



## **ESKOM TRANSMISSION**

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# **EIA for the Proposed Thyspunt Transmission Lines Integration Project**

## **Tourism Impact Assessment Report (Northern Corridor):**

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## EIA FOR THE PROPOSED THYSPUNT NORTHERN CORRIDOR

### TOURISM IMPACT ASSESSMENT

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# **ESKOM TRANSMISSION**

## **EIA FOR THE PROPOSED THYSPUNT NORTHERN CORRIDOR**

### **TOURISM IMPACT ASSESSMENT**

## **1 INTRODUCTION**

SiVEST has been appointed by Eskom to undertake a specialist tourism assessment for the proposed Eskom Transmission lines and substation in the Eastern Cape associated with the proposed Thyspunt Nuclear 1 power station. These studies form part of a wider Environmental Impact Assessment (Scoping and Environmental Impact Assessment) that needs to be undertaken by the project proponent to identify and assess all the potential environmental impacts associated with the proposed project. The Scoping phase has been completed and EIA phase studies are being undertaken.

The EIA phase Tourism report will assess in detail the impact of the proposed development on existing and future tourism resources. However, it must be noted that this report is not intended to be a comprehensive and/or exhaustive analysis of tourism along the transmission corridor. The report is solely aimed at providing a basis from which the significance of potential impacts meaning from proposed development on the tourism industry can be reasonably evaluated.

This report provides an overview of the legislative framework of the tourism industry; it also covers the salient points of international, national, provincial, and local tourism. It further describes the proposed impacts and issues of the proposed development on the tourism industry.

## **2 BACKGROUND**

### **2.1 Acts and policies**

#### *2.1.1 The White Paper on the Development and Promotion of Tourism in South Africa, 1996*

The White Paper provides a broad framework to guide the development, planning and management of tourism in South Africa. The context is set through a discussion on the potential

and economic role of tourism in the country and the identification of constraints that hinder the realisation of this potential. Some of the key constraints relate to inadequate funding, limited community integration, inadequate education and training, poor environmental management, lack of infrastructure, increased levels of crime, and a lack of national, provincial and local tourism structures.

Identifying tourism as an engine for economic growth, the White Paper builds a rationale and sets a clear vision for responsible tourism development. The vision is supported by a set of guiding principles for responsible tourism development and is underpinned by economic, social and environmental objectives.

To achieve the vision, the following key performance areas for tourism development are sighted in the white paper:

- a safe and stable tourism environment;
- involvement of local communities and previously neglected groups;
- sustainable environmental management practices;
- creating a globally competitive tourism industry;
- ensuring innovative development that meet visitor requirements;
- focus on product development and diversity;
- effective training, capacity building and awareness promotion;
- aggressive and creative marketing and promotion;
- strong economic linkages with other economic sectors;
- appropriate institutional structures; and
- appropriate support infrastructure.

The White Paper goes further by recommending the formulation of a range of key policies and frameworks that will facilitate the role of tourism as an economic driver.

Areas where further policy development is required include:

- safety and security;
- education and training;
- access to finance;
- investment incentives;
- foreign investment;
- environmental management;
- product development;
- cultural resource management;
- transportation - air and ground;
- infrastructure;
- marketing and promotion;

- product quality and standards;
- regional co-operation; and
- youth development.

In addition to its recommendations on specific policy development that will smooth the progress of tourism development, the White Paper broadly defines the roles to be played by various stakeholders involved in tourism, and provides a framework for institutional arrangements for tourism in South Africa.

Although the White Paper was developed at national level, it provides an overarching framework to guide tourism development across South Africa. In this respect it allows for the alignment of National, Provincial and Local tourism development to ensure “that everyone pulls in the same direction”. The White Paper does not address specific requirements on Provincial or Local level, nor does it provide the required strategic direction. Provincial and Local governments therefore need to align to, and take guidance from the National White Paper when developing their own tourism development strategies as it pertains to the specific dynamics present.

#### *2.1.2 Institutional Guidelines for Public Sector Tourism Development and Promotion in South Africa, 1999*

The Inter-provincial Technical Committee of MINMEC (a joint forum of ministers responsible for tourism matters) compiled the Institutional Guidelines, published by the then Department of Environmental Affairs and Tourism (DEAT) in 1999. It seeks to formulate the institutional system and mechanisms to facilitate synergy in the management of tourism between the various tiers of government. The document further provides clarity on the roles, responsibilities and allocation of funding at National, Provincial and Local Government level to inform intergovernmental co-ordination on matters regarding tourism.

It is recognised in the institutional guidelines that historical development trends, macro conditions, constitutional dispensation and existing tourism structures differ at the various levels of government. Three models of institutional structures have therefore been proposed to accommodate the relevant circumstances at each level. These include:

- differentiated model;
- mainstream model and
- independent model.

One set of guidelines is proposed to ensure effective monitoring and control regardless of the model followed.

Specific guidelines and conditions with regards to the roles and responsibilities at each level of government are provided. The issues addressed and the respective guidelines in terms of the roles and responsibilities of the Municipality at local level include the following:

- introduction of tourism legislation – alignment of local by-laws and regulations with national and provincial tourism policy;
- establishing international relations and agreements – reaching agreements with cities/local authorities in other countries, with the knowledge of national and provincial government;
- international tourism marketing and promotion activities – exposure of local areas within the framework of national marketing strategies and aligned to such;
- domestic tourism marketing activities – develop domestic marketing strategies in line with provincial marketing framework;
- provision of tourism infrastructure – providing local infrastructure taking cognisance of provincial tourism strategies;
- setting of tourism standards – annual inspection, certification and registration of tourism establishments;
- promoting tourism awareness – plan and implement programmes to improve tourism awareness within local authority in line with national and provincial campaigns;
- tourism training – assist in the implementation and promotion of national and provincial training programmes;
- establishing tourism incentives, investment and financing programmes – provide advice and assistance to emerging entrepreneurs in coordination with provincial investment framework;
- tourism information management – provide appropriate information as input to national and provincial systems;
- domestic tourism information dissemination – establish local tourism information offices;
- tourist guiding training – work in collaboration with provincial authorities to ensure representative curriculum content;
- tourism development – lead tourism development in the area of consultation with provincial authorities; and
- tourism safety and security – establish local tourism safety programmes in collaboration with local business, SAPS and communities.

### 2.1.3 *The Tourism Act, 1993*

The objective of the Tourism Act is to make provision for the promotion of tourism to and in the Republic; the further regulation and rationalisation of the tourism industry; measures aimed at the maintenance and enhancement of the standards of facilities and services hired out or made available to tourists; and the co-ordination and rationalization, as far as practicable, of the

activities of persons who are active in the tourism industry; with a view to the said matters to establish a board with legal personality which shall be competent and obliged to exercise, perform and carry out certain powers, functions and duties; to authorise the Minister to establish a grading and classification scheme in respect of accommodation establishments, the membership of which shall be voluntary; to authorize the Minister to establish schemes for prescribed sectors of the tourism industry, the membership of which shall be voluntary; to make provision for the registration of tourist guides; to prohibit any person to act for gain as a tourist guide unless he has been registered as a tourist guide in terms of the Act; to authorise the Minister to make regulations; and to provide for matters connected therewith.

The Act prompted the establishment of the South African Tourism Board which acts as the juristic person with regards to this Act.

The object of the board shall be, with due regard to the sustainability of environmental resources, to promote tourism by encouraging persons to undertake travels to and in the Republic, and with a view thereto:

- to take measures in order to ensure that services which are rendered and facilities which are made available to tourists comply with the highest attainable standards;
- to manage information and conduct research relating to tourism; and
- to advise the Minister on tourism policy, either of its own volition or when requested to do so by the Minister.

## **2.2 Implications for Development**

The legislation outlined above indicates that the proposed development has a number of regulations and guidelines that apply to both the construction and operation phases. The tourism related legislation and guidelines encourage environmentally responsible tourism with an emphasis on sustainability.



### 3 PROJECT DESCRIPTION

#### 3.1 Route Description

The Northern Corridor exits the High Voltage (HV) yard associated with the proposed Thyspunt Power Station to the north of the transverse dunes and moves in a northerly direction towards Humansdorp. The corridor crosses the unsurfaced road between Oyster Bay and Humansdorp in the vicinity of the Farm Kleinrivier. The corridor crosses the steeply incised Krom River Valley at the Farm Elandsjagt (downstream of the Impofu Dam) and then crosses the Geelhoutboom River at the Farm Platjesdrift. The corridor crosses R102 and then the Seekoei River and in the vicinity of the farm Geelhoutboom and a small portion of the farm Platjesdrift to the west of Humansdorp. The corridor continues in a northerly direction further traversing the farm Geelhoutboom and across N2 and some hilly terrain to the north of the highway on the farm Pampoensland Rivier. At the farm Pampoensland Rivier, the Corridor turns in a north-easterly direction crossing R332 and some hilly ground at the farm Honeyville. From this section (around Honeyville farm) up to the area around Rocklands, there are three alternatives within the Northern Corridor:

- Alternative 1 – This alternative splits from Alternative 3 in the area of farms Weltevreden and Zuurbron. Alternative 1 traverses the R330 Provincial Road on the farm Weltevreden. It continues through the farm Zuurbron where it crosses the upper reaches of the Kabeljous River. The route alternative then traverses the Gamtoos River Valley in the vicinity of the farms Rooidraai, Bosch Bok Hoek and Spitsbak Estate. It continues in an easterly direction through hilly incised terrain on farms Buffels Hoek and Loerie River where it crosses the R331 Provincial Road. The alternative then traverses the area around Loerie Dam and the Loerie Dam Nature Reserve to the north of the town of Loerie, crossing the farms Loerie River, Geelhoutboom and Jagersfontein. Most of this portion of the route runs to the south of the boundary of Otterford State Forest and the Longmore State Forest, traversing the Longmore Forest offices, housing and saw mill (the Longmore Forest Station). To the east the alternative crosses the farms Platberg, Klaarefontein and before entering the Longmore State Forest to the north of the Van Stadens River Mountains. The corridor traverses forestry land (plantations) through this section, crossing the Van Stadens River. The alternative exits the Longmore area to the north of Van Stadensberg Natural Heritage Site Nature Reserve through the farm Boschfontein where it reconnects to Northern Corridor - Thyspunt (HV Yard) to Grassridge alternative 3 (described below).
  
- *(Please note – Alternative 2 is a deviation off Alternative 3)* Alternative 2 splits from Alternative 3 south-east of the town of Hankey. The route alternative continues in a north-

easterly direction traversing the R331 on the farm Roodefontein and continuing through very hilly, natural terrain on the farms Limebank and Klein Rivier, running parallel with the valley of the Klein River. In the vicinity of the Otterford and Forest Reserve (to the west of the old Otterford Forest Station), the route curves towards the northwest through a very steeply incised area. It continues north-westwards through plantations until it re-joins Alternative 3.

- Alternative 3 splits from Alternative 1 in the vicinity of the R332 Provincial Road and the Diep River at the farms Honeyville, Weltevreden and Zuurbron. To the east of this point the alternative runs roughly parallel to the R330 provincial road down the Hankey Pass into the Gamtoos River Valley. The alternative crosses the Gamtoos Valley to the south of the hamlet of Weston, traversing the farms Rooidraai, Gamtoos Riviers and Wagendrift. The alternative passes to the east of Hankey, continuing in a north-easterly direction traversing the R331 Provincial Road. The alternative crosses hilly, incised terrain crossing the Klein River valley on the farms Klein Rivier and Kleinfontein. The alternative continues across very hilly, incised terrain across a portion of the Stinkhoutberg Nature Reserve, entering the Otterford Forest as the route curves to the south-east through a very steep area within Otterford State Forest, crossing the Hankey Forest reserve and the farm Sand River Heights. The alternative crosses the Sand River upstream of the Sand River Dam through forestry land. The alternative continues in a south-easterly direction, following the southern side of the Elands River valley across the farms Palmiet River and Peneheale, and running parallel to the Elands River Road. The alternative enters the Longmore State Forest, crossing the Bulk River Dam and running through the farm Uplands before linking up with Alternative 1 in the vicinity of the farm Boschfontein.

From the point at which alternative 1 and 3 join, the corridor runs in a north-easterly direction, crossing the farms Boschfontein, Brakkefontein, Ruigteveli and Burghley Hills through an uninhabited hilly area to the north of Rocklands. The corridor heads north-eastwards along the eastern boundary of Groendal Wilderness Area, traversing the Elands River valley through the Wincanton Estate, Kruisrivier and Mimosadale West. The Corridor then crosses the Swartkops River in the Kruisrivier area west of Uitenhage, crossing a number of small farms in the valley. The corridor then climbs into uninhabited land to the west and north of Rosedale, turning to the east. The Corridor traverses uninhabited farm land to the north of Uitenhage, crossing a minor roads as well as the R75 Provincial Road, running between Levysdale and the Springs Nature Reserve and Resort. To the east of the R75, the corridor then crosses farming land on the farms Sandfontein, Gras Rug, Longwood, Rietheuwel and Papenkuils Vley. The corridor crosses the farm Welbedachsfontein, crossing the R335 provincial road before feeding into the Grassridge Substation.

East of the Grassridge Substation the Northern Corridor (existing Servitude) Grassridge to Dedisa runs eastwards across largely natural thicket vegetation on the farm Brak River, then south-

eastwards and finally southwards until it terminates at the Dedisa Substation which is located to the north of the R334 and R102.

## **4 METHODOLOGY**

### **4.1 Information Gathering**

Information was gathered about the tourism industry in the area of the development using the following methods:

- Site visits
- Consultation with various consultants who have worked on tourism related projects in the area
- Consultation with key stakeholders e.g. Eastern Cape Tourism board
- Internet research
- Reference to other specialist reports

Where information was readily available through the internet, IDPs and SDFs, it was unnecessary to consult with Stakeholders such as Nelson Mandela Bay Metropolitan Municipality (NMBMM) and Kouga Local Municipality (KLM)

### **4.2 Impact Assessment**

The EIA Methodology assists in evaluating the overall effect of a proposed activity on the environment. The determination of the effect of an environmental impact on an environmental parameter is determined through a systematic analysis of the various components of the impact. This is undertaken using information that is available to the environmental practitioner through the process of the environmental impact assessment. The impact evaluation of predicted impacts was undertaken through an assessment of the significance of the impacts.

#### *4.2.1 Determination of Significance of Impacts*

Significance is determined through a synthesis of impact characteristics which include context and intensity of an impact. Context refers to the geographical scale i.e. site, local, national or

global whereas Intensity is defined by the severity of the impact e.g. the magnitude of deviation from background conditions, the size of the area affected, the duration of the impact and the overall probability of occurrence. Significance is calculated as shown in Table 2.

Significance is an indication of the importance of the impact in terms of both physical extent and time scale, and therefore indicates the level of mitigation required. The total number of points scored for each impact indicates the level of significance of the impact.

#### 4.2.2 Impact Rating System

Impact assessment must take account of the nature, scale and duration of effects on the environment whether such effects are positive (beneficial) or negative (detrimental). Each issue / impact is also assessed according to the project stages:

- planning
- construction
- operation
- decommissioning

Where necessary, the proposal for mitigation or optimisation of an impact should be detailed. A brief discussion of the impact and the rationale behind the assessment of its significance has also been included.

