

CASE HWC 2307 0609 SJ 0726
DEA&DP Ref: Pending

HERITAGE IMPACT ASSESSMENT: DRAFT FOR STAKEHOLDER COMMENT

FRANSCHHOEK SKYTRAM
PROPOSED AERIAL CABLEWAY & TOURISM FACILITIES
Erven 1466, 1467 & Rem Erf 23, HAUTE CABRIERE, 5 LAMBRECHTS STREET, FRANSCHHOEK

1. INTRODUCTION, AND GENERAL BACKGROUND

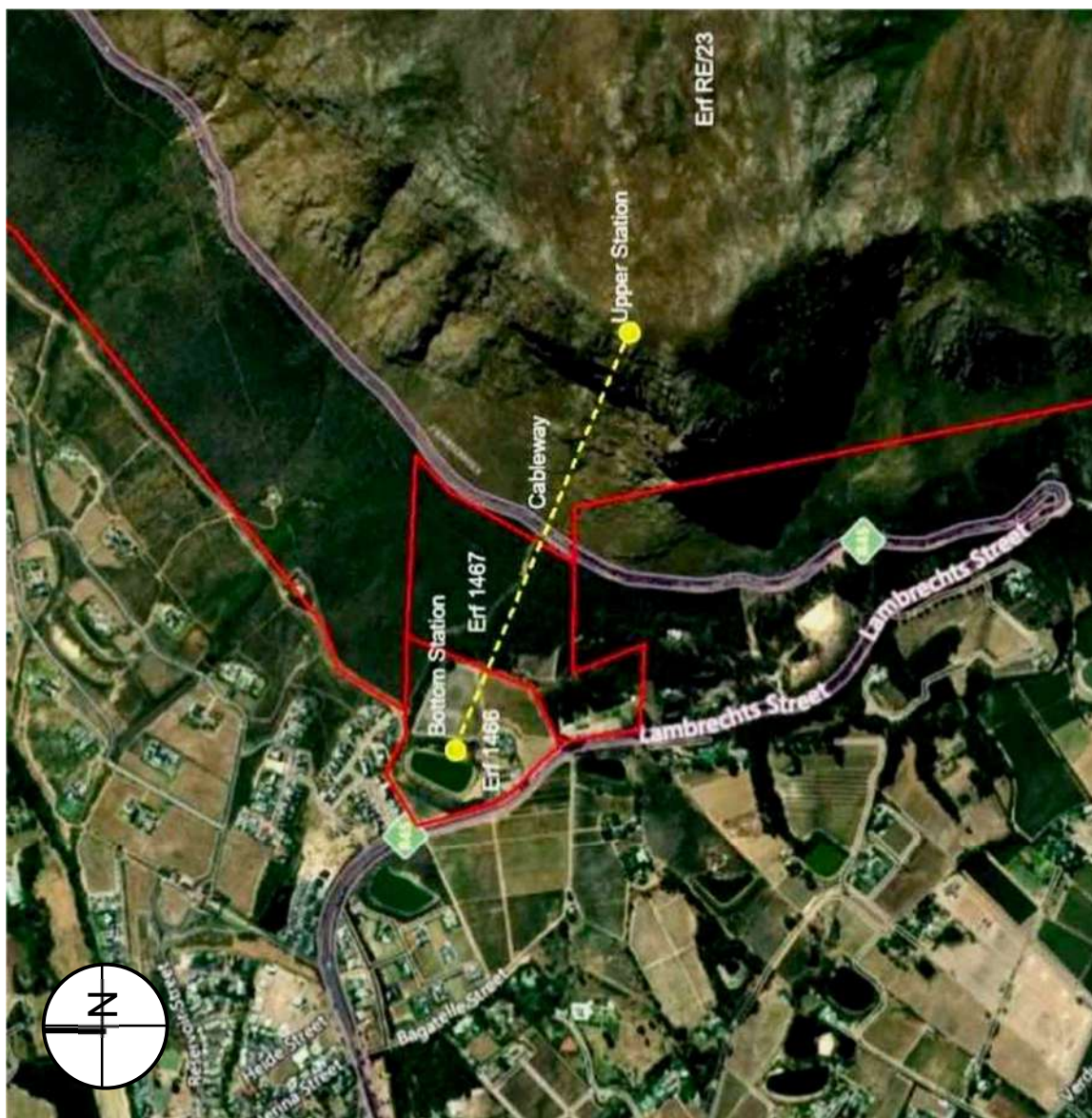


FIGURE 01: Location of the proposed cableway running between Haute Cabrière off Franschhoek Pass to Middagkrans Peak within the Mont Rochelle Nature Reserve. (Image courtesy of the Franschhoek Cableway Company Ltd, and Google Earth, August 2023).

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Heritage Impact Assessment: Erven 1466, 1467 /7 Rem Erf 23: Franschhoek Skytram proposed aerial cableway.

1.1. The Proposal

The proposal is for an aerial cableway to be constructed overlooking the Franschhoek Valley. The preferred location for the cableway, to be known as the "Franschhoek Skytram" is envisaged to extend from Haute Cabrière off the lower reaches of the Franschhoek/Olifantshoek Pass (Lambrechts Road) to Middagkrans Peak on the mountain and within the Mont Rochelle Nature Reserve. (From here onward, the Franschhoek/Olifantshoek Pass/Lambrechts Road will be referred to as the 'Franschhoek Pass').

The cableway is proposed by the Franschhoek Cableway Company (Pty) Ltd in partnership with Garaventa Doppelmayr AG. It would become the second of its kind in the country after the famous Table Mountain cableway. Garaventa Doppelmayr is the leading manufacturer and installer of cableways in the world.

The purpose is for the cableway to be a world class installation with associated tourism infrastructure that would include an upper station providing scenic views over the Franschhoek Valley. The concept is for the cableway to position Franschhoek as the culinary, wine and adventure capital of the country with various offerings at both bottom and top stations. This facility is also intended to provide access to the mountain top for hikers and paragliders. This, in turn, would be linked to 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.

1.2. The Lower Cableway Station

The lower station, which would be constructed within on already well recognized and award winning wine estate¹, will expand its existing facilities to include a new deli, village green, office space, ablutions and walkways around the estate's dam. There is planned on-site parking for 172 vehicles.

1.3. The Upper Cableway Station

The upper station on Middagkrans Mountain is proposed to have a viewing deck providing spectacular views over the Franschhoek Valley towards Cape Town and the Atlantic Ocean. A vintner's wine bar would be included, showcasing the wines of Franschhoek. In addition, it is intended to establish a walking trail from the Mont Rochelle parking area (at the top of Franschhoek Pass) to the upper cable station.

1.4. Defining the Study Area

Immediate Context: Defined by the boundary of Haute Cabrière (in the case of the lower station); and the footprint of the proposed upper station respectively.

Intermediate Context: Defined by the area indicated in Diagrams 1-4.

Wider Context: Defined by the extent of the Franschhoek Valley.

¹ (Haute Cabrière Estate has in the past few decades, become well known for its underground champagne cellar and restaurant, amongst others).

2. ASSUMPTIONS & LIMITATIONS OF THIS STUDY

- i) **Background material by others:** All material by others informing this assessment, including other specialist assessments, historical and planning/land use background information, is assumed to be accurate and a true reflection of the issues governing the relevant properties and their proposed development.
- ii) **Services:** This report does not address heritage impacts resulting from the potential laying of pipelines, electrical and other related infrastructure between the subject sites and elsewhere beyond their boundaries. The report does, however, address the possibility of archaeological and paleontological material being uncovered in the course of excavations for installing new services the excavation of new foundations and the laying of new pathways.
- iii) **The public engagement process:** The public engagement process is being managed by Doug Jeffery Environmental Consultants (DJEC) as part of an over-arching environmental application. The development proposals are being advertised for comment, along with a draft version of this HIA (amongst others) for stakeholder comment as part of the required Public Participation Process (PPP). This includes a pre-application process. Responses received will be summarized in a Comments & Responses document after which a final HIA report will be prepared taking that feedback into account, where relevant.
- iv) **Historical Documentation:** At the site of the lower station, part of the area has been cultivated but remains otherwise undeveloped. In fact, most of the lower station site has remained disturbed and/or uncultivated space for at least the past 20 years, if not longer. Consequently, the lower station area contains neither structures nor other heritage resources older than 60 years. The lower station area is also unlikely to contain concealed archaeological material given the disturbances caused by the adjacent dam construction.

The upper station site is located in a wilderness area that has never been developed. However, this area does contain significant indigenous botanical heritage resources.

Given therefore that the proposals for both lower and upper station sites do not include any development affecting built heritage resources (there are none on either site), no historical ownership studies (including deeds searches) have been undertaken with the exception of the following:

- Determining, through stylistic interpretation, the significances (indeed, the lack thereof) of development both on and close to the site (**Figure 02**); and
- Determining, with reference to historic 20th C SG aerial photographs the historical morphology of the landscape within the local area as highlighted in the attached **Diagram H01**.

This is deemed sufficient for the purposes of understanding the morphology of the surrounding area; informing the proposed development of the subject site in particular; establishing spatial significance and identifying potentially sensitive factors; all without subjecting the property owner to unreasonable costs for unnecessary historical background investigations.

- v) **Cultural Landscape:** The assumption is that parts of the broader historic landscape of which the site forms a part, is also a landscape that includes scenic qualities which are potentially sensitive to new development, and for which the visual impact component of this report was required by HWC (More of this in **Section 3**).

3. TERMS OF REFERENCE.

3.1. The Stellenbosch Heritage inventory (2018)

The sites which form the subject of this report are located within an immediate landscape that has been identified in the Stellenbosch Heritage Inventory (2018) as grade IIIB within the Franschhoek Valley (**Figure 02**).

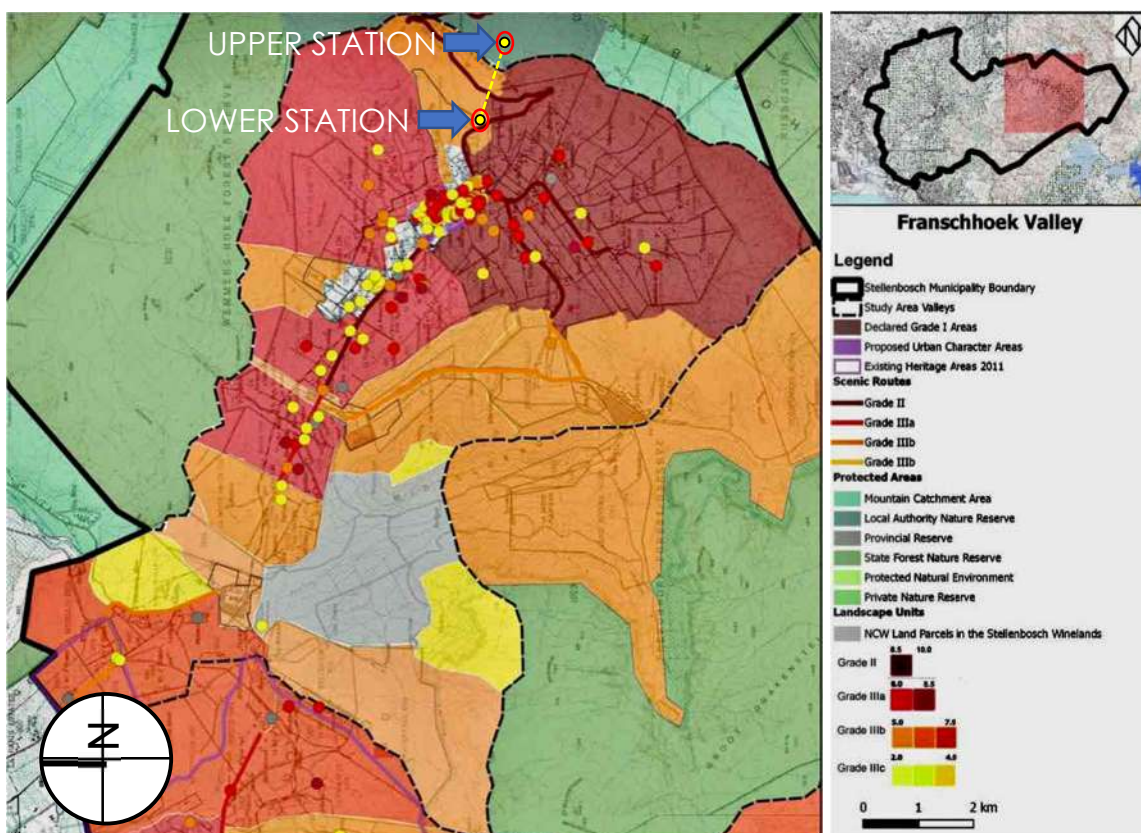


FIGURE 02: Location of the cableway (in yellow broken lines) with the lower and upper stations arrowed in blue: all in relation to the graded landscape of the broader Franschhoek Valley. The area in which the lower station falls is graded IIIb, while the upper station falls within a local authority nature reserve. (Stellenbosch Heritage Inventory Report, Stellenbosch Municipality, 2018).

A landscape character analysis of Franschhoek² forming part of the heritage inventory report describes the area as one with views that constantly change as one moves through its environs, adding to the complexity of the area as a cultural landscape. This character analysis considers Franschhoek to be a special landscape with layers of history frozen into static features. Landscape patterns are predominantly influenced by the presence of vineyards and remnant plantations on the higher mountainous slopes and strongly characterised by the topographical cul-de-sac formed by the mountain edge terminating the eastern end of the valley. It is against this edge that the Franschhoek Skytram aerial cableway is proposed.

² Stellenbosch Heritage Inventory Report, Appendix 5, Area H01: Franschhoek Cul-de-Sac.

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The Heritage Inventory Report has subdivided the Franschhoek landscape into various sub-character areas, many of which are of high and very high (respectively grade IIIa and grade II) significance. The grade II areas (**Figure 02**) are recommended for designation as heritage protection areas. This includes the Franschhoek Pass which is graded grade IIIA, no doubt mainly because of its scenic outlooks. This road is in any event a Scenic Route Overlay Zone which extends 200m to either side of the centreline of the road.

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.

The site of the upper station does fall within a protected natural area and therefore its impact is not only relevant in relation to its surrounding areas, but also the site itself, which is identified as part of an area having critical biodiversity significance.

3.2. Statutory References

3.2.1. *The National Heritage Resources Act (NHRA) in relation to the National Environmental Management Act (NEMA).*

This assessment is conducted in terms of National Heritage Resources Act (NHRA) 25:1999, Section 38(8). Consequently, this HIA report will form part of an over-arching environmental application in terms of the National Environmental Management Act (NEMA) 107:1998 to the Western Cape Provincial Department of Environmental & Development Planning (DEA&DP). This means that DEA&DP and not HWC will issue the Record of Decision (RoD) on the application, although HWC would obviously be an important commenting party, being a statutory body in own right. Indeed, the environmental application to the DEA&DP cannot occur until HWC has provided its Comment, and that Comment will not be provided until stakeholders have been given statutorily adequate time to submit their own heritage-related comments to HWC in response to the application.

3.2.2. *Plan of Study for this Report*

A. The NID application: This plan of study is set out in accordance with HWC's response, dated 1 August 2023 (**Annexure A**) to a Notice of Intent to Develop (NID) application submitted to HWC by ARCON, author of this HIA. In that Notice of Intent to Develop, the following key points were made;

- i) **Places, buildings and structures:** The site of the proposed lower station contains no places, buildings or structures of cultural significance within the immediate vicinity. However, the site of the proposed upper station would be near a mountain peak within a nature reserve and forming a backdrop to the historic town of Franschhoek.
- ii) **Landscapes and natural features:** The proposed upper station will be located within a botanically sensitive area on the mountain.
- iii) **Archaeological resources:** The site of the proposed lower station has been heavily disturbed by dam construction and agricultural activity. It is therefore unlikely to be archaeologically sensitive. The site of the upper station is relatively inaccessible and therefore very unlikely to have been frequented by precolonial hunters and even less likely by precolonial herders. Neither site was therefore found likely to yield significant

archaeological material. An archaeological study was nonetheless in process at that time to confirm that supposition.

- iv) **Paleontological resources:** Although there was, at that stage, no knowledge of paleontological material on either site, the specialist responsible for preparing the archaeological report had been engaging with a palaeontologist as a precautionary measure.
- v) **Other heritage resources:** Neither site has either attached oral traditions nor associations with living heritage. Neither site is considered to have significant geological resources nor graves, burial grounds nor sites relating to the history of slavery.

To summarize, impacts on heritage resources were considered to be predominantly, if not exclusively, visual and biophysical.

B. HWC's response to the NID application was that a HIA would be required satisfying the conditions of NHRA Section 38(3) (a)-(g)³ but with specific reference to the inclusion of the following:

- An archaeological impact assessment;
- A desktop palaeontological assessment;
- A visual impact assessment including an assessment of the cultural landscape; and
- Broad public participation.

Consequently, this report includes the findings of a Visual impact Assessment (hereafter VIA) prepared by ARLA Consulting Landscape Architects; an Archaeological Impact Assessment (hereafter AIA) by ACO Associates and a Phase 1 Paleontological Impact Assessment (hereafter PIA) by Prof Marion Bamford. Given the disturbed nature of most of the area earmarked for the lower station with only a small portion impacting on vineyards, a soil report was not deemed necessary. Such a report was indeed also not called for by HWC.

3.2.3. *The Planning Application*

- i) **The planning application for the cableway** will involve obtaining a Consent Use for tourist facilities at the lower and upper stations, registration of leasehold areas for the upper station and the registration of aerial servitudes over all three involved erven (i.e. Erven 1466, 1467 & Rem Erf 23). Erf 1466 is currently zoned *Agriculture*, Erf 1467 as *Agriculture and Rural Zone* and Rem Erf 23 as *Local Authority*. Since the new Zoning Scheme By-law of 2019 came into being (the aforementioned zoning statuses of the subject properties pre-date that), an *Agricultural Zoning* (such as for Erf 1466) will

³ Abbreviated as follows

- (a) The mapping of all heritage resources in the affected area
- (b) An assessment of the significance of such heritage resources in terms of the assessment criteria in the NHRA
- (c) An assessment of the impact of the development on such heritage resources
- (d) An evaluation of this impact relative to the sustainable social and economic benefits to be derived from the development
- (e) The results of consultation with stakeholders regarding the impact of the development on heritage resources
- (f) Considering alternatives where heritage resources would be adversely affected by the development; and
- (g) Plans for mitigation of any adverse effects during and after completion of the proposed development.

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Heritage Impact Assessment: Erven 1466, 1467 /7 Rem Erf 23: Franschoek Skytram proposed aerial cableway.

convert to *Agricultural and Rural*, while a *Local Authority Zone* (such as Rem Erf 23) will convert to 'Manual allocation based on lawful land use'.

ii) **Affected scenic routes:** The Franschhoek Pass is a proclaimed Scenic Route Overlay Zone. This means that the following parameters apply:

- The construction, alteration and addition of buildings and structures; signage; removal and felling of mature trees etc may not commence without the permission of the Stellenbosch Municipality;
- A building line of 30 metres shall apply on all Rural Scenic Routes, which may be relaxed subject to approval by the Stellenbosch Municipality.
- A Site Development Plan and / or Visual Impact Assessment may be required by the Stellenbosch Municipality in respect of any development proposals within the zone.

In considering a land use planning application within a Scenic Route Overlay Zone, the Municipality must consider the following:

- The visual impact of the development proposal and the imposition of conditions to mitigate the visual impact such as screening and landscaping.
- The impact of development proposals executed in terms of existing primary land use rights.
- Land use applications in respect of additional or intensified land use rights can only be favourably considered if the development proposal does not result in an adverse or detrimental visual impact.
- The massing, height, design, parking layout, landscaping, lighting and treatment of buildings.
- In granting an approval, the Municipality may impose conditions it deems necessary to protect and promote the visual environment and scenic quality of the area in general.

Consequently, visual impact once again plays an important role in determining whether a proposal such as the proposed cableway, which crosses this road, would be considered favourably or not.

