

VISUAL IMPACT ASSESSMENT

for the Franschhoek Skytram:
Proposed Aerial Cableway & Tourism Facilities on
Erven 1466, 1467 & Rem Erf 23, Haute Cabriere, 5 Lambrechts Street, Franschhoek



Prepared for submission in terms of the National Environmental Management Act
DEA&DP Ref: Pending
CASE HWC 2307 0609 SJ 0726

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EXECUTIVE SUMMARY

The purpose of the Visual Constraints report (completed December 2021) was to allow the professional design team as well as interested and relevant parties to receive an initial assessment for discussion before proceeding to a full VIA. The Visual Constraints report briefly assessed the proposals and identified the view catchment, zone of visual influence, sensitive receptors and areas, visual sensitivity synthesis, opportunities & constraints as well as potential fatal flaws.

The purpose of this Visual Impact Assessment report is to inform the Environmental Assessment Practitioner (EAP) as well as the officials at the Western Cape Department of Environmental Affairs and Development Planning, evaluating the application for an environmental authorisation, of the visual implications of the proposed development on the receiving environment, especially the identified sensitive areas and receptors.

The Franschhoek Cableway Company (Pty) Ltd ("FCC"), in partnership with Garaventa Doppelmayr AG proposes a world class cableway with associated tourist facilities for Franschhoek in the Western Cape. Haute Cabriere Wine Estate on Lambrechts Road in Franschhoek has been identified as the preferred Base Station for the project, with Middagkrans Peak in the Mont Rochelle Nature Reserve as the preferred Top Station.

The cableway route would be from Haute Cabrière on Erf 1466 passing over Monte Matre Farm, Erf 1467 (aerial servitude to be registered) to the upper platform on Erf 23 Middagkrans Mountain. Erf 23 falls under the ownership of the Stellenbosch Municipality.

The application to develop is made in terms of the National Environmental Management Act (Act 107 of 1998) as well as the National Heritage Resources Act (NHRA) 25:1999, Section 38(8). The VIA report will form part of an over-arching environmental Application to the Western Cape Provincial Department of Environmental & Development Planning (DEA&DP). The DEA&DP will issue the Record of Decision (RoD) on the application, although HWC would be a commenting party, being a statutory body in own right.

ARLA Consulting was approached to prepare the visual constraints study and subsequently the visual impact assessment of the proposed aerial cable way with associated infrastructure & tourist facilities in accordance with the Terms of Reference compiled by Doug Jeffery Environmental Consultants (DJEC) dated 1 July 2021.

It was determined that a high visual impact could be expected and therefore a Level four (4) for Visual Impact Assessment conducted.

The lower station and amenities aim to promote and complement the existing wine tourism offerings at Haute Cabriere and expand these offerings with:

- new walkways around the dam,
- a new deli,
- village green,
- office space for management,
- ablutions, and
- adequate parking bays.

The parking structure at the lower cableway station will be covered with appropriate landscaping elements and in accordance with the landscaping plan.

The upper station will consist of:

- An all-day restaurant with a self-serving and a serving area for the customers,
- A wine tasting centre,
- A souvenir shop,
- Heritage and environment information display area,
- An open-air adventure centre near to the access point to the Mont Rochelle Reserve trail and paragliding launching area,
- A dedicated paragliding launching area, and
- A low impact connecting walkways, with wind-sheltered seating areas, shade zones and viewing decks.

In partnership with the Mont Rochelle Advisory Board the FCC will allocate funding from its gross ticket revenue to assist in funding the Mont Rochelle Advisory Board's functions in terms of the Reserve's Management Plan, including the rehabilitation and management of biodiversity, fire management measures and the construction and maintenance of hiking trails and walkways in the Mont Rochelle Nature Reserve.

Two location alternatives have been considered for the upper cable station. The difference in the two alternatives pertains to the upper station platform height:

- a. the preferred alternative upper station platform height is at 1017mamsl, whereas
- b. the alternative upper station platform height is at 1007mamsl.

Only one location / layout alternative has been assessed for the lower cable station.

The legislative review considered the following documents:

- a. Stellenbosch Spatial Development Framework (SDF 2019)
- b. Franschhoek Framework Plan (SDF 2019)
- c. Stellenbosch Integrated Zoning Scheme (2019)
- d. Guidelines for the Management of Development on Mountains, Hills and Ridges in the Western Cape (2002)
- e. The Stellenbosch Heritage Inventory (2018), and
- f. Stellenbosch Viewsheds: Visibility Analysis (2018)

The proposed development was deemed to be consistent with the above-mentioned legislation.

The receiving environment was assessed, and the visual sensitivities highlighted. These included:

- Rocky upper slopes,
- Ridge lines, drainage lines and steep slopes,
- Critical biodiversity areas and ecological support areas,
- Mont Rochelle Nature Reserve,
- Urban and rural scenic routes,
- Franschhoek urban conservation area,
- Franschhoek cul-de-sac and Olifantshoek Pass graded landscapes to be protected, as well as
- Sensitive residential receptors.

The view catchment for the upper and lower station, based on topography only, stretches over the whole Franschhoek valley i.e., it will technically be visible for several square kilometers. However, the actual zone of visual influence of the project may be smaller because of screening by existing trees and buildings.

The lower station was deemed to have a **moderate Visual Absorption Capacity (VAC)** i.e., partial screening by topography and existing vegetation and the upper station was deemed to have a **low Visual Absorption Capacity (VAC)** i.e., little screening by topography and vegetation.

Visually Sensitive Areas or Scenic Resources include the Mont Rochelle nature reserve, the critical biodiversity areas (CBA's), graded landscapes to be protected and the seasonal & perennial streams / rivers. Visually sensitive receptors include all the residential areas, specifically the residents north of Haute Cabrière, users of the various scenic routes and receptors from the urban character areas.

Six viewpoints were identified and photomontages of the proposed development from these points reviewed. They were:

1. Huguenot Road from the south-eastern corner of the property of the Nederduits Gereformeerde Kerk,
2. The intersection of Huguenot Road and Lambrechts Road at the Huguenot Monument,
3. The intersection of Excelsior and Robertsvlei Road,
4. On Lambrechts Road, when travelling towards Theewaterskloof, beyond the turn-off to L'Hermitage Residential Estate,
5. On Lambrechts Road, when travelling towards Franschhoek, at the corner of the property of Haute Cabrière and Mont Martre, and
6. On Lambrechts Road below Mont Martre Guest Chalets looking towards the upper station.

The following visual impacts were assessed:

Construction Phase:

- Visual Intrusion of Construction Activities at Upper Cable Station on Sensitive Receptors
- Visual Intrusion of Construction Activities at Lower Cable Station on Sensitive Receptors
- Construction Night Light

Operational Phase:

- Visual Intrusion of Upper Cable Station on Sensitive Receptors
- Visual Intrusion of Lower Cable Station on Sensitive Receptors
- Night Light

It was determined that the upper cable station at the preferred location (at 1017mamsl) would have less of a visual impact than that of the alternative location (at 1007mamsl). The assessment concluded that:

- The significance of the visual intrusion of the Upper Cable Station on Sensitive Receptors would be high before mitigation and, **moderate** after mitigation for the preferred location (1017mamsl).
- The significance of the visual intrusion of the Upper Cable Station on Sensitive Receptors would be very high before mitigation and, **high** after mitigation for the alternative location (1007mamsl).
- The significance of the visual intrusion of the Lower Cable Station on Sensitive Receptors would be high before mitigation and, **moderate** after mitigation.
- The significance of night light at the Upper Cable Station would be high before mitigation and, **moderate** after mitigation.
- The significance of night light at the Upper Cable Station would be moderate before mitigation and, **low** after mitigation.

From a visual perspective the development should be **endorsed** for the preferred alternative on condition that the visual impact of the proposal is mitigated sufficiently, as per the detail design, construction and operational mitigation measures set out in this document.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
List of Figures	8
List of Images	10
List of Tables	12
List of Addenda.....	12
1. INTRODUCTION.....	13
2. SPECIALIST REPORT CONTENT & METHODOLOGY.....	15
2.1 Sequence of the Reports	15
2.2 Methodology	15
2.2.1 The sequence of work employed in this study.....	15
2.2.2 Level of Assessment.....	15
2.2.3 Written and Drawn Material was made available:.....	16
2.2.4 Timeline & Standards.....	17
2.3 Assumptions and Limitations	17
2.4. The Proposed Development	18
2.4.1 The Lower Station.....	18
2.4.2 The Upper Station.....	21
2.4.3 The Cable Cars.....	23
2.4.4 Developer's Motivation for the Project.....	24
2.4.5 The Location Alternatives.....	25
2.4.5.1 The No-go Alternative	26
2.4.5.2 Development Alternative A.....	27
2.4.5.3 Development Alternative B.....	28
2.4.5.4 Construction Phase	29
2.4.5.5 Operational Phase	32
3. LEGISLATIVE CONTEXT.....	33

3. 1	Stellenbosch Spatial Development Framework (SDF 2019).....	33
3. 2	Franschhoek Framework Plan (SDF 2019)	35
3. 3	Stellenbosch Integrated Zoning Scheme (2019)	37
3. 4	Guidelines for the Management of Development on Mountains, Hills and Ridges in the Western Cape (2002)	40
3. 5	Stellenbosch Heritage Inventory (2018)	41
3. 6	Stellenbosch Viewsheds: Visibility Analysis (2018)	43
4.	RECEIVING ENVIRONMENT	44
4.1	Geology & Soils	44
4.2	Landform, Topography & Drainage	46
4.3	Vegetation / Landscape Cover	48
4.4	Settlement Patterns	50
5.	ANALYSIS OF THE MAGNITUDE OF THE VISUAL IMPACT	61
5.1	View Catchment.....	61
5.2	Visual Absorption Capacity	63
5.3	Receptors	64
5.3.1	Visually Sensitive Areas.....	64
5.3.2	Visually Sensitive Receptors.....	66
5.4	Identified Viewpoints	67
6.	THE VISUAL IMPACT ASSESSMENT	68
7.	NATURE OF IMPACT & ASSESSMENT	91
7.1	Construction Phase.....	91
7.1.1	Visual Intrusion of Construction Activities at Upper Cable Station on Sensitive Receptors	91
7.1.2	Visual Intrusion of Construction Activities at Lower Cable Station on Sensitive Receptors	92
7.1.3	Night Light	93
7.2	Operational Phase	94
7.2.1	Visual Intrusion of Upper Cable Station on Sensitive Receptors	94
7.2.2	Visual Intrusion of Lower Cable Station on Sensitive Receptors	95

7.2.3	Night Light	96
8.	MANAGEMENT ACTIONS	97
8.1	Detail Design Considerations	97
8.1.1	Upper Cable Station.....	97
8.1.2	Lower Cable Station.....	98
8.2	Construction Phase Considerations	99
8.2.1	Upper Cable Station.....	99
8.2.2	Lower Cable Station.....	100
8.3	Operational Phase Considerations.....	101
8.3.1	Upper Cable Station.....	101
8.3.2	Lower Cable Station.....	101
9.	CONCLUSION & RECOMMENDATIONS	102
10.	DECLARATION OF INTEREST	103
	REFERENCES	104
	ADDENDUM A.....	105
	ADDENDUM B.....	107
	ADDENDUM C.....	108

List of Figures

Figure 1.1	Site Location in Franschhoek (Source: Franschhoek Cable Way Company (Pty) Ltd).
Figure 2.1	Lower Station: Overall Layout (Source: MTA / VDMMA)
Figure 2.2	Lower Station: Platform (Source: MTA / VDMMA)
Figure 2.3	Lower Station: Parking Structure & Offices (Source: MTA / VDMMA)
Figure 2.4	Lower Station: Landscape Layout Plan (Source: STLA)
Figure 2.5	Upper Station: Overall Layout (Source: MTA / VDMMA)
Figure 2.6	Upper Station: Landscape Layout Plan (Source: STLA)
Figure 2.7	Proposed Cable Car (Source: Garaventa Doppelmayr)
Figure 2.8	Upper Cable Station Section K at 1017mamsl (Source: MTA / VDMMA)
Figure 2.9	Upper Cable Station Section K at 1007mamsl (Source: MTA / VDMMA)
Figure 2.10	Upper Cable Station Elevation G at 1017mamsl (Source: MTA / VDMMA)
Figure 2.11	Upper Cable Station Elevation G at 1007mamsl (Source: MTA / VDMMA)
Figure 2.12	Upper Cable Station: Overall Site Establishment (Source: MTA / VDMMA)
Figure 2.13	Upper Cable Station: Site Establishment- Area A (Source: MTA / VDMMA)
Figure 2.14	Upper Cable Station: Site Establishment- Area B (Source: MTA / VDMMA)
Figure 2.15	Upper Cable Station: Site Establishment- Area C & D (Source: MTA / VDMMA)
Figure 3.1:	Section of the consolidated Concept for the Stellenbosch Municipal Area (SDF, 2019:63)
Figure 3.2:	Section of the Franschhoek Plan (SDF, 2019:77)
Figure 3.3:	Scenic Route Overlay Zone 5 (SZS, 2019:134)
Figure 3.4:	Franschhoek Urban Conservation Area (SZS, 2019:123)
Figure 3.5:	Graded Valley of Broader Franschhoek Valley (SHIR, 2018)
Figure 3.6:	Olifantshoek Pass (SHIR, 2018)

- Figure 3.7: Grade II Olifantshoek Pass: Visibility Analysis
(SHIR, 2018)
- Figure 4.1: Geology
(Source: CapeFarmMapper)
- Figure 4.2: Soils
(Source: CapeFarmMapper)
- Figure 4.3: Slope Analysis
(Source: CapeFarmMapper)
- Figure 4.4: Ridgelines & Drainage Lines
(Source: Geosmart Software Solutions)
- Figure 4.5: Vegetation
(Source: CapeFarmMapper)
- Figure 4.6: Protected Areas
(Source: CapeFarmMapper with adaptations)
- Figure 4.7: Agriculture & Infrastructure (Source: CapeFarmMapper)
- Figure 4.8: Land Cover (Source: CapeFarmMapper)
- Figure 5.1: View Catchment Perspective for Upper and Lower Station based on Topography
(Source: Geosmart Software Solutions)
- Figure 5.2: Viewshed for Upper Cable Station based on Topography
(Source: Geosmart Software Solutions)
- Figure 5.3: Degrees of Visual Absorption Capacity
(Source: Oberholzer, 2011:88)
- Figure 5.4: Visually Sensitive Areas- Lower Station
(Source: CapeFarmMapper with adaptations)
- Figure 5.5: Visually Sensitive Areas- Upper Station
(Source: CapeFarmMapper with adaptations)
- Figure 5.6: Visually Sensitive Receptors- Lower Station
(Source: CapeFarmMapper with adaptations)
- Figure 5.7: Visually Sensitive Receptors- Upper Station
(Source: CapeFarmMapper with adaptations)
- Figure 5.8: Identified Viewpoints
(Source: Google Earth)

List of Images

- Cover Page: Photograph from top of Mont Rochelle (taken by author, 07/10/2021)
- Image 1: View of Middagkrans Mountain when travelling on the R45 towards Franschhoek prior to the turn-off to Rickety Bridge. This section of the R45 is also classified as a rural scenic route.
- Image 2: View from R45 / Main Road at approximately Franschhoek Cellar. As illustrated by the photo above, Middagkrans Mountain is intermittently visible from the R45 rural scenic route when travelling towards Franschhoek.
- Image 3: View from approximately Huguenot Road & Kruger Street. As illustrated by the photo above, Middagkrans Mountain is intermittently visible from the R45 urban scenic route when travelling through Franschhoek.
- Image 4: View from Huguenot Road / R45 at the Nederduits Gereformeerde Kerk. Note how the mountain becomes visible when trees are set back from the road.
- Image 5: View from Huguenot Road / R45 at the post office. Along the Main Road through Franschhoek the mountain is often obscured by either trees or buildings set close to the road.
- Image 6: View from the intersection at Huguenot Road & Lambrechts Road. Middagkrans Mountain is clearly visible from this viewpoint.
- Image 7: View from lower Lambrechts Road. Middagkrans Mountain is largely screened by existing trees from the museum up to the entrance to L'Hermitage Residential Estate.
- Image 8: View from Lambrechts Road beyond the entrance to L'Hermitage Residential Estate. Middagkrans Mountain becomes visible beyond the line of existing gum trees south of Lambrechts Road.
- Image 9: View from Lambrechts Road before the turn-off to Haute Cabriere. Middagkrans Mountain is clearly visible however the lower station (beyond the dam wall) however, the existing winery is not visible yet.
- Image 10: Entrance to Haute Cabriere in the foreground with old plantations in the middle ground and Middagkrans Mountain clearly visible in the background.
- Image 11: Approximate position of lower cable station with the vineyards above in the middle ground and the mountain in the background.
- Image 12: View towards Franschhoek Valley from the lower cable station position on the eastern bank of the existing farm dam.
- Image 13: View towards Franschhoek Valley from the northern bank of the dam at the interface with the residential properties north of the proposed development.
- Image 14: View towards Franschhoek Valley from service area where the new parking structure will be excavated into the hillside.
- Image 15: View down towards Haute Cabriere and the Franschhoek Valley beyond from the Franschhoek Pass. The farm only becomes visible once the road above passes the farm below. The upper station would not be visible from this part of the pass.
- Image 16: View from Lambrechts Road travelling towards Franschhoek. The parking structure would most probably be partially visible from this viewpoint (beyond the gum tree line on the east of the road).
- Image 17: View from top of Mont Rochelle. Note the rocky upper slopes with very little soil and thus sparse vegetation.
- Image 18: View from approximate position of Upper Cable Station platform.
- Image 19: Viewpoint 1: Huguenot Road, Franschhoek
(Source: Dianoua Studios)
- Image 20: Viewpoint 1 with upper cable station at 1017mamsl
(Source: Dianoua Studios)
- Image 21: Viewpoint 1 with upper cable station at 1007mamsl
(Source: Dianoua Studios)

- Image 22: Viewpoint 1 with upper cable station at 1017mamsl- zoomed in.
(Source: Dianoua Studios)
- Image 23: Viewpoint 1 with upper cable station at 1007mamsl- zoomed in.
(Source: Dianoua Studios)
- Image 24: Viewpoint 2, at the intersection of Huguenot & Lambrechts Road
(Source: Dianoua Studios)
- Image 25: Viewpoint 2 with upper cable station at 1017mamsl
(Source: Dianoua Studios)
- Image 26: Viewpoint 2 with upper cable station at 1007mamsl
(Source: Dianoua Studios)
- Image 27: Viewpoint 2 with upper cable station at 1017mamsl- zoomed in.
(Source: Dianoua Studios)
- Image 28: Viewpoint 2 with upper cable station at 1007mamsl- zoomed in.
(Source: Dianoua Studios)
- Image 29: Viewpoint 3, at the intersection of Excelsior and Robertsvlei Road.
(Source: Dianoua Studios)
- Image 30: Viewpoint 3 with upper cable station at 1017mamsl
(Source: Dianoua Studios)
- Image 31: Viewpoint 3 with upper cable station at 1007mamsl
(Source: Dianoua Studios)
- Image 32: Viewpoint 3 with upper cable station at 1017mamsl- zoomed in.
(Source: Dianoua Studios)
- Image 33: Viewpoint 3 with upper cable station at 1007mamsl- zoomed in.
(Source: Dianoua Studios)
- Image 34: Viewpoint 4, from Lambrechts Road / Franschhoek Pass
(Source: Dianoua Studios)
- Image 35: Viewpoint 4 with upper cable station at 1017mamsl
(Source: Dianoua Studios)
- Image 36: Viewpoint 4 with upper cable station at 1007mamsl
(Source: Dianoua Studios)
- Image 37: Viewpoint 4 with upper cable station at 1017mamsl- zoomed in.
(Source: Dianoua Studios)
- Image 38: Viewpoint 4 with upper cable station at 1007mamsl- zoomed in.
(Source: Dianoua Studios)
- Image 39: Viewpoint 5, from Lambrechts Road travelling towards Franschhoek
(Source: Google Earth)
- Image 40: Viewpoint 5 with lower cable station in the background and the new parking structure in the foreground. (Source: Dianoua Studios)
- Image 41: Viewpoint 5 illustrating proposed parking structure and lower cable station- zoomed in. (Source: Dianoua Studios)
- Image 42: Viewpoint 6, from Lambrechts Road immediately below the Mont Martre Chalets
(Source: Dianoua Studios)
- Image 43: Viewpoint 6 with upper cable station at 1017mamsl
(Source: Dianoua Studios)
- Image 44: Viewpoint 6 with upper cable station at 1007mamsl
(Source: Dianoua Studios)
- Image 45: Viewpoint 6 with upper cable station at 1017mamsl- zoomed in.
(Source: Dianoua Studios)
- Image 46: Viewpoint 6 with upper cable station at 1007mamsl- zoomed in.
(Source: Dianoua Studios)

List of Tables

Table 1.1: List of Viewpoints

List of Addenda

Addendum A: Glossary of Terms

Addendum B: Criteria used for the Assessment of Impacts

Addendum c: CV of Visual Specialist

1. INTRODUCTION

This Visual Impact Assessment follows on from a Visual Constraints Study (VCS) that was completed in December 2021 and concerns the proposed aerial cable way with associated infrastructure & tourist facilities on Erf 1466, 1467 and Remainder of Erf 23 in Franschhoek.

The Franschhoek Cableway Company (Pty) Ltd ("FCC"), in partnership with Garaventa Doppelmayr AG proposes a world class cableway with associated tourist facilities for Franschhoek in the Western Cape. The cableway, to be known as the "Franschhoek Skytram", will be the second of its kind in South Africa after the globally recognised and iconic Table Mountain Cableway in Cape Town.

Haute Cabriere Wine Estate on Lambrechts Road in Franschhoek has been identified as the preferred Base Station for the project, with Middagkrans Peak in the Mont Rochelle Nature Reserve as the preferred Top Station. The Franschhoek Skytram will aim to position Franschhoek as the culinary, wine and adventure tourism capital of South Africa with various offerings at the bottom and top stations. The Franschhoek Skytram will also enable access to the mountain top for hikers and paragliders with the intention to link the top station with the Mont Rochelle hiking trails.

The cableway route would be from Haute Cabrière on Erf 1466 passing over Monte Matre Farm, Erf 1467 (aerial servitude to be registered) to the upper platform on Erf 23 Middagkrans Mountain. Erf 23 falls under the ownership of the Stellenbosch Municipality.

The proponent is currently applying for authorisation for a proposed cable way with associated infrastructure on Erf 1466, Monte Matre Farm, Erf 1467 (aerial servitude to be registered) and the Remainder of Erf 23 in Franschhoek. The application to develop is made in terms of the National Environmental Management Act (Act 107 of 1998) as well as the National Heritage Resources Act (NHRA) 25:1999, Section 38(8). The VIA report will form part of an over-arching environmental Application to the Western Cape Provincial Department of Environmental & Development Planning (DEA&DP). The DEA&DP will issue the Record of Decision (RoD) on the application, although HWC would be a commenting party, being a statutory body in own right.

ARLA Consulting was approached to prepare the visual constraints study and subsequently the visual impact assessment of the proposed aerial cable way with associated infrastructure & tourist facilities in accordance with the Terms of Reference compiled by Doug Jeffery Environmental Consultants (DJEC) dated 1 July 2021.

The Environmental Impact Assessment is being undertaken by DJEC, Klapmuts, Western Cape. The client, AL&A on behalf of The Franschhoek Cableway Company (Pty) Ltd, appointed Antoinette de Beer from Antoinette Raimond Landscape Architectural Consulting (Pty) Ltd, hereafter ARLA Consulting, to prepare the visual constraints report as well as the visual impact assessment. A de Beer's detailed CV and Experience is set out in Addendum B.



Figure 1.1 Site location in Franschhoek
(Source: Franschhoek Cable Way Company (Pty) Ltd).

2. SPECIALIST REPORT CONTENT & METHODOLOGY

2.1 Sequence of the Reports

The purpose of the Visual Constraints report was to allow the professional design team as well as interested and relevant parties to receive an initial assessment for discussion before proceeding to a full VIA. The report briefly assessed the proposals and identified the view catchment, zone of visual influence, the sensitive receptors and areas, visual sensitivity synthesis, opportunities & constraints as well as potential fatal flaws.

