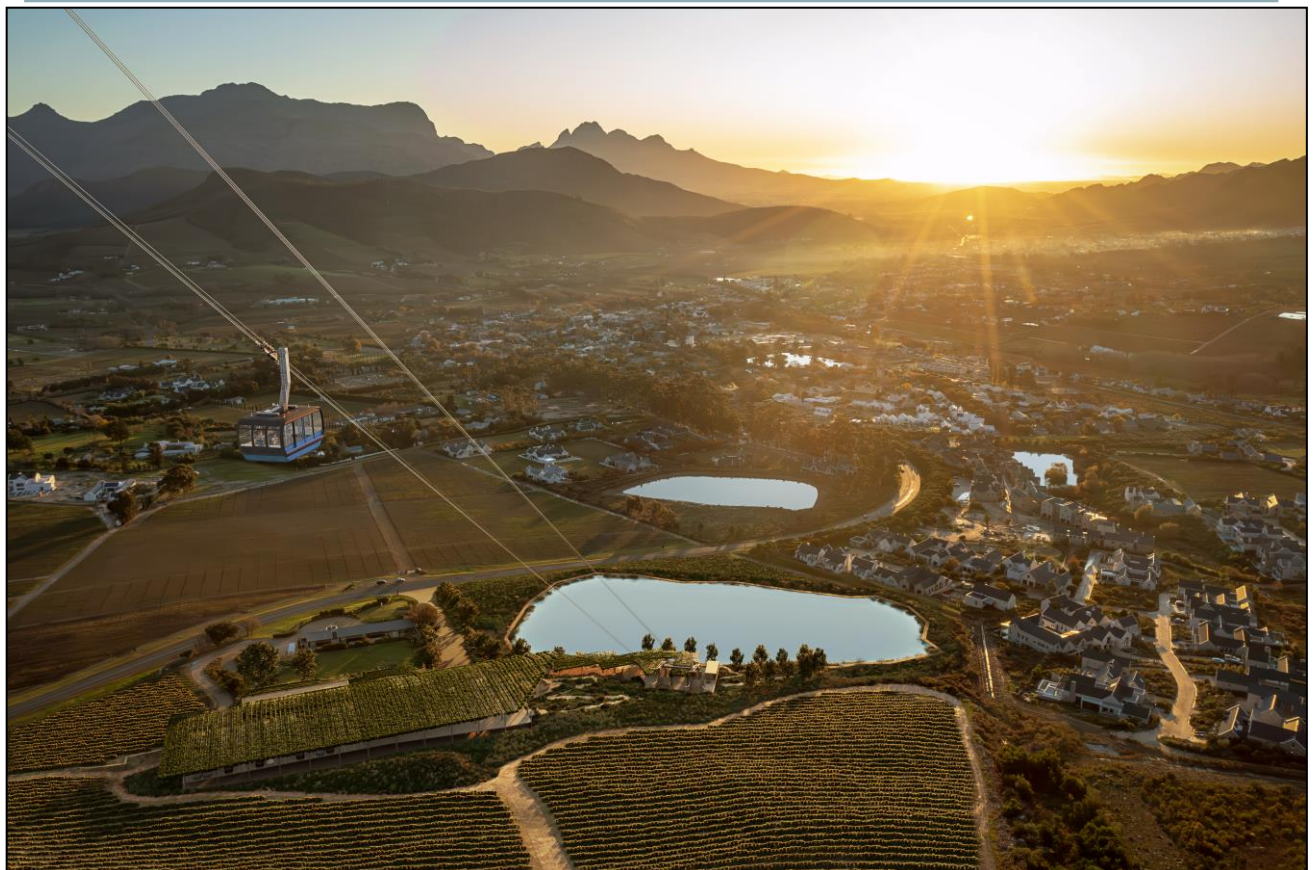


FRANSCHHOEK SKYTRAM PROJECT

PLANNING REPORT

**CONSENT USE FOR TOURIST FACILITIES,
REGISTRATION OF LEASEHOLD AREAS AND
AERIAL SERVITUDES OVER ERVEN 1466, 1467
AND 23 FRANSCHHOEK**



Compiled by:
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Professional Land Surveyors
NOVEMBER 2023

1. BACKGROUND

The Franschhoek Cableway Company (Pty) Ltd ("FCC"), in partnership with Garaventa Doppelmayr AG, the world's leading manufacturer and installer of cableways propose a world class cableway with associated tourist facilities for Franschhoek in the Western Cape.

The cableway, to be known as the "**Franschhoek Skytram**", will be the second of its kind in South Africa after the globally recognised and iconic Table Mountain Cableway in Cape Town. The Franschhoek Skytram has been identified as a "Point of Interest" project by Garaventa Doppelmayr.

Haute Cabriere Wine Estate at the foot of the Franschhoek Pass has been identified as the preferred Base Station for the project, with a site location below the Middagkrans Peak in the Mont Rochelle Nature Reserve being the preferred Top Station site.

The Franschhoek Skytram will aim to position Franschhoek as the culinary, wine and adventure tourism capital of South Africa with various offerings at both the bottom and top stations.

The Franschhoek Skytram will also facilitate access to the mountain top for hikers and paragliders linking the top station with the existing Mont Rochelle hiking trails also providing the general public with an unique opportunity to enjoy the natural beauty of the nature reserve.

2. DEVELOPMENT PROPOSAL

The proposed cableway primarily consists of a lower station located on HAUTE CABRIERE and a top station located just below MIDDAGKRANS PEAK.

The development of a cableway lower station will promote the existing wine tourism offerings at Haute Cabriere and expand these offerings with new walkways around the dam, a new deli, village green, office space, ablutions and on-site parking for 172 vehicles.

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

Visitors to Franschhoek will have the opportunity to enjoy this unique experience as part of their visit to Franschhoek. It presents a new tourism offering, only the second of its kind in South Africa encouraging positive economic investment in the town and the region in general.

Following recent trends, outdoor activities have become a popular past time and this project aims to embrace this lifestyle choice by showcasing Franschhoek's natural beauty and offerings whilst promoting conservation initiatives. Hiking in the Western Cape Mountain ranges is only one of these activities which will be actively promoted. A hiking trail from the parking area at Mont Rochelle (at the top of the Franschhoek Pass) to the upper cable station on Middagkrans mountain is also envisaged.