3.2.4. **The Subdivision of Agricultural Land Act 70:1970**

Given that agricultural land can be considered a heritage resource the proposed impact of the development is considered a term of reference. However, given that the vineyards on Erf 1466 would be marginal at best, such potential impacts are not considered to be a major concern. Furthermore, given that the subject properties are situated within the then Franschhoek Municipality (pre-1994) they are exempt from the provisions of Act No 70/1970.

4. IDENTIFICATION OF HERITAGE RESOURCES RELEVANT TO THIS PROJECT

4.1. Identification of Heritage Resources

This report identifies heritage resources in terms of Section 3(2) of the NHRA. This Section in the NHRA considers the following categories of places and resources to be worthy of inclusion in the national estate (discussed in sequential order as appearing in the NHRA):

a) *Places, buildings, structures and equipment of cultural significance:*

Commentary: As already mentioned, neither the sites for the lower nor upper station contain structures of cultural significance.

Potential impacts: NIL.

b) *Places in which oral traditions/living heritage are attached:*

Commentary: Neither the sites for the lower nor upper station have known associations with oral traditions or living heritage. There is however the possibility, albeit remote, that such significance could come to light during the stakeholder engagement process.

Potential impacts: NIL. (provisionally).

c) *Historical settlements and townscapes:*

Commentary: The historic settlement of Franschhoek and its townscape is a significant heritage resource, regarded in the 2018 Stellenbosch Inventory Report as the second most culturally significant town within the Stellenbosch Municipality, i.e. after Stellenbosch itself. This heritage resource could potentially be visually impacted by the proposed development especially in relation to the upper station. The upper station will be located near Middagkrans, forming part of a mountain backdrop that terminates the east/southeast end of the Franschhoek Valley. The upper station could therefore potentially be visible from substantial parts of the town, especially at night, depending on how lighting is used.

Potential impacts: VISUAL.

d) *Landscapes and natural features of cultural significance:*

Commentary: The Franschhoek Valley, with its special combination of historically built, cultivated and unique natural wilderness areas would, in terms of the World Heritage Convention's definition of cultural landscapes, be classified as an 'Organic Landscape', i.e. a landscape that contains the imprints of both humans and pristine nature; the latter having very high botanical value especially on upper mountain reaches. In these respects, the Franschhoek Valley is considered to be of very high national and even international value as part of the Cape Winelands which has previously been proposed to have World Heritage potential. Although productive agricultural land is considered to be a heritage resource, such land would not be significantly affected by the proposals for the lower station. However, the upper station could potentially impact both scenic outlooks from the valley below and botanical heritage, depending on its immediate location and nature of

construction on the upper mountain reaches. Also potentially impacted would be outlooks from the Franschhoek Pass looking down towards the lower station, as well as towards the cableway cable where its path crosses that of the Pass roadway, which is a scenic route and identified as of very high local significance in the 2018 Stellenbosch Heritage Inventory Report (**Figure 02**).

Potential impacts: VISUAL and BOTANICAL.

e) *Geological sites of scientific or cultural importance*

Commentary: Neither the sites for the lower nor upper station have recognised geological significance.

Potential impacts: NIL.

f) *Archaeological and paleontological sites.*

Commentary: A specialist archaeological impact assessment (AIA) has determined that the proposed development will have no impacts on archaeological sites for either the lower or upper stations. This is addressed further in **Section 7.4**.

A desktop paleontological report has determined, based on information available, that no further paleontological assessment should be required unless fossils are found by the contractor during the construction phase. This is addressed further in **Section 7.5**.

Potential impacts: NIL (archaeological)
Potential: LOW (paleontological)

g) *Graves and burial grounds.*

Commentary: Neither the sites for the lower nor upper station have known graves or burial grounds.

Potential impacts: NIL.

h) *Sites of Significance relating to the History of Slavery:*

Commentary: The proposed site of the lower station on Haute Cabrière was not cultivated or developed until well after the emancipation of slaves. Therefore, this site has no historic association with slavery. The upper station, comprising pristine wilderness, has never been cultivated or developed. This is addressed further in **Section 7.3**.

Potential impacts: NIL.

4.2. Summary of Potential Impacts on Heritage Resources

Considering the aforementioned in Section 4.1, potential impacts on heritage resources would be:

i) **Visual** relating to especially the upper station as viewed from Franschhoek town and possibly from the Franschhoek Pass where the cableway cable crosses above the

roadway; and outlooks from the roadway looking down on the lower station. Also, potentially impacted would be aesthetic character as experienced from surrounding rural landscapes within the valley, especially at night depending on how the upper station would be illuminated;

- ii) **Botanical** relating to potential impacts from the placement of the upper station within a mountain nature reserve that has high botanical sensitivity; and *possibly*
- iii) **Archaeological and paleontological** resources, although the potential for encountering such material is deemed to be NIL to LOW for both lower and upper stations.

Impacts on historic buildings, structures, geological features, scientific significance (other than botanical significance), oral traditions/living heritage, graves, burial grounds and sites associated with slavery are deemed to be NIL.

5. METHODOLOGY & STUDY FOCUS

The focus of this report is essentially determined by the recommendations contained in the Notice of Intent to Develop (NID) application and HWC's response to this as discussed in **Section 3.2.2.B** of this report.

That response confirms that visual impacts on the cultural landscape as artefact are of particular importance, thereby warranting the inclusion of a graphic local built environment study to better understand the significance of this landscape. **Diagrams 02-04** and **H01** play an important role in conveying those aspects of significance in this study.

The methodology upon which this report is based involved the following:

- i) *In-loco inspections*: The preparation of this report involved walkdowns across Haute Cabrière and the site of the lower station. This was undertaken with the VIA consultant to determine strategic viewpoints. It also included climbing the mountain to the site of the upper station near to Middagkrans Peak with the archaeological consultants. Photographs were taken of key landscape characteristics informing heritage significance, including development immediately outside the subject site, and landscapes immediately adjacent to this site. Site notes were prepared.
- ii) *Sources in determining significance*: Site inspections were undertaken (as mentioned in i) above) and the authoritative 2018 Stellenbosch Heritage Inventory Report carefully scrutinized. Also studied was the existing development massing and scale characterizing the surrounding area; aesthetic landscape qualities while graphic spatial analyses were used to determine cultural/heritage significance. Also examined were key spatial relationships and examination of potential heritage 'hot spots' (spatial heritage-related sensitivities). Other sources included scrutiny of the 20th century SG historic aerial surveys series of the area dating from 1942 (the earliest) to 2003, and thereafter the Google Earth historical record dating from 2004 to 2023. The purpose of the latter was to obtain an understanding of the morphology of the landscape from 1942 (the date of the earliest aerial survey covering this part of the Franschhoek Valley) to when Haute Cabrière was first cultivated between 1966 and 1977, and then to the present.
- iii) *Mapping of heritage resources*: Significant elements, characteristic development patterns on the landscape and key spatial relationships have been mapped in order to unpack the significance of the subject site in relation to its wider spatial context and, thereby, provide indicators for context-conscious new spatial development.
- iv) *Review of current local planning policy*: A summary of current relevant planning policies has been included to identify common purpose and potential conflicts in terms of the proposals for the subject property. Only those aspects with clear heritage-related implications have been addressed.

6. THE SITE AND ITS SPATIAL CONTEXT (READ WITH DIAGRAM 01)

6.1. Haute Cabrière and the Site of the Lower Cable Station

6.1.1. General Spatial Characteristics



FIGURE 03: Haute Cabrière indicating the location of the lower station site with numbered viewpoints for Figures 04 to 13 indicating the nature of the surrounds. (Image: Google Earth, 1 January 2023).

The Haute Cabrière Estate is located on the lower mountain slopes of the Middagkransberg which terminates the Franschhoek Valley to the southeast, from where the farm terrain slopes up sharply from the road approach to the Franschhoek Pass. The slope across the estate provided favourable conditions for the construction of a farm dam on the lower northwest contours (**Figure 03**) and the excavation of what has since become a famous underground wine cellar situated further uphill and to the southeast of the dam. The estate's vineyards occupy the higher slopes to the east.

The lower cable station will be located on the east bank of the farm dam (approximate location in red in **Figure 03**). A new two level undercover parking garage is proposed to be built into the slope in the vicinity of the cellar's existing service buildings to the east and uphill from the underground cellar (approximate location in light orange in **Figure 03**). This will accommodate the required visitor parking. **Figures 04 to 13** indicate the property from the various viewpoints plotted in **Figure 03**.

The access to Haute Cabrière is off the road approach to the Franschhoek Pass. Such is the nature of the slope that the wine estate has had to install a sign in outline letters against the vegetated downhill-facing slope of the dam wall to announce its presence after

visitors kept missing the turnoff. The wine estate has, since its inception, enjoyed a low-key profile in the landscape.



FIGURE 04: Viewpoint 1: Approaching Haute Cabrière from the northwest moving uphill towards the Pass. Middagkransberg forms an imposing backdrop. The Haute Cabrière sign on the dam wall in the foreground is the only indication of the wine estate. (Image: ARCON, 28 August 2023).

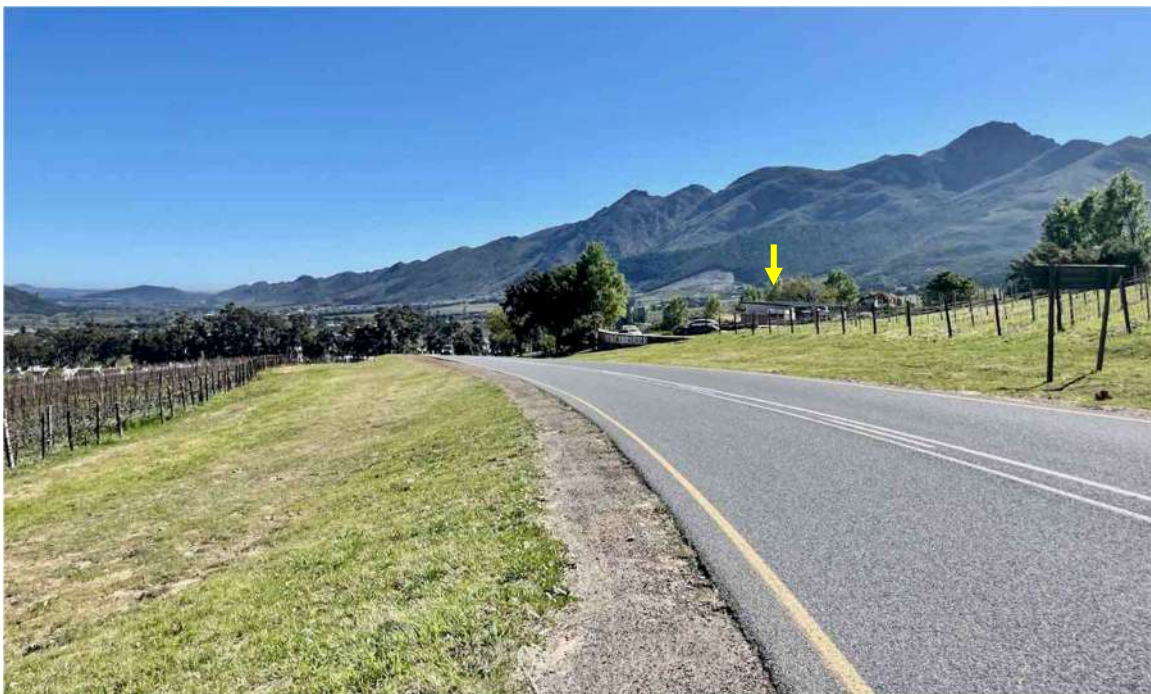


FIGURE 05: Viewpoint 2: Approaching Haute Cabrière from the southeast, i.e. in the opposite direction to Figure 04. The presence of the estate from the road is almost as low-key as from the northwest. Only lettering on a retaining wall and the Haute Cabrière Restaurant building beyond (arrowed) mark the presence of the estate from the road. (Image: ARCON, 28 August 2023).



FIGURE 06: Viewpoint 3: The entrance driveway to Haute Cabrière off Lambrechts Road. The Gallery Restaurant is right of centre. The underground wine cellar is beyond. ((Image: ARCON, 28 August 2023).

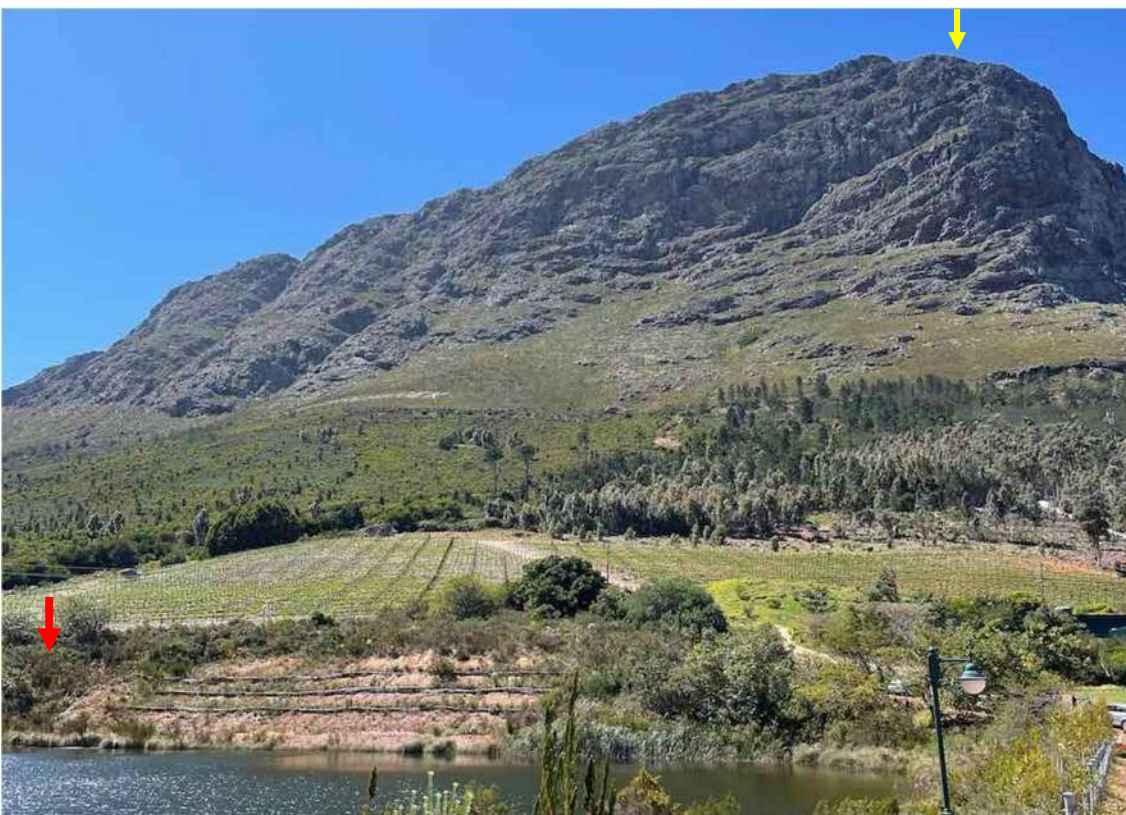


FIGURE 07: Viewpoint 4: View indicating the proposed lower station on Haute Cabrière (arrowed in red) and upper cableway station on Middagkransberg (arrowed in yellow). (Image: ARCON, 18 October 2021).

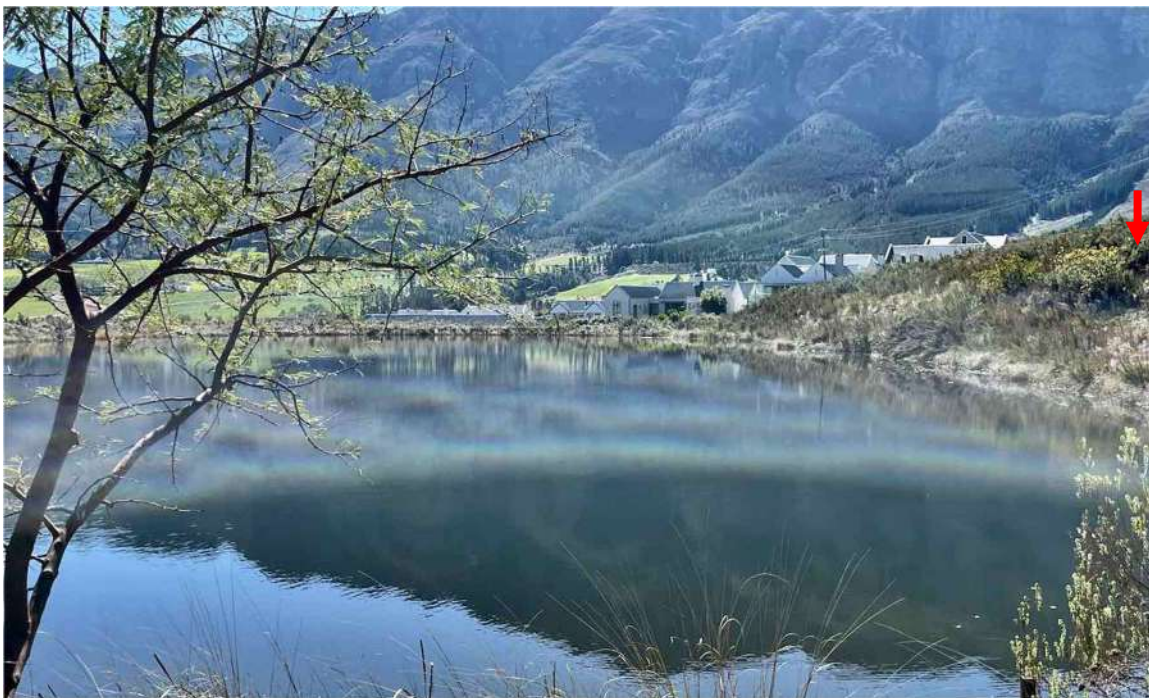


FIGURE 08: Viewpoint 5: View looking north across the dam towards the adjacent housing development. The site of the lower station is arrowed in red on the far right. (Image: ARCON, 18 October 2021).



FIGURE 09: Viewpoint 6: View from the site of the lower station looking over the dam. This image illustrates the limited amount of neighbouring development from which the lower station would be visible other than from a significant distance. (Image: ARCON, 18 Oct 2021).



FIGURE 10: Viewpoint 7: View looking south over the dam. The site of the lower station is arrowed in red. (Image: ARCON, 18 Oct 2021).



FIGURE 11: Viewpoint 8: View looking southeast with the cellar service area (arrowed) on the left. This area which is largely concealed by planted berms contains the supporting plant and equipment for the wine cellar. The wine cellar is under the flat grassed area on the right. The service area is the site of the proposed two level parking garage that will be excavated into the hillside (see also Figure 12). (Image: ARCON, 18 Oct 2021).

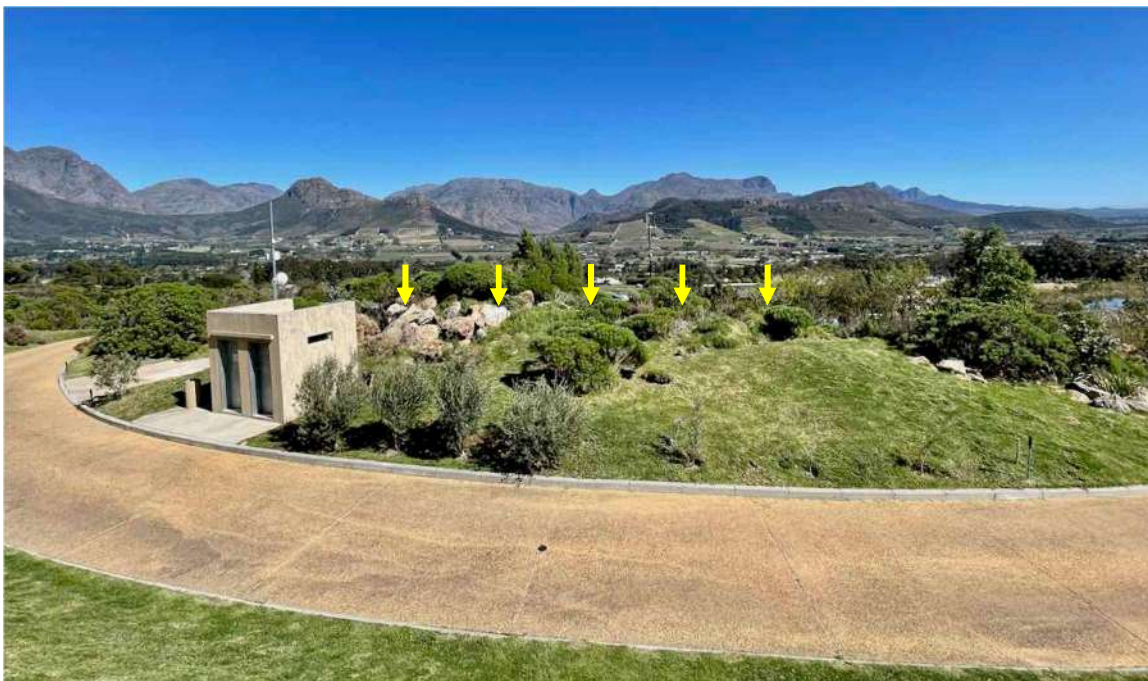


FIGURE 12: Viewpoint 9: View from the embankment above and behind the cellar service area obscured with planted berms (arrowed). The ring road in the foreground marks the approximate northern edge of the proposed parking garage which will also enjoy a low visual profile. This image illustrates the limited amount of development in the valley from which the new parking area would be visible, other than from a significant distance. (Image: ARCON, 18 Oct 2021).

