

Wildebosch Road



Extension

Socio-Economic Site

Sensitivity, 2024



Document Information

Document Title:	Socio-Economic Site Sensitivity for the Wildebosch Road Extension.
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Declaration of Independence

I, Marcel Theron, 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.

Contents

Document Information	2
Specialist Details	3
Declaration of Independence	4
Section One: Introduction.....	6
1.1. Introduction.....	6
1.2. Project Description and Site Location	6
1.3. Socio-Economic Screening Process	10
Section Two: Policy and Planning Environment.....	11
Section Three: Socio-Economic Profile of the Study Area.....	14
3.1. Introduction.....	14
3.2. Study Area Delineation.....	14
3.3. Social Context	14
3.3.1. Population and Households	14
3.3.2. Age.....	14
3.3.3. Education and Skills	15
3.3.4. Employment.....	17
3.3.5. Household Income.....	17
3.4. Economic Context	18
3.4.1. GVA Growth.....	18
3.4.2. GVA Growth per Sector	19
3.5. Land Uses.....	20
3.6. Alignment.....	21
3.7. Specialists Considerations.....	22
3.7.1. Traffic report	22
3.7.2. Landscape and Visual Impact Assessment	22
Section Four: Impact Scoping	23
Section Five: Conclusion.....	25

Section One: Introduction

1.1. Introduction

This document was prepared by **Urban-Econ Development Economists (Pty) Ltd**, as per request by **Zutari (Pty) Ltd** to undertake a Socio-Economic Impact Assessment as part of the Environmental Impact Assessment process managed by Zutari (Pty) Ltd. The socio-economic impact assessment aims to assess and determine the significance of the socio-economic impacts that may potentially result from the construction and/or operational phase of the Wildebosch Road to Trumali Road extension and compare the potential impacts to the “no-go” alternative. The purpose of this report is to provide screening information, with the full Socio-Economic Impact Assessment study to be completed at a later stage. The screening report aims to present a preliminary assessment of the potential socio-economic environment/ impacts and discuss any foreseen issues that may pose as potential areas of conflict for the proposed development. The study is conducted as part of the Socio-Economic Impact Assessment, overseen by Zutari (Pty) Ltd, in accordance with the provisions of the National Environmental Management Act, as amended.

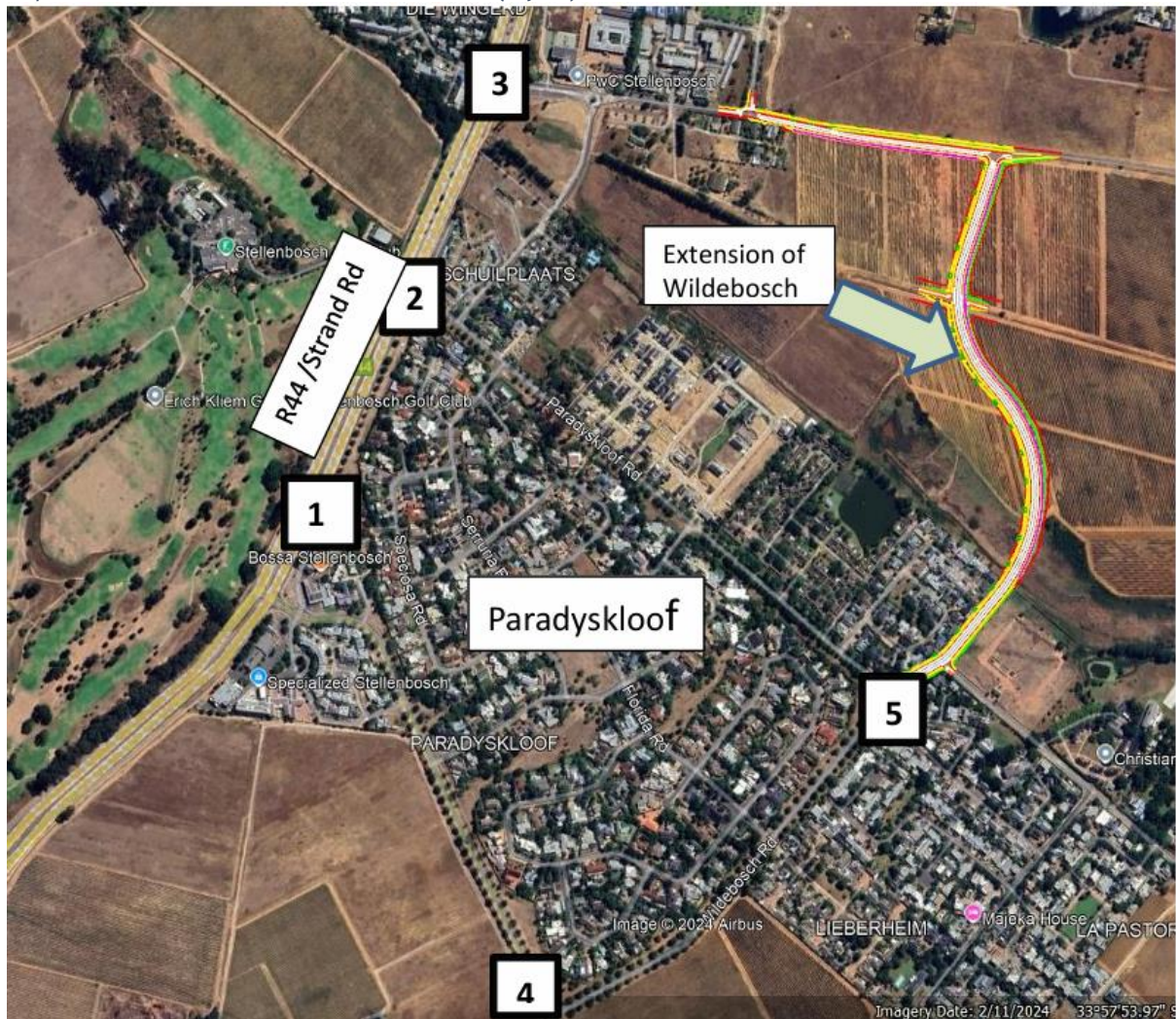
1.2. Project Description and Site Location