2.1 Subject Land Units

No	Land Unit	Registered Extent (ha)	Landowner	Title Deed	Proposal
1.	Erf 1466 Franschhoek (Haute Cabriere Wine Estate)	9.8306	Clos Cabriere (Pty) Ltd	T55813/1996	Base Station and Cableway
2.	Erf 1467 Franschhoek	15.6308	Montmartre Chalets (Pty) Ltd	T12953/2017	Cableway
3.	The Remainder of Erf 23 Franschhoek (Mont Rochelle Nature Reserve)	1628.3467	The Stellenbosch Municipality	D/G 4-7/1927 T104071/2001	Top Station and Cableway

2.2 Location of the proposed development

Route

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



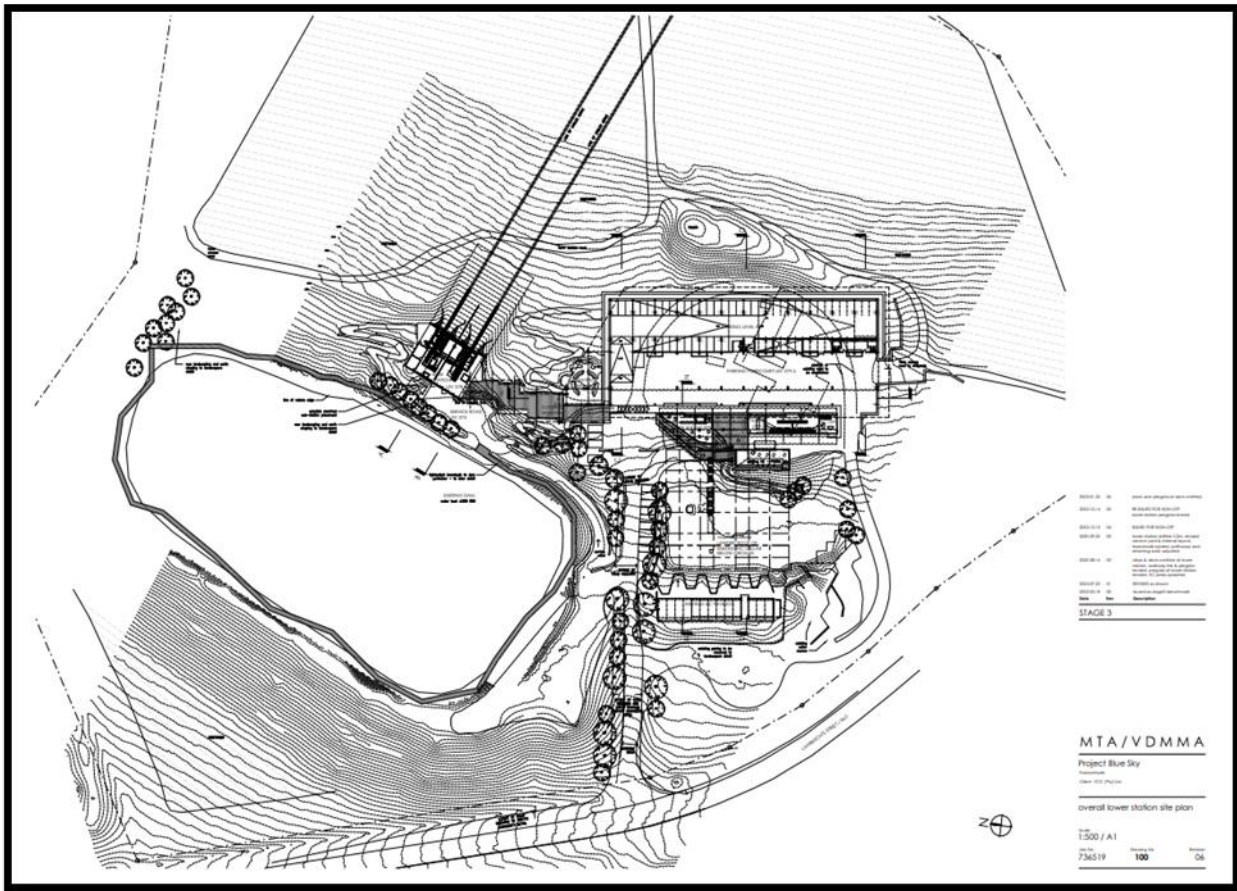
2.3 Lower Station

Haute Cabriere is owned by Clos Cabriere (Pty) Ltd. The farm, which is zoned for Agricultural and Rural use in terms of the Stellenbosch Municipal Land Use Planning By-law 2019 (with additional land uses for the wine cellar (agricultural industry) and restaurant), is situated on the R45 and is characterized by a large dam surrounded by the existing Haute Cabriere vineyards.

Existing Facilities	Footprint (m2)
Existing guard house	6
Existing Pavilion restaurant & wine tasting	236
Existing underground barrel maturation cellar and conference area	1660