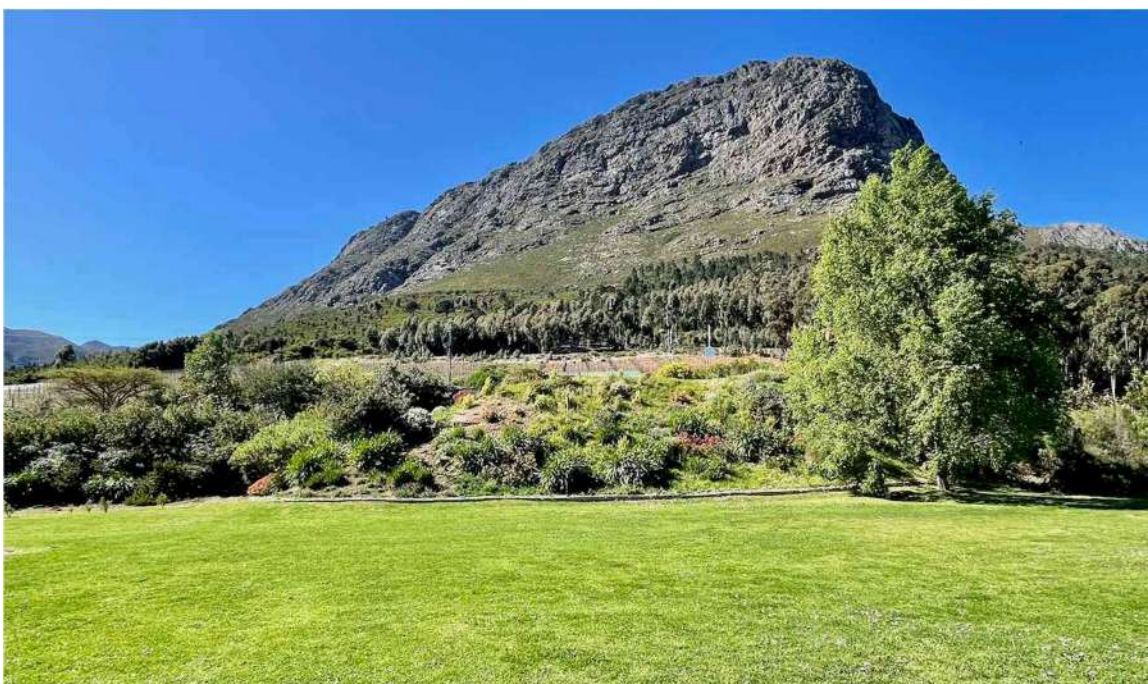


FIGURE 13: Viewpoint 10: View across the lawn covering the roof of the underground wine cellar. The grass embankment beyond will help to obscure the proposed new parking area. (Image: ARCON, 18 Oct 2021).

6.2. Middagkrans Peak and the Site of the Upper Cable Station

6.2.1. General Spatial Characteristics

The upper station will be located within wilderness area not far from the summit of Middagkransberg. The site enjoys spectacular views in multiple directions (**Figures 15 to 18**). These include outlooks to the northwest over Franschhoek, along the Franschhoek Valley towards Cape Town and the Atlantic Ocean, and south towards Theewaterskloof Dam. This is a pristine environment that is currently not readily accessible. Middagkransberg and the proposed location of the upper station are prominent as one approaches Franschhoek on the R45. This approach is indeed not far from being on axis with the site along certain stretches. (**Figure 14**).

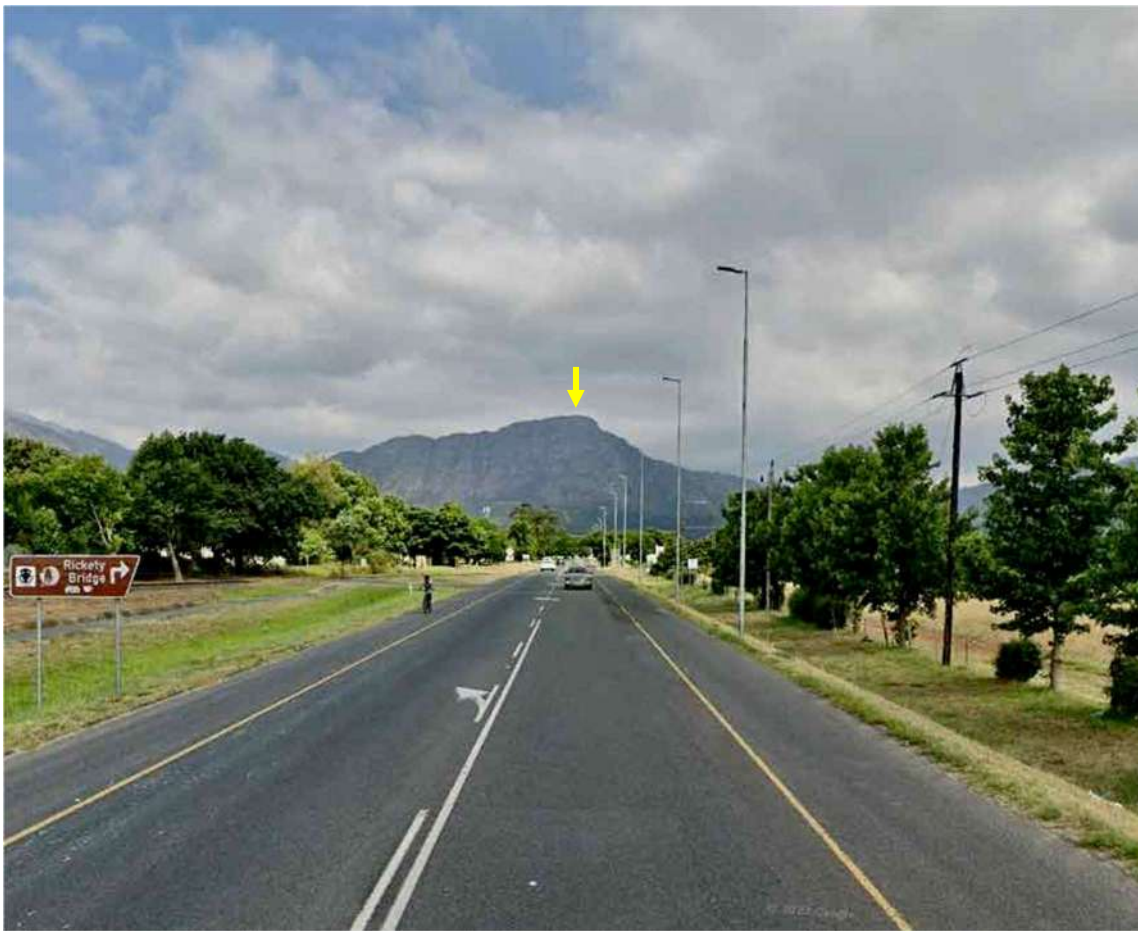


FIGURE 14: Approaching Franschhoek along the R45 not far from the Ricketty Bridge Winery turnoff. Although the orientation of the R45 approaching Franschhoek does vary, this approach does, along certain stretches, align with Middagkransberg and the proposed location of the upper cable station (arrowed). Middagkransberg therefore clearly has landmark status. (Image: Google Earth Street View. 1 January 2023).

Middagkransberg is therefore not only a landmark backdrop feature terminating the southeast end of the Valley, but also a prominent focal element as one approaches the town.



FIGURE 15: View from the site of the upper station looking along the Franschhoek Valley. The location of the image in Figure 14 is indicated arrowed in yellow. The proposed site of the lower station is arrowed in red. (Image: ARCON, 7 October 2021).



FIGURE 16: View to the left of Figure 15 showing the pristine vegetation on the mountain. (Image: ARCON, 7 October 2021).



FIGURE 17: View not far from the upper station site looking south towards Theewaterskloof dam (Image: ARCON, 7 October 2021).



FIGURE 18: View not far from the upper station site looking east towards Franschhoek Pass behind the mountain. (Image: ARCON, 7 October 2021).

6.3. Franschhoek Pass

The Franschhoek Pass was constructed in response to orders from Lord Charles Somerset, Governor at the Cape at the time. It was completed in 1825 by troops of the Royal African Corps. It underwent major repairs in 1833 and was tarred in 1963. It has been identified in the 2018 Stellenbosch Heritage Inventory as of Regional (Grade II) significance. This would have no doubt been on historical grounds as well as its panoramic scenic outlooks.

Outlooks from approximately the first third of the pass extending from the bottom hairpin bend moving towards the summit are obscured by trees and undergrowth (**Figures 19 & 22**). Once one moves beyond that point, panoramic views open up to the west and northwest at roughly the point where the proposed overhead cable will cross the road (**Figures 20 & 21**).



FIGURE 19: Location of the proposed cableway route (in yellow) in relation to Franschhoek Pass, which it crosses. Viewpoints 11 and 12 are illustrated in Figures 21 and 22 respectively. The green broken line indicates the portion of the pass where outlooks are obscured by trees and undergrowth. (Image: Google Earth 1 January 2023).

Approaching the point where the cableway will cross the pass, views of the overhead cable from the roadway are likely not to be that readily noticeable. The reason for this is that views of the cable, whether from the road either ascending or descending the pass, will be offset by the height of the cable above the roadway while the spatial context is one where mountainsides would make up considerable parts of the backdrops to the cable (i.e. rather than blue sky), thereby reducing the cable's visibility.



FIGURE 20: Viewpoint 11: View of the site from the Franschoek Pass at the point where vegetation obscuring views into the valley clears. The approximate location of the lower cableway station is arrowed in yellow. (Image: ARCON, 18 Oct 2023).

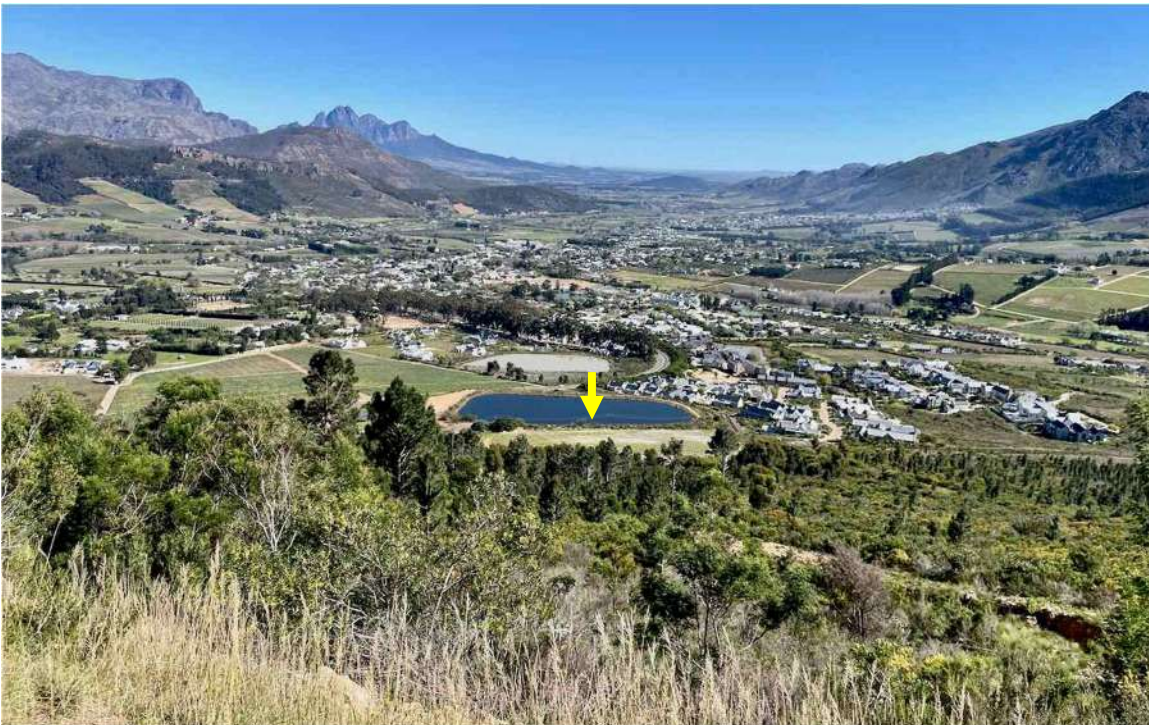


FIGURE 21: Viewpoint 12: Clear view of the site from the Franschoek Pass further uphill from Viewpoint 11 and largely unobstructed by intervening vegetation. The location of the lower cableway station is arrowed. (Image: ARCON, 18 Oct 2023).



FIGURE 22: Zoomed in view of the site from Franschhoek Pass uphill from Viewpoint 12. The actual distance is approximately as shown in Figure 21 and therefore appreciably distant. The elongated roof of the restaurant is visible to the right below the vineyards while the service area (arrowed in yellow), i.e. the site of the new parking facility, is in the centre foreground. (Image: ARCON, 18 Oct 2023).

7. HERITAGE SIGNIFICANCE OF THE SUBJECT SITE (HERITAGE STATEMENT).

Heritage significance is articulated in terms of the NHRA's Section 2(vi) definition of cultural significance, i.e. "... aesthetic, architectural, historical, scientific, social, spiritual, linguistic or technological significance".

Heritage resources requiring consideration on a property and its immediate context include: places, buildings and structures of cultural significance; historical elements and townscapes; and archaeological sites and objects (NHRA Section 3(2)). (It is re-iterated that there are no buildings or structures of heritage significance on or in the immediate vicinity of the site as confirmed in **Figure 02**).

Criteria for determining cultural significance and thereby identifying potential heritage resources are set out in NHRA Section 3(3) and already addressed in **Section 4** of this report. A more specific breakdown of heritage significance according to the definition of cultural significance in the introduction of this section is as follows:

7.1. Aesthetic/Spatial Significance

- i) **The lower station** site and the developed landscape on Haute Cabrière as a whole has a surprisingly low visual profile in relation to its surrounding area. This is clearly intentional, given the extent to which parts have been excavated into the hillside while service areas are covered in shade cloth, presumably to reduce visibility from higher ground outlooks (including from the Franschhoek Pass and the future upper station on Middagkrans Mountain). From lower ground, the site is almost completely obscured by the Haute Cabrière dam wall which extends from the north around to the southeast adjacent to Lambrechts Road (**Figure 04** & attached **Diagram 04**).
- ii) Notably, the lower station and proposed parking area fall within a landscape previously and authoritatively assessed as at the lower end of grade IIIB (**Figure 02**) i.e. of some (rather than high) local significance. Nevertheless, this is a landscape that contributes to adjacent landscapes of high local significance. In addition, the subject site is visible (albeit at a distance) from the Franschhoek Pass which is a declared scenic route and assessed as having high local heritage significance.
- iii) **The upper station** will occupy a potentially prominent position in wilderness area on, or close to the skyline of Middagkrans Mountain, depending on relevant viewpoints within the valley. Middagkrans Mountain which itself is a significant landmark within the Franschhoek Valley (**Figure 14**).

7.1.1. **Commentary:** Taking these aforementioned factors into account:

- i) **The lower station** and proposed parking area fall within a landscape that does make an important positive aesthetic/spatial contribution to the broader lower level landscapes characterising the southeast end of the Franschhoek Valley.
- ii) **The upper station** will be located on a visually highly sensitive topographical landmark which is also a strong orientating feature within the Franschhoek Valley.

7.2. Historical Significance

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The upper station site has no known historical significance, being in a nature reserve which is not readily accessible and comprising wilderness area in which no development has taken place. Discussion relating to historical significance therefore focuses on the site of the lower station, i.e. on Haute Cabrière.

7.2.1. *Haute Cabrière: Historical Background*

To be read in conjunction with the SG and Google Earth historic aerial surveys and satellite images in attached **Diagram H01**.

The name Haute Cabrière in Franschhoek dates back to 1694 when a farm in the Franschhoek valley was granted to the French Huguenot Pierre Jourdan. He named the farm Cabrière after the town in France from which he had emigrated (the first French Huguenots arrived in the country in 1688). The remainder of this farm, now called *Cabrierie* is situated in the valley on the southwestern side of the Franschhoek River. That property is not to be confused with the subject site, Haute Cabrière which occupies higher ground alongside the road to Franschhoek Pass approximately 2km to the east of Cabrière.

The 1942 Surveyor General aerial survey clearly shows that the subject property remained uncultivated (and probably semi-wilderness) until at least 1952. Almost three centuries after Cabrière was granted to Pierre Jourdan, the farm was purchased by Achim von Arnim, then the winemaker at Boschendal when the latter was owned by Anglo American. (This was prior to Anglo American's purchase of Vergelegen in Somerset West in 1987). In 1982 Von Arnim bought a second farm higher up the valley alongside the Franschhoek Pass. This second farm is the one known today as Haute Cabrière, and upon which the lower cableway station is proposed to be constructed. Its underground wine cellar was opened in 1994, exactly 300 years after the acquisition of the original farm by Pierre Jourdan.

The following is a timeline outlining the development and cultivation of the subject property:

By 1966, a SG historic aerial survey shows that the area was still uncultivated but partially camped off, presumably for grazing livestock.

By 1977, evidence of a substantial excavation had appeared. This seems to have been a quarry. The site however remained undeveloped and uncultivated although an additional camped off area bounded by gravel farm roads had been added.

Between 1987 and 1990 the property with its substantial open excavation appears to have remained largely unchanged with the rest of the property still uncultivated. By 1990, the farm had therefore been under the ownership of the Von Arnim family for 8 years with the construction of the wine cellar and laying out of the vineyards yet to be undertaken.

By 2003, substantial changes had taken place. A new large farm dam had appeared along with a series of vineyards which were laid out roughly in a fan shape above the underground wine cellar. The cellar would by then have been in operation for 9 years. Clearly therefore, the vineyards and most of the other changes occurred on the property between 1990 and 2003, i.e. in fairly recent times.

In 2019, the cellar and restaurant were given a major makeover and a new eating pavilion opened. The latter is the only structure on the property visible from the road.

7.2.2. **Commentary:** Taking these aforementioned factors into account:

- i) Haute Cabrière, its cellar and its vineyards are all relatively recent developments.
- ii) Despite the solid reputation that Haute Cabrière has gained in the wine industry since the property was purchased by the Von Arnim family in 1982 and the opening of the cellar in 1994, Haute Cabrière contains no historic structures and has been cultivated for not much more than two decades.

7.3. Scientific Significance

A specialist botanical report by Bergwind Botanical Surveys and Tours notes that in terms of the Vegetation map of South Africa, Lesotho & Swaziland (SANBI 2018), Haute Cabrière falls within an area originally of Cape Winelands Shale Fynbos while Middagkransberg has undisturbed Kogelberg Sandstone Fynbos.