The purpose of this report is to inform the Environmental Assessment Practitioner (EAP) as well as the officials at the Western Cape Department of Environmental Affairs and Development Planning, evaluating the application for an environmental authorisation, of the visual implications of the proposed development on the receiving environment, especially the identified sensitive areas and receptors.

2.2 Methodology

2.2.1 The sequence of work employed in this study

A desktop survey using 1:50,000 topographical survey maps, Google Earth, and CapeFarmMapper were undertaken.

Following the above, a site visit was (7 & 18 October 2021) undertaken to test the conclusions of the terrain analysis, to verify the view catchment, the zone of visual influence, the sensitive areas & receptors and to identify any potential fatal flaws.

Another site visit was undertaken on 16 March 2022 (lower cable station & mountain pass) and a visit to the upper cane station on 30 November 2022. The visual impact assessment report was prepared in August-September 2023.

2.2.2 Level of Assessment

The DEA&DP Guidelines (Oberholzer, 2005:11) determines the level of assessment according to:

- a. The type of environment where development is proposed, and
- b. The type of development that is proposed.

The Visual Constraints Study categorised the type of development as Category 2: *"low-key recreation / resort / residential type development, small-scale agriculture / nurseries, narrow roads and small-scale infrastructure"*. However, this has been revised to Category 3: *"low density resort / residential type development, golf or polo estates, low to medium-scale infrastructure"*.

The type of environment is categorised as *"protected/wild areas of international, national, or regional significance"* and therefore a high visual impact can be expected i.e.:

- Potential intrusion on protected landscapes or scenic resources;
- Noticeable change in visual character of the area;
- Establishes a new precedent for development in the area.

NOTE: Noticeable change is defined as: clearly visible within the view frame and experience of the receptor.

Due to the above it is our opinion that a Level 4 Assessment will be required to evaluate the visual impact of the proposed cable way and associated infrastructure development on the receiving environment of the Franschhoek Valley (Oberholzer, 2005:19).

2.2.3 Written and Drawn Material was made available:

- Terms of Reference document prepared by DJEC (dated 1 July 2021),
- Franschhoek Skytram. Project Description Document prepared by The Franschhoek Cable Way Company (Pty) Ltd, August 2023.
- Detail Design Plans (Preferred Alternative):
 - FCC Areas Schedule: Lower Station prepared by MTA / VDMMA, August 2023
 - FCC Overall Lower Station Site Plan prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Machine Room & Grapes-in Level prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Platform Level prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Lower Parking & Coffee Shop Plan prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Upper Parking & Office Plan prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Overall Roof Plan prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Sections A & B, Elevation M prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Sections C & D prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Sections E, F & N prepared by MTA / VDMMA, August 2023
 - FCC Areas Schedule: Upper Station prepared by MTA / VDMMA, August 2023
 - FCC Upper Station: Water Tank / Ablutions Level prepared by MTA / VDMMA, August 2023
 - FCC Upper Station: Platform Level prepared by MTA / VDMMA, August 2023
 - FCC Upper Station: Overall Roof Plan prepared by MTA / VDMMA, August 2023
 - FCC Upper Station: Sections J & L, Elevation G prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Sections H & K prepared by MTA / VDMMA, August 2023
- Detail Design Plans (Alternative):
 - FCC Overall Lower Station Site Plan prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Platform Level prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Lower Parking & Coffee Shop Plan prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Upper Parking & Office Plan prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Overall Roof Plan prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Sections C & D prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Sections E, F & N prepared by MTA / VDMMA, August 2023
 - FCC Upper Station: Water Tank / Ablutions Level prepared by MTA / VDMMA, August 2023
 - FCC Upper Station: Platform Level prepared by MTA / VDMMA, August 2023
 - FCC Upper Station: Rooftop Terrace & Roof Plan prepared by MTA / VDMMA, August 2023
 - FCC Upper Station: Sections H & K prepared by MTA / VDMMA, August 2023
 - FCC Lower Station: Sections J & L, Elevation G prepared by MTA / VDMMA, August 2023
- Franschhoek Skytram: Construction Method, August 2023

- FCC Upper Station Overall Construction Plan, no date
- FCC Upper Station Construction Plan- Area A, no date
- FCC Upper Station Construction Plan- Area B, no date
- FCC Upper Station Construction Plan- Area C+D, no date
- Services Availability Report prepared by EFG Engineers, dated July 2023
- Borehole Monitoring Data prepared by GEOSS, dated December 2022
- Existing & Proposed Water & Sewer Reticulation prepared by EFG Engineers, dated July 2023
- Existing & Proposed Stormwater Management Plan prepared by EFG Engineers, dated July 2023
- Traffic Impact Assessment Report prepared by EFG Engineers, dated August 2023
- Proposed Access Routes Layout prepared by Lyners, dated June 2019
- Geotechnical Report prepared by Kantey & Templar Consulting Engineers, dated June 2021
- Electrical Infrastructure Services Report prepared by CA du Toit Western Cape, dated August 2023
- Noise Impact Assessment prepared by Mackenzie Hoy Consulting Acoustics and Wind Engineers, dated August 2023
- Site Plan prepared by David Hellig & Abrahamse Land Surveyors, dated July 2023
- FCC Landscape Layout Plan: Upper Station prepared by STLA, dated March 2023
- FCC Landscape Layout Plan: Lower Station prepared by STLA, dated March 2023

2.2.4 Timeline & Standards

The receiving site was assessed as well as areas from where the sites appeared likely to be visible, adjacent lands, local roads and undeveloped areas. The study was conducted during October 2021 as well as March & November 2022. The weather on the days of the site visit was open and clear and a photographic survey of the site and parts of the surrounding areas was carried out.

The visual constraints study and visual impact assessment was compiled as per the criteria, definitions and terminology as set out in the reference document: Oberholzer, B. 2005: ***Guideline for involving Visual & Aesthetic Specialists in EIA processes***. Edition 1. CSIR Report No ENV-S-C 2005 053 F. Republic of South Africa, Provincial Government of the Western Cape, Department of Environmental Affairs & Development Planning, Cape Town; as per our standard practice.

2.3 Assumptions and Limitations

- The information and deductions in this report are based on information received from the client, as well as research and fieldwork by the specialist.
- This report assumes that the information provided by others is correct.
- This report is based on the information that was available at the time of writing.
- The perception of visual impact can be highly subjective. Unlike, for instance water quality, visual and scenic quality cannot be easily quantified as they tend to be abstract and relate to cultural values and perception.
- There is often a divergence of opinion on what constitutes 'acceptable' change, by the individual, the community or society in general.
- The report relies on a combination of 1:50 000 Topocadastral (3318DC), 1:10 000 Orthophoto (3318DC10), Google Earth and CapeFarmMapper Images.

2.4. The Proposed Development

The proposed cableway is primarily made up of a lower station located on Haute Cabriere and a top station located just below Middagkrans Peak. The development of a cableway lower station will promote the existing wine tourism offerings at Haute Cabriere and expand these offerings with new walkways around the dam, a new deli, village green, office space, ablutions, and on-site parking for 172 vehicles.

The central focus of the top station will be the wonderful view of Franschhoek Valley combined with the Franschhoek Vintners' Wine Bar (which will showcase the wines of Franschhoek).

Visitors to Franschhoek will have the opportunity to enjoy this unique experience as part of their visit to Franschhoek. It presents a new tourism offering, only the second of its kind in South Africa, which will encourage existing visitors to Franschhoek to spend longer in the area while also attracting many new visitors to Franschhoek, driving positive economic investment in the town and region.

Following the international trend there has been a substantial increase in people venturing out for outdoor activities. Hiking around the Western Cape Mountain ranges is one of these activities. Part of this project will include the creation of a walking trail from the parking area at Mont Rochelle (at the top of the Franschhoek Pass) to the upper cable station on Middagkrans Mountain.

The proposed route will see the cable car leave Haute Cabriere lower platform (Erf 1466) and follow a south easterly route, moving across Monte Martre farm (Erf 1467 – Neighbouring Property – Aerial Servitude to be registered) and the R45, arriving on the upper platform on Middagkrans (Erf 23 – Stellenbosch Municipality).

2.4.1 The Lower Station

Haute Cabriere is owned by Clos Cabriere (Pty) Ltd. The farm, which is zoned for Agricultural use (with additional planning approval for the operation of a restaurant), is situated on the R45 and is characterized by a large dam and the existing Haute Cabriere vineyards.

Existing Facilities	Footprint (m ²)
Existing guard house	6
Existing Pavilion restaurant & wine tasting	236
Existing underground barrel maturation cellar and conference area	1660
Existing grape reception area	134

The lower station and amenities will aim to promote and complement the existing wine tourism offerings at Haute Cabriere and expand these offerings with:

- new walkways around the dam,
- a new deli,
- village green,
- office space for management,
- ablutions, and
- adequate parking bays.

New Proposed Facilities	Footprint (m ²)
Lower cable station / machine room	395
Parking forecourt for circulation, drop-off and collection	1810
Parking structure	1713
Reception, Upstairs Office & Ticket office	236
Coffee shop	114
Outdoor seating area	177
Ablution facilities	114

The parking structure at the lower cableway station will be covered with appropriate landscaping elements and in accordance with the landscaping plan.



Figure 2.1 Lower Station: Overall Layout
(Source: MTA / VDMMA)

Figure 2.2 Lower Station: Platform
(Source: MTA / VDMMA)

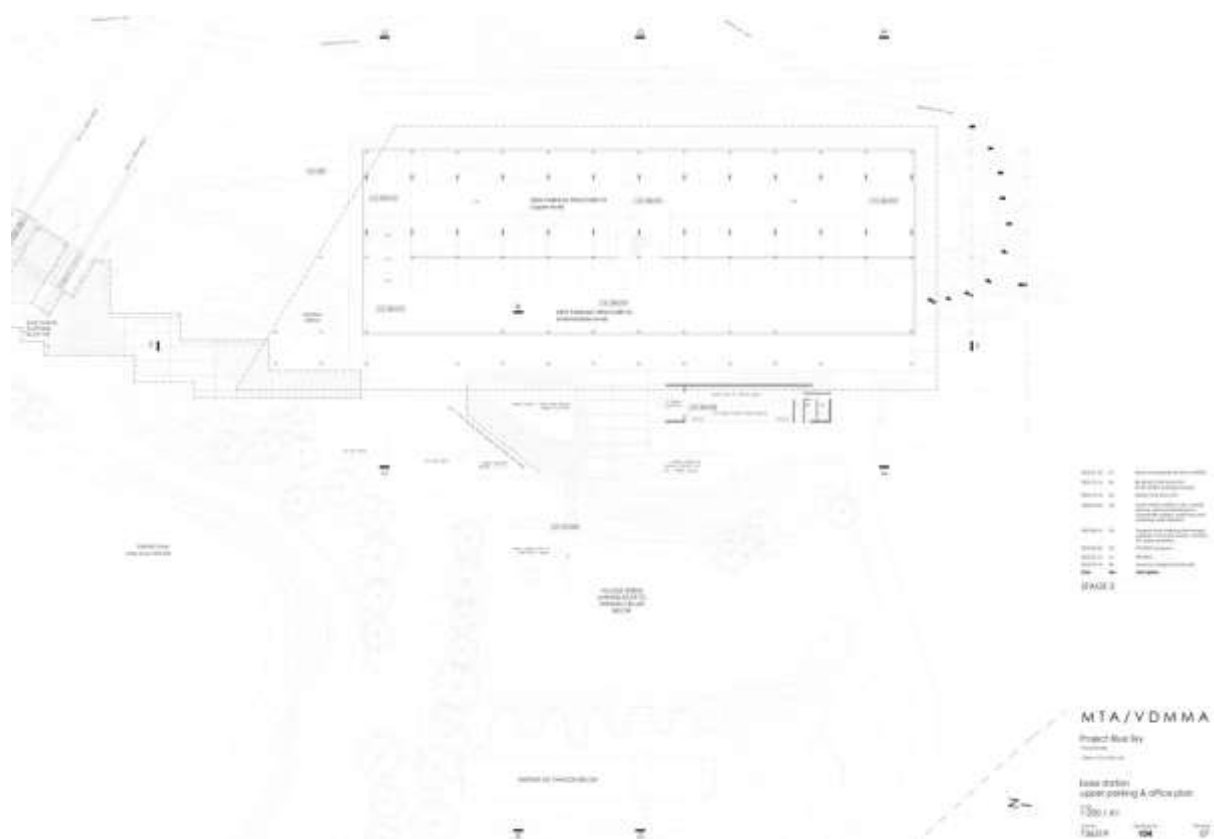


Figure 2.3 Lower Station: Parking Structure & Offices
(Source: MTA / VDMMA)



Figure 2.4 Lower Station: Landscape Layout Plan
(Source: STLA)

2.4.2 The Upper Station

Middagkrans Peak is owned by Stellenbosch Municipality and managed by the Mont Rochelle Advisory Board. It is zoned "Local Authority" in terms of the Franschhoek Zoning Scheme.

The station will consist of:

- An all-day restaurant with a self-serving and a serving area for the customers,
- A wine tasting centre,
- A souvenir shop,
- Heritage and environment information display area,
- An open-air adventure centre near to the access point to the Mont Rochelle Reserve trail and paragliding launching area,
- A dedicated paragliding launching area, and
- A low impact connecting walkways, with wind-sheltered seating areas, shade zones and viewing decks.

The top station will be situated on the landscape, not in it, so to minimize the environmental impact. It will also largely be off grid in terms of services and would be a green development.

In partnership with the Mont Rochelle Advisory Board the FCC will allocate funding from its gross ticket revenue to assist in funding the Mont Rochelle Advisory Board's functions in terms of the Reserve's Management Plan, including the rehabilitation and management of biodiversity, fire management measures and the construction and maintenance of hiking trails and walkways in the Mont Rochelle Nature Reserve.

Proposed Facilities	Footprint (m ²)
Top Cable Station Platform (incl. Ablution facilities & Yard Area)	569
Restaurant / Wine Bar / Café	713
Curio/souvenir shop	61
Enviro & Heritage Centre	104
Timber decking	2372
Adventure Centre	50
Pathways to beacon	920
Helipad for emergencies only	Brush-cut area



Figure 2.5 Upper Station: Overall Layout
(Source: MTA / VDMMA)



Figure 2.6 Upper Station: Landscape Layout Plan
(Source: STLA)

2.4.3 The Cable Cars

The cableway will consist of two cable cars each designed for 80+1 passengers. These will be custom built in Switzerland and transported to South Africa for installation. Visitor numbers will increase gradually over time as the Cableway establishes itself as a must-see attraction.

The anticipated number of visitors for the proposed cableway facility in Franschhoek is anticipated to vary from a minimum of 120 visitors per day (during off-peak season e.g., July) to a maximum of 3 000 visitors per day over a 12-hour period during peak season (i.e., December/January/February). The projected number of people on the top of the mountain during peak at any one time will be approximately 550 people (excluding people in transit).

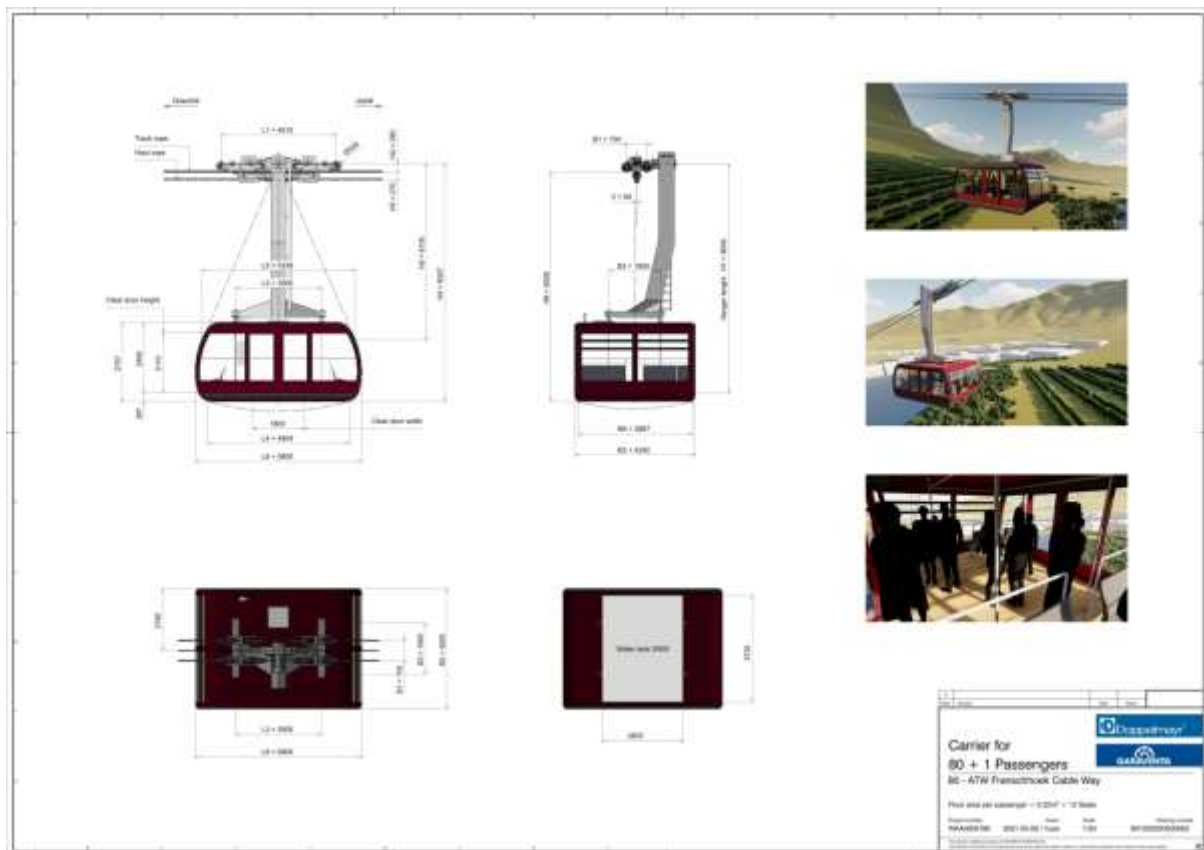


Figure 2.7 Proposed Cable Car
(Source: Garaventa Doppelmayer)

2.4.4 Developer's Motivation for the Project

The site is situated in Franschhoek, in the heart of The Cape Winelands Biosphere Reserve. Declared a UNESCO world heritage site in 2007, this reserve forms part of the Cape Floral Region Protected Areas World Heritage Site. The project has a light environmental footprint and offers an opportunity for visitors to experience a Biosphere Reserve and UNESCO World Heritage site, which they may otherwise not have been able to access, while promoting the sustainability and protection of these areas through funding for biodiversity management functions, promoting training, education and job creation.

Starting from the moment visitors enter the site, a landscape narrative should begin to speak of the mountain's Fynbos biome, the deep history of viticulture brought to Franschhoek from Europe, the geological wonder, and soaring views of and from the mountain, and the sustainable balancing of recreation and conservation.

The lower station is situated at the foot of the Mont Rochelle Nature Reserve while the upper station is located in the nature reserve. The landscape design includes the use of natural, permeable materials as far as possible. Visitors will be encouraged (by employed Rangers and through pathway design) to stay on pathways and designated viewing platforms or hiking trails whilst visiting the top station.

The Haute Cabriere cellar and restaurant facility is located on the lower slopes of Middagkrans, with panoramic views of the Franschhoek Valley to the West, giving it a truly memorable sense of place. The landscape design around the Haute Cabriere facilities integrates into the already robust and successful existing indigenous plant palette, using a mix of indigenous Fynbos species to create a juxtaposition to the vineyard landscape.

The landscape vision for the project goes beyond conservation and rehabilitation. The design generates a narrative that connects people with the indigenous landscape, communicating the landscape character through the physical, sensory interaction of visitors with the site. The Indigenous landscape on and around the site is a strategic asset and is enhanced as far as possible.

2.4.5 The Location Alternatives

The difference in the two alternatives to be considered pertains to the upper station platform height:

- the preferred alternative upper station platform height is at 1017mamsl, whereas
- the alternative upper station platform height is at 1007mamsl.

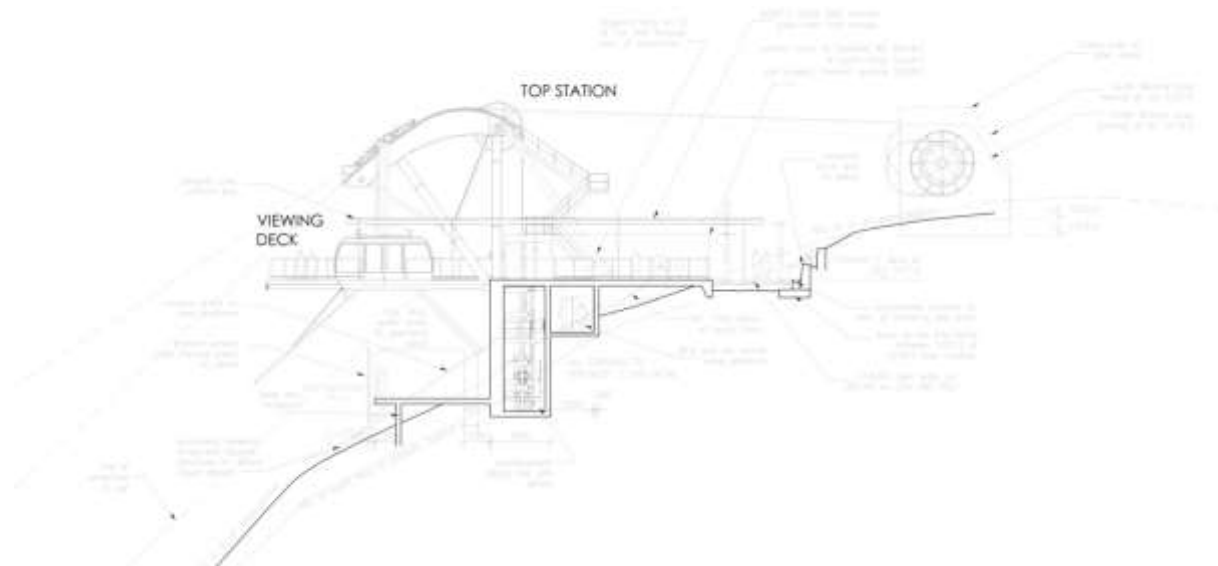


Figure 2.8 Upper Cable Station Section K at 1017mamsl
(Source: MTA / VDMMA)

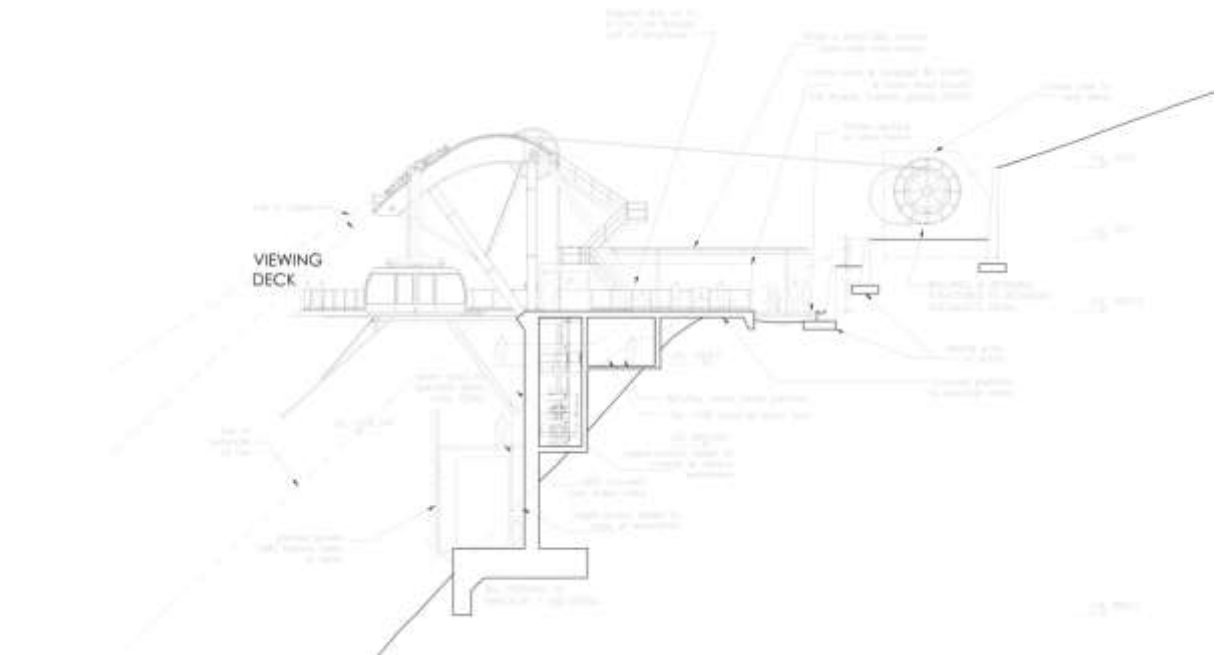


Figure 2.9 Upper Cable Station Section K at 1007mamsl
(Source: MTA / VDMMA)