Stellenbosch Municipality, located about 50 km east of Cape Town at the foot of the Stellenbosch Mountain Range, covers an area of approximately 900 km² within the Cape Winelands District. The largely rural municipality, divided into 23 wards, is predominantly agricultural. Paradyskloof, a residential area, in Ward 21, is accessed via the R44. The Wildebosch extension is part of Provincial Main Road 169 and extends from Paradyskloof Road across farmland to connect with Trumali Road, near the Paradyskloof Water Treatment Works. The proposed road extension lie east of the R44, between Paradyskloof and Dalsig, near the Stellenbosch Golf Course and Eden Forest Hiking Trails (CREATE Landscape Architecture and Consulting, 2024).

The Wildebosch Road extension footprint would be situated on a brownfield site; the extension commences at Paradyskloof Road where a small portion of road reserve exists (Erf RE/16527) and traverses the farmland (Erf RE/369) in a north-easterly direction to meet the existing Trumali Road.

In terms of access, the Wildebosch road extension will be accessed via the Paradyskloof Road, traverse Erf RE/16527 Stellenbosch and the Remainder of the Farm RE/369 Stellenbosch in a north-easterly direction to link the existing Trumali Road. A visual illustration of the proposed Wildebosch Road to Trumali Road extension is provided in **Map 1**.

Map 1: Wildebosch Road to Trumali Road extension (Layout)



(IMODIE PROJECTS, 2024)

The proposed Wildebosch Road to Trumali Road extension, in terms of regional access will enable the following:

- The primary function of the R44 is to serve as a north-south regional mobility route, connecting Strand, Somerset West, and the Helderberg region with northern areas such as Paarl, Wellington, and Malmesbury. Additionally, it connects southern areas with Stellenbosch. This dual function makes the R44 one of the most congested roads in the Stellenbosch area. The complete extension of Wildebosch Road to Trumali Road will provide a new link into Stellenbosch midtown, serving as a supplementary route to the R44, which will, in turn, reduce congestion on the R44 and offer an alternative link for users traveling in the Stellenbosch area

While in terms of local access, the proposed Wildebosch Road to Trumali Road extension will enable the following:

- The intersection of the R44 and Paradyskloof Road has been converted to a left-in, left-out access, while Trumali Road is now a fully signalized intersection. Schuilplaats Road was extended to connect Paradyskloof Road to Trumali Road, allowing the community to access the full intersection more easily. This portion of the Wildebosch Road extension will offer an additional route to access Trumali Road, alleviating pressure on Schuilplaats Road.

Overall, the full extension of Wildebosch is in 3 parts:

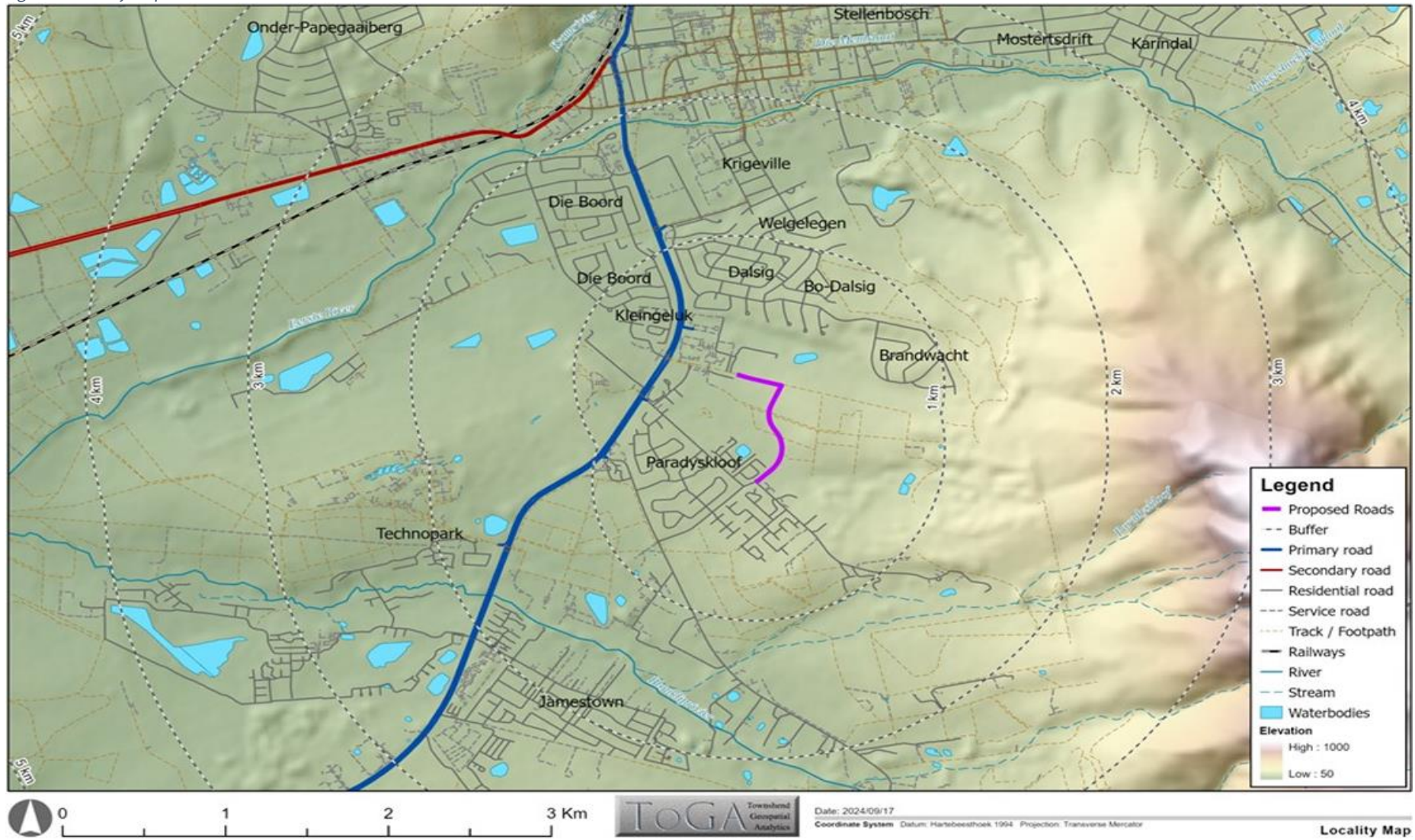
- From R44 to Blauklippen Road
- From Paradyskloof Road to Trumali
- From Trumali to Van Rheeде Street