#### ▪ Rating System Used To Classify Impacts

The rating system is applied to the potential impact on the receiving environment and includes an objective evaluation of the mitigation of the impact. Impacts have been consolidated into one rating. In assessing the significance of each issue the following criteria (including an allocated point system) is used:

Table 1: Description

<b>NATURE</b>
Include a brief description of the impact of environmental parameter being assessed in the context of the project. This criterion includes a brief written statement of the environmental aspect being impacted upon by a particular action or activity.
<b>GEOGRAPHICAL EXTENT</b>
This is defined as the area over which the impact will be expressed. Typically, the severity and significance of an impact have different scales and as such bracketing ranges are often required. This is often useful during the detailed assessment of a project in terms of further

defining the determined.		
1	Site	The impact will only affect the site
2	Local/district	Will affect the local area or district
3	Province/region	Will affect the entire province or region
4	International and National	Will affect the entire country
<b>PROBABILITY</b>		
This describes the chance of occurrence of an impact		
1	Unlikely	The chance of the impact occurring is extremely low (Less than a 25% chance of occurrence).
2	Possible	The impact may occur (Between a 25% to 50% chance of occurrence).
3	Probable	The impact will likely occur (Between a 50% to 75% chance of occurrence).
4	Definite	Impact will certainly occur (Greater than a 75% chance of occurrence).
<b>REVERSIBILITY</b>		
This describes the degree to which an impact on an environmental parameter can be successfully reversed upon completion of the proposed activity.		
1	Completely reversible	The impact is reversible with implementation of minor mitigation measures
2	Partly reversible	The impact is partly reversible but more intense mitigation measures are required.
3	Barely reversible	The impact is unlikely to be reversed even with intense mitigation measures.
4	Irreversible	The impact is irreversible and no mitigation measures exist.
<b>IRREPLACEABLE LOSS OF RESOURCES</b>		
This describes the degree to which resources will be irreplaceably lost as a result of a proposed activity.		
1	No loss of resource.	The impact will not result in the loss of any resources.
2	Marginal loss of resource	The impact will result in marginal loss of resources.
3	Significant loss of resources	The impact will result in significant loss of resources.
4	Complete loss of resources	The impact is result in a complete loss of all

		resources.
<b>DURATION</b>		
This describes the duration of the impacts on the environmental parameter. Duration indicates the lifetime of the impact as a result of the proposed activity		
1	Short term	The impact and its effects will either disappear with mitigation or will be mitigated through natural process in a span shorter than the construction phase (0 – 1 years), or the impact and its effects will last for the period of a relatively short construction period and a limited recovery time after construction, thereafter it will be entirely negated (0 – 2 years).
2	Medium term	The impact and its effects will continue or last for some time after the construction phase but will be mitigated by direct human action or by natural processes thereafter (2 – 10 years).
3	Long term	The impact and its effects will continue or last for the entire operational life of the development, but will be mitigated by direct human action or by natural processes thereafter (10 – 50 years).
4	Permanent	The only class of impact that will be non-transitory. Mitigation either by man or natural process will not occur in such a way or such a time span that the impact can be considered transient (Indefinite).
<b>CUMULATIVE EFFECT</b>		
This describes the cumulative effect of the impacts on the environmental parameter. A cumulative effect/impact is an effect which in itself may not be significant but may become significant if added to other existing or potential impacts emanating from other similar or diverse activities as a result of the project activity in question.		
1	Negligible Cumulative Impact	The impact would result in negligible to no cumulative effects
2	Low Cumulative Impact	The impact would result in insignificant cumulative effects
3	Medium Cumulative impact	The impact would result in minor cumulative effects
4	High Cumulative Impact	The impact would result in significant cumulative effects
<b>INTENSITY/ MAGNITUDE</b>		

Describes the severity of an impact		
1	Low	Impact affects the quality, use and integrity of the system/component in a way that is barely perceptible.
2	Medium	Impact alters the quality, use and integrity of the system/component but system/ component still continues to function in a moderately modified way and maintains general integrity (some impact on integrity).
3	High	Impact affects the continued viability of the system/ component and the quality, use, integrity and functionality of the system or component is severely impaired and may temporarily cease. High costs of rehabilitation and remediation.
4	Very high	Impact affects the continued viability of the system/component and the quality, use, integrity and functionality of the system or component permanently ceases and is irreversibly impaired (system collapse). Rehabilitation and remediation often impossible. If possible rehabilitation and remediation often unfeasible due to extremely high costs of rehabilitation and remediation.
SIGNIFICANCE		
<p>Significance is determined through a synthesis of impact characteristics. Significance is an indication of the importance of the impact in terms of both physical extent and time scale, and therefore indicates the level of mitigation required. This describes the significance of the impact on the environmental parameter. The calculation of the significance of an impact uses the following formula:</p> <p><b>(Extent + probability + reversibility + irreplaceability + duration + cumulative effect) x magnitude/intensity.</b></p> <p>The summation of the different criteria will produce a non weighted value. By multiplying this value with the magnitude/intensity, the resultant value acquires a weighted characteristic which can be measured and assigned a significance rating.</p>		
Points	Impact Significance Rating	Description
6 to 28	Negative Low impact	The anticipated impact will have negligible negative effects and will require little to no mitigation.

6 to 28	Positive Low impact	The anticipated impact will have minor positive effects.
29 to 50	Negative Medium impact	The anticipated impact will have moderate negative effects and will require moderate mitigation measures.
29 to 50	Positive Medium impact	The anticipated impact will have moderate positive effects.
51 to 73	Negative High impact	The anticipated impact will have significant effects and will require significant mitigation measures to achieve an acceptable level of impact.
51 to 73	Positive High impact	The anticipated impact will have significant positive effects.
74 to 96	Negative Very high impact	The anticipated impact will have highly significant effects and are unlikely to be able to be mitigated adequately. These impacts could be considered "fatal flaws".
74 to 96	Positive Very high impact	The anticipated impact will have highly significant positive effects.

Table 2: Rating of impacts

IMPACT TABLE FORMAT	
Environmental Parameter	<i>A brief description of the environmental aspect likely to be affected by the proposed activity e.g. Surface water</i>
Issue/Impact/Environmental Effect/Nature	<i>A brief description of the nature of the impact that is likely to affect the environmental aspect as a result of the proposed activity e.g. alteration of aquatic biota The environmental impact that is likely to positively or negatively affect the environment as a result of the proposed activity e.g. oil spill in surface water</i>
<i>Extent</i>	<i>A brief description indicating the chances of the impact occurring</i>
<i>Probability</i>	<i>A brief description of the ability of the environmental components recovery after a disturbance as a result of the proposed activity</i>
<i>Reversibility</i>	<i>A brief description of the environmental aspect likely to be affected by the proposed activity e.g. Surface water</i>
<i>Irreplaceable loss of resources</i>	<i>A brief description of the degree in which irreplaceable resources are likely to be lost</i>
<i>Duration</i>	<i>A brief description of the amount of time the proposed activity is likely to take to its completion</i>



IMPACT TABLE FORMAT		
<i>Cumulative effect</i>	<i>A brief description of whether the impact will be exacerbated as a result of the proposed activity</i>	
<i>Intensity/magnitude</i>	<i>A brief description of whether the impact has the ability to alter the functionality or quality of a system permanently or temporarily</i>	
<i>Significance Rating</i>	<i>A brief description of the importance of an impact which in turn dictates the level of mitigation required</i>	
	Pre-mitigation impact rating	Post mitigation impact rating
Extent	4	1
Probability	4	1
Reversibility	4	1
Irreplaceable loss	4	1
Duration	4	1
Cumulative effect	4	1
Intensity/magnitude	4	1
Significance rating	-96 (high negative)	-6 (low negative)
Mitigation measures	<i>Outline/explain the mitigation measures to be undertaken to ameliorate the impacts that are likely to arise from the proposed activity. Describe how the mitigation measures have reduced/enhanced the impact with relevance to the impact criteria used in analysing the significance. These measures will be detailed in the EMPR.</i>	

The 2010 regulations also specify that alternatives must be compared in terms of impact assessment.

### 4.3 Assumptions and Limitations

This report is not aimed at providing exhaustive tourism statistics for the Eastern Cape Province or the greater study area, but it is rather aimed at providing the EIA team with adequate information to meaningfully inform the proposed development of transmission power lines through the minimisation of potential negative environmental impacts and optimisation of potential positive environmental impacts on the tourism industry throughout the study area.

## 5 TOURISM IN SOUTH AFRICA

The 2010 report by the World Travel and Tourism Council indicated that South Africa Travel & Tourism (encompassing transport, accommodation, catering, recreation and services for visitors) generated R 203.3 billion of economic activity (GDP) in 2010 (World Travel and Tourism Council, 2010).

At a national level the tourism industry is expected to have the following *direct* impacts in 2010:

- Employment of 372 000 jobs to be maintained through this economic system, representing 2.9% of total employment.
- The industry is expected to contribute R 78 billion of the Gross Domestic Product (GDP), equivalent to 2.9% of the total GDP (World Travel and Tourism Council, 2010)

However, since the travel and tourism system touches upon all sectors of the economy, its real impact is far greater. South Africa's travel and tourism economy *directly* and *indirectly* accounts for:

- 869,000 jobs, representing 6.9% per cent of total employment
- R 203 billion of GDP, equivalent to 7.7% of total GDP
- R 69 billion of exports, services and merchandise or 13.3% of total exports
- R 74 billion of Capital Investment, or 13.0% of total investment
- R 3 billion of Government expenditure or a 0.5% share (World Travel and Tourism Council, 2010).

Moreover over the next 10 years, the World Travel and Tourism Council argue that South Africa's travel and tourism system is expected to achieve annualised real growth of:

- 4.5% in travel and tourism GDP to R 188 billion in 2020 for the industry and 4.6% to 499 billion GDP for the economy in 2020.
- 2.2% in travel and tourism employment to 461 668 jobs directly in the industry and 2.4% rising to 1 097 000 jobs in the travel and tourism economy overall in 2020.
- 4.8% in total travel and tourism demand expected to grow to R 757 billion in 2020
- 4.1 % in visitor exports, rising to R 171 billion in 2020
- 5% in terms of capital investment, increasing to R188 billion in 2020 and
- 3.4% in terms of government expenditure to R6 billion (World Travel and Tourism Council, 2010).

The tourism industry thus represents an important economic sector in South Africa, which requires attention and effort to strengthen the products, as well as linkages to other economic sectors.

## 5.1 International Tourists

Tourism South Africa (2010) data indicates that by April 2010, the vast majority (79.1%) of the international tourists to South Africa were from within Africa. The majority of the remainder (20.1%) of the international tourists were mostly from overseas (i.e. Europe, North America, Central and South America and Asia) while the rest (0.8%) were unspecified (Statistics South Africa, 2008). In the case of African tourists, the main reasons for visiting the country relate to business travel with holiday or leisure tourism taking in a secondary position. However, in the case of overseas visitors the purpose of visitation is the reverse, with the overriding emphasis on leisure travel.

## 6 TOURISM IN THE EASTERN CAPE

### 6.1.1 Tourism Development

Tourism development emerges one of the strategic opportunities for growth and development with potential to make a significantly larger contribution to the provincial economy and to create sustainable employment. Tourism development in the rural areas of Eastern Cape is mostly nature-based. The potential to develop leisure tourism (ecotourism, adventure, hunting and cultural/ heritage) exist in the province and the ability to exploit this varies considerably from one area to another depending in part on surrounding infrastructure and services. In contrast to the nature based tourism potential for the rural areas, the main tourism assets in urban centres lie in the built environment, as in the case of the inner city revitalisation programmes of Port Elizabeth and East London. Nevertheless, this is likely to change with the major Madiba Bay Nature Reserve project in Nelson Mandela Bay Metropolitan Municipality (NMBMM) (Hindson, D. *et al.*, 2003).

Economic opportunities in the form of eco-tourism and cultural/heritage tourism were identified in 2003 in the Provincial Growth and Development Strategy (PGDS) and in various district and metropolitan municipalities in the province (Cacadu District Municipality and the Nelson Mandela Bay Metropolitan Municipality (NMBMM) cover the study area) (Table 3). The main economic activities in the Eastern Cape Province are finance and business services, manufacturing as well as tourism.

Table 3: Economic opportunities identified

Municipal area	Economic opportunities
Cacadu and Ikwezi	Eco-tourism attractions (nature reserves), Greater Addo Elephant Park, Baviaanskloof, Mega Reserve as well as in Cultural and historical attractions
NMBMM	Madiba Bay Leisure Park to the south of the PE International Airport (Madiba Bay Holdings)

Among the various types of tourism in the Province (leisure tourism, business tourism, and passing through tourism) leisure tourism which incorporates eco-tourism, adventure, hunting and cultural/ heritage is the most common type of tourism in the Province. Some of the leisure tourism activities include:

- Hiking: Two of the most popular hiking trails in the country, the Otter and the Tsitsikamma Hiking Trails, traverse the Eastern Cape.
- Biking
- Mountaineering,
- Hang-gliding and
- Paragliding
- Scuba and snorkel – drivers
- Surfing: Some of the world's most famous surfing competitions are held in the Eastern Cape.
- Fishing: There are a variety of fresh water fishing due to the many lakes and streams in the province. The Eastern Cape is particularly renowned for its trout-fishing. On the other hand, rock-fishing and deep-sea angling also take place.
- Game viewing and birding (particularly in the Greater Addo complex)
- 4X4 trails

#### 6.1.2 Tourists to the Eastern Cape

In 2009, the Eastern Cape Province attracted 4.6% of foreign tourists (South African Tourism Strategic Research Unit, 2010). Countrywide, this is the lowest proportion of tourists visiting a province with the exception of Northern Cape which only captured 1.2% of the foreign tourists. The province captured 5.0% of bed nights in 2010 and R 0.9 billion was earned in total foreign revenue in 2010 (a small figure compared to other provinces) (Strategic Research Unit, 2010). Majority of foreign tourists visit for leisure and business purposes.

On a domestic level (domestic tourists), Eastern Cape is a relatively preferred province for trips in general. The province generated 13% of all domestic tourist arrivals and had the second highest proportion of overnight trips i.e. 14.8%. However, only 9.8% of domestic tourists made day trips to the province (probably reflecting its large size, being located adjacent to many areas of low population density and location away from South Africa's largest centres of population) (Statistics South Africa 2009). On the other hand, KwaZulu-Natal generated the most domestic tourist

arrivals i.e. 21.2% followed by Gauteng with 17.1% and Limpopo with 13.5%. The Western Cape generated 10.6% (Statistics South Africa 2009).

## **6.2 Tourism in areas of the proposed Thyspunt Transmission Lines Integration Project route.**

The proposed Thyspunt Transmission Lines Integration Project traverses portions of the Nelson Mandela Bay Metropolitan Municipality (NMBMM) and the Kouga Local Municipality (KLM) as well as a District Management Area (DMA) known as ECDMA10 or also referred to as Aberdeen Plain (between the Kouga Local Municipality and the Nelson Mandela Bay Municipality). A DMA is defined by the Municipal Demarcation Board as a portion of a district municipality, which is not part of any local municipality and as such is governed exclusively by the district municipality, in this case the Cacadu District Municipality. Only a small section of the Northern Corridor traverses the DMA.

### *6.2.1 The Nelson Mandela Bay Metropolitan Municipality*

The strategic location of the Nelson Mandela Bay Metropolitan Municipality on the shores of Algoa Bay provides an environment conducive to tourism growth and development all year round. The tourism sector has seen an annual increase of approximately 10% of both local and international tourists to the area (NMBMM IDP, 2008 -12). Nelson Mandela Bay Tourism (NMBT) is the implementation agency responsible for effectively positioning the municipality as a world class tourist destination (Nelson Mandela Bay Tourism, 2006). Through the NMBT, the Municipality developed a Tourism Master Plan in an effort to promote and guide tourism development. The Municipality alongside other regional partners and stakeholders are responsible for promoting the region as a preferred tourist destination. Furthermore conferences and conventions are also central to tourism development. The development of an International Convention Centre is in process in the Municipality. Awareness and capacity building programmes for emerging entrepreneurs within the tourism industry are also being supported (Nelson Mandela Bay Metropolitan Municipality, 2010).