Existing grape reception area

134



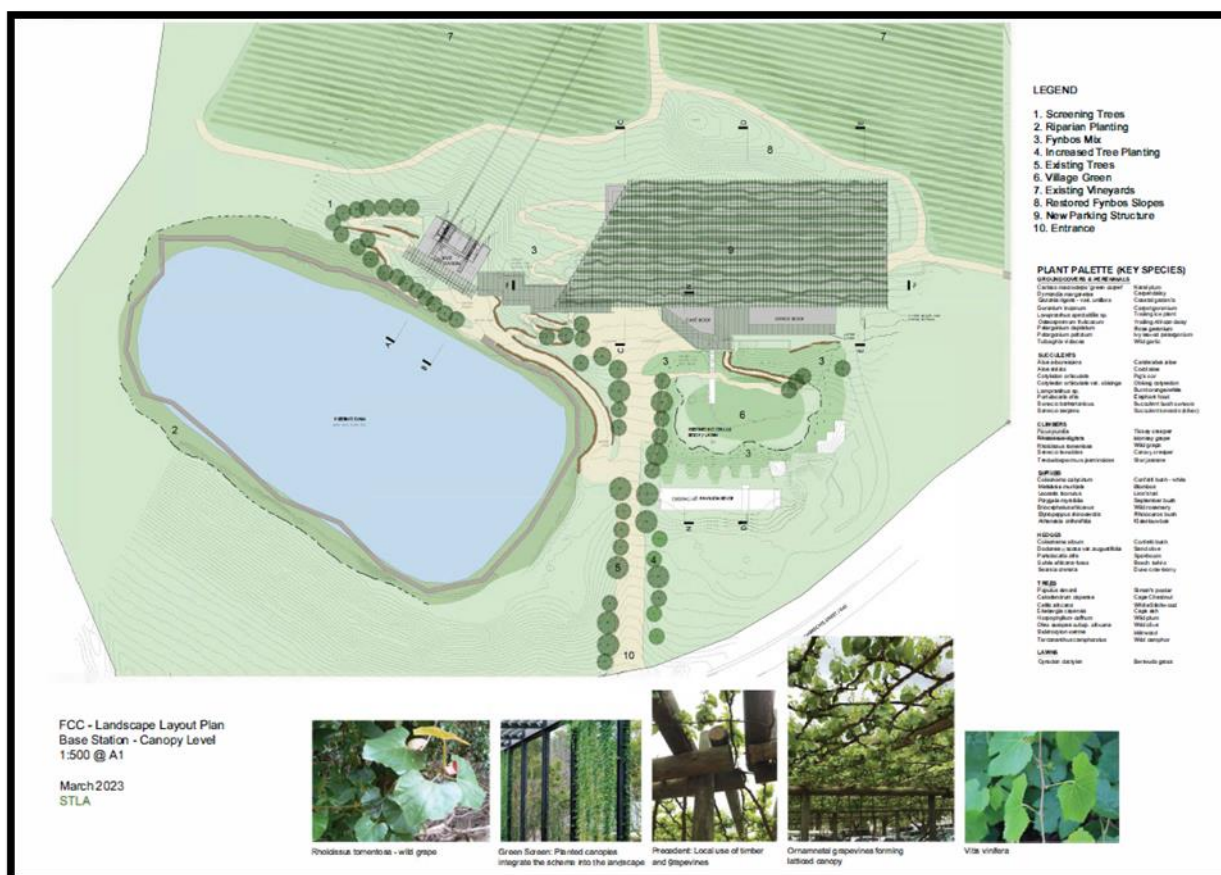
The lower station and amenities will aim to promote and complement the existing wine tourism offerings at Haute Cabriere and expand these offerings with:

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

New Proposed Facilities	Footprint (m2)
Lower cable station / machine room	395
Parking forecourt for circulation, drop-off and collection	1810
Parking structure	1713
Reception, Upstairs Office & Ticket office	236
Coffee shop	114
Outdoor seating area	177
Ablution facilities	114

The lower cableway platform will be covered and screened with appropriate landscaping elements and in accordance with the landscaping plan.

Proposed concept of lower station and amenities:



2.4 Top Station

Middagkrans Peak is owned by Stellenbosch Municipality and managed by the Mont Rochelle Advisory Board.

The top station will consist of:

- An All-Day restaurant with a self-serving and a serving area for patrons.
- A wine tasting centre.
- A souvenir shop.
- Heritage and Environmental information display area (educational).
- An open-air adventure and paragliding launching area which could be accessed from the Mont Rochelle Reserve hiking trail.
- Connecting walkways with wind-sheltered seating areas, shade zones and viewing decks.

The adopted design ideology is for the top station to be situated on the landscape, not in it, to mitigate the environmental impact.

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

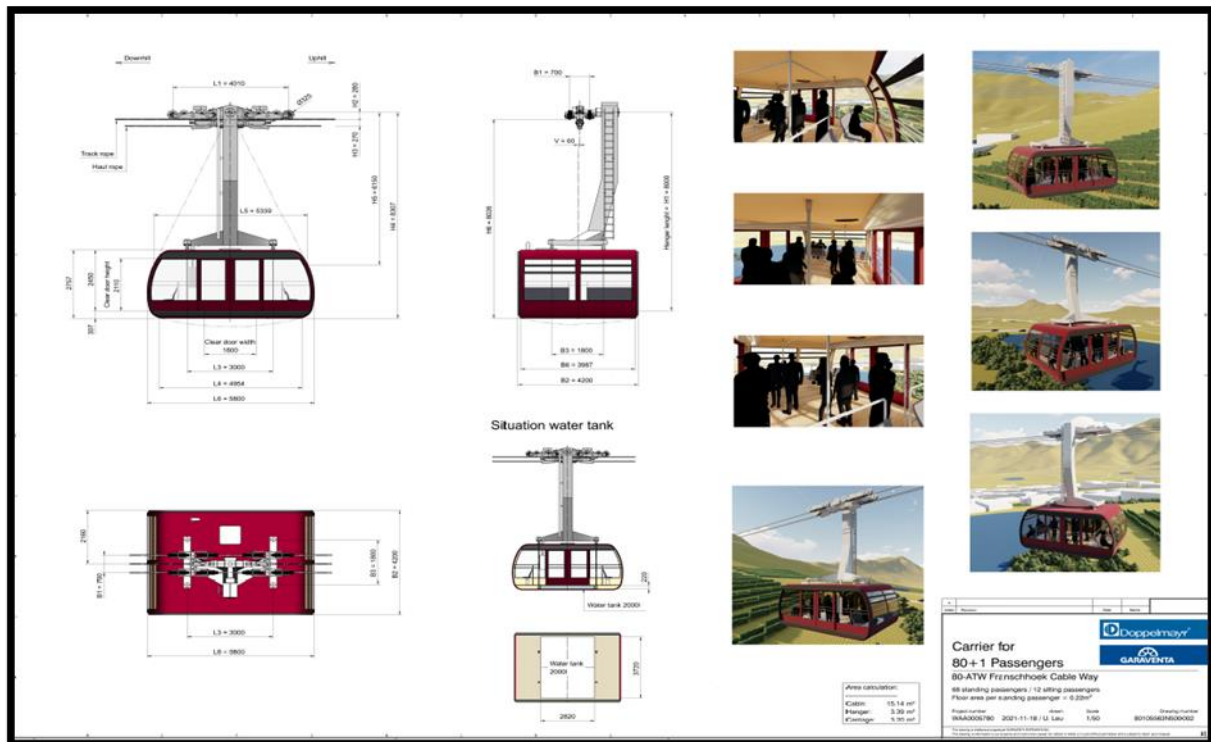
Proposed Facilities	Footprint (m2)
Top Cable Station Platform (incl. Ablution facilities & Yard Area)	569
Restaurant / Wine Bar / Café	713
Curio/souvenir shop	61
Enviro & Heritage Centre	104
Timber decking	2372
Adventure Centre	50

Pathways to beacon	920
Helipad for emergencies only	Brush-cut area



Proposed Cable Car Concept Design

The cableway will consist of two cable cars each designed for 80+1 passengers. These will be custom built in Switzerland and transported to South Africa for installation.



