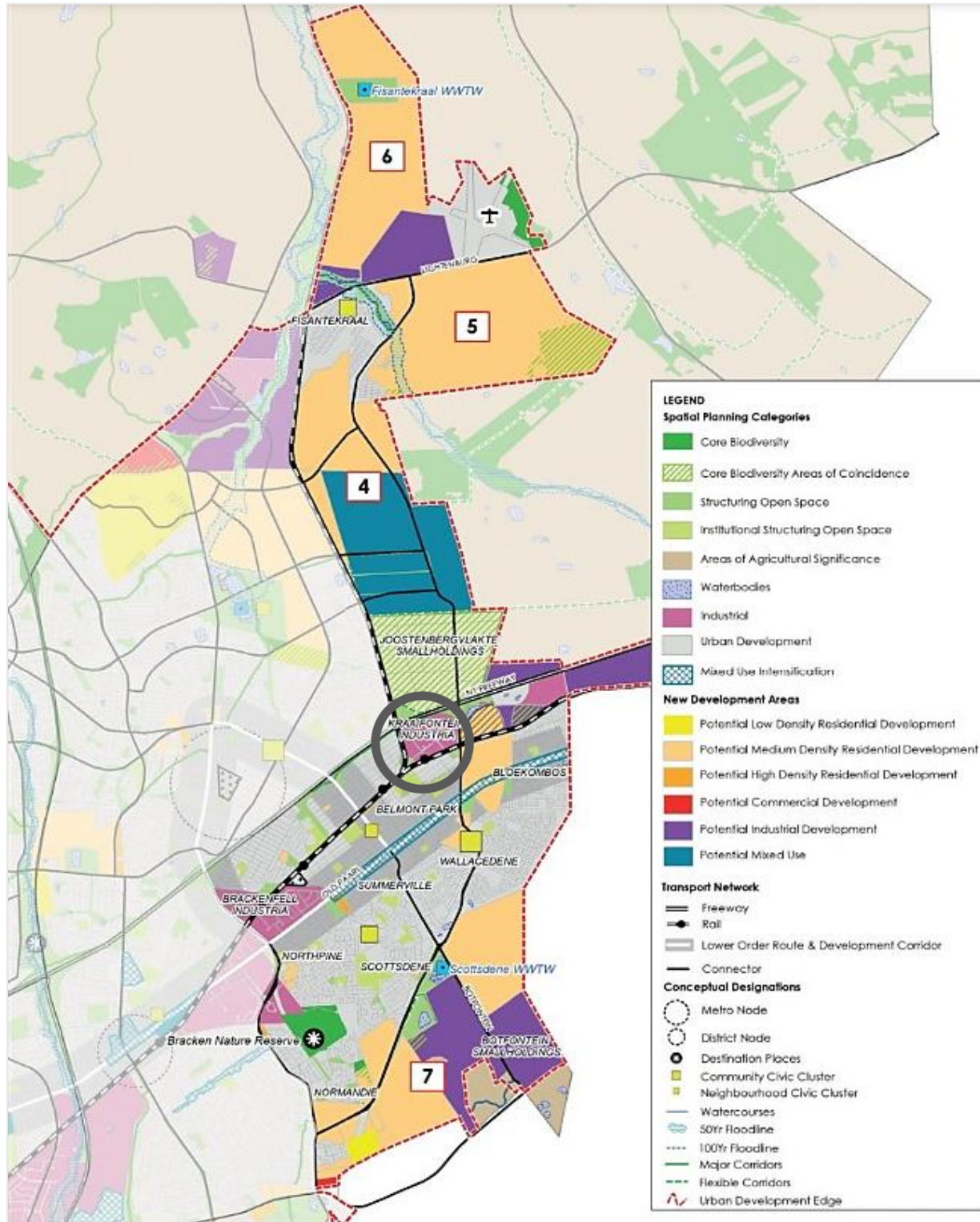
housing. South of Kraaifontein, Brackenfell is an affluent suburb offering a mix of residential typologies and numerous amenities. Together, these areas reflect the socio-economic diversity of the region and highlight the key role of industrial zones in the Northern Planning District and the City of Cape Town's economic activities.

2.5. Future Developments

Figure 5 shows new development areas within subdistrict 3 of the Northern Planning District.

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Figure 5: Northern Planning District Subdistrict 3 Development Plan



Source: City of Cape Town (2023)

Kraaifontein Industrial is within Subdistrict 3 of the Northern Planning District. This subdistrict, representing the eastern section of the district's urban footprint, is characterised by mostly higher-density, more affordable residential developments (Fisantekraal, Wallacedene, Bloekombos), some smallholding areas (Botfontein, Kruisfontein, parts of Joostenbergvlakte), industrial areas, and vacant land, some of which is still used for farming (horticulture). The Malmesbury rail line and the future extension of Lucullus Road from the R312 form the backbone of the area. **Figure 5** shows Subdistrict 3 and the different land uses supported in the spatial development framework of the district. Among future land uses within the subdistrict, three areas have been identified for future spatial development.

Subdistrict 3: New Development Areas

a) Botfontein

- Land parcels west of Botfontein and the portions identified to the east of the road (approximately 85 ha) could cater for smallholdings (west and east of Botfontein Road) and provide an opportunity for a future mixed-use node.
- Land parcels south of Wallacedene (approximately 135 ha) identified for human settlement development could provide an inclusive opportunity for integrated human settlements.

b) Cape Winelands Airport

- The area to the north of the R312, CA 175/2, and 724/9 is included inside the urban development edge and may be considered for industrial development, together with CA 175/1, to increase employment opportunities for the Fisantekraal community.

c) Extension to Kraaifontein Industrial Area (south of N1)

- Kraaifontein Industrial is well located to serve areas in need of job opportunities such as Wallacedene. While the industrial area is almost fully developed, the land allocated to the east (along Sandringham Road) is an expansion of the industrial area, spanning approximately 60 hectares. This land might also be used for large-scale industrial activities, such as distribution centres.

2.6. Conclusion

In conclusion, the situational analysis of the proposed expansion of the MOOV fuel facility in Kraaifontein Industrial area highlights its strategic significance in enhancing the local industrial landscape. Situated in a key industrial zone with strong economic activities and excellent connectivity to major transportation routes, this development aligns with regional growth strategies and local development goals. By boosting storage capacity

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and updating infrastructure, the expansion is set to drive economic growth, generate employment, and benefit surrounding communities. Additionally, the project's comprehensive approach to environmental, social, and economic impacts emphasizes its potential to contribute positively to the broader objectives of spatial and economic development within the City of Cape Town.

Section Three: Policy Analysis

3.1. Introduction

The review of the legislative environment provides valuable insight into the government's priorities and plans. This will assist in determining the importance and alignment of the project with the developmental objectives of various government spheres, as well as in identifying potential developmental conflicts and socio-economic impacts that the project might create. Policies from all sectors of government within the specified delineated areas have been examined. Local, Provincial, and National policies have been reviewed to ensure alignment of the project with the agendas of relevant government entities. The integration of policy objectives from national to local spheres is fundamental when developing a sustainable and positive socio-economic approach for the proposed development.

3.2. National Level Policies

The following policies are examined on a national level:

- **National Development Plan 2030**
- **National Spatial Development Perspective 2006**

The **National Development Plan 2030** (South African Government, 2010) aims to eliminate poverty and reduce inequality by 2030. 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 in Kraaifontein Industria aligns with the goals and objectives outlined in the NDP 2030 by contributing to the growth and development of the Kraaifontein area. It supports economic growth and investment by enhancing the capacity and efficiency of local fuel storage and distribution, which can stimulate local economic activities and create additional jobs. To add, the project highlights additional labour absorption by generating employment opportunities during both the construction and operational

phases. By addressing logistical needs and ensuring a stable fuel supply, the expansion also promotes infrastructure development, contributing to the broader goal of building a capable and developmental state.

The *National Spatial Development Perspective 2006* (The Presidency, 2006) perspectives are increasingly being recognised as critical tools for bringing about coordinated government action and alignment to meet social, economic and environmental objectives. Future settlement and economic development opportunities should be channelled into activity corridors and nodes that are adjacent to or that link the main growth centres. Areas with demonstrated economic potential provide greater livelihood and income protection because of a greater diversity of income sources and overcoming poverty.

In the South African context, the fundamental goal of the National Spatial Development Perspective is to reshape the spatial relations inherited from apartheid and to enact spatial priorities aligning with the constitutional mandate of delivering essential services universally, thereby alleviating poverty and inequality, among this is rapid economic growth that is sustained and inclusive is a pre-requisite for the achievement of other policy objectives, among which poverty alleviation is key.

- Beyond the constitutional obligation, government spending on fixed investment should be focused on localities of economic growth and/or economic potential to gear up private-sector investment, to stimulate sustainable economic activities, and create long-term employment opportunities.
- Efforts to address past and current social inequalities should focus on people, not places.
- To overcome the spatial distortions of apartheid, future settlement and economic development opportunities should be channelled into activity corridors and nodes that are adjacent to or that link the main growth centres. Infrastructure investment should primarily support localities that will become major growth nodes in South Africa and the SADC region to create regional gateways to the global economy.