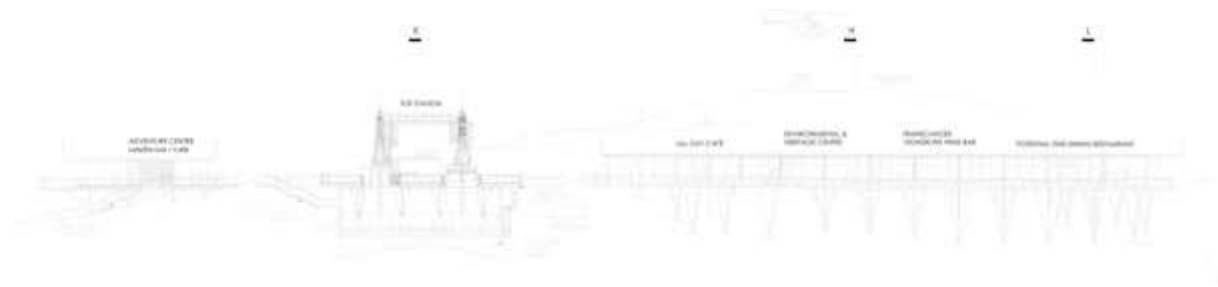


Figure 2.10 Upper Cable Station Elevation G at 1017mamsl
(Source: MTA / VDMMA)

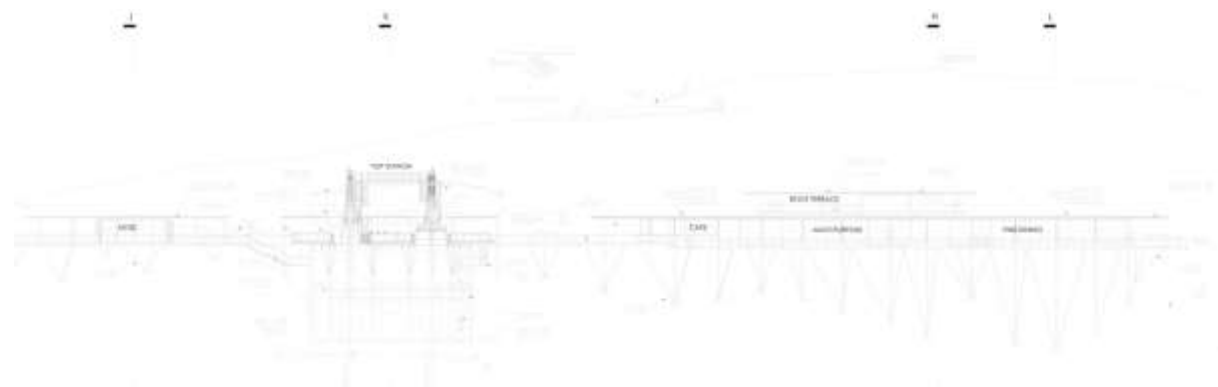


Figure 2.11 Upper Cable Station Elevation G at 1007mamsl
(Source: MTA / VDMMA)

2.4.5.1 The No-go Alternative

Exercising the No-Go Alternative would make little difference to Clos Cabrière and its surrounds, given the relatively low visual profile of the lower cable station site and associated facilities, should the project go ahead. On the contrary, no development on Middagkrans Peak would mean that the upper cable station site would remain fully intact as a pristine natural environment. There would be no changes to the skyline of the mountain and no concerns relating to night light.

2.4.5.2 Development Alternative A

The Lower Station:

- a) The proposal includes the lower cable station and machine room for the cable cars set into the eastern slope edge of the dam wall. This will be connected by a timber covered walkway angled uphill to a two-tiered new parking structure set into the slope uphill from the underground wine cellar. This parking area will occupy the site of the present cellar service buildings and most of the existing ring road.
- b) The new parking structure and connecting walkway will be 'roofed' with large, extended pergolas covered in plants providing both shade and mitigation against visual impacts.
- c) A ticket office, coffee shop, public ablution facilities and administration offices extending along the contours will be located on the wine cellar and pavilion restaurant building further down slope. None of these will be affected apart from a new glazed connection to the underground wine cellar from the new parking area, coffee shop and offices. The present lawn area covering the roof of the wine cellar will be repurposed as a 'village green'.
- d) The adjacent vineyards on the upper slope side of the lower cable station and parking areas will remain substantially intact.

The Upper Station:

- a) The upper cable station will comprise of: the station for the cable cars with a souvenir shop, all day café, environmental and heritage centre, wine bar and potential fine dining restaurant. An adventure centre with satellite bar / café will also be included close to a launching stage for paragliders.
- b) The bars, environmental / heritage centre, restaurant and wine bar will have lightweight roofs with projecting pergolas to avoid glass reflections. Solar panels will be installed on part of the restaurant / environmental / heritage centre roof away from the cliff side of the upper cable station.
- c) The various facilities will be linked by an extended observation deck shaped to the contours of the mountain while the floor and roof plans of the facilities themselves will undulate to follow the shape of the deck. The deck will be supported on slim line stilts collected in groups to single point footings to reduce surface impacts.

NOTE:

- The upper cable station is positioned higher up the slope from the summit (at 1017mamsl);
- Shorter stilts supporting the deck given the gentler slope;
- A development profile that has the potential to break the skyline; and
- Has no roof deck.

2.4.5.3 Development Alternative B

The Lower Station

NOTE: The Alternative B proposal for the lower station is the same as for the Preferred Alternative.

- a) The proposal includes the lower cable station and machine room for the cable cars set into the eastern slope edge of the dam wall. This will be connected by a timber covered walkway angled uphill to a two-tiered new parking structure set into the slope uphill from the underground wine cellar. This parking area will occupy the site of the present cellar service buildings and most of the existing ring road.
- b) The new parking structure and connecting walkway will be 'roofed' with large, extended pergolas covered in plants providing both shade and mitigation against visual impacts.
- c) A ticket office, coffee shop, public ablution facilities and administration offices extending along the contours will be located on the wine cellar and pavilion restaurant building further down slope. None of these will be affected apart from a new glazed connection to the underground wine cellar from the new parking area, coffee shop and offices. The present lawn area covering the roof of the wine cellar will be repurposed as a 'village green'.
- d) The adjacent vineyards on the upper slope side of the lower cable station and parking areas will remain substantially intact.

The Upper Station:

- a) The upper cable station will comprise of: the station for the cable cars with a souvenir shop, all day café, environmental and heritage centre, wine bar and potential fine dining restaurant. An adventure centre with satellite bar / café will also be included close to a launching stage for paragliders.
- b) The bars, environmental / heritage centre, restaurant and wine bar will have lightweight roofs with projecting pergolas to avoid glass reflections. Solar panels will be installed on part of the restaurant / environmental / heritage centre roof away from the cliff side of the upper cable station.
- c) The various facilities will be linked by an extended observation deck shaped to the contours of the mountain while the floor and roof plans of the facilities themselves will undulate to follow the shape of the deck. The deck will be supported on slim line stilts collected in groups to single point footings to reduce surface impacts.

NOTE:

- The upper cable station is positioned lower down the slope from the summit (at 1007mams);
- The deck connecting the various facilities is more extended across the face of the mountain given different contours generated by a steeper slope;
- Longer stilts supporting the deck given the steeper slope;
- A development profile that has less potential to break the skyline; and
- Roof deck on top of restaurant.

2.4.5.4 Construction Phase

During site establishment a land surveyor will provide the level pegs and setting out beacons. Subsequently and in accordance with the OH&S specifications fall protection will be put in place. Thereafter the following temporary services and installations will be supplied:

- Potable water for drinking
- Temporary electricity (generators)
- Chemical toilets
- Firefighting equipment (fire extinguishers & water carts)
- Site storage
- Site offices
- Shelter against weather
- Temporary living accommodation
- Fuel storage area and bunding
- Helicopter landing area
- Temporary materials cable car
- Temporary tower crane



Figure 2.12 Upper Cable Station: Overall Site Establishment
(Source: MTA / VDMMA)

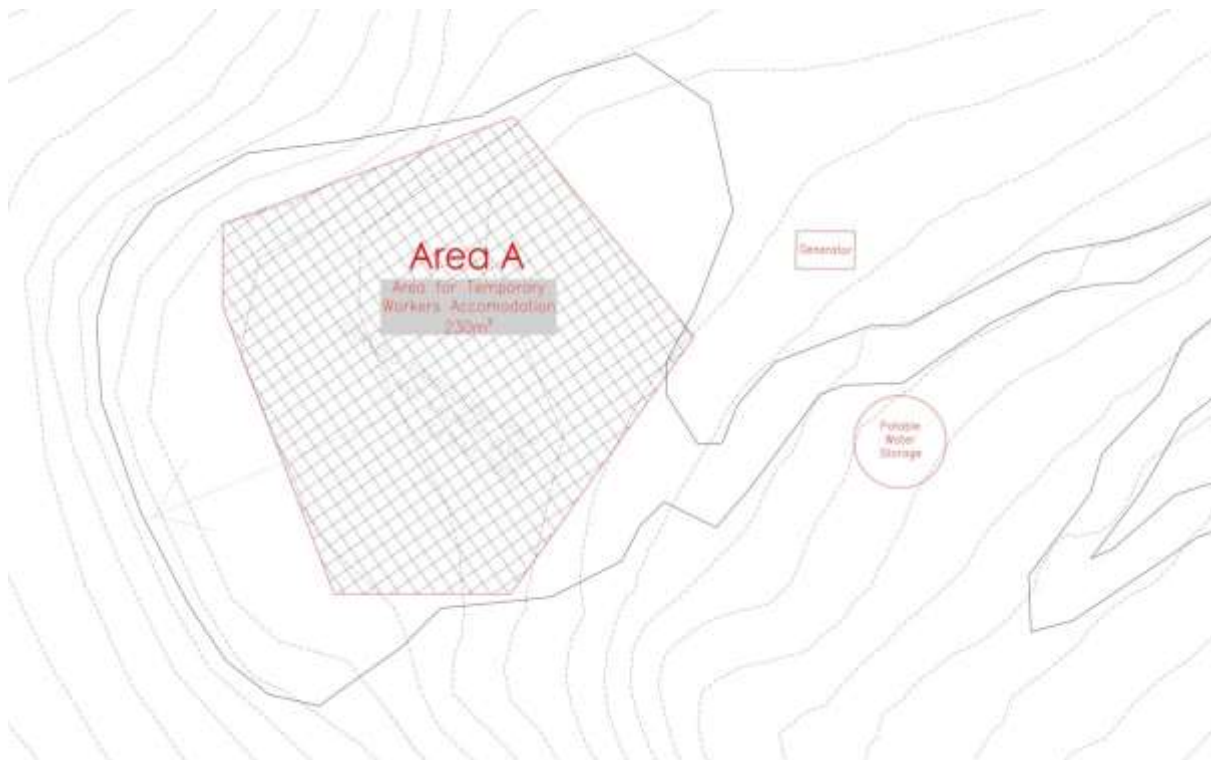


Figure 2.13 Upper Cable Station: Site Establishment- Area A
(Source: MTA / VDMMA)

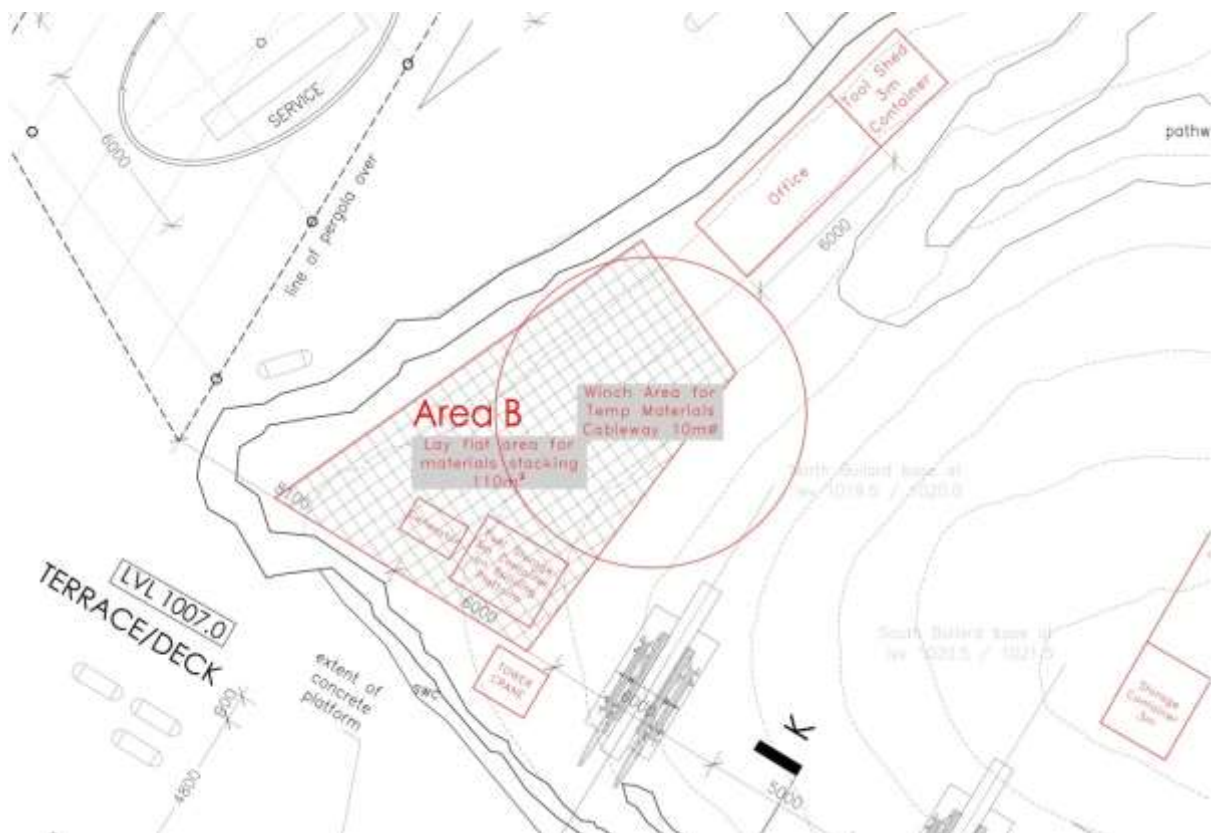


Figure 2.14 Upper Cable Station: Site Establishment- Area B
(Source: MTA / VDMMA)

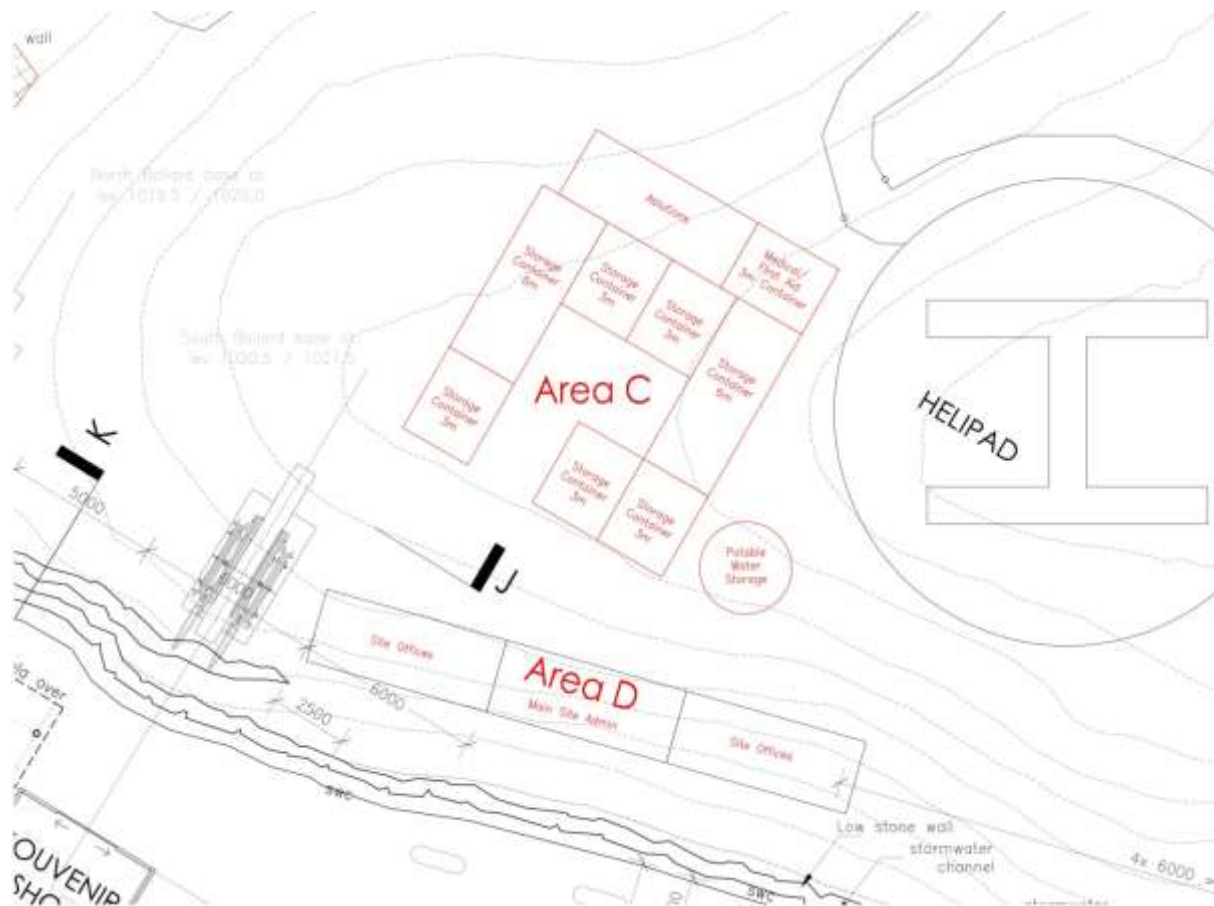


Figure 2.15 Upper Cable Station: Site Establishment- Area C & D
(Source: MTA / VDMMA)

A helicopter will be used to deliver the initial building materials and components of the temporary materials cableway to the top of the mountain. The temporary materials cableway will be erected to transport building materials, tools and machinery from the main laydown area at the lower cable station to the upper cable station.

Initially, access to the site will be via a footpath to be established from the Mont Rochelle parking area close to the hairpin bend at the top of the mountain pass. Helicopter transport might also be required initially to move staff and materials to the top of the mountain. Material is to be transported by the temporary cable car system (i.e., the materials cable car). As soon as is practically possible, one of the two permanent cable cars will be put into operation for the transport of people and materials.

Construction workers will walk up the mountain using the proposed mountain footpaths that will be constructed by experienced mountain path builders prior to the commencement of the construction works. Once the cable way is operational, this path will be used by hikers to access the Middagkrans Peak and upper cable station. Workers will sleep at the top of the mountain during the week until the first cable car is constructed. Once the first cable car is running, the workers and construction materials will be transported up and down the mountain using the cable car.

A helicopter will be used to pull the ropes of the cableway to the top of the mountain. A temporary gantry structure will be erected over Lambrechts Road (R45) to ensure the safety of road users during the construction of the cableway.

2.4.5.5 Operational Phase

The operation during 8 months of the year:

(April-November) runs from 08h00 – 18h30

The main season:

(December-March) runs from 08h00-21h00

It is operated by two overlapping shifts (starting in the morning at the same time but ending operation at 21h00 followed by the cleaning and maintenance operations. The work time for staff is 8hrs plus 1hr rest time – the staff is therefore on the site for a total of 9 hours.

Typical timing for the April to November period:

- 08h00 Shuttle bus to transport the early staff team to the bottom station, preparation work, machine controls, logistic deliveries to the top.
- 08h30 First trip with guests – thereafter continuous operation. In low traffic days 2-3 trips per hour only.
- 16h30 Last trip up with guests
- 17h30 Last trip down with guests
- 17h30 Early team end of workday
- 17h30 Start of maintenance work, cleaning, water/grey water transport, refuse clearing, machine maintenance.
- 18h30 Closing the site.

Typical timing for the December to March period:

- 08h00 Shuttle bus to transport the early staff team to the bottom station, preparation work, machine controls, logistic deliveries to the top.
- 08h30 First trip with guests – thereafter continuous operation. In low traffic days 2-3 trips per hour only.
- 17h30 Early team end of workday
- 20h00 Last trip up with guests.
- 21h00 Last trip down with guests.
- 21h00 Start of maintenance work, cleaning, water/grey water transport, refuse clearing, machine maintenance.
- 22h00 Closing the site.

3. LEGISLATIVE CONTEXT

The following documents have been reviewed in terms of the visual aspects:

3.1 Stellenbosch Spatial Development Framework (SDF 2019)

The purpose of the Stellenbosch Municipal Spatial Development Framework (MSDF) is to guide the future growth and development within the Municipal area of jurisdiction based on an agreed vision and development principles which are aimed at addressing problems and creating opportunities for sustainable socio-economic development. The MSDF provides overarching spatial development principles which underpin the Municipality's approach to the integrated spatial planning and management of land use and economic development for the municipal area as a whole.

Biophysical Environmental

The proposed Franschhoek Cableway project utilises, supports and showcases the unique landscape and scenic assets of the area. Stringent measures and controls will be implemented through the legislative environmental, heritage and land use planning processes and in accordance with the recommendations of the various specialist reports to ensure the least possible impact on biodiversity and cultural heritage. It is envisaged that the whole experience of the Franschhoek Cableway will instill a sense of conservation awareness and appreciation for the natural surrounds and cultural heritage of the area in its visitors.

Socio-Economic Environment

The land use proposal contributes to the regional and municipal economic infrastructure in that it provides for influx of financial exchange and additional job opportunities, thereby boosting both the local and regional economies in general. The land use proposal adds to the accumulation of tourism opportunities within Franschhoek and provides a much needed and unique addition to the vast array of tourism assets in Franschhoek, also serving as an important catalyst to the tourism industry being the lifeblood of the economy of Franschhoek. The MSDF encourages the expansion of entrepreneurial opportunity, which is a resultant outcome of this proposal providing additional income opportunities on the subject land unit whilst supporting and supplementing the primary agricultural activities not only on the subject land units, but the region in general since the local agricultural produce will be promoted and marketed on site.

The foot traffic attracted to the proposed Franschhoek Cableway Project will sustain a total production in the tourism economy by R482.98 million which will result in the sustainability of the gross domestic product by R215.01 million. This will sustain 643 jobs which will result in a household income of R108.66 million. The total impact on tourism can be broken down into several sectors, mainly, trade, transport, accommodation, and community services. Importantly, the impact will not be isolated to Franschhoek, but rather captured in the broader region. For example, a tourist might hire a car in Cape Town to drive to Franschhoek, so that economic benefit will be captured in Cape Town.

Built Environment

Sensitive and considered architectural design will ensure that the visual essence of the proposed Cableway complements the special and unique sense of place of the Franschhoek area to provide the opportunity for visitors to experience this first-hand, thereby promoting the spatial vision and accessibility to such facilities and opportunities. The addition of this land use on the subject land unit complements the functionality of available resources without negatively impacting on its

surroundings. The below contents are extracted from the MSDF 2019 applicable to the Stellenbosch Municipality as a whole and are supported by the proposal:

- Activities that serve to diversify income on farms are encouraged.
- These activities do not undermine the sustainability of agricultural production on the subject land unit.
- The MSDF states that a hierarchy of settlements, large and small – each with distinctive characteristics and potentials. This proposal serves as a point of interest and linkage in the landscape, contributing to its distinctive characteristics.
- The MSDF states that the unique mix of natural beauty, agriculture, rural settlements, and the routes that connect them carry strong historic and cultural values and contribute significantly to the tourism economy. The Franschhoek Cableway project supports, upholds, and fosters this ideal.
- The MSDF states that Franschhoek is viewed as having less livelihood potential (as confirmed by the WCG's Growth Potential of Towns study). There is opportunity, but the focus should be on improving living conditions for existing residents as opposed to significant new growth. The Franschhoek Cableway Project does not represent significant new growth in terms of residential or business opportunities but rather the improvement of existing situations through innovative and niche new tourism opportunities and employment.