Visitor Numbers

Visitor numbers will increase gradually over time as the Skytram establishes itself as a premier tourist attraction.

The anticipated number of visitors for the proposed cableway facility in Franschhoek is anticipated to vary from a minimum of 120 visitors per day (during off-peak season e.g., July) to a maximum of 3 000 visitors per day over a 12-hour period during peak season (i.e., December/January/February).

The projected number of people on the top of the mountain during peak at any one time will be approximately 550 people (excluding people in transit).

3. OPERATIONAL MANAGEMENT

The operation during 8 months of the year (April-November) runs from 08h00 – 19h00. The main season (December-March) runs from 07h00-21h00 and is operated by two overlapping shifts (starting in the morning at the same time but ending operation at 21h00 followed by the cleaning and maintenance operations. The worktime for staff is 8 hrs plus 1 hour rest time – the staff is therefore on the site for a total of 9 hours.

Typical timing for the April to November period:

08h00 Shuttle bus to transport the early staff team to the bottom station, preparation work, machine controls, logistic deliveries to the top.

08h30	First trip with guests – thereafter continuous operation. In low traffic days 2-3 trips per hour only.
16h30	Last trip up with guests
17h30	Last trip down with guests
17h30	Early team end of workday
17h30	Start of maintenance work, cleaning, water/grey water transport, refuse clearing, machine maintenance.
18h30	Closing the site.

Typical timing for the December to March period:

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

4. LAND USE PLANNING APPLICATION

4.1

Pre-application Consultation Meeting

A formal pre-application consultation meeting was held on 09-10-2019 with various municipal officials in attendance. The details of the project were broadly outlined with the main objective to identify any potential pitfalls and discuss the applicable land use planning application process and procedures. The officials in attendance were Messrs Robert Fooy and Piet Smit on behalf of the Stellenbosch Municipality and Messrs Kim Nicolay, Justin Truter and Spencer Dreyer on behalf of the client. The officials were in principle positively responsive to the development proposal subject

to a considered and sensitive design philosophy, compliance with municipal forward planning policies and supported by specialist professional studies.

The feedback and comments received at the initial meeting are summarised below as follows :

- Consider implementing a park and ride service from the open and unutilised portion of land area situated at the Huguenot and Lambrechts Street intersection, also known as the "Circus Grounds", in close proximity to the Huguenot Monument to alleviate traffic congestion.
- Parking abutting onto Main Road No 191 should be avoided. (Scenic Route Overlay Zone)

Procurement of leasehold and aerial servitude rights over the Remainder of Erf 23 Franschhoek is subject to processes and procedures related to the disposal of municipal land. Mr Piet Smit advised that a new policy was being reviewed, which would enable an unsolicited bid option to be utilised rather than an open tender process, should unique circumstances permit. A Power Attorney had been issued in favour of the developer to explore the opportunity to proceed with the development proposal.

Based on the background information tabled at the meeting outlining the development proposal, Mr Robert Fooy confirmed that the land use application would constitute a Consent Use Application for approval of a tourist facility coupled with the registration of the proposed leasehold areas and aerial servitudes for the Cableway.

On completion of the design phase of the project a follow up pre-application consultation meeting was held on 28-09-2023 with numerous officials in attendance as documented and recorded in the minutes of the meeting, a copy of which is enclosed in this land use planning application. Similarly, the officials were in principle supportive of the proposal and raised a few technical questions which were addressed by the members of the Consultant Team in attendance.

A pre-scrutiny application was also submitted to the Stellenbosch Municipality for perusal and comment, with the following response :

"Your intended land use and / or land development application as depicted in the submission represents on face value an accurate approach to the prevailing provisions in the Stellenbosch Land Use Planning Bylaw (2015) and the Stellenbosch Zoning Scheme Bylaw (2019) and you may proceed to submit for consideration a corresponding application."

