



Franschhoek Skytram Socio-Economic Impact Assessment 2023





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Section One: Project Background

1.1. Introduction

Doug Jeffrey Environmental Consultants (Pty) Ltd appointed **Urban-Econ Development Economists (Pty) Ltd** on behalf of the **Applicant** to conduct a socio-economic impact assessment, for the proposed development and related operation of an above ground Skytram on Erf 1466, Erf 1467 and the Remainder of Erf 23, Franschhoek in the Stellenbosch Local Municipality. The project will be referred to as Franschhoek Skytram. The lower base station of the proposed Franschhoek Skytram is to be located on Erf 1466 at Haute Cabrière in Franschhoek, and the upper base station will be located just below Middagkrans Peak in the Mont Rochelle Nature Reserve. In terms of the EIA Regulations various aspects of the proposed Franschhoek Skytram may have an impact on the environment and are considered to be listed activities. These activities require authorisation from the Competent Authority, namely the Department of Environmental Affairs and Development Planning (DEA&DP), prior to the commencement thereof. Specialist studies (i.e., Socio-Economic Assessment) have been commissioned to verify the sensitivity and assess the socio-economic impacts of the project under the Gazetted specialist protocols (GN R 320 and GN R 1150 of 2020).

1.2. Haute Cabrière and Proposed Expansion

Situated within the outskirts of the Franschhoek, Haute Cabrière is a family-led winery which was established in 1694 by French Huguenot Pierre Jourdan. Haute Cabrière offers a range of experiences such as wine tasting, cellar tours, a restaurant, a bakery, and a sabrage. A visual of Haute Cabrière is highlighted in the image below.

Image 1: Haute Cabrière



(Haute Cabrière, 2022)

Haute Cabrière is positioned on the slopes of Mont Rochelle, it is located east of the R45 / Lambrecht's Road, west and south are characterized by vineyards and tourist facilities, the area north of the site by low-density residential development while the area to the east is characterized by steep mountain slopes (ARLA Consulting Landscape Architects, 2021).

1.2.1. Project Location

In terms of location, the proposed Franschhoek Skytram is situated in Franschhoek within the Stellenbosch Local Municipality of the Western Cape; with the proposed Franschhoek Skytram and the associated infrastructure and tourist facilities located on Erf 1466 (Haute Cabrière). The map below highlights the regional context of the proposed Franschhoek Skytram.

Map 1: Regional Context/ Development Concept Locality



(COGTA, 2020)

The proposed Franschhoek Skytram will require three properties, as identified in the table below.

Table 1: Property Description

No	Land	Registered Extent (ha)	Landowner	Title Deed	Development Proposal
1	Erf 1466 Franschhoek (Haute Cabriere Wine Estate)	9.83	Clos Cabriere Ltd	T55813/1996	Base Station and Cableway
2	Erf 1467 Franschhoek	15.63	Montmartre Chalets (Pty) Ltd	T12953/2017	Cableway
3	Remainder of Erf 23 Franschhoek (Mont Rochelle Nature Reserve)	1714.13	The Stellenbosch Local Municipality	T104071/2001	Top Station and Cableway

(The Franschhoek Cableway Company (Pty) Ltd, 2023)

The proposed route for the proposed Franschhoek Skytram based on the above properties is indicated in the map below.

Map 2: Proposed Route

(The Franschhoek Cableway Company (Pty) Ltd, 2023)

1.2.2. Development Concept

The proposed Franschhoek Skytram is comprised of a lower station at Haute Cabriere, and a top station located below the Middagkrans Peak. Each of the stations will have a respective purpose, with the lower station promoting wines of Haute Cabriere and providing walkways, a deli, office space, ablutions, and on-site parking. The top station will enable visitors to receive the view of the Franschhoek Valley while being offered the opportunity to experience the Franschhoek Vintners Wine Bar with restaurant and walkway to the top of Middekrans.

As per the Visual Impact Assessment (de Beer, 2023), the proposed route for the Franschhoek Skytram will commence from the Haute Cabriere lower platform (Erf 1466) and take an easterly route across the MontMatre farm (Erf 1467) and the R45, arriving at the upper platform on Middagkrans (Erf 23).

1.2.2.1. Lower Platform

The lower platform envisions to provide facilities that will expand upon the current Haute Cabriere offers, through aspects such as:

- Walkways around the dam.
- A deli.
- Village green.
- Office space for management.
- Ablutions.
- Adequate parking bays.

The footprint of the proposed facilities is indicated in the table below.

Table 2: Lower Platform Facilities (Footprint)

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, and Ticket Office	236
Coffee Shop	114
Outdoor Seating Area	65
Ablution Facilities	114

(de Beer, 2023)

1.2.2.2. Upper Platform

The upper platform envisions to provide facilities, through aspects such as:

- An all-day restaurant with a self-serving and a serving area for the customers
- A wine tasting centre.
- A souvenir shop.

- Heritage and environment information display area
- An open-air adventure centre near to the access point to the Mont Rochelle Reserve trail and paragliding launching area.
- A dedicated paragliding launching area.
- A low impact connecting walkways, with wind-sheltered seating areas, shade zones and viewing decks.

The footprint of the proposed facilities is indicated in the table below.

Table 3: Upper Platform Facilities (Footprint)

Proposed Facilities	Footprint (m ²)
Top Station Platform (inc. Ablution Facilities and Yard Area)	569
Restaurant/ Wine Bar/ Café	713
Curio/ Souvenir Shop	61
Environmental and Heritage Centre	104
Timber Decking	2372
Adventure Centre	50
Pathways to Beacon	920
Helipad for Emergencies Only	Brush-Cut Area

(de Beer, 2023)

1.2.2.3. The Cable Car

Two (2) cable cars are proposed for the cableway, each with a capacity of 80 + 1 passengers. Anticipated foot traffic is envisioned to vary from 120 visitors per day (during off peak season – July) to a maximum of 3000 visitors per day over a 12-hour period during peak season (i.e., December/ January/ February). The projected number of people on the top of the mountain during peak at any one time will be approximately 550 people (excluding people in transit).

1.2.3. Alternatives

Two development alternatives were considered as part of the proposal, Alternative A and Alternative B. The major difference between the two alternatives is the elevation of the upper station platform. Alternative A sits at 1007 meters above mean sea level (mamsl), while the preferred option, Alternative B, would be located 10 meters higher at 1017 mamsl.

1.2.3.1. Development Alternative A

The Lower Station

- The proposal includes the lower cable station and machine room for the cable cars set into the eastern slope edge of the dam wall. This will be connected by a timber covered walkway angled uphill to a two-tiered new parking structure set into the slope uphill from the underground wine cellar. This parking area will occupy the site of the present cellar service buildings and most of the existing ring road.

- b) The new parking structure and connecting walkway will be ‘roofed’ with large, extended pergolas covered in plants providing both shade and mitigation against visual impacts.
- c) A ticket office, coffee shop, public ablution facilities and administration offices extending along the contours will be located on the wine cellar and pavilion restaurant building further down slope. None of these will be affected apart from a new glazed connection to the underground wine cellar from the new parking area, coffee shop and offices. The present lawn area covering the roof of the wine cellar will be repurposed as a ‘village green’.
- d) The adjacent vineyards on the upper slope side of the lower cable station and parking areas will remain substantially intact.

The Upper Station

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

NOTE:

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

1.2.3.2. Development Alternatives B

Alternative B is the preferred development option.

The Lower Station:

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

- a) The proposal includes the lower cable station and machine room for the cable cars set into the eastern slope edge of the dam wall. This will be connected by a timber covered walkway angled uphill to a two-

tiered new parking structure set into the slope uphill from the underground wine cellar. This parking area will occupy the site of the present cellar service buildings and most of the existing ring road.

- b) The new parking structure and connecting walkway will be 'roofed' with large, extended pergolas covered in plants providing both shade and mitigation against visual impacts.
- c) A ticket office, coffee shop, public ablution facilities and administration offices extending along the contours will be located on the wine cellar and pavilion restaurant building further down slope. None of these will be affected apart from a new glazed connection to the underground wine cellar from the new parking area, coffee shop and offices. The present lawn area covering the roof of the wine cellar will be repurposed as a 'village green'.
- d) The adjacent vineyards on the upper slope side of the lower cable station and parking areas will remain substantially intact.

The Upper Station:

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

NOTE:

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

1.3. Methodology

The following highlighted methodology was utilised to complete the report.

Figure 1: Methodology



In addition to the above methodology the following key aspects should be noted as indicated in **Table 4**.

Table 4: Key Aspects

Aspect	Description
Information Source	Sources of information utilised for this report, include: <ul style="list-style-type: none"> - Review of planning documents - Literature review - Quantec Easy Data - Doug Jeffrey Environmental Consultants (Pty) Ltd - Specialist reports
Quality and Age of Data	The data utilised for the completion of this report is based on up-to-date information obtained through Doug Jeffrey Environmental Consultants (Pty) Ltd. Sources of information are of high quality.
Duration, Date and Season of Site Investigation and Relevance of Season to Outcome of Assessment	An onsite site investigation was not required at this stage due to a sufficient understanding of the site being provided through Doug Jeffrey Environmental Consultants (Pty) Ltd. Thus, duration, date, and season of the site investigation are not relevant. Site understanding was obtained through provided literature and engagement with Doug Jeffrey Environmental Consultants (Pty) Ltd and relevant specialists
Identification of Areas to be Avoided	From an economic perspective, no areas should be avoided.
Assumptions, Limitations and Gaps in Knowledge	Key assumptions that form the basis of the assessment and discussions of the study: <ul style="list-style-type: none"> - Project-related information supplied by the team involved in the project was assumed to be reasonably accurate. Thus, all potential impacts are predicted based on this information.

Aspect	Description
	<ul style="list-style-type: none"> - The secondary data sources used to compile the economic baseline can be viewed as being indicative of broad trends within the study area; and - Impacts cannot be predicted with complete accuracy and these predictions are based on research and years of experience, taking the specific set of circumstance into account.
Required Permits	From an economic perspective, no permits are required.
Specialist Declaration	See Appendix A
Specialist CV	See Appendix B

1.4. Report Outline

The structure utilised to finalise the report is as follows:

- **Section Two:** Situational Analysis
- **Section Three:** Policy and Planning Environment
- **Section Four:** Cable Car Understanding
- **Section Five:** Status Quo
- **Section Six:** Economic Modelling
- **Section Seven:** Specialist Impact Assessment
- **Section Eight:** Assessment of Project Alternatives
- **Section Nine:** Conclusion and Recommendations

Section Two: Situational Analysis

2.1. Introduction

This section provides an overview of the proposed development location, surrounding land uses, as well as future developments in the area.

2.2. Surrounding Land Uses

2.2.1. Residential

The proposed Franschhoek Skytram is to be located on the Erf 1466 at Haute Cabriere in Franschhoek. Franschhoek is predominantly freehold (44.31%), followed by freehold in states (33.50%), sectional title units in estates (12.62%) and sectional title (9.57%). Of the residents the majority thereof have resided in the area for 11 years or more (34%) which was followed by less than 5 years (27%). Buyers in the local market are predominantly aged 50 to 64 (44%) which is followed by age 36 to 49 (31%). The average median property prices for property within Franschhoek is highlighted in **Table 5**.

Table 5: Median Property Prices (R'000)

Type	2013	2023	Average 10 Year Growth
Sectional Schemes	R1,125	R3,295	11.3%
Freehold	R3,000	R6,000	7.2%
Vacant Land	R962	R500	-6.3%

Franschhoek in terms of home buyers, sees interest from both a local and international perspective, with a key market been retirees, investors, and remote workers. Attractions for buyers include but are not limited to schools, architectural diversity, wine estates, and valley atmosphere.

2.2.2. Agriculture

The image below provides a visual representation of the various forms of agriculture in Franschhoek.

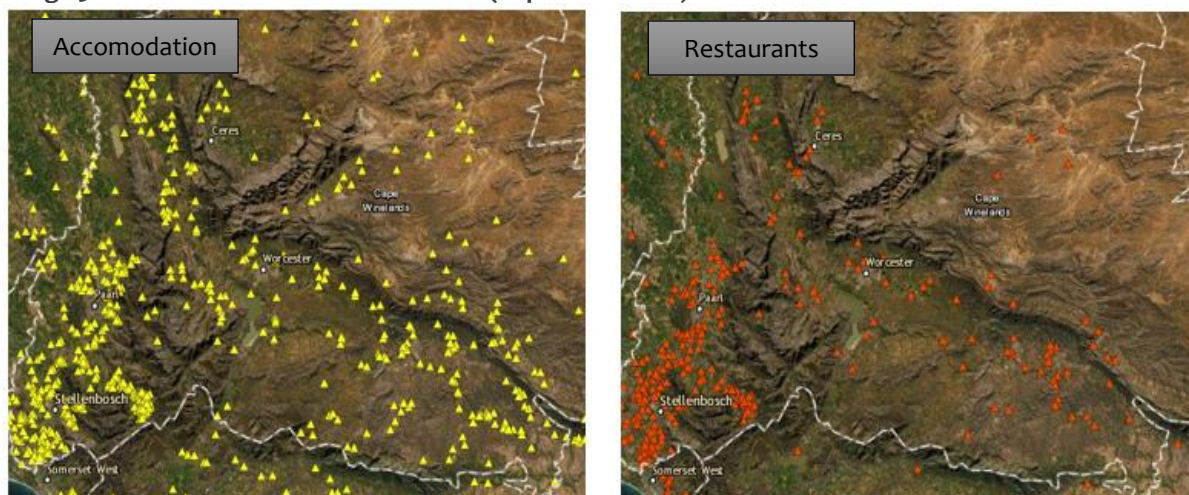
Image 2: Surrounding Agricultural Activities

(Western Cape Department of Agriculture, 2023)

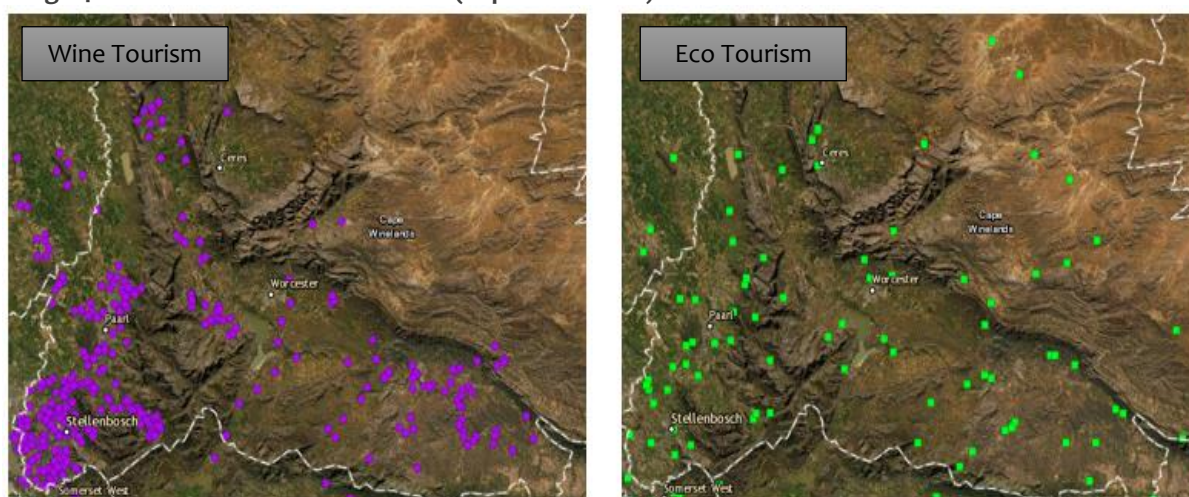
Based on the image above it can be seen that the predominant agricultural activity is grapes, which is followed by stone fruits and planted pastures. Agriculture, particularly viticulture (grape cultivation) and winemaking, plays a crucial role in the economic and cultural life of Franschhoek. Franschhoek is one of the leading wine-producing regions in South Africa, known for its high-quality wines. The town's economy is heavily dependent on the success of the wine industry, with numerous vineyards and wineries contributing significantly to the region's economic development. The agricultural landscape, especially the vineyards and wineries, attracts a large number of tourists to Franschhoek. Visitors come to experience wine tastings, tours, and the surroundings. This influx of tourists contributes to the local economy by supporting hospitality services, restaurants, and other related businesses.

2.2.3. Tourism

The Cape Winelands District is known for its array of tourism offerings. The tourism sector plays an integral role within the local economy with potential for growth due to its natural and historical resources. Tourism facilities within the Cape Winelands District, ranging from accommodation, spas, museums, adventure activities, wine tours, restaurants, etc; with a key attraction being wine tourism. The images below provide a visual of the high level of tourism within the *Cape Winelands*.

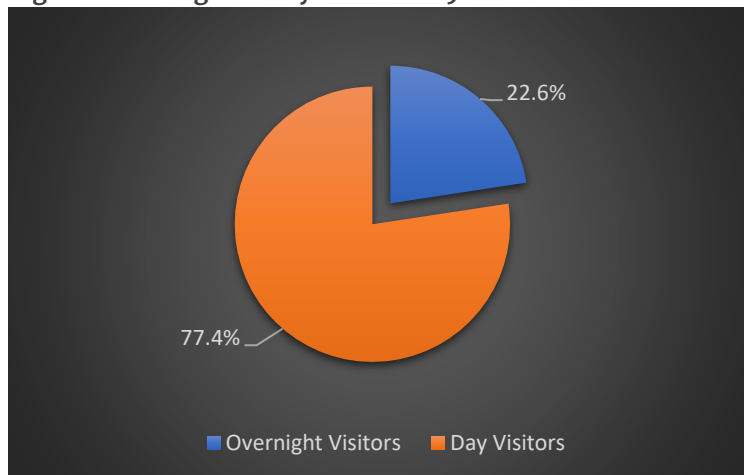
Image 3: Accommodation and Restaurants (Cape Winelands)

(Elsenburg, 2022)

Image 4: Wine Tourism and Ecotourism (Cape Winelands)

(Elsenburg, 2022)

Both domestic and international visitors are attracted to the region, with 42.9 percent (international) and 57.1 percent (domestic). In terms of travel behaviour, international tourists are more likely to overnight; this highlights that they contribute a higher return on investment than the domestic market in terms of length of stay and spending (COGTA, 2020). The figure below highlights the percentage of overnight vs day visitors within the Cape Winelands.

Figure 2: Overnight vs Day Visitors 2019

The most prominent international markets are Germany, the United Kingdom, and the Netherlands; while the top domestic markets include Gauteng, Western Cape, and KZN. In terms of the main purpose of visit, it was highlighted that holiday and leisure (91.1 percent) was the leading driver to travel to the Cape Winelands District (Wesgro, 2019). Importantly,

the top three activities undertaken in the Cape Winelands District are culture/ heritage (15.6 percent), wine tasting (13.6 percent) and outdoor activities (9.7 percent).

Within the Cape Winelands District, is the town of Franschhoek; the central street within Franschhoek is lined with restaurants, coffee shops, curio shops, etc. Additionally, a key feature within the town which plays an important role in local tourism is events. An example of such an event is as follows:

- Franschhoek Harvest Festivals.
- Annual Franschhoek Bastille Festival.
- Franschhoek Literally Festival.
- Franschhoek Lions Club Mountain Bike Event.
- Cook Franschhoek.
- Franschhoek Uncorked; and
- Franschhoek Open Gardens.

Wineries within Franschhoek play a fundamental role in attracting visitors, with approximate 45 wineries being located within the region according to Vignerons de Franschhoek. Frequented throughout the year by both domestic and international tourists; the year is split into two seasons, namely (Visit-Franschhoek, n.d.):

- Off-Season: This season is between May to September, with accommodation often between 20 percent to 40 percent cheaper.
- High Season: This season is between October and April; these months are often booked out months in advance, while restaurants and day tour operators are booked out for several weeks.