Implication: The proposed development in Kraaifontein Industria aligns well with the objectives of the National Spatial Development Perspective 2006 (NSDP). It supports economic development by attracting private-sector investment and creating long-term employment opportunities in a locality with demonstrated economic potential. By enhancing fuel storage and distribution capacity, the project strengthens the activity corridor linking Kraaifontein with main growth centres in Cape Town and the Northern Planning District. This fixed infrastructure investment positions Kraaifontein Industrial as a significant growth node, facilitating regional and global economic integration. Additionally, the project addresses social inequalities by creating jobs and improving livelihood opportunities for the local population. Overall, the expansion aligns with the NSDP's goals of promoting economic growth, infrastructure development, and poverty alleviation, contributing to spatial transformation.

3.3. Provincial Level

The following policy is examined on a provincial level:

- **Western Cape Provincial Strategic Plan 2019 – 2024**

The **Western Cape Provincial Strategic Plan 2019 - 2024** (Western Cape Government , 2020) outlines the strategic framework for the medium-term budget policy priorities at the provincial level, which in turn are in alignment with the NDP strategic outcomes. There are 5 Vision-inspired Priorities (VIPs) that the Western Cape Government put out as a focus for the 2019 - 2024 years to create a safe WC where everyone prospers. The provincial strategic plan (PSP) clearly details how, over the 5 years they will:

- Build safe and cohesive communities
- Boost the economy and job creation
- Empowering people
- Promote mobility and spatial transformation
- Driving innovation and culture

VIP 2 above identifies five priority areas for boosting economic development, including investment facilitation and promotion, infrastructure development, export support and promotion, skills development, and resource resilience. Through VIP 4 on mobility and spatial transformation, the WCG envisions that more people will use safe, reliable, affordable, and low-carbon public transport. With more mixed-use, mixed-income neighbourhoods and sustainable densification of economic centres, the average time, cost, and distance of commuting is reduced. Through leveraging provincial and municipal investments in infrastructure, human settlements, spaces, and services, the government can connect, integrate, and transform communities, while reducing the vulnerability to climate change (Western Cape Government , 2020).

Implication: The proposed expansion of the MOOV Fuel facility in Kraaifontein Industria aligns with the Western Cape Provincial Strategic Plan (PSP) 2019-2024 in several keyways. The project supports the PSP's Vision-inspired Priorities (VIPs), particularly VIP 2 and VIP 4. By generating employment opportunities during both construction and operational phases, the development boosts the local economy and job creation, directly addressing VIP 2's focus on economic development through investment facilitation and infrastructure development. The project's focus on local labour employment will help improve income levels and living standards for residents in Kraaifontein, Kraaifontein Industrial, and nearby areas like Joostenbergvlakte and Wallacedene, stimulating safe and cohesive communities as envisioned by VIP 1. The infrastructure investment in Kraaifontein Industria also promotes mobility and spatial transformation (VIP 4) by enhancing local economic centres and supporting sustainable densification.

3.4. Local Level

The following policies are examined on a local level:

- **City of Cape Town Integrated Development Plan 2022 – 2027**
- **City of Cape Town Municipal Spatial Development Framework 2023**
- **Northern District Spatial Development Framework 2023**

The **City of Cape Town Integrated Development Plan 2022 – 2027** (City of Cape Town, 2022) 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 CoCT IDP 2022-2027, namely, *sustainability, resilience and environmental transformation through transit orientated development*. These principles are aimed at achieving the CoCT IDP 2022-2027 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.

In addition, the Integrated Development Plan 2022 – 2027 states that Cape Town's environment, including its natural resources, landscapes, infrastructure, forms the basis of its economy and plays a vital role in building resilience.

Implication: The proposed expansion of the MOOV Fuel facility in Kraaifontein Industria aligns with the City of Cape Town Integrated Development Plan (IDP) 2022-2027 by contributing to economic inclusion and job creation, supporting the IDP's vision of an opportunity city. It will create employment opportunities for residents in Kraaifontein, Kraaifontein Industrial, and nearby areas, enhancing local income levels and living standards. The project's investment in infrastructure enhances fuel storage and distribution, contributing to resource efficiency and security, and aligns with the IDP's principles of sustainability and resilience. Additionally, the facility's modernization with advanced technology supports the IDP's priority of leveraging technology for progress, making it a valuable addition to Cape Town's economic and social landscape.

The **City of Cape Town Municipal Spatial Development Framework MSDF 2023** highlights that the City is intent on building a more inclusive and vibrant city that addresses the legacy of apartheid, rectifies existing imbalances in

the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services. The CoCT MSDF retains three spatial strategies, namely:

- Building an inclusive, integrated, vibrant city;
- Managing urban growth and create balance between urban development and environmental protection; and
- Planning for employment and improve access to economic opportunities.

The CoCT MSDF 2023 has an overall intention of guiding and managing urban growth, and to balance competing land use demands, by putting in place a long-term, logical development path that will shape the spatial form and structure of Cape Town (City of Cape Town, 2023).

Implication: The proposed expansion of the MOOV Fuel facility in Kraaifontein Industria aligns with the City of Cape Town Municipal Spatial Development Framework (MSDF) 2023 by supporting the spatial strategies of building an inclusive, integrated, and vibrant city, and planning for employment and improving access to economic opportunities. The development enhances infrastructure and economic activity in a strategic location, promoting inclusivity and integration by creating additional jobs and improving service delivery. By modernizing the fuel facility, the project also supports sustainable urban growth and balances development with environmental protection, aligning with the MSDF's vision of a well-planned and equitable urban landscape.

The Northern District Spatial Development Framework (NDSDF), encompassing the jurisdictional area of the City of Cape Town east of the N7, along with the region north of the N1 and east of the R300, guides the spatial development process in the district. It includes areas such as Bellville, Durbanville, Kraaifontein, Brackenfell, Fisantekraal, as well as rural settlements like Klipheuwel, Mikipunt, Joostenbergvlakte, and Philadelphia. This medium-term district plan informs new developments in the area, drawing from three strategies outlined in the District Plan, which are derived from the City of Cape Town Municipal Spatial Development Framework (City of Cape Town, 2023).

- Strategy 1 focuses on planning for employment and enhancing access to economic opportunities by integrating land use, economic development, and transport systems.
- Strategy 2 emphasises managing urban growth while preserving the environment, seeking to minimise impacts on biodiversity, wetlands, and agricultural areas. It also advocates for developing open spaces in underserved areas.
- Strategy 3 aims to build an inclusive, integrated, and vibrant city, promoting integrated settlement patterns and equal opportunities.

Implications: The proposed development aligns with the vision of the Northern Planning District by facilitating economic growth (employment opportunities and income provision) and fostering an integrative environment through the establishment of a mixed-use node. By designating the site for urban development, the proposed project contributes to the efficient use of land resources while supporting the district's goals of balanced growth and environmental protection. Its proximity to key access routes enhances connectivity and accessibility, promoting economic activity and facilitating the movement of goods and services. The proposed expansion complements the existing business and industrial nodes in the northern parts of the district, reinforcing the area's role as a key hub for industrial operations and creating synergies with existing activities. Overall, the proposed development has the potential to positively impact the socio-economic dynamics of the Northern Planning District.

3.5. Conclusion

The proposed development, with its strategic land uses, is set to become a vital hub of commercial activity, significantly contributing to the growth node around the proposed site. Employment opportunities generated during both the construction and operational phases will play a crucial role in achieving the key objectives outlined in National, District, and Local policies, which emphasise job creation. The alignment with these policies highlights the project's potential to support economic growth, enhance infrastructure, and improve living standards for the local community, thereby promoting a more inclusive and sustainable urban environment.

Section Four: Status Quo

4.1. Introduction

The purpose of compiling a demographic profile is to develop an understanding of the trends, issues, and dynamics of the local economy in terms of its micro and macro context. This is essential as it provides both qualitative and quantitative data related to the economies under observation, creating a baseline against which the impacts can be assessed. ***The Stats SA Census 2011 is used as the basis for the analysis, and using Quantec Standardised Regional data, the indicators for 2023 were estimated.***

An outline of the demographic and economic state of the City of Cape Town Metro, Northern Planning District, Kraaifontein, and Kraaifontein Industrial is provided in this section. Analyzing the demographic and economic state of the study areas will help assess possible impacts that may arise from the proposed development.

4.2. Population and Households

Table 3 below shows the 2023 population estimates for the City of Cape Town Metro, Northern Planning District, Kraaifontein and Kraaifontein Industrial.

Table 3: Population and households (2023)

	City of Cape Town Metro	Northern Planning District	Kraaifontein	Kraaifontein Industrial
Population	4 827 957	377 428	202 927	2 240
Households	1 365 710	114 561	52 999	471
Average No. Households	4	3	4	5

(Urban-Econ Via Quantec (EasyData), 2024)

The City of Cape Town recorded an estimated 4 827 957 people in 2023. Following was the Northern Planning District, with an estimated 377 428 people, while Kraaifontein recorded an estimated 202 927 people in the same year. These figures show that a large share of the Northern Planning District's population is concentrated in Kraaifontein. The area that recorded the lowest population count was Kraaifontein Industrial, with an estimated 2 240 people in 2023.