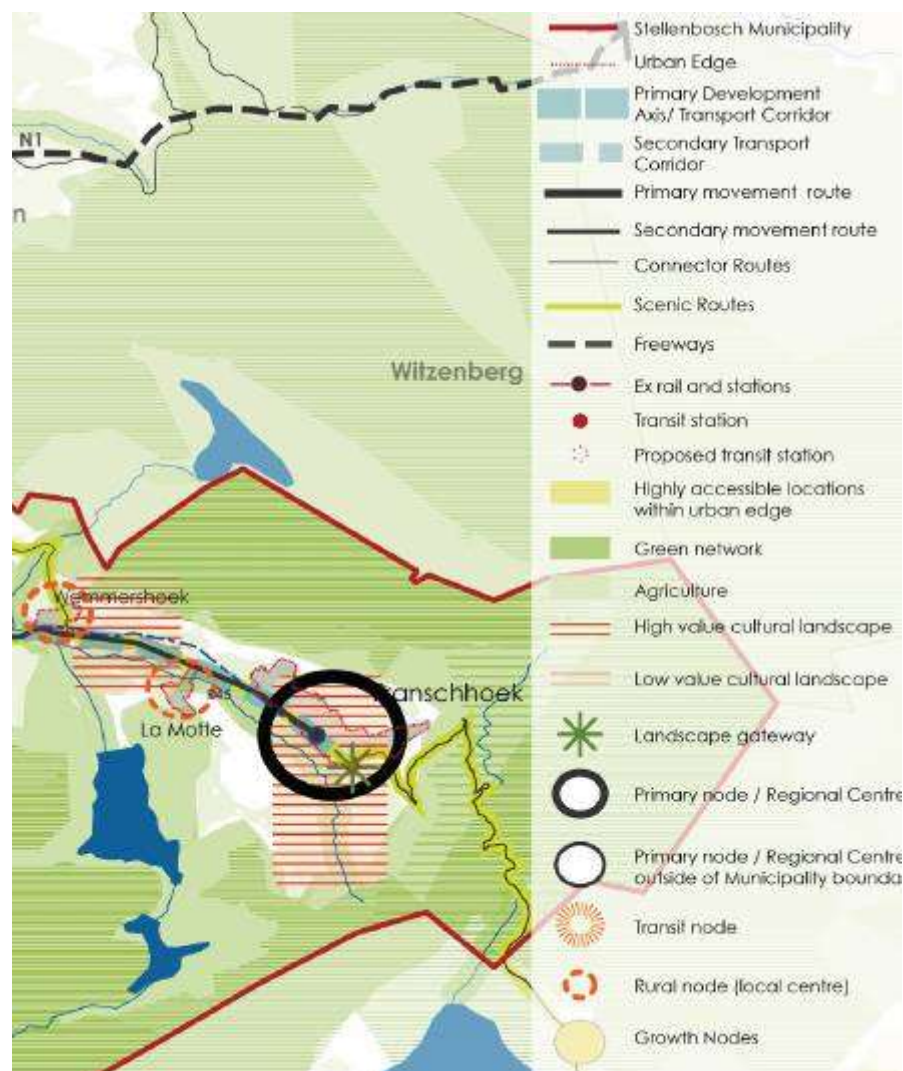


Figure 3.1: Section of the consolidated Concept for the Stellenbosch Municipal Area (SDF, 2019:63)

3.2 Franschhoek Framework Plan (SDF 2019)

The subject land units are situated in Franschhoek, which is regarded as the second most significant settlement in the Stellenbosch Municipality as identified in the MSDF, 2019. In terms of the Franschhoek Framework Plan (Figure 32 on page 77), the subject land units are situated outside the existing 'Urban edge' and identified as 'Graded Landscapes to be protected', 'Critical Biodiversity Areas' and "Protected Areas" with Main Road No 191 (Franschhoek Pass) identified as a 'Sensitive Scenic Route'.

The development proposal does not represent a change of land use but rather an additional land use which is subservient and in support of the primary land use activities being agriculture and natural environment as advocated in the MSDF and the Zoning Scheme By-law.

As more fully described above, the proposal supports the Stellenbosch Spatial Development Frameworks as follows:

- The proposal encourages sustainable and appropriate tourism activities on rural land.
- The proposal introduces variety and diversity both in terms of its contribution to the local tourism sector and the agricultural enterprise on the land unit.
- The proposal supports the key policy imperatives in the MSDF (biophysical, socio-economic and built environment) drawn from higher level policy directives and broad themes of enquiry identified in the SPLUMA guidelines.
- The proposal utilises and amplifies the unique and tranquil landscape and scenic assets of the area for the benefit of society in general.
- The proposal contributes to the regional and municipal economic infrastructure in that it provides for influx of financial exchange and job creation.
- The proposal enhances the rural area and serves as a point of interest and linkage between settlements.
- The MSDF encourages and promotes the expansion of entrepreneurial opportunity, which as a result provides additional income opportunities on the subject land unit and the Franschhoek industry in general.
- The proposal showcases the unique sense of place and natural scenic beauty of the Franschhoek region and provides the opportunity for visitors to experience this first-hand, thereby contributing to the spatial vision of inclusivity and accessibility.
- The proposal promotes functionality of existing tourism resources on the subject land unit without negatively impacting on the surrounding environment.
- The proposed activities do not undermine the sustainability of agricultural production on the subject land unit.

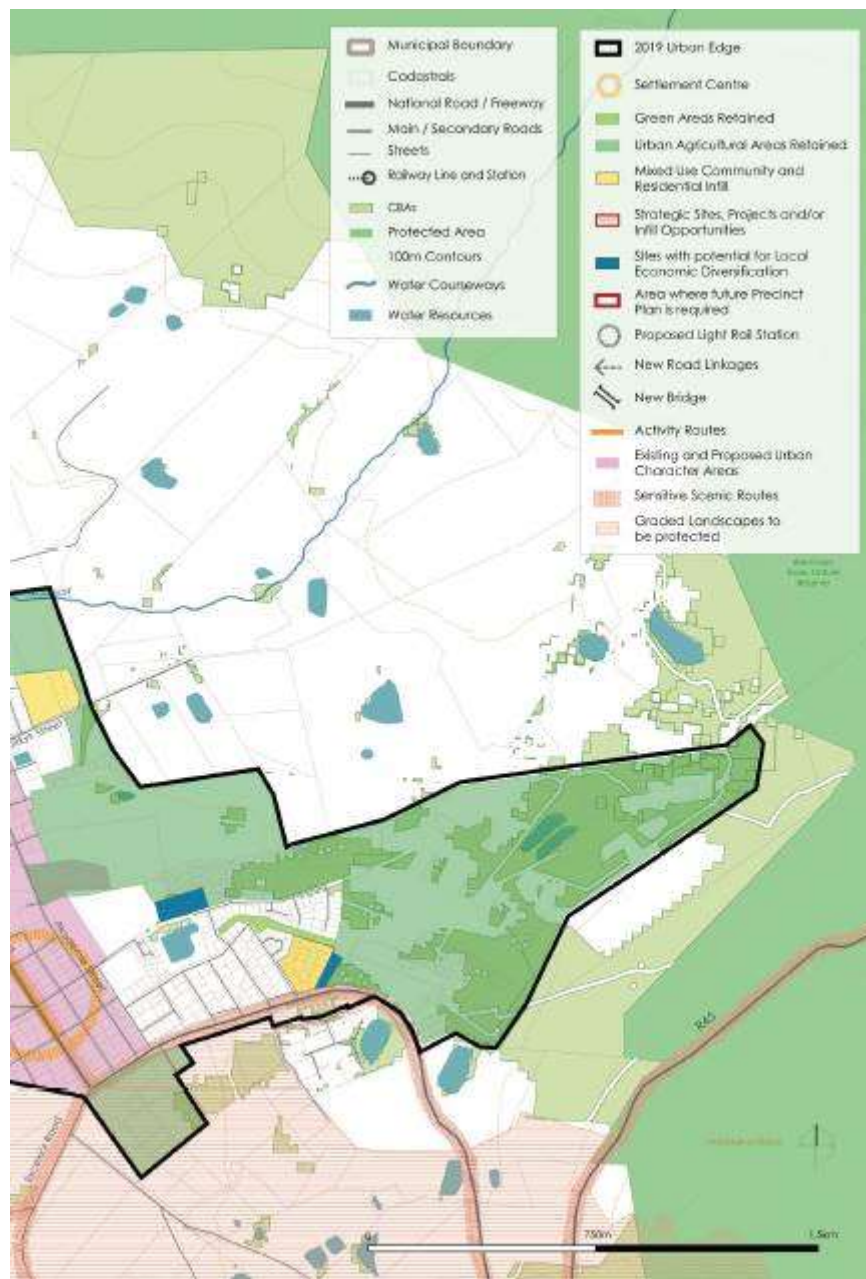


Figure 3.2: Section of the Franschhoek Plan (SDF, 2019:77)

3.3 Stellenbosch Integrated Zoning Scheme (2019)

According to the Stellenbosch Municipality's Zoning Map the three subject land units are zoned for Agriculture and Rural purposes in terms of the Stellenbosch Municipal Zoning Scheme By-law, 2019. Formal Zoning Certificates were however procured from the Stellenbosch Municipality confirming the following viz:

Property	Zoning	Zoning Scheme	Additional Planning Approvals
Erf 1466	Agriculture	Franschhoek Zoning Scheme	Operation of a Restaurant from the existing Wine Cellar
Erf 1467	Agriculture and Rural Zone	Stellenbosch Municipal Zoning Scheme By-law, 2015	
Rem Erf 23	Local Authority	Franschhoek Zoning Scheme	

It should be noted that the Zoning Certificates issued in respect of Erven 23 and 1466 Franschhoek in terms of the Franschhoek Zoning Scheme are dated October 2019 being prior to the implementation date of 01-11-2019 in respect of the Stellenbosch Municipal Zoning Scheme By-law, 2019 which supersedes and replaces the old Franschhoek Zoning Scheme.

According to transitional provisions contained in the new Zoning Scheme By-law, 2019 the Zoning Conversion Tables in Schedule 2 converts an Agricultural Zoning to "*Agriculture and Rural*" whilst the Zoning of Local Authority converts to "*Manual allocation based on lawful land use*".

The Stellenbosch Municipality will therefore need to "manually" allocate or convert the zoning of Local Authority determined in terms of the then Franschhoek Zoning Scheme to an appropriate Zoning category as contemplated in the new Zoning Scheme By-law, 2019 within the context of the existing lawful land uses on the subject land unit.

It is however the proponents opinion, that the only appropriate Zonings contained in the Zoning Scheme By-law, 2019 commensurate with the existing lawful land uses on those parts of the Remainder of Erf 23 Franschhoek being affected by the development proposal would either be Agriculture and Rural (as indicated on the Stellenbosch Zoning Plan) or alternatively Natural Environment Zone, noting that both accommodate the establishment of Tourist Facilities as a Consent Use approval and the allocation of one or the other is rather academic in terms of the planning application process.

The Franschhoek Main Road & Lambrechts Road (R45) has been classified as urban scenic routes and the Franschhoek Road (R45) as a rural scenic route. "*Rural Scenic Routes fall outside the urban edge and Urban Scenic Routes are located inside the urban edge. Rural Scenic Routes area of control consist of 200 meters either side of the road, measured from the centre line of the tarred road surface*" (2019:128). The zoning scheme notes that the purpose of this zone is to "*protect, conserve and enhance visual environment and scenic resources adjacent to important tourist and transport routes which provide the unique sense of place for residents and visitors*". Rural scenic routes aim to "*preserve the unique rural visual character and qualities of the area whilst balancing this with the needs of working farms*" (2019:128). The visual impact on the Franschhoek Road rural scenic route will need to be assessed.

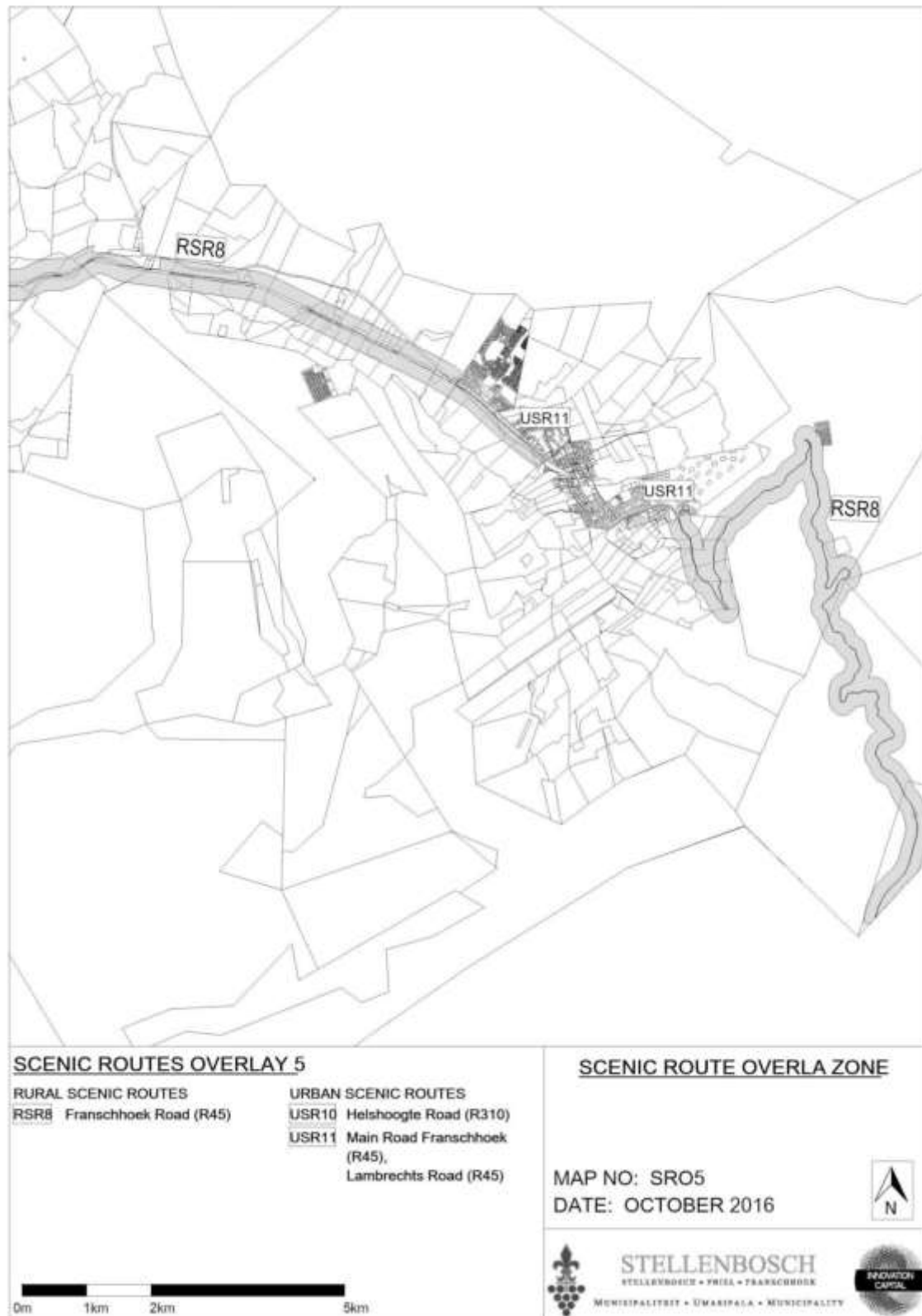


Figure 3.3: Scenic Route Overlay Zone 5
(SZS, 2019:134)

Franschhoek also has an Urban Conservation Area or overlay zone. The purpose of this zone is to "control development in order to protect and enhance the character of the area, which has special historical, heritage, cultural, environmental, amenity or architectural value" (2019:116). Although the

proposed development does not fall within the Franschhoek Urban Conservation Area the latter does fall within the viewshed of the proposed development and the impact upon it needs to be assessed.



Figure 3.4: Franschhoek Urban Conservation Area (SZS, 2019:123)

3.4 Guidelines for the Management of Development on Mountains, Hills and Ridges in the Western Cape (2002)

The Guideline acknowledges the importance of topographical features such as mountains lists the key reasons for controlling development in these areas as:

- They provide catchment areas for valuable surface water sources,
- They are often characterised by unique and sensitive ecosystems,
- They are of aesthetic / scenic value, and
- remote mountainous areas provide a wilderness experience which is important for the well-being of people (2002:3).

Regardless of the above the Guideline lists the following characteristics that promote development opportunities on mountains:

- These areas have a high scenic value and attract tourists and recreational users. This provides opportunities for passive and active recreational opportunities.
- These areas provide suitable locations for infrastructure developments such as dams, cable cars and communication towers (2002:3).

The following two key indicators are relevant to the visual impact assessment:

1. Development on steep slopes (i.e., steeper than 1:4) will be discouraged.
2. Development on the crest of a mountain, hill or ridge will be discouraged (2001:9).

Due to the nature of the proposed development the upper cable station will be located on steep slopes and near the crest of the mountain. Two siting alternatives are being considered and will be assessed.

The Guidelines for Development Proposals states that subdivision and rezoning should only be considered if the proposed development has "*important benefits to society (particularly local communities). These benefits should be linked to a development that is conservation-orientated i.e. no subdivision, rezoning or any development in special and pristine mountain wilderness areas for a profit motive only*" (2002: Appendix B). This is indeed the case as explained under Item 2.4.4 and 3.1.

3.5 Stellenbosch Heritage Inventory (2018)

As Cindy Postlethway describes it in her HIA for Klein Goederust, *"The natural setting of the Franschhoek valley is spectacular - a ring of mountains enclosing the valley, the combination of wilderness, forest and cultivated land, the river valleys with their associated trees, the constantly changing vistas, all these are obvious features which contribute to the environmental quality of the valley. The valley is a scenic area of great beauty; from almost everywhere along the main routes there are good views of the surrounding mountains and forests"* (2021:22).

The Cape Winelands Heritage Survey: Phase 4 Report: Stellenbosch Municipality Heritage Inventory and Conservation Management Plan: Appendix 7: Area G – Franschhoek, describes it further: *"The historic town of Franschhoek, and the landscape cul-de-sac behind it, is framed by the Wemmershoek, Franschhoek and Dassenberg mountains. The road approaching the town from the west progresses through a series of open views towards these mountains and enclosed vegetated edges. Views towards the mountains are constantly changing"* (2018:6). The site is located on the southern edge of the Olifantshoek Pass (H02) land unit within the Franschhoek Landscape Unit.

"The main structural element is the Franschhoek Mountains with the Olifantshoek Pass that traverses it. This land unit features a large area of critical biodiversity in a natural state with areas of ecological support as one moves down the slope. The unit features generally unsuitable soils for agriculture. Expansive views are found from the Olifantshoek Pass over the historic town of Franschhoek. Plantation remnants are found on the upper slopes of the mountain and two large areas of early freehold grants are seen closer to the town of Franschhoek. Although development has degraded this landscape, it still has scenic and ecological significance" (2018:12).

"Views regarded as particularly significant include:

- *Those with distinctive foregrounds backed by impressive mountain peaks;*
- *Those which contain important historical farms in their settings of agricultural land;*
- *Those from lookout points, which offer outstanding panoramic prospects over the valley.*

In considering the impact of proposed development on the landscape, the preservation of these views is an important consideration" (Todeschini et al 1989).

Because the mountain, including Middagkrans where the Franschhoek Skytram aerial cableway is proposed, forms the "topographical cul-de-sac" of the valley; the location, height and massing of the upper platform and any other structures at this point would need to be carefully assessed. In addition, as per the HIA (2023); although the lower station does not fall within one of the proposed heritage protection areas, its potential impact on surrounding areas that do, needs to be carefully assessed.

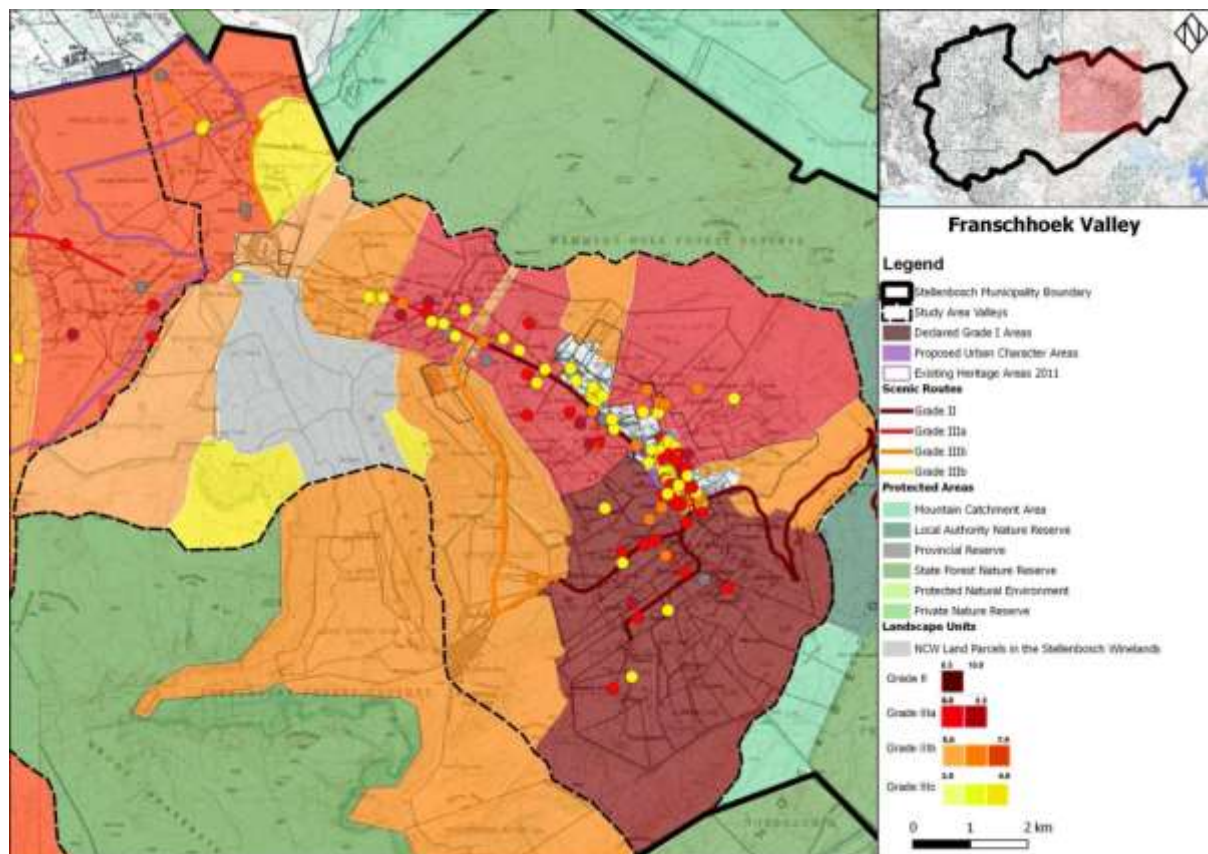


Figure 3.5: Graded Valley of Broader Franschhoek Valley (SHIR, 2018)

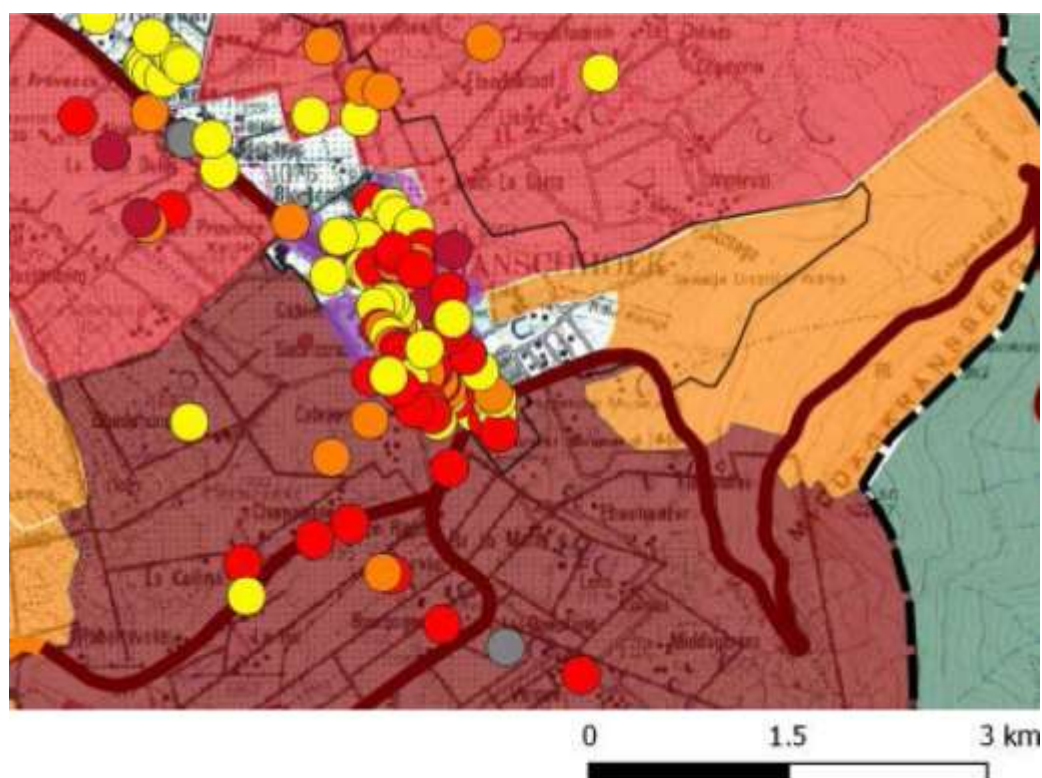


Figure 3.6: Olifantshoek Pass (SHIR, 2018)

3.6 Stellenbosch Viewsheds: Visibility Analysis (2018)

The Visibility Analysis is done for the benefit of understanding the nature and significance of the various Scenic Routes. The Visibility Analysis was conducted using a basic Digital Terrain Model (DTM) of the study area; this means that buildings, vegetation and other features on the earth's surface other than natural topography do not feature as visual barriers or obstructions during the calculation of the viewsheds.