Additionally, no permanent road closures are to occur.

The receiving environment in terms of land uses is comprised of the following. Agricultural land is utilised for vineyards and cattle grazing, while key residential areas include Brandwacht and Paradyskloof. As per the visual impact assessment (CREATE Landscape Architecture and Consulting, 2024) construction activities are occurring within the study area, i.e., new commercial buildings bordering the R44, such as the Medi Clinic, recently completed Trumali Office Park, and infrastructure forming part of the Paradyskloof Water Treatment Works (water reservoirs, retention dam, and large building). Additionally, Paradyskloof Nature Reserve is located approximately 1.5km east and the Stellenbosch Golf Course is 1km west of the extension.

As previously mentioned, the Wildebosch Road to Trumali Road extension is surrounded by Brandwacht, and Paradyskloof; the identified areas fall within the broader area of Stellenbosch Local Municipality. A visual of the locality is provided in figure 1.

Figure 1: Locality Map



(CREATE Landscape Architecture and Consulting, 2024)

The Wildebosch Road to Trumali Road extension would assist in providing improved and eased accessibility to the growing area (i.e, proposed and planned developments) as well as assist in job creation, skills development, higher levels of mobility, and improved road infrastructure in terms of traffic alleviation and route optimization.

1.3. Socio-Economic Screening Process

Impact screening may be defined as a process that involves the decision-making of whether a proposed project, policy or programme requires further environmental evaluation. The appropriate level of detail and criteria that are required for further evaluation is also guided by the screening process. It should be noted that the information provided in a screening report is more qualitative and surface-based and is presented in a preliminary format compared to the full Socio-Economic Impact Assessment. The screening process takes into consideration the alignment of proposed project with existing policy and planning frameworks, the scale of proposed projects as well as the intensity and significance of potential impacts. Therefore, a key element of the screening process is deciding whether or not a proposed project's potential implications would be noteworthy. In conclusion, the screening phase may be used as a tool to identify and where possible, quantify impacts which are evaluated from the view of the environment that would be affected by the development of the proposed project. In this case, the screening report is done in the context of the socio-economic impact assessment and implements the necessary steps to evaluate the socio-economic impacts that the development of the proposed Wildebosch Road to Trumali Road extension may have on the receiving environment.

Section Two: Policy and Planning Environment

To conduct the socio-economic scoping process, a review of the relevant national, provincial, district and local municipalities' policies and planning documents needs to take place. The purpose of reviewing the relevant policy and planning documentation is to ensure that the proposed development aligns with the development aims and objectives of a particular policy or strategy at a local, district and national level. The following policy documents were considered for the screening phase report:

- National Development Plan, 2030
- White Paper on National Transport Policy 2021
- National Environmental Management Act (No. 107 of 1998)

An understanding of the above-mentioned policies is indicated in the table below.

Table 1: Policy Review

Policy	Key Policy Objectives
National Development Plan, 2030	<p>The National Development Plan aims to address South Africa's developmental challenges of poverty and inequality by 2030. Key aspects deemed necessary to enhance social cohesion, reduce poverty and raise living standards include:</p> <ul style="list-style-type: none"> • Creating jobs and livelihoods • Expanding infrastructure • Transforming urban and rural spaces • Transitioning to a low-carbon economy • Improving education and training • Providing quality health care • Building a capable state • Fighting corruption and enhancing accountability • Transforming society and uniting the nation <p>The National Development Plan 2030 hopes to improve the transport sector through investment in an effort to provide greater levels of mobility to both the population and for goods to allow opportunities for employment as well as higher levels of trade. A better structured transport sector will also decrease levels of environmental harm and road damage.</p> <p><u>Implication:</u> The proposed Wildebosch Road to Trumali Road extension complements the goals of the National Development Plan. Employment opportunities will be created which in turn will assist in improving the standard of living of those involved with the extension. Additionally, the extension will allow</p>