According to Franschhoek Mobile Insights, within 2021 almost half of the international tourists and over two-thirds of domestic tourists stayed overnight, with the average length of stay ranging between 1 and 5 days, albeit the majority of visitors stayed for 1 night which was followed by 2 nights. For domestic and international visitors, December was the most popular month to visit. For domestic visitors, November and April ranked as the second and third most popular months to visit. April, May, and November ranked second to fourth as the most popular months for international tourists. In terms of overnight, January and July were

the most popular months for overnight stays among domestic tourists and international tourists stayed overnight most frequently in September and June.

2.3. Stakeholder Engagement

Urban-Econ as part of the research process conducted several stakeholder engagements within the Franschhoek community. However, it was ascertained through the engagements that very little information is known and has been made available regarding the Franschhoek Skytram and thus stakeholders were only able to provide limited information. It is acknowledged by Urban-Econ that once sufficient information has been received by the broader Franschhoek community that any concerns raised regarding the project will be addressed and incorporated into the final report.

The below sub-section details the information that was obtained through stakeholder engagements.

2.3.1. Haute Cabrière

Visitors to Haute Cabrière are predominantly there for wine tasting (70%) while the remaining visitors come to the restaurant and events, both private and corporate (30%). The farm has a strong local following with at least 70% being domestic and 30% being international. Seasonality has a major influence on the operation of Haute Cabrière as it is largely influenced by local travel periods in South Africa. The main season is from beginning September to the end of Easter. Peak period is in December. May is normally a slow month.

During peak periods Haute Cabrière serve around 750 people per day with visitors spending less than they have in the past. Importantly, Haute Cabrière works with several tour operators, including but not limited to the Wine Tram, Propel Africa, and Thompsons.

The construction of the proposed Franschhoek Skytram will force Haute Cabrière to shut down temporarily or partially shut down. However, this will not affect the 25 people employed as compensation will be worked into their lease agreement with the Franschhoek Cable Company.

The proposed Franschhoek Skytram during the construction phase could benefit the neighbouring farm of Montmartre as contractors could utilise the onsite guest house. Additionally, it is expected that a new avenue of tourism will be added in the Franschhoek Valley, i.e., snow tourism in winter. Furthermore, since Haute Cabrière put up a big photo frame for people to take pictures in, they have attracted more visitors. Thus, it is envisioned that the scenic value/ photo opportunities that the proposed project will create will attract new visitors which in turn will benefit the valley as a whole, including businesses and communities.

2.3.2. Franschhoek Heritage and Rate Payers Association

Due to the limited information and understanding of the proposed Franschhoek Skytram the Franschhoek Heritage and Rate Payers Association was unable to provide a comprehensive explanation on their opinion of the project. However, it was stated that particular interest relates to the following aspects:

- Extent to which local employment will be generated in both the construction and operation phase.

- Extent to which local businesses opportunities will be generated in both the construction and operation phase.
- The increase volume of traffic passing through Franschhoek.

With regard to the first two aspects, the Franschhoek First Policy (FFP) was referred to which is defined in a Working Paper on the Berg Water Project published by the World Bank. The Franschhoek First Policy is a policy commitment to maximize local training, procurement (of services to ensure that local contractors were able to take maximum advantage of the business opportunities generated by the Berg Water Project), and employment. It concludes that “On many levels the Franschhoek First Policy was a success. All levels of government and all stakeholders accepted the approach.

It was further noted by the Franschhoek Heritage and Rate Payers Association that the proposed Franschhoek Skytram is estimated to carry a maximum of 484,000 passengers a year and around 3,000 people per day in peak season¹. It may be expected that, except for a very few, they will all come from the Cape Town direction and travel through the village to get to the base station. However, there is no analysis in the draft Traffic Impact Assessment as to what the impact of the increased volume of traffic in Huguenot Street is likely to be and the extent to which Huguenot Street has the capacity for this additional traffic having regard to the volume of interlinked heavy goods vehicles that will again be passing through it when the Franschhoek Pass is reopened.

2.3.3. Stellenbosch Local Municipality Heritage Officer

At this point it is too early to comment until further details are provided as have only seen informal sketch designs. It was noted however that from a heritage perspective the proposed Franschhoek Skytram is likely to have a visual impact and that the project could add value, however, this is entirely dependent on how it is designed (design must mitigate visual impact).

The proposed Franschhoek Skytram could work if good spatial planning values are adhered to. Furthermore, there is no current direct road link to the peak, thus, limited access to the peak must be considered in cases of emergency, i.e., high wind.

2.3.4. Stellenbosch Local Municipality

The Franschhoek area does not showcase a wide variety of adventure activities as such the development would attract a different market to the area and would in turn contribute towards:

- The local economy.
- The improvement of infrastructure and services.
- The improvement of living standards.
- Provide a platform to showcase and preserve the culture of the Franschhoek Wine Valley.

¹ This aspect is addressed in the Traffic Impact Assessment

The development provides an opportunity to educate the local community and visitors on the natural environment, heritage, and culture of the area. It is critical that a strong green consciousness is applied throughout the construction and operations.

While the proposed Franschhoek Skytram will attract more adventure travelers to the area, it has further potential for the development of other activities such as restaurants, mountain biking, hiking, etc. This in turn will contribute towards marketing and promotion of the area. The local community may perceive the proposed Franschhoek Skytram will create jobs, attract additional tourists, improve quality of life of those employed, improve local infrastructure, and contribute to the local economy. Additionally, as previously stated it would likely create a platform for SMMEs to showcase products and services. To summarise, it is expected that the proposed Franschhoek Skytram will:

- Create employment opportunities.
- Contribute to the local economy.
- Improve quality of life.
- Improve infrastructure and services.
- SMME development.
- Provide a platform to showcase local culture and art of Franschhoek.
- Marketing and promotion of the Franschhoek Wine Valley.

From a negative perspective, consideration should occur as to how the project may negatively impact on the environment. Also, the project may impact on traffic conditions, as only certain groups would likely benefit from the improvement of local infrastructure and services, and that the proposed attraction might not cater to the local community in terms of pricing.

The developer of the proposed Franschhoek Skytram should consider in its development the application of green consciousness, ensure the conservation and preservation of the area, and implement social responsibility towards the local community. Other aspects to consider are as follows:

- Developer must showcase the area's heritage and highlight the mountain to schools and all local communities.
- Should ensure pricing allows locals to enjoy the attraction, i.e., through concessions for scholars and pensioners.
- Should ideally look at smoothing demand between winter and summer seasons, given high traffic volumes in peak periods.
- Provide opportunity to attract different markets, i.e., adventure.
- Consider risks related to winter weather and flooding.

2.3.5. Franschhoek Wine Valley

In principle, the proposed Franschhoek Skytram could be beneficial to Franschhoek; while the proposal may change Franschhoek feel as a small unique village it would however enable a new economic driver. Employment opportunities would be created throughout the project, however, traffic related to the project is a concern. Options to include to mitigate traffic could include:

- Park and ride with electric vehicles outside Leopard's Leap or other suitable location.
- Bypass road via Robertsvlei for existing trucks (linked to Fruit Packhouses) from Villiersdorp that avoids the Tollgate, resulting in significant noise and emissions.

Furthermore, the proposed Franschhoek Skytram should be supported by the local urban development plan. And as part of its operation training programmes should be offered to tourism SMMS (community members with businesses).

2.3.6. Adjacent Landowner 1

I have informally been made aware of the proposed Franschhoek Skytram but like to be formally informed in order for myself to contribute through the appropriate channels. Interest was focussed on how the proposed Franschhoek Skytram may affect their ability to expand or diversify on their product offering, and for any losses which may result to be defined and measured. Clarity is required of servitude rights and how it will be managed over their property. Overall, support may be given but only if approval set out limited conditions.

2.3.7. Adjacent Landowner 2

In principle support is given to the proposed Franschhoek Skytram but is contingent on the provision of additional information on the project. Concern is over whether adequate provision has been made for increased traffic, especially over peak seasons. Tour busses may negatively influence the current tourism appeal (sedate, small, tranquil). It was noted that objection would be made if sufficient provision is not made for parking and traffic management practices aren't in place to protect surrounding landowners from traffic overflow. Furthermore, understanding is required in terms of measures instituted to prevent, mitigate, and manage emergency situations such as fire hazards (i.e. will sufficient infrastructure be put in place to allow evacuation of large number of people from the mountain peak given the area's historic and future high fire risk sensitivity).

2.4. Specialist Statements

2.4.1. Traffic Statement

The total development peak hour trip generation is estimated as 328 trips (164 trips IN and 164 trips OUT), but this will increase to 338 trips (169 trips IN and 169 trips OUT) in terms of transferring passengers from large buses to trams or a shuttle service. Transfer services are planned from large tour busses to the wine trams or a shuttle bus service along the route; importantly, large buses will park offsite.

In terms of trips generated, it was assumed that all development trips would be new, however, allowance is made for internal trips with their origins from Franschhoek which lessens the traffic impact on the local road network.

Currently, intersections which were assessed were operating adequately and will continue to operate adequately in 2029 with normal traffic growth. These intersections were then evaluated with the additional traffic (over and above normal growth) that is anticipated to be generated by the proposed Franschhoek Skytram during peak season (i.e. the worst-case scenario).

From the analysis it is anticipated that the right-turn from the R45 at the R45 / Excelsior AWSC intersection will operate at LOS E (i.e., unacceptable delays) during the 2029 Friday PM Peak hour in peak season based on background traffic growth and including peak season cableway development traffic. All other intersections are anticipated to operate at adequate LOS and to experience acceptable delays. The R45/ Excelsior AWSC intersection could be considered for an intersection upgrade by the year 2029, but an upgrade here will have to be financed by the road authority and/or with DCs if available. The overall intersection operational capacity is still adequate after adding the cableway peak season traffic and considering the design horizon of 5-years post opening of the cableway. Based on information received from the Stellenbosch Municipality the R45 / Excelsior intersection was considered for an upgrade to a traffic circle in previous years. However, the concept was not implemented at the time.

Additionally, right turn lane is warranted based on 2022 traffic volumes at the R45/ Robertsvlei intersection (i.e. to the north of Franschhoek), while a right turn lane is not warranted at the following intersections:

- R45/ Excelsior Intersection
- Excelsior/ Robertsvlei Intersection
- Lambrechts/ Haute Cabriere Intersection

A left turn lane is not warranted at any of the above-mentioned intersections. In terms of parking, currently the site has adequate parking in terms of the existing land uses, however, the operation of the cableway will require a parking garage will enable sufficient capacity for peak season.

The proposed parking provision includes 11 on-site drop off/ pick up bays, 3 emergency vehicle bays outside the parking garage and forecourt, 145 bays on-site and 3 bays off site for large buses will be provided. Further recommendations are provided in the Traffic Impact Assessment in terms of signage, vehicle tracking for onsite circulation, as well as the upgrading of access to Haute Cabriere.

2.4.2. Visual Statement

The receiving environment of the proposed Franschhoek Skytram was assessed, with the resulting visual sensitivities including:

- Rocky upper slopes,
- Ridge lines, drainage lines and steep slopes,

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

It was ascertained that the view catchment for the upper and lower station based on topography only stretches over the whole of the Franschhoek Valley. However, the actual zone of visual influence may be smaller due to screening by existing trees and buildings. The lower station was deemed to have a moderate Visual Absorption Capacity (VAC) i.e., partial screening by topography and existing vegetation and the upper station was deemed to have a low Visual Absorption Capacity (VAC) i.e., little screening by topography and vegetation. Visually Sensitive Areas or Scenic Resources include the Mont Rochelle nature reserve, the critical biodiversity areas (CBA's), graded landscapes to be protected and the seasonal & perennial streams / rivers. Visually sensitive receptors include all the residential areas, specifically the residents north of Haute Cabrière, users of the various scenic routes and receptors from the urban character areas.

Overall, the assessment concluded the following:

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

2.4.3. Agricultural Statement

The majority of the land identified for the proposed Franschhoek Skytram is located on land that is part of existing building infrastructure on Haute Cabriere. Therefore, this land has no potential for vineyards and thus has no resultant agricultural impact due to the development. A slight disturbance of surrounding vineyards was identified, with a total loss of 942m². This is considered to be an insignificantly small area of land that will have an insignificant effect on the wine estate. From an agricultural perspective, the resultant development of the proposed Franschhoek Skytram is deemed acceptable.

2.5. Conclusion

Haute Cabrière the site for the proposed Franschhoek Skytram is located in Franschhoek within the Stellenbosch Local Municipality in the Cape Winelands District. The cableway route would be from Haute Cabrière on Erf 1466 passing over Monte Matre Farm, Erf 1467 (aerial servitude to be registered) to the upper platform on Erf 23 Middagkrans Mountain. Erf 23 falls under the ownership of the Stellenbosch Municipality. The area surrounding Haute Cabrière has residential, agricultural, and tourism components, all of which contribute to the local rural atmosphere. Consultation with stakeholder provided an understanding of what the opinion is of the proposed Franschhoek Skytram and how it may influence the local area. It is important to note that at the time of stakeholder consultation, it was ascertained that stakeholders had a limited understanding of the project as such they could not provide a full understanding. However, it was ascertained that the proposed Franschhoek Skytram would provide a tourism drawcard for Franschhoek which in turn would have a positive influence on the local economy, employment, tourism establishments, improved infrastructure, and services, etc. However, potential negative aspects were noted, particularly around resultant traffic, and how the development may affect expansion of product offerings on a neighbouring property. Additionally, concern was raised in terms of environmental impacts and the fact that pricing of the Franschhoek Skytram may not be suitable for local residents.

In general, it was ascertained through specialist statements relating to traffic, noise, visual and agricultural, that the proposed Franschhoek Skytram is deemed acceptable. Measures are proposed that will assist in reducing traffic, visual and noise related impacts. While from an agricultural perspective, no impact was identified as the influence on land suitable for vineyards was insignificant.

Section Three: Policy Analysis

3.1. Introduction

The policy review plays an integral role in the early stages of a project. The review provides a high-level indication of whether a project is aligned with the goals and aspirations of the developmental policy within a country and at a local level. Furthermore, the analysis indicates any red-flag or developmental concerns that could jeopardise the development of the proposed Franschhoek Skytram.

3.2. Policy Understanding

3.2.1. National Development Plan 2030

The National Development Plan is the main driving force for the National Planning Commission in terms of the desired development trajectory that South Africa would like to follow. The National Development Plan sets out the desired goal to work towards and help to identify the role that different sectors of society need to play to head on the desired developmental path. The focus of the National Development Plan is to eliminate poverty and rapidly reduce inequality by 2030 with a strong focus on people, inclusive economic growth, enhancing the capacity of the state and promoting leadership and partnerships throughout society. Key policy objectives are as follows:

- Uniting all South Africans around a common programme to achieve prosperity and equity.
- Promoting active citizenry to strengthen development, democracy, and accountability.
- Bringing about faster economic growth, higher investment, and greater labour absorption.
- Focusing on key capabilities of people and the state.
- Building a capable and developmental state.
- Encouraging strong leadership throughout society to work together to solve problems.

Implication: The proposed Franschhoek Skytram could contribute to the growth and development of the Franschhoek area by expanding the economic base and creating employment opportunities into the built environment. An integrative tourism environment is envisioned through the establishment of the envisioned facilities as discussed under Section One. The tourism environment envisioned has the capability, but not limited to, contributing to the local economy, create employment opportunities, improve standard of living, as well as contribute significantly to the tourism economy.

3.2.2. National Tourism Sector Strategy 2016 to 2026

The goal of the National Tourism Sector Strategy is inclusive and quality growth of the South African tourism economy. The National Tourism Sector Strategy focuses on harnessing the strengths of the public and private sectors to ensure alignment, the sensible use of resources, as well as drawing on pragmatic planning and prioritisation. The strategy is underlined by five pillars that encompass key elements that will drive the development and growth of the market which should form the backbone of the sector. The pillars are as follows:

- Effective marketing
- Facilitating ease of access
- Visitor experience
- Destination management and
- Broad-based benefits

Implication: The National Tourism Sector Strategy recognises tourism as a major role player to the economy. Through the proposed Franschhoek Skytram, there will be increased investment in tourism infrastructure such but not limited to, the cable car, cultural and heritage centre, restaurant area, and adventure centre. The establishment of the project as the ability to stimulate the local tourism economy, i.e., trade sector, transport sector, accommodation sector, and community services sector, through visitor expenditure. Additionally, it will add further tourism activities within Franschhoek, thus acting as a drawcard for domestic and international tourists, and in turn further enhancing Franschhoek as a tourism destination.

3.2.3. Western Cape Provincial Strategic Plan 2019 to 2024

The Western Cape Provincial Strategic Plan (2019-2024) envisions a safe Western Cape where everyone prospers, this strategic plan is premised under five key strategic areas. The key goals of the Western Cape Provincial Strategic Plan are:

- Safe and Cohesive Communities: Enabling safe and cohesive communities is the overarching theme which guides interventions across all strategic priorities.
- Growth and Jobs: The Western Cape “envisions becoming an investment destination of choice due to a skilled labour force, excellent infrastructure, and improved productivity. It is well-connected to Africa and the world, with increasing exports and tourist visits growing the provincial economy. All of this will be done while promoting economic growth that is inclusive and resource resilient”.
- Empowering People: “by have opportunities to shape their lives and the lives of others, to ensure a meaningful and dignified life, in order to access and seize the opportunities available to them”.
- Mobility and Spatial Transformation: “residents live in well-connected, vibrant, and sustainable communities and move around efficiently on safe, affordable, low carbon public transport”.
- Innovation and Culture: “that government services are delivered to the people of the Western Cape in an accessible, innovative, and citizen-centric way”.

Implication: The proposed Franschhoek Skytram supports the policy plan outlined by the Provincial Strategic Plan specifically strategic priorities that speak about growth and jobs, and spatial transformation. Through the proposed Franschhoek Skytram, a key focus will be on enhancing tourism within the Franschhoek area which in turn result in job creation, localised investment, and contributions to the local economy. Overall, promotion of economic growth will result which is both inclusive and resilient.

3.2.4. OneCape 2040

OneCape 2040 sets the goal of “creating a resilient, inclusive, and competitive Western Cape with higher rates of employment producing growing incomes, greater equality, and improved quality of life. OneCape 2040’s vision is of a highly skilled, innovation-driven, resource-efficient, connected, high-opportunity, and collaborative society. For each of these societal attributes aspired to, OneCape 2040 identifies the ‘big step’ changes (i.e., transitions) that need to take place. National, Provincial, and municipal government, the private sector, labour, and civil society are all assigned roles in the achievement of the OneCape 2040 vision.

Implication: The Western Cape plays a very critical role on international tourism in South Africa. Hence, looking at the proposed Franschhoek Skytram, it will add value to the strengthening of local tourism and in turn will the economy, boost businesses, and employment. In addition, considering that OneCape 2040 seeks to bring out the strength and capabilities of the province to which tourism is among the key strengths. The proposed development will “create a resilient, inclusive and competitive Western Cape with higher rates of employment, producing growing incomes, greater equality and an improved quality of life”.

3.2.5. Cape Winelands Integrated Development Plan 2022/2023 to 2026/2027

The Cape Winelands Integrated Development Plan 2022/2023 – 2026/2027 has a vision of a unified a Cape Winelands of excellence for sustainable development. The document has core values that focus on:

- Commitment to the development of people
- Integrity in the performance of our duty
- Respect for our natural resources
- Transparency in accounting for our actions
- Regular consultation with customers on the level and quality of service
- Higher levels of courtesy and professionalism in the workplace
- Efficient spending
- Responsible utilization of municipal assets
- Celebrating diversity.

The priority interventions of the Cape Winelands Integrated Development Plan 2022/2023 – 2026/2027 are as follows:

- Community Development and Planning Services Department: Creating an environment and forging partnerships that ensure social and economic development of all communities, including the empowerment of the poor in the Cape Winelands District.
- Technical Services: Promoting sustainable infrastructure services and a transport system which fosters social and economic opportunities.
- Financial and Strategic Support Services: Provide effective and efficient financial and strategic support services to the Cape Winelands District Municipality

Implication: The Cape Winelands Integrated Development Plan 2022/2023 – 2026/2027 envisions Stellenbosch Local Municipality as a valley of opportunity and innovation. It is envisioned that the proposed Franschhoek Skytram will unlock opportunities such as income, employment, business, enhancing local tourism and economy.