Some of the attractions in NMBMM include:

- The Auto Pavilion: Volkswagen's Heritage Centre in Uitenhage boasted 55000 visitors in its first two years.
- Bayworld Museum (Cultural and Natural history)
- The iBhayi Sunshine Saunter Route with beautiful beaches hosting activities such as dolphin watching, whale watching (July to December), surfing, scuba diving, 4 x 4 trails,

horse riding, nature reserves and conservancies which are home to bird species like Knysna Turaco and Jackal Buzzard (NMBMM, IDP, 7<sup>th</sup> edition 2007)

Other attractions include:

- Children's activities (Miniature train along the Kings beach Promenade, the sea breeze express, Holmeleigh Farmyard which is an animal touch farm)
- Happy Valley which is connected to Humewood beach via a sub-way (NMBMM, IDP, 2008 – 2012)

#### 6.2.2 *The Kouga Local Municipality (KLM)*

This is one of nine Local Municipalities of the Cacadu district Municipality. Major towns in the KLM include St. Francis Bay, Jeffrey's Bay, Humansdorp, Hankey and Patensie. Other towns include Loerie and Thornhill. There are a variety of cultural, historic, natural and adventure tourism features in the Local Municipality. Some of the tourist hotspots include the Baviaanskloof Mega Reserve; Tsitsikamma National Park; the Sarah Baartman Memorial and grave in Hankey, Jeffrey's Bay; St. Francis Bay and the Sunshine Coast (coastal route between Tsitsikamma and East Landon). In addition, the KLM is part of the internationally renowned wider Garden Route and therefore has potential for significant growth due to its location between Port Elizabeth and the core of the Garden Route to the west. In general, the current tourism industry in the municipality is driven by natural assets and a rich cultural and agricultural heritage. For example, in terms of cultural heritage, Hankey, a town where the Khoisan icon, Sarah Baartman's grave is located is a key National Heritage Site.

There are also several Nature Reserves that offer leisure tourism activities and accommodation facilities. For instance, a small portion the Baviaanskloof Mega Reserve falls within KLM. The Baviaanskloof Mega Reserve is among the eight protected areas within the Cape Floral Region Protected Areas, which is a proposed World Heritage Site (Eastern Cape Parks, 2011). Furthermore there are plans to extend the proposed World Heritage Site (WHS) status to Stinkhoutberg Nature Reserve and the Groendal Wilderness Area as part of the Cape Floral Region WHS (Pers. Comm. Wayne Erlank, Eastern Cape Parks, 2010).

The coastal towns of Jeffrey's Bay; St. Francis Bay, Cape St. Francis offer a variety of adventure seaside tourism activities such as water sports and surfing, eco walks, hiking trails as well as a number of accommodation facilities.

### **6.3 Tourism Routes and hotspots potentially affected by the proposed transmission line corridors**

A number of tourism routes are partially affected by the proposed transmission lines in the Northern Corridor, including:

- the Greater Addo Route
- the Mohair Route
- the Baviaans Route
- the Garden Route
- Kouga Heritage Route
- Kouga Wave Route
- Kouga Valley's Routes

These routes are described below.

A number of sensitive areas from a tourism perspective have also been identified. These include the river valley corridors of the Krom River and Gamtoos River. Due to the focus of seaside-based tourism in the study area, the coast and an associated buffer has also been identified as being sensitive from a tourism perspective (Figure 1).

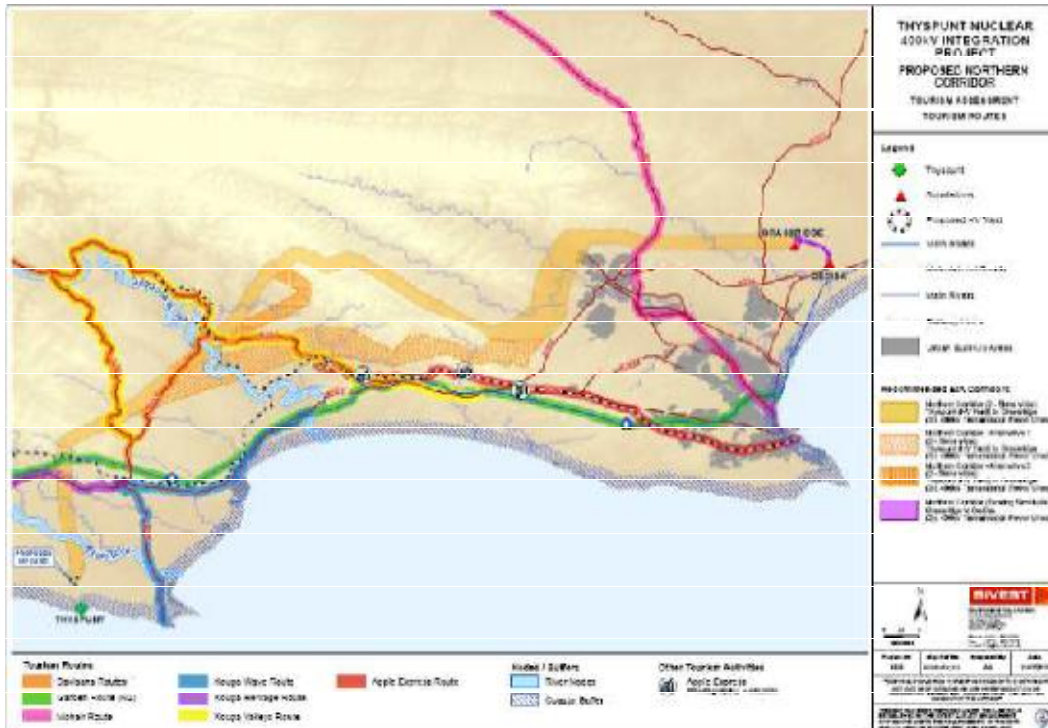


Figure 1: Tourism Routes affected by the proposed Northern Corridor



### 6.3.1 *The N2/ Garden Route*

The N2 / Garden route is a significant tourist route affected by the proposed transmission lines. Approximately 1.8km of the N2 traverses the Northern Corridor north west of Humansdorp. The N2 in this area forms the eastern-most portion of the Garden Route; this part of the N2 (along with the Van Stadens mountains to the east) is the first part of the Garden Route for travellers heading west where mountain scenery typical of the Garden Route is encountered. The Garden Route is a popular and scenic stretch of the southern coast of South Africa. It stretches along the southern coast from Slang River near Heidelberg in the west, eastwards to the Tsitsikamma Forest and Storms River, encompassing the tourism hotspots of Knysna, George, Mossel Bay and Plettenberg Bay, amongst others.

The Garden Route with its Mediterranean climate is known for its vast stretches of beach, enclosed by mountains, lakes, valleys, nature reserves and the sea making it a popular holiday destination during summer and winter months. The route has a variety of flora and fauna, ranging from fynbos and protea species to dense forests in the east. It is one of South Africa's richest botanical treasures. Every year between July and December, the scenic and tranquil areas of this route form a multitude of blooms, such as the Proteas, Ericas, Bluebells, Pin-Cushions, Aloes, Tubers and various other species encountered within the fynbos. The Garden route can also be defined by its Hiking Trails and Walks, Diving sports in Plettenberg Bay (at sites like Groot Bank, Deep Blinders, Dolphin Column, and Whale Rock), parks and reserves, most notably the Garden Route National Park and Boosmansbos Wilderness area. Other activities include: fishing; surfing; abseiling in Sedgefield or Riversdale; boating; canoeing and yachting around Great Brak River, Sedgefield and Plettenberg Bay. All these activities imply that the Garden route attracts a great number of tourists. The N2 leaving Port Elizabeth is an important link into the heart of the Garden Route further to the west, as Port Elizabeth is one of the centres close to the route that is serviced by numerous daily flights.

The route has a well developed tourism infrastructure. Accommodation is plentiful and varies from upmarket hotels to chalets, cottages, flats, caravan parks and a myriad of informal bed and breakfast establishments. Coach tours provide an excellent means of exploring the area. Its Mediterranean climate as well as the scenic attractions have contributed greatly to the international acclaim enjoyed by this route. While the proposed power line corridor does not traverse the core part of the route, the area around Humansdorp can be considered to be the gateway to the route, with vistas opening up to the Tsitsikamma mountain range inland of the coast.

### 6.3.2 *Kouga Heritage Route*

Part of this route is located along route 62 (the R62 provincial road) from Kareedouw into Humansdorp. The Humansdorp area encompasses the foothills of the surrounding mountain ranges. As the route is rich in indigenous fynbos, there are a multitude of bird and butterfly species. The Boskloof Trail near Humansdorp offers accessible walks through prime fynbos country. The region also supports the richest diversity of land tortoises in the world and around 100 species of reptiles and amphibians. Route 330 north of Humansdorp leads to the town of Hankey. Hankey is the oldest town of the Kouga Region, and has its origins as a station for the London Missionary Society (Kouga Local Municipality/ Avenue IMC, 2010). The R330 Humansdorp-Hankey Road traverses a wide section of the Northern Corridor to the north-east of Humansdorp in an area of pristine mountains and fynbos.

The route stop highlights include:

- Sarah Baartman Cultural Heritage Site
- Humansdorp Museum
- Kouga Cultural Centre

### 6.3.3 *Kouga Wave Route*

The Kouga Wave Route follows the R102 towards Jeffreys Bay which is home of the renowned Super Tubes surfing site. The world-acclaimed Shell Museum exhibits a collection of sea shells and marine skeletons. There are over 400 shell specimens. On this route tourists can explore the Kabeljous, Noorsekloof and Seekoei Nature Reserves. Nearly 200 bird species have been recorded along well marked trails. Coastal villages along the wave route include, St Francis Bay, Cape St Francis and Oyster Bay, as well as Marina Martinique, Aston Bay and Paradise Beach that form part of the wider Jeffrey's Bay area.

St Francis Bay is a marina-resort offering over 30 kilometres of undisturbed beach, safe swimming in the warm Indian Ocean and spectacular views of dolphin, Humpback and Southern Right Whales (between May and September). Meanwhile the Cape is marked by the tallest masonry structure on the South African coastline (the Cape St Francis Lighthouse). Tourists can explore the rugged coastline, dune fields and coastal fynbos at this national monument (Kouga Local Municipality/ Avenue IMC, 2010).

The route stop highlights include:

- Island Vibe Backpackers
- Adjubatis Marine & Wildlife Rescue
- Deep Sea Charters & Fishing Safari's

- Surfing Lessons & Sand boarding
- Beach Horse Rides
- Whale & Dolphin Watching, Plant Rescue Centre
- Jeffreys Bay Art and Craft Village

Although the route is not directly crossed by the Northern Corridor, tourists accessing the route may cross the corridor on roads leading to the area,

#### 6.3.4 *Kouga Valleys Route*

This route heads north off the R102 along the R330 and then turning onto the R332 to run along a circular route into Hankey. Another leg runs from Hankey eastwards through Loerie back to the N2. Entering the Valleys Region from the east one crosses the Van Stadens Valley Gorge into Thornhill. At the African Dawn animal sanctuary there is a variety of wildlife. The route encompasses a very scenic road from Loerie to Hankey, encompassing views into the hilly country and distant Baviaanskloof. The route follows the winding R331 from Hankey into Patensie (the “vegetable basket” of this citrus valley). Orchards and plantations form the garden that borders the Baviaans Wilderness area. Here are the world’s only oranges that are irrigated by water from a world heritage site (Kouga Local Municipality/ Avenue IMC, 2010).

Between the Kouga Mountain Range in the south, and the Baviaans Range in the north, tourists can explore the eco-adventure.

The route stop highlights include:

- Tolbos country and coffee shop
- Tia Ghee Tent Camp
- 4x4 Routes
- Canoeing
- Mountain Biking

The Kouga Valleys Route is crossed in 2 places by the Northern Corridor.

#### 6.3.5 *Baviaans Route/ R330, R331 and R332*

In the study area, the Baviaans Route encompasses roads such as R330, R331 and R332. Key areas along the route include; the Baviaanskloof Wilderness/ Mega Reserve area and the Karoo towns of Willowmore and Steytlerville (Baviaans Tourism, 2010). The Baviaanskloof Mega Reserve is part of the Cape Floral Kingdom and now a World Heritage Site. It is also the gateway to the Baviaanskloof Wilderness Area. Forming part of the Baviaanskloof Wilderness Area are the 4X4 trails with gravel roads that cut across mountain peaks, rivers, valleys and plateaux. Overall, the rugged nature of the route caters for both the adventurous and the less adventurous tourists

(Cacadu DM, IDP, 2007/08).The Northern Corridor that traverses close to the town of Hankey crosses the start of the route.

#### 6.3.6 Mohair Route/ R75

This route follows the R75 and was named after the soft, silky and strong fleece of the Angora goat which is one of the economic backbones of the Karoo Heartland. The route starts in historic Graaff-Reinet a centre for mohair farming and ends in Uitenhage. The route encompasses the upper part of the Sundays River Valley near Ansenville, Darlington Dam and the lower parts of the Sundays River Valley near Addo, amongst other attractions (African Travel Experience, 2003).The Northern Corridor crosses the gateway to the route just north of Uitenhage.

#### 6.3.7 The Apple Express

The world-renowned narrow gauge Apple Express is a train journey on a heritage train with steam locomotives and timber coaches that are than 100 years old. The Apple Express is also unique in that it operates on the longest operating narrow gauge line train in South Africa that is still open to the public – on track since 1903 (<http://www.appleexpresstrain.co.za/>).

The train route runs from Port Elizabeth through to the town of Loerie. The latter half of the route runs through highly scenic countryside (running close to the Van Stadens mountain range) before crossing Van Stadens Rail Bridge – at 77.4m (254ft) it is the highest 2-ft narrow gauge railway bridge in the world and an amazing engineering feat offering an awesome view of the gorge and outstanding photographic opportunities. On the way to Loerie Station, the final day trip destination, the passenger is treated to what considered the most the scenic part of the experience through the rolling green foothills of the Baviaanskloof Mountains in the vicinity of the Summit Siding which offers outstanding views to the north. Day trips and weekend trips are offered, with the longer trips extending the route towards Patensie and the Langkloof. The experience is sought out by international steam locomotive aficionados who travel to South Africa to experience the journey.

## 7 TOURISM IN AND AROUND THE PROPOSED NORTHERN CORRIDOR

Where information could not be obtained on a local scale, provincial data is represented in this section. Statistics South Africa classifies tourism regions within provinces i.e. the “Algoa tourism”

region which comprises of towns such as Port Elizabeth and Uitenhage among others; the “Rest of Eastern Cape” region which comprises of towns of St. Francis bay; Humansdorp, Jeffreys Bay, Cape St. Francis and Paradise beach. These will be presented in the tourism demand section below.