Policy	Key Policy Objectives
	for an improved level of accessibility which will cater to current local and transient traffic, as well as traffic created by future developments.
White Paper on National Transport Policy 2021	<p>The policy vision of the National Transport Policy is to “provide safe, reliable, effective, efficient, environmentally benign, and fully integrated transport operations and infrastructure”. The policy aims to provide a transport system that:</p> <ul style="list-style-type: none"> • Facilitates movement of goods and people. • Enables equal access to economic opportunities and social services. • Supports environmental sustainability and growth. • Advances regional, national, and global competitiveness in South Africa. <p>These aims are hoped to be achieved through a number of core objectives:</p> <ol style="list-style-type: none"> 1. To support the overarching goals for national development in terms of accessibility to basic needs and services and grow the economy. 2. To meet transportation needs for both goods and people in a way that meets their criteria. 3. To improve the safety, security, reliability, quality, and speed of transport in the country. 4. To improve South Africa’s competitiveness in terms of its transport infrastructure and operation through greater levels of efficiency and effectiveness both locally and globally. 5. To invest in transportation infrastructure in a manner that satisfies social, economic, and strategic investment criteria. 6. To achieve such goals in a manner that prevents or minimizes negative environmental impacts. <p><u>Implication:</u> The Wildebosch Road to Trumali Road extension therefore aligns with the objectives of the National Transport Policy 2021. The development has a primary focus in realizing transportation needs in Stellenbosch South and aims to improve infrastructure in a manner that relieves pressure on already active roadways and improve the ease of accessibility.</p>
National Environmental Management Act (No. 107 of 1998)	<p>NEMA is a legal framework to implement Section 24 of the Constitution of the Republic of South Africa. It is intended to promote cooperative governance, safeguard public health and the environment, and guarantee the protection of human rights while acknowledging the need for economic development. The aim is to:</p> <ul style="list-style-type: none"> • Development must be sustainable. • Pollution must be minimized, remedied, or completely avoided.

Policy	Key Policy Objectives
	<ul style="list-style-type: none"> • All waste must be minimized, reused, recycled, or completely avoided. • Negative environmental impacts must be avoided. <p><u>Implication:</u> Environmental impacts that may result from the proposed Wildebosch Road to Trumali Road extension should be investigated.</p>

The full Socio-Economic Impact Assessment will include a review of national, provincial, district and local policies, and strategies; the following policies and strategies are expected to align with the proposed development.

- Industrial Policy Action Plan, 2018
- Spatial Planning and Land Use Management Act 2013
- Western Cape Provincial Spatial Development Framework, 2020
- Western Cape Provincial Infrastructure Framework 2013
- Western Cape Provincial Strategic Plan 2019 – 2024
- Stellenbosch Local Municipality Integrated Development Plan (IDP) 2022 – 2027
- Amended Stellenbosch Local Municipality Spatial Development Framework (SDF) 2023

Section Three: Socio-Economic Profile of the Study Area

3.1. Introduction

The purpose of this section is to provide insight into the relative size and structure of the local economy in the provincial, district, and sub-place areas. The potential impacts that are bearing on the study areas will be evaluated using a variety of demographic and economic indicators that will be discussed and analysed.

3.2. Study Area Delineation

The proposed Wildebosch Road to Trumali Road extension is located in between Brandwacht and Paradyskloof, in the Stellenbosch Local Municipality within the Cape Winelands District Municipality. The identified primary study area (PSA) is thus Brandwacht and Paradyskloof, with the secondary study area (SSA) comprising of the Stellenbosch Local Municipality, and the tertiary study area (TSA) being the Cape Winelands District Municipality.

3.3. Social Context

3.3.1. Population and Households

Table 2 illustrates the population, household, and average household size in the PSA, SSA, and the TSA.

Table 2: Population, Households, Average Household Size (2023)

Aspects	PSA	SSA	TSA
Population	2,304	190,040	980,781
Households	826	52,259	244,273
Ave Household Size	2.8	3.6	4.0

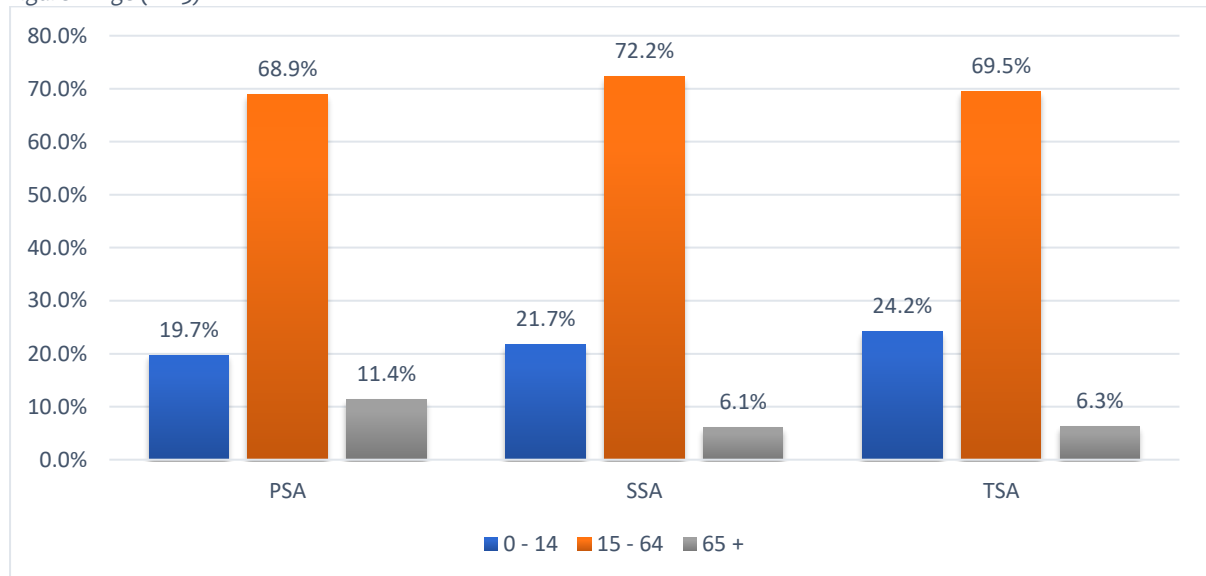
(Urban-Econ Via Quantec (EasyData), 2024)