3.2.6. Cape Winelands Spatial Development Framework 2021 to 2026

The goal of the Cape Winelands Spatial Development Framework 2021 to 2026 is as follows:

- To improve the quality of life for the people of the region by ensuring principle led responses.
- To plan in advance by considering future population growth, economic and climatic changes.
- To manage the impact and exposure of external and internal threats to growth and development.
- To restructure urban settlements through compaction and densification.
- To promote sustainable resource use and responsible rural development.
- To improve and conserve the district's natural environment.

Implication: The proposed Franschhoek Skytram will facilitate environmentally sustainable economic development planning through the investment attraction that will foster the tourism and hospitality industry, retention and creation of employment opportunities, and skills development, etc. In addition, the proposed Franschhoek Skytram will promote sustainable resources utilisation.

3.2.7. Cape Winelands Socio-Economic Development Strategy

The objective of Cape Wineland's Regional Socio-Economic Development Strategy is "to identify key social and economic challenges of the Cape Winelands region, and to find ways to overcome those challenges while exploring new opportunities for growth." The strategy further "outlines how the Cape Winelands District Municipality will invest in its people and how it will create an enabling environment in which business can develop, grow and thrive by fostering greater investment that will increase job growth and alleviate poverty."

Implication: The Cape Winelands Regional Socio-Economic Development Strategy wants "businesses to create employment for residents, provide families with livelihoods and ignite local economic development. It has been noted that a strong and diversified business sector can assist in mitigate the area's dependence on the agricultural sector." Efforts to achieve this are aligned with the concept of the proposed development and support by the Cape Winelands District will greatly give traction. Tourism enhancement is multifaceted and will assist in boosting new industries to create new markets and a diversified economy. An integrative tourism environment is envisioned through the establishment of the envisioned facilities as discussed under Section One. The tourism environment envisioned has the capability, but not limited to, contributing to the local economy, create

employment opportunities, improve standard of living, as well as contribute significantly to the tourism economy.

3.2.8. Stellenbosch Local Municipality Spatial Development Framework 2019

The Stellenbosch Local Municipality Spatial Development Framework is envisioned as the “Valley of Opportunity and Innovation”. In achieving this vision, 7 key principles have been identified as follows:

- Maintain and grow the assets of the Stellenbosch Municipality’s natural environment and farming areas.
- Respect and grow our cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations.
- Within developable areas – areas not set aside for limited development owing to its natural or cultural significance – allow future opportunity to build on existing infrastructure investment, on the opportunity inherent in these systems when reconfigured, augmented, or expanded.
- Clarify and respect the different roles and potentials of existing settlements.
- Address human needs – for housing, infrastructure, and facilities – clearly in terms of the constraints and opportunity related to natural assets, cultural assets, infrastructure, and the role of settlements.
- Pursue balanced communities.
- Focus energy on a few catalytic areas that offer extensive opportunity and address present risk.

Implication: The proposed Franschhoek Skytram will assist in creating an environment that focusses on enhancing tourism and creating an environment that caters to both domestic and international visitors. As previously stated, through the proposed Franschhoek Skytram, there will be increased investment in tourism infrastructure such but not limited to, the cable car, cultural and heritage centre, restaurant area, and adventure centre. The establishment of the project as the ability to stimulate the local tourism economy, i.e., trade sector, transport sector, accommodation sector, and community services sector, through visitor expenditure. Additionally, it will add further tourism activities within Franschhoek, thus acting as a drawcard for domestic and international tourists, and in turn further enhancing Franschhoek as a tourism destination. Additionally, employment opportunities will be created which in turn will assist in improving the associated standard of living. Localised employment from within the Franschhoek area should be seen as a priority, i.e., utilisation of local labour as well as local businesses.

3.3. Conclusion

The policy and planning environment is supportive of the need to promote tourism activities within the Stellenbosch Local Municipality as it is a key sector in terms of economic contribution and employment. The development and operation of the proposed Franschhoek Skytram would contribute not only in terms of gross domestic product and production, but also employment opportunities (direct, indirect, and induced) and household income. Additionally, the operation of proposed Franschhoek Skytram will assist in enhancing the local tourism offering and contribute economically to four key sectors in the tourism industry, namely, trade, transport, accommodation, and community services. However, it is important that consideration is

given to the surrounding environment both natural and social, and where required mitigation measures be adhered to in order to reduce any negative consequence. From a policy and planning perspective, there are no red flags with respect to the proposed Franschhoek Skytram.

Section Four: Cable Car Understanding

4.1. Introduction

The following section introduces the concept of cable car technology, as well as a case study of an existing cable car in the City of Cape Town, namely, the Table Mountain Aerial Cableway.

4.2. Cable Car Aspects

A cable car is a form of transportation that generally consists of the following:

- One or two fixed track cables.
- One haulage rope.
- Passenger cabin (s).

The track cables provide support for the cabins while the haulage rope driven by electric motor provides propulsion for the forward and backward movement of the cable car (The Gondola Project, 2023).

While cable cars have been and still are utilised as a form of transportation in certain parts of the world, they are further utilised in the tourism industry. Typically utilised in ski resorts, cable cars are now seen as an attraction in urban settings which in turn attracts and enhances tourist experiences. Rather than typically utilising a car or a bus to reach a destination, cable cars under certain terrains provide a different means of alternative transportation.

An example of a cable car utilised for tourism within the same region as the proposed Franschhoek Skytram, is the Table Mountain Aerial Cableway.

4.3. Table Mountain Aerial Cableway

The Table Mountain Aerial Cableway is located in the City of Cape Town in the Western Cape. Offering a 5-to-10-minute ride; the experience offers a 360° rotation to the top of Table Mountain thus enabling views of flora, fauna, as well as the City of Cape Town. Currently the pricing schedule is as follows (**Table 6**).

Table 6: Table Mountain Aerial Cableway Pricing Schedule

Aspect	Return	One-Way
Adult (08h00 – 13h00)	R420	R240
Adult (13h00 – till close)	R360	R240
Children (4 – 17) (08h00 – 13h00)	R210	R130
Children (4 – 17) (13h00 – till close)	R210	R130
Senior Citizen	R120	R70
Student	R250	R150

The Table Mountain Aerial Cableway receives in excess of 800,000 people per annum and reported earnings of R307.7 million in 2019 financial year. As of June 2020, the company employed 195 permanent staff in addition to the 171 seasonal staff. The Table Mountain Aerial Cableway Co. (Pty) Ltd, is a private company that operates under a concession agreement with the government, this means that the company operates as a profit seeking business which pays an agreed upon fee to the government (Annual Report, 2020).

Once on top of Table Mountain, a variety of activities are available, such as a shop, restaurant, hiking, abseiling, high tea, walking tours, etc. Importantly, the success of the Table Mountain Cableway may also be attributed to the popularity of Cape Town as a destination for both domestic and international visitors, with popular destinations in the city including but not limited to Cape Point, Kirstenbosch, V7A Waterfront, Robben Island. The proximity of the identified attractions to the Table Mountain Cableway enables a stream of visitors who may want to visit Table Mountain and utilise its Cableway.

Key Lessons:

- Location in a popular tourism destination in Cape Town and South Africa.
- Part of several key destinations in Cape Town all in proximity to the Table Mountain Aerial Cableway which highlights a strong potential customer base.
- Part of a broader tourism experiences for visitors to reach the top of Table Mountain which is the main attraction of the tour.
- Privately owned and operated through a concession agreement with the City of Cape Town.

4.4. Other Aerial Cableways

Through prior research conducted by Urban-Econ (Urban-Econ (Pty) Ltd, 2021), lessons learned from additional aerial cableways were identified. The lessons learned from the Hartbeespoort Aerial Cableway and the Telecabine Lisbon are provided in the table below.

Hartbeespoort Aerial Cableway	Telecabine Lisbon
<p>Overview: The Hartbeespoort Aerial Cableway is located in Gauteng and offers panoramic views of Magaliesberg, Hartbeespoort Dam, and surrounding areas. It is located near Pretoria and Johannesburg and is identified as a popular destination for residents of Gauteng. Hartbeespoort which is a resort town, is a destination for venue hire and special events, which in combination with the dam, ensures an established supply of visitors to the area. Additional activities, in the area include, but are not limited to</p>	<p>Overview: The Telecabine Lisbon is located in Portugal and offers panoramic views of the Nations Park, beachfront, and surrounding landscape. Lisbon in which the Telecabine is located offers a variety of activities but not limited to an Oceanarium, the Vasco Da Gama Mall, Vasco Da Gama Tower, and the Casino Lisboa. The status and popularity of Lisbon as a popular destination provides a base of potential customers for the Telecabine Lisboa Cable Car. The Telecabine Lisbon is privately owned.</p>

Hartbeespoort Aerial Cableway	Telecabine Lisbon
game drives, aquarium, snake park, private zoo, accommodation, etc. Hartbeespoort's proximity to two major urban nodes which are both highly densely populated and amongst the most economically resourceful regions in the country ensure that the destination is in high demand. The Hartbeespoort Aerial Cableway is privately owned.	
Lessons Learnt	
<ul style="list-style-type: none"> - Hartbeespoort is located in close proximity to two major urban and economic nodes of Johannesburg and Pretoria. These are critical source market for the Hartbeespoort particularly for weekend getaway tourists. - Hartbeespoort Aerial Cableway is part of a broader tourist experience providing a convenient means with which tourists can experience a panoramic view of the surrounding landscape. - The Haartebespoort Aerial Cableway is privately owned and operated. 	<ul style="list-style-type: none"> - The Telecabine Lisboa in one of the most popular destinations in the city of Lisbon - The cableway ride transverses over two of the most popular destinations in the city, The National Park and Waterfront which are the two main attractions within the city. - The Telecabine Lisboa offers a convenient manner for tourist to experience these attractions. - The Telecabine Lisboa is a privately owned and operated.

4.5. Synthesis

The main lesson learnt from the above sub-sections are as follows:

- Operations are located within existing tourism areas which had established tourism traffic, thus, enabling a customer base for the cable car operations.
- Site are located within proximity of urban nodes which provides a supply of potential customers.
- Cable car operations offer supplementary activities for customers to enjoy as part of a broader experience.
- Cable car operations were not seen as a primary tourism attract but rather fell part of a broader tourism environment.
- Privately owned and operated as profit seeking entities.
- The location of the facilities is observed to be around areas in which the local population is relatively affluent and can afford to also utilise these facilities with their visiting friends and family.

Section Five: Status Quo

5.1. Introduction

This section will provide an overview of the socio-economic dynamics of the area as well as an understanding of local tourism. This will serve as input for determining the economic impact in Section 3.

5.2. Status Quo

5.2.1. Socio-Economic Context

Franschhoek, along with Paarl and Stellenbosch constitute the majority of the Cape Winelands District; covering an area of approximately 1.8km². There are approximately, 21, 891 residents within Franschhoek and 6, 873 households. Franschhoek has a marginally lower average household size (3.2) than the Stellenbosch Local Municipality (3.6) and Cape Winelands (4.0) (Urban-Econ, calculated from Census 2011 and Quantec Standardised Regional Data, 2023).

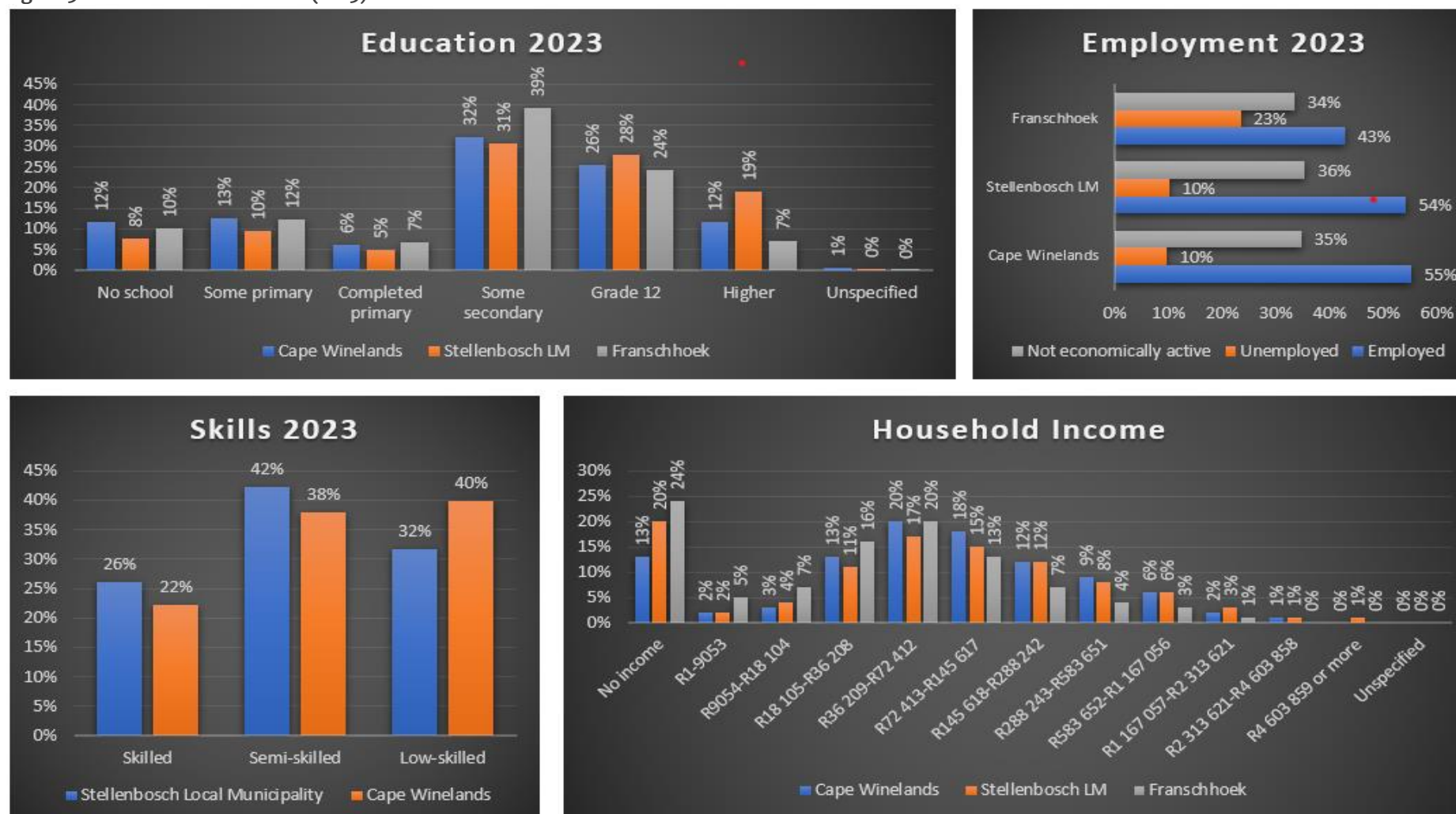
The potentially economically active population within Franschhoek is approximately 69 percent; this portion of the population consists of people between the ages of 15 and 64 years. The potentially economically active population indicates that an above-average labour force exists within Franschhoek which could indicate a large demand for jobs. The remainder of the population comprises children (25 percent) and people older than 65 (6 percent); thus, there is thus a larger dependency ratio in Franschhoek. The dependency ratio with Franschhoek is 30.5 percent which is slightly higher than the Stellenbosch Local Municipality (28.2 percent) (Urban-Econ, calculated from Census 2011 and Quantec Standardised Regional Data, 2023)

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

The majority of people in Franschhoek have some secondary education (39 percent) followed by Grade 12 (24 percent). It is estimated that most workers within the Stellenbosch Local Municipality are semi-skilled (42 percent), followed by low-skilled workers (32 percent).

Figure 1 provides the socioeconomic context and overview of Cape Winelands, Stellenbosch Local Municipality and Franschhoek. Figure 1:

Figure 3: Socio-Economic Context (2023)



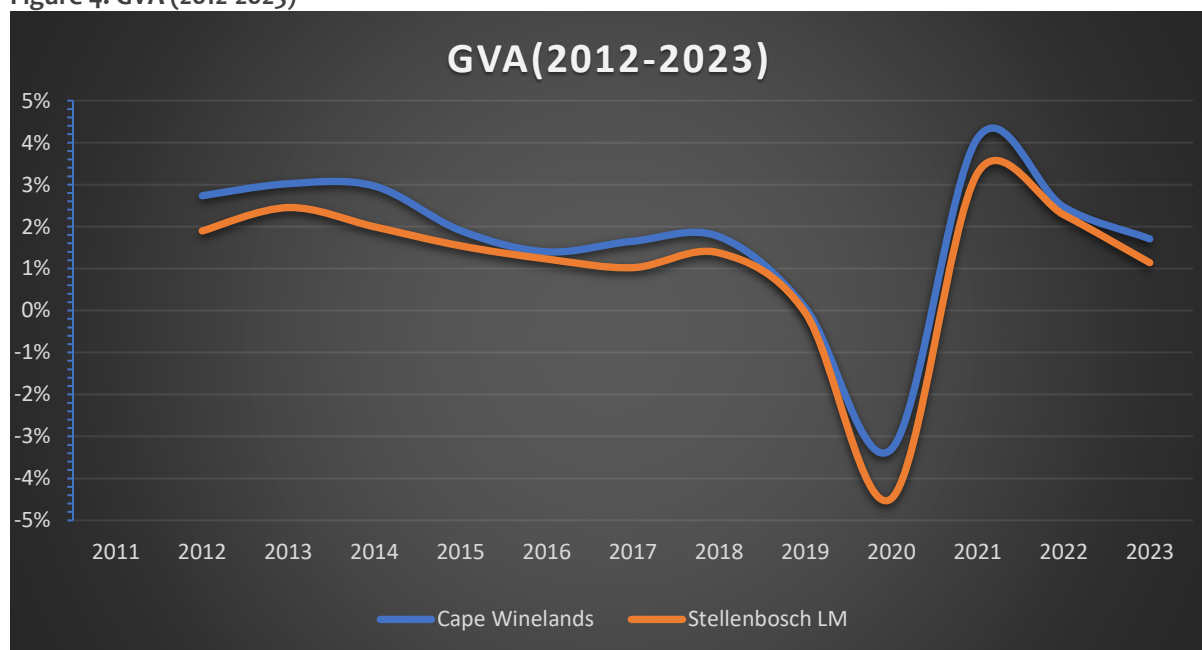
(Urban-Econ, calculated from Census 2011 and Quantec Standardised Regional Data, 2023)

Education and skill level influences a person's ability to become employed. It is estimated that 43 percent of the working-age population in Franschhoek are employed, while 23 percent are unemployed, and 34 percent are not economically active or discouraged work-seekers. Franschhoek has a higher proportion of people within the working-age population who are unemployed, compared to the broader Stellenbosch Local Municipality (10 percent) and Cape Wineland District (10 percent) (Urban-Econ, calculated from Census 2011 and Quantec Standardised Regional Data, 2023).

It is estimated that the majority of the population within Franschhoek are low-income earners (48 percent) which is followed by middle-income earners (24 percent), and high-income earners (4 percent). Compared to the broader municipality, Stellenbosch Local Municipality (35 percent) and Cape Winelands (are predominantly a middle-income area (39 percent) and Stellenbosch Local Municipality has a significantly more high-income earners (11 percent) (Urban-Econ, calculated from Census 2011).

Figure 4 below details the historical economic growth, in terms of Gross Value Added (GVA), in the Cape Winelands District Municipality and the Stellenbosch Local Municipality. GVA measures the value of goods and services that are produced in an area, industry, or sector of an economy. GVA is the difference between output and intermediate consumption for any area/sector/industry and it thus is used as a measure of a local or regional economy.