The City of Cape Town Metro (1 365 710) had the highest number of households, corresponding to its population count in 2023. Followed by the Northern Planning District (114 561), Kraaifontein (52 999), and Kraaifontein Industrial (471). While Kraaifontein Industrial recorded the least population count, the average household size of (5) in 2023 was high compared to the City of Cape Town Metro (4), Northern Planning District (3), and Kraaifontein (4).

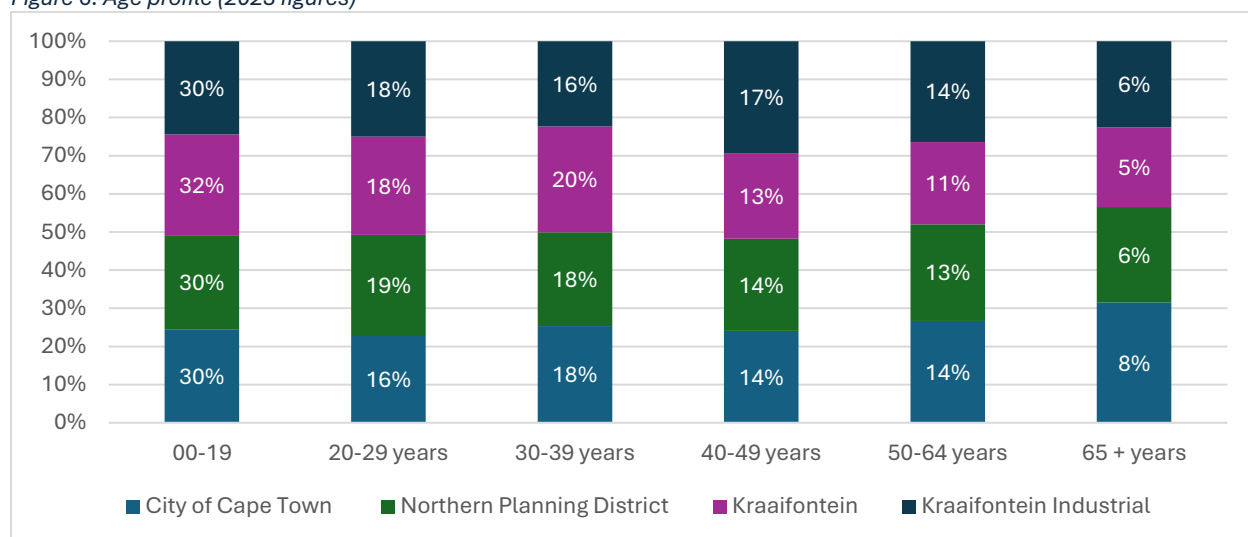
Implication: The proposed increase in storage capacity at the MOOV Fuel facility in Kraaifontein Industrial, suggests limited direct socio-economic impacts on residents. However, the economic benefits, such as job

creation and increased business activity, could significantly improve local conditions. The low population density in the immediate vicinity means fewer people will be affected by potential disruptions, but the project's contribution to broader economic development could benefit the larger community within the Northern Planning District.

4.3. Age

Figure 6 shows the age profile of City of Cape Town Metro, Northern Planning District, Kraaifontein and Kraaifontein Industrial (2023 figures).

Figure 6: Age profile (2023 figures)



Source: (Urban-Econ Via Quantec (EasyData), 2024)

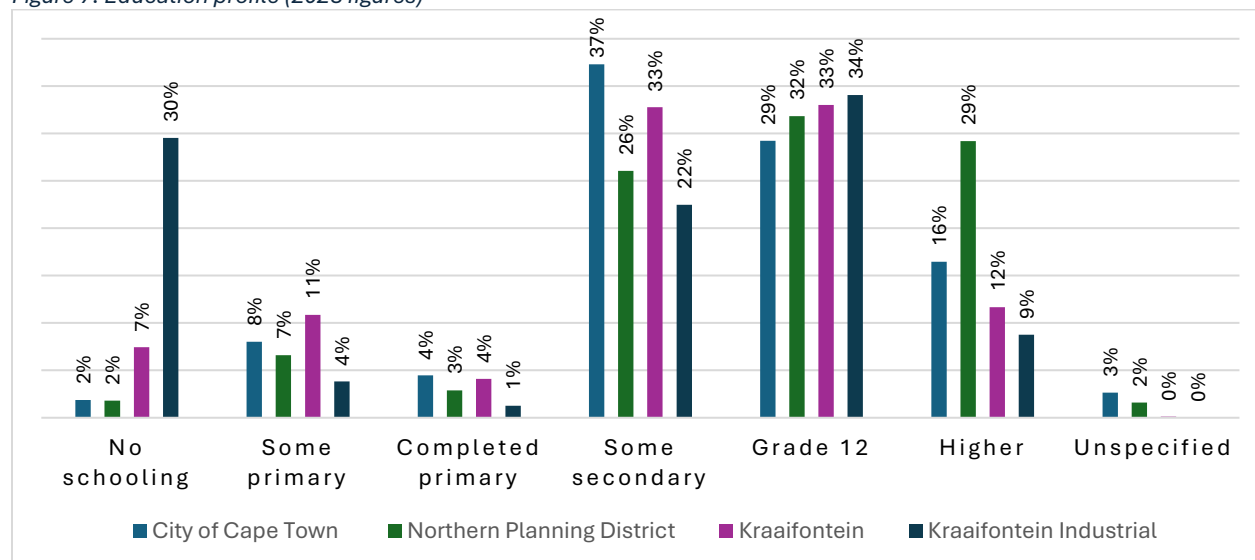
Figure 6 shows that the population across all four areas in 2023 (City of Cape Town Metro, Northern Planning District, Kraaifontein, and Kraaifontein Industrial) is primarily between the ages of 20 and 64 years. However, the age group 0–19 years had the highest proportion of the population in the City of Cape Town (18%) and Kraaifontein Industrial. In contrast, the Northern Planning District and Kraaifontein recorded the highest proportion of the population among the age group of 20–29 years in the same year. The population above 65 years of age recorded the least share across all areas.

Implication: The proposed increase in storage capacity at the MOOV Fuel facility in Kraaifontein Industria is likely to have positive socio-economic impacts, given the high proportion of the population within the employable age range of 20 to 64 years. This suggests significant potential for job creation, which can reduce unemployment and boost economic stability in the area. The youthful workforce in Kraaifontein and the Northern Planning District, especially those aged 20–29, stands to benefit from new employment opportunities and skills development. Lastly, this proposed development is set to boost local socio-economic development by utilising the abundant employable population.

4.4. Education Profile

Figure 7, below, shows the education profile of the population above the age of 20 in of City of Cape Town Metro, Northern Planning District, Kraaifontein and Kraaifontein Industrial (2023 figures).

Figure 7: Education profile (2023 figures)



Source: (Urban-Econ Via Quantec (EasyData), 2024)

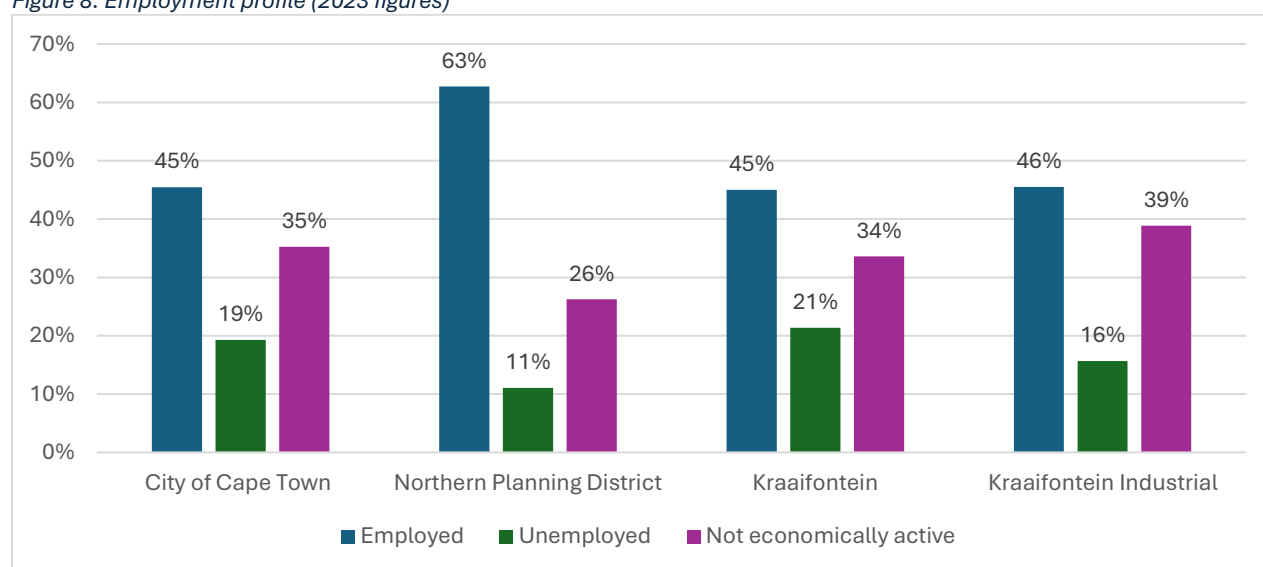
In 2023, the City of Cape Town Metro recorded the largest share of people older than 20 years with some form of secondary education (37%) attainment. On the other hand, Kraaifontein Industrial had the largest share of the population with no schooling (30%) and grade 12 (34%). Compared to other areas, the Northern Planning District's population over 20 years old is still skilled, as seen by the high percentage of its population above 20 years old. Approximately 29% have completed higher education. Overall, the general education profile reveals that most of the population over 20 years have completed grade 12 or some other type of secondary education across all four areas.