The Wildebosch Road to Trumali Road extension is located within the PSA which has a population of approximately 2,304 residents and 826 households, with each study area experiencing a respective population growth of 1.7% (PSA), 1.7% (SSA), and 1.9% (TSA). The respective growth rates indicate that the study areas experience year-on-year growth which in turn results in an increase in road users resulting in traffic pressures. ***The proposed extension will accommodate a growing population by providing a supplement road to the R44 thus improving local and regional access.***

3.3.2. Age

The age profile of the PSA, SSA and the TSA are highlighted in **Figure 2**.

Figure 2: Age (2023)



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

Of the population in the PSA, the potentially economically active population is 63.9 percent which is lower than both the SSA (72.2 percent) and the TSA (69.5 percent). This portion of the population consists of people between the ages of 15 and 64 years. The potentially economically active population indicates that an above-average labour force exists which could indicate a large demand for jobs. The remainder of the population within the PSA, SSA, and the TSA, comprises children¹ (18.2 percent, 21.6 percent, and 24.1 percent, respectively) and people older than 65 (17.9 percent, 6.2 percent, and 6.4 percent, respectively); thus, there is thus a larger **dependency ratio**.

The dependency ratio relates the number of children and people older than 65 to the working-age population² and is expressed as per hundred persons aged 15 to 64.

The proposed extension will result in employment opportunities during the construction phase which will benefit the large local labour force; additionally, the extension will supplement the R44 thus enabling improved mobility and ease of access to work hubs both, such as Stellenbosch CBD.

3.3.3. Education and Skills

Table 3 provides an indication of education level in the PSA, SSA, and the TSA.

Table 3: Education (2023)

Aspect	PSA	SSA	TSA
No Schooling	1,2%	11,4%	14,0%
Some Primary Education	1,4%	15,2%	17,0%
Completed Primary	0,7%	5,1%	5,6%
Some High School	3,6%	26,5%	27,3%
Grade 12	21,0%	21,2%	19,7%

¹ People younger than 14.

² People between the ages of 15 and 64.

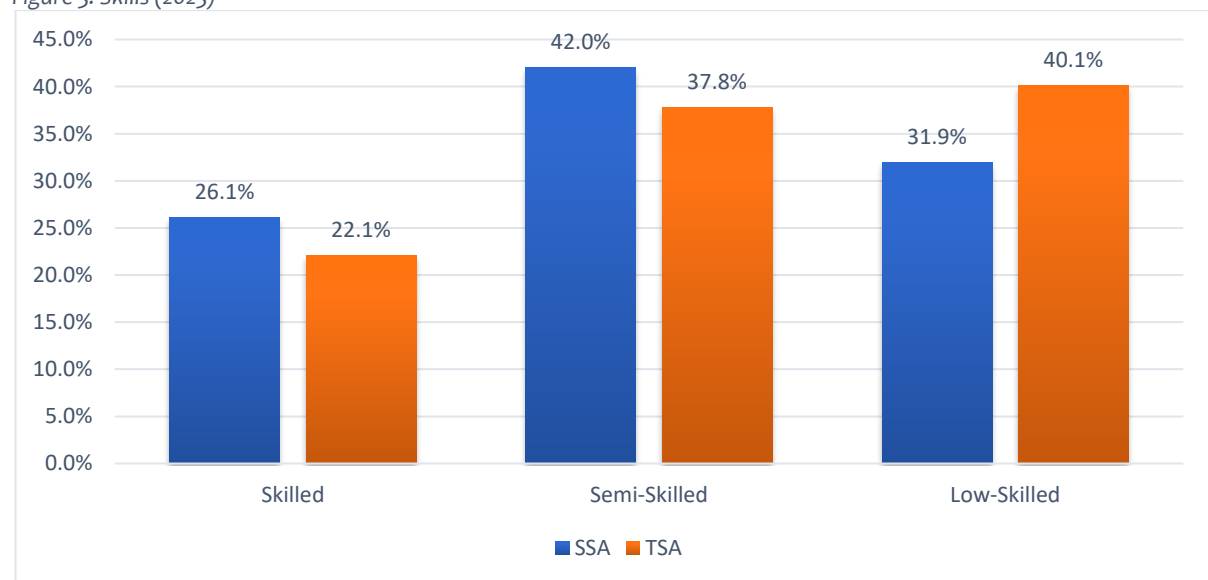
Aspect	PSA	SSA	TSA
Higher	71,6%	12,4%	7,8%
Other	0,6%	8,2%	8,6%

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

In terms of the level of education the PSA has a population with a predominantly higher level of education (71.6 percent) which is followed by grade 12 (21.0 percent). Within the SSA and the TSA the majority of the population have some high school (26.5 percent and 27.3 percent, respectively) which is followed grade 12 (21.2 percent and 19.7 percent, respectively).