4.2 The Stellenbosch Municipal Zoning Scheme By-law, 2019

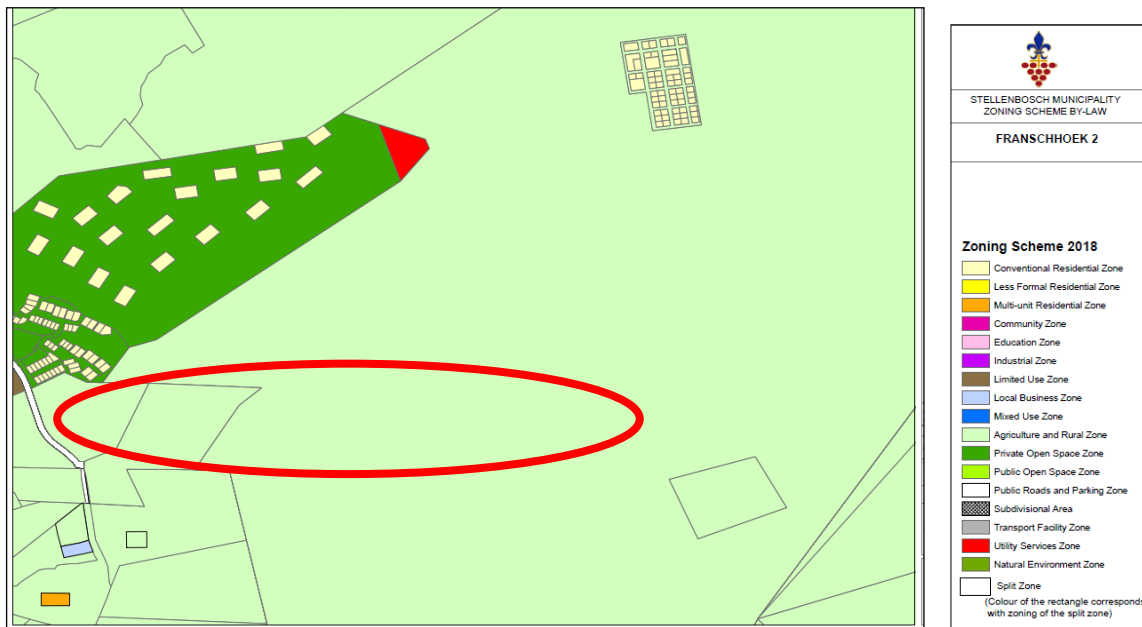


Figure 1: Extract of the Stellenbosch Municipality Zoning Map for Franschhoek

According to the Stellenbosch Municipality's Zoning Map the three subject land units are zoned for Agriculture and Rural purposes in terms of the Stellenbosch Municipal Zoning Scheme By-law, 2019

Formal Zoning Certificates were however sourced from the Stellenbosch Municipality which confirm the following viz :

Property	Zoning	Zoning Scheme	Additional Approvals	Planning
Erf 1466 FH	Agriculture	Franschhoek Zoning Scheme	Operation of a Restaurant from the existing Wine Cellar	
Erf 1467 FH	Agriculture and Rural Zone	Stellenbosch Municipal Zoning Scheme By-law, 2019		
Rem Erf 23 FH	Local	Franschhoek Zoning		

	Authority	Scheme	
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The Zoning Certificates issued in respect of Erven 23 and 1466 Franschhoek in terms of the then Franschhoek Zoning Scheme are dated October 2019 being prior to the implementation date of 01-11-2019 when the new Stellenbosch Municipal Zoning Scheme By-law, 2019, which supersedes and replaces the old Franschhoek Zoning Scheme, was introduced.

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

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

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

The definitions contained in the Stellenbosch Zoning Scheme By-law, 2019 describes a "tourist facility" as follows :

*""**tourist facility**" describes land uses that provide facilities, amenities and activities, aimed at tourists and visitors, such as shops, markets, restaurants and places of entertainment which may be licensed to sell alcohol), outdoor sport, conference facilities, place of assembly, wellness centres and/or open spaces, and may include ancillary uses, limited industry only related to the manufacturing of clothing, food, beverages or making of craft items and/or art, a liquor store for the sale of alcoholic beverages for off-site consumption, provided that the alcoholic beverages are produced under license on the land unit, and examples include farm stalls, farm shops, farmer's markets, farm deli's, wine sales, wine tasting facilities, 4x4 or mountain bike trails, cycle and hiking trails, picnic facilities, function venues, brew-pubs, craft gin distilleries, coffee roasteries, bakeries, charcuterie but*

excludes tourist accommodation, guest houses, bed-and-breakfast establishments and hotels;"

In respect of tourism related activities and facilities, Section 200(1)(d) of the Zoning Scheme By-law, 2019 in respect of Agriculture and Rural zonings reads as follows :

"a limited range of other ancillary uses which may take place on agricultural land units, either as additional rights or with consent of the Municipality and which provides for more intensive agricultural use, agricultural industry or tourism which has the objective of creating variety, ensuring sustainability and providing diversified income to land owners, without adversely impacting of the primary use of the land unit for agricultural purposes"

In respect of tourism related activities and facilities for land units zoned for Natural Environment purposes, Section 221(1)(c) states the following :

"the sustainable utilisation of these areas by the controlled provision of holiday accommodation and tourist facilities."

In respect of the Agriculture and Rural Zone, in terms of section 201(1) the following land uses are permitted :

Primary Uses	Additional Uses (not exceeding threshold in this chapter and subject to technical approval)	Consent Uses (Application required)
<ul style="list-style-type: none"> • Agricultural building ($\leq 2000\text{m}^2$) • Agriculture • Dwelling house • Forestry • Natural environment • Occasional use (one event/year) • Private road • Polytunnel ($\leq 2000\text{m}^2$) • Second dwelling • Employee housing (one unit) 	<ul style="list-style-type: none"> • Agricultural building ($> 2000\text{m}^2$) • Agricultural industry ($< 2000\text{m}^2$) • Bed and breakfast establishment • Employee housing (exceeding one unit) • Guest house • Home day care centre • Home occupation practice • Polytunnel ($\geq 2001\text{m}^2$ and $\leq 5000\text{m}^2$) • Rooftop base telecommunication station • Tourist dwelling units • Tourist facility (existing buildings) 	<ul style="list-style-type: none"> • Abattoir • Additional dwelling units (max 4) • Airfield • Airstrip • Agricultural industry ($\geq 2000\text{m}^2$) • Camping site • Day care centre • Freestanding base telecommunication station • Helicopter landing pad • Intensive feed farming • Kennel • Market • Occasional use ($> one event/year$) • Plant nursery • Polytunnel ($> 5000\text{m}^2$) • Renewable energy structure • Service trade • Tourist accommodation establishment • Tourist facility (new buildings or exceeding threshold) • Any additional use exceeding the threshold set out in this chapter

The following provisions contained in section 209 in respect of land units zoned for Agriculture and Rural purposes, should be noted :

- “(3) Tourist facilities in this zone may only be undertaken from a land unit where the primary use of the land is bona fide agriculture or natural environment or a combination of these uses and where the proposed activity is subservient to the primary land use on the farm”
- “(5) New buildings for tourist facilities require a consent use application in terms of Planning Law”
- “(6) The total coverage of all buildings plus any external use areas which are used for tourist facilities (excluding parking areas) as an additional use, including the area which is used for manufacturing as envisaged in subsection (8), shall not exceed 250 squares metres for the entire land unit, of which :
- (a) the total coverage of buildings plus external use areas of all shops in a tourist facility as provided for in subsection (7) may not exceed a total of 120 square metres and this is a sub-limit of the overall limit for tourist facilities;
 - (b) the coverage plus external use areas used for the making and manufacturing of products as provided for in subsection (8) may not exceed a total of 50 square metres and this is a sub-limit of the overall limit for tourist facilities. This sub-limit may not be exceeded through application for consent use, nor may it be departed from;
 - (c) the total land area for market stalls may not exceed 120 square metres and this is a sub-limit of the overall limit for tourist facilities.