Implication: The proposed increase in storage capacity at the MOOV Fuel facility in Kraaifontein Industria could potentially impact the local education profile, which shows that many residents have completed grade 12 or some form of secondary education. Given that Kraaifontein Industrial has a considerable portion of the population with no schooling and only grade 12 education, the project could offer opportunities for skill development and training, enhancing employability. The broader Northern Planning District's higher education attainment indicates a pool of skilled individuals who could fill more specialized roles. Overall, the project may improve local workforce skills and educational outcomes by providing training and development opportunities aligned with the facility's needs.

4.5. Employment Profile

Understanding the employment profile of the study area is important for evaluating the potential socio-economic impacts of the proposed development. Employment levels provide insight into the existing economic activity and the capacity of the local labour market. Areas with high unemployment or low economic participation may benefit significantly from developments that create job opportunities, while regions with strong employment may be better positioned to supply skilled labour. **Figure 8** below shows the employment profile of the City of Cape Town, Northern Planning District, Kraaifontein, and Kraaifontein Industrial.

Figure 8: Employment profile (2023 figures)



Source: (Urban-Econ Via Quantec (EasyData), 2024)

In 2023, the Northern Planning District had the highest share of working-age people¹ in employment (63%), out of the four areas that are being studied. The share of employed working-age individuals in the City of Cape Town and Kraaifontein both recorded employment levels of 45%, while Kraaifontein Industrial had a slightly higher employment share of 46%. The broader Northern Planning District also had the lowest unemployment rate (11%), followed by Kraaifontein Industrial (16%), the City of Cape Town (19%), and Kraaifontein (21%).

Regarding those not economically active, the Northern Planning District recorded the lowest share at 26%, while Kraaifontein Industrial had the highest at 39%, followed by the City of Cape Town (35%) and Kraaifontein (34%).

Implication: The proposed increase in storage capacity at the MOOV Fuel facility could positively impact the employment profile in Kraaifontein Industrial and surrounding areas. With relatively high proportions of the

¹ The working-age population is defined as those who are between the ages of 15 and 64

working-age population either unemployed or not economically active, particularly in Kraaifontein Industrial (16% unemployed and 39% not economically active), the project presents an opportunity to stimulate local job creation and economic activity.

This potential is especially significant when compared to the Northern Planning District, which shows stronger employment outcomes. The proposed development may thus help address employment gaps and support further economic development in the Kraaifontein area.

4.6. Sectoral Employment

Figure 9: Sectoral employment (2023)

	City of Cape Town	Northern Planning District	Kraaifontein	Kraaifontein Industrial
Agriculture, forestry and fishing	3%	4%	6%	4%
Mining and quarrying	0%	0%	0%	0%
Manufacturing	11%	10%	9%	6%
Electricity, gas and water	0%	1%	1%	0%
Construction	6%	5%	8%	10%
Wholesale and retail trade, catering and accommodation	24%	22%	20%	15%
Transport, storage and communication	5%	5%	7%	15%
Finance, insurance, real estate and business services	23%	26%	17%	12%
General government	7%	7%	10%	6%
Community, social and personal service	21%	20%	21%	33%

(Urban-Econ Via Quantec (EasyData), 2024)

Sectoral employment in 2023 shows that the leading drivers of employment in Kraaifontein Industrial and Kraaifontein were largely the community, social and personal services sectors, wholesale and retail trade, catering and accommodation sector, and transport, storage, and communication sector. In contrast, the finance, insurance, and real estate and business sectors was the main driver of employment in the Northern Planning District (26%), followed by the wholesale and retail trade, catering, and accommodation sector (22%). The largest driver of employment for the City of Cape Town was the wholesale and retail trade, catering, and

accommodation sector, with a total share of 24%. The finance, insurance, real estate, and business sector was also a key contributor to employment in the City of Cape Town, with a total share of approximately 23%.

Implication: The proposed increase in storage capacity at the MOOV Fuel facility in Kraaifontein Industria is likely to impact sectoral employment by potentially boosting job opportunities in the transport, storage, and communication sector, which already employs a notable portion of the local workforce. The significant focus on community, social, and personal services in Kraaifontein and Kraaifontein Industrial, and the higher employment in construction and transport sectors, indicates that the project may align well with existing local employment patterns, potentially offering new roles in these areas. While the City of Cape Town and Northern Planning District have strong employment in finance and wholesale sectors, the project's focus on fuel storage and logistics may create opportunities for local workers in the transport and storage sectors, enhancing local economic activity and providing employment in areas directly related to the facility's operations.

4.7. Household Income

Table 4 and 5, below, show the household income level of the City of Cape Town, Northern Planning District, Kraaifontein, and Kraaifontein Industrial (2023 figures).

Table 4: Household income#1(2023 figures)

		City of Cape Town	Kraaifontein	Kraaifontein Industrial
No income		7%	8%	11%
Low income	R1-9053	2%	3%	1%
	R9054-R18 104	4%	5%	0%
	R18 105-R36 208	11%	14%	3%
	R36 209-R72 412	20%	20%	9%
Medium income	R72 413-R145 617	16%	14%	10%
	R145 618-R288 242	14%	14%	17%
	R288 243-R583 651	11%	10%	28%
High income	R583 652-R1 167 056	5%	3%	19%
	R1 167 057-R2 313 621	2%	0%	3%
	R2 313 621-R4 603 858	0%	0%	0%
	R4 603 859 or more	0%	0%	0%
Unspecified		6%	9%	0%

Source: (Urban-Econ Via Quantec (EasyData), 2024)

Table 5: Household income#2(2023 figures)

	City of Cape Town	Kraaifontein	Kraaifontein Industrial
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No income	7%	8%	11%
Low income	37%	41%	13%
Medium income	42%	39%	55%
High income	8%	3%	22%
Unspecified	6%	9%	0%

Source: (Urban-Econ Via Quantec (EasyData), 2024)

As can be seen from **Tables 4 and 5** above, a significant share of households in all areas under consideration in 2023 were medium-income households. In the same year, Kraaifontein Industrial recorded the lowest percentage of low-income households (13%) against the City of Cape Town's 37% and Kraaifontein's 41%. Additionally, in Kraaifontein Industrial, high-income households made up most households (22%), according to 2023 figures.

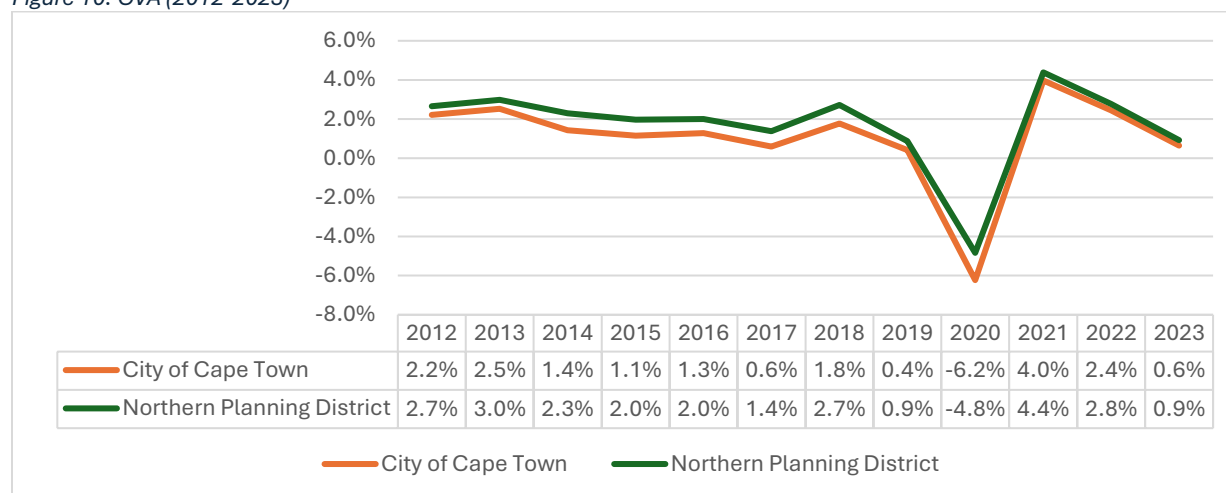
Implication: The proposed expansion of the MOOV Fuel facility in Kraaifontein Industria could have implications for household income in the area. Given that Kraaifontein Industrial has a higher proportion of high-income households compared to Kraaifontein and the City of Cape Town, the project might contribute positively by potentially creating higher-paying jobs or economic opportunities, which could further increase the household income levels in the area. On the other hand, the overall increase in employment opportunities and economic activity may benefit low- and medium-income households, contributing to economic upliftment and reducing income disparities. As the local economy grows, the additional employment opportunities could help in improving the income levels of residents, especially in a region where a significant share of households already falls into the medium-income bracket.