Figure 3.7: Grade II Olifantshoek Pass: Visibility Analysis (SHIR, 2018)

4. RECEIVING ENVIRONMENT

This section is a description of the existing visual environment that will be affected by the proposed Franschhoek Skytram development. It involves the identification of landscape types, landscape character and sense of place, generally based on geology, landforms, topography, hydrology, vegetation cover and land use patterns.

4.1 Geology & Soils

When comparing the underlying geology with the broad soil classification (Environmental Potential Atlas: ENPAT) the relationship between the two is evident. Mont Rochelle Nature Reserve, Middagkrans and its associated upper slopes are very rocky and has very little soil; this also corresponds with the sparse vegetation observed during the site visit on the 7th of October 2021 (also refer to Image 1.3 & 1.4). Haute Cabrière is characterised by rocky soils or colluvial sand i.e., sand that has been transported, mainly by gravity, to lower mountain slopes.



Figure 4.1: Geology
(Source: CapeFarmMapper)

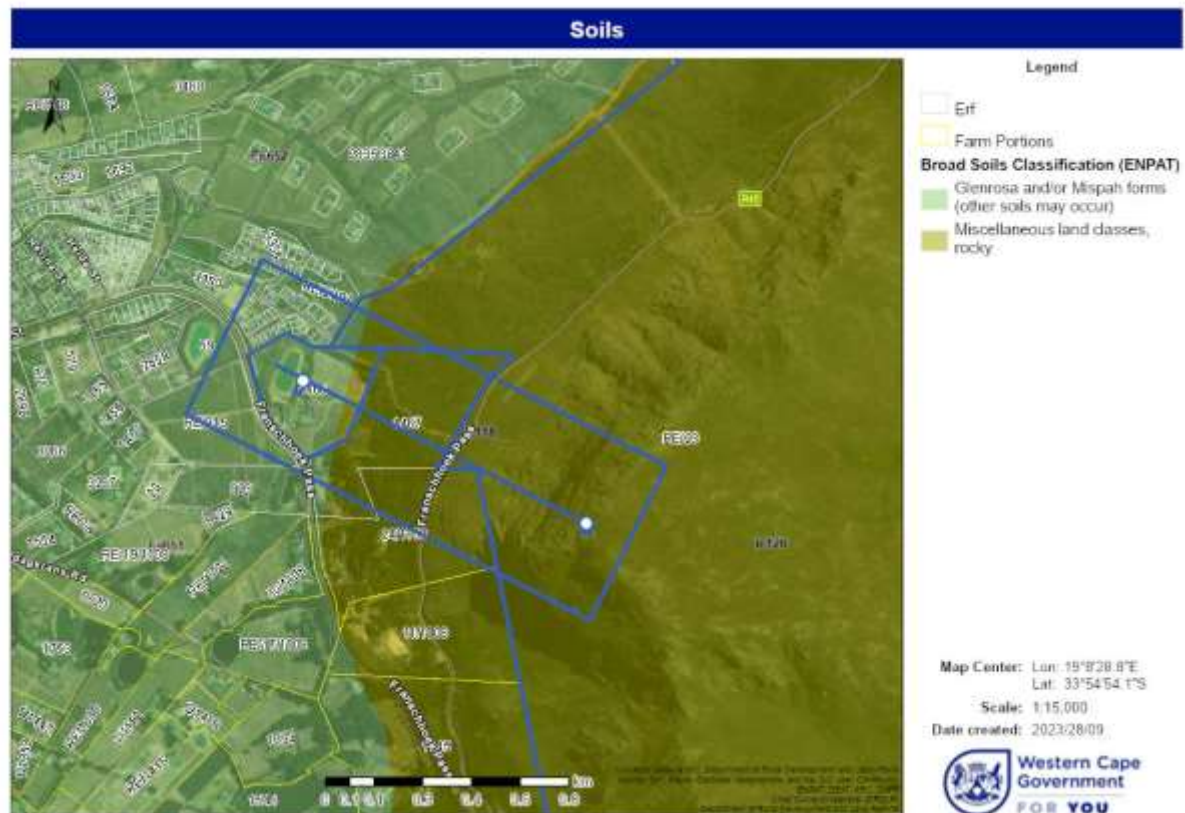


Figure 4.2: Soils
(Source: CapeFarmMapper)

4.2 Landform, Topography & Drainage

Lower Station: the lower station is located on the lower mountain slopes or foothills of Mont Rochelle, on a slope of 10-30%. These slopes are considered steep and visually sensitive.

Upper Station: the upper station is located just below the ridgeline and Middagkrans, on a slope of more than 30%. It is very steep and visually sensitive.

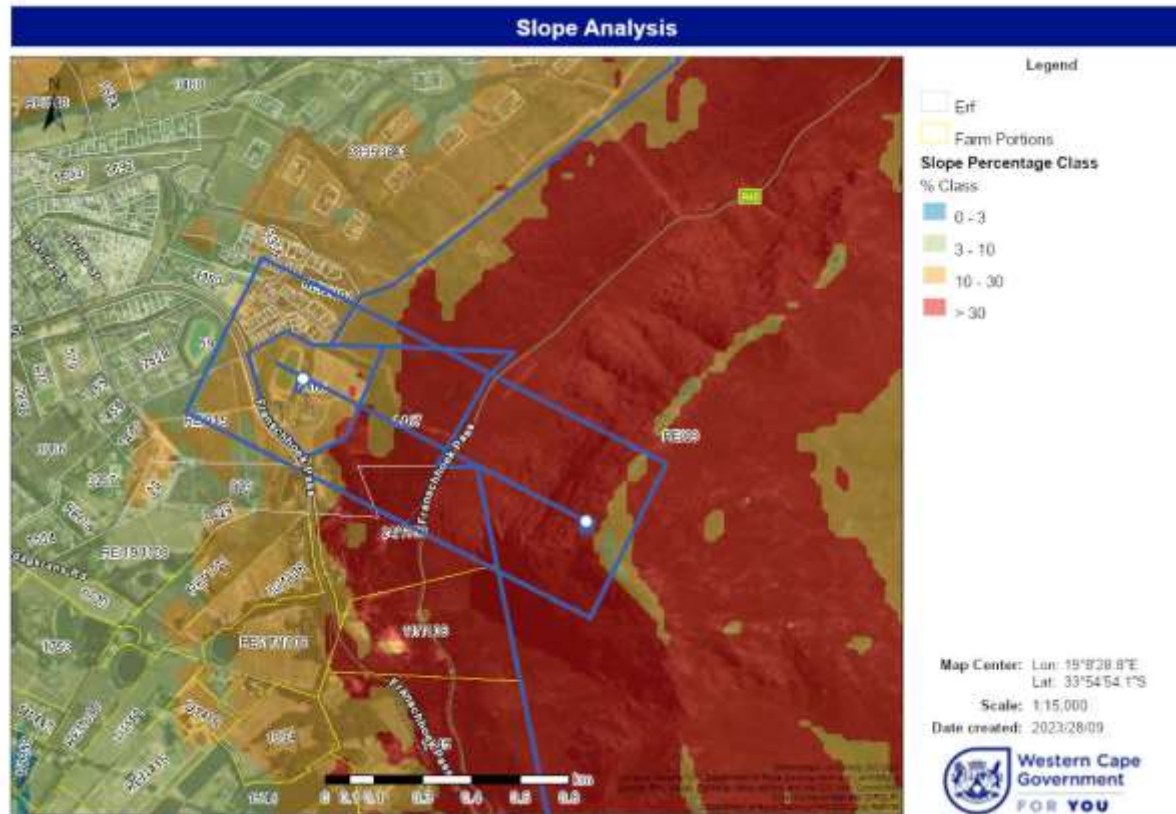


Figure 4.3: Slope Analysis
(Source: CapeFarmMapper)

Lower station: the lower station is located on the eastern / mountain side of Haute Cabrière's farm dam and largely visually protected from the Franschhoek valley. The property has a farm dam but no significant ridgelines or rivers / perennial or seasonal streams / drainage lines.

Upper station: the upper station is located below the Middagkrans Peak and north of a minor ridgeline from the peak to the Franschhoek valley. No other significant ridgelines or drainage lines are near this site.



Figure 4.4: Ridgelines & Drainage Lines
(Source: Geosmart Software Solutions)

4.3 Vegetation / Landscape Cover

Lower station: the lower station is located at the interface between Swartland Alluvium Fynbos and Cape Winelands Shale Fynbos. This zone, or transitional area, where two vegetation units meet is also called an ecotone. The former is critically endangered (transformed to vineyards, olive orchards, pine plantations, urban settlements and dams) and the latter is endangered but well conserved (transformed to pine plantations, vineyards and urban development). Tall shrubs, part of the Swartland Alluvium Fynbos, that may provide some softening to new development include: *Olea europaea* subsp. *africana*, *Dodonaea viscosa* var. *angustifolia* and *Protea repens*. Small trees and tall shrubs, part of the Cape Winelands Shale Fynbos, that may provide some softening to new development include: *Kiggelaria africana*, *Protea nitida*, *Halleria lucida*, *Olea europaea* subsp. *africana*, *Protea repens* and *Cunonia capensis*. To this end a SACLAP registered landscape architect should be appointed to prepare a Landscape Plan and monitor the implementation thereof.

Upper station: the upper station falls within the Kogelberg Sandstone Fynbos vegetation unit which is least threatened or well conserved. However, vegetation at the upper station is sparse (mainly due to limited soil depth) and will provide minimal to no softening to any new development. Development at the upper station would thus depend on landscape architectural, architectural and engineering articulation and/or approaches to anchor or make it compatible with the mountain backdrop. Any softening of the development using vegetation should fall under rehabilitation work and not landscaping works. This work should be done by an experienced rehabilitation specialist and the aim should be to reintegrate the development with the mountain backdrop after construction works have been completed.

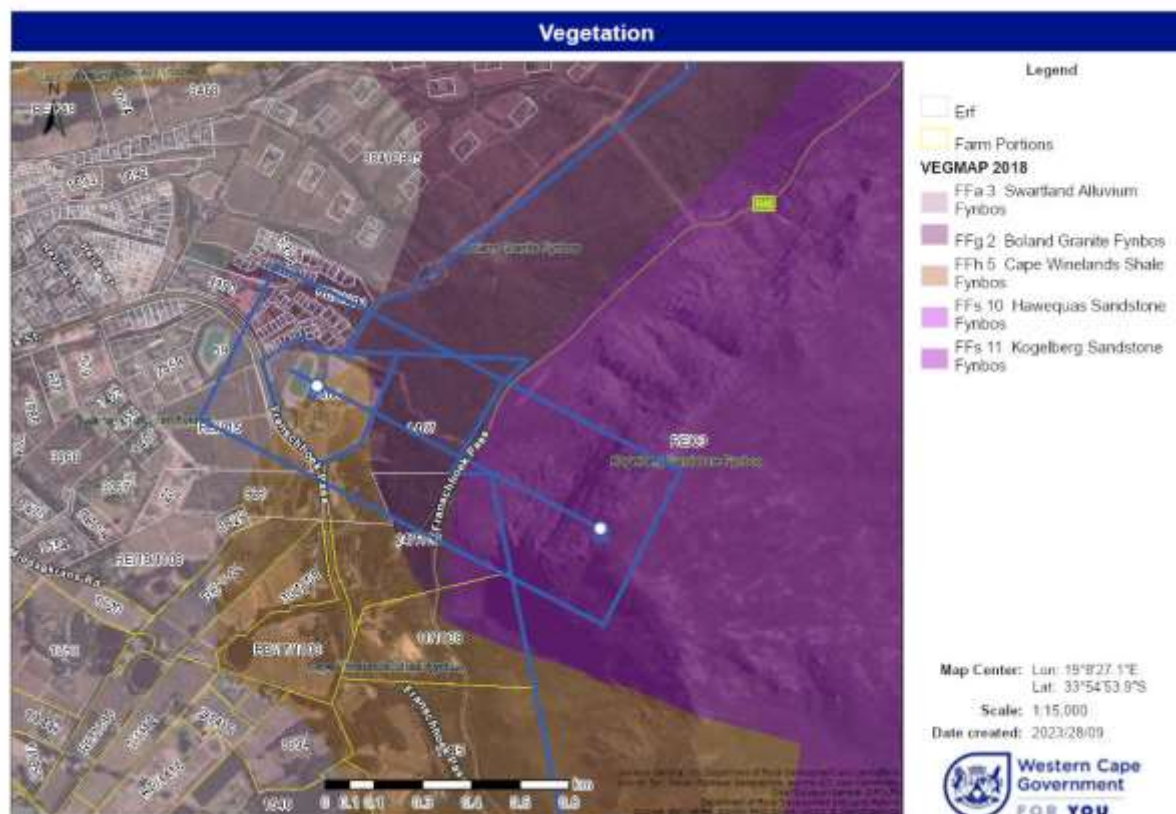


Figure 4.5: Vegetation
(Source: CapeFarmMapper)

The site is situated within the Cape Winelands Biosphere Reserve (CWBR), registered in 2007 with UNESCO in accordance with the global Man and the Biosphere (MAB) Programme. Biosphere Reserves in South Africa are not enforced through legislation, but instead implemented in a 'soft law' spirit through collaboration.

Lower station: A small section along the west, south-western side of the farm dam has been mapped as ecological support area (ESA) to be restored from other land use. This could and has partially been done along the embankment of the dam. Any new development should support this endeavour to restore the areas around the dam as ESA's.

Upper station: the upper station falls within the protected Mont Rochelle Nature Reserve. Any development would need to be carefully considered within this area of high scenic interest where the focus is on nature conservation.

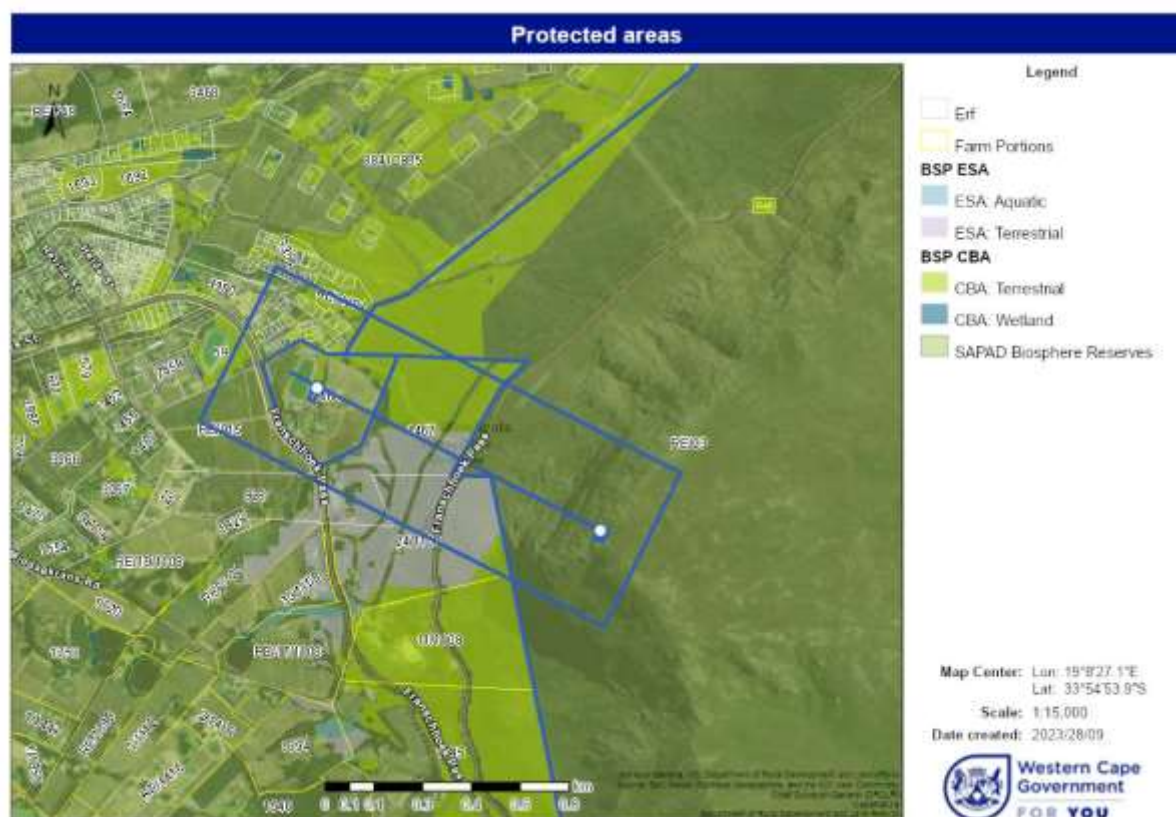


Figure 4.6: Protected Areas
(Source: CapeFarmMapper with adaptations)

4.4 Settlement Patterns

The Franschhoek valley has been recognised by the municipal survey as a Grade IIIA cultural landscape and recommended as a proclaimed local Heritage Area. The primary heritage resource has been identified as the cultural landscape of vineyards set in a dramatic natural environment containing a specific vernacular architecture.

According to O'Donoghue, Franschhoek valley, originally named Olifantshoek, constitutes the upper portion of the Franschhoek Valley River, a tributary of the Berg River. French Huguenots originating from Provence were granted nine farms in this valley in 1694- La Dauphine, Bourgogne (Burgundy), La Bri (Laborie), Champagne, La Motte, Cabrière, La Cotte, La Terra de Luc and La Provence. The village of Franschhoek was formally laid out from 1845 on La Cotte, later expanding south to include portions of Cabrière (2020:110-111).

With regards to Haute Cabrière (the location of the lower station); vineyards are grown on the property where the lower station will be located. The vineyards and cellar create an important visual band between the public realm and the dramatic backdrop of the Middagkrans mountain range behind. The area to the west of the site is characterized by vineyards and tourist facilities, the area north of the site by low density residential development, the area to the south by tourist facilities and to the east by dense tree planting on steep mountain slopes and tourist facilities.

A terrain cut will be required above the existing farm dam to accommodate the proposed cable car track / haul rope necessitating the removal of some of the existing vineyards; however, the primary land use activity will remain agriculture.

The upper station is located on the upper slopes of Mont Rochelle, just below the ridgeline within the Mont Rochelle nature reserve. Two locations are being considered for the upper cable station: the preferred at 1017mamsl and the alternative at 1007mamsl. Both are below the Middagkrans Peak at 1029mamsl however viewing the upper station from the valley both locations will most probably protrude above the mountain crest / ridgeline.

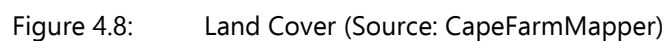




Image 1: View of Middagkrans Mountain when travelling on the R45 towards Franschhoek prior to the turn-off to Ricky Bridge. This section of the R45 is also classified as a rural scenic route.



Image 2: View from R45 / Main Road at approximately Franschhoek Cellar. As illustrated by the photo above, Middagkrans Mountain is intermittently visible from the R45 rural scenic route when travelling towards Franschhoek.



Image 3: View from approximately Huguenot Road & Kruger Street. As illustrated by the photo above, Middelagkrans Mountain is intermittently visible from the R45 urban scenic route when travelling through Franschhoek.



Image 4: View from Huguenot Road / R45 at the Nederduits Gereformeerde Kerk. Note how the mountain becomes visible when trees are set back from the road.



Image 5: View from Huguenot Road / R45 at the post office. Along the Main Road through Franschhoek the mountain is often obscured by either trees or buildings set close to the road.

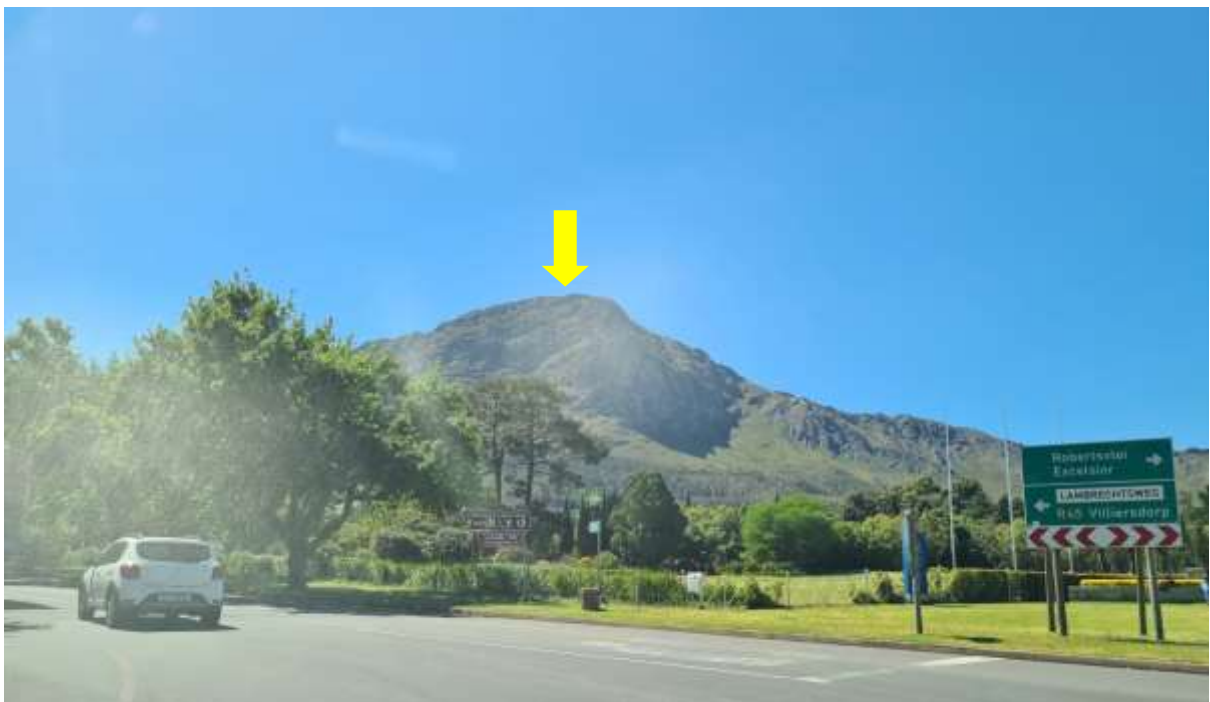


Image 6: View from the intersection at Huguenot Road & Lambrechts Road. Middagkrans Mountain is clearly visible from this viewpoint.