- i) **The lower station site** and the evolved landscape on Haute Cabrière as a whole has resulted in original populations of Cape Winelands Shale Fynbos being displaced by extensive agricultural development. This development includes its large farm dam, underground cellar, vineyards and the site of the proposed lower station alongside the large farm dam. The small fynbos remnants that remain are considered to be isolated with low ecological value (McDonald, p15). Terrestrial biodiversity is therefore considered to be LOW.
- ii) **The upper station site** falls within the Mont Rochelle Nature Reserve which is protected in perpetuity. This means that regardless of the veld type, history, condition or sensitivity, this area has the highest level of protection possible as a provincial nature reserve. However, despite the relative terrestrial theme sensitivity of the area, which is given as VERY HIGH, the terrestrial biodiversity of the upper station site, based on plant species and species of other biota is not as high as suggested by the relative terrestrial theme sensitivity. More specifically, the actual biodiversity on the site itself is considered to be LOW (McDonald, p22).

7.4. Archaeological Significance

An archaeological impact assessment (AIA) report prepared by the Archaeological Contracts Office (ACO), based on inspections of both lower and upper station sites, and referring to other archaeological studies by the ACO, as well as others on other properties in the area, has concluded the following:

- i) **The lower station site:** NO pre-colonial or colonial period archaeological sites or artefacts were noted;
- ii) **The upper station site:** Similarly, NO pre-colonial or colonial period archaeological sites or artefacts were noted. (The author was present during the inspection to the site)

Consequently, the archaeological specialist has concluded that Impacts to archaeological resources arising from the proposed Franschhoek Skytram project would

be direct impacts. They would occur only during construction when earthmoving takes place. However, since no archaeological resources have been found in the study area no impacts are expected.

7.5. Paleontological Significance

A Phase 1 (desktop) study by Prof. Bamford of Witwatersrand University focusing specifically on the site of the upper station. This was because of the low archaeological sensitivity of the lower station site on Haute Cabrière. The following was concluded:

- i) **The lower station site:** not considered due to the highly disturbed nature of the site.
- ii) **The upper station site:** Based on the paleontological specialist's experience and the lack of any previously recorded fossils from the area, it is extremely unlikely that any fossils would be preserved in the river sands and alluvium of the Quaternary (i.e. the period in which we live) on the site. There is a small chance that trace fossils or invertebrate fossils may occur in the sandstones of the Ordovician Peninsula Formation (dating back to between 444 and 488 million years ago). Consequently, a Fossil Chance Find Protocol should be added to the Environmental Management Program (EMPr.).

The impact on the palaeontological heritage would be LOW, so as far as the palaeontology is concerned, the project should be authorised.

7.6. Other Significances

Neither lower or upper station sites have historical/social, linguistic, technological or known spiritual significance.

7.7. Conclusions regarding Heritage Significance

7.7.1. The site of the lower station

The site falls within a precinct (Haute Cabrière) that has contextual significance within a landscape that contributes to the highly scenic qualities of the southeast end of the Franschhoek Valley. Having said this, the site itself has a low visual profile and no particular aesthetic attributes.

Summary of Significances:

i) Local Aesthetic/Spatial significance:	LOW
ii) Contextual Aesthetic/Spatial significance	MEDIUM to HIGH
iii) Historical significance:	LOW to NONE
iv) Scientific Significance:	LOW (botanical)
v) Archaeological Significance	NONE to LOW
vi) Paleontological Significance	Not considered due to the highly disturbed site.
vii) Historical/Social Significance	NONE
viii) Linguistic Significance	NONE
ix) Technological Significance	NONE
x) Spiritual Significance	NONE

7.7.2. *The site of the upper station*

The site of the upper station will be located on a visually highly sensitive topographical landmark which is also a strong orientating feature within the Franschhoek Valley. It has no historical significance, having been retained as wilderness area with no known strong cultural associations. Although it falls within an area that has very high terrestrial biodiversity, the actual site is considered to have low sensitivity.

Summary of Significances:

i) Local Aesthetic/Spatial significance:	MEDIUM
ii) Contextual Aesthetic/Spatial significance	VERY HIGH
iii) Historical significance:	NONE
iv) Local Scientific significance:	LOW (botanical)
v) Contextual Scientific significance	VERY HIGH (botanical)
vi) Archaeological significance	NONE to LOW
vii) Paleontological significance	LOW
viii) Historical/Social significance	NONE
ix) Linguistic significance	NONE
x) Technological significance	NONE
xi) Spiritual significance	NONE known

8. HERITAGE-RELATED INDICATORS FOR FUTURE DEVELOPMENT

The purpose of heritage indicators is to inform development within the subject area that will sufficiently mitigate, if not avoid, impacts on heritage resources. These indicators are naturally predicated by the significances attributed to the two subject sites as set out in **Section 7**. As discussed in that section, heritage significances for both sites relate almost exclusively to aesthetic/scenic sensitivities in the broader context. Consequently, the indicators in this section focus on mitigating such potential impacts.

Given that Franschhoek, has relatively recently been the subject of an important heritage study⁴ that has, amongst others, evaluated the scenic qualities of its landscapes, that study includes certain broad heritage indicators in their own right. These are noted for the assessment of heritage impacts in **Section 8**.

8.1. Heritage-Related Factors to be Considered

- i) The Stellenbosch Heritage Inventory Report mentions the area against the Franschhoek mountains as having a distinct grain (i.e. landscape pattern) of large windbreak trees around land units where there are fruit orchards. It also observes that organic fingers of vegetation give these land units a close - knit feel. Vineyards and evenly spaced farmyards with irrigation dams are the elements that make up the pattern within the landscape of this end of the Franschhoek valley.
- ii) This observation is substantiated in **Diagram 3** (vegetation) where the pattern of organic fingers is clearly evident extending downslope into the valley within the intermediate context south of Haute Cabrière. Also evident in **Diagram 3** is that Haute Cabrière lies at the interface between the densely vegetated lower slopes of Middagkransberg and the open slopes of this mountain on the northern side of the farm.
- iii) It is the combination of this dense vegetation within parts of the intermediate context, and landforms on Haute Cabrière itself that obstruct views looking upward towards the lower station site from the lower parts of the valley. **Diagram 4** helps to illustrate this point. Consequently, the lower station site is almost totally obscured from surrounding areas, apart from aerial views looking down from the pass, and limited views towards the site from a small portion of a neighbouring housing estate immediately to the north.
- iv) The site of the upper station is, however, a different matter. The structure on this site, being near the summit of Middagkrans Peak, has the potential to be highly visible depending on whether or how it breaks the skyline and lighting to be provided at night time (see for example **Figure 07** read in conjunction with **Figure 14**).

8.1.1. Key to Diagram 04 (Noteworthy Landscape Features & Spatial Relationships) - with commentaries

⁴ The Stellenbosch Heritage Inventory Report prepared for the Stellenbosch Municipality Appendix 5: H & H01: Historic Franschhoek.

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- i) **Boundary of Haute Cabrière erf 1466 (the lower site):** Identifies the extent of Haute Cabrière with the site of the lower station embedded within.
- ii) **Proposed cableway alignment:** Identifies the path of the proposed cable linking the lower station with the upper station on Middagkransberg.
- iii) **Figure ground (built footprints):** plots the existing development footprints within the intermediate context of the proposed cableway, the purpose being to highlight the nature of the existing development pattern of buildings within the intermediate context of the cableway.
- iv) **Farm dams:** Identifies the location of farm dams within the immediate context of the proposed cableway including the dam on Haute Cabrière alongside which the lower station is proposed. The purpose is to indicate where dam walls limit views across the valley toward the lower station.
- v) **Scenic route with historical significance:** Identifies the route of the Franschhoek/Olifantshoek Pass as distinguished from other routes lower down in the valley including the Lambrechts Road approach. This is a recognized scenic route with scenic outlooks along its northern end that include unobstructed views towards the lower station on Haute Cabrière.
- vi) **Other routes excluding farm roads:** Indicates the general pattern of other roads within the intermediate context that link expanding urban, rather than rural development within the valley.
- vii) **Landmark within the broader valley context:** Identifies Middagkrans Peak as a landmark of major significance within the Franschhoek Valley.
- viii) **Cableway backdrop with moderate blue sky exposure:** Identifies backdrops which are a combination of blue sky and mountainside; mountainside having a greater visual absorption potential than blue sky when moving along the Franschhoek Pass, over which the cable would run.
- ix) **Cableway backdrop with low blue sky exposure:** Identifies backdrops which are mostly or completely mountainside; such a backdrop having a greater visual absorption potential than blue sky when approaching the cableway from along the valley axis.
- x) **Barrier to views upward towards the lower station:** plots areas where surface features and landforms limit views from across the valley towards the lower station.
- xi) **Barrier to downward views towards the lower station:** Identifies trees and vegetation blocking views from the Franschhoek Pass towards the lower station.
- xii) **Trees and dense vegetation limiting views across the valley:** Plots these features inhibiting views across the valley, especially towards the lower station.

8.2. Heritage-Related Indicators for the Proposed Cableway

The purpose of heritage indicators is, amongst others, to inform heritage-appropriate interventions in the landscape, i.e. interventions that would not have an unacceptable impact on the landscape as heritage artefact.

The indicators in this section are directly informed by the respective cultural significances of both cableway stations and their spatial contexts as established in the heritage statement (**Section 7**). Given that the significances of both lower and upper station sites derive from being parts of a wider landscape that has high aesthetic/ spatial (i.e. scenic) significance (re. **Section 7**), it follows that visual impact from the proposed cableway will be the primary heritage-related concern⁵.

Accepting then that visual impact is the overriding concern, the key issue is to locate the cableway and model its components in a manner that would minimise visual impacts on sensitive parts of the surrounding area. The location of the cableway is, however, already a given, having been determined by financial and technical requirements. Consequently the following heritage indicators are for mitigating visual impacts, pre-supposing that the current proposals are not fatally flawed in terms of location.

HERITAGE INDICATOR 1: Extents and Configurations of the Proposed Cableway Station Developments.

Both lower and upper stations are to be scaled and modelled to present minimized visual profiles to their wider surrounding spatial contexts. This includes the visitor parking at the lower station.

Commentary: Upper Station

- i) *Visual exposure* is of particular concern in the case of the upper station, given its placement in wilderness area with low level indigenous vegetation and therefore without the prospect of natural screening, including by natural rock formations.
- ii) *Development profile*: Given the landmark status of Middagkrans Peak with its distinctive skyline, development profiles such as that of the famous Table Mountain cableway (upper station) must be considered negative precedent, representing the antithesis of what would be considered acceptable within the Franschhoek Valley (and most probably not permitted on Table Mountain today either). Structures should avoid breaking the skyline if at all possible. If that is unavoidable (e.g. because of access problems not making a lower slope location possible), the profile of the upper station is to follow the profile of the mountain as closely as possible as viewed from the valley below.

Commentary: Lower Station

- iii) *Visual exposure*: Visual exposure is of lesser concern than for the upper station given its lower visual profile due to intervening landforms (e.g. dam walls & sloping terrain

⁵ It has already been established that neither site has historical, scientific (botanical), archaeological, paleontological, historical/social, linguistic, technological or spiritual significance that have been rated as more than LOW. Indeed, the latter four significance categories have been rated as NONE.

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downhill of the site. Nonetheless a significant issue especially regarding visual impacts on outlooks from the housing estate to the north.

- iv) *Development profile*: Of lesser concern than the upper station as blue sky exposure will not be an issue. Nonetheless, development profile to be low to minimise, if not avoid, exposure above the Haute Cabrière dam wall horizon as viewed from Lambrechts Road as well as lower down in the valley. The landscaping around the Haute Cabrière wine cellar and service buildings provides positive precedent in this respect.
- v) *Visitor parking for the lower station* must not only present a low visual profile from Lambrechts Road, but also merge with the surrounding landscape as viewed from the downhill approach on Lambrechts Road and the higher ground of Franschhoek Pass.

HERITAGE INDICATOR 2: Addressing Varying Development Edge Conditions

Both stations are to be modelled with edge conditions that merge with their immediate surrounds at ground level (lower station), from ground level looking up (upper station) as well as from above looking down (lower station).

Commentary: Upper Station

- i) *Platform edges and plant*: This would apply especially to the upper station should parts, such as the viewing platform edges, cable and winch arms break the skyline as viewed from the valley below. In such instances, flowing profiles informed by organic mountain profiles would be favoured. (See also Indicator 1ii).

Commentary: Lower Station

- ii) *Platform edges and plant*: Of lesser concern than the upper station as blue sky exposure will not be an issue (given surrounding mountain backdrops), while this site is considerably less exposed to its surrounds at valley level than is the case with the upper station. Nonetheless, sharp angular profiled edges are to be avoided, especially as viewed from the neighbouring residential estate to the north and from lower down in the valley should portions of the cableway winch arms project above the horizon of the Haute Cabrière dam wall.
- iii) *Covered parking areas*: Canopy edges are to be of a nature that enables them to merge with the surrounding landscape as viewed from valley level as well as the higher ground of Franschhoek Pass.

HERITAGE INDICATOR 3: Merging with Mountain Backdrops

The cableway stations and overhead cable are to be positioned and finished to merge with mountain backdrops rather than stand out against blue sky wherever possible.

- i) *Passing underneath the overhead cable*: Sensitive areas where merging with backdrops would be especially important are where the scenic Franschhoek Pass road approaches and passes under the overhead cable when either ascending or descending the pass; the purpose being to render the overhead cable as unobtrusive as possible.

- ii) *Choice of finishes:* Finishes are to be non-reflective (both stations but especially the upper station) and of muted colours using materials capable of weathering naturally to merge with surrounding mountain backdrops.

HERITAGE INDICATOR 4: Architectural Expression of the Cableway Stations

Organic shapes and finishes responding sympathetically to the respective immediate contexts of both upper and lower stations are to be favoured over stylistically driven architectural treatment.

Commentary: Upper Station

- i) *The architecture of the upper station* must be responsive to its natural organic surrounds and not stylistically driven, at least in relation to its intermediate and wider contexts. The purpose is for the upper station to merge as much as possible with its surrounds as viewed from the valley below given the visually exposed location of the upper site. There is, however, no reason why the interiors of the upper station should not be architecturally clearly contemporary, if desired.

Commentary: Both Stations

- ii) *The architectural expression for the lower station* is of lesser concern than the upper station given the former's lower visual profile within Haute Cabrière and the broader valley in general. Nonetheless, it may be desirable (rather than essential) for the lower station to be expressed in an architecturally recessive manner⁶ considering the effort that has gone into making the wine cellar and service buildings recessive through the use of planted berms, planted roofs and shade cloth canopies. This indicator is regarded as non-heritage related and therefore optional.
- iii) *The new parking area*, unlike the cable station, has the potential to be more visible from the pass above, especially when populated with parked cars with sunlight reflecting off bonnets and windscreens at certain times of the day. It is therefore considered essential for the architecture of this parking area to be recessive to enable it to 'knit in' with the patchwork landscape of the valley when viewed from the pass above.

HERITAGE INDICATOR 5: Landscaping

Landscaping is not only to be employed to mitigate visual impacts from the new cableway stations, but also to reinforce rural (rather than urban) character. Landscaping and architectural design must be considered an integrated design exercise.

Commentary: Upper Station

- i) *Landscaping at the upper station*, where permitted in terms of the EIA (e.g. to mitigated negative impacts), would be subject to botanical and other biophysical constraints given the site's wilderness context. Landscaping in this area is therefore likely to be limited with reliance falling on architectural form, scale and silhouette breaking the

⁶ It is accepted that this may not be practically possible for parts of the winch and arrestor gear.

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skyline (if that were to be the case) to mitigate visual impacts (refer also **Indicators 1ii), 2i) & 3ii)**).

Commentary: Lower Station

- ii) *Landscaping at the lower station* has greater prospects for mitigating visual impacts than the upper station site, given that Haute Cabrière is already a transformed landscape. Tree belts or a planted berm along the northern edge of the dam could, for example mitigate visual impacts from the lower station on part of the adjacent housing estate immediately to the north. It is also likely to be essential in mitigating images from the new parking area on the property.
- iii) *Reinforcing rural character*: Given the location of Haute Cabrière at a strategic interface between urban and rural landscapes (see **Diagrams 3 & 4**), landscaping has the potential to play a key role in reinforcing rural character in an area under increasing pressure from urban development. Such landscaping therefore has the potential to be a positive offset against the development of the lower cableway station on the property.

HERITAGE INDICATOR 6: Boundary Walls and Fences

No boundary walls or fences are to be permitted at the upper station to retain the wilderness character of that area. Should fencing be required at the lower station for security reasons, this should be 'Betafence' or an approved derivative rather than solid walls, which are to be avoided at all costs.

Commentary

- i) *Location of new lower station fencing*: New fencing, if at all necessary, should be located so as neither to crest the Haute Cabrière dam wall, nor any of its berms where required for either securing the lower station or its proposed parking area.

HERITAGE INDICATOR 7: Lighting and Advertising

Lighting at night is to be designed in a manner that does not distract from the remaining rural agricultural quality of Haute Cabrière and even more critically from the wilderness setting of Middagkransberg summit, given the latter's virtually pristine wilderness qualities and exposure to the wider valley below.

Commentary: Upper Station

- i) *Control of lighting of the upper station at night*: this will require strict control. The Franschhoek Valley can be defined as an Organically Evolved Landscape,⁷ i.e. shaped by the combined energies of people and nature and defined, in this case, by historic settlement and agricultural patterns transitioning from the valley floor to pristine wilderness on the upper slopes of the surrounding mountains. Consequently, the enforcement of a shut down time to avoid perpetual night time illumination at the summit of Middagkrans Mountain would be required in order not to disrupt the valley's

⁷ In terms of UNESCO's categorization of cultural landscapes, the Franschhoek Valley can be regarded as a Category 2 cultural landscape

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organically evolved character. Indeed, perpetual nocturnal illumination would be a fatal flaw in terms of impacting the valley as heritage resource. Floodlighting of the upper station is therefore also to be avoided.

- ii) *Integration of lighting design*: Lighting on and/or within the interiors of the upper station buildings are to be conceptually integrated with the architectural and (constrained) landscaping proposals. Commercial signage is to be avoided.
- iii) *Signage and advertising*: No illuminated or other signs including sky signs are to be permitted on or around the upper station whatsoever.

Commentary: Lower Station

- iv) *Control of lighting of the lower station at night*: Even though the lower station is not visually exposed like the upper station and falls within a valley floor characterised by settlement and agricultural patterns, it still occupies a strategic interface between urban and rural. In order to retain rural character, new lighting must remain low level. This means that:

- a. *Lighting installations i*: Light standards as opposed to lighting within, and/or placed directly on the lower station structures, must be avoided in favour of low-level, low spill lighting bollards not exceeding 1,1m in height above ngl and with baffles directing illumination downwards: thereby preventing the artificial light sources from being directly visible. No lighting is to face towards adjacent residential areas to the north. Where lighting faces west, this is not to project above the dam horizon as viewed from residential areas and the Lambrechts Road approach on lower ground to the west.
- b. Commercial signage: No illuminated commercial signage is to be permitted within the lower station
- c. *Integration of lighting design*: Lighting proposals and/or guidelines are to be conceptually integrated with the architectural and landscaping proposals.

9. THE PROPOSED DEVELOPMENT

9.1. The Lower Station

- i) **Ownership & zoning:** Haute Cabrière, site of the lower cable station is zoned for Agricultural Use but with additional planning approval for a restaurant. Haute Cabrière is owned by a private company. The present facilities on the site are as follows:

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

These facilities are proposed to be expanded to include the following:

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

- ii) **Other facilities:** New walkways around the dam, a 'village green', management office space, deli, ablutions and space for more parking. The latter will involve a significant increase in the property's existing parking accommodation (**Figure 23 & Diagram 05**).



FIGURE 23: Landscape plan of the proposed lower station. A higher resolution image is attached as **Diagram 05** (Image: Franschhoek Cableway Company Project Description Document, August 2023).