Gross Value Added

The economic analysis section of this report will focus on the City of Cape Town and Northern Planning District for the period 2012–2023. Gross Value Added (GVA) measures the total contribution to the economy of each individual producer industry or sector.

Figure 10 illustrates the relative economic performance of the City of Cape Town and the Northern Planning District.

Figure 10: GVA (2012-2023)



The 10-year trend indicates that the economic growth of the City of Cape Town and the Northern Planning District has been highly affected by the COVID-19 pandemic. A negative growth to both economies was recorded in 2020, however, the economic performance in 2021 recovered significantly only to decline again in 2022 and 2023. Overall, the average GVA growth for the City of Cape Town and Northern Planning District was 6.1% and 6.8% respectively over the 10-year period.

Implication: The positive GVA performance trends from 2012 to 2023, barring the negative growth experienced in 2020 due to the pandemic, indicate relative economic stability and resilience. Both areas have demonstrated overall growth despite fluctuations, suggesting a degree of resilience to external shocks. However, the decline in economic performance in 2022 and 2023 due to ongoing load shedding highlights the challenges faced by both the City and planning district. Load shedding disrupts business operations, affects productivity, and dampens investor confidence, thereby hindering economic growth and development.

4.8. Conclusion

The analysis of Kraaifontein and Kraaifontein Industrial reveals a diverse income landscape and economic challenges. The proposed expansion project is expected to generate job opportunities and stimulate local economic activity. To effectively manage these impacts, it is crucial to ensure inclusive hiring by prioritising local recruitment from the surrounding areas within the broader Kraaifontein region first, which can provide job opportunities across different income levels and enhance community benefits. Supporting skill development through training programs will align the local workforce with the project's needs, boosting employability. Ongoing monitoring of the project's socio-economic impacts will be essential for making necessary adjustments

and maximising benefits, thereby effectively contributing to local economic growth while mitigating potential challenges.

Section Five: Stakeholder Engagement

5.1. Introduction

It was important to conduct stakeholder engagement to access the potential impacts from affected parties regarding the development. This process was crucial to identifying possible risks and drawing mitigation measures for the purposes of the proposed development.

5.2. Stakeholder Engagement

The possible socio-economic impacts of the proposed development targeted businesses, government departments, and Kraaifontein Local Municipality. These engagements were key in drawing the analysis's attention to the following aspects:

- i. To understand whether the participants were aware of the proposed increase in petroleum products storage facility at the MOOV fuel and lubricants facility in Kraaifontein Industria.
- ii. To get an understanding as how existing businesses will potentially be affected by the proposed development.
- iii. To get an understanding of the perceived impact on the local communities, and the broader Kraaifontein area.
- iv. To ascertain whether there are objections to the proposed development and possible mitigation measures.

Based on the stakeholder engagement a summary of the issues by interested and affected parties bears reference to the following aspects

5.2.1. Stakeholder engagement with local businesses in Kiaat Street

Overview: UE conducted a stakeholder engagement session with local businesses in Kiaat Street, Kraaifontein Industria. The businesses involved included Fuel Solutions Cape Town, Careful Carriers (Pty), Kom Byt, Essential Steel (Pty), among others. The following key points emerged from the engagement:

Awareness and Perception: Most businesses in Kiaat Road were aware of the proposed bulk fuel storage facilities project at the Kraaifontein Depot. Those unaware were typically in situations where the owner was not present at the time of the interview, and the manager was not informed about the project. Most businesses felt that the new fuel storage facilities would not benefit their operations as they are in different industries. Despite

this, Fuel Solutions Cape Town, located at the southeast corner of Kiaat Road, saw potential for collaboration due to their related industry.

Employee Commuting Patterns: Employees predominantly come from the surrounding areas, commuting primarily by Golden Arrow bus or on foot via the bridge into the industrial area. During adverse weather conditions, such as storms, some employees opt to use Uber for a more convenient and safer journey. Additionally, the pattern of commuting includes residents from nearby suburbs such as Joostenbergvlakte and Wallacedene, who travel to the industrial area for work. The proximity of these residential areas to the Kraaifontein Industria allow workers to access the site with relative ease.

Business Environment Impact: The businesses did not anticipate significant positive changes in the business environment due to the project, given the nature of their operations. However, a primary concern was the potential for construction work to cause delays and congestion in Kiaat Road.

Project Suitability and Location: Most businesses did not object to the project's location, suggesting that if the project involves expanding their business operations, it could be a suitable addition to the area. There were no objections to the development, and thus no specific reasons for support or objection were provided.

Additional Comments or Concerns: No additional comments or concerns were noted during the engagement session. It was observed that existing businesses did not show significant interest in the proposed expansion, as MOOV is already an established entity in the area. The increase in storage capacity at the MOOV facility is unlikely to impact surrounding businesses significantly, except for Fuel Solutions. Given MOOV's current presence and operations, the expansion is not expected to substantially alter the competitive landscape for most businesses in the vicinity.

5.3. Conclusion

In the stakeholder engagement with local businesses in Kiaat Street, Kraaifontein Industria, most were aware of the proposed increase in fuel storage capacity at MOOV but did not see significant benefits for their operations, given their different industry focuses. Fuel Solutions Cape Town, a competitor of MOOV, expressed potential interest in the development due to their related industry. Employee commuting patterns involve local residents and nearby suburbs, with minimal anticipated disruption to the business environment from construction. No major objections or concerns were raised, and the overall impact on local businesses is expected to be limited, except for possible effects on Fuel Solutions due to the competitive nature of the fuel industry.

Section Six: Impact Analysis

6.1. Introduction

This chapter 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

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

Table 6 lists the potential impacts during the construction and operational phases associated with the proposed development.

Table 6: Identified Impacts

Construction	Operation
Impact on production and Gross Domestic Product (GDP)	Impact on production and Gross Domestic Product (GDP)
Impact on employment	Impact on employment
Impact on household income	Impact on household income
Impact on noise, dust, and pollution	Impact on traffic flows
Impact on Construction Related Disruptions	Impact on Surrounding Businesses

6.3. Assessment Methodology

Nature of the Impact

This is an appraisal of the type of effect (positive or negative) the construction, operation and maintenance of a development would have on the affected environment. This description should include what is to be affected.

Extent of the Impact

Extent defines the physical extent or spatial scale of the impact. The impact could be:

- Site specific: limited to the site.
- Local: limited to the site and the immediate surrounding area (1-10km).
- Regional: covers an area that includes an entire geographic region or extends beyond one region to another.
- National: across national boundaries and may have national implications.

Duration of the Impact

The specialist should indicate whether the lifespan of the impact would be:

- Short term: 0-5 years.
- Medium term: 5-15 years.
- Long term: beyond the operational phase, but not permanently).
- Permanent: where mitigation either by natural processes or by human intervention will not occur in such a way or in such time span that the impact can be considered transient.

Consequence of Impact

Indicate how the activity will affect the environment.

Probability of Occurrence

Probability describes the likelihood of the impact occurring. The likelihood can be described as:

- Improbable/unlikely: low likelihood of the impact occurring.
- Probable: distinct possibility the impact will occur.
- Highly probable: most likely that the impact will occur.
- Definite: impact will occur regardless of any prevention measures.

Irreplaceable Loss of Resources

Describes the degree to which resources will be irreplaceably lost due to the proposed activity. It can be no loss of resources, marginal loss, significant loss, or complete loss of resources.

Reversibility

This refers to the degree to which an impact can be reversed.

- Fully reversible: where the impact can be completely reversed.
- Partly reversible: where the impact can be partially reversed.
- Irreversible: where the impact is permanent.

Indirect impacts

Indirect impacts are secondary impacts and usually occur at a different place or time. Specialists will need to elaborate on any indirect or secondary impacts of proposed activities. If there are no indirect impacts specialist will need to briefly explain so.

Cumulative Impact

An effect which may not be significant but may become significant if added to other existing or potential impacts that may result from activities associated with the proposed development. Cumulative impacts prior to and post mitigation must be assessed. The cumulative effect can be:

- Negligible: the impact would result in negligible to no cumulative effect.
- Low: the impact would result in insignificant cumulative effects.
- Medium: the impact would result in minor cumulative effects.
- High: the impact would result in significant cumulative effects.

Significance Rating of Impacts Prior to and After Mitigation

Based on a synthesis of the information contained in the above-described procedure, the significance of the potential impacts must be assessed using the following significance criteria:

- No impact.
- Low negative: where it would have negligible effects and would require little or no mitigation.
- Low positive: the impact will have minor positive effects.
- Medium negative: the impact will have moderate negative effects and will require moderate mitigation.

- Medium positive: the impact will have moderate positive effects.
- High negative: the impact will have significant effects and will require significant mitigation measures to achieve an accepted level of impact.
- High positive: the impact will have significant positive effects.
- Very high negative: the impact will have highly significant effects and are unlikely to be able to be mitigated adequately.
- High positive: the impact will have highly significant positive effects.