## **7.1 Tourism Trends and Supply**

The proposed Northern Corridor extends from the St Francis Bay, Jeffreys Bay, Patensie and Oyster Bay area towards areas around Humansdorp and finally to areas around Port Elizabeth e.g. Uitenhage, Grassridge, Brakrivier and Dedisa. This Corridor falls within an important tourist area. This section has identified a number of tourism hotspots in which a number of tourism facilities / attractions are clustered. The report categorises the tourism hotspots as follows:

- Coastal nodes (Oyster Bay)
- Urban nodes (Humansdorp, Hankey and Uitenhage)
- Rural nodes (Elands River Valley)
- Tourism Routes
- Nature/ Wilderness Nodes (Groendal Wilderness Reserve, Stinkhoutberg Nature Reserve, Springs Nature Reserve)

Each tourism node (Figure 2) is described based on area characteristics in terms of land cover class (urban, rural, commercial agriculture/forest), tourist attractions and tourism growth potential.

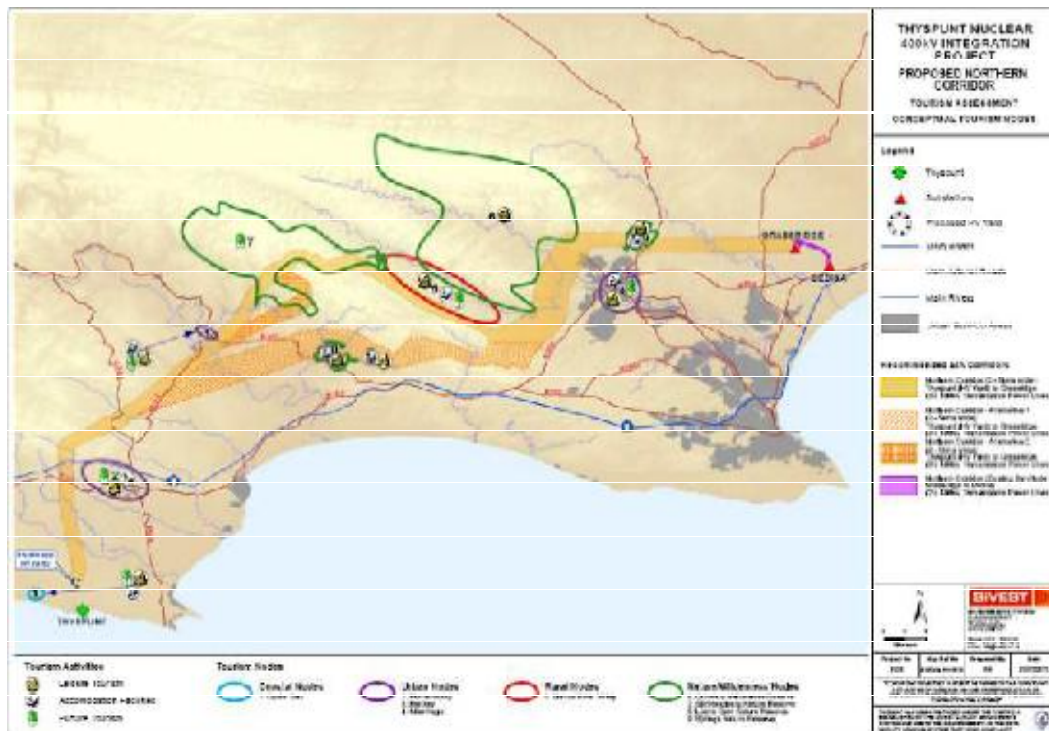


Figure 2: Tourism nodes potentially affected by the Northern Corridor

### 7.1.1 Coastal nodes (Oyster Bay)

- Oyster Bay

Oyster Bay was originally a coastal farm known as Graskop and has since developed into a small coastal hamlet comprising of 420 stands, a comprehensive mini-market as well as a resort. Access to Oyster Bay is over dirt roads through farmlands. The area is renowned for its excellent rock, surf and deep sea fishing (BSA Information, St Francis Bay South Africa, 2000-2009). In addition controlled use of 4x4 vehicles and motorbikes are allowed along the long stretches of sandy beach. The hamlet is home to the African Oystercatcher which is conserved in the area.

Furthermore, because Oyster Bay is a transitional zone between cold and warm sea currents, it has an extremely large coastal and marine biodiversity. Unique ecological and archaeological developments such as wind-drift dune ridges (two 12km long and 177m high parallel ridges) and dune ridges which contain 24 threatened plant species also exist in the area (S. A Venues, 1999-2011).

The natural character or scenic beauty of Oyster Bay plays an important role in attracting tourists to the area. Accommodation facilities in the area are included in appendix A of this report.

It should be noted that the proposed Thyspunt nuclear power station complex is located very close (approximately 4.5km) to the hamlet of Oyster Bay. This development, if approved, could potentially result in significant changes to the tourism environment in and around the town, in both a negative and a positive manner. Impacts of the proposed development on Oyster Bay are addressed below (potential impacts section) and in the visual report of the Thyspunt transmission lines EIA.

### 7.1.2 Urban Nodes (Humansdorp, Hankey and Uitenhage)

- Humansdorp and surrounds

Humansdorp is an urban area with land uses such as residential, small holdings as well as commercial. It is an import tourist area attracting leisure tourists. The town is characterised by a number of adventure activities as well as cultural/ heritage attractions. The town has recently had a boutique hotel developed, and boasts a few restaurants / curio shops such as Le Chameleon.

Adventure activities include:

- Hiking and forest walks: Over 46 species of birds and various species of game that have made the habitat of indigenous trees and fynbos vegetation their home can be view on the 3km Boskloof Trail. The unique drie-bessie-bos i.e. the Three berry bush which is not found anywhere in the world but the Eastern Cape can be seen on this trail.

Cultural/ heritage attractions:

- Klaasies River Cave: Human fossils, indicating that there were anatomically modern people in the region as long ago as 100 000 years, were excavated from this site.
- Kouga Cultural Centre: This unique new landmark designed to symbolise the birth of the African Renaissance is in Humansdorp.
- Humansdorp Museum: The museum houses a collection of farming implements and household items.
- Watermill: This old watermill was built by NPH Rademeyer in Humansdorp in 1874.
- The War Memorial: The memorial was built as a tribute to the inhabitants of the town who lost their lives in the two World Wars.

In terms of future tourism in the area, the Kouga Municipality Tourism Sector Plan recommended a multi-purpose conference facility in the Kouga Culture Centre which is to be built in Humansdorp. Furthermore the tourism plan proposes a tourist train which is expected to extent its operation in Kouga therefore including Humansdorp. These proposals show potential for tourism growth in the area.

The town also offers various types of accommodation facilities for all tourists. There are a number of anthropogenic objects (buildings and other linear structures) associated with the built environment in Humansdorp. Therefore adventure and cultural/ heritage activities attract tourists to the area rather than natural character.

There are a few other tourism facilities in the area surrounding Humansdorp, including the Rondebosch Restaurant, the Zwartennbosch Golf Course and the Chan Te-Mar Hunting Farm.

- Hankey and surrounds

This is an urban area characterised by residential, small holdings as well as commercial. Hankey boasts a nine hole-golf course. In addition, Stinkhoutberg Nature Reserve is a popular destination for nature lovers. Furthermore, the Bergvenster i.e. Window in the Mountain is a window sized hole on the mountain slope that was formed by erosion. It allows views to the Gamtoos River Valley

Cultural/ heritage attractions in Hankey include:



- The remains of Khoisan icon, Sarah Baartman have been relocated to Hankey.
- Old Cemetery which is the last resting place of some of the town's founders.
- The Sundial is claimed to be the largest sundial in Africa.
- Toposcope is found at Vergaderingskop.
- William Hankey Tunnel is the original irrigation tunnel that carried water from the Gamtoos River to the farmlands. The tunnel is still in good working condition.

A cultural centre is currently being planned around the Sarah Baartman memorial in the town (Kouga Local Municipality Planning Division pers. Comm.)

The town of Hankey has several accommodation facilities. Hankey possess a number of anthropogenic objects (buildings and other linear structures) associated with the built environment and as such tourism in the area is more attributed to the adventure and cultural/ heritage activities rather than natural character.

The wider area has a number of tourist attractions and tourist facilities; the nearby town of Loerie is the end of the unique 72, 86km Great Train Race, an annual competition between a steam locomotive and 10 member relay teams (Siyabona Africa Travel (Pty) Ltd, 2010). The Bergrivier farm to the east of Loerie offers tourists activities such as bird watching and hiking, while the Loerie Ruskamp between Hankey and Loerie offers a variety of accommodation facilities.



Figure 3: The Sarah Baartman's monument at Hankey

- Uitenhage and surrounds

Uitenhage is an urban disturbed area characterized by residential, smallholdings and commercial industries (e.g. the Volkswagen factory). Although the town is already a largely disturbed due to the typical proliferation of infrastructure associated with the built environment it still exhibits the colonial beauty of its past. Cultural/ heritage attractions include

- Cannon Hill Park Observation Tower
- Cuyler Manor Farm Museum:
- The Dutch Reformed Church was built in 1843 and the elegant Town Hall
- Old Drostdy
- Railway Museum
- War Memorials which include the Cenotaph, Garden of Remembrance, Cannon Hill, and the Anglo-Boer Memorial drinking fountain.

In addition, with places such as Uitenhage Nature Reserve, Uitenhage also attracts leisure tourists. That is, the Springs Pleasure Resort in the centre of the Springs (Uitenhage) Nature Reserve offers walks and trails. Other activities include hiking, mountaineering and kloofing. There are several tourist accommodation facilities in Uitenhage.

The known future development plan involves the revitalisation of Uitenhage CBD (UDDI), Njoli Square development (a large traffic circle in the Ibhayi area.); Red Location Cultural. Furthermore, Precinct programmes that could boost tourism in the area include: Mandela Bay Development Agency; Motherwell Urban Renewal Programme; Helenvale Urban Renewal Programme; Madiba Bay Development; Gateways and Beautification Project; N2 developments (NMBMM, IDP, 2008-2012).

In the wider area, other tourism facilities include the Hexagon, a wedding venue and B&B to the east of the town, as well as a few game farms in the area to the south-west of Uitenhage (along the Wincanton Road) where hunting tours (including overseas hunters) are organised.

Tourists visit Uitenhage more due to the adventure and cultural/ heritage attractions rather than the scenic beauty. This is because of the presence of anthropogenic objects (buildings and other linear structures) associated with the built environment.

### 7.1.3 Rural nodes (*Elands River Valley*)

- Elands River Valley

This is a rural area characterised by a number of leisure tourism activities such as hiking, quad bikes, mountain biking and art exhibitions. It borders the Groendal Wilderness Area and is known as the gateway to the Baviaanskloof Wilderness Area. The area offers various accommodation facilities and conference facilities (at one accommodation facility (Afdak), as well as at the Culturama Facility at the entrance to the Longmore Forest).

Residents of the Elands River area earn an income from ecotourism and there are many opportunities for future tourism developments in the area. The Elands River area is anticipated to become part of the linking corridors for the planned Mega Reserve which includes the Addo Park and Baviaanskloof Wilderness Area.

The adjoining Longmore Forestry Area offers mountain biking, an activity which potentially attracts tourists. Hiking trails and mountain bike trails into part of the Longmore Area are organised from the Burrows Facility which is located on the elands River Road.

The aesthetic character of the Elands River Valley is a critical component in the current tourism and future in the area.

#### *7.1.4 Tourism Routes*

Tourism routes that traverse the Northern Corridor include:

- Baviaans Routes
- Garden Route (N2)
- Mohair Route
- Kouga Wave Route
- Kouga Heritage Route
- Kouga Valleys Route

These have been described in detail above.

#### *7.1.5 Nature/ Wilderness Nodes (Groendal Wilderness Area, Stinkhoutberg Nature Reserve, Springs Nature Reserve)*

- Groendal Wilderness Area and the Wincanton Game Farms

This largely natural and undisturbed area is an important tourism area covering 30 000Ha. It protects the water catchment area of the Swartkops River (KwaZungha River), with the Groendal Dam in its centre. Lying within the Groot Winterhoek Mountain range, this wilderness area has

rugged terrain incised by numerous streams and ravines. The vegetation is predominantly fynbos with a great diversity of individual species. Isolated pockets of indigenous forest occur in the ravines, and there are also elements of thorny, semi-succulent Valley Bushveld scrub. The Groendal Wilderness Area offers activities such as hiking and wildlife viewing. Although there is no wide range of mammal species, hikers may see baboon, common duiker, Cape Grysbok, bushbuck, grey rhebok and mountain reedbuck (Nelson Mandela Bay Municipality, 2009).

The Groendal Wilderness Reserve area is approximately 95% undisturbed and 5% commercial agricultural area (Nelson Mandela Bay SDF, 2008). The area is an important tourist destination characterized by a largely natural and undisturbed landscape. A number of trails begin at the reserve offices just west of Kruis Rivier, outside Uitenhage.

Located adjacent to the Groendal Wilderness area in the Wincanton / Ruigte Vley area to the west of the R334 and KwaNobuhle, a number of privately-owned game farms offer commercial hunting activities. According to one of the owners of these game farms, a number of currently derelict farmhouses on the farm are proposed to be upgraded to serve as hunting accommodation.

- Stinkhoutberg Nature Reserve

The Stinkhoutberg Nature Reserve lies to the west of the Groendal Wilderness Area and to the north of Hankey and Loerie. The Stinkhoutberg Nature Reserve is a protected area which has the potential to attract tourists due to its beautiful natural characteristics. Plans are in place to extend the World Heritage Site (WHS) status to Stinkhoutberg Nature Reserve as part of the Cape Floral Region WHS (Pers. Comm. Wayne Erlank, Eastern Cape Parks 2009). Access to the reserve is limited and there are currently few facilities for tourists. The reserve though has significant tourism potential.

- Loerie Dam Nature Reserve

This is a largely natural undisturbed area with an accommodation / picnicking facility at the Loerie Field Study Centre and other tourism activities such as hiking trails. Presence of tourism activities coupled with the aesthetic character of the area are important to the tourism attractions in an area

- Springs Nature Reserve

Tourist activities in the Springs Nature Reserve include short walks and view of the bubbling artesian springs within the nature reserve (AA Travel Guides, 2010). The resort attracts day visitors who come to enjoy the natural setting away from the PE / Uitenhage conurbation.

- The Chan te Mar Game Farm and Honeyville Private Nature Reserve

Two privately-owned properties in the Honeyville area are largely natural in character. The Honeyville Private Nature Reserve has been declared as part of a stewardship programme with Eastern Cape Parks. A number of mainly cultural heritage developments are planned in this nature reserve. The neighbouring property to the east is the Chan te Mar Game Farm. Commercial hunting takes place on this property. Luxury accommodation for hunters has been developed on the game farm.



Figure 4: Sign post to the Bergrivier farm indicating tourism facilities offered at the farm

## 7.2 Accommodation facilities

Tourist accommodation facilities in and around St Francis Bay, Cape St. Francis, Jeffreys Bay, Patensie, Oyster Bay, Humansdorp, Hankey, Elands River Valley, Uitenhage can be broken up into a number of different categories:

- Bed and breakfasts,
- Guesthouses,
- Hotels/motels/Inns/ lodges,
- Conference facilities,
- Youth hostels/ backpacker
- Lodges,

- Caravan and Camping sites.

A list of accommodation facilities is attached in appendix A of this report. Table 4 below indicates the approximate number of accommodation facilities in the study area.