9.2. The Upper Station

- i) **Ownership & zoning:** Middagkrans Peak is owned by Stellenbosch Municipality and managed by the Mont Rochelle Board as a nature reserve. It is zoned Local Authority. The proposed facilities at the upper station are proposed to be the following (with **Figure 24 & Diagram 06**):

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

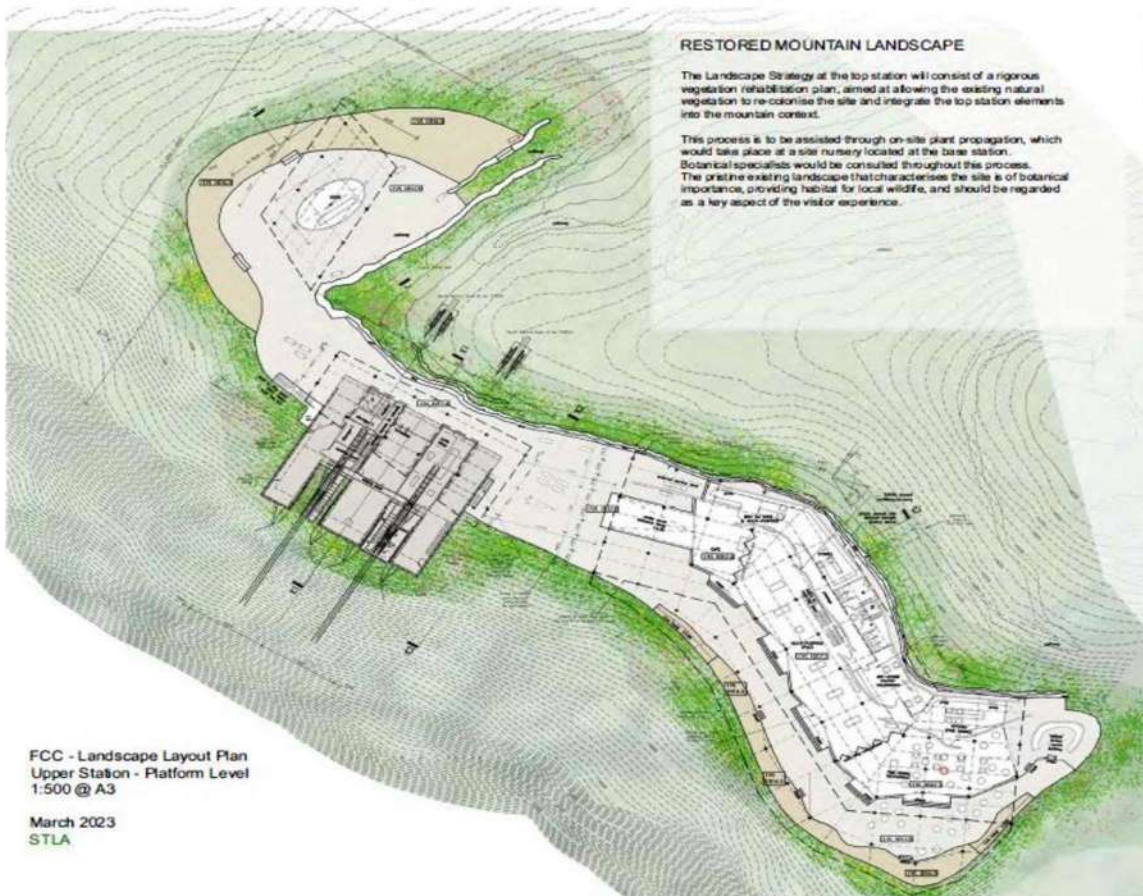


FIGURE 24: Landscape plan of the proposed upper station (developers Preferred Alternative A). A higher resolution image is attached as **Diagram 06** (Image: Franschhoek Cableway Company Project Description Document, August 2023).

- ii) **Environmental strategies:** To minimize environmental impacts, the intention is for the upper station to be on the landscape and not in it. It will adopt green principles and be

largely off grid in terms of services. Funding from the gross ticket revenue derived from the operation will be used to assist the management of the Mont Rochelle Nature Reserve including the rehabilitation and management of biodiversity, fire management and construction and maintenance of hiking trails and walkways.

- iii) **Botanical rehabilitation:** The landscape strategy will include for the upper station will include a rigorous vegetation rehabilitation plan allowing the natural vegetation to recolonise the site, assisted by on-site plant propagation from a nursery at the bottom station. This is intended to be part of the visitor experience.

9.3. The Cable Cars

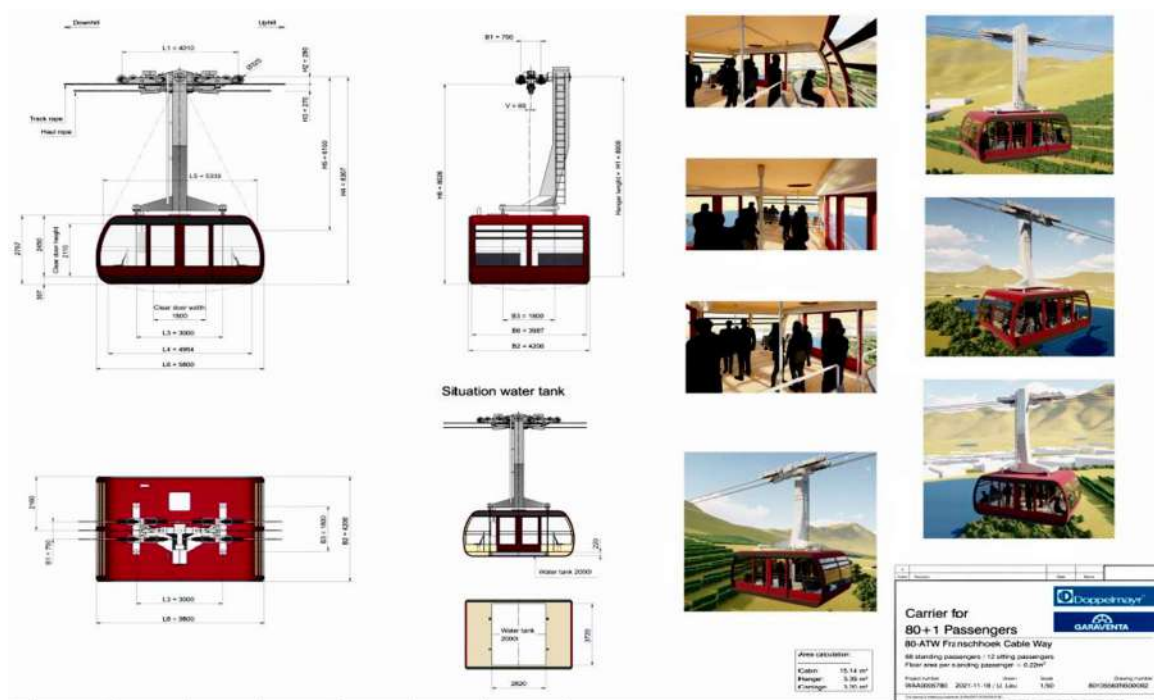


FIGURE 25: The proposed cable car. (Image: Franschoek Cableway Company Project Description Document, August 2023).

- i) **The cable car concept:** The operation will have two cable cars, each designed for 80+1 passengers, custom built in Switzerland and transported to South Africa for installation.
- ii) **Anticipated visitor numbers during main season:** 3 000 per day (December to March) running from 08:30 to 21:00. The maximum number of people on top of the mountain would be 550 excluding people in transit. Cleaning, water/grey water transport, refuse clearing & machine maintenance to follow after the 21:00 shut off time. Site closed at 22:00.
- iii) **Anticipated visitor numbers off season:** From 180 per day (April to November): running from 08:30 to 21:00. Thereafter continuous operation. Low traffic days would be 2-3 trips per hour. Cleaning, water/grey water transport, refuse clearing & machine maintenance to follow after the 21:00 shut off time. Site closed at 22:00.

9.4. Developer's Motivation for the Project

- i) **Promoting environmental awareness:** The Indigenous landscape on and around the site is recognised as a strategic asset which is to be enhanced as far as possible. Consequently, the project will have a light environmental footprint, offering visitors an opportunity to experience a biosphere reserve which they may otherwise not have been able to access. The sustainability and protection of these areas through funding for biodiversity management will be promoted. This will occur together with related training, education and job creation. Employed rangers and appropriate pathway design will encourage visitors to stay on pathways and designated viewing platforms and hiking trails whilst at the top station.
- ii) **Environmental interpretation:** The design of the project is to generate a narrative that connects people with the landscape. The intention is that from the moment visitors enter the site, its interpretation will speak of the mountain's fynbos biome; the deep history of viticulture brought to Franschhoek from Europe that is now a strong characteristic of the cultural landscape; and the geological wonder and soaring views of and from the mountain. The message will include balancing recreation and conservation in a sustainable way.
- iii) **Character of the surrounding area:** The project will not conflict with the character of the surrounding area. It does not represent a change of land use but rather an additional land use which is subservient to, and supportive of, the primary agricultural land use of Haute Cabrière and the natural environment on Middagkrans Peak (respectively). Consequently, the project will ensure that existing agricultural activities and natural environments can be sustainably managed into the future.
- iv) **The landscape design:** While the intention of the upper station is for it to be on the landscape instead of in it, the landscape design at the lower station on Haute Cabrière is intended to integrate into the already robust and successful indigenous plant palette that already uses a mix of indigenous fynbos species to create a juxtaposition to its vineyard landscape.
- v) **The structures in the development:** Proposed structures have been designed to both minimize environmental impacts and harmonize with the natural context. For this reason, the landscape design includes the use of natural and permeable materials as far as possible.
- vi) **The project in relation to the Stellenbosch MSDF:** It is argued that the project will be in accordance with the 2029 Stellenbosch Municipal Development Framework (MSDF) in that it will:
 - a. Be in alignment with the diversification of farm income (which is encouraged);
 - b. Not undermine the sustainability of agricultural production;
 - c. Harness heritage to contribute significantly to the tourism economy;
 - d. Not represent significant new (physical) growth but instead improve prevailing conditions relating to innovative and niche new tourism and associated employment opportunities; and thereby
 - e. Improve living conditions for local residents in a town that has been categorised as having less livelihood potential in terms of the Western Cape Government's 2019 Growth potential Study of Western Cape towns.

- vii) **Going beyond conservation:** The landscape vision for the project therefore goes beyond conservation and rehabilitation, communicating the landscape character through the physical, sensory interaction of visitors with the site and being an agent for economic improvement and employment within the area.

9.5. The Design Alternatives

Apart from the No-Go Alternative, design alternatives for this project are limited by the chosen location of the cableway. As mentioned in **Section 8.2**, this location has already been determined by financial and technical requirements. Considering this, and the fact that the cableway infrastructure would remain largely the same, regardless of where it is located, there are relatively small differences between the developer's Preferred Alternative A and Development Alternative B.

9.5.1. The No-Go Alternative

Exercising the No-Go Alternative would make little difference to Haute Cabrière and its surrounds, given the relatively low visual profile of the lower station site and the fact that no heritage resources on the farm would be impacted, should the project go ahead.

Impacts on the site of the upper station would, however, be a different matter. In that case, no development on Middagkrans Peak would mean that the upper station site would remain fully intact as a pristine natural environment. There would be no (potential) changes to the skyline of the mountain and no issues relating to possible light pollution at night. On the other hand:

Section 38(3)(d) of the NHRA does require that impacts on heritage resources are to be measured against the socioeconomic benefits to be derived from a development. In this respect, socioeconomic benefits promise to be considerable. The cableway is designed to become an international drawcard and, as only the second cableway of its type in the country, will undoubtedly result in a considerable influx of capital from tourism into the area, much of it from abroad. This in turn, will result in a significant boost to the local economy as well as job creation. That would include positive spinoffs for secondary businesses in the area that would benefit from the expected increase in visitors to the area.

The intention is for the project to give preference to locals when it comes to employment opportunities, especially in the lower skills range. High skilled labour would more likely require to be engaged from further afield, although preferably from within the country.

The economic benefits to be derived from the project are discussed further in **Section 10.2**.

Taking these factors into account, it can be argued that the No-Go option cannot be regarded as realistic provided that heritage impacts from the project itself can be maintained within acceptable levels through mitigation and the environmental offsets proposed by the developer in **Section 9.4**.

9.5.2. Development Alternative A (Developer's Preferred Alternative)

i) The Lower Station:

- a) The proposals will include the base 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 area 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 facility and connecting walkway will be 'roofed' with large, extended pergolas covered in plants providing both shade and mitigation against visual impacts on outlooks from the pass above.
 - 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 downslope. 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 base station and parking areas will remain substantially intact.
 - e) Drawings of the proposals are attached as **Diagrams 05 & 06**
- ii) **The Upper Station:** (at 1017m above msl)
- a) The upper station will comprise the top 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, enviro/heritage centre, restaurant and wine bar will have lightweight roofs with projecting pergolas to avoid glass reflections.
 - 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 slimline stilts collected in groups to single point footings to reduce surface impacts.

9.5.3. **Development Alternative B (Developer's Other Alternative)**

i) **The Lower Station**

- a) The Alternative B proposals for the lower station on Haute Cabrière are the same as for Preferred Alternative A. Given the relatively low visual profile of the lower station on Haute Cabrière, this is not seen as particularly significant.

iii) **The Upper Station:** (at 1007m above msl)

- a) It is in the design of the upper station where the differences between Alternative A and B lie (**Figures 26A & 26B**). The main differences for Alternative B as compared to Alternative A are as follows:
 - i. The upper station for Alternative B is positioned at an overall 10m lower down the slope from the mountain summit compared to Alternative A;

....continued on p45.

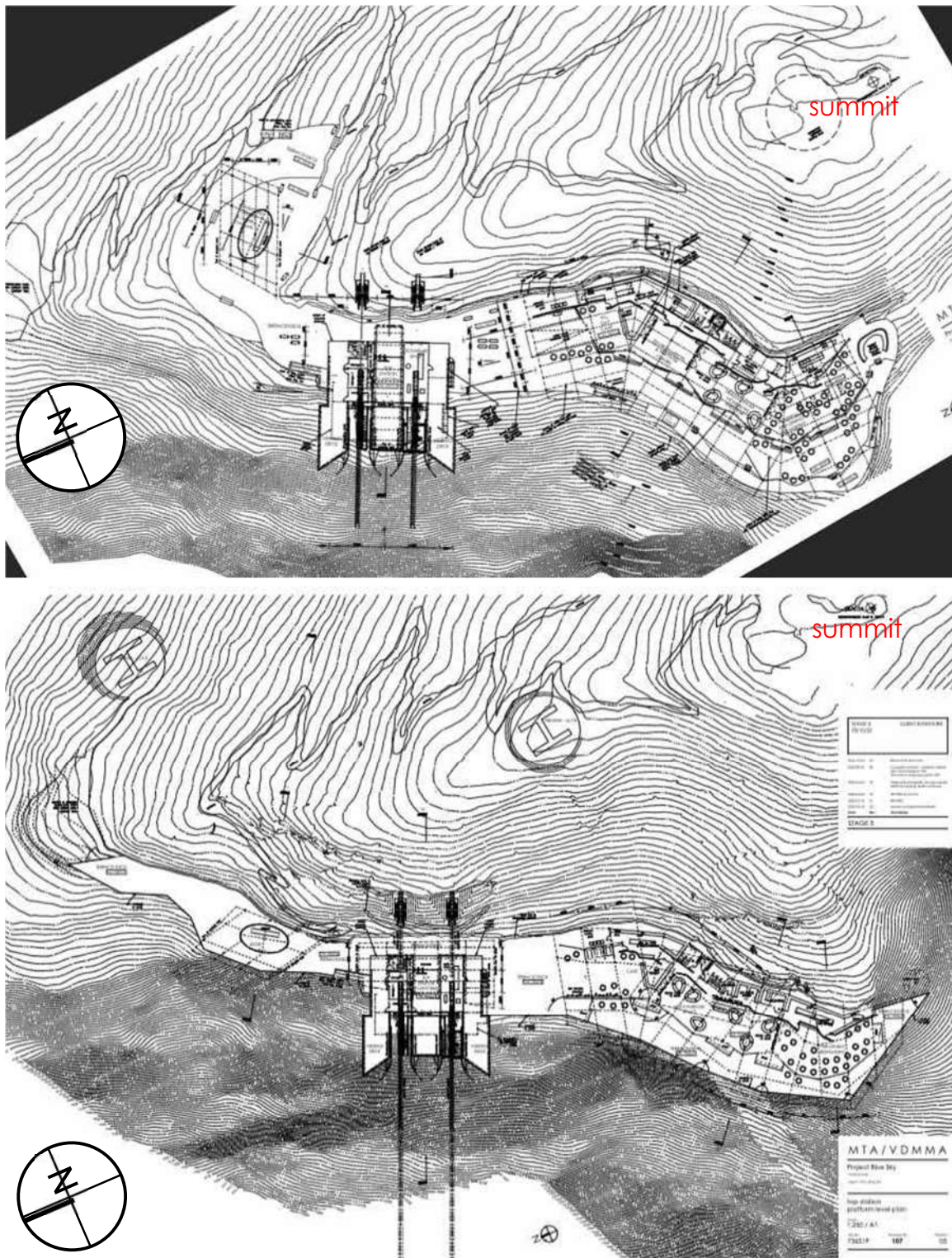


FIGURE 26A: Top plan: Alternative A (Preferred alternative) closer to the summit. Bottom plan: Alternative B further from the summit and 10m lower down the slope than Alternative A. For higher definition drawings, refer to **Diagram 06** (Plans courtesy of MTA/VDMMA Architects).

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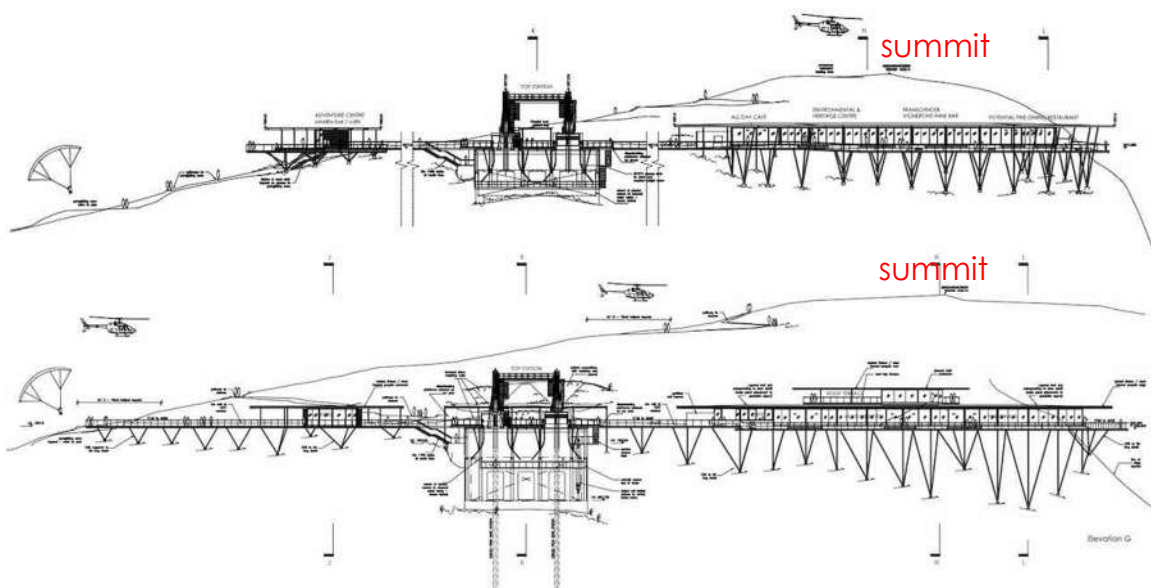


FIGURE 26B: Top: northwest facing elevation: Alternative A (Preferred alternative) closer to the summit. Bottom northwest facing elevation: Alternative B 10m further down the slope. For higher definition drawings, refer to **Diagram 06** (Plans courtesy of MTA/VDMMA Architects).