Image 7: View from lower Lambrechts Road. Middelagkrans Mountain is largely screened by existing trees from the museum up to the entrance to L'Hermitage Residential Estate.



Image 8: View from Lambrechts Road beyond the entrance to L'Hermitage Residential Estate. Middelagkrans Mountain becomes visible beyond the line of existing gum trees south of Lambrechts Road.



Image 9: View from Lambrechts Road before the turn-off to Haute Cabriere. Middelagkrans Mountain is clearly visible, however, the lower station (beyond the dam wall), the existing winery is not visible yet.



Image 10: Entrance to Haute Cabriere in the foreground with old plantations in the middle ground and Middelagkrans Mountain clearly visible in the background.



Image 11: Approximate position of lower cable station with the vineyards above in the middle ground and the mountain in the background.



Image 12: View towards Franschhoek Valley from the lower cable station position on the eastern bank of the existing farm dam.



Image 13: View towards Franschhoek Valley from the northern bank of the dam at the interface with the residential properties north of the proposed development.



Image 14: View towards Franschhoek Valley from service area where the new parking structure will be excavated into the hillside.



Image 15: View down towards Haute Cabriere and the Franschhoek Valley beyond from the Franschhoek Pass. The farm only becomes visible once the road above passes the farm below. The upper station would not be visible from this part of the pass.



Image 16: View from Lambrechts Road travelling towards Franschhoek. The parking structure would most probably be partially visible from this viewpoint (beyond the gum tree line on the east of the road).



Image 17: View from top of Mont Rochelle. Note the rocky upper slopes with very little soil and thus sparse vegetation.



Image 18: View from approximate position of Upper Cable Station platform.

5. ANALYSIS OF THE MAGNITUDE OF THE VISUAL IMPACT

5.1 View Catchment

The visibility of the project is based on the geographic area from which the project will be visible, or view catchment area. However, the actual zone of visual influence of the project may be smaller because of screening by existing trees and buildings.

The view catchment for the upper and lower station, based on topography only, stretches over the whole Franschhoek valley i.e., it will technically be visible from several square kilometers.

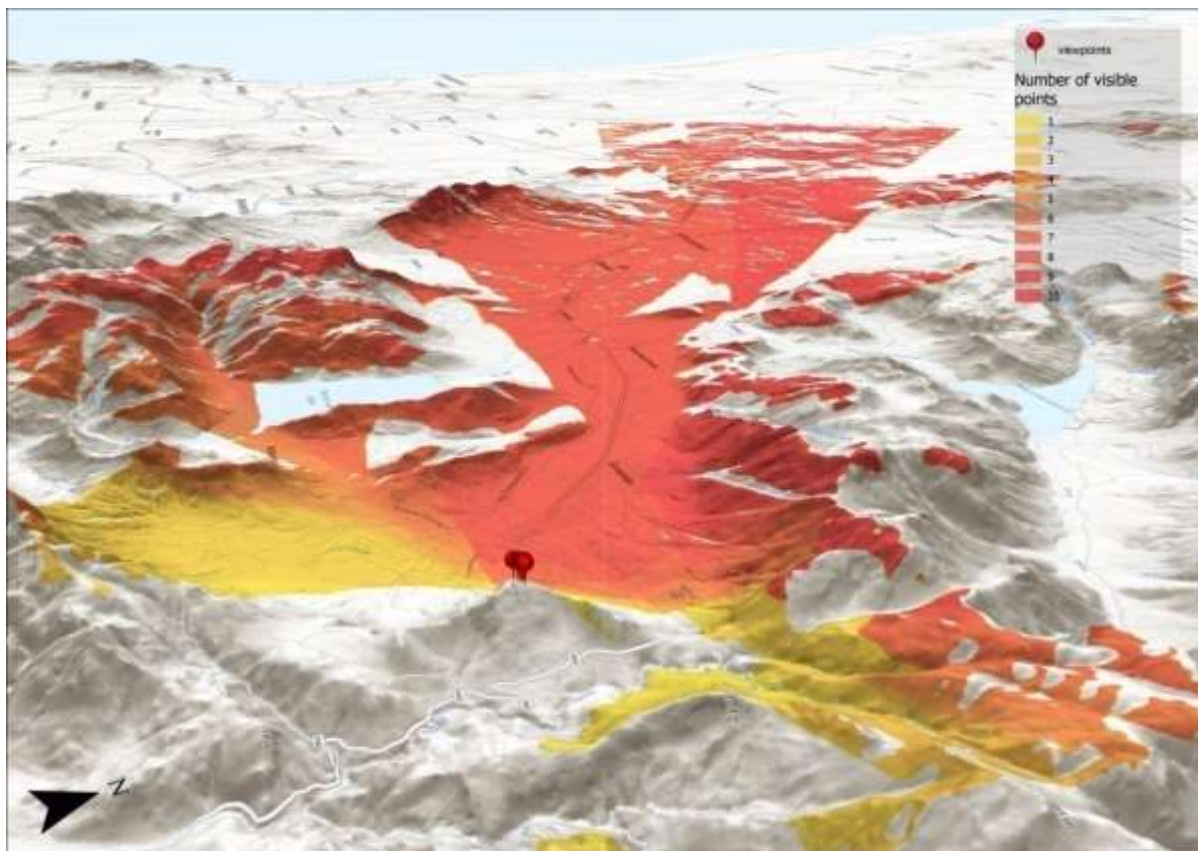


Figure 5.1: View Catchment Perspective for Upper and Lower Station based on Topography
(Source: Geosmart Software Solutions)



Figure 5.2: Viewshed for Upper Cable Station based on Topography
(Source: Geosmart Software Solutions)

5.2 Visual Absorption Capacity

Visual Absorption Capacity (VAC) is defined as the landscape's ability to absorb physical changes without transformation in its visual character and quality. This depends on the following characteristics of the environment:

- The density and distribution of similar developments in an area;
- The similarity between existing features and the new feature to be introduced;

Other factors that may also influence visual absorption capacity relate to the setting of the proposed development in the landscape. A landscape may offer VAC on grounds of colour, texture and topography, where the background against which the development is set may assimilate the development to a certain degree. The foreground, which is formed by the distance between the observer and the development, plays an important role to either screen the development or create a visual buffer.

For example, grassland and croplands have a low visual absorption capacity (VAC) whereas parkland and plantations have a high VAC. Similarly, rural areas have generally a low VAC whereas urban areas have a high VAC (refer Figure 5.3).

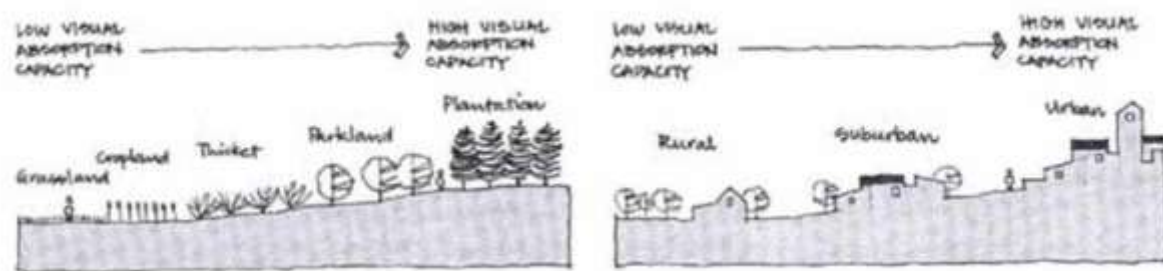


Figure 5.3: Degrees of Visual Absorption Capacity
(Source: Oberholzer, 2011:88)

The lower station has a **moderate VAC** i.e., partial screening by topography and existing vegetation and the upper station has a **low VAC** i.e., little screening by topography and vegetation.

5.3 Receptors

The level of visual impact considered acceptable is dependent on the type of receptors.

- *High sensitivity – e.g., residential areas, nature reserves and scenic routes or trails;*
- *Moderate sensitivity – e.g., sporting or recreational areas, or places of work;*
- *Low sensitivity – e.g., industrial, or degraded areas.*

An area, viewer or viewer group can be affected by visual change. In this section we distinguish between visually sensitive areas (i.e., a landscape with a particular character) and visually sensitive receptors (i.e. a node or route affecting a viewer or viewer group).

5.3.1 Visually Sensitive Areas

Visually Sensitive Areas or Scenic Resources include the Mont Rochelle nature reserve, the critical biodiversity areas (CBA's), graded landscapes to be protected and the seasonal & perennial streams / rivers.

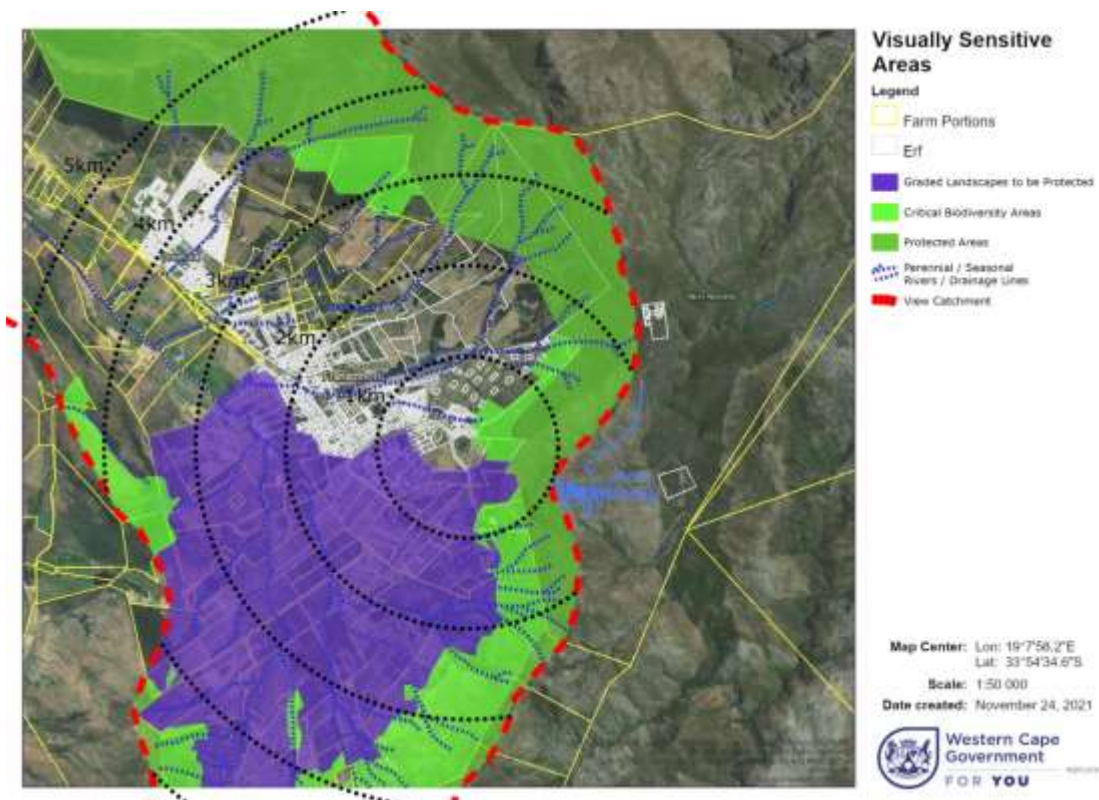


Figure 5.4: Visually Sensitive Areas- Lower Station
(Source: CapeFarmMapper with adaptations)

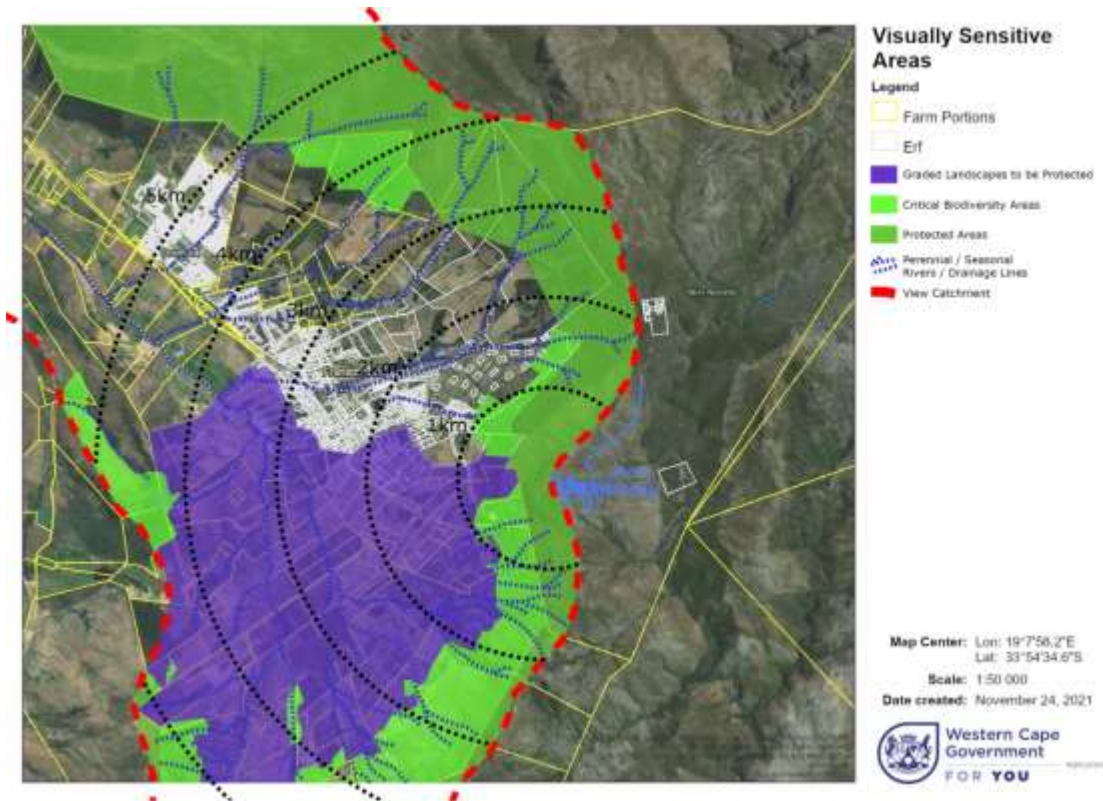


Figure 5.5: Visually Sensitive Areas- Upper Station
(Source: CapeFarmMapper with adaptations)

5.3.2 Visually Sensitive Receptors

Visually sensitive receptors include all the residential areas, specifically the residents north of Haute Cabrière, users of the various scenic routes and receptors from the urban character areas.

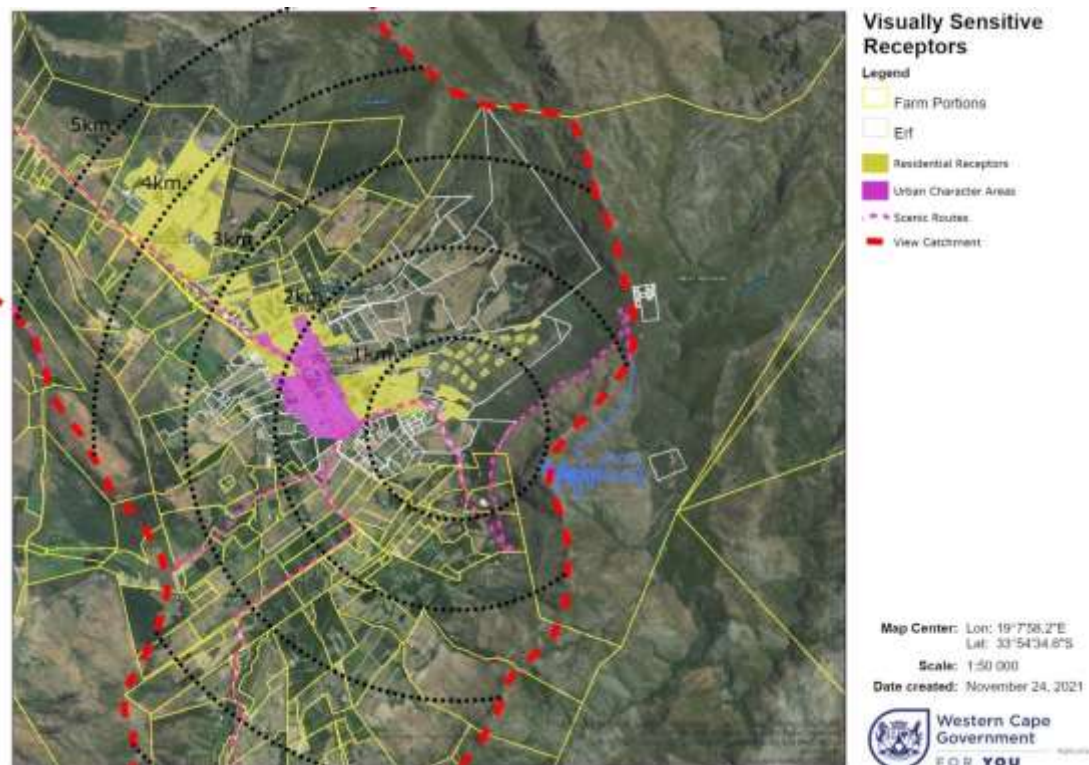


Figure 5.6: Visually Sensitive Receptors- Lower Station
(Source: CapeFarmMapper with adaptations)

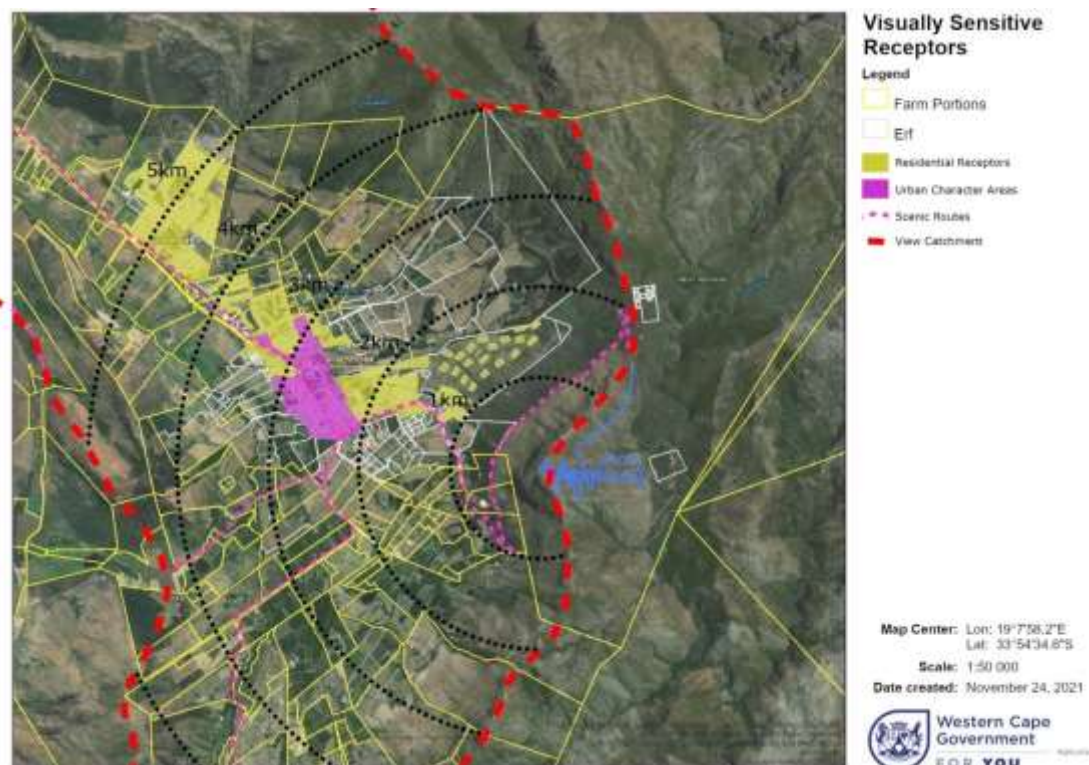


Figure 5.7: Visually Sensitive Receptors- Upper Station
(Source: CapeFarmMapper with adaptations)

5.4 Identified Viewpoints

A viewpoint can be defined as a place from where the proposed development / amendment is visible and represents specific conditions. They therefore must fall within the below criteria:

1. fall within the zone of visual influence (ZVI),
2. be a main or important view towards the proposed development;
3. they are most likely to be significantly affected by the proposed development;
4. be a key viewpoint (i.e., tourist route or attraction, settlement, place of recreation, historic site / element).

In addition, viewpoints should ideally:

1. represent a variety of distances, aspects and elevations,
2. demonstrate a variety of visible extent;
3. be representative of a range of views and viewer types that will experience the proposed development / amendment,
4. be representative of a range of character types.

Identified Viewpoints		Coordinates	mamsl	Description /
1. View from Dutch Reformed Church on Huguenot Street, Franschhoek	Upper Station	Lat -33,543579 Lon 19,070798	266	Urban scenic route, urban conservation area
2. View from Huguenot & Lambrechts Road intersection, at French Huguenot Monument	Upper Station	Lat -33,545154 Lon 19,072146	275	Urban scenic route / gateway / graded landscape
3. View from Robertsvlei Road & Excelsior Road intersection	Upper Station	Lat -33,550488 Lon 19,071389	270	Rural scenic route, graded landscape
4. View from Lambrechts Road towards Theewaterskloof	Upper Station	Lat -33,544024 Lon 19,075800	330	Rural scenic route
5. View from Lambrechts Road below Haute Cabriere	Upper Station	Lat -33,545254 Lon 19,080535	365	Rural scenic route,
6. View from Lambrechts Road towards Franschhoek	Upper Station	Lat -33,545723 Lon 19,081073	375	Rural scenic route, graded landscape

Table 1.1: List of Viewpoints



Figure 5.8: Identified Viewpoints
(Source: Google Earth)

6. THE VISUAL IMPACT ASSESSMENT

The visual impacts will be assessed based on a synthesis of criteria (nature of impact, extent, duration, probability, intensity, level of significance and significance after mitigation) as defined by the NEMA regulations.

Visual exposure – based on distance from the project to selected viewpoints. Exposure or visual impact tends to diminish exponentially with distance.

- *High exposure* – dominant or clearly noticeable;
- *Moderate exposure* – recognisable to the viewer;
- *Low exposure* – not particularly noticeable to the viewer;

Visual intrusion – the level of compatibility or congruence of the project with the particular qualities of the area, or its 'sense of place'. This is related to the idea of context and maintaining the integrity of the landscape or townscape.

- *High visual intrusion* – results in a noticeable change or is discordant with the surroundings;
- *Moderate visual intrusion* – partially fits into the surroundings, but clearly noticeable;
- *Low visual intrusion* – minimal change or blends in well with the surroundings.

VIEWPOINT 1



Image 19: Viewpoint 1: Huguenot Road, Franschhoek
(Source: Dianoua Studios)

Viewpoint 1 is located on Huguenot Road / Franschhoek Main Road, on the southeastern corner of the property of the Nederduits Gereformeerde Kerk. It is approximately 2.6km from the upper cable station and 1.6km from the lower cable station.

Buildings and trees are set back from the road along this section of the urban scenic route and the mountains, including Middagkrans Mountain, become prominent features in the background view i.e., it is a visually significant view due to the distinctive "*foreground backed by impressive mountain peaks*" (1989). In addition, this viewpoint is in an urban conservation area.



Image 20: Viewpoint 1 with upper cable station at 1017mamsl
(Source: Dianoua Studios)



Image 21: Viewpoint 1 with upper cable station at 1007mamsl
(Source: Dianoua Studios)



Image 22: Viewpoint 1 with upper cable station at 1017mamsl- zoomed in.
(Source: Dianoua Studios)



Image 23: Viewpoint 1 with upper cable station at 1007mamsl- zoomed in.
(Source: Dianoua Studios)

;

VIEWPOINT 1:

UPPER CABLE STATION

Visual exposure:

Preferred location (1017): due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate-low i.e., not particularly noticeable to recognizable to the viewer.

Alternative location (1007): same as for the preferred alternative; due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate-low i.e., not particularly noticeable to recognizable to the viewer.

Visual intrusion:

Preferred location (1017): due to the location of the cable station higher up the slope, the tank platform below the arrival platform as well as the shorter stilts is less visually intrusive. However, the arrival platform and restaurant and deck do project above the skyline. The adventure center is not visible from this viewpoint because it is located behind a convex slope i.e., it is shielded by the topography of the mountain. The visual intrusion is thus deemed **moderate-low**.