Table 4: Accommodation facilities in the study area

Location	Total number of facilities	No. of rooms (approximately)
St Francis Bay, Cape St. Francis, Jeffreys Bay, Patensie and Oyster Bay area	80	497
Humansdorp, Hankey	10	30
Elands River Valley	11	undetermined
Thornhill	2	7
Uitenhage	25	196
Port Elizabeth	334	6059

As can be seen from the above table there is significant number of tourism facilities in the wider area, indicating an excellent supply of tourist accommodation and facilities in the area. Much of this is concentrated around the PE Metropole and the coastal centres of Jeffreys Bay and St Francis. However there appears to be a trend through which tourism facilities and activities are increasingly emerging / being developed or are proposed (see below) in the inland (non-coastal) parts of the study area. These tourism facilities / activities are largely based upon the natural, highly scenic and mostly pristine characteristics of the hinterland. Therefore, the proposed presence of a high voltage power line could affect the tourism potential in these areas and may compromise this trend of basing tourism on the natural scenic character of the area.

## 7.3 Tourism Demand

### 7.3.1 Foreign and Domestic Tourists

Statistics provided by the South African Tourism Strategic Research Unit show that the Eastern Cape is the second least visited province (by foreign tourists) in South Africa and that this percentage dropped from 5.5% in 2008 to 4.6% in 2009. The Countrywide 2009 percentage of 4.6% foreign visitors was the lowest proportion of tourists visiting a province with the exception of Northern Cape which only captured 1.2% of the foreign tourists. The number of nights spent by foreign tourists in Eastern Cape decreased between 2009 and 2010 i.e. there was a percentage change of -2.2% (Statistics South Africa 2010). Furthermore, only R 0.9 billion was earned in total

foreign revenue in 2010 (Strategic Research Unit, 2010). The majority of foreign tourists visit for leisure and business purposes.

According to the South African tourism index 2008, only 5.4% of foreign tourists spent nights in the Eastern Cape between January and March. In 2007 the Eastern Cape region captured 5.8% of bed nights in the country. Bed nights sold refers to the total number of beds occupied by visitors during the survey period. In 2006, visitors spent 6.2% of nights in the Eastern Cape. While the majority of the nights were spent in Bed and Breakfasts, backpackers, self catering and camping facilities, the least number of nights were spent in other accommodation (South African tourism, 2007). Tourism demand in the area of the transmission line relates primarily to the outdoor and wildlife aspects.

On a domestic level (domestic tourists), Eastern Cape is a relatively preferred province for trips in general. The province generated 13% of all domestic tourist arrivals and had the second highest proportion of overnight trips i.e. 14.8%. However, only 9.8% of domestic tourists made day trips to the province (Statistics South Africa 2009). On the other hand, KwaZulu-Natal generated the most domestic tourist arrivals i.e. 21.2% followed by Gauteng with 17.1% and Limpopo with 13.5%. The Western Cape generated 10.6% (Statistics South Africa 2009).

Based on a tourism questionnaire completed by several accommodation facilities owners/managers in the study area, occupancy rates range from 20% to 90% and the busiest months are April and December (pers. comm. 2009). Other months of the year show relatively low occupancy rates.

On the other hand, between 2002 and 2005 in the Port Elizabeth and Uitenhage area alone, the occupancy rates in hotels were highest in February, March and November. Low occupancy rates were showed between April and July but start increasing from August onwards. The lowest occupancy rates were observed in July 2003 (Figure 5). (Data by KPMG obtained from Peter Myles, 2009).

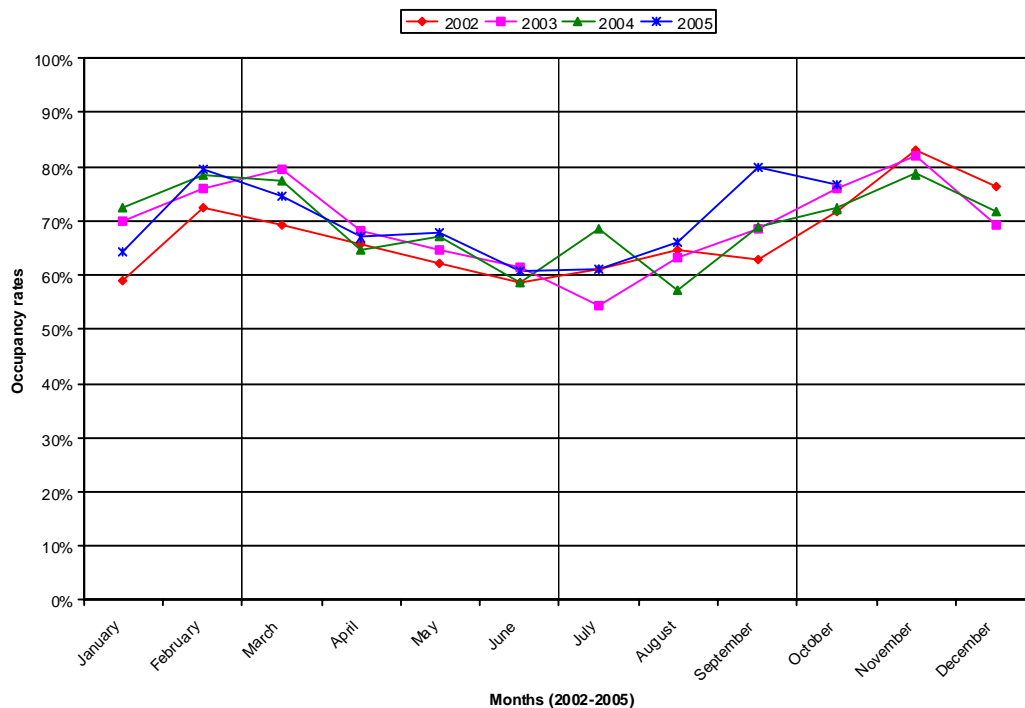


Figure 5: Average monthly occupancies per year (Data by KPMG obtained from Peter Myles, 2009)

Furthermore, all facilities in Port Elizabeth (PE) alone can accommodate up to 13, 831 people per night. Accommodation facilities in Uitenhage can accommodate 509 people per night and while those in Despatch can accommodate up to 30 people per night (Erenee Louw, Nelson Mandela Bay Tourism 2008).

### 7.3.2 Business Tourism

This type of tourism reflects the tourist who visits an area fundamentally for business purposes (meetings, exhibitions, etc.). Any other tourism activities e.g. sight-seeing or game viewing are secondary. Meetings are the most attractive segment within the business tourism market. The meetings market can be divided into three organisational types, Inter-Governmental Meetings Corporate Meetings, Association / NGO and Academic Meetings. Corporate meetings occur year round and school holidays make off-peak months more attractive. On the other hand, exhibitions also attract a largely number of tourists, mostly domestic tourists. Between 2006 and 2007, Port Elizabeth accounted for 2% of exhibitions in the country (South African Tourism, 2007). It is anticipated that business tourism presents trends for high occupancy during the week and lower occupancies over the weekend. The stays are normally longer than leisure based tourism. No



information was available on average stay length. There is also lack of data on local and foreign arrivals.

Owners of the tourism facilities in the area around St Francis Bay, Jeffreys Bay, Patensie and Oyster Bay partly rely on the business tourists for the success of their businesses.

#### *7.3.3 Leisure Tourism*

Leisure is the primary purpose of visits to South Africa and in 2007 it accounted for 61.3% of visitors to the country. Leisure tourism is made up of a number of sub-groupings i.e. ecotourism (site seeing, seaside holidays, family holidays on game farms, game viewing and photographic safaris) and hunting. Other leisure activities include sport (golf and water sports), visiting restaurants and special events. Leisure tourism in the study area is boosted by the various special events in the area, for example the Billabong Pro in Jeffries Bay. Tourists generally stay in the various accommodation facilities in the area. Visitors from the local area are also noted visiting the area for sporting purposes and visiting restaurants. There is no data (statistics) on the number of local and foreign leisure tourists that visit the area.

#### *7.3.4 Educational Tourism*

Cape St Francis comprises a lighthouse which was built in 1878 and has now been declared a National Monument. Also, Jeffrey's Bay is famous for the Shell museum. All of these attractions are for educational purposes especially for school pupils and other interested local and international tourists. Port Elizabeth has one of South Africa's foremost universities (the Nelson Mandela Metropolitan University), as well as Woodridge College in the Van Stadens Gorge Area.

#### *7.3.5 Passing Through*

One of the main features of the southern Cape (incorporating parts of the Western and Eastern Cape Provinces) is the Garden Route, which is focussed on the N2 national highway. The Garden Route is a popular holiday destination attracting both winter and summer visitors. It encompasses some of South Africa's most beautiful beaches, mountains and rivers and there are several enjoyable activities such as hiking, ostrich riding, whale-watching, golfing, bungee jumping and swimming. The influence of the route to passing through tourists in this area is therefore enormous, especially as Port Elizabeth is an important point of departure / final destination for trips along the Garden Route. Other important tourist routes in the study area include; R75 (Mohair Route), R330, R331 and R332 (Baviaans Route) as well as R335 (the Great Addo Route).

## 7.4 Future Tourism in and around the Study Area

### 7.4.1 Tourism Growth Potential in NMBMM

According to the NMBMM IDP (2006 – 2011), several projects proposed for the NMBMM could potentially place the municipality in a highly competitive position to attract local and international tourists and hence promote domestic economic growth. These include

- International Convention Centre
- Casino Redevelopment
- Motherwell Urban Renewal Programme (MURP).
- Beachfront development
- N2 development: This development initiative straddles the N2 at the western entrance to the city and envisages the development of a multi-use facility. The envisaged development includes residential, industrial, commercial, tourism and recreational uses and was approved by Council in December 2009 (NMBMM IDP, 2006 – 2011).
- Gateways and Beautification Project: Introduced to enhance the image of Nelson Mandela Bay and to attract tourism and business as well as boost confidence and economic spin-offs, this Project entails the beautification of major transportation routes, such as the N2, the Settlers Freeway and the PE/ Uitenhage Road. The Project also envisages the establishment of features in the form of distinct boundary markers at strategic entrances to the Metro's area and at the Airport, which will announce to travellers that they have arrived at Nelson Mandela Bay (NMBMM IDP, 2006 – 2011).
- Red Location Cultural Precinct
- Revitalisation of Uitenhage CBD (UDDI): This project entails the revitalisation of the Uitenhage core area by upgrading and improving the CBD and adjacent area (NMBMM IDP, 2006 – 2011).

Some of the above projects such as the International Convention Centre and the upgrading of the CBD are driven by the Mandela Bay Development Agency (MBDA). The Agency which was established in 2003 is a municipal entity facilitating the regeneration of the area in the Inner City and the development of the harbour area. Its goal is to promote economic and tourism development against the backdrop of urban renewal. The MBDA's mandate also extends to the Uitenhage Inner City and development areas.

#### *7.4.2 Tourism Growth Potential in the Kouga Local Municipality*

The Kouga Municipality Tourism Plan (which is still under review) by Grant Thornton identifies three tourism investment projects namely: A multi-cultural heritage route; the consolidation of the tourist train – Apple Express and a multi-purpose conference facility. These recommended tourism products are an indication of tourism growth potential if put into consideration.

- A Multi-cultural Heritage Route

They recommend that the multi-cultural heritage route incorporate at least three cultures which include Khoi and San, Xhosa and Afrikaans as they are the main cultures in the area. It should incorporate heritage attraction throughout the Kouga municipal area and include:

- the Kouga Cultural Centre
- Sarah Baartman's Grave
- local artists and crafters
- a traditional Xhosa home
- a township home;
- a traditional Afrikaans home on a working farm.

- Extension of the World Heritage Site

According to Wayne Erlank of the Eastern Cape Parks, plans are in place to extend World Heritage Site (WHS) status to Stinkhoutberg Nature Reserve and the Groendal Wilderness Area as part of the proposed Cape Floral Region WHS. This project could be affected by the proposed power lines as small portions of the Stinkhoutberg Nature Reserve and the Groendal Wilderness Area are traversed by the Northern Corridor.

- Other tourism products

Other suggested developable tourism products where Kouga Tourism should play a facilitating role include:

- A multi-purpose conference facility to be located in the Kouga Culture Centre in Humansdorp is also recommended. This is expected to mainly attract day conferences and meetings from Port Elizabeth.
- A Multi-Purpose Surfer Facility at Supertubes, a world renowned surfing sport with no public facility. It is recommended that at least changing facilities be developed at this surfing spot.

- Coastal Hiking Trail: A 4-day coastal hiking trail from Jeffrey's Bay to Oyster Bay has been recommended. Such a trail will combine the pristine beaches with the development of a new attraction in area.
- Agricultural Tourism and the Chokka Industry: Kouga municipality is a major producer of citrus and tobacco and has a number of farm-stay accommodation establishments. Patensie Citrus Ltd and the Gamtoos Tobacco Co-operative are open for tours. There is also a commercial harbour that supports a chokka (squid) industry. As such the tourism plan encourages the development of tourism products related to agriculture and the chokka industry. Tourism products could include tours, themed accommodation and themed shops.
- Municipal Caravan Parks: According to Grant Thornton, municipal Caravan parks are underutilized. Moreover caravan parks outside Jeffrey's Bay generate little or no income. The Director: Community Services of the Kouga Municipality recommended that the Ben Marais and Yellowwoods Caravan parks be sold through a tender process. If the municipality sells its caravan parks to the private sector, they are likely to inject capital into the caravan parks and expand facilities to more viable tourism accommodation.
- The Elands River Valley area has been identified by stakeholders as a major area for tourism growth as it is anticipated to become part of the linking corridors for the planned Mega Reserve which includes the Greater Addo Complex and Baviaanskloof Wilderness Area (pers. comm.2010).
- Planners at the Kouga Local Municipality indicated that plans are in place to develop the Sarah Baartman Heritage Site in Hankey through the Department of Arts and Culture. This would incorporate a museum, kiosk (pers. comm.)

#### *7.4.3 Other planned / proposed tourism development in the Study Area*

##### ▪ Golf Estate Developments and Residential Estate Developments

A number of planned Golfing and Residential Estates are planned in certain parts of the study area. If these are developed and proceed, they will provide extra attractions to the study area for people from the local area and further afield in terms of providing homes upmarket housing within the context of a (golfing) estate. Although many of these houses will provide permanently occupied homesteads for the residents of these estates, a portion of the owners are likely to be residents in other parts of the study area (e.g. from Port Elizabeth) or from further afield, thus qualifying as tourists to the study areas. Certain of these proposed developments may contain hotels and other types of tourism accommodation, thus attracting people to the area. The presence of golf courses at certain of these estates would also attract local tourists and tourists from further afield to the area to play golf. The planned estates are described below.

- Zwartenbosch Golf and Lifestyle Estate

The Zwartenbosch Golf and Lifestyle Estate is associated with the existing Zwartenbosch Golf Course which is located just to the north of the town of Humansdorp and the N2 highway. The proposed lifestyle estate consists of a proposed upgrade to the parts of the gold course, as well as a new conference facility offering facilities for between 400 and 1000 delegates, business complex with office suites, health hydro & Spa, wedding chapel, restaurants and shopping complex. The Sports Centre will accommodate squash and tennis courts and an outdoor swimming pool. The Golf Clubhouse, which will remain a public facility, will include a restaurant, bar and pro shop ([www.zwartenbosch.co.za](http://www.zwartenbosch.co.za)). Residential stands are planned to be constructed alongside the fairways, and between the golf course and on the slopes of the hills to the north of the estate. The estate is also proposed to offer outdoor activities such as bird-watching, "catch and release" fly-fishing in the dams on the property and hiking in the surrounding mountains. Small game such as impala, duiker and bushbuck are to be introduced to the estate ([www.zwartenbosch.co.za](http://www.zwartenbosch.co.za)).