Figure 3 provides an indication of the skills profile in the SSA and the TSA. *Information relating to skills level in the PSA is not available as information is obtained through Census 2011 and skill related data is not provided.*

Figure 3: Skills (2023)



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

It is estimated that most workers within the SSA are semi-skilled (42.0 percent) which is followed by low-skilled (31.9 percent) and high skilled (26.1 percent). The TSA is aligned slightly differently, whereby the majority of the population being low-skilled (40.1 percent) which is followed by semi-skilled (37.8 percent) and high-skilled 22.1 percent.

The construction phase of the proposed extension will create employment opportunities, particularly, for the lower educated portion of the population as construction labourers. Additionally, the proposed extension will also require workers with higher levels of education indirectly through the potential of supplier expansion and supporting construction companies.

3.3.4. Employment

Table 4 highlights the employment profile for the PSA, SSA, and the TSA.

Table 4: Employment (2023)

Aspect	PSA	SSA	TSA
Employed	55,5%	54,3%	55,5%
Unemployed	4,8%	10,2%	9,8%
Not Economically Active	39,7%	35,5%	34,8%
Unemployment Rate	8,0%	15,1%	15,8%

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

It is estimated that 55.5 percent of the working-age population in the PSA are employed, while 4.8 percent are unemployed, and 39.7 percent are not economically active or discouraged work-seekers. The PSA has a lower proportion of people within the working-age population who are unemployed, compared to the broader SSA (10.2 percent) and TSA (9.8 percent). Considering the unemployment rate, the PSA is the lowest at 8.0 percent, while the SSA is 15.1 percent, and the TSA is 15.8 percent.

The proposed extension will create employment opportunities during the construction and operation, albeit, very limited in the latter. While the level of unemployment is low in the PSA, the construction of the proposed extension will result in job creation that could benefit either the PSA or the broader municipal area (SSA). During the construction phase, this would occur through direct job creation opportunities related to the construction of the development and indirectly through expenditure on sectors supplying goods and services. While during the operational phase this would result due to operational expenditure on the proposed extensions, i.e., maintenance.

3.3.5. Household Income

Table 5: Household Income (2023)

	Income Brackets	PSA	SSA	TSA
Low Income	No income	7,3%	20,4%	13,1%
	R1 - R8 997	0,0%	2,0%	1,9%
	R8 998 - R17 994	2,2%	3,5%	3,5%
	R17 995 - R35 989	2,6%	10,6%	13,4%
	R35 990 - R71 977	2,0%	16,6%	20,1%
Medium income	R71 978 - R143 955	3,9%	15,5%	18,4%
	R143 956 - R287 909	15,2%	11,6%	12,3%
	R287 910 - R575 819	17,2%	8,5%	8,8%
High income	R575 820 - R1 151 638	21,9%	6,5%	5,7%
	R1 151 639 - R2 303 275	17,2%	3,3%	2,0%

	Income Brackets	PSA	SSA	TSA
	R2 303 276 - R4 606 550	8,6%	1,0%	0,5%
	R4 606 551 or more	1,8%	0,7%	0,4%

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

Table 6 shows a summary of the household income of the above-mentioned areas.

Table 6: Summary of Annual Household Income (2023)

Income Category	PSA	SSA	TSA
Low Income (R0- R71 977)	14,2%	53,1%	51,9%
Medium Income (R71 978 – R575 819)	36,4%	35,6%	39,4%
High Income (R575 820 – R4 606 551 plus)	49,5%	11,4%	8,6%

(Urban Econ, 2024)

It is estimated that the majority of the population within PSA are high-income earners (49.5 percent) which is followed by middle-income earners (36.4percent) and low-income earners (14.2 percent). When compared to the broader area, the SSA is predominantly low-income earners (53.1 percent) followed by medium-income earners (35.6 percent); the TSA is predominantly low-income earners (51.9 percent) which is followed by middle income earners (39.4 percent).

The proposed extension would be able to offer job opportunities during both the construction and operation phase, albeit, very limited in the latter. The opportunities would provide the means to improve on the levels of low income, especially if labour is sourced locally. Although limited, skills development could occur in the construction phase through the transfer of construction-related skills. This in turn would increase the employability of the local labour and their chances of finding employment opportunities on other construction-related projects once their contract with the proposed project has ended.

3.4. Economic Context

3.4.1. GVA Growth

Figure 4 provides a visual illustration of the GVA growth for the SSA and the TSA.

Figure 4: GVA Growth (2012 – 2023)



(Urban Econ, 2024)

Economically, the average GVA growth for SSA and the TSA between 2012 and 2023 was 1.1 percent and 1.7 percent respectively. The historical trends indicate a positive economic growth between 2011 and 2016. However, a sharp decline in economic growth between 2017 and 2019 was experienced with factors that may have contributed to the decline in economic performance being attributed to load shedding and the drought within the Western Cape. In 2020, the overall economy experienced a shrink as a result of the COVID-19 pandemic which negatively impacted economic activity. In 2021, the economy began to recover much to the ease of the COVID-19 lockdown and restrictions.

The proposed extension will have far-reaching effects on both local and national Gross Domestic Product (GDP) beyond the mere construction and operational phases. By enhancing connectivity and opening up previously isolated areas, the road extension will stimulate economic growth and development in the region. Improved access to markets, employment centres, and resources activate economic activity, leading to increased productivity.