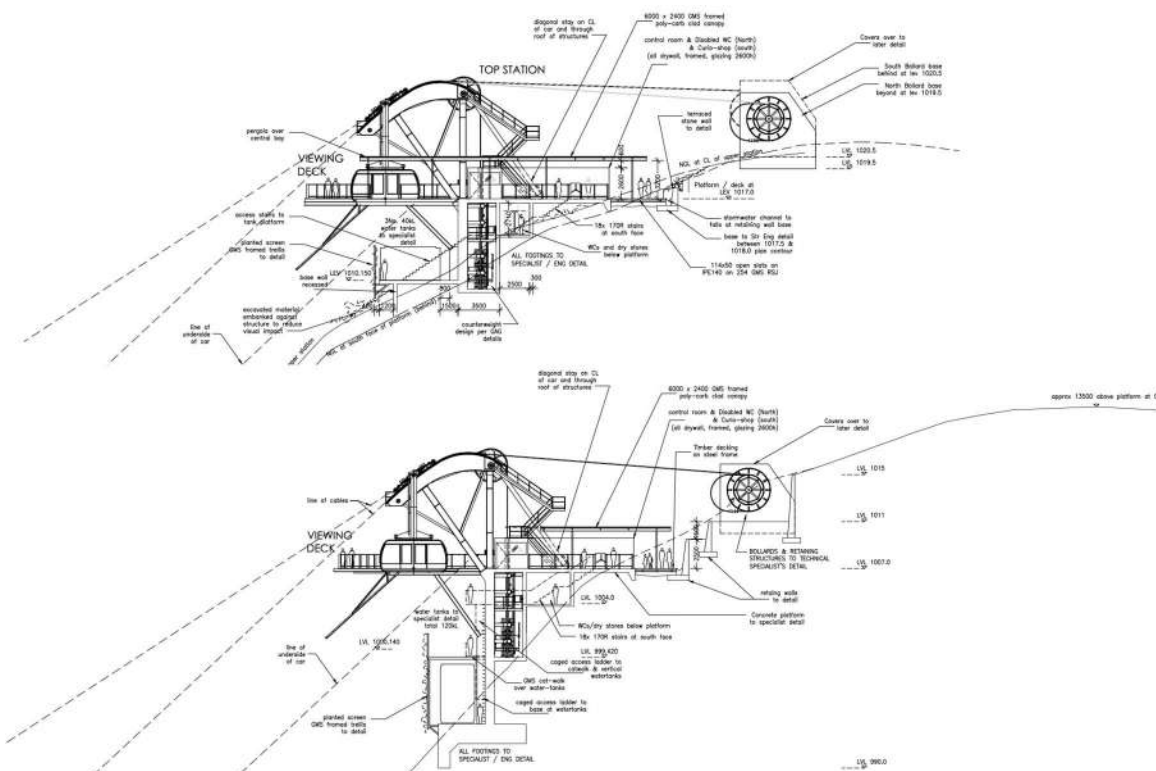


FIGURE 26C: Top: Alternative A (Preferred alternative) through cable car station closer to the summit. Bottom Alternative B section through cable car station 10m further down the slope. For higher definition drawings, refer to **Diagram 06** (Plans courtesy of MTA/VDMMA Architects).

- ii. The deck in Alternative B connecting the various facilities is more extended across the face of the mountain. This is because of the changed contours generated by a steeper slope further down the face of the mountain;
- iii. Longer stilts supporting Alternative B's deck given the steeper slope; and
- iv. A development profile that will be further down from skyline notwithstanding a roof deck which does not exist in Alternative A.

10. ASSESSMENT OF HERITAGE IMPACTS

10.1. Introduction & Scope of this Assessment

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This section assesses the development proposals measured against the heritage indicators in **Section 8** and informed by a specialist visual impact assessment and a socioeconomic study. The purpose of the latter has been to determine the economic benefits to be derived from the project in line with NHRA S.38(3)(d).

It has already been established in **Section 7.4** that both lower and upper station sites have NO to LOW archaeological potential with the likelihood of a similar situation prevailing with regard to paleontological resources (**Section 7.5**).

Given that the No-Go development alternative is argued to be unrealistic in the face of the opportunities that this project presents (**Section 9.5.1**), this section focuses on measuring potential heritage impacts likely to be sustained by the developer's Preferred Alternative A and the lesser preferred Alternative B.

HIA's (and EIA's) are required to assess all possible development alternatives (plus the No-Go alternative). However, in this case, development alternatives are limited by the fact that the location of the proposed cableway is already determined by the scheme itself based on financial and technical considerations. This is an instance where a project is defined by its location.

Consequently, this report considers a single development option for the lower station (considered in any case to be sufficient given the relatively low visual profile of Haute Cabrière), and two development alternatives for the upper station given the considerably higher visual exposure of this site on Middagkransberg.

The assessment of these alternatives is provisional. This report will be finalized only after stakeholder feedback has been taken into account, where relevant.

10.1.1. **Important notes**

- i) **Meeting NHRA requirements:** The purpose of this report is primarily to meet the requirements of HWC as the statutory body charged with the custodianship of heritage resources up to regional (provincial) level, and not necessarily environmental resources in terms of the National Environmental Management Act (NEMA). In this case, there happen to be heritage resources of a botanical nature likely to be affected at the upper station site (**Section 7.3**). However, it is also recognised that DEA&DP rather than HWC, is the more qualified authority when it comes to determining impacts on botanical heritage. It is for this reason that HWC has, in the past, deferred to DEA&DP for commenting or ruling on such impacts. This report assumes the same.
- ii) **Implications for NEMA assessment criteria:** Notwithstanding NHRA requirements, NEMA assessment criteria are used where appropriate, to provide a common yardstick for DEA&DP to review this report and HWC's response in terms of NHRA S.38(8). However, that does not mean that DEA&DP criteria need strictly to be followed in all instances. To elaborate:

DEA&DP requires environmental assessment findings to be grouped in three phases, i.e. Planning Phase; Construction Phase; and Operational Phase. However, measuring heritage impacts mostly focuses on the Planning Phase, as in this instance. That is because the consequences for authenticity, and thereby heritage significance, are

ccc mostly irreversible if not adequately addressed at the Planning/Design Phase⁸. That makes heritage impacts addressed at this phase the most critical. For example, in this project:

- There will be no heritage impacts during the Construction Phase as no historic built fabric is involved and archaeological/palaeontological impacts are anticipated to be LOW (and HWC's archaeological chance finds protocols would be applicable anyway); and
- During the Operational phase only one type of heritage impact is expected, i.e. lighting of the upper station at night. That will therefore be addressed as the only heritage-related issue at the Operational Phase.

10.2. Socioeconomic Benefits Offset against Heritage Impacts

NHRA S.38(3)(d) requires that heritage impacts from a development be evaluated relative to the sustainable socioeconomic benefits to be derived from a project. In this case, a provisional specialist socio-economic study by UrbanEcon has established that such benefits promise to be substantial and sustainable. The following are key points arising from that study:

- i) **The preliminary conclusions of the UrbanEcon study** are that the project will result in a total economic boost to the local tourism industry of R108.66 million, a total sustainable production on the tourism economy of R 482.98 million, gross domestic product of R 215.01 million and the creation of 643 new jobs (**Figure 27**). This is substantial, especially considering that tourism is the economic lifeblood of Franschhoek.
- ii) **The economic impact** will not be isolated to Franschhoek but also captured in the broader region.
- iii) **Construction period:** For the duration of the construction period the economy (gross domestic product) will be boosted by R190.16 million while sustaining 726 jobs, of which 159 will be directly as a result of the capital expenditure.
- iv) **Operational phase:** During the operational phase the economy will be boosted by R41.07 million per annum and sustain 101 jobs, of which 37 will be directly as a result of the operational expenditure.
- v) **Sustainability of the local tourism industry:** The project will result in the sustainability of the local tourism economy of Franschhoek based on capturing existing domestic and international visitors that frequent the Franschhoek area. Trade, transport, accommodation and community services will also benefit from the sustainability of total production, gross domestic product and job creation as summarized in **Figure 27**.

⁸ One cannot recover lost authenticity but one can mitigate impacts to retain or minimise negative effects on heritage significance.

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	Production	Gross Domestic Product	Jobs	Income
Direct	R212.34 million	R102.94 million	294	R57.37 million
Indirect	R137.37 million	R57.30 million	171	R26.07 million
Induced	R133.27 million	R53.85 million	177	R25.22 million
Total	R482.98 million	R215.01 million	643	R108.66 million

FIGURE 27: Preliminary findings of the socioeconomic study for the project. (UrbanEcon, 2022).

- vi) **Visitor stay:** The new facility will encourage visitors to stay in the area longer resulting in a further injection of money for local businesses and other attractions.
- vii) **Improving the socioeconomic environment:** The development will improve the socio-economic environment while providing supportive conditions for growth in general and development of employees and their communities in particular. It is intended that 2% of annual ticket sales will be allocated for community development in Franschhoek. Community beneficiary initiatives will be identified in consultation with the Stellenbosch Municipality.
- viii) **Supporting environmental conservation:** The project aims to generate significant additional revenue for the Mont Rochelle Advisory Board through the sale of hiking permits. An annual contribution of R400 000 (linked to CPI) will be allocated to assist in funding the Board's management functions in accordance with the Mont Rochelle Reserve's Management Plan. This will include wildfire management, maintenance of walkways and biodiversity conservation.

10.3. Visual Impacts:

The findings of a Visual Impact Assessment (VIA) of the project prepared by ARLA Landscape Architects (**Annexure B**) are highlighted as follows.

10.3.1. General Visual Impacts

Key points identified in the VIA report are:

- i) **VIA Development Category:** In terms of DEA&DP's 2005 Guideline for Involving Visual and Aesthetic Specialists in EIA Processes (BOLA⁹, Table 1 with Box 3, p11), the proposals constitute a Category 2 development. This category includes "**low-key recreation/resort/residential type development, small scale agriculture/nurseries, narrow roads and small-scale infrastructure**" (**Figure 28**). The environment type is categorised as "**protected/wild areas of international, national or regional**

⁹ BOLA: Bernie Oberholser Landscape Architect, CSIR et al.).

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significance". (Applicable criteria in bold). A HIGH visual impact can therefore be expected with the following possible consequences:

- a) Potential intrusion on protected landscapes or scenic resources;
 - b) A noticeable change in the visual character of the area; and
 - c) A new precedent being set for development in the area.
- ii) **View catchment:** The view catchment for the upper and lower station, based on topography only, stretches over the whole Franschoek valley i.e. it will technically be visible from several square kilometres.
 - iii) **Visual Absorption Capacity (VAC):** The VAC for the lower station is rated as MODERATE due to being partially screened by topography and vegetation while the upper station has been rated as LOW.
 - iv) **Visually sensitive receptors:** Within the intermediate to wider contexts, visually sensitive areas and scenic resources include protected areas, critical biodiversity areas (CBA's), graded landscapes to be protected and seasonal / perennial drainage lines / 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.
 - v) **Visual impacts & mitigation:** Mitigation will be required. However, many of the required mitigation measures have already been incorporated into the proposals presented. Having said that, it is unlikely that the proposal will only cause a low visual impact. However, it is possible for the development to cause a positive visual impact. This can be achieved if, specifically, the upper station is viewed as a sympathetic sculptural form.

10.3.2. *Author's Commentary*

Visual impacts underpin all concerns relating to heritage impacts in this project. This is implicit in the Heritage Statement (**Section 7**) and Heritage Indicators (**Section 8**). It is therefore not surprising that such impacts are the main focus of this report.

As a precursor to evaluating heritage impacts in relation to the Heritage Indicators in this HIA, the following comments should be noted concerning the aforementioned VIA findings.

Re: Point i)

VIA Development Category: Although a high visual impact is anticipated in terms of the DEA&DP VIA Guidelines for a Category 2 development, in practice that would apply primarily to the upper station site. The lower station has a relatively low visual profile given its location on Haute Cabrière, and where the new development would be more noticeable (i.e. from Lambrechts Road) the visual impacts can be effectively mitigated.

Re: Point ii)

The view catchment for the development as a whole is indeed wide. In practice however, it is the upper station where impacts from within the catchment area would most noticeably be experienced. Visual impacts from the lower station will be significantly lower

due to the nature of the terrain characterising the valley and the distance of unobstructed outlooks from the Franschhoek Pass towards the lower station on Haute Cabrière.

Table 1: Categorisation of issues to be addressed by the visual assessment

Type of environment	Type of development (see Box 3) Low to high intensity				
	Category 1 development	Category 2 development	Category 3 development	Category 4 development	Category 5 development
Protected/wild areas of international, national, or regional significance	Moderate visual impact expected	High visual impact expected	High visual impact expected	Very high visual impact expected	Very high visual impact expected
Areas or routes of high scenic, cultural, historical significance	Minimal visual impact expected	Moderate visual impact expected	High visual impact expected	High visual impact expected	Very high visual impact expected
Areas or routes of medium scenic, cultural or historical significance	Little or no visual impact expected	Minimal visual impact expected	Moderate visual impact expected	High visual impact expected	High visual impact expected
Areas or routes of low scenic, cultural, historical significance / disturbed	Little or no visual impact expected. Possible benefits	Little or no visual impact expected	Minimal visual impact expected	Moderate visual impact expected	High visual impact expected
Disturbed or degraded sites / run-down urban areas / wasteland	Little or no visual impact expected. Possible benefits	Little or no visual impact expected. Possible benefits	Little or no visual impact expected	Minimal visual impact expected	Moderate visual impact expected

Box 3: Key to Categories of Development

Category 1 development:

e.g. nature reserves, nature-related recreation, camping, picnicking, trails and minimal visitor facilities.

Category 2 development:

e.g. low-key recreation / resort / residential type development, small-scale agriculture / nurseries, narrow roads and small-scale infrastructure.

Category 3 development:

e.g. low density resort / residential type development, golf or polo estates, low to medium-scale infrastructure.

Category 4 development:

e.g. medium density residential development, sports facilities, small-scale commercial facilities / office parks, one-stop petrol stations, light industry, medium-scale infrastructure.

Category 5 development:

e.g. high density township / residential development, retail and office complexes, industrial facilities, refineries, treatment plants, power stations, wind energy farms, power lines, freeways, toll roads, large-scale infrastructure generally. Large-scale development of agricultural land and commercial tree plantations. Quarrying and mining activities with related processing plants.

FIGURE 28: Guideline for anticipating visual impacts (DEA&DP, June 2005).

Re: Point iii)

Visual absorption capacity: It is agreed that the VAC for the lower station would be higher than for the upper station due to being partially screened by topography and vegetation.

Re: Point iv)

Visually sensitive receptors: While visually sensitive receptors have been identified as all residential areas (specifically north of Haute Cabrière), various scenic routes and the urban character areas, in practice much of the resulting impacts are either mitigated by distance or the nature of the terrain with regard to the lower station.

Re: Point v)

Visual impacts & mitigation: It is agreed that mitigation will be required, while recognising that much mitigation has already been incorporated into the architectural design and location choice within the micro contexts of the lower and upper stations.

10.4. Measuring the Cableway Proposals against Heritage Design Indicators

An explanation of the criteria used for the assessment of impacts is contained in **Annexure C**. Wherever practically possible, these criteria correspond with criteria required in terms of the NEMA assessment process.

HERITAGE INDICATOR 1: Extents and Configurations of the Proposed Cableway Station Developments.

Both lower and upper stations are to be scaled and modelled to present minimized visual profiles to their wider surrounding spatial contexts. This includes the visitor parking at the lower station.

VIEWPOINT 1 (as in Section 6 of the VIA report)



FIGURE 29A: Viewpoint 1: Zoomed in views of the two cable station alternatives from a viewpoint in the main road (Huguenot Road), Franschhoek (see Figure 29A): **Top: Alternative A** and **bottom: Alternative B** which is 10m lower down the slope. Both alternatives break the skyline but predominantly follow the contours of the mountain. (Image: Dianoua Studios).

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FIGURE 29B: Viewpoint 1: Normal view of the top cable station (as Highlighted) from main road (Huguenot Road), Franschhoek. This view is actually a montage showing Alternative A for the top station. Alternative A is the higher of the two alternatives at 1017m msl, yet at this distance merges with the mountain to the extent that it is effectively not visible from this viewpoint. (Image: Dianoua Studios).

VIEWPOINT 2 (as in Section 6 of the VIA report)



FIGURE 30A: Viewpoint 2: Zoomed in views of the two cable station alternatives from a viewpoint in front of the Huguenot Monument, main road (Huguenot Road), Franschhoek (see Figure 30B): **Top: Alternative A** and **bottom: Alternative B** which is 10m lower down the slope. Alternative A appears to mould itself marginally more effectively to the mountainside while in Alternative B, the adventure centre on the extreme left is visible, unlike Alternative A where it is not. (Image: Dianoua Studios).

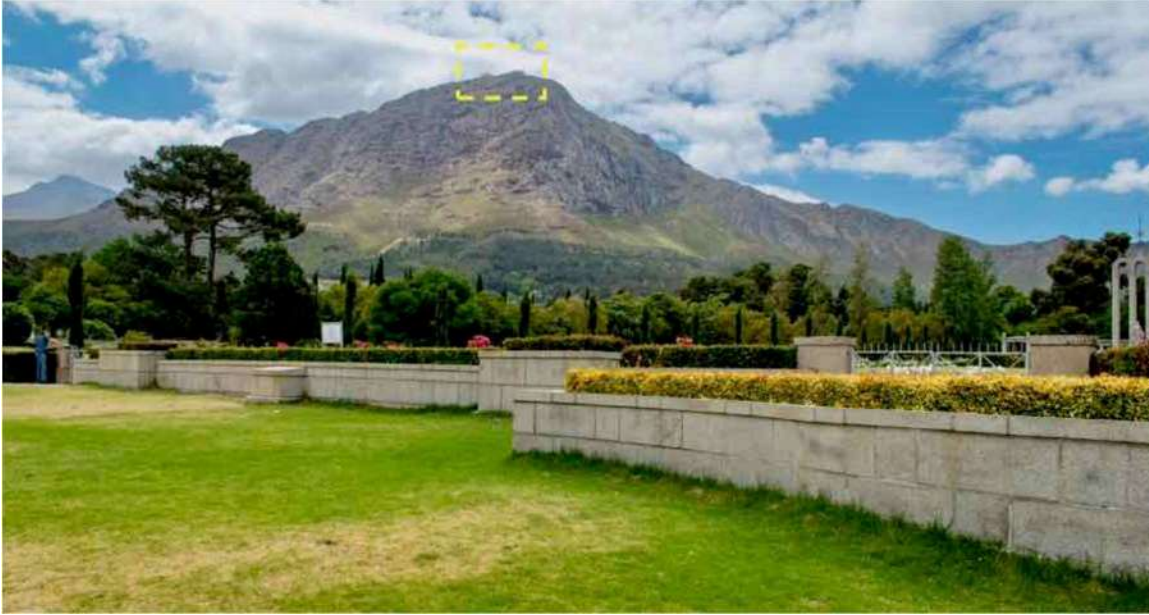


FIGURE 30B: Viewpoint 2: Normal view of the top cable station (as highlighted) from in front of the Huguenot Monument at the head of main road (Huguenot Road), Franschhoek. This view is a montage showing Alternative A for the top station, i.e. the higher of the two alternatives, yet at this distance its projection above the skyline is not readily noticeable. (Image: Dianoua Studios).

VIEWPOINT 3 (as in Section 6 of the VIA report)



FIGURE 31A: Viewpoint 3: Zoomed in views of the two cable station alternatives from a viewpoint at the intersection of Excelsior Road (to Swiss Farm Excelsior) and Robertsvlei Road, Franschhoek (see Figure 31B): **Top: Alternative A** and **bottom: Alternative B** 10m lower down the slope. Interestingly, more of Alternative B is visible from this angle than Alternative A. (Image: Dianoua Studios).



FIGURE 31B: Viewpoint 3: Normal view of the top cable station (as highlighted) from the intersection of Excelsior and Robertsvlei Roads. This view is a montage showing Alternative A for the top station, i.e. the higher of the two alternatives, yet at this distance its projection above the skyline is not readily noticeable. (Image: Dianoua Studios).

VIEWPOINT 4 (as in Section 6 of the VIA report)



FIGURE 32A: Viewpoint 4: Zoomed in views of the two cable station alternatives from a viewpoint on the lower approach along Lambrechts Road to the Franschhoek (see Figure 32B): **Top: Alternative A** and **bottom: Alternative B** 10m lower down the slope. Interestingly, Alternative B is marginally more visible from this angle than Alternative A. (Image: Dianoua Studios).