Figure 4: GVA (2012-2023)



(Urban-Econ, calculated from Quantec Standardised Regional Data, 2023)

The GVA growth of the Cape Winelands District Municipality and the Stellenbosch Local maintained a constant growth rate of 3% between 2012 and 2014. Between 2015 and 2018 the economy of the Cape Winelands District Municipality and the Stellenbosch Local Municipality declined marginally, only to experience a sharp decline in 2019 which was further exacerbated by the start of the COVID-19 pandemic and the national lockdown in 2020. Furthermore, the COVID-19 pandemic and the national lockdown resulted in travel restrictions, a halt on wine export and an alcohol ban which had a particular impact on the Stellenbosch Local Municipality as wine and tourism are some of the industries supporting the economy within the area. A recovery in the economy of Stellenbosch Local Municipality and Cape Winelands was recorded in 2021, however, the ongoing loadshedding in 2022 and 2023 have impacted the economy hence a decline in economic performance of 2 percent respectively for the two areas.

According to StatsSA, South Africa's gross domestic product for 2021 increased by 4.9% in 2021, compared with a contraction of 6.4% in 2020. Furthermore, the COVID-19 National Lockdown has forced many businesses to close and retrench some of their staff members; and has left many small businesses and informal traders with no source of income. In terms of the GVA contribution per section, an overview is indicated in **Table 7** below.

Table 7: GVA Per Sector (2023)

Sector	Cape Winelands District Municipality	Stellenbosch Local Municipality
Agriculture, forestry, and fishing	10%	6%
Mining and quarrying	0%	0%
Manufacturing	14%	15%
Electricity, gas, and water	1%	1%
Construction	4%	3%
Wholesale and retail trade, catering and accommodation	16%	17%
Transport, storage, and communication	8%	10%
Finance, insurance, real estate, and business services	27%	28%
General government	9%	9%
Community, social and personal services	11%	11%

(Urban-Econ, calculated from Quantec Standardised Regional Data, 2023)

The top three contributing sectors to the economies of the Cape Winelands District Municipality and the Stellenbosch Local Municipality are finance, insurance, real estate, and business services (28 percent and 27 percent, respectively), wholesale and retail trade, catering and accommodation (17 percent and 16 percent, respectively), and manufacturing (15 percent and 14 percent, respectively). The manufacturing sector is supported by the agricultural sector since agro processing is one of the main manufacturing industries in the area. Tourism also plays a valuable role within the economy of the Cape Winelands District Municipality and

the Stellenbosch Local Municipality, as the many tourist activities are contained within the catering and accommodation subsector.

In addition to GVA contribution per sector, the distribution of employment per economic sector within the Cape Winelands District Municipality and the Stellenbosch Local Municipality assist in identifying which sectors have the highest levels of employment. In terms of the employment contribution per section, an overview is indicated in **Table 2** below.

Table 8: Employment Per Sector (2023)

Sector	Cape Winelands District Municipality	Stellenbosch Local Municipality
Agriculture, forestry, and fishing	22%	14%
Mining and quarrying	0%	0%
Manufacturing	8%	10%
Electricity, gas, and water	0%	0%
Construction	5%	5%
Wholesale and retail trade, catering and accommodation	22%	26%
Transport, storage, and communication	3%	4%
Finance, insurance, real estate, and business services	16%	18%
General government	6%	6%
Community, social and personal services	18%	18%

(Urban-Econ, calculated from Quantec Standardised Regional Data, 2023)

The top three sectors that drive employment of the Cape Winelands District Municipality and the Stellenbosch Local Municipality are as follows:

i. Cape Winelands District Municipality:

- Wholesale and retail trade, catering and accommodation (22 percent).
- Agriculture, forestry, and fishing (22 percent).
- Community, social and personal services (18 percent).

ii. Stellenbosch Local Municipality:

- Wholesale and retail trade, catering and accommodation (26 percent).
- Community, social and personal services (18 percent).
- Finance, insurance, real estate, and business services (18 percent).

The manufacturing sector is supported by the agricultural sector since agro processing is one of the main manufacturing industries in the area. Tourism also plays a valuable role within the economy of the Cape Winelands District Municipality and the Stellenbosch Local Municipality, as the many tourist activities are contained within the catering and accommodation subsector.

5.2.2. Social Responsibility of Franschhoek Skytram

It has been recommended and acknowledged by the Applicant that local labour should be utilised. Low skilled labour will likely be sourced from the local area, while due to the speciality of skills required for the development, high skilled labour will likely be sourced from further afield (i.e., Western Cape, and South Africa if available or internationally). However, it is important for a transfer of skills to occur between the international cable car team and a local team, in terms of its operation.

In terms of social investment, 2% of annual ticket sales will be allocated for community development in Franschhoek and beneficiary community initiatives through consultation with the Stellenbosch Local Municipality will be identified. Additionally, the project will 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 the Mont Rochelle Advisory Board to assist in funding their management functions in accordance with the Mont Rochelle Reserve's Management Plan, including in respect of wildfire management measures, walkways maintenance and biodiversity conservation. Visitors will also be encouraged to make further contributions towards conservation by donating to the Mont Rochelle Advisory Board and towards the management of heritage resources by donating to the Franschhoek Huguenot Museum.

5.3. Conclusion

Haute Cabrière lies in the significant tourism region of the Cape Winelands District. Through the envisioned development and operation of the proposed Franschhoek Skytram, Haute Cabrière seeks to provide a unique tourism attraction that would assist in the sustainability and growth of the Franschhoek tourism economy. The town of Franschhoek is largely dependent on the tourists that visit the area; thus, the proposed Franschhoek Skytram has the capability through its investment to assist in alleviating local unemployment (19.7 percent unemployed and 38.0 percent not economically active or discouraged work-seekers) as well as assist in providing an improved standard of living through income generation, considering that 51.7 percent of the population within Franschhoek are low-income earners. The provision of additional production and gross domestic product within the local economy will cumulatively assist in improving upon the downward economic growth currently being experienced within the local municipality. Furthermore, through the envisioned attraction of domestic and international visitors, contribution and sustainability within the tourism sector would occur through local spending within various sectors, such as trade, transport, accommodation, and community services. The economic and tourism impact will be discussed in the following section.

Section Six: Economic and Tourism Impact

6.1. Introduction

This section will discuss the results of the SAM model (outlined in Section 1). The proposed Franschhoek Skytram will have a temporary positive economic impact for the duration of the capital expenditure while operating the Skytram facilities and associated infrastructure will have a sustainable positive economic impact.

6.2. Understanding the Social Accounting Matrix Model

The Social Accounting Matrix modelling approach has proven to be an effective method for evaluating the implications of introducing an exogenous change to the economy. The modelling approach is recognised and is accepted nationally and internationally. A Social Accounting Matrix represents the flows of all economic transactions that take place within an economy. Social Accounting Matrix refers to a single year providing a static picture of the economy, based on national accounting statistics and input-output tables that are compiled and published by Statistics South Africa (Stats SA), using primarily South African Reserve Bank Accounts data. The model has been amended to include the local conditions.

The matrices can be derived from the model are used as instruments for economic analysis. The fundamental assumptions regarding the model and use of the model are:

- Production activities in the economy are grouped in homogeneous sectors.
- The mutual interdependence of sectors is expressed in meaningful input functions.
- Each sector's inputs are only a function of the specific sector's production.
- The production by different sectors is equal to the sum of the separate sectors of production.
- The technical coefficients remain constant for the period over which forecast the projections are made.
- There will be no major change in technology.

It should also be noted that:

- All the Rand values in this report represent 2022 Rand values (cost excluding 15 percent VAT).
- The different measures of economic impact (jobs, Gross Domestic Product, and new business sales) cannot be added together and should be interpreted as separate economic impacts.
- The model quantifies direct and indirect economic impacts for a specific amount of time. Therefore, the estimates that are derived do not refer to gradual impacts over time.

Two types of economic impacts can be measured, namely, direct, and indirect impacts:

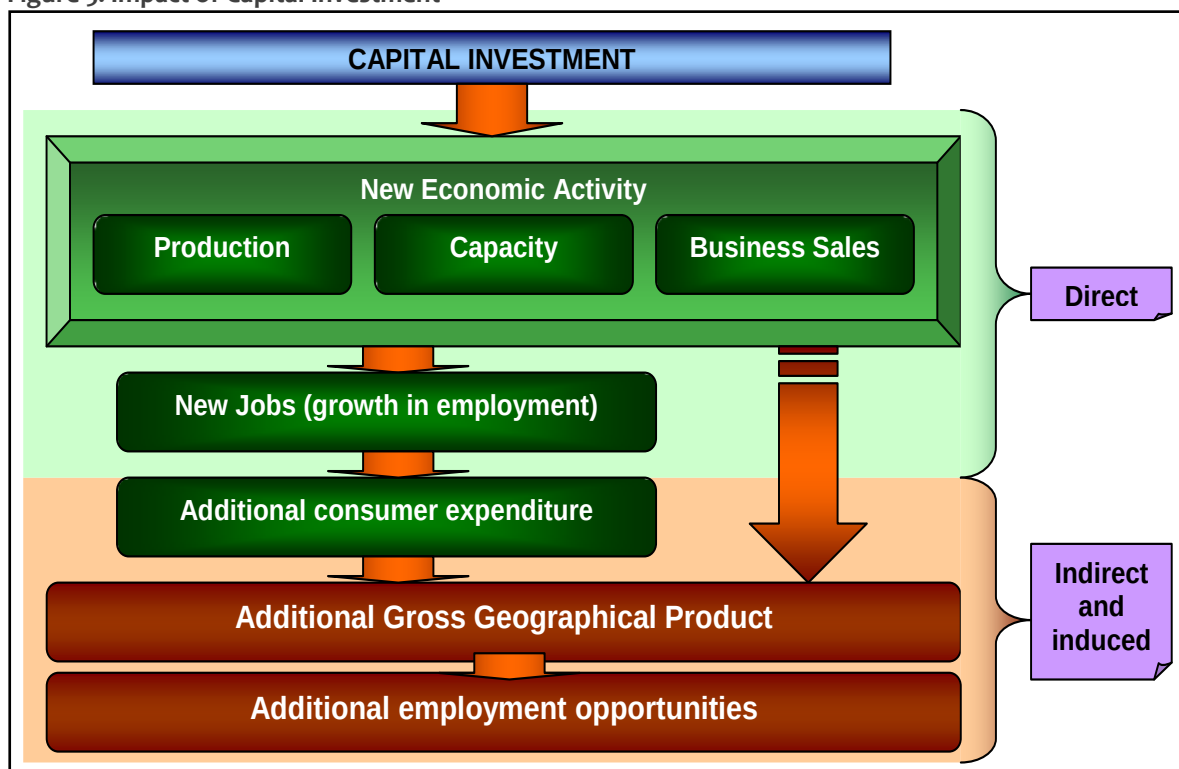
Direct Impacts – changes in local business activity occurring as a direct result or consequence of public or private sector capital expenditure. Direct economic effects are generated when the new business creates new jobs and purchases goods and services to operate the new facility. Direct impacts result in an increase in job creation, production, business sales, and household income.

The multiplicative effects can be grouped into two distinct effects, namely:

- **Indirect Impacts** – occur when the suppliers of goods and services to the new business experience larger markets and potential to expand. Indirect impacts result in an increase in job creation, GDP, and household income.
- **Induced Impacts** – represent further shifts in spending on food, clothing, shelter and other consumer goods and services because of the change in workers and payroll of directly and indirectly affected businesses. This leads to further business growth/decline throughout the local economy. Examples include the income of employees and shareholders of the project as well as the income arising through the backward linkages of this spending in the economy. The impact is sometimes confused with the forward linkages of a project.

Figure 5 indicates direct, indirect, and induced impacts in detail.

Figure 5: Impact of Capital Investment



Economic impacts can also be viewed in terms of their duration, or the stage of the life cycle in which the development takes place, (1) the construction phase (CAPEX), (2) the operational phase (OPEX).

Due to the duration of these phases, the impacts are separated into those observed during the construction phase and those experienced during the operational phase. The construction phase economic impacts are of a temporary nature and therefore have a temporary effect. On the other hand, the operational phase of the proposed project would last decades; hence the impacts during this stage would be of a sustainable nature.

The economic impacts during construction and operational phases can be viewed in terms of a change in the following:

- Job creation – the number of additional jobs created by economic growth. This includes jobs in planning and constructing the facility and sustainable jobs at the facility once it is operational. Indirect and induced job creation will also occur because of direct job and income creation.
- GDP – the value of all final goods and products produced during a one-year period within the boundaries of a specific area, as a direct, indirect, and induced result of activities for/at the precinct during planning, construction, and operation.
- Business output (or sales volume) – the value of all inter- and intra-sectoral business sales generated in the economy because of the planning, construction, and operation of the development.

Any of these measures can be an indicator of improvement in the economic well-being of residents, which is generally the goal of any investment project. The net economic impact is usually viewed as the expansion or contraction of an area's economy, resulting from the induced changes. The precise quantum of these impacts will be influenced by changes in the project (such as precise land-use mix, technologies employed, imported versus local goods and services, timing, and funding options, amongst others) and changes in the project environment (such as property market cycles, interest rates, legislation, the structure of the economic sectors primarily influencing and affected by the development and the labour market, amongst others). **Table 9** below provides an overview of the impact modelled for the CAPEX (Capital Expenditure).

Table 9: Impacts Modelled: CAPEX

Capital Expenditure	
Additional new business sales (Additional production/output generated by development)	The construction work on the infrastructure and buildings will lead to the expansion of business sales for existing businesses located within the economy. These changes are measured in terms of new business sales, i.e., new sales that will be generated in the economy as a direct result of the capital investment in the development project.
Additional GDP	One of the most important indicators used to indicate economic growth and value is the GDP. The GDP measures the value of all final goods and services produced/provided within one year of the area's economy.
Additional Employment	Construction activities will result in direct jobs being created on site and other directly related sectors such as the transport and manufacturing sectors. Indirect jobs are also created due to the multiplier effect on the economy. For example, an additional number could lead to an increased number of jobs being created in these businesses, i.e., to increase the output of these businesses.

Additional Household Income	Employment positions during construction will generate revenue for the affected households through direct, indirect, and induced effects. This will include payments in the form of salaries and wages to those individuals directly employed during the construction phase. Households' earnings will be generated through indirect and induced effects resulting from project expenditure. Although temporary, this increase in household earnings will have a positive effect on the standard of living in these households.
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Table 10 below provides an overview of the impacts modelled for OPEX (Operational Expenditure).

Table 10: Impacts Modelled (OPEX)

Operational Expenditure	
Additional new business sales (Additional production/output generated by the development)	The increased need for goods and services, because of the construction of infrastructure and the operation of different activities within the proposed development.
Additional GDP	The generation of additional business sales and employment opportunities will initiate an on-going ripple effect through the sub-region, resulting in an increase in product and service value (measured in GDP).
Additional employment	Because of the new activities on the site, it can be estimated that the study area will be able to eventually sustain a substantial number of new employment opportunities.
Additional Household Income	Employment positions will generate personal income (2022 prices), which will be sustained for the entire duration of the project's lifespan. The sustainable income generated as a result of the project's operation will positively affect the standard of living of all benefitting households.

6.3. Economic Impact

6.3.1. Impact on Capital Expenditure (CAPEX)

The estimated local capital required for the development of the proposed Franschhoek Skytram is outlined in the table below.

Table 11: Development CAPEX

Local Building Costs - Inclusive of Labour and Exclusive of VAT - Indicate below	R-Value
Aerial Cableway System (supply and construct) (Including transport & import duties)	R37,400,000
Stations & Amenities	R143,353,000
Maintenance and Storage	R1,395,000
Site Infrastructure	
- Civil Services	R3,000,000
- Electrical Services	R4,000,000
- Road Improvements	R9,000,000
- Landscaping & Irrigation	R2,500,000
Construction and Commissioning	N/A
Permitting or Right of Way Acquisition (If required)	R500,000
Footpath to top of mountain	R1,400,000
Statutory Approval Process	R4,000,000
Haute Cabriere Expansion	R10,367,000
Ticketing & Vending (Parking & Rides)	R1,150,000
Material Cableway (6m lease, including operation)	R9,500,000
Genset	R660,000
Electrical Bulk Levy Contribution	R2,100,000
Total	R230,325,000

(AL&A, 2022)

The total local capital expenditure required for the proposed Franschhoek Skytram is R230,325,000. It is anticipated that the development will be constructed within 1 year. **Table 12** shows the economic impact of the CAPEX expenditure on the proposed Franschhoek Skytram. These impacts are temporary.

Table 12: Economic Impact – CAPEX (R millions @ 2022 R-Value)

	Production	Gross Domestic Product	Jobs	Income
Direct	R230.33 million	R51.79 million	159	R30.17 million
Indirect	R236.44 million	R89.76 million	407	R39.93 million
Induced	R120.67 million	R48.61 million	160	R19.58 million
Total	R587.44 million	R190.16 million	726	R89.67 million

The capital expenditure required for the proposed Franschhoek Skytram will increase production in the economy by R587.44 million and add R190.16 million to the gross domestic product. Furthermore, 726² jobs will be created or sustained which will increase household income by R89.67 million.

6.3.2. Impact on Operational Expenditure (OPEX)

The expenditure required for the operation of the proposed Franschhoek Skytram is outlined in the table below.

Table 13: Development OPEX

Building Costs - Inclusive of Labour and Exclusive of VAT - Indicate below	R-Value
Administrative	R 4,000,000
Operation and Maintenance Staffing	R 12,912,000
Office Expenses and Insurance	R 3,000,000
Electricity	R 400,000
Replacement Parts	Not Applicable
Repairs and Periodic Equipment Overhaul and Upgrades	R 4,000,000
Leases	R 2,000,000
Goods	R 3,000,000
Repairs and Maintenance Building	R 500,000
Hospitality & Catering	R 5,000,000
Rates & Taxes	R 250,000
Ticketing & Vending (Parking & Rides)	R 100,000
Total	R 35,162,000.00

(AL&A, 2022)

The total estimated operational expenditure per annum required for the proposed Franschhoek Skytram is R35,162,000. **Table 14** shows the economic impact of operating the proposed Franschhoek Skytram. This represents the impact for one year – these impacts are therefore sustained over the long term.

Table 14: Economic Impact – OPEX (R millions @ 2022 R-Value)

	Production	Gross Domestic Product	Jobs	Income
Direct	R35.16 million	R22.48 million	37	R11.70 million
Indirect	R14.61 million	R7.78 million	29	R3.14 million
Induced	R26.68 million	R10.81 million	35	R4.35 million
Total	R76.45 million	R41.07 million	101	R19.19 million

² Majority of jobs (407) will be indirect.

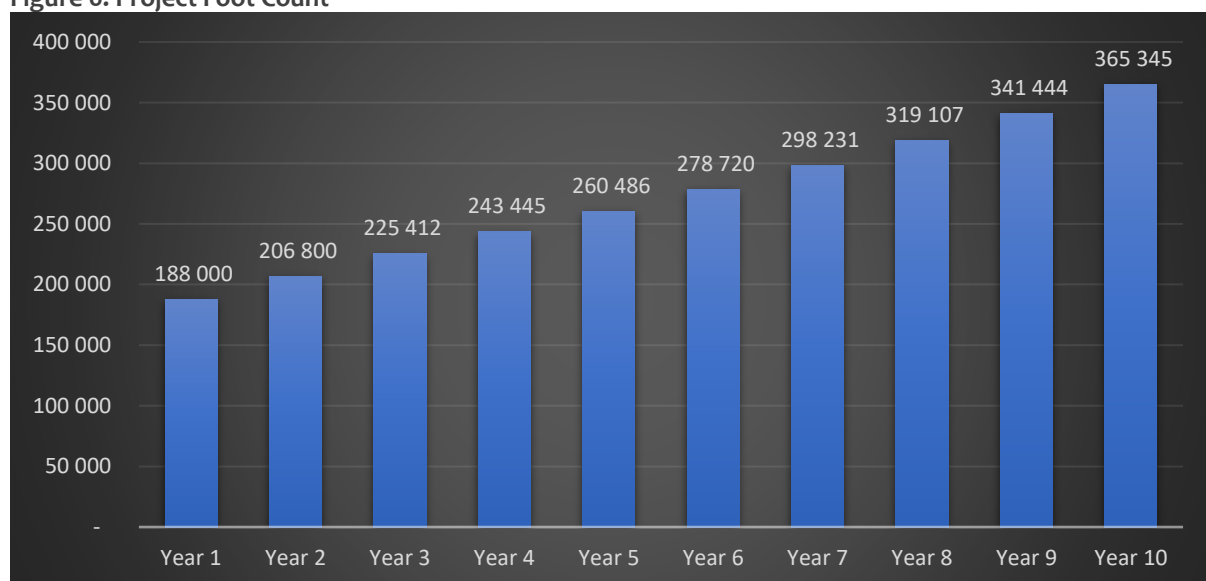
Operating the proposed Franschhoek Skytram will increase total production in the economy by R76.45 million which will result in an R41.07 million increase in the gross domestic product. This will sustain 101 jobs³ which will result in a household income of R19.19 million.