Development proposals which exceed the overall coverage threshold of 250 square metres for tourist facilities will trigger the need for a Consent Use application process whilst tourist facilities proposed within existing building footprints under the coverage threshold trigger an expedited Technical Approval process. The development proposal for the Franschhoek Skytram however requires the construction of new buildings which also exceed the size limitations stated above thereby requiring a Consent Use approval.

- “(7) Shops in a tourist facility, which may include a market, farm stall, farm shop, point of sale, deli, may sell goods which are produced or grown on the farm, or goods from elsewhere, provided that at least 50% of the floor space of the shop shall be dedicated to the display and sale of goods produced or grown on the farm”
- “(8) Tourist facilities may include an area for the brewing or manufacturing of beverages, cooking or baking of food, making of arts, craft, clothing or articles, where the raw materials used in such activity is not necessarily grown

or farmed on the land unit concerned, provided the following conditions are adhered :

- a) the activity shall be undertaken or managed by the owner of the farm or one of their relatives, or a full-time employee of the farm or one of their relatives;
 - b) such goods may be sold in the tourist facility on the property, or elsewhere."
- "(7)(sic) The site development plan together with any conditions as approved by the Municipality shall constitute the development rules for the activity and any expansion, alteration or relocation will require a further application in terms of the Scheme."
- "(8)(sic) The Municipality may impose any conditions required to mitigate the potential impact."
- "(9)(sic) Tourist facilities may not have an adverse impact on surrounding properties, in respect of, but not limited to, noise, traffic, congestion, pollution, emissions or the gathering of large numbers of people, or the presence of people hindering agriculture e.g. during spraying season, nor ,may the tourist activities have an adverse impact on any bona fide agricultural activities on the farm itself or on neighbouring properties"
- "(10)(sic) The Municipality may, at any time after the commencement of the activity impose additional conditions to mitigate adverse impacts or it may instruct the owner that the activity shall cease, and the Municipality shall issue a compliance notice in accordance with the Municipal Planning By-law."
- "(11)(sic) Tourist facilities which exceed the maximum thresholds or any conditions or provisions in this section shall require a consent use application, unless specifically prohibited in this section, and the Municipality may only grant such consent if it is satisfied that the objectives of the Agriculture and Rural zone will not be undermined by such approval."

The only proviso for which departure or deviation is specifically prohibited is in respect the sub-limit restriction mentioned in section (6)(b), which must be adhered to in all cases. No goods are to be manufactured on site in terms of the Franschhoek Skytram development proposal, which is therefore in compliance with this provision.

The following land use development parameters / restrictions apply to properties zoned for Agriculture and Rural Zone purposes.

Building type	BUILDING LINES (m) Street & common boundaries (incl. ROW servitudes)	HEIGHT (Storeys)	PRIMARY USE Maximum Coverage Threshold	ADDITIONAL USE (SDP) Maximum Coverage Threshold	CONSENT USE Maximum Coverage
Accommodation and dwellings in this zone					
Dwelling house and second dwelling-house (excluding outbuildings, carport or garage)	5m	2 storeys	600m ² each		
Additional dwelling houses (excluding outbuildings, carport or garage): Max 4 dwelling units (1 unit/10ha for land units larger than 20ha)	5m	1 storey			120m ² each
Guest house, bed & breakfast & tourist dwelling units: in existing approved dwellings	In existing approved dwelling houses (as per above)			Max 7 bedrooms	As approved by Municipality
Tourist facilities					
Tourist facilities: overall max limit including outdoor areas used but excluding parking.	5m	1 storey		250m ²	As approved by Municipality
-Shop in tourist facility sub-limit				120m ²	
-Manufacture and craft workshop sub-limit				50m ²	
Other Agricultural buildings					
Employee housing unit (excluding outbuildings, carport or garage)	5m	1 storey	120m ²	As approved by Municipality	
Agricultural buildings	5m	3 storeys	No overall limit on land unit	Any one building > 2000m ²	
Agricultural industry, including outdoor parking and loading areas	5m	3 storeys	n/a	<2000m ²	≥2000m ²
Polytunnels; including shade netting	5m	1 storey	≤2000m ²	≤2001m ² to 5000m ²	>5000m ²

Business and office		
Business premises: including liquor store, funeral parlour, adult entertainment and similar	4 bays/100m ² gross leasable area	
Commercial gymnasium	6 bays/100m ² gross leasable area	
Conference facility	0,25 bay/seat	
Filling Station	4 bays/100m ² gross leasable area	
Motor showroom: Light Vehicles	3 bays/100m ² gross leasable area	
Motor showroom: Medium and Heavy Vehicles	1 bay/100m ² gross leasable area with a min of 6 bays plus 1/bay/800m ² gross leasable area for heavy vehicles (min 1 bay)	
Motor vehicle fitment centre, repair centre	4 bays per service bay plus 4 bays/100m ² gross leasable area: Min 8 bays	
Offices	4 bays/100m ² gross leasable area	
Place of entertainment -general	4 bays/100m ² gross leasable area	
Cinemas and theatres -in shopping centre	0,1 bay/seat	
-stand-alone	0,25 bay/seat	
Plant nursery	1 bay/100m ² gross leasable area (total indoor and outdoor sales area)	
Restaurant	4 bays/100m ² gross leasable area	
Service station	4 bays /service bay plus 2 bays/100m ² gross leasable area	
Shops (including supermarkets and centres):		
up to and including 1000m ²	4 bays/100m ² gross leasable area	
>1000m ²	6 bays/100m ² gross leasable area	