FIGURE 32B: Viewpoint 4: Normal view of the top cable station (as highlighted) from the lower approach along Lambrechts Road to Haute Cabrière and Franschhoek Pass. The Haute Cabrière sign against the farm's dam wall is arrowed to provide orientation. This view is a montage showing Alternative A for the top station, i.e. the higher of the two alternatives, yet at this distance its projection above the skyline is not significant although the upper cable gantry (arrowed) is just noticeable. (Image: Dianoua Studios).

VIEWPOINT 5 (as in Section 6 of the VIA report)



FIGURE 33A: Viewpoint 5: Zoomed in view of the lower cable station on Haute Cabrière (both Alternatives A and B are similar) from a viewpoint descending the pass along Lambrechts Road towards Franschhoek (see Figure 33B). (Image: Dianoua Studios).



FIGURE 33B: Viewpoint 5: Normal view of the lower cable station parking structure from Lambrechts Road after descending the pass. This view is a montage which will be similar for both Alternatives A and B. The visual impact of the new parking area from this stretch of Lambrechts Road will be reasonably substantial and require mitigation. (Image: Dianoua Studios).

VIEWPOINT 6 (as in Section 6 of the VIA report)



FIGURE 34A: Viewpoint 6: Zoomed in views of the two cable station alternatives from a viewpoint on Lambrechts Road immediately below the Mont Martre Chalets (see Figure 34B): **Top: Alternative A** and **bottom: Alternative B** 10m lower down the slope. Interestingly, Alternative B is marginally more visible from this angle than Alternative A. (Image: Dianoua Studios).

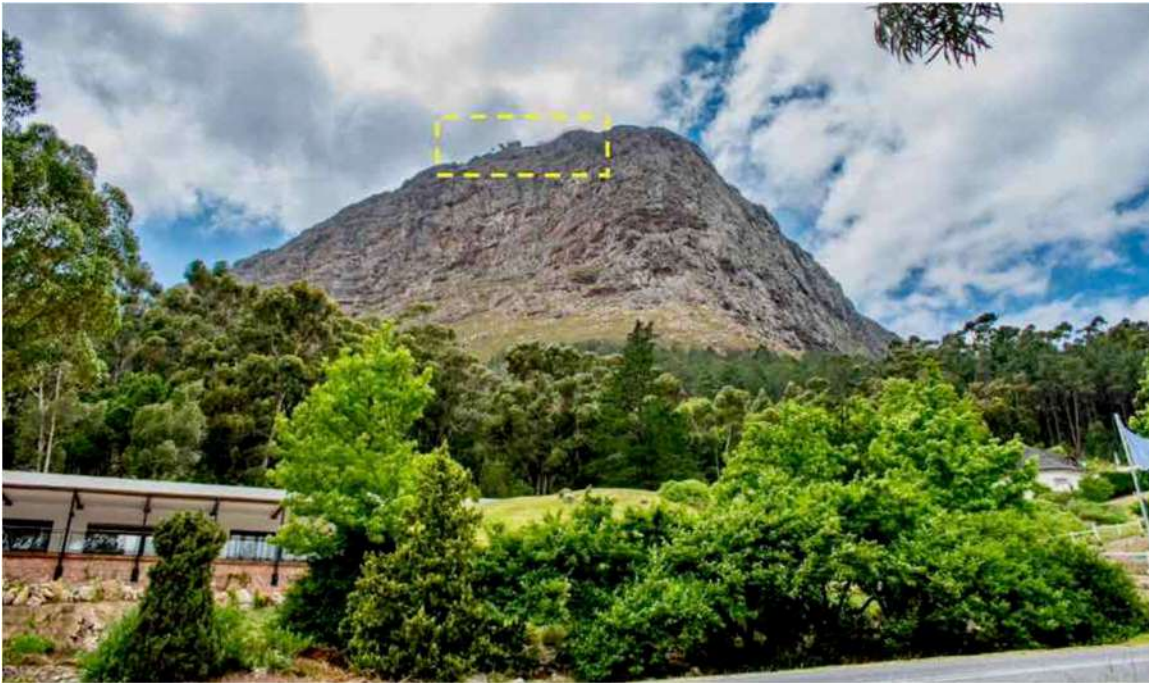


FIGURE 33B: Viewpoint 6: Normal view of the top cable station (as highlighted) from Lambrechts Road immediately below the Mont Matre Chalets. Alternative A for the top station, i.e. the higher of the two alternatives, yet at this distance its projection above the skyline is not significant although the upper cable gantry (arrowed) is noticeable. (Image: Dianoua Studios).

SCALE FROM BEST TO WORST					
POSITIVE (best)	LOW NEG	LOW-MODERATE NEG	MODERATE NEG	MODERATE-HIGH NEG	HIGH NEG (worst)

HERITAGE IMPACTS RELATING TO INDICATOR 1 (Extent & configuration of station design)			
LOWER STATION Note: Alternatives A&B are essentially the same.		UPPER STATION	
Conformance (High is best)	MEDIUM to HIGH	Conformance: Alt A (Preferred)	MEDIUM
		Conformance: Alt B	MEDIUM
Nature of Impact Positive, Neutral or Negative	NEUTRAL-NEGATIVE	Nature of Impact: Alt A (Preferred)	NEGATIVE
		Nature of Impact: Alt B	NEGATIVE

Significance of Impacts without mitigation (view from part of Lambrechts Rd only) Otherwise MODERATE (High Positive is best High Negative is worst)	MODERATE-HIGH	Significance of Impact Without mitigation: Alt A (Preferred)	HIGH
		Significance of Impact without mitigation: Alt B	Moderate-HIGH
Significance of Impacts with mitigation (High Positive is best High Negative is worst)	LOW	Significance of Impact with mitigation: Alt A (Preferred)	MODERATE
		Significance of Impact with mitigation: Alt B	MODERATE
Confidence of Assessment. (High is best)	HIGH	Confidence of Assessment: Alt A (Preferred)	MED-HIGH
		Confidence of Assessment: Alt B	MED-HIGH

10.4.1. *Commentary: Indicator 1: Extent & Configuration of station design.*

i) **The lower station:**

- a. **Impacts** from the extent and configuration of the architecture of the lower station can be kept within acceptable levels with mitigation. This is because of the relatively low visual exposure of Haute Cabrière.
- b. **Mitigation** will need to include the planting of additional trees to screen the lower station from the residential area to the north and the parking structure from views along a limited stretch of Lambrechts Road. A large overhead planted pergola above the new parking structure and following the line of the hillside will screen parked cars from scenic outlooks from Franschhoek Pass. This feature will help to visually knit the parking area into the surrounding landscape as viewed from the pass. The aforementioned additional tree planting along the south/southwest side of the parking structure facing Lambrechts Road is deemed achievable, positive and acceptable.

ii) **The upper station: Alternative A (Preferred Alternative)**

- a. **Impacts** from the extent and configuration of the architecture of the upper station: Alternative A, would have been considered significant and unacceptable had the configuration of the upper station not followed the profile of the mountain top. The famous Table Mountain cableway is regarded as negative precedent in this regard, given its strong, bold silhouette against the Table Mountain skyline.

- b. **Mitigation** includes presenting a narrower frontage to the valley by 'wrapping' the northeast end of the deck with the adventure centre around the curve of the mountain and 'moulding' the profile of the deck to follow the skyline of the mountain. All accommodation is on one level to reduce the profile of the upper station.

iii) The upper station: Alternative B

- a. **Impacts** relating to the extent and configuration of the architecture of the upper station: Alternative B, has a marginally lower visual impact in profile when viewed from the centre of Franschoek (**Figure 29A**) by being located lower down the mountain slope compared to Alternative A and therefore further from the skyline. From other viewpoints, Alternative B has a marginally greater profile. Alternative B also presents a wider frontage to the valley compared to Alternative A, and includes an upper viewing deck which is absent in Alternative A. In addition, the stilts supporting the deck in Alternative B have to be longer because of the steeper slope.
- b. **Mitigation:** Apart from sculpting the profile to follow the line of the mountain and the obvious choice of finishes, textures and colours designed into the upper station structure (equally applicable to Alternative A), no other mitigation measures seem feasible.

iv) Conclusion

The extent of the lower station for both Alternatives A and B (essentially the same) are not considered problematic after mitigation while also noting that distance from the valley below is a strong mitigating factor in itself. Both upper station alternatives have advantages and disadvantages which seem to balance out when comparing the visual exposure of each to the valley below. Both upper station Alternatives A and B will break the skyline. Both alternatives have profiles that mould themselves to that of the mountain, in a manner that has potential for viewers in the valley to become accustomed to over time. For this reason, both Alternatives are given MODERATE significant (mitigated) impact ratings in terms of Indicator 1.

HERITAGE INDICATOR 2: Addressing Varying Development Edge Conditions

Both stations are to be modelled with edge conditions that merge with their immediate surrounds at ground level (lower station), from ground level looking up (upper station) as well as from above looking down (lower station).

SCALE FROM BEST TO WORST					
POSITIVE (best)	LOW NEG	LOW-MODERATE NEG	MODERATE NEG	MODERATE-HIGH NEG	HIGH NEG (worst)

HERITAGE IMPACTS RELATING TO INDICATOR 2 (Edge Conditions)			
LOWER STATION Note: Alternatives A&B are essentially the same.		UPPER STATION	
Conformance: (High is best)	MEDIUM-HIGH	Conformance: Alt A (Preferred)	MEDIUM
		Conformance: Alt B	LOW-MEDIUM
Nature of Impact (Positive, Neutral or Negative)	NEUTRAL-POSITIVE	Nature of Impact: Alt A (Preferred)	POSITIVE
		Nature of Impact: Alt B	POSITIVE
Significance of Impacts without mitigation (High Positive is best High Negative is worst)	MODERATE	Significance of Impact Without mitigation: Alt A (Preferred)	MODERATE
		Significance of Impact without mitigation: Alt B	MODERATE
Significance of Impacts with mitigation (High Positive is best High Negative is worst)	LOW	Significance of Impact with mitigation: Alt A (Preferred)	LOW-MODERATE
		Significance of Impact with mitigation: Alt B	LOW-MODERATE
Confidence of Assessment. (High is best)	HIGH	Confidence of Assessment: Alt A (Preferred)	MED-HIGH
		Confidence of Assessment: Alt B	MED-HIGH

10.4.2. *Commentary: Indicator 2: Addressing Varying Development Edge Conditions*

i) **The lower station:**

- a. **Impacts** from edge conditions of the new development at the lower station can be kept within acceptable levels with mitigation. This is because of the relatively low visual exposure of Haute Cabrière in relation to its surrounds which require only basic mitigation through landscaping, especially additional tree planting.
- b. **Mitigation** includes the planting of additional trees to soften the edges of the lower station site as viewed from the residential area to the north and the parking structure to the south/southwest. The edges of overhead plant covered pergolas will help to

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Heritage Impact Assessment: Erven 1466, 1467 /7 Rem Erf 23: Franschhoek Skytram proposed aerial cableway.

visually knit the parking structure and walkway into the surrounding landscape as viewed from the pass. The distance of the closest outlooks from the Pass will further help to mitigate impacts. These mitigation measures are deemed positive and acceptable.

ii) **The upper station: Alternative A** (Preferred Alternative)

- a. **Impacts** from edge conditions of the architecture at the upper station: Alternative A, are regarded as positive in that they will follow contour lines, thereby moulding outer edges to the shape of the mountain. Eaves lines will have projecting undulating pergolas/sun screens further softening edges and preventing reflection off vertical glazed surfaces set further back.
- b. **Mitigation** already includes softened built edges in the form of pergolas/sun screens which characterize the architectural design. The use of natural materials e.g. timber, as opposed to reflective steel surfaces, will also help to reduce impacts, as does the use of slender stilts supporting the station deck. The slimness of the stilts will enable them to merge with the mountainside under the shadow line of the projecting station deck. These built edges are to be complemented with a vegetation rehabilitation scheme that aims to further soften the interface between built and biophysical features.

iii) **The upper station: Alternative B**

- a. **Impacts** from edge conditions will be positive as in Alternative A.
- b. **Mitigation** would be similar to Alternative A

iv) **Conclusion**

New development edge conditions at the lower station are not considered problematic considering the mitigation already built into the architectural design. For the upper station alternatives, both sets of edge conditions would be similar, aiming to soften interfaces between built and biophysical realms. The manner in which this is proposed is considered positive. Consequently, both upper station Alternatives are given LOW-MODERATE significant (mitigated) impact ratings in terms of Indicator 2.

HERITAGE INDICATOR 3: Merging with Mountain Backdrops

The cableway stations and overhead cable are to be positioned and finished to merge with mountain backdrops rather than stand out against blue sky wherever possible.

IMPACT SCALE FROM BEST TO WORST					
POSITIVE (best)	LOW NEG	LOW-MODERATE NEG	MODERATE NEG	MODERATE-HIGH NEG	HIGH NEG (worst)

HERITAGE IMPACTS RELATING TO INDICATOR 3 (Merging with Mountain Backdrops)			
OVERHEAD CABLE (LOWER STATION NOT APPLICABLE)		UPPER STATION	
Conformance: (High is best)	MEDIUM-HIGH	Conformance: Alt A (Preferred)	MEDIUM
		Conformance: Alt B	MEDIUM-HIGH
Nature of Impact Positive, Neutral or Negative	NEGATIVE	Nature of Impact: Alt A (Preferred)	NEGATIVE
		Nature of Impact: Alt B	NEGATIVE
Significance of Impacts without mitigation (High Positive is best High Negative is worst)	MODERATE	Significance of Impact Without mitigation: Alt A (Preferred)	MODERATE-HIGH
		Significance of Impact without mitigation: Alt B	MODERATE - HIGH
Significance of Impacts with mitigation (High Positive is best High Negative is worst) (No further mitigation possible other than by relocating the cableway)	LOW-MODERATE	Significance of Impact with mitigation: Alt A (Preferred)	MODERATE
		Significance of Impact with mitigation: Alt B	MODERATE
Confidence of Assessment. (High is best)	MED-HIGH	Confidence of Assessment: Alt A (Preferred)	MED-HIGH
		Confidence of Assessment: Alt B	MED-HIGH

10.4.3. **Commentary: Indicator 3: Merging with Mountain Backdrops**

i) **The overhead cable:**

- a. **Impacts** from the overhead cable are considered to be within acceptable limits given the substantial extent to which it would not be readily visible against the mountain backdrop from large parts of the valley. The cableway would be most visible where it crosses the road of the Franschoek Pass. However, even here, it will be at a height that is unlikely to make it readily noticeable. Also, for large parts of this roadway, whether the driver is ascending or descending, the cable would not be readily visible against mountain backdrops although there will be stretches where the cable would be profiled against blue sky.

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Heritage Impact Assessment: Erven 1466, 1467 /7 Rem Erf 23: Franschoek Skytram proposed aerial cableway.

- b. **Mitigation** would be very limited given that the location of the cableway itself is a given. Although it could be argued that limited mitigation could possibly be achieved by ensuring that the cable is non-reflective and of a colour that would help it to merge more effectively with its mountain backdrops, that would make it a potential threat to birds as raised in the project bird study.

ii) **The upper station: Alternative A (Preferred Alternative)**

- a. **Impacts:** Degree to which merging with mountain backdrops can be achieved: Regarded as achievable despite the station breaking the skyline. This is because the architecture is of a nature that does not detract from the profile of the mountaintop unlike the Table Mountain upper cable station.
- b. **Mitigation:** The architecture has been shaped to present an undulating profile sympathetic to that of the mountain top. Also, where reflective materials such as glass will be used, these will be recessed behind shadow lines. Other materials will be non-reflective with finishes similar to the natural colours of the mountainside.

iii) **The upper station: Alternative B**

- a. **Impacts:** Degree to which merging with mountain backdrops can be achieved: Similar to Alternative A. While Alternative B does present a marginally lower profile relative to the mountain skyline as viewed from the Franschhoek town centre (Viewpoint 1), from other viewpoints, it presents a marginally greater profile. These differences are, however, academic as visual impacts are in any case largely mitigated by distance.
- b. **Mitigation.** Would need to include non-reflective and/or natural finishes that visually merge with the mountainside. Judging from the montages provided, this already appears to be the case.

iv) **Conclusion**

Both alternatives have their advantages and disadvantages that on balance, appear to perform within acceptable limits (with mitigation) in terms of merging with mountain backdrops. Both alternatives are duly given MODERATE significant impact ratings with mitigation in terms of Indicator 3.

HERITAGE INDICATOR 4: Architectural Expression of the Cableway Stations

Organic shapes and finishes responding sympathetically to the respective immediate contexts of both upper and lower stations are to be favoured over stylistically driven architectural treatments.

IMPACT SCALE FROM BEST TO WORST					
POSITIVE (best)	LOW NEG	LOW-MODERATE NEG	MODERATE NEG	MODERATE-HIGH NEG	HIGH NEG (worst)

HERITAGE IMPACTS RELATING TO INDICATOR 4 (Architectural Expression)			
LOWER STATION Note: Alternatives A&B are essentially the same.		UPPER STATION	
Conformance (High is best)	MEDIUM-HIGH	Conformance: Alt A (Preferred)	MEDIUM-HIGH
		Conformance: Alt B	MEDIUM-HIGH
Nature of Impact Positive, Neutral or Negative	NEUTRAL-POSITIVE	Nature of Impact: Alt A (Preferred)	NEUTRAL-POSITIVE
		Nature of Impact: Alt B	NEUTRAL-POSITIVE
Significance of Impacts without mitigation (High Positive is best High Negative is worst)	MEDIUM-HIGH POSITIVE	Significance of Impact Without mitigation: Alt A (Preferred)	MEDIUM-HIGH POSITIVE
		Significance of Impact without mitigation: Alt B	MEDIUM-HIGH POSITIVE
Significance of Impacts with mitigation (High Positive is best High Negative is worst)	N/A	Significance of Impact with mitigation: Alt A (Preferred)	N/A
		Significance of Impact with mitigation: Alt B	N/A
Confidence of Assessment. (High is best)	HIGH	Confidence of Assessment: Alt A (Preferred)	MED-HIGH
		Confidence of Assessment: Alt B	MED-HIGH

10.4.4. **Commentary: Indicator 4: Architectural Expression of the Cableway Stations**

i) **The lower station:**

- a. **Impacts** from the architectural expression of the lower station are considered to be positive. The overall architectural form of the new development has been shaped by a need to respond to its immediate topographical and rural context. The lower station structures are designed overall to be recessive, notwithstanding their extent which has to accommodate a considerable increase in parking facilities. The architectural proposals are therefore considered positive, especially given the relatively low profile of the lower station site to start with.
- b. **Mitigation:** Mitigation is already built into the architectural proposals which are considered to be appropriate without further mitigation.

ii) **The upper station: Alternative A (Preferred Alternative)**

- a. **Impacts** from architectural treatment of the upper station: Alternative A, is regarded as positive. It is a patent response to both the immediate and wider context and clearly not intended as an architectural statement. Massing and form are shaped around the natural contours of the mountain, around which the upper station is wrapped. It is closer to the summit than Alternative B, presumably because that presents fewer structural/construction challenges given the shallower slope closer to the summit.
- b. **Mitigation** already includes a plan which 'wraps' around the mountain to the northeast, thereby presenting a reduced frontage to the valley. To further reduce its visual profile, the development is on a single level and supported on shorter stilts due to the shallower slope.

iii) **The upper station: Alternative B**

- a. **Impacts** from architectural treatment of the upper station: Alternative B is similar to Alternative A, although the terrain, being further from the summit, is on a steeper slope. This requires the main deck to be supported on taller stilts with a frontage facing the valley that is wider than Alternative A due to the nature of the contours which dictate a wider spread of architectural elements along the mountain face.
- b. **Mitigation** is already built into the architectural proposals which are similar to Alternative A and considered to be positive. While the development itself presents a larger frontage to the valley, this is offset by a greater potential to merge with its background (given appropriate use of materials and finishes) as viewed from the Franschhoek town centre.

iv) **Conclusion**

The architectural proposals for all alternatives are regarded as architecturally innovative in responding to their respective contexts without becoming architectural statements themselves. Both development alternatives break the skyline from various viewpoints within the valley. Nonetheless the architectural handling of overall form as perceived from the valley will help to mitigate this. Consequently, both upper station Alternatives A and B as

well as the single alternative for the lower station are given MEDIUM/HIGH-POSITIVE significant impact ratings in terms of architectural expression.