6.4. Tourism Impact Assessment

6.4.1. Impact of Project Foot Count on Tourism

AL&A determined the projected foot count envisioned to utilise the proposed Franschhoek Skytram; the calculation of the foot count considered local traffic numbers based on a traffic impact assessment as well as consultation with tourism and Skytram specialists. An overview of the foot count is highlighted in the figure below.

Figure 6: Project Foot Count



(AL&A, 2022)

The foot count provided above takes into account a 20 percent reduction in foot count numbers due to an envisioned downtime due to annual maintenance and weather. The foot count projected for the first year of operation is 188,000 people which is envisioned to increase to 365,345 in its tenth year (AL&A, 2022). It is important to note that the foot count is not necessarily/ only additional visitors attracted to the area but rather what can be captured from the visitor stream within the area of Franschhoek.

Visitors to the proposed Franschhoek Skytram will result in a positive influence on the local tourism economy and as indicated in the table below.

Table 15: Total Impact on Tourism (R millions @ 2022 R-Value)

	Production	Gross Domestic Product	Jobs	Income
Direct	R212.34 million	R102.94 million	294	R57.37 million

³ Majority of jobs (37) will be direct.

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

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

6.4.2. Impact on Trade Sector

Visitors to the proposed Franschhoek Skytram will result in positive support for the local trade sector and as indicated in the table below.

Table 16: Total Impact on Trade Sector (R millions @ 2022 R-Value)

	Production	Gross Domestic Product	Jobs	Income
Direct	R119.05 million	R62.49 million	210	R38.77 million
Indirect	R70.91 million	R31.77 million	91	R15.94 million
Induced	R78.41 million	R31.68 million	104	R16.29 million
Total	R268.37 million	R125.94 million	405	R71.00 million

The foot traffic attracted to the proposed Franschhoek Skytram will result in the sustainability of total production in the trade sector by R268.37 million which will result in the sustainability of the gross domestic product by R125.94 million. This will sustain 405 jobs which will result in a household income of R71.00 million.

6.4.3. Impact Transport Sector

Visitors to the proposed Franschhoek Skytram will result in positive support for the local transport sector and as indicated in the table below.

Table 17: Total Impact on Transport Sector (R millions @ 2022 R-Value)

	Production	Gross Domestic Product	Jobs	Income
Direct	R35.26 million	R14.80 million	22	R5.58 million
Indirect	R23.39 million	R9.08 million	25	R3.68 million
Induced	R18.79 million	R7.59 million	25	R3.06 million
Total	R77.44 million	R31.47 million	72	R12.32 million

The foot traffic attracted to the proposed Franschhoek Skytram will result in the sustainability of total production in the transport sector by R77.44 million which will result in the sustainability of the gross domestic product by R31.47 million. This will sustain 72 jobs which will result in a household income of R12.32 million.

6.4.4. Impact on Accommodation Sector

Visitors to the proposed Franschhoek Skytram will result in positive support for the local accommodation sector and as indicated in the table below.

Table 18: Total Impact on Accommodation Sector (R millions @ 2022 R-Value)

	Production	Gross Domestic Product	Jobs	Income
Direct	R32.92 million	R9.60 million	32	R4.66 million
Indirect	R33.56 million	R12.14 million	40	R4.73 million
Induced	R18.03 million	R7.27 million	24	R2.93 million
Total	R84.51 million	R29.01 million	96	R12.32 million

The foot traffic attracted to the proposed Franschhoek Skytram will result in the sustainability of total production in the accommodation sector by R84.51 million which will result in the sustainability of the gross domestic product by R29.01 million. This will sustain 96 jobs which will result in a household income of R12.32 million.

6.4.5. Impact on Community Services Sector

Visitors to the proposed Franschhoek Skytram will result in positive support from the local community sector and as indicated in the table below.

Table 19: Total Impact on Community Sector (R millions @ 2022 R-Value)

	Production	Gross Domestic Product	Jobs	Income
Direct	R25.11 million	R16.05 million	30	R8.36 million
Indirect	R9.51 million	R4.31 million	15	R1.72 million
Induced	R18.04 million	R7.31 million	24	R2.94 million
Total	R52.66 million	R27.67 million	69	R13.02 million

The foot traffic attracted to the proposed Franschhoek Skytram will result in the sustainability of total production in the community sector by R52.66 million which will result in the sustainability of the gross domestic product by R27.67 million. This will sustain 69 jobs which will result in a household income of R13.02 million.

6.5. Synthesis

The proposed Franschhoek Skytram, through its construction and operation, will make a significant contribution in terms of production, gross domestic product, employment, and household income. 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 direct as a result of the capital expenditure), while during the operational phase the economy will be boosted by R41.07 million per annum and sustain 101 jobs (of which 37 will be direct as a result of the operational expenditure). The household income generated resulting from the jobs created through the construction and operation phase will assist in improving the employee's standard of living and well-being.

The proposed Franschhoek Skytram will contribute to the sustainability of the local tourism economy of Franschhoek; this sustainability is based on the capturing of existing domestic and international visitors that frequent the Franschhoek area. Certain sectors within the tourism industry will benefit from the proposed Franschhoek Skytram, namely, trade, transport, accommodation, and community services. The cumulative total impact on tourism will result in the sustainability of total production in the tourism economy by R482.98 million which will result in the sustainability of the gross domestic product by R214.09 million. This will sustain 642 jobs which will result in a household income of R108.66 million.

The above benefits would assist in making local tourism more sustainable through the provision of an attraction that could encourage existing visitors to stay longer, at the time or on return visits which in turn would enable additional spending within the local area. Tourists staying longer within an area implies an additional injection of money within local businesses and attractions. Overall, the provision of a new attraction would assist in diversifying the tourism product offering of the area and thus further enhancing Franschhoek as an important tourism destination.

Section Seven: Specialist Impact Assessment

7.1. Introduction

This chapter of the report seeks to describe and assess the socio-economic impacts that are expected to occur as a result of the construction and operation of the proposed Franschhoek Skytram.

7.2. Assessment Methodology

The methodology utilised in the assessment of impacts identified for the proposed Franschhoek Skytram is as follows:

Nature of the Impact

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

Extent of the Impact

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

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

Duration of the Impact

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

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

Consequence of Impact

Indicate how the activity will affect the environment.

Probability of Occurrence

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

- Improbable/unlikely: low likelihood of the impact occurring.

- Probable: distinct possibility the impact will occur.
- Highly probable: most likely that the impact will occur.
- Definite: impact will occur regardless of any prevention measures.

Irreplaceable Loss of Resources

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

Reversibility

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

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

Indirect impacts

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

Cumulative Impact

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

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

Significance Rating of Impacts Prior to and After Mitigation

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

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

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

Degree to which impact can be Avoided.

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

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

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

Degree to which impact can be Managed.

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

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

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

Degree to which an impact can be Mitigated.

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

Residual Impacts

Residual impacts are those impacts that remain following the implementation of mitigation measures. Residual impacts must be identified, rated (i.e. low, medium, or high) in accordance with the criteria in Table 1 (taken from the Western Cape Guideline on Biodiversity Offsets, 2015) and discussed. If there are no residual impacts, the specialist will need to briefly explain that the activity will have no residual impacts.

7.3. Impact on Production

7.3.1. Temporary Impact on Production

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

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

The initial construction-related activities required for the proposed projects establishment will take place over one year. The R230.33 million (2022 prices) of investment planned to be spent during this stage, will increase the production output of the provincial economy by R587.44 million (2022 prices).

Approximately R236.44 million (2023 prices) of the production output generated, as a result of the construction activities, will be triggered by indirect effects of production-prompted effects, i.e., by companies that will be supplying inputs and services to the contractors and engineering firms operating on site. The indirect effects during the construction period will be distributed throughout the country depending on the location of the suppliers.

Preparations and construction activities will stimulate the creation of new temporary employment opportunities through both direct and indirect effects that will resultantly increase household income. This will in turn stimulate sales in a variety of sectors through an increased household's consumption. About R120.67 million (2022 prices) of the production output generated by the project will be as a result of consumption induced effects. The sectors benefitting the most from induced effects are the manufacturing sector, real estate and business services, and trade and accommodation. Although the majority of new business sales stimulated through consumption induced effects will be distributed throughout the country, a portion of it will be captured by the local economy.

The table below highlights the impact on production during the construction phase.

Table 20: Temporary Impact on Production

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
PLANNING, DESIGN AND DEVELOPMENT PHASE			
Potential impact and risk:	Temporary Impact on Production	Temporary Impact on Production	Temporary Impact on Production
Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Regional + Short Term	Regional + Short Term	N/A
Consequence of impact or risk:	The initial investment spend on the project will inject significant business sales/production for the local and regional economy. The economic impact arising from the initial investment will be felt throughout the economy with windfall effects benefitting related sectors in the economy. The effect is allocated according to direct, indirect, and induced impacts, together forming the “multiplier effect”.	The initial investment spend on the project will inject significant business sales/production for the local and regional economy. The economic impact arising from the initial investment will be felt throughout the economy with windfall effects benefitting related sectors in the economy. The effect is allocated according to direct, indirect, and induced impacts, together forming the “multiplier effect”.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A

Degree to which the impact may cause irreplaceable loss of resources:	Benefit terminated with end of construction	Benefit terminated with end of construction	N/A
Degree to which the impact can be reversed:	Yes: Affected environment is replaceable, that is, an irreplaceable resource is not damaged, or the resource is not irreplaceable (not scarce).	Yes: Affected environment is replaceable, that is, an irreplaceable resource is not damaged, or the resource is not irreplaceable (not scarce).	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Medium	Medium	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Positive)	Medium (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - The developer should encourage contractor to increase the local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the benefits to the local economies. - The developer should engage with local authorities and business 	<ul style="list-style-type: none"> - The developer should encourage contractor to increase the local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the benefits to the local economies. - The developer should engage with local authorities and business 	N/A

	organisations to investigate the possibility of procuring construction materials, goods and products from local suppliers were feasible.	organisations to investigate the possibility of procuring construction materials, goods and products from local suppliers were feasible.	
Residual impacts:	Short term Economic injection into the local and regional economy.	Short term Economic injection into the local and regional economy.	N/A
Cumulative impact post mitigation:	Medium	Medium	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (Positive)	Medium-High (Positive)	N/A

7.3.2. Sustainable Impact on Production

The operations of the proposed project will generate R35.16 million (2022 prices) of business sales per annum. Due to the backward linkages and the multiplier effect associated with the consumption induced impacts, the total annual impact on the production in the country will amount to R76.45 million per annum.

The proposed project will have to acquire inputs from a variety of sectors such as trade and accommodation, transport and storage, and government services. These additional new business sales averaging R14.61 million (2022 prices) per year, will be created as a result of the indirect multiplier effect stimulated by operating activities of the proposed project. Manufacturing followed by building and construction will experience the largest increase in production due to stimulus.

The upsurge in household expenditure, induced by the project's activities, will further generate R26.68 million (2022 prices) per annum. This expenditure pattern of households will cause the manufacturing and real estate and business services to experience the largest increase in demand for their products and services. Considering that the project will be located in the Stellenbosch Local Municipality and assuming that the entire production value will be accounted as part of the output of the municipality, the size of Stellenbosch Local Municipality economy is expected to increase.

The table below highlights the impact on production during the operational phase.

Table 21: Sustainable Impact on Production

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Production	Sustainable Impact on Production	Sustainable Impact on Production
Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Regional + Permanent	Regional + Permanent	N/A
Consequence of impact or risk:	Expenditure associated with the operation of the proposed development will have a positive impact on production. The operational spend on the project will inject business sales/ production for the local and regional economy.	Expenditure associated with the operation of the proposed development will have a positive impact on production. The operational spend on the project will inject business sales/ production for the local and regional economy.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Medium	Medium	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Positive)	Medium (Positive)	N/A

Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - The developer should encourage contractor to increase the local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the benefits to the local economies. - The developer should engage with local authorities and business organisations to investigate the possibility of procuring construction materials, goods and products from local suppliers were feasible. 	<ul style="list-style-type: none"> - The developer should encourage contractor to increase the local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the benefits to the local economies. - The developer should engage with local authorities and business organisations to investigate the possibility of procuring construction materials, goods and products from local suppliers were feasible. 	N/A
Residual impacts:	Long term Economic injection into the local and regional economy.	Long term Economic injection into the local and regional economy.	N/A
Cumulative impact post mitigation:	Medium	Medium	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (Positive)	Medium-High (Positive)	N/A

7.4. Impact on Gross Domestic Product

7.4.1. Temporary Impact on Gross Domestic Product

A country's Gross Domestic Product (GDP) is the total value of all "final" goods and services, which were produced within the borders of the country, in a period of a year. Most of the investment activities in the country are associated with a value-adding activity, which has a positive impact on the Gross Domestic Product per Region (GDP-R).

The proposed project will generate a direct R51.79 million worth of growth. Overall, the initial investment for the construction of the proposed project will inflate the South African GDP by R190.16 million. The indirect impact is projected to create R89.76 million in value added within the national economy. Sectors forecast to greatly benefit from the indirect impacts include manufacturing, real estate, and business services, and building and construction.

As encountered within production, the growth resulting from the production induced impact will cause employment numbers and the related salary costs to increase throughout the economy. The consequent consumer-induced effect will offer stimulus sector-wide; the induced impact is projected to create approximately R48.61 million in value added within the national economy. The real estate and business services sector will experience the greatest value added due to consumption stimulation.

The table below highlights the impact on gross domestic product during the construction phase.

Table 22: Temporary Impact on Gross Domestic Product

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
PLANNING, DESIGN AND DEVELOPMENT PHASE			
Potential impact and risk:	Temporary Impact on Gross Domestic Product	Temporary Impact on Gross Domestic Product	Temporary Impact on Gross Domestic Product
Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Regional + Short Term	Regional + Short Term	N/A

Consequence of impact or risk:	The initial investment spend on the project will inject significant business sales/production for the local and regional economy. The economic impact arising from the initial investment will be felt throughout the economy with windfall effects benefitting related sectors in the economy. The effect is allocated according to direct, indirect, and induced impacts, together forming the “multiplier effect”.	The initial investment spend on the project will inject significant business sales/production for the local and regional economy. The economic impact arising from the initial investment will be felt throughout the economy with windfall effects benefitting related sectors in the economy. The effect is allocated according to direct, indirect, and induced impacts, together forming the “multiplier effect”.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Benefit terminated with end of construction	Benefit terminated with end of construction	N/A
Degree to which the impact can be reversed:	Yes: Affected environment is replaceable, that is, an irreplaceable resource is not damaged, or the resource is not irreplaceable (not scarce).	Yes: Affected environment is replaceable, that is, an irreplaceable resource is not damaged, or the resource is not irreplaceable (not scarce).	N/A
Indirect impacts:	N/A	N/A	N/A

Cumulative impact prior to mitigation:	Medium	Medium	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Positive)	Medium (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - The developer should encourage contractor to increase the local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the benefits to the local economies. - The developer should engage with local authorities and business organisations to investigate the possibility of procuring construction materials, goods and products from local suppliers were feasible. 	<ul style="list-style-type: none"> - The developer should encourage contractor to increase the local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the benefits to the local economies. - The developer should engage with local authorities and business organisations to investigate the possibility of procuring construction materials, goods and products from local suppliers were feasible. 	N/A
Residual impacts:	Short term Economic injection into the local and regional economy.	Short term Economic injection into the local and regional economy.	N/A

Cumulative impact post mitigation:	Medium	Medium	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (Positive)	Medium-High (Positive)	N/A

7.4.2. Sustainable Impact on Gross Domestic Product

The revenue generated by the proposed project, as discussed under production, will translate into R41.07 million (2022 prices) of value added annually. Assuming that the direct impact on GDP, i.e., R22.48 million, to be created on an annual basis will be registered within the municipal boundaries.

Through procurement expenditure, the operation of the proposed project will create an additional R7.78 million (2022 prices) of value added. The manufacturing, and real estate and business services sectors will experience the greatest increase in this instance. In the case of increased household income and subsequent growth in household expenditure, a further stimulation will create R10.81 million of value added. Here, real estate and business services, and general government and community services, will experience the largest increase in value added. In summation, the greater the value of goods and services procured by the proposed project during its operations from the local economy, the greater the overall economic benefit for the local municipality.

The table below highlights the impact on gross domestic product during the operational phase.

Table 23: Sustainable Impact on Gross Domestic Product

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Gross Domestic Product	Sustainable Impact on Gross Domestic Product	Sustainable Impact on Gross Domestic Product
Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Regional + Permanent	Regional + Permanent	N/A
Consequence of impact or risk:	Expenditure associated with the operation of the proposed	Expenditure associated with the operation of the proposed	N/A

	development will have a positive impact on production. The operational spend on the project will inject business sales/ production for the local and regional economy.	development will have a positive impact on production. The operational spend on the project will inject business sales/ production for the local and regional economy.	
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Medium	Medium	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Positive)	Medium (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	- The developer should encourage contractor to increase the local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the	- The developer should encourage contractor to increase the local procurement practices and promote the employment of people from local communities, as far as feasible, to maximise the	N/A

	benefits to the local economies. - The developer should engage with local authorities and business organisations to investigate the possibility of procuring construction materials, goods and products from local suppliers were feasible.	benefits to the local economies. - The developer should engage with local authorities and business organisations to investigate the possibility of procuring construction materials, goods and products from local suppliers were feasible.	
Residual impacts:	Long term Economic injection into the local and regional economy.	Long term Economic injection into the local and regional economy.	N/A
Cumulative impact post mitigation:	Medium	Medium	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (Positive)	Medium-High (Positive)	N/A

7.5. Impact on Employment

7.5.1. Temporary Impact on Employment

Approximately 23.0 percent of people in the Stellenbosch Local Municipality are unemployed. The proposed project is expected to create Full Time Equivalent employment positions over the course of the development. The proposed project is expected to create 159 Full Time Equivalent employment positions on the site itself, however, employment positions will involve unskilled and semi-skilled construction workers with the remaining being skilled managers, professional engineers, and supervisors. If most of the local staff comes from the Stellenbosch Bay Local Municipality and/ or the Cape Winelands District Municipality it will have a positive effect on local unemployment, especially, if local labour is utilised. Beyond the direct employment opportunities that will be created by the project during the construction phase, the project will also have a positive spin-off effect on the employment situation in other sectors of the economies. Approximately 407 Full Time Equivalent

employment positions will be established through indirect impacts during the construction phase, while the rest (160 Full Time Equivalent employment positions) will be created through consumption induced impacts. Building and construction are expected to incur the highest increase in labour through indirect effects while general government and community services is expected to incur the highest increase in labour through induced effects.

The table below highlights the impact on employment during the construction phase.