Degree to which impact can be Avoided.

This indicates the degree to which an impact can be avoided. The degree of avoidance can either be:

- High: impact is completely avoidable
- Moderate: impact is avoidable with moderate mitigation
- Low: the impact is difficult to avoid and will require significant mitigation measures
- Unavoidable: the impact cannot be avoided even with significant mitigation measures

Can the impact be avoided and if so, how can it be avoided (example: demarcation of no-go areas)?

Degree to which impact can be Managed.

This indicates the degree to which an impact can be managed. The degree of management can be:

- High: impact is completely manageable
- Moderate: impact is manageable with moderate mitigation
- Low: the impact is difficult to manage and will require significant mitigation measures
- Unmanageable (the impact cannot be managed even with significant mitigation measures).

How can the impact be managed over time (example: clearance of alien vegetation)?

Degree to which an impact can be Mitigated.

This indicates the degree to which an impact can be reduced. The degree of mitigation can either be high (the impact can be fully mitigated), moderate (the impact can be partly mitigated) or not mitigated at all.

Residual Impacts

Residual impacts are those impacts that remain following the implementation of mitigation measures. Residual impacts must be identified, rated (i.e. low, medium, or high) in accordance with the criteria in **Table 6** (taken from the Western Cape Guideline on Biodiversity Offsets, 2015) and discussed. If there are no residual impacts, the specialist will need to briefly explain that the activity will have no residual impacts.

6.4. Impact on production and local economy (GDP)

6.4.1. Temporary impact on production and Local economy (GDP)

This refers to direct and indirect impacts that will stimulate the GDP of the local economy because of the construction of the proposed expansion of the MOOV fuel storage facility in the Kraaifontein Industria.

Economic production is defined as any activity that uses inputs such as labour and capital to produce outputs in the form of services or goods. The construction phase of the proposed project will involve activities such as engineering and design, site and infrastructure development, construction of buildings and facilities, installation of machinery and equipment, civil engineering works, and other business activities related to the construction. The direct effect will be experienced in the building and construction sector, trade and real estate and business services sector.

The economic benefits of the investment into the project will spread throughout the provincial economy which will positively impact all economic sectors. The effect is categorised according to direct, indirect, and induced impacts, together forming the multiplier effect. These various impacts spread throughout the economy, contributing to heightened production levels.

The proposed project's multiplier impacts, specifically through production and consumption induced effects, will have the most effects on economic activity, stimulating production and gross domestic product during construction activities.

Table 7 below highlight the temporary impact on production and GDP.

Table 7: Temporary impact on production and GDP

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Short-Term	N/A
The consequence of impact or risk:	Medium	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:	None	N/A
Cumulative impact prior to mitigation:	Medium (+)	N/A

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	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
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:	Moderate	N/A
The degree to which the impact can be mitigated:	Medium	N/A
Proposed mitigation:	- 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
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

6.4.2. Sustainable impact on production and local economy (GDP)

This impact is created through the production and consumption multiplier effects. The production and GDP will have the strongest impacts on economic activity. The production effect refers to that which is created when demand for the goods generated requires construction, which then creates business sales as developers require a supply of operational inputs. The operational stage of development increases household earnings for individuals who earn a wage from long-term employment at the project, which is referred to as the consumption effect. Consequently, household expenditure goes up. These two outcomes boost regional GDP while boosting economic activity. The developer is urged to get the supplies they need for the facility's functioning from regional businesses. The local economy will be stimulated through induced impacts, which will result from activities that

occur in response to opportunities and activities associated with the new development; that is tapping into new resources, potential employment and household spending and investment opportunities. The induced effects will be generated by the spending of the employees within the business supply chain.

Table 8 below highlights the impact on production and GDP during the operational phase.

Table 8: Sustainable impact on production and GDP

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE (No Go Option)
OPERATIONAL PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
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
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:	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:	Moderate	N/A
Proposed mitigation:	- The emphasis should be on increasing local procurement practices in terms of sourcing materials locally, hiring local suppliers and services and	N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE (No Go Option)
OPERATIONAL PHASE		
	promoting the employment of people from local communities, as far as feasible to maximise the benefits to the local economies.	
Residual impacts:	Long term Economic injection into the regional 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)	High (+)	N/A

6.5. Impact on Employment

6.5.1. Temporary impact on employment

The construction of the proposed development will create temporary employment opportunities. Contractors, subcontractors, and professional staff will hire labour for various tasks, while indirect employment will arise in industries supplying tools, materials, and equipment. Additionally, induced employment will occur as households benefiting from these jobs spend their additional income on goods and services in the local economy. The project will have a positive impact on employment in construction, business services, and trade sectors, even though many of these jobs will be temporary. It is recommended that the developer encourage the contractor to hire local labour from the broader Kraaifontein area to maximize the project's benefits to the local economy. Overall, the construction phase will provide a modest boost to the local economy through employment, requiring both skilled and unskilled labour.

Table 9 below highlights the temporary impact on employment during construction.

Table 9: Temporary impact on employment

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
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 additional	N/A

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	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
	job opportunities (albeit temporary)	
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:	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:	Moderate	N/A
Proposed mitigation:	- Where feasible, efforts should be made to employ locally to create maximum benefits to the communities. - Sub-contract to local construction companies particularly SMMEs and BBBEE compliant enterprises where possible.	N/A
Residual impacts:	None	N/A
Cumulative impact post-mitigation:	Medium	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (+)	N/A

6.5.2. Sustainable impact on employment during operations

The proposed development will create direct employment opportunities initially provided through the construction phase, followed by job creation through the operations. Indirect employment in the backward-linked industries, supplying tools, materials, and equipment for the maintenance of the proposed development will be minimal, if at all. Lastly, induced employment will be created through forward linkages as households

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benefiting from direct and indirect employment will spend some of their income on goods and services in the economy.

Table 10 indicates the impact on employment during operational phase.

Table 10: Sustainable impact on employment

	PREFERRED ALTERNATIVE	Alternative 2 (NO-GO ALTERNATIVE)
OPERATIONAL PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
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:	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)	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 mitigated:	Moderate	N/A
Proposed mitigation:	- Where feasible, efforts must be made to employ locally to create maximum benefits to communities in terms of increased employment. - Sub-contract to local construction companies particularly SMMEs and	N/A

	BBBEE compliant enterprises where possible	
Residual impacts:	None	N/A
Cumulative impact post mitigation:	Medium	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (+)	N/A

6.6. Impact on Household Income

6.6.1. Temporary impact on Household Income

The proposed development will create some employment positions during construction, generating revenue for the affected households within the surrounding local areas through direct, indirect and induced effects. This slight increase in household income levels is due to the anticipated increase in unskilled to skilled employment opportunities (construction workers, site managers, security, engineers, builders, specialists, etc.) to be created as part of the construction phase of the proposed development. Salaries, and wages within low to high-income levels would be paid out depending on the employment position. Although temporary, this increase in household earnings would have a positive effect on the livelihood of workers during the construction phase.

Table 11 below highlights the temporary increase in household income during construction.

Table 11: Temporary impact on household income

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Short-Term	N/A
The consequence of impact or risk:	Employing 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

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

6.6.2. Sustainable impact on household income

The proposed development will create some employment positions within the local region, which will generate personal income and be sustained for the entire project's lifespan. It is important to note that these employment opportunities will be long-term, compared to the short-term and limited opportunities created during construction that will end once construction is completed. The employment opportunities created during the operation phase will likely be for unskilled, semi-skilled and skilled positions. The sustainable income generated because of the proposed developments' operation will positively affect nutrition, living conditions, access to better health care, access to more options regarding education, and improved ability to make economic choices.

Table 12 highlights the sustainable impact on household income during operational phase.

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Table 12: Sustainable impact on household income

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE (No Go Option)
OPERATIONAL PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
Nature of impact:	Positive	N/A
Extent	Regional	N/A
Duration	Long-Term	N/A
The consequence of impact or risk:	Employment of 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:	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:	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:	Moderate	N/A
Proposed mitigation:	- 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 petroleum product facility, including warehousing and logistics operations.	N/A
Residual impacts:	None	N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE (No Go Option)
OPERATIONAL PHASE		
Cumulative impact post mitigation:	Medium	N/A
The significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	N/A

6.7. Impact on Construction related Disruption

6.7.1. Temporary impact on Construction related disruption

During the construction phase of the proposed development, there may be notable impacts on transport and road infrastructure. Construction activities are likely to lead to increased vehicle movement, including the transportation of materials and machinery, which could result in temporary traffic congestion and delays on local roads. Heavy construction vehicles and equipment may contribute to road wear and tear, and there might be localized disruptions to traffic flow due to construction site access points. Measures such as traffic management plans and scheduling construction activities during off-peak hours can help mitigate these impacts and minimise disruption to the surrounding transport network.