HERITAGE INDICATOR 5: Landscaping

Landscaping is not only to be employed to mitigate visual impacts from the new cableway stations, but also to reinforce rural (rather than urban) character. Landscaping and architectural design must be considered an integrated design exercise.

IMPACT SCALE FROM BEST TO WORST					
POSITIVE (best)	LOW NEG	LOW-MODERATE NEG	MODERATE NEG	MODERATE-HIGH NEG	HIGH NEG (worst)

HERITAGE IMPACTS RELATING TO INDICATOR 5 (Landscaping)			
LOWER STATION Note: Alternatives A&B are essentially the same.		UPPER STATION	
Conformance: (High is best)	MEDIUM-HIGH	Conformance: Alt A (Preferred)	MEDIUM-HIGH
		Conformance: Alt B	MEDIUM-HIGH
Nature of Impact (Positive, Neutral or Negative)	NEUTRAL-POSITIVE	Nature of Impact: Alt A (Preferred)	NEUTRAL-POSITIVE
		Nature of Impact: Alt B	NEUTRAL-POSITIVE
Significance of Impacts without mitigation (High Positive is best High Negative is worst)	MEDIUM-HIGH POSITIVE	Significance of Impact Without mitigation: Alt A (Preferred)	MEDIUM POSITIVE
		Significance of Impact without mitigation: Alt B	MEDIUM POSITIVE
Significance of Impacts with mitigation (High Positive is best High Negative is worst)	N/A	Significance of Impact with mitigation: Alt A (Preferred)	N/A
		Significance of Impact with mitigation: Alt B	N/A

Confidence of Assessment. (High is best)	HIGH	Confidence of Assessment: Alt A (Preferred)	MED-HIGH
		Confidence of Assessment: Alt B	MED-HIGH

10.4.5. **Commentary: Indicator 5: Landscaping**

i) **The lower station:**

- a. **Impacts** from the landscaping of the lower station is patently integrated with the architectural design, helping to reinforce rural character despite the extent of the new parking structure in particular. The planting of new trees around the cable car station will help to mitigate impacts from the cable machinery and winch mechanisms. The landscaping is designed to integrate with the architecture, especially with regard to the proposed green canopy over the new parking area.
- b. **Mitigation:** The landscaping proposals not only constitute mitigation in itself, but will help to reinforce the rural character of Haute Cabrière where a policy of simple, low key development has been followed since the property was first built on. The only additional mitigation recommended would be to mitigate visual impacts from the parking structure as viewed from parts of Lambrechts Road. This could take the form of a simple tree belt with appropriate canopy characteristics.

ii) **The upper station: Alternative A (Preferred Alternative)**

- a. **Impacts** from the proposed landscaping of the upper station: Alternative A, is regarded as positive. Like the architecture, it is a patent response to both the immediate and wider context and integrated with the development, especially along biophysical/built interfaces. The plant rehabilitation that is proposed as part of the landscaping will help to reinforce and consolidate biophysical significance in a localised area that is currently not rated as having high local botanical significance (re. **Section 7.3**).
- b. **Mitigation:** The landscaping proposals already constitute mitigation. In addition, the proposed vegetation rehabilitation plan will help existing natural vegetation to re-colonise the site and, thereby, improve biophysical significance within the local area.

iii) **The upper station: Alternative B**

- a. **Impacts** from the landscaping of the upper station: Alternative B would be similar to Alternative A, i.e. positive in terms of re-establishing biophysical significance.
- b. **Mitigation:** As in Alternative A, the landscaping proposals around the development already constitutes mitigation.

iv) **Conclusion**

The landscaping proposals for the lower and upper station alternatives are regarded as sympathetic to their respective immediate and broader spatial contexts, and also well

integrated with the architecture of the various development alternatives. Consequently, both upper station Alternatives A and B as well as the single alternative for the lower station are given MEDIUM-POSITIVE significant impact ratings in terms of the landscape proposals. It is nonetheless strongly recommended that the landscaping be extended to mitigated visual impacts from the parking structure as viewed from part of Lambrechts Road (re: **Section 10.4.1i)b**).

HERITAGE INDICATOR 6: Boundary Walls and Fences

No boundary walls or fences are to be permitted at the upper station to retain the wilderness character of that area. Should fencing be required at the lower station for security reasons, this should be 'Betafence' or an approved derivative rather than solid walls, which are to be avoided at all costs.

IMPACT SCALE FROM BEST TO WORST					
POSITIVE (best)	LOW NEG	LOW-MODERATE NEG	MODERATE NEG	MODERATE-HIGH NEG	HIGH NEG (worst)

HERITAGE IMPACTS RELATING TO INDICATOR 6 (Boundary Walls & Fences)			
LOWER STATION Note: Alternatives A&B are essentially the same.		UPPER STATION	
Conformance: In the event of additional security fencing or other external barriers being required.	Yet to be confirmed but likely N/A	Conformance: Alt A (Preferred) No fencing or other external barriers proposed	POSITIVE
		Conformance: Alt B No fencing or other external barriers proposed	POSITIVE
Nature of Impact In the event of additional security fencing or other external barriers being required.	Yet to be confirmed but likely N/A	Nature of Impact: Alt A (Preferred) No fencing or other external barriers proposed	POSITIVE

		Nature of Impact: Alt B No fencing or other external barriers proposed	POSITIVE
Significance of Impacts without mitigation In the event of additional security fencing or other external barriers being required.	Yet to be confirmed but likely N/A	Significance of Impact Without mitigation: Alt A (Preferred) No fencing or other external barriers proposed	POSITIVE
		Significance of Impact without mitigation: Alt B No fencing or other external barriers proposed	POSITIVE
Significance of Impacts with mitigation	Yet to be confirmed but likely N/A	Significance of Impact with mitigation: Alt A (Preferred) No fencing or other external barriers proposed	POSITIVE
		Significance of Impact with mitigation: Alt B No fencing or other external barriers proposed	POSITIVE
Confidence of Assessment.	Yet to be confirmed but likely N/A	Confidence of Assessment: Alt A (Preferred) No fencing or other external barriers proposed	POSITIVE
		Confidence of Assessment: Alt B No fencing or other external barriers proposed	POSITIVE

10.4.6. **Commentary: Indicator 6: Boundary Walls & Fences**

i) **The lower station:**

- a. **Impacts** from fencing, boundary walls or other means of securing the lower station do not appear to be required, given that Haute Cabrière is already fenced in a manner that compliments the existing physical recessive nature of the Estate's infrastructure. However, this does need to be confirmed. Should outer boundaries require additional security (other than built into the new structures themselves), there is no reason why such related impacts should not remain within acceptable limits provided that recommended fencing types are used.
- b. **Mitigation:** Mitigation would be in the form of berms or particular fencing types as recommended in this indicator.

ii) **The upper station: Alternative A (Preferred Alternative)**

- a. **Impacts:** No fencing or other security barriers other than built into the structure itself, are envisaged.
- b. **Mitigation:** N/A

iii) **The upper station: Alternative B**

- a. **Impacts:** Like Alternative A, no security barriers other than built into the structure itself, are envisaged.
- b. **Mitigation:** N/A

iv) **Conclusion**

Proposals for securing the property around the lower station (rather than the new buildings themselves) has yet to be confirmed but appears to be unlikely. However, it would not take much for impacts related to such additional external security to be kept within acceptable limits, if indeed such additional security is required. No external security barriers are envisaged around either of the two upper station alternatives which is considered positive.

HERITAGE INDICATOR 7: Lighting and Advertising

Lighting at night is to be designed in a manner that does not distract from the remaining rural agricultural quality of Haute Cabrière and even more critically from the wilderness setting of Middagkransberg summit, given the latter's virtually pristine wilderness qualities and exposure to the wider valley below.

Impacts from night time lighting have yet to be tested.

This would best be achieved in the form of 3D montages that can verify the nature of visual impacts generated by lighting on the summit of Middagkransberg. The purpose of this exercise would be to minimise night time light transmission while enabling the practical operation of the upper station until its operations cease each evening.

10.4.7. **Commentary: Indicator 7: Lighting and Advertising**

i) **The lower station:**

- a. Given the low visual profile of Haute Cabrière in relation to its neighbours and the broader valley in general, and previous attention to ensuring that the rural character on Haute Cabrière is retained, there is no reason to believe that a similar approach will not be taken when it comes to the lighting design for the lower station.
- b. **Mitigation:** Mitigation would include constraining light spill through the appropriate choice of lighting, its design and duration of night time operation of the cableway. Duration of night time operation has been confirmed by the developer. Given that Haute Cabrière is already being encroached by residential development to the north and northwest, and considering that there do not appear to be lighting restrictions placed on those developments, the additional lighting that would be associated with the new lower station infrastructure is not considered to be critical.

ii) **The upper station: Both Alternatives A & B**

- a. **Impacts:** The lighting design for the upper station is not yet clear. Unlike impacts from the night time lighting at the lower station, the nature of lighting impacts from the upper station is considered critical and will therefore requires sensitive control.
- b. **Mitigation:** Mitigation for both Alternatives A and B will be achieved by constraining light spill through the appropriate choice of lighting sources, their design, and imposing limitations on the night time operation of the cableway.

To mitigate negative impacts from lighting at night, and drawing on the VIA recommendations and the evaluations in this HIA report, it is recommended that lighting at the upper station adhere to the following:

- i. All lighting to be limited to the proposed operational hours only;
- ii. The installation of free-standing external light standards (as opposed to lighting within and on the station structures themselves), is to be avoided in favour of low level lighting either in the form of bollards/stub fittings not exceeding 1,1m in height or other forms of low level lighting incorporated into the station structure itself: all to have baffles preventing lateral light spill beyond the site. Lighting that is sensitive to visual impacts on the valley below must therefore be considered integral to the architectural design of the upper station.
- iii. External light sources are to be indirect and low-spill. Naked light sources are to be avoided;
- iv. Neon or unshielded security lighting is to be avoided;
- v. No external advertising, including illuminated or fluorescent external advertising is to be permitted.
- vi. External floodlighting of the upper station is to be avoided.

iii) **Conclusion**

While visual impacts from the lighting of the lower station is an important consideration, it is the elevated upper station alternatives near Middagkransberg summit that have the

potential to negatively impact the Franschhoek Valley as a rural heritage landscape of high local to regional significance. Lighting of the upper station therefore needs to be designed subject to the controls set out in **Section 10.4.7ii).**

10.5. Overall Impacts informed by the Heritage Indicators

The following table summarises the overall impacts on heritage resources informed by the heritage indicators in preceding **Section 10.4:**

IMPACT SCALE FROM BEST TO WORST					
POSITIVE (best)	LOW NEG	LOW-MODERATE NEG	MODERATE NEG	MODERATE-HIGH NEG	HIGH NEG (worst)

OVERALL HERITAGE IMPACTS: PLANNING/DESIGN PHASE			
LOWER STATION		UPPER STATION ALTERNATIVES A & B	
Nature of Impact Positive, Neutral or Negative	NEUTRAL-NEGATIVE	Alternative A (Preferred)	NEGATIVE
		Alternative B	NEGATIVE
Extent of Impact Site specific, Local or Regional	SITE SPECIFIC TO SUB - REGIONAL	Alternative A (Preferred)	LOCAL TO SUB - REGIONAL
		LOCAL TO SUB REGIONAL	LOCAL TO SUB - REGIONAL
Duration i.e. predicted lifespan	LONG TERM	Alternative A (Preferred)	LONG TERM
		Alternative B	LONG TERM
Consequence i.e. effect on environment	Visual	Alternative A (Preferred)	VISUAL + BIOPHYSICAL
		Alternative B	VISUAL + BIOPHYSICAL
Probability of occurrence	PROBABLE	Alternative A (Preferred)	HIGHLY PROBABLE
		Alternative B	HIGHLY PROBABLE

Irreplaceable Loss of resources (degree) (No loss with potential gains is best)	NO LOSS	Alternative A (Preferred)	POTENTIAL BIOPHYSICAL GAINS subject to confirmation by botanical specialist
		Alternative B	POTENTIAL BIOPHYSICAL GAINS subject to confirmation by botanical specialist
Reversibility (degree) (Fully Reversible is best)	PARTLY REVERSIBLE	Alternative A (Preferred)	FULLY REVERSIBLE subject to confirmation by architects
		Alternative B	FULLY REVERSIBLE subject to confirmation by architects
Indirect Impacts (High Positive is best High Negative is worst)	HIGH POSITIVE SOCIO ECONOMIC	Alternative A (Preferred)	HIGH POSITIVE SOCIO ECONOMIC
		Alternative B	HIGH POSITIVE SOCIO ECONOMIC
Cumulative Impacts (taking into account visual, biophysical & socio-economic impacts) (High Positive is best High Negative is worst)	LOW-MEDIUM POSITIVE	Alternative B	LOW-MEDIUM POSITIVE
		Alternative A (Preferred)	LOW-MEDIUM POSITIVE
Significance of Impact before mitigation (Zero is best)	LOW-MEDIUM	Alternative A (Preferred)	MEDIUM-HIGH
		Alternative B	HIGH
Significance of Impact after mitigation	LOW	Alternative A (Preferred)	LOW-MEDIUM subject to implementation of lighting controls

(Zero is best)		Alternative B	MEDIUM subject to implementation of lighting controls
Impact: Degree to which impact can be avoided (High is best)	MODERATE	Alternative A (Preferred)	MODERATE subject to implementation of lighting controls
		Alternative B	LOW- MODERATE subject to implementation of lighting controls
Impact: Degree to which it can be managed (High is best)	HIGH	Alternative A (Preferred)	MODERATE subject to implementation of lighting controls
		Alternative B	MODERATE subject to implementation of lighting controls
Impact: Degree to which it can be mitigated (High is best)	HIGH	Alternative A (Preferred)	MODERATE- HIGH subject to implementation of lighting controls
		Alternative B	MODERATE- HIGH subject to implementation of lighting controls
Residual Impacts: Light spill at night (Low is best)	LOW	Alternative A (Preferred)	MEDIUM subject to implementation of lighting controls
		Alternative B	MEDIUM subject to implementation of lighting controls

10.6. Summary of the Performances of the Proposals against the Heritage Design Indicators

10.6.1. Extents and Configurations of the Lower and Upper Station Proposals

- i) The extent of the lower station is not considered problematic, especially after mitigation.

- ii) Both upper station alternatives have advantages and disadvantages which almost balance. However, when ultimately comparing the visual exposure of each to the valley below and considering impacts on the mountain face, Alternative A is assessed as being marginally better.
- iii) Although both upper station alternatives will break the skyline, both have overall configurations that mould themselves to the mountain profile. This, and the fact that the proposals are significantly mitigated by distance, has the realistic potential for viewers in the valley to become comfortable with, and accustomed to the upper station development within the short to medium term.

10.6.2. **Edge Conditions for the Various Station Proposals**

- i) New development edge conditions at the lower station are not regarded as problematic considering the mitigation already built into the architectural design.
- ii) For the upper station alternatives, both sets of edge conditions would be similar, aiming to soften interfaces between built and biophysical realms. The manner in which this is proposed is considered positive.

10.6.3. **Merging with Mountain Backdrops**

- i) Both Alternatives A and B for the upper station are not considered problematic in terms of merging with mountain backdrops provided that appropriate mitigation is undertaken as described in **Section 10.4.3..**

10.6.4. **Architectural Expression**

- i) The architectural proposals for all alternatives are regarded as architecturally innovative in responding sensitively to their respective contexts without trying to become architectural statements in themselves.
- ii) Although both Alternatives A and B for the upper station will result in the development to break the skyline from various viewpoints within the valley, the architectural handling of overall forms as perceived from the valley, together with mitigation by distance, promise to contain visual impacts to within acceptable levels.

10.6.5. **Landscaping**

- i) The landscaping proposals for the lower and upper station alternatives are regarded as sympathetic to their respective immediate and broader spatial contexts. They are also well integrated with the architecture of the various development alternatives.
- ii) The proposals for both lower and upper stations are therefore regarded as positive. It is, however, on the understanding that additional tree planting at the lower station will be introduced to mitigate visual impacts from the cable station on the residential development to the north and northwest of Haute Cabrière, and the parking structure on parts of Lambrechts Road to the south and southwest as set out in this report.

10.6.6. **Boundary Walls and Fences**

- i) *The lower station:* Additional means for securing the lower station (apart from on the new structures themselves) is unlikely to be a problem if such additional external security barriers are indeed proposed. In any event, should additional external security measures be required on Haute Cabrière, it would not take much to keep the heritage-related consequences for such measures within acceptable limits.
- ii) *The upper station:* .

10.6.7. **Lighting and advertising**

- i) Visual impacts from lighting and advertising (the latter where relevant) require controls. This is especially critical as far as the upper station alternatives are concerned given that the Franschhoek Valley is recognised as a rural landscape of regional significance and highest local cultural significance.
- ii) Considering the heritage significance of this cultural landscape context, the lighting of the upper station needs to be subject to the controls set out in **Section 10.4.7.**

11. PROVISIONAL OVERALL FINDINGS

- i) The No-Go Alternative is not considered to be a realistic option, especially given the substantial socio-economic benefits to be gained by allowing the development to proceed when weighed against the potential impacts to heritage resources which can be mitigated to acceptable levels. Certain impacts promise to be positive.
- ii) It is possible to establish, with a reasonably high degree of confidence, that overall impacts from the lower station can be kept within acceptable levels.
- iii) It is quite probable that visual impacts from the chosen upper station alternative can be kept within acceptable levels. However, given the high heritage significance of the surrounding cultural landscape, it is especially important that lighting and advertising be adequately controlled.
- iv) On the basis of the photomontages of the selected viewpoints addressed in this study, Alternative A for the upper station is considered to be an improvement on Alternative B in terms of visual impact, even though both alternatives will be appreciably mitigated by distance.
- v) The project has the potential to generate significant positive offsets, not only socio-economic in nature, but also relating to biophysical management and sustainability of botanical and other natural heritage resources on Middagkransberg.
- vi) The construction of the upper station in Alternative A is likely to involve less physical impact on the mountainside than its Alternative B counterpart, given the latter's location on a steeper slope requiring greater technical challenges.
- vii) Taking the aforementioned factors into account, Alternative A is endorsed as the preferred alternative.

12. DECLARATION OF HERITAGE PRACTITIONER'S EXPERTISE AND INDEPENDENCE

Graham Jacobs, of ARCON Conservation Architects & Spatial Heritage Consultants (Countryside Design CC) declares that he has no conflicts of interest relating to the work in this report. More specifically, he has neither financial interests in the property nor the proposed development being assessed, and has no known personal or financial connections with the relevant property owners, developers, financiers or other development consultants, other than in terms of remuneration received for his professional services. The opinions in this report are his own and a true reflection of his professional expertise.

Graham Jacobs is a registered practitioner and founder member of the Association of Heritage Assessment Practitioners (Western Cape). He holds a Bachelor's degree in architecture from the University of Cape Town and a Master's Degree in Conservation (Built Environment) from the Institute of Advanced Architectural Studies, York University, UK. He is a pioneer in the field of heritage assessments in South Africa, with over 22 years of experience in the field. He is a member of Heritage Western Cape's Built Environment and Landscape Committee and was its former Chairperson, serving two terms. In the unlikely event that this status would result in a conflict of interest in the deliberation of this report, he undertakes to recuse himself from such deliberations where necessary, and in accordance with the recommendation of Heritage Western Cape's legal advisor.



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GRAHAM JACOBS
27 October 2023

13. LIST OF ANNEXURES

- Annexure A: HWC NID Application Response
- Annexure B: Visual Impact Assessment
- Annexure C: Impact Assessment Criteria
- Annexure D: Archaeological Impact Assessment
- Annexure E: Paleontological Impact Assessment
- Annexure F: Botanical Impact Assessment
- Annexure G: Socio Economic Impact Assessment

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