Table 24: Temporary Impact on Employment

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
PLANNING, DESIGN AND DEVELOPMENT PHASE			
Potential impact and risk:	Temporary Impact on Employment	Temporary Impact on Employment	Temporary Impact on Employment
Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Regional + Short Term	Regional + Short Term	N/A
Consequence of impact or risk:	The construction of the project will positively impact on the community and beyond by creating a number of job opportunities (albeit temporary).	The construction of the project will positively impact on the community and beyond by creating a number of job opportunities (albeit temporary).	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A

Cumulative impact prior to mitigation:	Medium	Medium	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Positive)	Medium (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Organise local community meetings to advise the local labour on the project that is planned to be established and the jobs that can potentially be applied for. - Where feasible, effort must be made to employ locally in order to create maximum benefit for the communities. - Sub-contract to local construction companies particularly SMMEs and BBBEE compliant enterprises where possible - Use local suppliers where feasible and arrange with the local SMMEs to provide transport, catering and 	<ul style="list-style-type: none"> - Organise local community meetings to advise the local labour on the project that is planned to be established and the jobs that can potentially be applied for. - Where feasible, effort must be made to employ locally in order to create maximum benefit for the communities. - Sub-contract to local construction companies particularly SMMEs and BBBEE compliant enterprises where possible - Use local suppliers where feasible and arrange with the local SMMEs to provide transport, catering and 	N/A

	other services to the construction crews.	other services to the construction crews.	
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Medium	Medium	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (Positive)	Medium-High (Positive)	N/A

7.5.2. Sustainable Impact on Employment

The operational nature and scale of proposed project will positively impact the socio-economic environment through creating employment opportunities, which will be sustained over the operational phase, if OPEX levels remain as projected in the financial modelling. The proposed project is expected to create **101 FTE jobs, 37 of which are expected to be direct jobs**. A further **29 FTE jobs** are expected to materialise through second round suppliers. This occurs when suppliers of new goods and services to the appointed companies (first round suppliers) experience larger markets and potential to expand. Lastly it is expected that the increased income in these households employed directly or indirectly through the operations of the proposed development will result in additional expenditure in the economy which stimulates growth and spurs additional employment. It is estimated that **35 FTE jobs** will be induced through the OPEX of the proposed development.

The table below highlights the impact on employment during the operational phase.

Table 25: Sustainable Impact on Employment

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Employment	Sustainable Impact on Employment	Sustainable Impact on Employment
Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Regional + Permanent	Regional + Permanent	N/A

Consequence of impact or risk:	The operation of the project will positively impact on the community and beyond by creating a number of sustainable job opportunities.	The operation of the project will positively impact on the community and beyond by creating a number of sustainable job opportunities.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (Positive)	Low (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Where feasible, effort must be made to employ locally in order to create maximum benefit for the communities. - As far as possible, local small and medium enterprises should be approached to investigate the opportunities for 	<ul style="list-style-type: none"> - Where feasible, effort must be made to employ locally in order to create maximum benefit for the communities. - As far as possible, local small and medium enterprises should be approached to investigate the opportunities for 	N/A

	supply inputs required for the maintenance and operation of the facility.	supply inputs required for the maintenance and operation of the facility.	
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Positive)	Medium (Positive)	N/A

7.6. Impact on Household Income

7.6.1. Temporary Impact on Household Income

Household earnings are closely associated with trends in employment and as such will be positively affected by the increase in Full Time Equivalent employment positions resulting from the investment into the proposed projects establishment, as discussed. The creation of 726 direct, indirect, and induced Full Time Equivalent employment positions during the construction period will temporarily increase affected households' income to the value of R89.67 million in 2022 prices. It is anticipated that most of this direct income earned by households will remain in the local municipality. Additionally, an improvement in the standard of living of the benefiting households will occur, albeit temporarily. Businesses supplying inputs to the project's establishment are expected to indirectly benefit and earn R39.93 million in household income (2022 prices). Due to increased household consumption induced through the creation of direct and indirect employment opportunities, an additional R19.58 million will be earned by households. Overall, general government and community services, and trade and accommodation, and the real estate and business services sector will have the greatest gains in household income.

The table below highlights the impact on household income during the construction phase.

Table 26: Temporary Impact on Household Income

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
PLANNING, DESIGN AND DEVELOPMENT PHASE			
Potential impact and risk:	Temporary Impact on Household Income	Temporary Impact on Household Income	Temporary Impact on Household Income
Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Regional + Short Term	Regional + Short Term	N/A
Consequence of impact or risk:	Employed individuals will increase the income of their respective households and thereby experience an improvement in their standard of living.	Employed individuals will increase the income of their respective households and thereby experience an improvement in their standard of living.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Medium	Medium	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Positive)	Medium (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A

Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Establish a local skills desk to determine the potential skills that could be sourced in the area. - Recruit local labour as far as feasible. - Employ labour-intensive methods in construction where feasible. - Sub-contract to local construction companies particularly SMMEs and BBBEE compliant enterprises where possible - Use local suppliers where feasible and arrange with the local SMMEs to provide transport, catering and other services to the construction crews. 	<ul style="list-style-type: none"> - Establish a local skills desk to determine the potential skills that could be sourced in the area. - Recruit local labour as far as feasible. - Employ labour-intensive methods in construction where feasible. - Sub-contract to local construction companies particularly SMMEs and BBBEE compliant enterprises where possible - Use local suppliers where feasible and arrange with the local SMMEs to provide transport, catering and other services to the construction crews. 	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Medium	Medium	N/A
Significance rating of impact <u>after mitigation</u>	Medium (Positive)	Medium (Positive)	N/A

(e.g. Low, Medium, Medium-High, High, or Very-High)			
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7.6.2. Sustainable Impact on Household Income

The proposed project will create employment positions which will generate personal income and will be sustained for the entire duration of the project's lifespan. The sustainable income generated because of the operation of the proposed project will positively affect the nutrition, living conditions, access to better health care, access to more options regarding education, and improved ability to make economic choices. The creation of employment positions throughout the country will generate personal income, which will be sustained for the entire duration of the project's lifespan. The sustainable income generated as a result of the project's operation will positively affect the standard of living of all benefitting households. It is estimated that households benefitting directly from the proposed projects operation will earn R11.70 million on average annually, and people are to benefit from the proposed projects operations directly and through multiplier effects, as household income levels are set to rise by R3.14 million. Household income will have a positive impact and will be sustainable over a long period of time. The table below highlights the impact on household income during the operational phase.

Table 27: Sustainable Impact on Household Income

Socio-Economic	Alternative A	Alternative B (Preferred Option)	Alternative 1 (Preferred Option)
OPERATIONAL PHASE	Alternative 1 (Preferred Option)		
Potential impact and risk:	Sustainable Impact on Household Income	Sustainable Impact on Household Income	Sustainable Impact on Household Income
Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Regional + Permanent	Regional + Permanent	N/A
Consequence of impact or risk:	Employed individuals will increase the income of their respective households and thereby experience an	Employed individuals will increase the income of their respective households and thereby experience an	N/A

	improvement in their standard of living.	improvement in their standard of living.	
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (Positive)	Low (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Where possible, the local labour supply should be considered for employment opportunities to increase the positive impact on the area's economy. - As far as feasible, local small and medium enterprises should be approached to investigate 	<ul style="list-style-type: none"> - Where possible, the local labour supply should be considered for employment opportunities to increase the positive impact on the area's economy. - As far as feasible, local small and medium enterprises should be approached to investigate 	N/A

	the opportunities for supply inputs required for the maintenance and operation of the facility	the opportunities for supply inputs required for the maintenance and operation of the facility	
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low to Medium (Positive)	Low to Medium (Positive)	N/A

7.7. Impact on Increased Tourism Activities

7.7.1. Sustainable Impact on Increased Tourism Activities

The proposed Franschhoek Skytram will include numerous recreation facilities, including a deli, restaurant, wine tasting centre, souvenir shop, heritage and environment information display area, open air adventure centre, paragliding launching area, walkways, and a cable car. These activities are made open for the public thus the area (Franschhoek) could become attractive for both domestic and international visitors.

The table below highlights the impact on tourism activities during the operational phase.

Table 28: Sustainable Impact on Increased Tourism Activities

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Increased Tourism Activities	Sustainable Impact on Increased Tourism Activities	Sustainable Impact on Increased Tourism Activities
Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Local + Permanent	Local + Permanent	N/A
Consequence of impact or risk:	Improved local tourism offering thus enabling an additional drawcard for the local area.	Improved local tourism offering thus enabling an additional drawcard for the local area.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Positive)	Medium (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A

Proposed mitigation:	<ul style="list-style-type: none"> - Local employment will benefit local households and the local area. - Affordable local pricing - Price benefits if book through local tour operators 	<ul style="list-style-type: none"> - Local employment will benefit local households and the local area. - Affordable local pricing - Price benefits if book through local tour operators. 	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (Positive)	Medium-High (Positive)	N/A

7.8. Impact on Tourism Economy

7.8.1. Sustainable Impact on Tourism Economy

The proposed Franschhoek Skytram is projected to achieve a foot count of 188,000 in its first year and envisioned to increase to 365,345 in its tenth year (AL&A, 2022). As previously stated the foot count is not necessarily/ only additional visitors attracted to the area but rather what can be captured from the visitor stream within the area of Franschhoek. The visitors are projected to have a resultant spend in the area of approximately R212,335,267 in the first year which in turn will have a resultant positive influence in the local tourism economy; an overview of the total impact on tourism is indicated in the table below.

Table 29: Total Impact on Tourism (R millions @ 2022 R-Value)

	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

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

Four key sectors make up the total impact on tourism, namely, the trade sector, transport sector, accommodation sector, and the community services sector. A breakdown of the above total impact on the tourism economy is indicated in the table below.

Table 30: Total Impact on Tourism per Sector (R millions @ 2022 R-Value)

Total	R482.98 million	R215.01 million	643	R108.66 million
Trade Sector	R268.37 million	R125.94 million	405	R71.00 million
Transport Sector	R77.44 million	R31.47 million	72	R12.32 million
Accommodation Sector	R84.51 million	R29.01 million	96	R12.32 million
Community Services Sector	R52.66 million	R27.67 million	69	R13.02 million

As stated previously, the above benefits would assist in making local tourism more sustainable through the provision of an attraction that could encourage existing visitors to stay longer, at the time or on return visits which in turn would enable additional spending within the local area. Tourists staying longer within an area implies an additional injection of money within local businesses (accommodation, food, transportation, souvenirs, activities, etc) which in turn could result in business diversification. This implies that local businesses may diversify their products or services to cater to the needs and preferences of tourists. Overall, the provision of a new attraction would assist in diversifying the tourism product offering of the area and thus further enhancing Franschhoek as an important tourism destination.

Concerns may arise from neighbouring businesses, such as MontMatre, whereby it is envisioned that the visual presence of the Skytram may hinder visitors and/or prevent expansion of accommodation facilities. In this case, the proposed Franschhoek Skytram would likely result in a minimal visual presence to visitors of MontMatre as between the subject property and Haute Cabriere are vineyards, and a line of gum trees which act as a screening measure to the proposed Franschhoek Skytram. It is unlikely that the proposed Franschhoek Skytram would result in any negative influence of MontMatre in terms of visitors and any

future expansion envisioned. However, should a visual presence result that hinders expansion of MontMatre, it is imperative that discussions are held to ascertain how mitigation measures could be implemented to reduce any negative impact.

The table below highlights the impact on the tourism economy during the operational phase.

Table 31: Sustainable Impact on Tourism Economy

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Tourism Economy	Sustainable Impact on Tourism Economy	Sustainable Impact on Tourism Economy
Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Regional + Permanent	Regional + Permanent	N/A
Consequence of impact or risk:	Expenditure by tourists associated with the operation of the proposed development will have a positive impact on the trade sector, transport sector, accommodation sector, and community services sector as well as other non-tourism related businesses	Expenditure by tourists associated with the operation of the proposed development will have a positive impact on the trade sector, transport sector, accommodation sector, and community services sector as well as other non-tourism related businesses	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A

Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Medium	Medium	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very High (Positive)	Very High (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	No mitigation measures are envisioned that enhance the positive impact on the tourism economy. However, should concerns from neighbouring businesses be raised then discussions should be held to ascertain how the issues could be mitigated.	No mitigation measures are envisioned that enhance the positive impact on the tourism economy. However, should concerns from neighbouring businesses be raised then discussions should be held to ascertain how the issues could be mitigated.	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Medium	Medium	N/A
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very High (Positive)	Very High (Positive)	N/A

7.9. Impact on Sense of Place (Visual)

7.9.1. Temporary Impact on Sense of Place (Visual – Sensitive Receptors)

Sense of place refers to the uniqueness of place resulting from cultural transformations and traditions associated with the historic use and habitation of the area (Stedman, 2003).

7.9.1.1. Upper Station

As per the visual impact assessment, “Construction activities related to the upper cable station will be visible from parts of the Franschhoek Urban Conservation Area, the urban and rural scenic routes, the identified landscape character areas and identified residential receptors. Visually intrusive construction activities include site clearance, the use of a helicopter to deliver the initial building materials and components of the temporary materials Skytram to the top of the mountain, temporary materials cable car, temporary tower crane, the construction of anchoring points for all parts of the cable station, the use of the helicopter to pull the ropes of the Skytram to the top of the mountain, as well as the temporary gantry structure over Lambrechts Road (R45) to ensure the safety of road users during the installation of the ropes for the Skytram”.

The table below highlights the impact on the sense of place during the construction phase.

Table 32: Temporary Impact on Sense of Place (Visual – Sensitive Receptors) – Upper Station

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
PLANNING, DESIGN AND DEVELOPMENT PHASE			
Potential impact and risk:	Temporary Impact on Sense of Place (Visual – Sensitive Receptors)	Temporary Impact on Sense of Place (Visual – Sensitive Receptors)	Temporary Impact on Sense of Place (Visual – Sensitive Receptors)
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Local + Short Term	Local + Short Term	N/A

Consequence of impact or risk:	Sense of place impacts (visual – sensitive receptors) during construction activities which will impact adjacent properties.	Sense of place impacts (visual – sensitive receptors) during construction activities which will impact adjacent properties.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Partly Reversible	Partly Reversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	High (Negative)	High (Negative)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	- See visual impact assessment	- See visual impact assessment	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Negative)	Medium (Negative)	N/A

7.9.1.2. Lower Station

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

Table 33: Temporary Impact on Sense of Place (Visual – Sensitive Receptors) – Lower Station

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
PLANNING, DESIGN AND DEVELOPMENT PHASE			
Potential impact and risk:	Temporary Impact on Sense of Place (Visual – Sensitive Receptors)	Temporary Impact on Sense of Place (Visual – Sensitive Receptors)	Temporary Impact on Sense of Place (Visual – Sensitive Receptors)
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Local + Short Term	Local + Short Term	N/A
Consequence of impact or risk:	Sense of place impacts (visual – sensitive receptors) during construction activities which will impact adjacent properties.	Sense of place impacts (visual – sensitive receptors) during construction activities which will impact adjacent properties.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Partly Reversible	Partly Reversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A

Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Negative)	Medium (Negative)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	- See visual impact assessment	- See visual impact assessment	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (Negative)	Low (Negative)	N/A

7.9.2. Temporary Impact on Sense of Place – (Visual – Night Light)

Sense of place refers to the uniqueness of place resulting from cultural transformations and traditions associated with the historic use and habitation of the area (Stedman, 2003).

7.9.2.1. Upper Station

As per the visual impact assessment, “construction lights would be required to secure the construction site at the upper station”. Lighting would be visible from a larger area and would be incongruous as lighting at the top of the mountain, within Mont Rochelle Nature Reserve, has never been necessary and is undesired.

The table below highlights the impact on the sense of place during the construction phase.

Table 34: Temporary Impact on Sense of Place (Visual – Night Light– Upper Station)

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
PLANNING, DESIGN AND DEVELOPMENT PHASE			

Potential impact and risk:	Temporary Impact on Sense of Place (Visual – Night Light)	Temporary Impact on Sense of Place (Visual – Night Light)	Temporary Impact on Sense of Place (Visual – Night Light)
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Local + Short Term	Local + Short Term	N/A
Consequence of impact or risk:	Sense of place impacts (visual – night light) during construction activities which will impact adjacent properties.	Sense of place impacts (visual – night light) during construction activities which will impact adjacent properties.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Partly Reversible	Partly Reversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	High (Negative)	High (Negative)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	- See visual impact assessment	- See visual impact assessment	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u>	Medium (Negative)	Medium (Negative)	N/A

(e.g. Low, Medium, Medium-High, High, or Very-High)			
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7.9.2.2. Lower Station

As per the visual impact assessment, “construction lights would be required to secure the construction site at the lower station”. Lighting at the lower station would be visible from the immediate surroundings and would look less out of place due to its proximity to existing night light sources.

The table below highlights the impact on the sense of place during the construction phase.

Table 35: Temporary Impact on Sense of Place (Visual – Night Light– Lower Station

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
PLANNING, DESIGN AND DEVELOPMENT PHASE			
Potential impact and risk:	Temporary Impact on Sense of Place (Visual – Night Light)	Temporary Impact on Sense of Place (Visual – Night Light)	Temporary Impact on Sense of Place (Visual – Night Light)
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Local + Short Term	Local + Short Term	N/A
Consequence of impact or risk:	Sense of place impacts (visual – night light) during operation activities which will impact adjacent properties.	Sense of place impacts (visual – night light) during operation activities which will impact adjacent properties.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Partly Reversible	Partly Reversible	N/A
Indirect impacts:	N/A	N/A	N/A

Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Negative)	Medium (Negative)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	- See visual impact assessment	- See visual impact assessment	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (Negative)	Low (Negative)	N/A

7.9.3. Sustainable Impact on Sense of Place (Visual – Sensitive Receptors)

Sense of place refers to the uniqueness of place resulting from cultural transformations and traditions associated with the historic use and habitation of the area (Stedman, 2003). Place attachment is the symbolic relationship formed by people attributing culturally shared emotional meanings to a particular piece of land. This personal orientation toward place assists in understanding a place, which informs environmental meaning.

7.9.3.1. Upper Station

As per the visual impact assessment, “Operational activities related to the upper cable station will be visible from parts of the Franschhoek Urban Conservation Area, the urban and rural scenic routes, the identified landscape character areas and identified residential receptors. Visually intrusive operational activities are limited to the ascent and descent of the cable cars and the presence of the facilities at the upper cable station.

The table below highlights the impact on the sense of place during the operation phase.

Table 36: Sustainable Impact on Sense of Place (Visual – Sensitive Receptors) – Upper Station

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Sense of Place	Sustainable Impact on Sense of Place	Sustainable Impact on Sense of Place
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Local + Medium Term	Local + Medium Term	N/A
Consequence of impact or risk:	Sense of place impacts (visual – sensitive receptors) during operational activities which will impact adjacent properties.	Sense of place impacts (visual – sensitive receptors) during operational activities which will impact adjacent properties.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A

Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Partly Reversible	Partly Reversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Very High (Negative)	High (Negative)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	- See visual impact assessment	- See visual impact assessment	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium-High (Negative)	Medium (Negative)	N/A

7.9.3.2. Lower Station

As per the visual impact assessment, “Operational activities related to the lower cable station will be visible from parts of the rural scenic route, parts of the identified landscape character areas and identified residential receptors. Visually intrusive operational activities include the ascent and descent of the cable cars, the presence of the new parking structure and the additional tourist facilities at the lower cable station. The residential receptors of L’Hermitage Residential Estate north of the lower cable station will be most affected by operational activities due to its proximity to the lower cable station’.

The table below highlights the impact on the sense of place during the operation phase.

Table 37: Sustainable Impact on Sense of Place (Visual – Sensitive Receptors) – Lower Station

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Sense of Place	Sustainable Impact on Sense of Place	Sustainable Impact on Sense of Place
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Local + Long Term	Local + Long Term	N/A
Consequence of impact or risk:	Sense of place impacts (visual) during operational activities which will impact adjacent properties.	Sense of place impacts (visual) during operational activities which will impact adjacent properties.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Partly Reversible	Partly Reversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	High (Negative)	High (Negative)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A

Proposed mitigation:	- See visual impact assessment	- See visual impact assessment	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Negative)	Medium (Negative)	N/A

7.9.4. Sustainable Impact on Sense of Place (Visual – Night Light)

Sense of place refers to the uniqueness of place resulting from cultural transformations and traditions associated with the historic use and habitation of the area (Stedman, 2003). Place attachment is the symbolic relationship formed by people attributing culturally shared emotional meanings to a particular piece of land. This personal orientation toward place assists in understanding a place, which informs environmental meaning.