Alternative location (1007): due to the location of the cable station lower down the slope, the tank platform below the arrival platform is more visually intrusive. However, both alternatives do project above the skyline and the visual intrusion is thus deemed **moderate**.

LOWER CABLE STATION

Visual exposure:

Not visible from this viewpoint.

Visual intrusion:

Not visible from this viewpoint.

VIEWPOINT 2



Image 24: Viewpoint 2, at the intersection of Huguenot & Lambrechts Road
(Source: Dianoua Studios)

Viewpoint 2 is located at the intersection of Huguenot & Lambrechts Road, in front of the Huguenot Museum. It is approximately 2.15km from the upper cable station and 1.25km from the lower cable station.

The intersection also acts as a gateway into Franschhoek and has a direct view onto the Huguenot Monument in the foreground and Middagkrans Peak in the background. Once again, the view is significant because of its distinctive foreground and impressive background (Middagkrans Peak).



Image 25: Viewpoint 2 with upper cable station at 1017mamsl
(Source: Dianoua Studios)



Image 26: Viewpoint 2 with upper cable station at 1007mamsl
(Source: Dianoua Studios)



Image 27: Viewpoint 2 with upper cable station at 1017mamsl- zoomed in.
(Source: Dianoua Studios)



Image 28: Viewpoint 2 with upper cable station at 1007mamsl- zoomed in.
(Source: Dianoua Studios)

VIEWPOINT 2:

UPPER CABLE STATION

Visual exposure:

Preferred location (1017): due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate-low i.e., not particularly noticeable - recognizable to the viewer.

Alternative location (1007): same as for the preferred alternative; due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate-low i.e. not particularly noticeable - recognizable to the viewer.

Visual intrusion:

Preferred location (1017): due to the location of the cable station higher up the slope, the tank platform below the arrival platform as well as the shorter stilts are less visually intrusive. However, the arrival platform and restaurant and deck do project above the skyline. The adventure center is not visible from this viewpoint because it is located behind a convex slope i.e., it is shielded by the topography of the mountain. The visual intrusion is thus deemed **moderate-low**.

Alternative location (1007): due to the location of the cable station lower down the slope, the tank platform below the arrival platform as well as the longer stilts are more visually intrusive. However, the arrival platform, restaurant and deck as well as the adventure center do project above the skyline and the visual intrusion is thus deemed **moderate**.

LOWER CABLE STATION

Visual exposure:

Not visible from this viewpoint.

Visual intrusion:

Not visible from this viewpoint.

VIEWPOINT 3



Image 29: Viewpoint 3, at the intersection of Excelsior and Robertsvlei Road.
(Source: Dianoua Studios)

Viewpoint 3 is located at the intersection of Excelsior and Robertsvlei Road. It is approximately 2.4km from the upper cable station and 1.6km from the lower cable station.

The intersection has a direct view onto Middagkrans Peak and is significant because of its agricultural landscape in the middle ground and the dramatic mountain views in the background. It is also located within and forms part of a graded landscape to be protected.



Image 30: Viewpoint 3 with upper cable station at 1017mamsl
(Source: Dianoua Studios)



Image 31: Viewpoint 3 with upper cable station at 1007mamsl
(Source: Dianoua Studios)



Image 32: Viewpoint 3 with upper cable station at 1017mamsl- zoomed in.
(Source: Dianoua Studios)



Image 33: Viewpoint 3 with upper cable station at 1007mamsl- zoomed in.
(Source: Dianoua Studios)

VIEWPOINT 3:

UPPER CABLE STATION

Visual exposure:

Preferred location (1017): due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate i.e., recognizable to the viewer.

Alternative location (1007): same as for the preferred alternative; due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate i.e., recognizable to the viewer.

Visual intrusion:

Preferred location (1017): due to the location of the cable station higher up the slope, the tank platform below the arrival platform as well as the shorter stilts are less visually intrusive. However, the arrival platform and restaurant and deck do project above the skyline. The adventure center is not visible from this viewpoint because it is located behind a convex slope i.e., it is shielded by the topography of the mountain. The visual intrusion is thus deemed **moderate-low**.

Alternative location (1007): due to the location of the cable station lower down the slope, the tank platform below the arrival platform as well as the longer stilts are more visually intrusive. However, the arrival platform, restaurant and deck as well as the adventure center do project above the skyline and the visual intrusion is thus deemed **moderate**.

LOWER CABLE STATION

Visual exposure:

Not visible from this viewpoint.

Visual intrusion:

Not visible from this viewpoint.

VIEWPOINT 4



Image 34: Viewpoint 4, from Lambrechts Road / Franschhoek Pass
(Source: Dianoua Studios)

Viewpoint 4 is located on Lambrechts Road / Franschhoek Pass travelling towards Theewaterskloof. It is approximately 1.4km from the upper cable station and 0.4km from the lower cable station.

The lower cable station is not visible from this viewpoint because it is located on the opposite side of the farm dam along Lambrechts Road, effectively behind a convex slope and on the far end of a plateau. This viewpoint is also located along a declared rural scenic route.

Travelling on this route towards Theewaterskloof the mountain forms a dramatic and impressive backdrop especially from the intersection with Huguenot Road up to the first hair-pin bend. Beyond the hairpin bend the pass runs parallel to the mountain and, once you leave the plantations on the down slope side of the pass behind, the view shifts towards the Franschhoek valley below.



Image 35: Viewpoint 4 with upper cable station at 1017mamsl
(Source: Dianoua Studios)



Image 36: Viewpoint 4 with upper cable station at 1007mamsl
(Source: Dianoua Studios)



Image 37: Viewpoint 4 with upper cable station at 1017mamsl- zoomed in.
(Source: Dianoua Studios)



Image 38: Viewpoint 4 with upper cable station at 1007mamsl- zoomed in.
(Source: Dianoua Studios)

VIEWPOINT 4:

UPPER CABLE STATION

Visual exposure:

Preferred location (1017): due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate i.e., recognizable to the viewer.

Alternative location (1007): same as for the preferred alternative; due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate i.e., recognizable to the viewer.

Visual intrusion:

Preferred location (1017): due to the location of the cable station higher up the slope, the tank platform below the arrival platform as well as the shorter stilts are less visually intrusive. However, the arrival platform and restaurant and deck do project above the skyline. The adventure center is not visible from this viewpoint because it is located behind a convex slope i.e., it is shielded by the topography of the mountain. The visual intrusion is thus deemed **moderate-low**.

Alternative location (1007): due to the location of the cable station lower down the slope, the tank platform below the arrival platform as well as the longer stilts are more visually intrusive. However, the arrival platform, restaurant and deck as well as the adventure center do project above the skyline and the visual intrusion is thus deemed **moderate**.

LOWER CABLE STATION

Visual exposure:

Not visible from this viewpoint.

Visual intrusion:

Not visible from this viewpoint.

VIEWPOINT 5

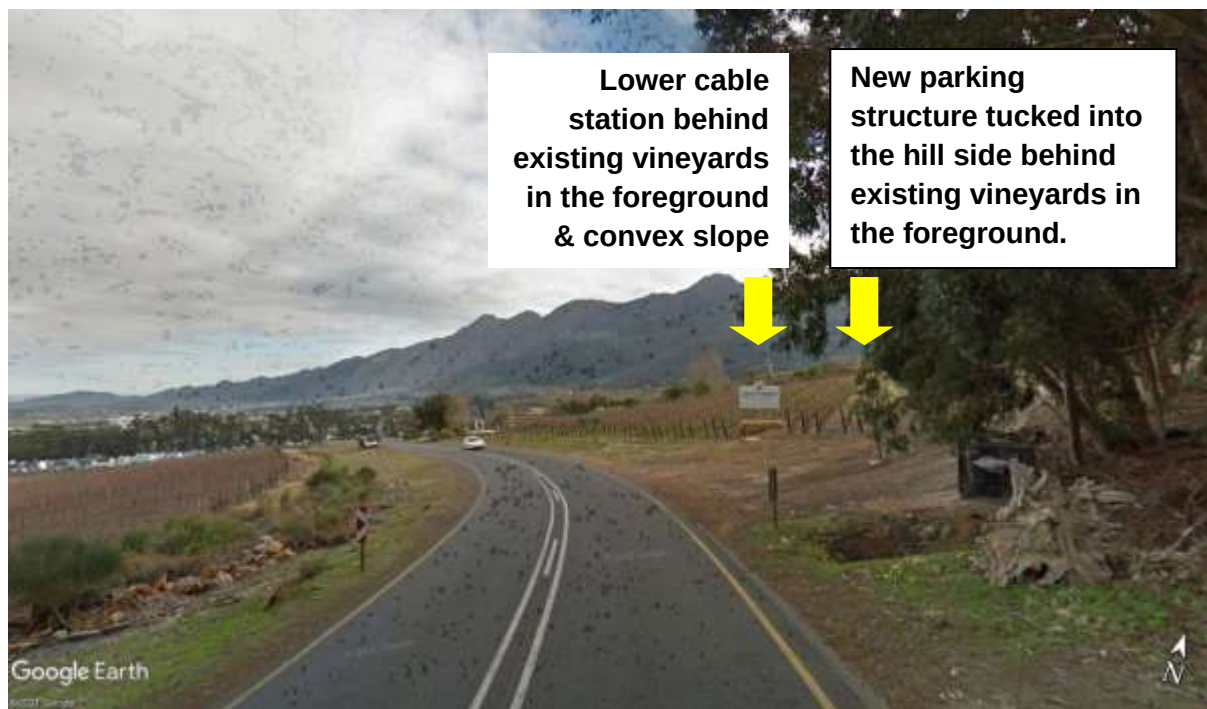


Image 39: Viewpoint 5, from Lambrechts Road travelling towards Franschhoek
(Source: Google Earth)

Viewpoint 5 is located on Lambrechts Road / Franschhoek Pass travelling towards Franschhoek. It is approximately 1.25km from the upper cable station and 0.4km from the lower cable station.

When travelling down the pass the road is flanked by trees on either side of the road, usually only receding at the entrances to farms or properties. Once it reaches Le Petit Ferme on the left or Haute Cabriere on the right, the landscape opens up to vineyards on both sides of the road and the view down to the Franschhoek valley on the left. It is here where the new parking structure will become visible where it's tucked into the hill above the Haute Cabriere winery. The vineyards, existing winery & restaurant and most of the mature trees will remain and effectively screen the lower cable station.



Image 40: Viewpoint 5 with lower cable station in the background and the new parking structure in the foreground. (Source: Dianoua Studios)



Image 41: Viewpoint 5 illustrating proposed parking structure and lower cable station- zoomed in. (Source: Dianoua Studios)

VIEWPOINT 5:

UPPER CABLE STATION

Visual exposure:

Not visible from this viewpoint.

Visual intrusion:

Not visible from this viewpoint.

LOWER CABLE STATION

Visual exposure:

Only one location for the lower cable station is being considered: on the eastern bank of the existing farm dam. Due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate-high i.e., recognizable to the viewer – clearly noticeable.

Visual intrusion:

As mentioned elsewhere, the lower cable station is well located behind the convex slope of the existing dam wall, on the far side of a plateau or on the cut slope, and from this viewpoint behind the existing vineyards, restaurant and winery. The new parking structure is located above the winery, where the current winery service area is located, and tucked into the slope. The two-storey structure will be covered with creepers to reduce the visual impact from the pass above as well as softening the new development from lower down the pass, including this viewpoint.

The structure and new offices would still result in a noticeable change and be clearly noticeable. The visual intrusion is thus deemed **high**.

VIEWPOINT 6



Image 42: Viewpoint 6, from Lambrechts Road immediately below the Mont Marte Chalets (Source: Dianoua Studios)

Viewpoint 6 is located on Lambrechts Road / Franschhoek Pass immediately below the Mont Marte Guest Chalets. It is approximately 0.25km from the upper cable station and 1.4km from the lower cable station.

As with viewpoint 5, when travelling down the pass the road is flanked by trees on the down slope side and trees and / or trees on a cut slope on the up-slope side of the road; usually only receding at the entrances to farms or properties. Once it reaches Le Petite Ferme on the down slope side of the road, the view opens up across a farm dam to the Franschhoek valley below. This view is located at the point where the view of the valley is briefly screened by a clump of trees on the down slope whilst the trees on the up-slope side recede around the Mont Marte Guest Chalets.



Image 43: Viewpoint 6 with upper cable station at 1017mamsl
(Source: Dianoua Studios)



Image 44: Viewpoint 6 with upper cable station at 1007mamsl
(Source: Dianoua Studios)



Image 45: Viewpoint 6 with upper cable station at 1017mamsl- zoomed in.
(Source: Dianoua Studios)



Image 46: Viewpoint 6 with upper cable station at 1007mamsl- zoomed in.
(Source: Dianoua Studios)

VIEWPOINT 6:

UPPER CABLE STATION

Visual exposure:

Preferred location (1017): due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate i.e., recognizable to the viewer.

Alternative location (1007): same as for the preferred alternative; due to the distance from the proposed development to the selected viewpoint the visual exposure is moderate i.e., recognizable to the viewer.

Visual intrusion:

Preferred location (1017): due to the location of the cable station higher up the slope, the tank platform below the arrival platform as well as the shorter stilts is less visually intrusive. However, the arrival platform and restaurant and deck do project above the skyline. The adventure center is not visible from this viewpoint because it is located behind a convex slope i.e., it is shielded by the topography of the mountain. The visual intrusion is thus deemed **moderate-low**.

Alternative location (1007): due to the location of the cable station lower down the slope, the tank platform below the arrival platform as well as the longer stilts are more visually intrusive. However, the arrival platform, restaurant and deck as well as the adventure center do project above the skyline and the visual intrusion is thus deemed **moderate-high**.

LOWER CABLE STATION

Visual exposure:

Not visible from this viewpoint.

Visual intrusion:

Not visible from this viewpoint.

7. NATURE OF IMPACT & ASSESSMENT

7.1 Construction Phase

7.1.1 Visual Intrusion of Construction Activities at Upper Cable Station on Sensitive Receptors

Nature of the Impact:

Construction activities related to the upper cable station will be visible from parts of the Franschhoek Urban Conservation Area, the urban and rural scenic routes, the identified landscape character areas and identified residential receptors.

Visually intrusive construction activities include site clearance, the use of a helicopter to deliver the initial building materials and components of the temporary materials cableway to the top of the mountain, temporary materials cable car, temporary tower crane, the construction of anchoring points for all parts of the cable station, the use of the helicopter to pull the ropes of the cableway to the top of the mountain, as well as the temporary gantry structure over Lambrechts Road (R45) to ensure the safety of road users during the installation of the ropes for the cableway.

EXTENT	National	Regional- affecting a regional area	Local	Site
DURATION	Permanent	Long-term	Medium-term	Short-term- duration of the construction phase
INTENSITY	High	Medium – High	Medium	Low
PROBABILITY	Definite	Highly Probable	Probable	Improbable
SIGNIFICANCE	Very High	High	Medium	Low
SIGNIFICANCE AFTER MITIGATION	High	Medium – High	Medium	Low

For mitigation measures refer to Section 8 below.

7.1.2 Visual Intrusion of Construction Activities at Lower Cable Station on Sensitive Receptors

Nature of the Impact:

Construction activities related to the lower cable station will be visible from parts of the rural scenic routes, the identified landscape character areas and identified residential receptors. Visually intrusive construction activities include site clearance, earthworks and construction of the lower cable station platform and parking structure. The residential receptors of L'Hermitage Residential Estate north of the lower cable station will be most affected by its construction due to its proximity to the construction activity.

EXTENT	National	Regional	Local- limited to the immediate surroundings	Site
DURATION	Permanent	Long-term	Medium-term	Short-term- duration of the construction phase
INTENSITY	High	Medium – High	Medium- limited amount of residential receptors affected	Low
PROBABILITY	Definite	Highly Probable	Probable	Improbable
SIGNIFICANCE	Very High	High	Medium	Low
SIGNIFICANCE AFTER MITIGATION	High	Medium – High	Medium	Low

For mitigation measures refer to Section 8 below.

7.1.3 Night Light

Nature of the Impact:

During the construction phase of the project construction lights would be necessary to secure the construction sites, at both the upper and lower cable stations.

Construction light at the upper cable station would be visible from a larger area whilst those at the lower cable station would only be visible from the immediate surroundings. Lighting at the upper cable station would be incongruous as lighting at the top of the mountain, within Mont Rochelle Nature Reserve, has never been necessary and is undesired. Construction light at the lower cable station would look less out of place because it is in closer proximity to existing night light sources.

Upper Cable Station

EXTENT	National	Regional- affecting a regional area	Local	Site
DURATION	Permanent	Long-term	Medium-term	Short-term- duration of the construction phase
INTENSITY	High	Medium – High	Medium	Low
PROBABILITY	Definite	Highly Probable	Probable	Improbable
SIGNIFICANCE	Very High	High	Medium	Low
SIGNIFICANCE AFTER MITIGATION	High	Medium – High	Medium	Low

Lower Cable Station

EXTENT	National	Regional	Local- limited to the immediate surroundings	Site
DURATION	Permanent	Long-term	Medium-term	Short-term- duration of the construction phase
INTENSITY	High	Medium – High	Medium	Low
PROBABILITY	Definite	Highly Probable	Probable	Improbable
SIGNIFICANCE	Very High	High	Medium	Low
SIGNIFICANCE AFTER MITIGATION	High	Medium – High	Medium	Low

For mitigation measures refer to Section 8 below.

7.2 Operational Phase

7.2.1 Visual Intrusion of Upper Cable Station on Sensitive Receptors

Nature of the Impact:

Operational activities related to the upper cable station will be visible from parts of the Franschhoek Urban Conservation Area, the urban and rural scenic routes, the identified landscape character areas and identified residential receptors. Visually intrusive operational activities are limited to the ascent and descent of the cable cars and the presence of the facilities at the upper cable station. Two locations have been considered for the upper cable station and are assessed below:

Upper Cable Station at 1017mamsl- Preferred Location

EXTENT	National	Regional- affecting a regional area	Local	Site
DURATION	Permanent	Long-term	Medium-term	Short-term
INTENSITY	High	Medium – High	Medium	Low
PROBABILITY	Definite	Highly Probable	Probable	Improbable
SIGNIFICANCE	Very High	High	Medium	Low
SIGNIFICANCE AFTER MITIGATION	High	Medium – High	Medium	Low

Upper Cable Station at 1007mamsl- Alternative Location

EXTENT	National	Regional- affecting a regional area	Local	Site
DURATION	Permanent	Long-term	Medium-term	Short-term
INTENSITY	High	Medium – High	Medium	Low
PROBABILITY	Definite	Highly Probable	Probable	Improbable
SIGNIFICANCE	Very High	High	Medium	Low
SIGNIFICANCE AFTER MITIGATION	High	Medium – High	Medium	Low

For mitigation measures refer to Section 8 below.

7.2.2 Visual Intrusion of Lower Cable Station on Sensitive Receptors

Nature of the Impact:

Operational activities related to the lower cable station will be visible from parts of the rural scenic route, parts of the identified landscape character areas and identified residential receptors.

Visually intrusive operational activities include the ascent and descent of the cable cars, the presence of the new parking structure and the additional tourist facilities at the lower cable station. The residential receptors of L'Hermitage Residential Estate north of the lower cable station will be most affected by operational activities due to its proximity to the lower cable station.

EXTENT	National	Regional	Local- limited to the immediate surroundings	Site
DURATION	Permanent	Long-term	Medium-term	Short-term
INTENSITY	High	Medium – High	Medium	Low
PROBABILITY	Definite	Highly Probable	Probable	Improbable
SIGNIFICANCE	Very High	High	Medium	Low
SIGNIFICANCE AFTER MITIGATION	High	Medium – High	Medium	Low

For mitigation measures refer to Section 8 below.

7.2.3 Night Light

Nature of the Impact:

During the operational phase of the project some lighting would be required at the lower cable station however, it is assumed that no lights would be required at the upper cable station after the daily maintenance work has been completed and the site has been closed.

Operational hours have been proposed as follow:

- From April-November: 08:30 – 18:30 (daily maintenance completed and site closes at 19:30)
- From December-March: 08:00 – 21:00 (daily maintenance completed and site closes at 22:00)

During the winter solstice the skytram would open approximately 45 minutes after sunrise and close approximately 45 minutes after sunset. During the main season the skytram would open 1-1,5hrs after sunrise and close 2-4hrs after sunset. One could therefore expect the see lights at the upper station for 4 hours after sunset on the last day of the main season i.e., 31 March.

Lights at the upper cable station would be visible from a larger area whilst those at the lower cable station would only be visible from the immediate surroundings. Lighting at the upper cable station would be incongruous as lighting at the top of the mountain, within Mont Rochelle Nature Reserve, has never been necessary and is undesired. However, lights at the lower cable station would look less out of place because it can be associated with the current tourist facilities at Haute Cabriere and is in closer proximity to other existing night light sources.

Upper Cable Station

EXTENT	National	Regional- affecting a regional area	Local	Site
DURATION	Permanent	Long-term- for the lifespan of the project	Medium-term	Short-term
INTENSITY	High	Medium – High	Medium	Low
PROBABILITY	Definite	Highly Probable	Probable	Improbable
SIGNIFICANCE	Very High	High	Medium	Low
SIGNIFICANCE AFTER MITIGATION	High	Medium – High	Medium	Low

Lower Cable Station

EXTENT	National	Regional	Local- limited to the immediate surroundings	Site
DURATION	Permanent	Long-term- for the lifespan of the project	Medium-term	Short-term
INTENSITY	High	Medium – High	Medium	Low
PROBABILITY	Definite	Highly Probable	Probable	Improbable
SIGNIFICANCE	Very High	High	Medium	Low
SIGNIFICANCE AFTER MITIGATION	High	Medium – High	Medium	Low

For mitigation measures refer to Section 8 below.

8. MANAGEMENT ACTIONS

8.1 Detail Design Considerations

8.1.1 Upper Cable Station

The Upper Cable Station has been designed to sit on the landscape, as opposed to in it, to minimise the environmental impact on the pristine environment. In this way damage to drainage lines, critical biodiversity areas and the scenic resource that comprises the Mont Rochelle Nature Reserve is limited. The proposal has also been designed in sympathy with the distinct geological layers of the mountain and assists with the visual assimilation of the proposed development with the mountain backdrop. Excluding the cable station platform, the proposed development has a low-profile, compact design that minimizes the visual impact from a distance, ensuring it does not dominate the mountain's silhouette. Lastly the design team, with expertise in integrating structures into the natural landscape, ensured that the station's architecture harmonizes with the mountain's contours and features.

To further mitigate the visual impact on the Franschhoek Urban Conservation Area, Urban & Rural Scenic Routes and the Graded Landscape Character Areas:

- A maximum development envelope (including the height) should be set for a portion of the land unit to ensure that the visual impact on important conservation worthy resources is protected.
- The amount of cut and fill should be limited to the absolute necessary. In addition, retaining walls should be limited to 1m above NGL (excluding anchoring points);
- The materials used for the structures at the upper station need to blend harmoniously with the natural landscape (i.e., be congruent with instead of discordant with the mountain backdrop) using materials and colours that complement the natural environment.
- Natural materials should be used wherever possible but specifically on the outside of the new facilities and the public spaces and pathways linking the various facilities.
- Muted tones and 'recessive colours' are more subtle and are more easily absorbed (visually) than bright or highly reflective surfaces. For suitable colours refer to the existing built fabric and to on-site geology/rock/soil and vegetation types for reference. Rough/textured surfaces are preferable to shiny/highly reflective surfaces in terms of visual absorption (minimize reflection/ glare/shine).
- Once the construction work has been completed, the original vegetation unit should be restored and weaved back in between the structures and pathways. To this end an experienced restoration ecologist should be appointed.

To mitigate the visual impact of night light on sensitive areas and receptors, use lighting that minimizes light pollution and glare, ensuring that the station's nighttime appearance is subtle and respectful of the natural beauty of the mountain after sunset during the main season. ALL LIGHTING SHOULD BE LIMITED TO OPERATIONAL HOURS ONLY. Lighting is to be discrete, and well-integrated into the design proposal.