TABLE A: OFF-STREET PARKING REQUIREMENTS

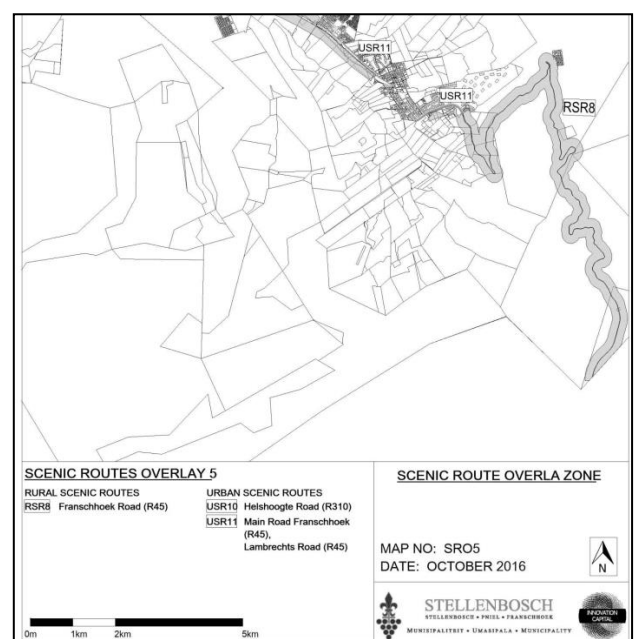
Land Use Category	Normal parking	Additional parking reserved for visitors
Tertiary educational institution colleges university	1 bay/lecture room 1 bay/lecture room	0,25 bay/student 0,4 bay /student
Place of worship Church Mosque	0,4 bay/seat or 40 bays/100m ² of seating and aisle area 25 bays/100m ² of net prayer area	
Place of assembly; indoor sport	0,25 bay/seat or 20 bays/100m ² gross leasable area	
Outdoor sport	0,25 bay/seat, player or occupant	
Public institution (e.g. library, museum)	2 bays/100m ² gross leasable area	
Welfare institution, libraries and museums	2 bays/100m ² gross leasable area	

Parking

In terms of the Scenic Route Overlay Zone, Main Road No 191 is identified as Scenic Route RSR 8 vide Map No SRO4/5.

The Scenic Route Overlay Zone prescribes measures and controls for the purpose of protecting, conserving and enhancing the unique rural visual character and aesthetics along important tourist routes and corridors.

The Overlay Zone provides an additional control measure within the Zoning Scheme By-law, 2019 for the Municipality to manage, mitigate and regulate the impact of new development proposals along these routes in a sensitive and balanced manner.



The demarcated Rural Scenic Routes area zone extends 200 metres either side of the centre line of Main Road No 191 (Franschhoek Pass).

The general parameters applicable to the Scenic Route Overlay Zone are as follows:

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

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

- The visual impact of the development proposal and the imposition of conditions to mitigate the visual impact such as screening and landscaping.
- The impact of development proposals executed in terms of existing primary land use rights.
- Land use planning applications in respect of additional or intensified land use rights can only be favourably considered if the development proposal does not result in an adverse or detrimental visual impact.
- The massing, height, design, parking layout, landscaping, lighting and treatment of buildings.

In granting an approval, the Municipality may impose conditions it deems necessary to protect and promote the visual environment and scenic quality of the area in general.

4.3 Stellenbosch Municipal Spatial Development Framework, 2023

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

integrated spatial planning and management of land use and economic development for the municipal area as a whole.

The key policy imperatives for the Stellenbosch Municipality Draft Spatial Development Framework, 2023 (MSDF 2023), drawn from higher level policy directives and organised in relation to broad themes of enquiry identified in the SPLUMA guidelines, are as follows:

Biophysical Environmental

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

Socio-Economic Environment

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

Of particular interest are the preliminary conclusions contained in the draft Urban Econ Economic Impact study which find, inter alia, as follows:

Table 1: 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 Project will sustain a total production in the tourism economy by R482.98 million which will result in the sustainability of the gross domestic product by R215.01 million. This will sustain 643 jobs which will result in a household income of R108.66 million. The total impact on tourism can be broken down into several sectors, mainly, trade, transport, accommodation, and community services. Importantly, the impact will not be isolated to Franschhoek, but rather captured in the broader region. For example, a tourist might hire a car in Cape Town to drive to Franschhoek, so that economic benefit will be captured in Cape Town.

Synthesis

The proposed Franschhoek Skytram Project, 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 Project will result in 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 Project, 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 will contribute to the sustainability of the local tourism economy, being the lifeblood of Franschhoek, through the provision of an attraction that could encourage existing visitors to extend their stay, 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.

Built environment

Sensitive and considered architectural design will ensure that the visual essence of the proposed Franschhoek Skytram complements the special and unique sense of place of the Franschhoek area to provide the opportunity for visitors to experience this first-hand, thereby promoting the spatial vision and accessibility to such facilities and opportunities. The addition of this land use on the subject land unit complements the functionality of available resources without negatively impacting on its surroundings. The below contents are extracted from the MSDF applicable to the Stellenbosch Municipality as a whole and are supported by the proposal:

- Activities that serve to diversify income on farms are encouraged.

These activities do not undermine the sustainability of agricultural production on the subject land unit, since all current agricultural infrastructure and resources situated on the subject land units are being maintained and preserved.

- The MSDF states that a hierarchy of settlements, large and small – each with distinctive characteristics and potentials.

This proposal serves as a point of interest and linkage in the landscape, contributing to its distinctive characteristics.

- The MSDF states that the unique mix of natural beauty, agriculture, rural settlements, and the routes that connect them carry strong historic and cultural values and contribute significantly to the tourism economy.

The Franschhoek Skytram Project supports, upholds, and fosters this ideal.

- The MSDF states that Franschhoek is viewed as having less livelihood potential (as confirmed by the WCG's Growth Potential of Towns study). There is opportunity, but the focus should be on improving living conditions for existing residents as opposed to significant new growth.

The Franschhoek Skytram Project does not represent significant new growth in terms of residential or business opportunities but rather the improvement of existing situations through innovative and niche new tourism opportunities and employment.