These proposed components of the estate are likely to attract visitors to the area, if developed. The development places a large emphasis on the aesthetics of the estate and the surrounding area, and in this context is likely to be visually sensitive. The proposed facilities would be well-placed to cater for both leisure tourism, as well as business tourism to the area.

## **8 POTENTIAL IMPACT OF THE PROPOSED NORTHERN CORRIDOR**

### **8.1 Impact assessment relating to the Tourism Industry**

The three major environmental impacts likely to result from the transmission line include Visual impacts, land use change impacts and corporate demand. These are elaborated below:

#### *8.1.1 Visual Impact Relative to Tourism*

Scenically beautiful areas where leisure tourism is practiced are more likely to be visually affected by power lines compared to areas that exhibit anthropogenic objects associated with the built environment as the visual environment could be considered to be degraded (Scoping Phase Visual Report for the TTLIP, 2009). This is due to the existence of buildings and other linear

structures (roads, railways and power lines) that entail that powerlines are not viewed as a visual intrusion, and are easily able to be incorporated into the existing visual environment.

The natural character or scenic beauty of areas within the Study Area such as Oyster Bay, the Elands River Valley, Groendal Wilderness Reserve, as well as the hilly areas that are still largely natural such as those traversed by the R330 and R332 between Humansdorp and Hankey / Patensie and the area between Hankey and Loerie plays an important role in attracting tourists to these areas. As mentioned above, an increasingly evident trend in tourism development is occurring within these scenic rural areas. It is in this context that residents and visitors to these areas may perceive power lines as a visual intrusion that could degrade the areas' natural character and scenic beauty. Furthermore, this visual intrusion could potentially compromise the practising of tourism activities in these areas.

For instance through the public participation process, stakeholders in the Elands River Valley area have indicated that receptor locations in the area would be highly affected due to the potential visual impacts of the proposed power lines, especially if they were to run in a location that was highly visible (e.g. on top of the southern ridge of the Elands River valley). The power lines could have a significant impact on the visual aesthetic character of the area on which eco-tourism activities practised in the area depend. Moreover, eco-tourism activities in the Elands River Valley area generate income for a number of residents, and the compromising of eco-tourism activities could have a concomitant socio-economic impact.

On the other hand, introduction of power lines in already degraded urban areas such as in parts of Humansdorp or Uitenhage where anthropogenic objects exists may not be perceived as a major visual intrusion. Given that these built environments are already degraded, scenic beauty is not considered a factor that could determine visitation (by tourists) to the area. The majority of tourists to these areas are possibly business tourists who would be less affected by the presence of power lines.

#### *8.1.2 Land Use Change Relative to Tourism*

The Northern Corridor traverses portions of a number of natural undisturbed areas as mentioned above where the scenic beauty plays tremendous roles in attracting leisure tourists. Because these areas are undisturbed to a large extent, introducing power lines would be viewed as a change in land use or a change in natural character. This would therefore spoil the scenic value of these areas and potentially affect tourism activities.

Conversely the proposed power lines are not perceived as a change in land use in already visually degraded areas like parts of Humansdorp and Uitenhage due to the presence of other linear structures such as roads, railways, other power lines and buildings. As such the existing

tourism activities in these areas may not be greatly affected. It should be noted however that these areas of degraded visual character are relatively small in the context of the study area, and thus do not represent the Study Area. This status quo may change, however, with the potential development of a number of wind farm (wind-generated power) developments in the south-western parts of the Study Area. As discussed above, a number of wind farms are proposed for the area around Oyster Bay and Humansdorp in particular. If one or more of these wind farms were to be developed, it could be argued that the massive nature of the multiple wind turbines could transform the visual character of the area to be much more visually degraded, especially as these proposed wind farms are located in largely rural, undeveloped and scenic areas. This change in land use to a more industrial character could accordingly change the tourism environment to be much less favourable for scenery-based tourism.

### *8.1.3 Corporate Demand Relative to Tourism*

The corporate demand for tourism facilities is likely to increase in the area as a result of the proposed development (assuming this proposed development is approved and constructed). Various professional persons such as technical surveyors, engineers, environmental specialists, access negotiators, rehabilitation teams as well as the management / maintenance teams are likely to spend nights at various accommodation facilities in the study area. This is expected during the pre-construction, construction, operation and decommissioning phases of the project. Furthermore the above teams are expected to visit various restaurants (which is a component of leisure tourism) while in the area. In general, the impact of the proposed transmission lines on corporate demand for tourism facilities is anticipated to be minimal as the professional team on the project is expected to be small.

However, if the wider development picture is examined (including the proposed nuclear power station, wind farms, and housing estates), then the cumulative impact of corporate demand relative to tourism is likely to be a significant factor, especially for those large-scale projects such as the proposed nuclear power station which would have a long construction period. The significance of this increased corporate demand on the tourism industry would depend on how many of these proposed developments were to receive approvals and were actually developed. The proposed powerlines would play a small, but overall cumulative role in this process.

It is debatable whether this positive impact on tourism demand in the area due to increased corporate demand associated with a partial industrialisation of the area would offset possible losses to the tourism industry due to compromising of existing eco-tourism or possible development opportunities in this regard. This study does not include an economic simulation of how these impacts may pan out. However the gains in corporate demand in the short term are unlikely to offset the more sustainable long term benefits associated with the further potential development of eco-tourism and leisure-based tourism in the study area.

## 8.2 Rating of impacts

### 8.2.1 Visual Impact Relative to Tourism

- Planning Phase

Table 5: Rating of Visual Impacts Relative to Tourism during the Planning Phase

IMPACT TABLE FORMAT	
Environmental Parameter	Tourism: This includes all trips away from one's usual environment, not just holiday/ leisure trips. It also includes business, visiting friends and/or relatives, medical/health trips, and religious journeys, amongst others.
Issue/Impact/Environmental Effect/Nature	<b>Visual Impact:</b> The natural character or scenic beauty areas such as Oyster Bay, Elands River Valley, Groendal Wilderness Reserve, Stinkhoutberg Nature Reserve, Loerie Dam Nature Reserve and Springs Nature Reserve plays an important role in attracting tourists to these areas. Therefore, residents and visitors to these areas may perceive power lines as a visual intrusion that could degrade the areas' natural character and scenic beauty. Furthermore, this visual intrusion could potentially compromise the practising of tourism activities in these areas. On the other hand, introduction of power lines in already degraded urban areas such as Humansdorp, Hankey and Uitenhage where anthropogenic objects exists may not be perceived as a major visual intrusion.
<i>Extent</i>	The impact is only expected to affect the site.
<i>Probability</i>	Being at a planning level, it is not anticipated that there will be any visual impacts therefore the chance of the impact occurring is extremely low (Less than a 25% chance of occurrence).
<i>Reversibility</i>	The visual impact on tourism facilities is Completely reversible with implementation of minor mitigation measures



IMPACT TABLE FORMAT		
<i>Irreplaceable loss of resources</i>	The visual impact will not result in the loss of any resources.	
<i>Duration</i>	The impact and its effects will either disappear with mitigation or will be mitigated through natural process in a span shorter than the planning phase (0 – 1 years)	
<i>Cumulative effect</i>	The impact would result in negligible to no cumulative effects	
<i>Intensity/magnitude</i>	Impact affects the quality, use and integrity of the system/component in a way that is barely perceptible	
<i>Significance Rating</i>	<b>Prior to mitigation measures:</b> There will be a negative Low impact i.e. the anticipated impact will have negligible negative effects and will require little to no mitigation  <b>After mitigation measures:</b> After mitigation measures, the negative low impact is persists.	
	Pre-mitigation impact rating	Post mitigation impact rating
Extent	1	1
Probability	1	1
Reversibility	1	1
Irreplaceable loss	1	1
Duration	1	1
Cumulative effect	1	1
Intensity/magnitude	1	1
Significance rating	-6 (low negative)	-6(low negative)
Mitigation measures	<div>▪ Areas with significant tourism facilities in the study area should be avoided completely</div> After mitigation measures, the negative low impact is persists.	

- Construction Phase

Table 6: Rating of Visual Impacts Relative to Tourism during the Construction Phase

IMPACT TABLE FORMAT	
Environmental Parameter	Tourism: This includes all trips away from one's usual environment, not just holiday/ leisure trips. It also includes

IMPACT TABLE FORMAT	
	business, visiting friends and/or relatives, medical/health trips, and religious journeys, amongst others.
Issue/Impact/Environmental Effect/Nature	<b>Visual Impact:</b> The natural character or scenic beauty areas such as Oyster Bay, Elands River Valley, Groendal Wilderness Reserve, Stinkhoutberg Nature Reserve, Loerie Dam Nature Reserve and Springs Nature Reserve plays an important role in attracting tourists to these areas. Therefore, residents and visitors to these areas may perceive power lines as a visual intrusion that could degrade the areas' natural character and scenic beauty. Furthermore, this visual intrusion could potentially compromise the practising of tourism activities in these areas. On the other hand, introduction of power lines in already degraded urban areas such as Humansdorp, Hankey and Uitenhage where anthropogenic objects exists may not be perceived as a major visual intrusion.
<i>Extent</i>	The impact is only expected within the local area or the district. That is, Kouga Local Municipality and NMBMM tourism potential could be affected as a result of the proposed development.
<i>Probability</i>	Given that the power lines traverse several tourist routes as well as the Loerie Dam Nature Reserve area, the impact will likely occur. That is, between a 50% to 75% chance of occurrence.
<i>Reversibility</i>	The visual impact on tourism facilities is partly reversible but more intense mitigation measures are required. E.g. vegetation screening or avoiding the areas of the tourism facilities completely
<i>Irreplaceable loss of resources</i>	The visual impact on tourism facilities will result in marginal loss of resources.
<i>Duration</i>	The impact and its effects will last for the period of a relatively short construction period and a limited recovery time after construction, thereafter it will be entirely negated (0 – 2 years)
<i>Cumulative effect</i>	The impact would result in negligible to no cumulative effects

IMPACT TABLE FORMAT		
<i>Intensity/magnitude</i>	Impact alters the quality, use and integrity of the system/component but system/ component still continues to function in a moderately modified way and maintains general integrity (some impact on integrity).	
<i>Significance Rating</i>	<p><b>Prior to mitigation measures:</b> There will be a negative Low impact i.e. the anticipated impact will have negligible negative effects and will require little to no mitigation</p> <p><b>After mitigation measures:</b> After mitigation measures, the negative low impact is persists.</p>	
	Pre-mitigation impact rating	Post mitigation impact rating
Extent	2	1
Probability	3	2
Reversibility	2	1
Irreplaceable loss	2	1
Duration	1	1
Cumulative effect	1	1
Intensity/magnitude	2	1
Significance rating	-11 (low negative)	-7 (low negative)
Mitigation measures	<ul style="list-style-type: none"> <li>Areas with significant tourism facilities in the study area should be avoided completely</li> <li>Vegetation screening should be applied in areas of the tourism facilities.</li> </ul> <p>After mitigation measures, the negative low impact is persists.</p>	

- Operation Phase

Table 7: Rating of Visual Impacts Relative to Tourism during the Operation Phase

IMPACT TABLE FORMAT	
Environmental Parameter	Tourism: This includes all trips away from one's usual environment, not just holiday/ leisure trips. It also includes business, visiting friends and/or relatives, medical/health trips, and religious journeys, amongst others.

IMPACT TABLE FORMAT	
Issue/Impact/Environmental Effect/Nature	<b>Visual Impact:</b> The natural character or scenic beauty areas such as Oyster Bay, Elands River Valley, Groendal Wilderness Reserve, Stinkhoutberg Nature Reserve, Loerie Dam Nature Reserve and Springs Nature Reserve plays an important role in attracting tourists to these areas. Therefore, residents and visitors to these areas may perceive power lines as a visual intrusion that could degrade the areas' natural character and scenic beauty. Furthermore, this visual intrusion could potentially compromise the practising of tourism activities in these areas. On the other hand, introduction of power lines in already degraded urban areas such as Humansdorp, Hankey and Uitenhage where anthropogenic objects exists may not be perceived as a major visual intrusion.
<i>Extent</i>	The impact is only expected within the local area or the district. That is, Kouga local municipality and NMBMM tourism potential could be affected as a result of the proposed development.
<i>Probability</i>	Given that the power lines traverse several tourist routes as well as the Loerie Dam Nature Reserve area, the impact will certainly occur. That is, there is a greater than 75% chance of occurrence.
<i>Reversibility</i>	The visual impact on tourism facilities is partly reversible but more intense mitigation measures are required. E.g. vegetation screening or avoiding the areas of the tourism facilities completely
<i>Irreplaceable loss of resources</i>	The visual impact on tourism facilities will result in marginal loss of resources.
<i>Duration</i>	The impact and its effects will continue or last for the entire operational life of the development, but will be mitigated by direct human action or by natural processes thereafter (10 – 50 years).
<i>Cumulative effect</i>	The impact would result in minor cumulative effects That is; <ul style="list-style-type: none"> <li>▪ Possible change of tourism activities (and accommodation) due to changes in the character of the area (following construction of the power lines).</li> <li>▪ Furthermore perceived negative visual impacts as a</li> </ul>

IMPACT TABLE FORMAT		
	result of power lines could imply changes to tourism developments plans within affected areas. <ul style="list-style-type: none"><li>▪ The Loerie Dam Nature Reserve area traversed by alternative 1 could potentially start showing a decline in visitors due to the visual impacts.</li></ul>	
<i>Intensity/magnitude</i>	The intensity/ magnitude of the impact of the proposed development on tourism is medium. It alters the quality, use and integrity of the system/component but system/ component still continues to function in a moderately modified way and maintains general integrity (some impact on integrity).	
<i>Significance Rating</i>	<b>Prior to mitigation measures:</b> There will be a negative medium impact i.e. the anticipated impact will have moderate negative effects and will require moderate mitigation measures.  <b>After mitigation measures:</b> A negative Low impact is expected following mitigation measure. There will be negligible negative effects and will require little to no mitigation.	
	Pre-mitigation impact rating	Post mitigation impact rating
Extent	2	1
Probability	4	2
Reversibility	2	1
Irreplaceable loss	2	1
Duration	3	1
Cumulative effect	3	1
Intensity/magnitude	2	1
Significance rating	-32 (medium negative)	-7 (low negative)
Mitigation measures	<ul style="list-style-type: none"><li>▪ Areas with significant tourism facilities in the study area should be avoided completely</li><li>▪ Vegetation screening should be applied in areas of the tourism facilities.</li></ul> After mitigation measures, a negative low impact is expected. There is expected to be negligible negative effects and which will	

IMPACT TABLE FORMAT	
	require little to no mitigation.

- Decommissioning Phase

Table 8: Rating of Visual Impacts Relative to Tourism during the Decommissioning Phase

IMPACT TABLE FORMAT	
Environmental Parameter	Tourism: This includes all trips away from one's usual environment, not just holiday/ leisure trips. It also includes business, visiting friends and/or relatives, medical/health trips, and religious journeys, amongst others.
Issue/Impact/Environmental Effect/Nature	<b>Visual Impact:</b> The natural character or scenic beauty areas such as Oyster Bay, Elands River Valley, Groendal Wilderness Reserve, Stinkhoutberg Nature Reserve, Loerie Dam Nature Reserve and Springs Nature Reserve plays an important role in attracting tourists to these areas. Therefore, residents and visitors to these areas may perceive power lines as a visual intrusion that could degrade the areas' natural character and scenic beauty. Furthermore, this visual intrusion could potentially compromise the practising of tourism activities in these areas. On the other hand, introduction of power lines in already degraded urban areas such as Humansdorp, Hankey and Uitenhage where anthropogenic objects exists may not be perceived as a major visual intrusion.
<i>Extent</i>	The impact will only affect the site
<i>Probability</i>	The impact may occur (Between a 25% to 50% chance of occurrence).
<i>Reversibility</i>	The visual impact on tourism facilities is completely reversible with implementation of minor mitigation measures
<i>Irreplaceable loss of resources</i>	The visual impact on tourism facilities will result in marginal loss of resources.