7.9.4.1. Upper Station

As per the visual impact assessment “it is assumed that no night lights would be required after daily maintenance work has been completed and the site has been closed”. Operational hours that have been proposed for the proposed Franschhoek Skytram is as follow:

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

It was further stated within the visual impact assessment, that during the winter solstice, the proposed Franschhoek Skytram would open approximately 45 minutes after sunrise and close approximately 45 minutes after sunset, while during main season and would open 1-1,5hrs after sunrise and close 2-4hrs after sunset. One could therefore expect the see lights at the upper station for 4 hours after sunset on the last day of the main season i.e., 31 March.

A larger area would be affected by the lights at the upper station and would be incongruous as lighting at the top of the mountain, within Mont Rochelle Nature Reserve, has never been necessary and is undesired.

The table below highlights the impact on the sense of place during the operation phase.

Table 38: Sustainable Impact on Sense of Place (Visual – Night Light) – Upper Station

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Sense of Place	Sustainable Impact on Sense of Place	Sustainable Impact on Sense of Place
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Local + Long Term	Local + Long Term	N/A
Consequence of impact or risk:	Sense of place impacts (visual – night light) during operational activities which will impact adjacent properties.	Sense of place impacts (visual – night light) during operational activities which will impact adjacent properties.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Partly Reversible	Partly Reversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	High (Negative)	High (Negative)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A

Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	- See visual impact assessment	- See visual impact assessment	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Negative)	Medium (Negative)	N/A

7.9.4.2. Lower Station

As per the visual impact assessment “some lighting would be required at the lower station. Operational hours that have been proposed for the proposed Franschhoek Skytram is as follow:

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

As with the upper station, it was stated within the visual impact assessment, that during the winter solstice, the proposed Franschhoek Skytram would open approximately 45 minutes after sunrise and close approximately 45 minutes after sunset, while during main season and would open 1-1,5hrs after sunrise and close 2-4hrs after sunset. Lights at the lower station would not look out of place as it would be associated with current tourist facilities at Haute Cabriere and would also be in close proximity to existing to existing night light sources.

The table below highlights the impact on the sense of place during the operation phase.

Table 39: Sustainable Impact on Sense of Place (Visual – Night Light) – Lower Station

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Sense of Place	Sustainable Impact on Sense of Place	Sustainable Impact on Sense of Place
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Local + Long Term	Local + Long Term	N/A
Consequence of impact or risk:	Sense of place impacts (visual – night light) during operational activities which will impact adjacent properties.	Sense of place impacts (visual – night light) during operational activities which will impact adjacent properties.	N/A
Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Partly Reversible	Partly Reversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Negative)	Medium (Negative)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A

Proposed mitigation:	- See visual impact assessment	- See visual impact assessment	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (Negative)	Low (Negative)	N/A

7.10. Impact on Sense of Place (Traffic)

The construction of the proposed Franschhoek Skytram can be expected to impact on the amount of traffic. Concerns of increased traffic would be in the form of construction vehicles which will cause possible disruption of daily living activities and mobility. Construction related activities will result in particularly in increased truck traffic. Importantly, this increase in traffic can't be reversed and/or avoided. However, consideration should be given to erecting warning signs (truck turning) along Lamprecht's Road at the construction traffic access. This will serve to warn passing traffic of potential for turning trucks. And if necessary through the Health and Safety a flagman if/when may be considered/ if necessary.

7.10.1.1. Temporary Impact on Sense of Place (Traffic)

The table below highlights the impact on traffic during the construction phase.

Table 40: Temporary Impact on Sense of Place (Traffic)

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Temporary Impact on Traffic	Temporary Impact on Traffic	Temporary Impact on Traffic
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Local + Short Term	Local + Short Term	N/A

Consequence of impact or risk:	Increased truck traffic volume on the roads during the construction phase.	Increased truck traffic volume on the roads during the construction phase.	N/A
Probability of occurrence:	Definite	Definite	N/A
Degree to which the impact may cause irreplaceable loss of resources:	No Loss	No Loss	N/A
Degree to which the impact can be reversed:	Fully Reversible	Fully Reversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Negligible	Negligible	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Negative)	Medium (Negative)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Moderate	Moderate	N/A
Degree to which the impact can be mitigated:	High	High	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Warning Signage for construction traffic turning at the construction access along Lambrechts Road can be erected. Safety considerations of construction traffic would also fall under and would be addressed by the Health and Safety Plan and Environmental Management Plan as prepared by the Contractor 	<ul style="list-style-type: none"> - Warning Signage for construction traffic turning at the construction access along Lambrechts Road can be erected. Safety considerations of construction traffic would also fall under and would be addressed by the Health and Safety Plan and Environmental Management Plan as prepared by the Contractor 	N/A

	after appointment as part of the Contract document.	after appointment as part of the Contract document.	
Residual impacts:	N/A	N/A	N/A
Cumulative impact post mitigation:	Negligible	Negligible	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (Negative)	Low (Negative)	N/A

7.10.1.2. Sustainable Impact on Sense of Place (Traffic)

There will be increased traffic during the operation phase because of the employment opportunities as well as the resultant tourists utilising the facilities (transfer services are planned from large tour busses to the wine trams or a shuttle bus service along the route; importantly, large buses will park offsite). In terms of trips generated, it was assumed that all development trips would be new, however, allowance is made for internal trips with their origins from Franschhoek which lessens the traffic impact on the local road network. Importantly, while the operation traffic increase can't be avoided and fully reversed - any unacceptable delays as a result of the increase can be mitigated through the proposed road improvements as specified in sub-section 2.4.1.

Table 41: Sustainable Impact on Sense of Place (Traffic)

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Traffic	Sustainable Impact on Traffic	Sustainable Impact on Traffic
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Local + Permanent	Local + Permanent	N/A
Consequence of impact or risk:	Increased traffic volume on the roads during the operation phase.	Increased traffic volume on the roads during the operation phase.	N/A
Probability of occurrence:	Probable	Probable	N/A

Degree to which the impact may cause irreplaceable loss of resources:	No Loss	No Loss	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Negligible	Negligible	N/A
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Negative)	Medium (Negative)	N/A
Degree to which the impact can be avoided:	High	High	N/A
Degree to which the impact can be managed:	High	High	N/A
Degree to which the impact can be mitigated:	High	High	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Upgrade of the access to Haute Cabrière to include exclusive turning lanes upon exiting the site as well as a left-turn lane and right-turn lane from the Franschhoek and mountain pass direction respectively. - Upgrade of the R45 / Excelsior Road intersection to a roundabout, if and when required. Any upgrades at this intersection can only be implemented upon approval by the local and provincial authorities and be financed by the road 	<ul style="list-style-type: none"> - Upgrade of the access to Haute Cabrière to include exclusive turning lanes upon exiting the site as well as a left-turn lane and right-turn lane from the Franschhoek and mountain pass direction respectively. - Upgrade of the R45 / Excelsior Road intersection to a roundabout, if and when required. Any upgrades at this intersection can only be implemented upon approval by the local and provincial authorities and be financed by the road 	N/A

	<p>authority and/or Development Contributions (DC's) if available.</p> <ul style="list-style-type: none"> - Adequate parking will be made available on-site during the off-peak season. - The proposed parking garage will provide adequate parking on-site during peak season with the exception of large buses. - Large buses will need to park off-site, and visitors transported to/from the Skytram by a shuttle service or similar. - Appropriate signage should be provided in the forecourt to ensure that vehicles that are dropping off or picking up visitors may not spend more than 10 minutes in the forecourt before exiting the forecourt. This will ensure that the hourly number of vehicles arriving at the forecourt in peak season can all be accommodated. 	<p>authority and/or Development Contributions (DC's) if available.</p> <ul style="list-style-type: none"> - Adequate parking will be made available on-site during the off-peak season. - The proposed parking garage will provide adequate parking on-site during peak season with the exception of large buses. - Large buses will need to park off-site, and visitors transported to/from the Skytram by a shuttle service or similar. - Appropriate signage should be provided in the forecourt to ensure that vehicles that are dropping off or picking up visitors may not spend more than 10 minutes in the forecourt before exiting the forecourt. This will ensure that the hourly number of vehicles arriving at the forecourt in peak season can all be accommodated. 	
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Residual impacts:	N/A	N/A	N/A
Cumulative impact post mitigation:	Negligible	Negligible	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (Negative)	Low (Negative)	N/A

7.11. Impact on Community Social Responsibility

7.11.1. Sustainable Impact on Community Social Responsibility

As previously mentioned, it has been recommended and acknowledged by the Applicant that local labour should be utilised. Low skilled labour will likely be sourced from the local area, while due to the speciality of skills required for the development, high skilled labour will likely be sourced from further afield (i.e., Western Cape, and South Africa if available or internationally). However, it is important for a transfer of skills to occur between the international cable car team and a local team, in terms of its operation. In terms of social investment, 2% of annual ticket sales will be allocated for community development in Franschhoek and beneficiary community initiatives through consultation with the Stellenbosch Local Municipality will be identified. Additionally, the project will 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 the Mont Rochelle Advisory Board to assist in funding their management functions in accordance with the Mont Rochelle Reserve's Management Plan, including in respect of wildfire management measures, walkways maintenance and biodiversity conservation. Visitors will also be encouraged to make further contributions towards conservation by donating to the Mont Rochelle Advisory Board and towards the management of heritage resources by donating to the Franschhoek Huguenot Museum.

Table 42: Sustainable Impact on Community Social Responsibility

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
OPERATIONAL PHASE			
Potential impact and risk:	Sustainable Impact on Community Social Responsibility	Sustainable Impact on Community Social Responsibility	Sustainable Impact on Community Social Responsibility

Nature of impact:	Positive	Positive	No Impact
Extent and duration of impact:	Local + Long Term	Local + Long Term	N/A
Consequence of impact or risk:	Contribution to community and social upliftment	Contribution to community and social upliftment	N/A
Probability of occurrence:	Definite	Definite	N/A
Degree to which the impact may cause irreplaceable loss of resources:	N/A	N/A	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	High (Positive)	High (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	<ul style="list-style-type: none"> - Conduct a community needs analysis (within Franschhoek area) to structure a social economic development programme. - Implement a three-year social and economic development programme that should be devised by the developer throughout the project's lifespan. 	<ul style="list-style-type: none"> - Conduct a community needs analysis (within Franschhoek area) to structure a social economic development programme. - Implement a three-year social and economic development programme that should be devised by the developer throughout the project's lifespan. 	N/A

	<ul style="list-style-type: none"> - The plan should be developed in consultation with local authorities and local communities to identify community projects that would result in the greatest social benefits. - These plans should be reviewed on an annual basis and, where necessary, updated. 	<ul style="list-style-type: none"> - The plan should be developed in consultation with local authorities and local communities to identify community projects that would result in the greatest social benefits. - These plans should be reviewed on an annual basis and, where necessary, updated. 	
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	High (Positive)	High (Positive)	N/A

7.12. Impact on Social Conflicts

7.12.1. Temporary Impact on Social Conflicts

A significant number of the unskilled and semi-skilled workers required during the construction phase will be sourced locally as far as possible for the proposed Franschhoek Skytram. However, given the scale and extent of the development, the project is likely to attract job seekers from other parts of the region, particularly the Cape Winelands District Municipality. This would be beyond the migrant workers contracted to work on the project.

The migration of people to the area could result in social conflicts between the local population and the migrant work force as the local population could perceive these migrant workers as “stealing” their employment opportunities. Likewise, the influx of people into the area, could potentially lead to a temporary increase in level of crime, illicit activity (i.e., drugs, prostitution inclusive of child prostitution, alcohol, an increase in teenage and unwanted pregnancies) and possibly a deterioration of the health of the local community through the spread of infectious diseases (i.e., HIV, TB, as well as Covid-19). Semi-skilled and unskilled construction workers could

also choose to remain in the area following the completion of the construction phase. Without any form of income these individuals run the risk of exacerbating the level of poverty within the Stellenbosch Local Municipality.

Aside from the broader community issues the increase in the number of people in the area could possibly have an adverse effect on crime levels, incidents of trespassing, development of informal trading and littering. The influx of job seekers and the potential social conflicts that can arise with in-migration of temporary workers to an area is difficult to mitigate.

Addressing the challenges related to potential social impacts is best done in partnership with all stakeholders in the area, specifically the affected and adjacent property owners, local communities, associations, ward communities and municipalities. This would promote transparency; information sharing and help build good relationships between all affected parties. In addition, all opportunities that would include the community in the project should be explored and where possible implemented. Employment opportunities, including the provision of ancillary services, are particularly relevant in this incidence as the creation of employment opportunities for locals could eliminate the potential alienation between the community and the project as well as migrant workers.

Table 43: Temporary Impact on Social Conflicts

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
PLANNING, DESIGN AND DEVELOPMENT PHASE			
Potential impact and risk:	Temporary Impact on Social Conflict	Temporary Impact on Social Conflict	Temporary Impact on Social Conflict
Nature of impact:	Negative	Negative	No Impact
Extent and duration of impact:	Regional + Short Term	Regional + Short Term	N/A
Consequence of impact or risk:	Temporary increase in safety and health concerns associated with the influx of people during the construction phase.	Temporary increase in safety and health concerns associated with the influx of people during the construction phase.	N/A
Probability of occurrence:	Probable	Probable	N/A

Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium (Negative)	Medium (Negative)	N/A
Degree to which the impact can be avoided:	Moderate	Moderate	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	Moderate	Moderate	N/A
Proposed mitigation:	Mitigation: <ul style="list-style-type: none"> - Where possible, it should be made a requirement for contractors to implement a 'locals first' policy for construction jobs, specifically for semi and low-skilled job categories. - Consider the establishment of a Monitoring Forum in order to monitor the construction phase and the implementation of the recommended mitigation measures. - Set up a recruitment office in the nearby towns and local areas within 	Mitigation: <ul style="list-style-type: none"> - Where possible, it should be made a requirement for contractors to implement a 'locals first' policy for construction jobs, specifically for semi and low-skilled job categories. - Consider the establishment of a Monitoring Forum in order to monitor the construction phase and the implementation of the recommended mitigation measures. - Set up a recruitment office in the nearby towns and local areas within 	N/A

	<p>proximity and adhere to strict labour recruitment practices that would reduce the desire of potential job seekers to loiter around the properties in the hope of finding temporary employment.</p> <ul style="list-style-type: none"> - Control the movement of workers between the site and areas of residence to minimise loitering around the facility. This should be achieved through the provision of scheduled transportation services between the construction site and area of residence. - The contractor should provide transport for workers to and from the site on a daily basis. This will enable the contractor to effectively manage and monitor the movement of construction workers on and off the site. - Ensure that any damages or losses to nearby affected farms that can be linked to the conduct of 	<p>proximity and adhere to strict labour recruitment practices that would reduce the desire of potential job seekers to loiter around the properties in the hope of finding temporary employment.</p> <ul style="list-style-type: none"> - Control the movement of workers between the site and areas of residence to minimise loitering around the facility. This should be achieved through the provision of scheduled transportation services between the construction site and area of residence. - The contractor should provide transport for workers to and from the site on a daily basis. This will enable the contractor to effectively manage and monitor the movement of construction workers on and off the site. - Ensure that any damages or losses to nearby affected farms that can be linked to the conduct of 	
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	<p>construction workers are adequately reimbursed.</p> <ul style="list-style-type: none"> - Assign a dedicated person to deal with complaints and concerns of affected parties. - Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour) in agreement with surrounding landowners and land managers.. - Tuberculosis, HIV/AIDS, awareness programmes for workers should be implemented by the applicant and contractor at the outset of the construction phase. 	<p>construction workers are adequately reimbursed.</p> <ul style="list-style-type: none"> - Assign a dedicated person to deal with complaints and concerns of affected parties. - Develop a Code of Conduct which identifies what types of behaviour/ activities by workers are not permitted (for example prostitution, trespassing, drunken behaviour) in agreement with surrounding landowners and land managers.. - Tuberculosis, HIV/AIDS, awareness programmes for workers should be implemented by the applicant and contractor at the outset of the construction phase. 	
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Low (Negative)	Low (Negative)	N/A

7.13. Impact on Onsite Agriculture

7.13.1. Sustainable Impact on Onsite Agriculture

Land proposed for the Franschhoek Skytram is predominantly part of the existing building infrastructure of Haute Cabriere with only a slight disturbance occurring on surrounding vineyards of approximately 942m². It was stated by the agricultural specialist this disturbance is insignificantly small and will have an insignificant effect on the wine estate. While the impact on onsite agriculture will result in the construction phase it will in turn carry on into the operational phase of the proposed Franschhoek Skytram. Importantly, the loss of onsite agriculture will result in a positive impact for Haute Cabriere due to the diversification of income streams resulting from the operational activities of the proposed Franschhoek Skytram. Thus, the net effect of the loss of onsite agriculture is positive.

The table below highlights the impact on onsite agriculture during the operation phase.

Table 44: Sustainable Impact on Onsite Agriculture due to Construction of Project

Socio-Economic	Alternative A	Alternative B (Preferred Option)	No-Go Option
PLANNING, DESIGN AND DEVELOPMENT PHASE			
Potential impact and risk:	Sustainable Impact on Onsite Agriculture	Sustainable Impact on Onsite Agriculture	Sustainable Impact on Onsite Agriculture
Nature of impact:	Positive	Positive	Positive
Extent and duration of impact:	Site Specific + Permanent	Local + Permanent	N/A
Consequence of impact or risk:	Loss of agricultural land due to construction of onsite infrastructure will result in an insignificant loss of land. This in turn will result in a diversification of income streams for Haute Cabriere.	Loss of agricultural land due to construction of onsite infrastructure will result in an insignificant loss of land. This in turn will result in a diversification of income streams for Haute Cabriere.	N/A

Probability of occurrence:	Highly Probable	Highly Probable	N/A
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	N/A
Degree to which the impact can be reversed:	Irreversible	Irreversible	N/A
Indirect impacts:	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Low	Low	N/A
Significance rating of impact <u>prior to mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium to High (Positive)	Medium to High (Positive)	N/A
Degree to which the impact can be avoided:	Unavoidable	Unavoidable	N/A
Degree to which the impact can be managed:	Low	Low	N/A
Degree to which the impact can be mitigated:	N/A	N/A	N/A
Proposed mitigation:	N/A	N/A	N/A
Residual impacts:	None	None	N/A
Cumulative impact post mitigation:	Low	Low	N/A
Significance rating of impact <u>after mitigation</u> (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium to High (Positive)	Medium to High (Positive)	N/A

7.14. Cumulative Impact Statement

It can be understood that the proposed Franschhoek Skytram regardless of alternative will result in positive economic impacts, and an increase in associated positive impacts will result with the increase of projects in Stellenbosch Local Municipality. Cumulative economic impacts will occur for positive impacts and negative impacts. Importantly, mitigation and enhancement measures proposed for each respective project inclusive of the proposed Franschhoek Skytram, has the capability to not only enhance positive impacts but also ensure that any resulting negative social impacts are managed and will not result in an unacceptable loss, unacceptable risk, a complete change to the environment and an unacceptable increase in impact.

7.15. Decommissioning Phase Impacts

It is not envisioned that the proposed Franschhoek Skytram regardless of alternative will be decommissioned, however, if the proposed project is decommissioned, the land for proposed project would be rehabilitated in order to return it to pre-project conditions. This also means that all impacts which take place during the operation phase will cease to exist. At the same time, spending on the disassembly of the components and rehabilitation of land will increase the demand for construction services and other industries, thus stimulating economic activity in the local area, albeit over a temporary period. Socio-economic impacts stimulated during the decommissioning phase are expected to be similar to those that took place during the construction phase.

The impact tables would be similar in nature to the construction phase; they will also be temporary in nature, but most likely will take a much shorter time than the construction phase. They will also be associated with some expenditure, although it will be less than the investment required during the construction phase. Besides the positive impacts on production, employment, and household income that could ensure from the projects, some negative impacts could also occur. These would largely be related to a slight increase in noise in the area surrounding the site, an increase in traffic and concerns over local safety and security due to a greater number of people accessing the area, albeit this would occur from a social perspective as opposed to an economic perspective.

All of the positive impacts can be enhanced to increase the benefits, while the negative impacts, albeit social, could be mitigated. Mitigations measures suggested for the construction phase would apply. Overall, the impact that would ensue during the decommissioning phase will mostly be of low significance and should not affect the decision regarding proposed development.