In addition, the following applies during operational hours:

- Naked light sources must not be visible outside the area of the site (i.e., beyond the upper cable station development envelope);
- Light sources MUST BE SHIELDED to limit light spillage;
- Up-lighting onto the outer sides of the buildings must be used sparingly;
- Shielded down-lights must be used on all open public areas;

- Neon or unshielded bright security lights MAY NOT BE USED; and
- No spotlights will be allowed.

8.1.2 Lower Cable Station

The lower cable station and parking structure has been sited in such a way to minimise the visual impact on sensitive areas and receptors. For instance the cable station is located on the cut slope (eastern bank of the existing dam), instead of the fill slope (western dam wall next to the Lambrechts Road rural scenic route) and the proposed new parking structure is tucked into the mountain slope above and behind the existing winery and restaurant preventing it from standing out prominently against the mountain backdrop and limiting the visual impact on the scenic appeal of the area. Furthermore, the parking structure has been designed in such a way that it will be covered with climbers to further soften the visual impact from the rural scenic route below Haute Cabriere and above it. Due to the above, it will not alter the established landscape character of the area by clashing with existing features but rather become an addition by which the valley's unique charm and character can be enjoyed and celebrated.

To further mitigate the visual impact on the Rural Scenic Routes, Graded Landscape Character Areas and Identified Residential Receptors the following should be incorporated:

- The terrain cut, which is required above the existing farm dam to accommodate the proposed cable car track / haul rope, should be done in such a way to limit the number of existing vineyards to be removed;
- Incorporate species part of the Swartland Alluvium Fynbos vegetation unit (and to a lesser extent species from the Cape Winelands Shale Fynbos vegetation unit) into the Landscape Plan where practicably possible. The aim of the aforementioned is to soften new development at the lower station and to anchor it into the landscape. To this end a SACLAP registered landscape architect should be appointed to prepare a Landscape Plan and monitor the implementation thereof.
- To limit the visual impact on the residential receptors immediately north of the cable station, new trees associated with the existing drainage line, should be planted in addition to restoring the area around the dam at the lower station to an Ecological Support Area. Trees should either be 500L or 1000L trees in size, a minimum of 3-4m tall (depending on species) and be planted in clumps rather than in a straight row. Should the necessary height the screen the cable station not be achieved, planting trees on a berm can be considered.
- To reduce the visual impact of the new parking structure & offices on the Rural Scenic Route and Graded Landscape Character Areas large trees (500 or 1000L trees) should be planted to soften the southern façade.

To mitigate the visual impact of night light on sensitive areas and receptors, use lighting that minimizes light pollution and glare, ensuring that the station's nighttime appearance is subtle and respectful of the rural setting after sunset during the main season.

ALL LIGHTING RELATED TO THE LOWER STATION SHOULD BE LIMITED TO OPERATIONAL HOURS ONLY. Lighting is to be discrete, and well-integrated into the design proposal. In addition, the following applies during operational hours:

- Naked light sources must not be visible outside the area of the site (i.e., not visible to the R45 scenic route);
- Light sources MUST BE SHIELDED to limit light spillage;
- Up-lighting onto the outer sides of the buildings must be used sparingly;
- Shielded down-lights must be used on all open public areas;
- Neon or unshielded bright security lights MAY NOT BE USED; and
- No spotlights should be allowed (only motion sensor security lighting where necessary)

Note that the visual impact of the possible road widening along Lambrechts Road / scenic route has not been assessed in this Visual Impact Assessment.

8.2 Construction Phase Considerations

8.2.1 Upper Cable Station

To mitigate the visual impact on the Franschhoek Urban Conservation Area, Urban & Rural Scenic Routes, the Graded Landscape Character Areas and the identified residential receptors during the construction phase of the project it is important to minimise disruption to the natural landscape and to preserve the scenic appeal of the area. The following should be adhered to:

- No terrain cut below the upper cable station;
- No construction to take place outside the approved construction hours as per the Building Regulations of South Africa. Construction hours will be negotiated with the Municipality;
- Screens or fencing are to be erected around the construction site, as far as practicably possible, to shield it from view. The fencing should be covered with hessian or shade cloth. The latter to be black, grey or dark green;
- Locate the construction site, lay down areas, offices, shelter against weather, temporary accommodation and fuel storage beyond concave slopes or behind ridge lines to be out of sight from the Franschhoek valley below;
- Keep site clean and organized to reduce the visual clutter associated with construction; and
- All measures set out by the botanist, freshwater ecologist and any other specialist as it pertains to the natural surroundings should be implemented to protect the natural surroundings during and after construction to maintain the integrity of the environment as well as assist with reducing the station's visual prominence.
- Items such as the tower crane should not to be a bold colour, if possible, and not have any branding on it.
- Similarly, items such as the temporary gantry structure over the R45 scenic route should be covered with or constructed with materials with muted tones. No excessive branding may be allowed that will be visible to the Franschhoek Valley below (i.e., only to road users travelling on the R45).

To mitigate the visual impact of night light during the construction phase on sensitive areas and receptors, use lighting that minimizes light pollution and glare while meeting safety and operational requirements. ALL LIGHTING SHOULD BE LIMITED TO CONSTRUCTION HOURS ONLY.

In addition, the following applies during construction hours:

- Localised Lighting: position lighting fixtures strategically to illuminate specific work areas without excessively lighting up the entire construction site.
- Shielded Lighting: install shields or baffles on light fixtures to prevent upward or outward light dispersion and ensure light is directed where it is needed.
- Directional Lighting: use lighting fixtures that direct light downward and focus on the construction area;
- Low-intensity Lighting: where possible, opt for low-intensity lighting to reduce the overall brightness and impact on the night sky and nearby surroundings.
- Colour Temperature Considerations: opt for warm-colored lighting (e.g., amber or warm white) instead of cooler, bluish tones to reduce the visual impact on the surrounding landscape.

- Light Pollution Monitoring: implement monitoring and periodic assessment of lighting pollution to ensure compliance with regulations and necessary adjustments to minimize visual impact.
- Neon or unshielded bright security lights MAY NOT BE USED; and
- No spotlights will be allowed.

8.2.2 Lower Cable Station

To mitigate the visual impact on Rural Scenic Routes, Graded Landscape Character Areas and Identified Residential Receptors the following needs to be adhered to:

- No construction to take place outside the approved construction hours as per the Building Regulations of South Africa. Construction hours will be negotiated with the Municipality;
- Screens or fencing are to be erected around the construction site, as far as practicably possible, to shield it from view. The fencing should be covered with hessian or shade cloth. The latter to be black, grey or dark green;
- Keep site clean and organized to reduce the visual clutter associated with construction; and
- Items such as the tower crane should not to be a bold colour, if possible, and not have any branding on it.
- Similarly, items such as the temporary gantry structure over the R45 scenic route should be covered with or constructed with materials with muted tones. No excessive branding may be allowed that will be visible to the Franschhoek Valley below (i.e., only to road users travelling on the R45).

To mitigate the visual impact of night light during the construction phase on sensitive areas and receptors, use lighting that minimizes light pollution and glare while meeting safety and operational requirements. ALL LIGHTING SHOULD BE LIMITED TO CONSTRUCTION HOURS ONLY.

In addition, the following applies during construction hours:

- Localised Lighting: position lighting fixtures strategically to illuminate specific work areas without excessively lighting up the entire construction site.
- Shielded Lighting: install shields or baffles on light fixtures to prevent upward or outward light dispersion and ensure light is directed where it is needed.
- Directional Lighting: use lighting fixtures that direct light downward and focus on the construction area;
- Low-intensity Lighting: where possible, opt for low-intensity lighting to reduce the overall brightness and impact on the night sky and nearby surroundings.
- Colour Temperature Considerations: opt for warm-colored lighting (e.g., amber or warm white) instead of cooler, bluish tones to reduce the visual impact on the surrounding landscape.
- Light Pollution Monitoring: implement monitoring and periodic assessment of lighting pollution to ensure compliance with regulations and necessary adjustments to minimize visual impact.
- Neon or unshielded bright security lights MAY NOT BE USED; and
- No spotlights will be allowed.

8.3 Operational Phase Considerations

8.3.1 Upper Cable Station

To mitigate the visual impact during the operational phase on the Franschhoek Urban Conservation Area, Urban & Rural Scenic Routes, the Graded Landscape Character Areas and Identified Residential Receptors the following needs to be adhered to:

- Maintain the restored landscape work to ensure:
 - Establishment underneath the track / haul ropes and at anchoring points;
 - Establishment along all public spaces and pathways; and
 - The general integration of development with natural vegetation.

To mitigate the visual impact of night light:

- Strictly limit lighting to the operational hours proposed (with regards to the lower cable station) and as per the lighting considerations under Item 8.1.

8.3.2 Lower Cable Station

To mitigate the visual impact during the operational phase on Rural Scenic Routes, Graded Landscape Character Areas and the Identified Residential Receptors the following needs to be adhered to:

- Maintain the new soft landscape work to ensure:
 - Establishment of the trees along the drainage line on the northern side of the property,
 - Establishment of the creepers on and around the new parking structure;
 - The general integration of existing and new.
- No excessive branding on the cable car.

To mitigate the visual impact of night light:

- Strictly limit lighting to the operational hours proposed and as per the lighting considerations under Item 8.1.

9. CONCLUSION & RECOMMENDATIONS

The proposed aerial cable way with associated infrastructure & tourist facilities on Erf 1466 and Remainder of Erf 23 in Franschhoek, is located within a visually sensitive environment with several highly visually sensitive areas and receptors including, an urban character area, urban and rural scenic routes, residential receptors, graded landscapes to be protected, critical biodiversity areas, drainage lines and ridge lines.

Additionally, the visual absorption capacity for the lower station was deemed moderate and the upper station low i.e., the existing landscape has limited capacity to screen the proposed development.

Photomontages from six (6) identified viewpoints have been reviewed and the following impacts assessed:

Construction Phase:

- Visual Intrusion of Construction Activities at Upper Cable Station on Sensitive Receptors
- Visual Intrusion of Construction Activities at Lower Cable Station on Sensitive Receptors
- Construction Night Light

Operational Phase:

- Visual Intrusion of Upper Cable Station on Sensitive Receptors
- Visual Intrusion of Lower Cable Station on Sensitive Receptors
- Night Light

It was determined that the upper cable station at the preferred location (at 1017mamsl) would have less of a visual impact than that of the alternative location (at 1007mamsl). The assessment concluded that:

- The significance of the visual intrusion of the Upper Cable Station on Sensitive Receptors would be high before mitigation and, **moderate** after mitigation for the preferred location (1017mamsl).
- The significance of the visual intrusion of the Upper Cable Station on Sensitive Receptors would be very high before mitigation and, **high** after mitigation for the alternative location (1007mamsl).
- The significance of the visual intrusion of the Lower Cable Station on Sensitive Receptors would be high before mitigation and, **moderate** after mitigation.
- The significance of night light at the Upper Cable Station would be high before mitigation and, **moderate** after mitigation.
- The significance of night light at the Upper Cable Station would be moderate before mitigation and, **low** after mitigation.

From a visual perspective the development should be **endorsed** for the preferred alternative on condition that the visual impact of the proposal is mitigated sufficiently, as per the detail design, construction and operational mitigation measures set out in this document.

10. DECLARATION OF INTEREST

A de Beer has expertise in conducting the specialist report relevant to this application, including knowledge of regulations and any guidelines that have relevance to the proposed activity.

A de Beer acts as the independent specialist in this application and will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant.

A de Beer will comply with the Act, regulations and all other applicable legislation and undertakes to disclose to the applicant and the competent authority all material information in her possession that reasonably has or may have the potential of influencing any decision to be taken with respect to the application by the competent authority; and the objectivity of any report, plan or document to be prepared by her for submission to the competent authority.

A deBeer

30/09/2023

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ADDENDUM A

Glossary of Terms

(2005:3-4 & 27)

Visibility of the project: the geographic area from which the project will be visible, or view catchment area. (The actual zone of visual influence of the project may be smaller because of screening by existing trees and buildings). This also relates to the number of receptors affected.

Visual exposure: based on distance from the project to selected viewpoints. Exposure or visual impact tends to diminish exponentially with distance.

Visual sensitivity of the area: the inherent visibility of the landscape, usually determined by a combination of topography, landform, vegetation cover and settlement pattern. This translates into visual sensitivity.

Visual sensitivity of Receptors: the level of visual impact considered acceptable is dependent on the type of receptors.

Visual absorption capacity (VAC): the potential of the landscape to conceal the proposed project.

Visual intrusion: the level of compatibility or congruence of the project with the qualities of the area, or its 'sense of place'. This is related to the idea of context and maintaining the integrity of the landscape or townscape.

Screening: a decision-making process to determine whether a development proposal requires environmental assessment, and if so, what level of assessment is appropriate. Screening is usually administered by an environmental authority or financial institution. The outcome of the screening process is typically a Screening Report/Checklist.

Scoping: the process of determining the spatial and temporal boundaries (i.e., extent) of the site and the key issues to be addressed in an impact assessment. The main purpose is to focus the impact assessment on a manageable number of important questions on which decision-making is expected to focus and to ensure that only key issues and reasonable alternatives are examined. The outcome of the scoping process is a Scoping Report that includes issues raised during the scoping process, appropriate responses and, where required, terms of reference for specialist involvement.

Impact assessment: issues that cannot be resolved during scoping and that require further investigation are taken forward into the impact assessment. Depending on the amount of available information, specialists may be required to assess the nature, extent, duration, intensity or magnitude, probability and significance of the potential impacts; define the level of confidence in the assessment; and propose management actions and monitoring programmes. Specialist studies/reports form the basis of the integrated Environmental Impact Report which is compiled by the EIA practitioner.

Issue: a context-specific question that asks, "*what will the impact of some activity/aspect of the development be on some element of the biophysical, social or economic environment?*"

Impact: a description of the effect of an aspect of the development on a specified component of the biophysical, social or economic environment within a defined time and space.

Root cause/source of impact: a description of the aspect of the development that will result in an impact on the biophysical, social or economic environment.

Risk situation: a description of the environmental or operating circumstances that could influence the probability of a significant impact occurring.

Scenarios: a description of plausible future environmental or operating conditions that could influence the nature, extent, duration, magnitude/intensity, probability and significance of the impact occurring.

Alternatives: a possible course of action, in place of another, that would meet the same purpose and need but which would avoid or minimize negative impacts or enhance project benefits. These can include alternative locations/sites, routes, layouts, processes, designs, schedules and/or inputs. The "no-go" alternative constitutes the 'without project' option and provides a benchmark against which to evaluate changes; development should result in net benefit to society and should avoid undesirable negative impacts.

Best practicable environmental option: this is the alternative/option that provides the most benefit or causes the least damage to the environment, at a cost acceptable to society, in the long term as well as in the short term.

Impact significance: a term used to evaluate how severe an impact would be, considering objective or scientific data as well as human values. A specific significance rating should not be confused with the acceptability of the impact.

Thresholds of significance: the level or limit at which point an impact change from low to medium significance or medium to high significance.

Management actions: actions – including planning and design changes - that enhance benefits associated with a proposed development, or that avoids, mitigate, restore, rehabilitate or compensate for the negative impacts.

Monitoring programmes: programmes established to observe, take samples or measure specific variables to track changes, measure performance of compliance, and/or detect problems.

Review: the process of determining whether specialist input meets minimum requirements is reasonable, objective and professionally sound.

ADDENDUM B

Criteria used for the Assessment of Impacts

The assessment of impacts is based on a synthesis of the following assessment criteria (2005:28):

Nature of the impact –

An appraisal of the visual effect the activity would have on the receiving environment. This description should include visual and scenic resources that are affected, and the way they are affected, (both positive and negative effects).

Extent – the spatial or geographic area of influence of the visual impact, i.e.:

- *site-related*: extending only as far as the activity;
- *local*: limited to the immediate surroundings;
- *regional*: affecting a larger metropolitan or regional area;
- *national*: affecting large parts of the country;
- *international*: affecting areas across international boundaries.

Duration - the predicted lifespan of the visual impact:

- *short term*, (e.g., duration of the construction phase);
- *medium term*, (e.g., duration for screening vegetation to mature);
- *long term*, (e.g., lifespan of the project);
- *permanent*, where time will not mitigate the visual impact.

Intensity – the magnitude of the impact on views, scenic or cultural resources.

- *low*, where visual and scenic resources are not affected;
- *medium*, where visual and scenic resources are affected to a limited extent;
- *high*, where scenic and cultural resources are significantly affected.

Probability – the degree of possibility of the visual impact occurring:

- *improbable*, where the possibility of the impact occurring is very low;
- *probable*, where there is a distinct possibility that the impact will occur;
- *highly probable*, where it is most likely that the impact will occur; or
- *definite*, where the impact will occur regardless of any prevention measures.

Significance – The significance of impacts can be determined through a synthesis of the aspects produced in terms of their nature, duration, intensity, extent and probability, and be described as:

- *low*, where it will not have an influence on the decision;
- *medium*, where it should have an influence on the decision unless it is mitigated; or
- *high*, where it would influence the decision regardless of any possible mitigation.

ADDENDUM C

CURRICULUM VITAE: ANTOINETTE DE BEER

Antoinette de Beer graduated as a landscape architect from UCT in 2010 and started her own business, ARLA Consulting, in 2012. She aims to design integrated, multi-functional, resilient yet stimulating SPACES for PEOPLE that capture the expression of culture within a community and that celebrate its CONTEXT. To this end she regularly collaborates with, and is inspired by, other professionals, specialists and NPO's. She often teaches on a part-time basis at the Cape Peninsula University of Technology and enjoys mentoring students.

She is a registered professional landscape architect with the South African Council for the Landscape Architectural Profession (SACLAP) and has fourteen (14) years of landscape architectural experience (of which 9-years post-registration experience). She has been a member of the Institute for Landscape Architecture in South Africa (ILASA) from 2010 and the elected president of the institute from 2013 – 2015. During her term as president, she represented the institute at the 2nd International Federation of Landscape Architects (IFLA) Africa Symposium in Abuja, Nigeria. She has been a member of the Society for Architects, Planners, Engineers and Surveyors+ (APES+) since 2012 and enjoys the collaborative nature of the association.

PROFESSIONAL QUALIFICATIONS

Certificate Fundamentals of Project Management (UCT), 2011
Master of Landscape Architecture (UCT), 2010
Certificate Architectural & Urban Conservation (UCT), 2010
BL(Hons) Landscape Architecture (UP), 2004
BTech Environmental Management (CPUT), 2003

REGISTRATION

(SACLAP) South African Council for the Landscape Architectural Profession
Professional Landscape Architect: No. 20218 (Registration Year: 2012)

EXPERIENCE

2012 – PRESENT Director:
ARLA Consulting Pty (Ltd): private landscape architectural and environmental planning practice

2011 -2012
Candidate Landscape Architect: EPLA Consulting CC: sub-consultant to a landscape architectural and environmental planning practice

2007 – 2010
Senior Landscape Architectural Technologist at OvP Associates CC: Architects, Landscape Architects & Environmental Planners

2005 Junior Landscape Architectural Technologist at De Villiers Turner CC: Landscape Architects

Antoinette Raimond Landscape Architectural Consulting
September 2023

MEMBERSHIP

- Immediate Past President of the ILASA (2015 - 2016)
- President of the ILASA (2013 - 2015) – NEC Chair
- ILASA 2014 Conference LOC Chair – Organising the Bi-annual National Conference (2013 – 2014)
- ILASA President Designate (2012-2013) – NEC Vice-chair
- ILASA Treasurer (2011-2013) - ILASA Financial Management
- International Federation of Landscape Architects 2012 World Congress LOC member (2009-2012) – International Liaison
- Member of APES (Architects, Planners, Engineers & Surveyors Society; 2012 - current)
- Member of ILASA (2010 – current)

TEACHING & EXTERNAL EXAMINATION:

Part-time Lecturing at Cape Peninsula University of Technology (CPUT):

External Examiner:	various subjects (1st year to 4th year) from 2014- current.
Second Semester 2018:	Draughting Software and Construction Detailing 2 nd year
Second Semester 2017:	Integrated Design Studio 1 st year
First Semester 2016:	Landscape Technology & Plant Material Studies 3 rd year
Second Semester 2015:	Applied Mathematics & Introduction to Design Foundation Year AutoCAD and Construction Detailing 2 nd year

Mentorship of several 4th year students during the design development stages of their mini thesis.

Part-time Lecturing at University of Cape Town (UCT):

Second Semester 2013:	Teaching Landscape Design to Landscape Architecture Conversion year students.
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Guest Landscape Architect for MLA Presentations at University of Cape Town (UCT):

Second Semester 2019:	Guest landscape architect for review of MLA work prior to final hand-in.
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OTHER:

Assurance Reviews:	Part of panel that reviews tender documents prepared by the City of Cape Town to ascertain if they are compliant with all legal aspects and professional standards (2020- 2022)
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Regional Judge for the 2020, 2021 & 2022 SALI Awards of Excellence	Evaluate and adjudicate entries for the annual SALI Awards of Excellence (November 2019, 2020& 2021).
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Adjudicator for the 2017 ILASA Awards of Excellence

Adjudicate entries and select winners for the bi-annual ILASA Awards of Excellence (June 2017).

Adjudicator for the 2016 Concrete Manufacturers Association Awards of Excellence

Adjudicate entries and select winners for the bi-annual Concrete Manufacturers Association's Awards of Excellence (November 2015).

Adjudicator at CPUT: CPUT Landscape Technology Vertical Garden Challenge February 2014

CPUT Landscape Technology Recycled Bench Challenge February 2013

CPUT-Corobrik Landscape Technology Construction Week July 2013

Cape Town World Design Capital: Co-design Workshops:

7 November 2014: Participated in workshop as lead designer for the Dunoon cul-de-sacs (Developing a Tree Planting and Infiltration Strategy for the Dunoon cul-de-sacs). Presentation available on request.

14 May 2014: Participated in workshop at Rylands Civic Centre as designer. Re-visioning the Gatesville CBD.

23 April 2014: Participated in workshop as designer for the Bonteheuwel Civic Precinct Upgrade (as part of the Mayoral Urban Regeneration Programme (MURP).

13 November 2013: Participated in workshop as designer for the Upgrade of Public Open Space at Doordekraal Dam in Welgemoed.

Recent Visual Impact Assessments

VIA's for Mixed-use Developments:

- VIA for Proposed Mixed Use Development Lucullus Gardens, Joostenbergvlakte
- VIA for Proposed Mixed Use Development on Remainder of Cape Farms No. 1529 (Imhoff's Gift), Kommetjie
- Confidential VIA for Proposed Mixed Use Development, Durbanville
- VIA for the Proposed Mixed-use Sence de Lieu Development on a portion of Farm No. 845/3, Paarl
- VIA for the Proposed De Fortuijn Housing Development, Somerset West

VIA's for Waste Services:

- VIA for Proposed Amendment to the Highlands WDF Waste Management Permit, Malmesbury
- VIA for Proposed Amendment of the Worcester WDF Waste Management Permit, Worcester
- VIA for Proposed Amendment to Waste Management License, Vissershok WMF
- VIA for Proposed Amendment to Waste Management License, Tulbagh WDF
- VIA for Proposed Caledon Waste Transfer Station, Caledon
- VIA for Proposed Waste Recovery, Beneficiation and Energy Project, Wellington

VIA's for Residential Developments:

- VIA for the Proposed Oyster Village Retirement Resort, St Francis Bay
- VIA for the Proposed Residential Development on Waterval Farm, Franschhoek
- VIA for the Proposed Die Eike Residential Development on Erf 3476, Franschhoek
- VIA for the Proposed Medium Density Drakenzicht Residential Development, Paarl South
- VIA for Proposed Kanonberg Residential Development, Oude Westhof

VIA's for Renewable Energy Projects:

- Confidential VIA for Proposed Renewable Energy Facility, Ceres
- VIA for Proposed Klipfontein Solar Farm & Energy Storage Facility, Hopefield
- VIA for Proposed Zoutekloof Solar Farm, Hopefield

VIA's for Transmission Towers:

- VIA for Proposed TT at Hermanus Reservoir, Hermanus
- VIA for Proposed TT at Sandbaai Gemeenskapssaal, Sandbaai
- VIA for Proposed TT at Fernkloof Road, Hermanus

Other:

- Confidential VIA for Proposed Tourist Facility, Franschhoek
- VIA for Proposed Petroport, Wolseley
- VIA for Proposed Van Wyks River Business Park, Paarl