IMPACT TABLE FORMAT		
<i>Duration</i>	The impact and its effects will last for the period of a relatively short decommissioning period and a limited recovery time after decommissioning, thereafter it will be entirely negated (0 – 2 years)	
<i>Cumulative effect</i>	The impact would result in negligible to no cumulative effects	
<i>Intensity/magnitude</i>	Impact alters the quality, use and integrity of the system/component but system/ component still continues to function in a moderately modified way and maintains general integrity (some impact on integrity).	
<i>Significance Rating</i>	<p><b>Prior to mitigation measures:</b></p> <p>There will be a negative Low impact i.e. the anticipated impact will have negligible negative effects and will require little to no mitigation</p> <p><b>After mitigation measures:</b></p> <p>After mitigation measures, the negative low impact is persists.</p>	
	Pre-mitigation impact rating	Post mitigation impact rating
Extent	1	1
Probability	2	1
Reversibility	1	1
Irreplaceable loss	2	1
Duration	1	1
Cumulative effect	1	1
Intensity/magnitude	2	1
Significance rating	-16 (low negative)	-6 (low negative)
Mitigation measures	<ul style="list-style-type: none"> <li>Areas with significant tourism facilities in the study area should be avoided completely</li> <li>Vegetation screening should be applied in areas of the tourism facilities.</li> </ul> <p>After mitigation measures, the negative low impact is persists.</p>	

### 8.2.2 Land use Impact Relative to Tourism

- Planning

No Land use impacts are expected during the planning phase.

- Construction Phase

Table 9: Rating of Land use Impacts Relative to Tourism during the Construction Phase

IMPACT TABLE FORMAT	
Environmental Parameter	Tourism: This includes all trips away from one's usual environment, not just holiday/ leisure trips. It also includes business, visiting friends and/or relatives, medical/health trips, and religious journeys, amongst others.
Issue/Impact/Environmental Effect/Nature	<b>Land use impact:</b> The scenic beauty of a number of natural undisturbed areas such as Elands River Valley, Groendal Wilderness Reserve, Stinkhoutberg Nature Reserve, Loerie Dam Nature Reserve and Springs Nature Reserve plays a tremendous role in attracting leisure tourists. Because these areas are undisturbed to a large extent, introducing power lines would be viewed as a change in land use or a change in natural character. This would therefore spoil the scenic value of these areas and potentially affect tourism activities. Conversely the proposed power lines are not perceived as a change in land use in already degraded areas like Humansdorp, Hankey and Uitenhage due to the presence of other linear structures such as roads, railways, other power lines and buildings.
<i>Extent</i>	The impact is only expected within the local area or the district. That is, Kouga Local Municipality and NMBMM tourism potential could be affected as a result of the proposed development.
<i>Probability</i>	Given that the power lines traverse several tourist routes as well as the Loerie Dam Nature Reserve area, the impact will likely occur. That is, between a 50% to 75% chance of occurrence.
<i>Reversibility</i>	The impact on tourism facilities is partly reversible but more intense mitigation measures are required. E.g. avoiding the areas of the tourism facilities as much as possible



IMPACT TABLE FORMAT		
<i>Irreplaceable loss of resources</i>	The land use impact on tourism facilities will result in marginal loss of resources.	
<i>Duration</i>	The impact and its effects will last for the period of a relatively short construction period and a limited recovery time after construction, thereafter it will be entirely negated (0 – 2 years)	
<i>Cumulative effect</i>	The impact would result in insignificant cumulative effects	
<i>Intensity/magnitude</i>	Impact alters the quality, use and integrity of the system/component but system/ component still continues to function in a moderately modified way and maintains general integrity (some impact on integrity).	
<i>Significance Rating</i>	<p><b>Prior to mitigation measures:</b></p> <p>There will be a negative Low impact i.e. the anticipated impact will have negligible negative effects and will require little to no mitigation</p> <p><b>After mitigation measures:</b></p> <p>After mitigation measures, the negative low impact is persists.</p>	
	Pre-mitigation impact rating	Post mitigation impact rating
Extent	2	1
Probability	3	2
Reversibility	2	1
Irreplaceable loss	2	1
Duration	1	1
Cumulative effect	2	1
Intensity/magnitude	2	1
Significance rating	-24(low negative)	-7 (low negative)
Mitigation measures	<ul style="list-style-type: none"> <li>Areas with significant tourism facilities in the study area should be avoided completely</li> </ul> <p>After mitigation measures, the negative low impact is persists.</p>	

- Operation Phase

Table 10: Rating of Land use Impacts Relative to Tourism during the Operation Phase

IMPACT TABLE FORMAT	
Environmental Parameter	Tourism: This includes all trips away from one's usual environment, not just holiday/ leisure trips. It also includes business, visiting friends and/or relatives, medical/health trips, and religious journeys, amongst others.
Issue/Impact/Environmental Effect/Nature	<b>Land use impact:</b> The scenic beauty of a number of natural undisturbed areas such as Elands River Valley, Groendal Wilderness Reserve, Stinkhoutberg Nature Reserve, Loerie Dam Nature Reserve and Springs Nature Reserve plays a tremendous role in attracting leisure tourists. Because these areas are undisturbed to a large extent, introducing power lines would be viewed as a change in land use or a change in natural character. This would therefore spoil the scenic value of these areas and potentially affect tourism activities. Conversely the proposed power lines are not perceived as a change in land use in already degraded areas like Humansdorp, Hankey and Uitenhage due to the presence of other linear structures such as roads, railways, other power lines and buildings.
<i>Extent</i>	The impact is only expected within the local area or the district. That is, Kouga Local Municipality and NMBMM tourism potential could be affected as a result of the proposed development.
<i>Probability</i>	Given that the power lines traverse several tourist routes as well as the Loerie Dam Nature Reserve area, the impact will likely occur. That is, between a 50% to 75% chance of occurrence.
<i>Reversibility</i>	The impact on tourism facilities is partly reversible but more intense mitigation measures are required. E.g. avoiding the areas of the tourism facilities as much as possible
<i>Irreplaceable loss of resources</i>	The land use impact on tourism facilities will result in marginal loss of resources.
<i>Duration</i>	The impact and its effects will continue or last for the entire operational life of the development, but will be mitigated by direct human action or by natural processes thereafter (10 – 50 years).

IMPACT TABLE FORMAT		
<i>Cumulative effect</i>	The impact would result in insignificant cumulative effects	
<i>Intensity/magnitude</i>	Impact alters the quality, use and integrity of the system/component but system/ component still continues to function in a moderately modified way and maintains general integrity (some impact on integrity).	
<i>Significance Rating</i>	<p><b>Prior to mitigation measures:</b> There will be a negative Low impact i.e. the anticipated impact will have negligible negative effects and will require little to no mitigation</p> <p><b>After mitigation measures:</b> After mitigation measures, the negative low impact is persists.</p>	
	Pre-mitigation impact rating	Post mitigation impact rating
Extent	2	1
Probability	3	2
Reversibility	2	1
Irreplaceable loss	2	1
Duration	3	2
Cumulative effect	2	1
Intensity/magnitude	2	1
Significance rating	-28 (low negative)	-8 (low negative)
Mitigation measures	<ul style="list-style-type: none"> <li>Areas with significant tourism facilities in the study area should be avoided completely</li> </ul> <p>After mitigation measures, the negative low impact is persists.</p>	

- Decommissioning Phase

Table 11: Rating of Land use Impacts Relative to Tourism during the Decommissioning Phase

IMPACT TABLE FORMAT	
Environmental Parameter	Tourism: This includes all trips away from one's usual environment, not just holiday/ leisure trips. It also includes business, visiting friends and/or relatives, medical/health trips,

IMPACT TABLE FORMAT	
	and religious journeys, amongst others.
Issue/Impact/Environmental Effect/Nature	<b>Land use impact:</b> The scenic beauty of a number of natural undisturbed areas such as Elands River Valley, Groendal Wilderness Reserve, Stinkhoutberg Nature Reserve, Loerie Dam Nature Reserve and Springs Nature Reserve plays a tremendous role in attracting leisure tourists. Because these areas are undisturbed to a large extent, introducing power lines would be viewed as a change in land use or a change in natural character. This would therefore spoil the scenic value of these areas and potentially affect tourism activities. Conversely the proposed power lines are not perceived as a change in land use in already degraded areas like Humansdorp, Hankey and Uitenhage due to the presence of other linear structures such as roads, railways, other power lines and buildings.
<i>Extent</i>	The impact is only expected within the local area or the district. That is, Kouga Local Municipality and NMBMM tourism potential could be affected as a result of the proposed development.
<i>Probability</i>	Given that the power lines traverse several tourist routes as well as the Loerie Dam Nature Reserve area, the impact will likely occur. That is, between a 50% to 75% chance of occurrence.
<i>Reversibility</i>	The impact on tourism facilities is partly reversible but more intense mitigation measures are required. E.g. avoiding the areas of the tourism facilities as much as possible.
<i>Irreplaceable loss of resources</i>	The land use impact on tourism facilities will result in marginal loss of resources.
<i>Duration</i>	The impact and its effects will last for the period of a relatively short decommissioning period and a limited recovery time after decommissioning, thereafter it will be entirely negated (0 – 2 years)
<i>Cumulative effect</i>	The impact would result in insignificant cumulative effects
<i>Intensity/magnitude</i>	Impact alters the quality, use and integrity of the system/component but system/ component still continues to

IMPACT TABLE FORMAT		
	function in a moderately modified way and maintains general integrity (some impact on integrity).	
<i>Significance Rating</i>	<p><b>Prior to mitigation measures:</b> There will be a negative Low impact i.e. the anticipated impact will have negligible negative effects and will require little to no mitigation</p> <p><b>After mitigation measures:</b> After mitigation measures, the negative low impact is persists.</p>	
	Pre-mitigation impact rating	Post mitigation impact rating
Extent	2	1
Probability	3	2
Reversibility	2	1
Irreplaceable loss	2	1
Duration	1	1
Cumulative effect	2	1
Intensity/magnitude	2	1
Significance rating	-24(low negative)	-7 (low negative)
Mitigation measures	<ul style="list-style-type: none"> <li>Areas with significant tourism facilities in the study area should be avoided completely</li> </ul> <p>After mitigation measures, the negative low impact is persists.</p>	

### 8.2.3 Corporate Demand Relative to Tourism

- Planning Phase, Construction, Operation and Decommissioning phases

Table 12: Rating of Corporate Demand Impacts Relative to Tourism during the Planning, Construction, Operation and Decommissioning Phases

IMPACT TABLE FORMAT	
Environmental Parameter	Tourism: This includes all trips away from one's usual environment, not just holiday/ leisure trips. It also includes business, visiting friends and/or relatives, medical/health trips, and religious journeys, amongst others.

IMPACT TABLE FORMAT		
Issue/Impact/Environmental Effect/Nature	<b>Corporate Demand:</b> The corporate demand for tourism facilities is likely to increase in the area as a result of the proposed development. That is, technical surveyors, environmental specialists, access negotiators, rehabilitation teams as well as the management / maintenance teams are likely to spend nights at various accommodation facilities in the study area. This is expected during the pre-construction, construction, operation and decommissioning phases of the project. Furthermore the above teams are expected to visit various restaurants (which is a component of leisure tourism) while in the area.	
<i>Extent</i>	The impact is only expected to affect the site.	
<i>Probability</i>	The impact may occur (Between a 25% to 50% chance of occurrence).	
<i>Reversibility</i>	The impact on tourism facilities is completely reversible with implementation of minor mitigation measures	
<i>Irreplaceable loss of resources</i>	The impact will not result in the loss of any resources.	
<i>Duration</i>	Medium term	
<i>Cumulative effect</i>	The impact would result in negligible to no cumulative effects	
<i>Intensity/magnitude</i>	Impact has a positive effect on the corporate system. The quality, use, integrity and functionality of the system or component may improve.	
<i>Significance Rating</i>	<b>Prior to mitigation measures:</b> There will be a positive Low impact  <b>After mitigation measures:</b> After mitigation measures, the positive low impact is persists.	
	Pre-mitigation impact rating	Post mitigation impact rating
Extent	1	1
Probability	2	2
Reversibility	1	2

IMPACT TABLE FORMAT		
Irreplaceable loss	1	1
Duration	1	1
Cumulative effect	1	1
Intensity/magnitude	3	3
Significance rating	+21 (low positive)	+24 (low positive)
Mitigation measures	<ul style="list-style-type: none"> <li>▪ Creating demand through appropriate marketing of tourism assets in the area.</li> <li>▪ Improvement of tourism infrastructure by establishing an up to date tourism information office so as to increase tourism demand.</li> <li>▪ Identification and Development of new tourist attractions</li> <li>▪ Creating demand through appropriate marketing of tourism assets in the area.</li> </ul> <p>The above recommendations are not be implemented by the proponent but rather by the respective tourism bodies in the study area</p> <p>After mitigation measures, the positive low impact is persists.</p>	

### 8.3 Conclusion

Visual and Land use impacts (of the power lines and substation) relative to tourism indicate a low negative impact after mitigation measures during the construction, operation and decommissioning phases.

In terms of corporate demand, for power lines only, there is a low positive impact before and after mitigation measures. This is because the professional team working on power lines is expected to be small throughout all phases.

Therefore from a tourism point of view, the proposed Northern Corridor from Thyspunt to Grassridge is expected to have low negative impacts on tourism in the KLM and NMBMM.

## 9 COMPARATIVE ASSESSMENT OF ALTERNATIVE ROUTES

### 9.1 Introduction

There are two route alternatives in sections of the Northern Corridor, namely, the Longmore/Elands River area and the Heuningkloof area (northeast of Hankey). These alternatives need to be comparatively assessed in order to determine the preferred alternative from a tourism impact perspective.