Table 13 below highlights the temporary impact on construction related activities in the area

Table 13: Temporary impact on construction related activities during construction

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
Nature of impact:	Negative	N/A
Extent	Local	N/A
Duration	Short-term	N/A
The consequence of impact or risk:	During construction, activities such as excavation, site preparation, building erection, and material deliveries will occur. Operations will involve heavy machinery, including cranes and bulldozers, and generate dust and noise. Despite these impacts, their effect will be minimal due to the project's location in an industrial area, which experiences less disruption compared to residential zones.	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:	Partially 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:	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:	- Compliance with traffic management/control measures included in the Environmental Management Programme (EMPr) for the project. -	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

6.8. Impact on Traffic Flows

6.8.1. Sustainable Impact on Traffic flow

According to the Traffic Impact Assessment (Kantey & Templer Consulting Engineers, 2025), the proposed increase in bulk-fuel storage will raise total site-generated traffic from 38 to 98 EVU in the AM peak and from 45 to 99 EVU in the PM peak, an incremental 60 EVU and 54 EVU respectively. Despite this uplift, SIDRA modelling confirms that the two analysed intersections which are Maroela Rd / Sandringham Rd / Industrial Rd and Industrial Rd / Kiaat Rd will continue to operate at acceptable levels of service (LOS B–C and LOS A respectively) through the 2029 design horizon. The study therefore classifies the traffic impact as low significance.

Additionally, to help contain light-vehicle demand, MOOV Fuel intends to secure an overnight off-site truck parking area; this keeps most drivers' private cars away from the depot and partly offsets the loss of on-site bays (reduced from 37 to 19). Lastly, the site lies on a well-served public-transport corridor and has adequate

pedestrian infrastructure, further limiting any broader network effects. On this basis, the expected socio-economic consequence for traffic flow is deemed low, localised and readily manageable.

Table 14 below highlights the sustainable impact on traffic flows during operations.

Table 14: Sustainable impact on traffic flows during operations

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
Nature of impact:	Negative	N/A
Extent	Local	N/A
Duration	Long-term	N/A
The consequence of impact or risk:	There will be a small increase in traffic during peak hours (60 more trips in the morning and 54 more in the afternoon). However, the nearby intersections will still work well, and no changes to the roads are needed	N/A
The probability of occurrence:	Highly probable	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:	Irreversible	N/A
Indirect impacts:	None	N/A
Cumulative impact prior to mitigation:	Low	N/A
The significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	N/A
The degree to which the impact can be avoided:	Low	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:	- Secure off-site parking for trucks to reduce the need for on-site parking, thereby alleviating potential congestion and ensuring adequate space	N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
	for office and workshop personnel. - Explore the possibility of adding parking bays along the western boundary edge of the site to address the 18-bay shortfall and enhance on-site parking provision.	
Residual impacts:	Negligible	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

6.9. Impact on Surrounding businesses

6.9.1. Sustainable impact on surrounding businesses

During the operational phase, the increased vehicle movements to and from the MOOV Fuel facility could either improve logistics for some businesses due to enhanced infrastructure or worsen traffic congestion, impacting ease of access for employees and customers. While businesses in related industries, such as Fuel Solutions Cape Town, may find opportunities for collaboration and mutual benefit from the increased storage capacity and logistical improvements, many adjacent businesses, particularly those in different industries, do not anticipate significant direct benefits. Some businesses might experience indirect economic benefits through increased overall activity in the industrial area. Most businesses did not object to the project, suggesting general acceptance of its suitability for the industrial area; however, some concerns about potential disruptions and their impact on the local business environment remain. The presence of large-scale fuel storage tanks may raise concerns about environmental risks, such as spills or leaks, and safety issues among nearby business owners. To address these impacts, MOOV Fuel should maintain regular communication with adjacent business owners, implement comprehensive traffic management plans.

Table 15 below highlights the sustainable impact on the owners of the surrounding businesses.

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Table 15: Sustainable impact on surrounding businesses

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
Nature of impact:	Neutral	N/A
Extent	Local	N/A
Duration	Long term	N/A
The consequence of impact or risk:	- Business owners of the surrounding area may experience changes in the form of new activities and movements resulting from the proposed development within the area.	N/A
The probability of occurrence:	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:	Low (-)	N/A
The significance rating of impact prior to mitigation (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:	Medium	N/A
The degree to which the impact can be mitigated:	Medium	N/A
Proposed mitigation:	- Implement robust safety protocols and environmental safeguards to prevent spills or leaks, addressing any safety concerns raised by nearby business owners. - Establish and maintain open lines of communication with adjacent business owners to keep them informed about the project and address any concerns.	N/A

	PREFERRED ALTERNATIVE	NO-GO ALTERNATIVE
OPERATIONAL PHASE		
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)	Neutral	N/A

6.10. Impact on Noise, Dust and Pollution

6.10.1. Temporary impact on noise, dust and pollution during construction

During the construction phase of the MOOV fuel storage expansion in Kraaifontein Industria, potential impacts include elevated noise from machinery and construction activities, dust generation from earth-moving and material handling, and pollution risks from fuel spills or waste materials. The noise may disrupt nearby businesses, while dust can affect air quality and require additional cleaning. While this activity is unavoidable, the severity of the anticipated impacts is estimated to be medium, primarily affecting the construction site and surrounding properties. However, by implementing the identified mitigation measures, these nuisance impacts can be reduced to a point of low significance.

Table 16 below highlights the temporary impact on Noise, Dust and pollution.

Table 16: Temporary Impact on Noise, Dust, and Pollution during construction

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
Nature of impact:	Negative	N/A
Extent	Regional	N/A
Duration	Short term	N/A
The consequence of impact or risk:	During the construction of the proposed development, nearby businesses in the surrounding area will face medium noise and dust pollution.	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

	PREFERRED ALTERNATIVE	ALTERNATIVE 2 (No Go Option)
CONSTRUCTION PHASE		
Potential impact and risk:	Socio-economic	Socio-economic
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:	Medium	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 prevent the accumulation of dust.	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

6.11. Cumulative Impact Statement

The proposed expansion of the MOOV Facility development is expected to contribute positively to the socio-economic landscape of Kraaifontein Industria. By increasing storage capacity, the project will support the local economy through enhanced production and distribution capabilities, potentially attracting further business investments in the area. While the expansion will create some additional job opportunities during both construction and operational phases, the overall increase in employment will be modest given the facility's existing operations. Nevertheless, the project is aligned with national and local policies, emphasizing its potential to drive economic growth and infrastructure development.

However, the cumulative impacts also include potential negative effects, such as construction related disruptions, noise, dust, pollution and congestion during the construction phase, which could disrupt surrounding local businesses. These impacts, though localised, necessitate strict adherence to mitigation measures to minimize adverse effects and enhance overall benefits.

6.12. Decommissioning Phase Impacts

The decommissioning of the proposed MOOV Facility expansion is expected to have impacts similar to those experienced during the construction phase, although it may require slightly less labour and be completed within a shorter timeframe. The impacts resulting from workers employed during the decommissioning phase would largely mirror those experienced during the construction phase. However, the decommissioning phase is likely to attract fewer job seekers compared to the construction phase, as it signifies the end of long-term job prospects associated with the facility.

Furthermore, the decommissioning phase would involve the dismantling of infrastructure, management of waste materials, and site restoration, which could lead to temporary disruptions such as noise, dust, and increased traffic. These impacts will need to be carefully managed to minimize negative effects on the local community and environment.

Since the decommissioning phase is not anticipated in the foreseeable future, ongoing maintenance and operational strategies will focus on extending the facility's lifespan and maximizing its contributions to the local economy and infrastructure. If decommissioning becomes necessary, careful planning and proactive mitigation measures will be essential to manage any socio-economic and environmental impacts effectively.

6.13. Net Effective Trade-Offs

The review of the proposed expansion of the MOOV Fuel facility in Kraaifontein Industria from a socio-economic perspective reveals a mix of positive, neutral and negative impacts. To assess whether the project is beneficial, the additions to the environment brought about by the project need to be evaluated. The additional benefits of the intervention are the difference between the reference case position (i.e., the no-go option) and the position if the intervention is implemented. It involves the evaluation of the net effect and trade-offs associated with the proposed intervention. **Table 17** provides a summary of the socio-economic gains and losses that could be expected to occur because of the project (i.e., construction and operation).

Table 17: Summary of Socio-Economic Gains and Losses – Alternative A (Preferred Option) & Alternative B (No Go Option)

Impact	Gain	Loss	Net Effect
Construction (once-off)			
Impact on Production & Gross Domestic Product	Yes	No	Positive
Impact on Employment	Yes	No	Positive
Impact on Household Income	Yes	No	Positive
Impact on construction related disruptions	No	Yes	Negative

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Impact on noise, dust and pollution	No	Yes	Negative
Operation (permanent)			
Impact on Production & Gross Domestic Product	Yes	No	Positive
Impact on Employment	Yes	No	Positive
Impact on Household Income	Yes	No	Positive
Impact on Traffic Flows	N/A	N/A	Negative
Impact on Surrounding Businesses	N/A	N/A	Neutral

Review Summary: The net effects of the project and the trade-offs between positive and negative impacts indicate that the positive impacts outweigh the negative ones. The project is expected to have positive net impact on production and GDP, employment, and household earnings. The negative impacts, such as construction-related disruptions, and noise, dust, and pollution, will be localised and affect a smaller number of people and households compared to the broader net benefits derived from the project. Due to this imbalance, the recommended mitigation measures, particularly those related to traffic, must be strictly adhered to. Applying these measures will ensure that the negative impacts are minimised or negated and that the positive benefits are enhanced.