During the construction phase, the project will not only generate employment and stimulate local businesses but also attract investment into the region, contributing to the overall GVA growth. Additionally, the operational phase will sustain economic momentum through ongoing maintenance activities, ensuring the continued efficiency of transportation networks and supporting the flow of goods and services.

3.4.2. GVA Growth per Sector

The top contributing sector in both the SSA and the TSA is the finance, insurance, real estate, and business services (25.5 percent and 24.6 percent, respectively). This was followed by the wholesale and retail trade, catering and accommodation sector (18.1 percent and 16.9 percent, respectively) in the SSA and the TSA. The table below highlights the economic profile of the SSA and the TSA.

Table 7: Economic Profile (2023)

Sector	SSA	TSA
Agriculture	8,9%	5,7%
Mining and Quarrying	0,2%	0,2%
Manufacturing	15,8%	17,5%
Electricity, Gas and Water	2,0%	1,2%
Construction	4,2%	3,4%
Trade	16,9%	18,1%
Transport and Communication	7,2%	8,6%
Finance and Business Services	24,6%	25,5%
General Government	9,4%	9,3%
Community Services	10,8%	10,6%
Total GVA (million)	R22,076	R90,959

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

- **Manufacturing**
- **Building and construction**
- **Real estate and business services**
- **General government and community services.**

3.5. Land Uses

As previously mentioned, the receiving environment in proximity of the proposed Wildebosch Road to Trumali Road extension is limited to agriculture, residential, and new developments.

Agriculture within proximity of the proposed Wildebosch Road to Trumali Road extension is predominantly vineyards and cattle grazing which creates a sense of rural atmosphere. Importantly, Erf RE/369 a farm portion which the proposed Wildebosch Road to Trumali Road extension will traverse is predominantly an agricultural portion of land with vineyards covering the local hillside; the extension is envisioned to impact the agricultural land uses of Erf RE/369.

From a residential perspective, Brandwacht and Paradyskloof consists of predominantly freehold and freehold in estates, in terms of market stock, and is a high-income area. Current residents have resided in the respective areas for 11 years or more in Brandwacht and Paradyskloof, 51% and 47% respectively; while the majority of stable owners in Brandwacht and Paradyskloof, are aged between 50 to 65 + (69% and 74% respectively). The duration of which the residents in the surrounding areas have resided there as well as the rural atmosphere would have resulted in an established sense of place being created for the residents. Their sense of place has developed over time where they have embraced the surrounding environment and have

become familiar with its physical properties. Therefore, consideration must be given as to how the proposed Wildebosch Road to Trumali Road extension will influence the local sense of place property values.

Furthermore, there are a range of construction activities occurring within the area, i.e., new commercial buildings bordering the R44, such as the Medi Clinic, the recently completed Trumali Office Park, and infrastructure forming part of the Paradyskloof Water Treatment Works (water reservoirs, retention dam, and large building). Additionally, Paradyskloof Nature Reserve is located approximately 1.5km east and the Stellenbosch Golf Course is 1km west of the extension. The agglomeration occurring within the area highlights that economic activity is improving which in turn is leading to greater employment opportunities for workers. Considering the congestion occurring on the R44 leading towards Stellenbosch, the proposed Wildebosch Road to Trumali Road extension has the capability to improve local road networks making the area more attractive for investment as well as ease mobility and reduce congestion.

3.6. Alignment

The proposed Wildebosch Road to Trumali Road extension through its construction and operation will have the capability to create employment positions, albeit limited in the operational phase. During the construction phase, this would occur through direct job creation opportunities related to the extension of proposed Wildebosch Road to Trumali Road and indirectly through expenditure on sectors supplying goods and services. While during the operational phase this would result due to operational expenditure on the proposed Wildebosch Road to Trumali Road extension, albeit, in a limited capacity as operational employment would predominantly focus on maintenance. The provision of employment opportunities would improve the income levels of the employees thus, in turn, improving on their standard of living. Although limited, skills development could occur in the construction phase through the transfer of construction-related skills. This in turn would increase the employability of the local labour and their chances of finding employment opportunities on other construction-related projects.

The proposed Wildebosch Road to Trumali Road extension will contribute to Gross Domestic Product during the construction and operation phases. Contribution to the Gross Domestic Product during the construction phase is a result of investment spent in the country, while contribution during the operational phase would result from the operational expenditure, i.e., maintenance. The proposed project's contribution to the Gross Domestic Product would encourage employment through multiplier business stimulation.

Further, beyond direct GDP contributions, the road extension's role in opening up the area and linking previously isolated regions will stimulate economic growth and development on a broader scale. By improving access to markets, employment centres, and resources, this extension will stimulate business activity and potentially foster entrepreneurship along the route. The enhanced connectivity provided by the road extension will promote regional integration and trade, facilitating the movement of goods and services between areas. This interconnectedness will not only strengthen local economies but also contribute to the resilience and competitiveness of the broader national economy.

In addition to the above, the proposed Wildebosch Road to Trumali Road extension will enable an improved level of access (i.e., reduced congestion, and quicker travelling times) as it will provide a road that will supplement the R44. The improved level of access will assist not only residents and businesses but also make the area more attractive for future developments thus enabling an improved economic injection.

However, with any development consideration must be given to the surrounding land uses and whether they will be negatively impacted, especially, as with this project consideration must be given to agriculture (loss of agricultural land) and residential areas (sense of place and property values).

The socio-economic profile provides valuable information for further assessment which will assist with determining the impact of the construction and operation phases of the proposed Wildebosch Road to Trumali Road extension and what impact it may have on the local and regional. This information will further be unpacked within the Socio-Economic Impact Assessment.