- Alternative 1 (Longmore Southern Firebreak) and Alternative 3 (Longmore Northern Firebreak)
- Alternative 2 (Through Heuningkloof Valley and the Stinkhoutberg Nature Reserve) and the deviation to avoid the Stinkhoutberg Nature Reserve

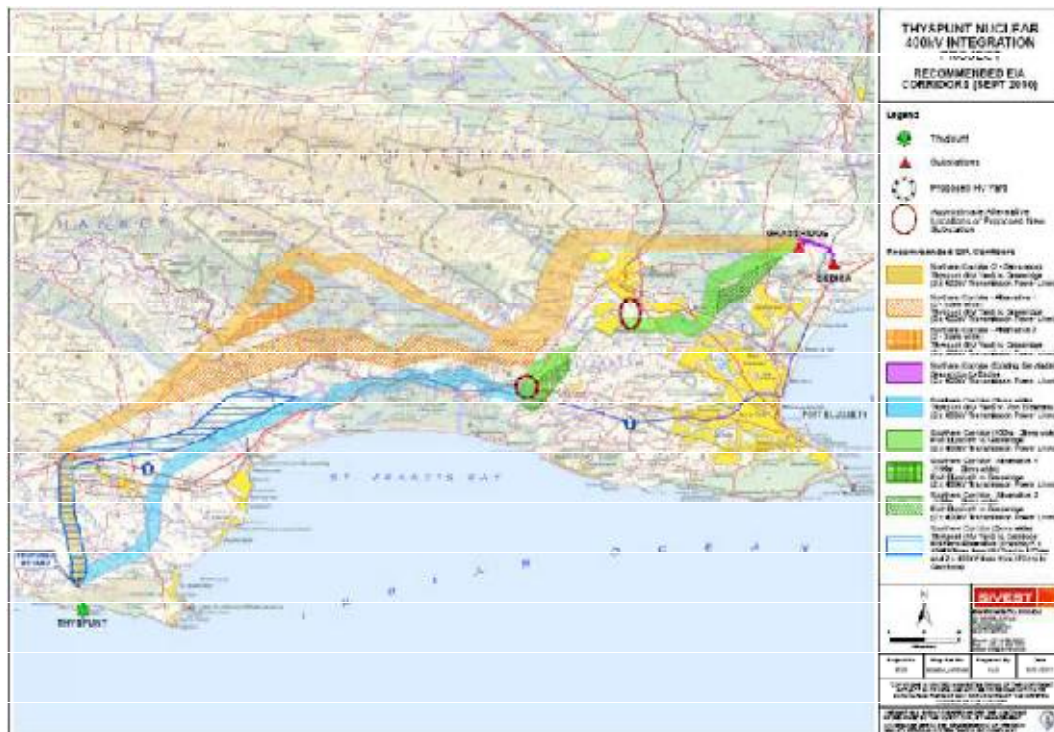


Figure 6: Northern Corridor including alternative

### 9.2 Methodology for Comparative Assessment



Each route alternative is assigned either a high, moderate or low sensitivity category based area characteristics from a tourism perspective (Table 13). The categories are described below:

**High:** The introduction of a new development such as the erection of a power line would be likely to be perceived negatively by receptors in this area; it would be considered to be a visual intrusion and may elicit opposition from these receptors

**Moderate:** Presence of receptors, but due to the existing visual character of the area and presence of existing infrastructure, there would be limited negative perception towards a new development as a source of visual impact.

**Low:** The introduction of a new development would not be perceived to be negative there would be little opposition or negative perception towards it.

Table 13: Sensitivity category based on area characteristics

Area characteristics	Sensitivity
<ul style="list-style-type: none"> <li>▪ Largely natural and undisturbed area</li> <li>▪ Existing infrastructure absent or at very low densities</li> <li>▪ Visually sensitive receptors are present</li> <li>▪ Tourist destination dependant on undisturbed environment</li> <li>▪ Orientation of tourism activities towards visual envelope/corridor</li> <li>▪ High potential for tourism growth</li> <li>▪ In close proximity to the coast</li> </ul>	<b>High</b>
<ul style="list-style-type: none"> <li>▪ Existing infrastructure present but at moderate densities</li> <li>▪ Urban area characterised by residential, smallholdings and commercial industries present</li> <li>▪ Visually sensitive receptors are present</li> <li>▪ Orientation of tourism activities could be in any direction</li> <li>▪ Moderate Potential for tourism growth</li> </ul>	<b>Moderate</b>
<ul style="list-style-type: none"> <li>▪ Presence of existing infrastructure at high densities</li> <li>▪ Urban area characterized by residential, smallholdings and commercial industries present</li> <li>▪ Tourism destination not dependant on undisturbed environment</li> <li>▪ Orientation of tourism activities away from visual envelope/corridor</li> <li>▪ Low potential for tourism development</li> <li>▪ Visually sensitive receptors are absent.</li> </ul>	<b>Low</b>

### 9.3 Assessment of Route Alternatives

#### 9.3.1 *Alternative 1 (Longmore Southern Firebreak) and Alternative 3 (Longmore Northern Firebreak)*

- Alternative 1 (Longmore Southern Firebreak)

This area is considered moderately sensitive to the power lines. Existing infrastructure is at moderate densities and the only tourism route (R331) is traversed by the corridor for a short distance. Furthermore, Loerie Dam Nature Reserve (which offers day activities such as boating on the dam and a 7km long day walk) and the Bergrivier farm (which offers activities like bird-watching and hiking as well as accommodation facilities) are moderately sensitive to the power lines as orientation of tourism activities in the area could be in any direction. The area generally has moderate potential for tourism growth. The route alternative is regarded moderately sensitive to the power lines considered as the preferred alternative.

- Alternative 3 (Longmore Northern Firebreak)

Existing infrastructure is exhibited along this alternative, but at moderate densities. The route alternative traverses an important tourist route i.e. Baviaans Route (R330 and R331) past Hankey. It crosses a small portion of the Stinkhoutberg Nature Reserve, Otterford Forest and through the Longmore Forest Northern Firebreak in the Elands River area. From a cultural heritage perspective, the Hankey area is the place of burial for the Khoisan icon, Sarah Baartman. Meanwhile, there are several tourism facilities and activities in the Elands River area, specifically along the Elandsrivier Road that could potentially be affected by the power lines. Some tourism facilities in the Elands River area include William Sharman Dam, Sandrivier getaway, Tangle wood, Burrows Hiking Trail, Mountain View Whitehead, chalets, quad bike trails, and hunting areas. Orientation of most of these tourism facilities is towards the corridor. The area generally has a high potential for tourism growth. Therefore this alternative is considered highly sensitive to the power lines and should be avoided.

Table 14: Sensitivity category based on area characteristics (Longmore Southern and Northern Firebreaks)

Route Alternative-Area	Area characteristics	Sensitivity
Alternative 1 (Longmore Southern Firebreak)	<ul style="list-style-type: none"><li>▪ Existing infrastructure present but at moderate densities</li><li>▪ Visually sensitive receptors are present</li><li>▪ Orientation of tourism activities could be in any direction</li><li>▪ Moderate Potential for tourism growth</li></ul>	<b>Moderate</b>

Route Alternative-Area	Area characteristics	Sensitivity
Alternative 3 (Longmore Northern Firebreak)	<ul style="list-style-type: none"> <li>▪ Existing infrastructure at very low densities</li> <li>▪ Visually sensitive receptors are present especially in the Elandsrivier area.</li> <li>▪ Orientation of tourism activities towards visual envelope/corridor</li> <li>▪ High potential for tourism growth</li> </ul>	<b>High</b>

Based on the above assessments, the alternative 1 (Longmore Southern Firebreak) is the preferred alternative.

#### 9.3.2 *Alternative 2 (Through Heuningkloof Valley and the Stinkhoutberg Nature Reserve) and the deviation to avoid the Stinkhoutberg Nature Reserve*

From a tourism perspective, alternative 1 (Longmore Southern Firebreak) is the preferred alternative. It is therefore not necessary to comparatively assess this alternative 2 (Heuningkloof area).

## 9.4 Conclusions and Recommendations/ Mitigation Measures

The Scoping phase of this project eliminated as many sensitive areas along the Northern Corridor as possible e.g. coastal nodes (Oyster Bay) and large parts of nature/ wilderness area (Stinkhoutberg Nature Reserve, Groendal Wilderness Reserve). Nonetheless, detailed EIA phase Tourism assessments identifies further potential fatal flaws along the route that should to be avoided. As such a comparative assessment of the alternatives along the Northern Corridor was undertaken in order to determine the most appropriate route for the power lines and avoid sensitive areas.

The route through the Longmore Northern Firebreak runs passed Hankey a known cultural Heritage area where Sarah Baartman was buried. The route further extends along the Elandsrivier Road in the Elands River area where several tourism facilities exist and could potentially be visually affected by the power lines. As such the Longmore Northern Firebreak alternative is highly sensitive and is not preferred from a tourism perspective. The Longmore Southern Firebreak, on the other hand is preferred as it is moderately sensitive to the power lines.

[illegible]

**ESKOM TRANSMISSION**  
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## Appendix A

# List of Accommodation Facilities in the Study Area

Name of Establishment	Location
<b>St Francis Bay and Cape St Francis</b>	
Beach Break Bed and Breakfast	Cape St Francis
Brisan on the Canals	St Francis Bay
Cape St. Francis Resort	Cape St Francis
Cottage on the Hill	St Francis Bay
I-Lollo Lodge	St. Francis Bay
Kouga Real Estate	St Francis Bay
Kouga Surf & Safari Country	St Francis Bay
Lovemore Crescent	St. Francis Bay
Lyngenfjord House Bed and Breakfast	Cape St Francis
Milkwood Country Cottage	St. Francis Bay
On The Spot Bed and Breakfast at St Francis Bay	St. Francis Bay
Pies cottage Bed and Breakfast	St Francis Bay
Port Suite	St Francis Bay
Port View Place	St Francis Bay
Portacall Bed and Breakfast	St Francis Bay
Sandals Guest House	St. Francis Bay
Sandown	Cape St Francis
Sandriver Lodge	St. Francis Bay
Sands @ St. Francis, The	St Francis Bay
St Francis Bay His & Hers weekend Breakaway.	St Francis Bay
St Francis Tourism	St Francis Bay
Summerhill Lodge	St Francis Bay
Thatchwood Country Lodge	St Francis Bay
The Dunes,ST.Francis Bay	St Francis Bay
The Golf House On Sea	St. Francis Bay
Waterways Bed and Breakfast	St Francis Bay
<b>Jeffrey's Bay</b>	
A1 Bay View	Jeffreys Bay

Name of Establishment	Location
A1 Kynaston	Jeffreys Bay
Aquarius Bed and Breakfast	Jeffrey's Bay
Artist's Paradise	Jeffreys Bay
Bay Cove Inn	Jeffrey's Bay
Beach Cabanas	Jeffrey's Bay
Burns Lodge	Jeffrey's Bay
Cob Creek	Jeffrey's Bay
Dio Dell'amore Guest House	Jeffrey's Bay
Dirkie's Dream	Jeffrey's Bay
Dolphin View Guesthouse	Jeffreys Bay
Eden@Astonbay	Jeffrey's Bay
Eurentia Holiday Flats	Jeffrey's Bay
Hard Rock Backpackers	Jeffrey's Bay
Hippo House	Jeffrey's Bay
House Pinnaquin	Jeffrey's Bay
Houtbosch Bay	Jeffrey's Bay
Island Vibe Backpackers	Jeffreys Bay
Jaybay House	Jeffrey's Bay
Jeffrey's bay Getaway	Jeffreys Bay
La Maison Bleue	Jeffrey's Bay
Marina Martinique Bed and Breakfast	Jeffrey's Bay
Marnic Woonstel 2	Jeffrey's Bay
Moya Manzi Beach House	Jeffreys Bay
On The Beach	Jeffrey's Bay
Paradise Sands 6	Jeffrey's Bay
Paradise Sands No 7 And 8	Jeffrey's Bay
Pinnaquin Luxury Holiday Apartments	Jeffrey's Bay
Sandkasteel	Jeffrey's Bay
Sea Whisper Bed And Breakfast	Jeffrey's Bay
Seashells	Jeffrey's Bay
Sola Fide Self Catering Residence	Jeffrey's Bay
The Supertubes Collection	Jeffreys Bay
The View	Jeffrey's Bay
Tia Ghee Tent Camp	Jeffrey's Bay
Tobago Bed and Breakfast	Jeffrey's Bay
Valparaiso Guesthouse	Jeffrey's Bay
Waterside Living Estate	Jeffrey's Bay
White House	Jeffrey's Bay
<b>Oyster Bay</b>	
Oyster Bay Beach Lodge	Oyster Bay
Oyster Bay Lodge	Oyster Bay
Die Melkstal Self Catering Caravan and Camping	Oyster Bay



Name of Establishment	Location
Oyster Bay Sea kaya Self Catering Apartment	Oyster Bay
On the Rocks Self Catering	Oyster Bay
Oyster Bay House Rental Self Catering	Oyster Bay
The Old Ladder Self Catering	Oyster Bay
<b>Humansdorp</b>	
Humansdorp Boutique Hotel	Humansdorp
Oyster Bay Caravan Park	Humansdorp
Country Cousins Self-catering	Humansdorp
Oppipad Bed and Breakfast	Humansdorp
Oysterbay Lodge	Humansdorp
Palm Court Hotel	Humansdorp
<b>Hankey</b>	
Hankey Hotel	Hankey
Bergriver Farm	Hankey
Loeries Rest Camp	Hankey
<b>Patensie</b>	
Gonjah Self-catering	Patensie
Aviance Guest House	Patensie
Bruintjieskraal Campsite	Patensie
Gamtoos BB and Self-catering	Patensie
Log View B&B	Patensie
Tia Ghee Tent Camp	Patensie
<b>Eland River Valley</b>	
Landela Christian Camp	Eland River Valley
Offcamber Adventures	Eland River Valley
Monte Visita	Eland River Valley
Sand River Getaway	Eland River Valley
Mountain View	Eland River Valley
Burrows	Eland River Valley
Witberg	Eland River Valley
Afdak	Eland River Valley
Mpwoza Lodge	Eland River Valley
Tanglewood Holiday Farm	Eland River Valley
<b>Thornhill</b>	
Owvanuk Farm	Thornhill
All Africa Wildlife Backpackers	Thornhill
<b>Rocklands</b>	
Rhythm & Blues Bed and Breakfast	Rocklands
Falcon Rock Restaurant and Self Catering	Rocklands
Out of Africa	Rocklands
<b>Uitenhage</b>	
Africa Habitat Bed and Breakfast	Uitenhage

Name of Establishment	Location
Blaauwkrantz Share Equity Pty Ltd	Uitenhage
Caledon Bed and Breakfast	Uitenhage
Dingalakhe Trading	Uitenhage
Kleinrivier Wilderness	Uitenhage
Nosizwe Tours Brokers	Uitenhage
Porta's Bed and Breakfast	Uitenhage
The Garden Lodge Guest House	Uitenhage
Vj's Guest House With Self-catering	Uitenhage
<b>Port Elizabeth</b>	
Mongoose Manor	PE
Brookes Hill Suites	PE
Ikhayalam Lodge And Tours	PE
Georgiou Boutique Hotel And Spa	PE
Crow's Nest Self-catering Holiday Flats	PE
Cape Flame Guest House	PE
Poseidon Lodge	PE
Ahoy Boutique Hotel	PE
Millbury Guest House	PE
Dolphin Dance Lodge	PE
Kwantu Game Reserve	PE
17 On 5th Avenue Guest House - Walmer	PE
Millard Crescent Bed and Breakfast	PE
Silver Stars Bed and Breakfast & Salon	PE
Beachwalk Bed and Breakfast	PE
Bishops Inn	PE
Jon-Jen Guest House	PE
Thunzi Bush Lodge	PE
First Avenue Lodge	PE
Abalone Guest House	PE
Hotel Formula 1 Port Elizabeth	PE
Bay Lodge Guest House	PE
Anchorage Guest House	PE
Algoa Guest House Cc	PE
Mount Lodge Humewood	PE
The Plantation	PE
Summerstrand Beach Lodge	PE
Margate Place Guest House	PE
Ebubeleni Guest House	PE
Marren House	PE
Induli Lodge	PE
Langerry Holiday Apartments	PE
River Road Guest House	PE
Africa Beach Bed and Breakfast	PE

Name of Establishment	Location
Albert Road Garden Guesthouse	PE
Keiskama Bed and Breakfast	PE
King George's Guest House	PE
The Paxton Hotel	PE
Summer Blue Guest House	PE
City Lodge Port Elizabeth	PE
Hazeldene Guest House	PE
The Palace Guest House	PE
A Seaside Stay	PE
La Cigale	PE
Wilmot Cottages	PE
Admiral's Lodge Guest House	PE
Palm Beach Guest H0use	PE
Lonach Guest House	PE





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