7.16. Net Effective Trade-Offs

The review of the proposed Franschhoek Skytram from a socio-economic perspective is associated with positive and negative impacts. To assess whether the project is beneficial, the additions to the environment brought about by the project need to be evaluated. The additional benefits of the intervention are the difference between the reference case position (i.e., the no-go option) and the position if the intervention is implemented. It involves the evaluation of the net effect and trade-offs associated with the proposed

intervention. **Table 45** provides a summary of the socio-economic gains and losses that could be expected to occur as a result of the project (i.e., construction and operation).

Table 45: Summary of Socio-Economic Gains and Losses – Alternative A & Alternative B (Preferred Option)

Impact	Gain	Loss	Net Effect
Construction (once-off)			
Impact on Production	Yes	No	Positive
Impact on Gross Domestic Product	Yes	No	Positive
Impact on Employment	Yes	No	Positive
Impact on Household Income	Yes	No	Positive
Impact on Social Conflicts	No	Yes	Negative
Operation (permanent)			
Impact on Production	Yes	No	Positive
Impact on Gross Domestic Product	Yes	No	Positive
Impact on Employment	Yes	No	Positive
Impact on Household Income	Yes	No	Positive
Impact on Increased Tourism Activities	Yes	No	Positive
Impact on Tourism Economy	Yes	No	Positive
Impact on Sense of Place (Visual)	No	Yes	Negative
Impact on Sense of Place (Traffic)	No	Yes	Negative
Impact on Community Social Responsibility	Yes	No	Positive
Impact on Onsite Agriculture	Yes	No	Positive

The review of the net effects of the project and the trade-offs between positive and negative impacts suggest that positive effects and impacts would outweigh the negative effects. This is largely due to the fact that the project is expected to have a positive net impact on economic development, employment, household earnings, increased tourism activities, improved tourism economy, and community social responsibility. The negative impacts that are expected to occur as a result of the project will be far more localised and would affect a significantly smaller number of people and households than in the case of the net benefits that would be derived by the project.

Section Eight: Assessment of Project Alternatives

8.1. Site Area

A comprehensive iterative design process has been undertaken to inform the layout for the proposed Franschhoek Skytram. In addition, the layout of the proposed Franschhoek Skytram has been informed by the identified environmental sensitive and/or 'no-go' areas. All highly sensitive and/or 'no-go' areas identified by the specialists have been avoided by the project infrastructure and all recommended buffer areas will be respected. There are not highly sensitive and/or 'no-go' areas associated with the proposed site area from an economic perspective, and thus no fatal flaws. The location proposed for the site area is thus deemed acceptable from a socio-economic perspective and should be authorised.

8.2. No-Go' Alternative

The 'no-go' alternative is the option of not constructing the proposed Franschhoek Skytram where the *status quo* of the current status and/or activities on the project site would prevail. This alternative would result in no additional impact on the receiving environment.

Should the 'no-go' alternative be considered, there would be no impact on the existing environmental baseline and no benefits to the local economy and affected communities. The alternative also bears the opportunity cost of missed economic benefits to the economy.

As mentioned in Section 7.15, the review of the net effects of the proposed Franschhoek Skytram regardless of alternative suggests that positive effects and impacts would outweigh the negative effects. Despite the fact that the 'no-go' alternative will result in the avoidance of negative impacts from a socio-economic perspective, this would also result in the positive effects / impacts not being realised. The construction and operation of the proposed Franschhoek Skytram regardless of alternative is preferred over the 'no-go' alternative (i.e., it is preferable from an economic perspective that the proposed project be constructed).

Section Nine: Conclusion and Recommendations

Based on the information presented in this report, the following can be recommended from the socio-economic perspective. The proposed Franschhoek Skytram through its construction and operation is envisaged to result in both positive and negative impacts. A summary of the associated impacts is indicated in the table below.

Table 46: Identified Impacts Alternative A & Alternative B (Preferred Option)

Construction Phase Impacts		Operation Phase Impacts	
Impact on Production	Positive	Impact on Production	Positive
Impact on Gross Domestic Product	Positive	Impact on Gross Domestic Product	Positive
Impact on Employment	Positive	Impact on Employment	Positive
Impact on Household Income	Positive	Impact on Household Income	Positive
Impact on Sense of Place (Visual)	Negative	Impact on Increased Tourism Activities	Positive
Impact on Sense of Place (Traffic)	Negative	Impact on Tourism Economy	Positive
Impact on Social Conflicts	Negative	Impact on Sense of Place (Visual)	Negative
		Impact on Sense of Place (Traffic)	Negative
		Impact on Community Social Responsibility	Positive
		Impact on Onsite Agriculture	Positive

The net positive impacts associated with the construction and operation of the proposed Franschhoek Skytram is expected to outweigh the net negative effects. In terms of the site area assessed, it is deemed acceptable and should be authorised by the DFFE, as no fatal flaws or other potentially significant issues / impacts have been identified. In addition, even though the ‘no-go’ alternative will result in the avoidance of negative impacts from a socio-economic perspective, this would also result in the positive effects / impacts not being realised. Since positive effects and impacts would outweigh the negative effects, the construction and operation of the proposed Franschhoek Skytram is preferred over the ‘no-go’ alternative.

The proposed Franschhoek Skytram should therefore be considered for development, subject to the implementation of the recommended mitigation and enhancement measures. It should, however, be acknowledged that should negative impacts occur they would be largely borne by surrounding properties, Franschhoek Urban Conservation Area, the urban and rural scenic routes, and identified residential receptors whilst the positive impacts will be largely concentrated in the local (Stellenbosch Local Municipality), provincial economy (Western Cape), and potentially the national economy. Due to this imbalance, the recommended mitigation measures must be strictly adhered to, i.e., mitigation measures related to visual,

traffic and social conflicts.. Application of the mitigation measures will ensure that the negative impacts are minimised/ negated and positive benefits are enhanced.

Overall, from a socio-economic perspective, both Alternative A and Alternative B (Preferred Option) are recommended. However, Alternative B (Preferred Option) is preferred option as from a visual perspective it will have a lower influence on neighbouring properties.

Appendix A: Specialist Declaration

Appendix B: Specialist Curriculum Vitae

Education:			
University of South Africa (2009 - 2013)		Bachelor of Arts: Honours. (Psychology)	
University of South Africa (2004 - 2008)		Bachelor of Business Administration: Business and Psychology	
Language Proficiency:	Reading	Writing	Speaking
English	Excellent	Excellent	Excellent
Afrikaans	Average	Average	Below Average

Experience Record	
Project: Year: Location: Client: Project features: Position held: Activities Performed:	R300 Road Extension 2023 Durbanville Guillaume Nel Environmental Consultants Impact Assessment Researcher Urban-Econ Development Economists was appointed by Guillaume Nel Environmental Consultants to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the extension of the R300 and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Agste Laan Informal Settlement Upgrade Impact Assessment 2023 Valhalla Park Ecosense CC Impact Assessment Researcher Urban-Econ Development Economists was appointed by Ecosense CC to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the upgrade of the Agste Laan informal settlement and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Doornbach Informal Settlement Upgrade 2023 Milnerton Ecosense CC Impact Assessment Researcher Urban-Econ Development Economists was appointed by Ecosense CC to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the upgrade of the Doornbach informal settlement and to identify possible impacts that

	could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Bernards Diamond Prospect Impact Assessment 2023 Kleinsee/ Koningnaas (Kamiesberg Local Municipality Milnex CC Impact Assessment Team leader/ researcher Urban-Econ Development Economists was appointed by Milnex CC to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding a prospecting right application for offshore diamond mining and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Welgemoed Mixed Use Development Impact Assessment 2023 Atlantis KAPP Environmental Consultants Impact Assessment Team leader/ researcher Urban-Econ Development Economists was appointed by KAPP Environmental Consultants to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the development a filling station in Atlantis and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Wolwerivier Impact Assessment 2022 Cape Farms, Cape Town Ecosense CC Impact Assessment Team leader/ researcher Urban-Econ Development Economists was appointed by Zutari to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the development of serviced sites at Cape Farms in the City of Cape Town and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	iLanga Emoyeni Solar Facility Impact Assessment 2022 Beaufort West Zutari Impact Assessment Team leader/ researcher Urban-Econ Development Economists was appointed by Zutari to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed solar farm in Beaufort West and to identify possible impacts that could affect the

	environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Graanendal Filling Station 2022 Durbanville Guillaume Nel Environmental Consultants Impact Assessment Team leader/ researcher Urban-Econ Development Economists was appointed by Guillaume Nel Environmental Consultants to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed wind farm in Durbanville and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	JESSA Wind Farm Impact Assessment 2022 Beaufort West SLR Consulting Impact Assessment Team leader/ researcher Urban-Econ Development Economists was appointed by SLR Consultants to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed wind farm in Beaufort West and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Groot Phisantekraal Socio Economic Impact Assessment 2021 Cape Town Guillaume Nel Environmental Consultants Socio-Economic Impact Team leader/ researcher Urban-Econ Development Economists was appointed by Guillaume Nel Environmental Consultants Socio-Economic Impact to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed mixed-use development and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Pienaarspoort Wind Energy Facility 1 and 2 2021/2 Western Cape SavannahSA Socio-Economic Impact Analysis Team leader/ researcher Urban-Econ Development Economists was appointed by SavannahSA to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.

Project: Year: Location: Client: Project features: Position held: Activities Performed:	Economic Impact Assessment of the Forest Molecular Genetics Programme 2021 Pretoria TIA Impact Analysis Researcher Urban-Econ was appointed by TIA to conduct an Economic Impact Assessment of the Forest Molecular Genetics Programme to determine the social and economic impact of the programme. Key activities performed include a literature review, programme review, and a performance assessment of the overall programme.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Hindle Road Socio-Economic Impact Assessment 2021 Cape Town' GNEC Socio-Economic Impact Analysis Team leader/ researcher Urban-Econ Development Economists was appointed by GNEC Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Aan De-Zicht Socio-Economic Impact Assessment 2021 Cape Town' Doug Jeffrey (Pty) Ltd Socio-Economic Impact Analysis Team leader/ researcher Urban-Econ Development Economists was appointed by Doug Jeffrey (Pty) Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Gordons Bay Market Feasibility Study 2020 Cape Town Urban Land Riverside (Pty Ltd# Market Opportunity Analysis/ Demand Assessment Researcher Urban-Econ was appointed by Urban Land Riverside (Pty Ltd to conduct a market feasibility study for a mixed-use/ new node within Gordons Bay. The objective of this report was to provide the client with sufficient local knowledge of the development opportunities in the market area to provide a land use and phasing plan to inform the development of the site. The markets assessed for the purpose of the market feasibility are as follows: - Residential (upmarket, high density, low density, and pre-retirement). - Retirement. - Commercial/ Business Park.

	<ul style="list-style-type: none"> - Retail. - Education (primary schools, high schools, and higher education). - Medical; and - Storage/ light industrial.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Pelican Park Socio-Economic Impact Assessment 2020 Cape Town GIBB Socio-Economic Impact Analysis Team leader/ researcher Urban-Econ Development Economists was appointed by GIBB Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Tronox Mine Socio-Economic Impact Assessment 2020 Matzikama Local Municipality Envass Socio-Economic Impact Analysis Team leader/ researcher Urban-Econ Development Economists was appointed by Envass Ltd to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Effectiveness Evaluation of the Culemborg Safe Space 2019/ 2020 Cape Town City of Cape Town Monitor and Evaluation Lead Researcher Conduct an evaluation of the Culemborg Safe Space in terms of implementation, outcome, and cost benefit analysis. As such the study should inform the City of Cape Town on the following: <ul style="list-style-type: none"> - Whether Safe Space is operating as conceptualized. - Whether and how Safe Space is meeting its intended objectives. - Whether there are unintended outcomes because of operating Safe Space. - The cost-benefit of operating the Safe Space.
Project: Year: Location: Client: Project Features:	Piketberg Filling Station Socio-Economic Impact Assessment 2019 Piketberg PBPS – Environmental and Water License Consultants Socio-Economic Impact Analysis

Position held: Activities Performed:	Team leader/ researcher Urban-Econ Development Economists was appointed by PBPS – Environmental and Water License Consultants to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Langebaan Truck Stop and Filling Station Socio-Economic Impact Assessment 2019 Saldanha Bay Local Municipality Guillaume Nel Environmental Consultants Socio-Economic Impact Analysis Team leader/ researcher Urban-Econ Development Economists was appointed by Headland Planners to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Schulz Vlei Socio-Economic Impact Assessment 2019 Cape Town Headland Planners Socio-Economic Impact Analysis Team leader/ researcher Urban-Econ Development Economists was appointed by Headland Planners to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Muizenberg Pavilion Opportunity Analysis 2019 Cape Town City of Cape Town Opportunity Analysis Team Leader/ Market Researcher Urban-Econ was appointed by the City of Cape Town Property Development Department to investigate the Muizenberg Pavilion to determine how the site could be maximized in terms of its usage and to increase its potential value for the City of Cape Town. A problem statement was created as well as an overview of the opportunity cost for not redeveloping the site.

Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Maitland Crematorium Opportunity Analysis 2018/2019 Cape Town City of Cape Town Opportunity Analysis Team Leader/ Market Researcher Urban-Econ was appointed by the City of Cape Town Property Development Department to investigate different business case scenarios for the Maitland Crematorium to guide the City of Cape Town in decision-making on how the facility should be maintained and operated in the future.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Bella River Socio-Economic Impact Assessment 2019 Cape Town Guillaume Nel Environmental Consultants Socio-Economic Impact Analysis Team leader/ researcher Urban-Econ Development Economists was appointed by Guillaume Nel Environmental Consultants to undertake a Socio-Economic Impact Study. The aim of the social impact assessment is to investigate and describe the social and economic environment surrounding the proposed development site and to identify possible impacts that could affect the environment as required by the Environmental Impact Assessment Guidelines and Legislature.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	Harbour Arch 2018 Cape Town Amdec Impact Analysis and Market Overview Researcher Amdec aims to utilise the study as an economic and social motivation for the application to the City of Cape Town for the facilitation of procuring land use rights pertaining to an erf in Cape Town. In order to motivate the procurement of land use rights pertaining to the erf it is important for the client to demonstrate the economic and social benefits that will be unlocked as the result of the proposed development. The purpose of the report was to provide an overview of the potential impacts as a result of the development of Harbour Arch.
Project: Year: Location: Client: Project features: Position held: Activities Performed:	GTP Student Accommodation Market Research 2018 Cape Town Greater Tygerberg Partnership Market Research Researcher The Greater Tygerberg Partnership commissioned Urban-Econ Development Economists Pty Ltd to conduct market research for student accommodation in their target area. The market research is aimed at identifying trends in student accommodation as well as determining the demand for student accommodation in the study area.
Project: Year:	Grand Parade Opportunity Analysis 2017/2018

Location: Client: Project Features: Position held: Activities Performed:	Cape Town City of Cape Town Opportunity Analysis Team Leader/ Market Researcher Urban-Econ was appointed by the City of Cape Town Property Management Department to undertake a market opportunity study to identify opportunities to improve the utilization of the Grand Parade and how to spend the budget allocated for the improvements. The need for improvements stem from the fact that the Grand Parade is not being optimally utilised and is associated with several issues such as loitering, vandalism, drug peddling and deteriorating infrastructure etc. Based on the above, the objectives of this report are to provide a vision for the Grand Parade which includes potential activities which will improve space utilization and the onsite environment. This will in turn assist in attracting local and international visitors who will create the means of celebrating the heritage of the Grand Parade.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	City Hall Market Feasibility 2017 Cape Town City of Cape Town Market Research and Feasibility Study Market Researcher Urban-Econ was appointed by the City of Cape Town Property Development Department to undertake a market feasibility study to identify commercial opportunities for the Cape Town City Hall (hereafter called City Hall). The study investigates potential uses and activities that may be incorporated into the City Hall operations on site. These recommendations take cognizance of how the recommended commercial tenant/s and activities could offset some of the operational expenses of the City Hall and increase its status as an iconic building
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Baseline Socio-Economic Impact Assessment: Proposed Expansion of Crude Oil Jetty and Construction of Associated Pipeline 2017 Saldanha Bay Local Municipality Advisian Baseline Scoping Report Main researcher This document is prepared by Urban-Econ Development Economists, as requested by Advisian on behalf of Oiltanking MOGS Saldanha (RF) (Pty) Ltd, to undertake a specialist socio-economic impact analysis for the expansion of the proposed crude oil jetty and construction of associated pipeline systems. Activities performed included demographic profiling, policy reviews, trend analysis and preliminary impact assessment, etc.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Farmer Production Support Unit Business Plans 2017 Ebenhaeser and Hermanus Department of Rural Development Market and Feasibility Analysis Main Researcher The purpose of the Business Plan is to clarify the functions, roles, and responsibilities that the FPSUs will partake in the process of developing the Agri-Parks model. The Business Plan will serve as a guideline to develop and manage the FPSU in a

	sustainable manner, while aligning with the Agri-Park model. The Business Plan will guide stakeholders to manage the FPSU sites to support and increase the production of farmers. To ensure an increase in the production, various inputs would be required, such as mechanical inputs, training, seed, fertilizer etc. It will be critical that these inputs are of high quality as this will affect the ability of farmers to compete on par with larger agricultural entities.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Master Agri-Park Business Plan 2016 - 2017 Gauteng Department of Rural Development and Land Reform Business Plan Main Researcher Urban Econ (Pty) Ltd was request by the Department of Rural Development and Land Reform (DRDLR) to develop a Master Agri-Park Business Plan for Sedibeng District Municipality. The DRDLR has been commissioned for the implementation of an Agri-Parks programme that is aimed at the eradication of rural poverty, a critical challenge for the government which requires a business plan is developed for each Agri-Park in order to move forward with operationalization. Urban-Econ conducted an in-depth analysis of the current agricultural conditions in the Sedibeng District Municipality. Urban-Econ also conducted a socio-economic analysis, policy review, commodity analysis. The last part of the study entailed providing the client with detailed recommendations/ guidelines.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Doringbaai Abalone Due Diligence Report 2016 Doringbaai Department of Rural Development Market Research and Analysis Main Researcher Urban-Econ Development Economists was appointed by the Department of Rural Development and Land Reform to provide economic advisory services and to undertake a Due Diligence of Doringbaai Abalone (Pty) Limited. The Doringbaai Abalone Farm is situated in Doringbaai and is one of the only economic activities in the community creating major employment opportunities. A request has been made to the DRDLR for a grant which will be used for CAPEX expenses of the project in order to expand the existing abalone production.
Project: Year: Location: Client: Project Features: Position held: Activities Performed:	Master Agri-Park Business Plan 2016 - 2017 Gauteng Department of Rural Development and Land Reform Business Plan Development Economist Urban Econ (Pty) Ltd was request by the Department of Rural Development and Land Reform (DRDLR) to develop a Master Agri-Park Business Plan for Sedibeng District Municipality. The DRDLR has been commissioned for the implementation of an Agri-Parks programme that is aimed at the eradication of rural poverty, a critical challenge for the government which requires a business plan is developed for each Agri-Park in order to move forward with operationalization. Urban-Econ conducted an in-depth analysis of the current agricultural conditions in the Sedibeng District Municipality. Urban-Econ also conducted a socio-economic analysis, policy review,

	commodity analysis. The last part of the study entailed providing the client with detailed recommendations/ guidelines.
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Other Projects:

- Veld PV North and South Amendment Report
- Kudusberg Amendment Report
- Koeris Amendment Report
- Wynberg Facilities Precinct Feasibility Study
- Cape Town Creative Precinct Plan
- Terra Nominees Socio-Economic Impact Assessment
- Gordons Bay Residential Socio-Economic Impact Assessment
- Annandale Socio-Economic Impact Assessment
- Kronos PV Facility Socio-Economic Impact Assessment
- Implementation & Outcome Evaluation of the City of Cape Town's World Design Capital Initiatives
- Cape Town Entertainment Dome Market Demand Analysis
- Cape Town Art Fair