3.7. Specialists Considerations

3.7.1. Traffic report

As per the traffic impact assessment report, the proposed expansion of Wildebosch Road to Trumali Road doesn't negatively affect traffic conditions in the vicinity. Additionally, it doesn't yield substantial improvements in traffic performance in the area. However, it does offer long-term benefits by enhancing traffic conditions during operations (IMODIE Projects, 2024).

3.7.2. Landscape and Visual Impact Assessment

The landscape and visual impact assessment report highlights that alterations in the landscape primarily arise from the removal of vineyards and grazing pastures, alongside road expansions and earthworks linked to the proposed road construction. The variety of land uses results in diverse shapes, lines, textures, and patterns in the landscape, which help lessen the visual impact of the proposed infrastructure. Views from the north and south will be most affected due to higher receptor quantity, but visibility will be limited by urban structures and dense tree clusters. Residents nearest to the site boundary, notably in Brandwacht on River Estate and Du Clair Street, will face the most significant visual changes. Furthermore, construction impacts are expected to be minimal but peak during this phase. Operational impacts are predicted to be minor, with moderate visual alterations. However, mitigation efforts, taking into account existing infrastructure and blending with the surroundings, can reduce the overall impact. Despite anticipating moderate to high impact, the project is not deemed visually fatally flawed, largely due to existing infrastructure and natural screening. Efforts should focus on blending the road with the environment while implementing mitigation measures to further reduce impact significance (CREATE Landscape Architecture and Consulting, 2024).

Section Four: Impact Scoping

This section of the screening report aims to highlight the impact indicators that will be investigated further in the detailed Socio-Economic Impact Assessment. Appropriate socio-economic impact indicators have been identified for the purpose of the screening report and at a later stage for the full socio-economic impact assessment. These impact indicators are used as guidelines to measure the impact that the proposed Wildebosch Road to Trumali Road extension would have on the socio-economic environment of the identified study areas. The impact indicators are indicated in **Table 8** and is included for both the construction and operation phase with the highlighted net impact outcome for each indicator.

Table 8: Potential Impacts to be Assessed.

Impact	Construction Phase	Operational Phase
Impact on Gross Domestic Product and Production	Positive (To be determined)	Positive (To be determined)
Impact on Employment	Positive (To be determined)	Positive (To be determined)
Impact on Household Income	Positive (To be determined)	Positive (To be determined)
Impact on Social Conflict	Negative (To be determined)	None
Impact on Agricultural Activity/ Land Use	Negative (To be determined)	None
Impact on Sense of Place (Traffic)	None	Positive (To be determined)
Impact on Sense of Place (Visual)	Negative (To be determined)	Negative (To be determined)
Impact on Improved Local Accessibility	None	Positive (To be determined)
Impact on Unlocking Economic Potential of New Development Areas	None	Positive (To be determined)
Impact on Improved Regional Access	None	Positive (To be determined)
Impact on Property Values	Negative (To be determined)	Negative (To be determined)
Impact on Improved Level of Localised Investment	None	Positive (To be determined)

The preliminary socio-economic impact assessment of the proposed Wildebosch Road to Trumali Road extension indicates that, at this stage, there are no significant implications or flaws identified from a socio-economic perspective. The overall net positive impacts outweigh the net negative impacts, showcasing the potential benefits of the project. While the initial analysis presents potential negative impacts, it should be noted that these can be mitigated or improved through suitable measures. A comprehensive Socio-Economic Impact Assessment will further investigate and provide in-depth information on both the baseline and potential impacts, ensuring a thorough understanding of the project's socio-economic implications.

Section Five: Conclusion

The socio-economic screening report provides a brief overview of the study area for the proposed Wildebosch Road to Trumali Road extension. The area in which the proposed Wildebosch Road to Trumali Road extension traverses is situated in Stellenbosch Local Municipality. Specific areas in proximity of the extension include Brandwacht and Paradyskloof.

A brief understanding of policy and planning documents was provided in terms of support for the provision of road infrastructure. Additionally, other national, provincial, district and local policies supporting road infrastructure were identified for further analysis in the full socio-economic impact assessment report.

An overview of the population structure, employment profile, and the economic structure of the primary, secondary, and tertiary study area was also provided to highlight and discuss key socio-economic components to better understand the socio-economic climate of the area. The extension of the proposed Wildebosch Road to Trumali Road extension may be considered beneficial to the area in terms of an increase in accessibility and transport mechanisms, job creation, and household income. The local as well as broader provincial municipality will likely experience a positive injection resulting from the Gross Domestic Product and production generated due to the capital and operational spend. However, considering the proximity of the proposed Wildebosch Road to Trumali extension to Brandwacht and Paradyskloof, consideration must be given as whether these areas will be negatively impacted in terms of sense of place and property values. Furthermore, the proposed Wildebosch Road to Trumali Road extension will traverse Erf RE/369 which is utilised for predominantly agricultural purposes; thus, it must be understood how the loss of agricultural land would impact the landowner.

Regarding socio-economic implications, the screening assessment indicates no major concerns, except for potential negative influences that may result, i.e., sense of place, property values, and agricultural/ land uses, which would require further investigation.

In summary, the socio-economic screening assessment provides a good understanding the socio-economic context of the proposed Wildebosch Road to Trumali Road extension. It identifies potential impacts of focus for further investigation which will require mitigation measures to either enhance, reduce, or negate their associated significance. These findings will contribute to a comprehensive understanding of the project's socio-economic implications which will be further elaborated on within the Socio-Economic Impact Assessment report.