Section Seven: Assessment of Project Alternatives

7.1. Site Area

The layout of the development plan for the proposed development has been informed by a thorough design process. The identified environmentally sensitive areas have also influenced the design of the proposed development. All highly sensitive and/or 'no-go' areas identified by the specialists have been avoided, and all recommended zones will be respected. There are no highly sensitive and/or 'no-go' areas associated with the proposed site area from a socio-economic perspective, and thus no fatal flaws. While the site is considered acceptable from a socio-economic perspective, the identified impacts should be carefully managed, and the recommendations and mitigation measures outlined in this assessment should be implemented in coordination with the findings of the supporting specialist studies.

7.2. No Go Alternative

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

Section Eight: Conclusion

Based on the information presented in this report, the following recommendations can be made from a socio-economic perspective. The proposed MOOV Fuel facility development, through its construction and operation, is envisaged to result in positive and negative impacts.

The net positive impacts associated with the construction and operation of the proposed development outweigh the net negative effects. The proposed development is also anticipated to have a positive impact on the local economy and some employment creation during the expansion of the already existing facility. In terms of the assessed site area, there are no fatal flaws from a socio-economic perspective, thus the location is deemed acceptable and should be authorised.

The proposed development is seen as acceptable, with no fatal flaws or other potentially significant issues/impacts identified. Additionally, even though the 'no-go' alternative would result in the avoidance of negative impacts from a socio-economic perspective, it would also prevent the realisation of positive effects/impacts. Since the positive effects and impacts would outweigh the negative effect, the construction and operation of the proposed development are preferred over the 'no-go' alternative. Therefore, the proposed development should be considered for development, subject to the implementation of the recommended mitigation and enhancement measures.

Section Nine: References

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Appendix A: Specialists Declaration

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.
-

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.

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- 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

Alex Kempthorne

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

Key Qualification:

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

Experience Record	
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

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	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: Year: Location: Client: Project Features: Position held: Activities Performed	TOTAL Industrial Baseline Studies for Offshore Block 11B/12B 2021/2022 South Africa Total Energies Exploration and Production South Africa (TEEPSA) Local content and workforce strategy Project Lead TEEPSA is currently investigating opportunities for offshore block 11B/12B. The aim of the Industrial Baseline Study was to identify the localisation opportunities along the project's supply chain and develop a local content strategy to facilitate their realization. The study adopted a mixed methodology approach whereby a combination of qualitative and quantitative research methods was undertaken. Information was gathered (primary stakeholder engagement and secondary research) and a working definition of local content was developed. Current and future local content scenarios and skills gaps were defined and quantified, and the potential of the project was then calculated. Mega projects were then investigated to determine which future projects would either compete or enhance the skills and capacities required for the project. Finally, a local content and workforce strategy was developed to provide guidance on the actions required to maximize local content for all phases of the projects and highlight any potential issues and risks for the project.
Project: Year: Location: Client: Project Features: Position held: Activities Performed	Bid Documents for Disposal of Council Owned Land in the City of Cape Town: 2007; 2008-2010; 2011-2013, 2017 -2019 City of Cape Town City of Cape Town Property Management Department Assistance to the City of Cape Town in Disposal of Properties and preparation of Bid Documents Project Manager Urban-Econ was appointed by the City of Cape Town: Property Management Department to assist in the preparation of properties and BID Documents for the disposal / lease of council owned properties. They were then reappointed in 2008 for a further 2 years to assist the department and again a further two years until March 2013. Urban-Econ retendered and was appointed for the financial years 2016/17 to 2018/19.
Project: 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

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	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:	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:	Joostenbergvlakte Conceptual Development Framework – Economic Inputs for Logistics Development 2019 Cape Town, Western Cape Urban Dynamics Project Manager Senior Development Economist The project entailed conducting socio-economic, economic and industry research to assess the capacity of the Cape Town market to sustain warehousing and distribution development at Joostenbergvlakte. The aim of the study was to provide input and motivation into the Conceptual Development Framework which is to be developed for the study area. This framework will be used to provide comments and input into the MSDF.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Theewaterskloof Revised Local Economic Development Strategy 2020 Theewaterskloof Theewaterskloof Municipality Local Economic Development Project Oversight 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

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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:	Two Rivers Urban Park Economic Inputs into Technical Report:
Year:	2018
Location:	Cape Town
Client:	City of Cape Town Property Department
Project Features:	Property Demand Research
Position held:	Project Lead
Activities Performed:	Urban-Econ provided the economic inputs into undertaking a review of the work undertaken for the TRUP as well as the River Club Development to comment on their alignment and/or gaps in information in terms of the areas market potential and in developing a Technical Report for the Two Rivers Urban Park (TRUP) study
Project:	Rondebosch Residential Feasibility Study
Year:	2018
Location:	Rondebosch
Client:	Communicare
Project Features:	Market Research
Position held:	Project Lead
Activities Performed:	The study investigated the demand opportunity for residential development at a site in Rondebosch. This was explored through looking at growing property trends and socio-economic data analysis. The residential mix was recommended in conclusion.
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

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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
- Tableview socio-economic Impact Assessment
- Imhoff Farm Socio-Economic Impact Assessment
- Langebaan Truckstop Needs and Assessment and Socio-Economic Impact Assessment
- Joostenbergvlakte Market Research
- Economic Valuation of Newlands Rugby Stadium
- Development Impact Monitoring for HIFSA- Years 2011, 2012, 2013, 2014, 2015, 2016, 2017
- Cape Town Stations Market Research
- Matzikama LED Strategy
- Central Karoo Rural Development Plan
- Grand Parade Development Opportunities and Feasibility Study
- Big Data Socio-Economic Impact
- Namies Wind Farm Socio-Economic Impact Assessment
- Groot Brak Filling Station Socio-Economic Impact Assessment
- Implementation & Outcome Evaluation of the City of Cape Town's World Design Capital Initiatives:
- Mossel Bay Airport Development
- Cape Town Art Fair Impact Assessment
- WC Broadband Initiative Socio-Economic Impact Assessment
- Voortrekker Road Affordable Housing Demand
- Voortrekker Road Corridor Affordable Housing Demand
- Invest in Cape Town and Invest in the Western Cape Brochures
- Saldanha Port High Level Market Demand for Industrial Space
- Ten Business Plans for Entrepreneurs in the Western Cape
- Namakwa District Municipality Local Municipality Economic Development Strategy
- Agriculture & Agri-Business Sector Strategy Impact Assessment (2012)

Countries of Work Experience:

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- South Africa
- Namibia
- Nigeria
- Zimbabwe
- Botswana

References:

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Contact Details:

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

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: 2018-2021	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:

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	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	Gouda Economic Development Plan 2024-2025 Gouda, Drakenstein SAICA Enterprise Development (The Hope Factory) Local Economic Development (LED) Researcher 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: Year: Location: Client: Project Features: Position held: Activities Performed	Wildebosch Basic Economic Impact Assessment 2025 Stellenbosch, Western Cape Zutari (Pty) Ltd Impact assessment Project Leader 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: Year: Location: Client: Project Features: Position held: Activities Performed	Lucullus Road Extension Socio- Economic Impact Assessment 2025 Kraaifontein, Western Cape Zutari (Pty) Ltd Impact assessment Project Leader 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: Year: Location: Client: Project Features: Position held: Activities Performed	Philippi: The Wedge Socio-Economic Impact Assessment 2024 Philippi, Western Cape HDA and Zutari Impact assessment Researcher 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

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	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: Year: Location: Client: Project Features: Position held: Activities Performed	IRT MyCiTi phase 2a work package 8 Socio-Economic Impact Assessment 2024 City of Cape Town, Western Cape CHAND Environmental Consultants Impact assessment Project Leader 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

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	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	Morning Star Socio-Economic Baseline Assessment 2024 Morningstar, Western Cape Communicare Socio-Economic Baseline assessment Researcher 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: Year: Location: Client: Project Features: Position held: Activities Performed	Stikland Socio-Economic Impact Assessment 2024 Stikland, Western Cape Infinity Environmental (Pty) Ltd Impact assessment Project Leader 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: Year: Location: Client: Project Features: Position held: Activities Performed	Meerlust commercial development Socio-Economic Impact Assessment 2024 Meerlust, Western Cape Guillaume Nel environmental consultants Impact assessment Researcher 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: Year: Location: Client: Project Features: Position held: Activities Performed	Gabon: Genmin Limited – Baniaka ESIA Project 2023 Gabon Genmin Limited Economic impact assessment Researcher 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: Year: Location: Client: Project Features:	Municipal Economic Review and Outlook 2023 (MERO 2023) 2023-2024 Western Cape, South Africa Western Cape Provincial Treasury MERO is an annual research publication produced by the Western Cape Provincial Treasury

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Position held: Activities Performed	Researcher 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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