TYPE OF ACTION	SDF ELEMENT	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	CBA's, ESA's, Protected areas	<ul style="list-style-type: none"> Maintain and improve the nature areas surrounding Franschhoek. Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the municipal area. 	<ul style="list-style-type: none"> Implement management actions contained in the EMF.
	Water courses	<ul style="list-style-type: none"> Improve public continuity, access, and space along the stream corridors. 	
	Agricultural land	<ul style="list-style-type: none"> Retain and improve the relationship between Franschhoek and surrounding agricultural land. 	
	Urban edge	<ul style="list-style-type: none"> As a general principle, contain the footprint of Franschhoek as far as possible within the existing urban edge. 	
	Scenic landscapes, scenic routes, special places	<ul style="list-style-type: none"> Retain the strong sense of transition between agriculture and human settlement at the entrances to the town. 	
	Historically and culturally significant precincts and places	<ul style="list-style-type: none"> Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). 	
Change Actions	Informal settlements to be upgraded	<ul style="list-style-type: none"> Prioritise informal settlements for upgrading and service provision. 	<ul style="list-style-type: none"> Utilise government land assets to enable integration between informal settlements and established areas.
	Areas for residential densification and infill	<ul style="list-style-type: none"> Focus infill development on the largely undeveloped part within the urban edge (between the north-western and south-eastern parts of the settlement). Ensure that residential development provides for a range of housing types and income groups. Ensure that future development is woven into the urban fabric of the existing town. Focus new mixed use development as far as possible along Main Road. 	<ul style="list-style-type: none"> Utilise government land assets to enable residential densification and infill development.
	Areas for mixed land use and improved economic opportunity	<ul style="list-style-type: none"> Actively support pedestrianism and improved public space within the old town centre. 	<ul style="list-style-type: none"> Assist development opportunity for small/ emerging entrepreneurs. Support private sector led institutional arrangements assist with urban management in the town centre.
	Improved access and mobility	<ul style="list-style-type: none"> Pro-actively improve conditions for walking and NMT within Franschhoek. Explore improved movement linkages between the north-western and south-eastern parts of the settlement. 	<ul style="list-style-type: none"> Ensure that the design of all roads within and surrounding the town provides for appropriate NMT movement.
	Community/ Institutional use	<ul style="list-style-type: none"> Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. 	<ul style="list-style-type: none"> Actively support the shared use of community facilities.
	Improved landscaping and public amenity	<ul style="list-style-type: none"> As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities. 	<ul style="list-style-type: none"> Actively involve local communities in the development and management of public amenities.
New Development Actions	Significant new mixed use development		
	Significant new residential development		
	Significant change to access and mobility provision		

Figure : Table 22 as per the MSDF: Plan elements and proposals for Franschhoek

Although there are no specific spatial proposals specifically applicable to the subject land unit, it is clear that the proposed Franschhoek Skytram Project supports the overarching policy statements contained in the MSDF viz :

Protective Actions :

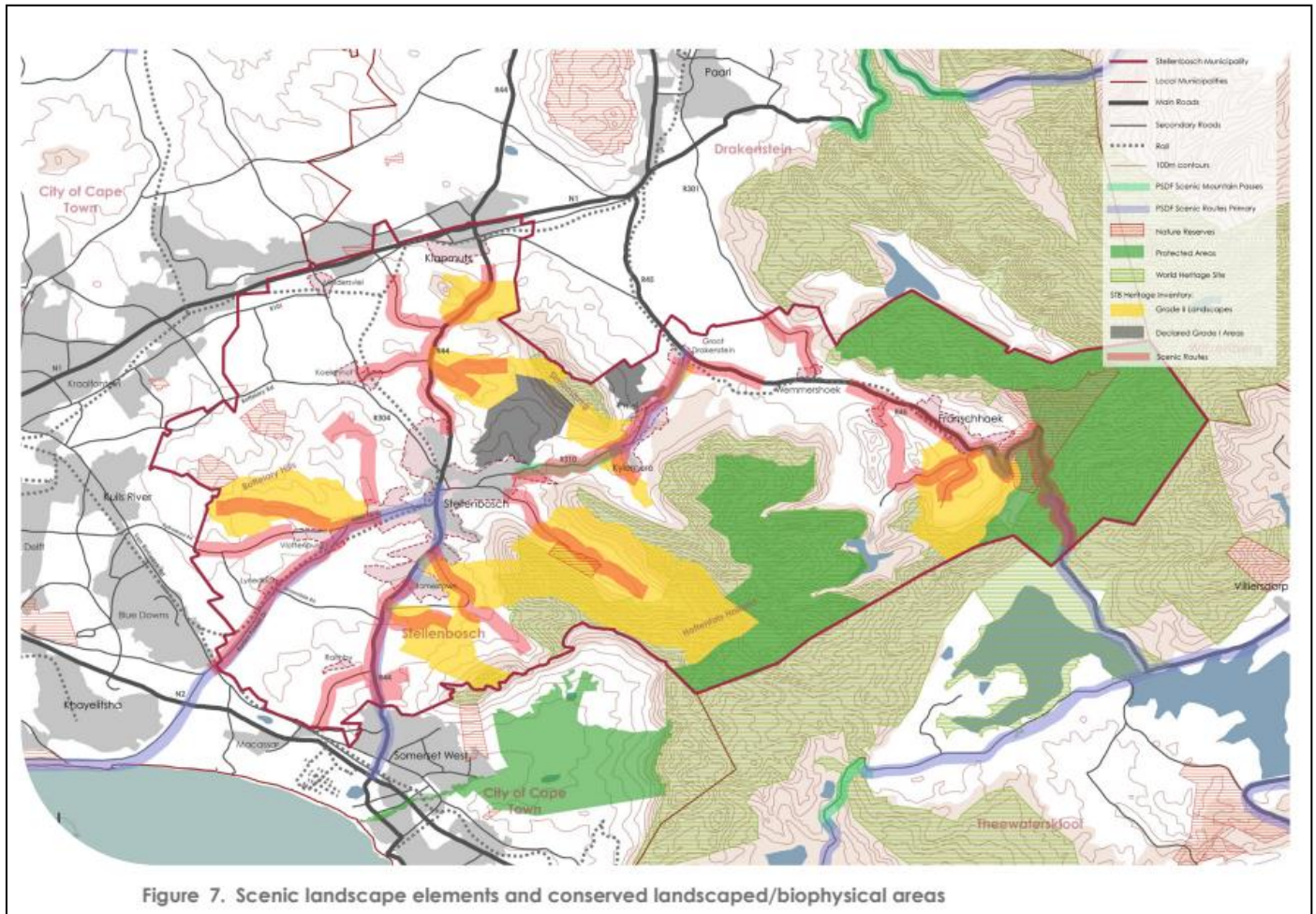
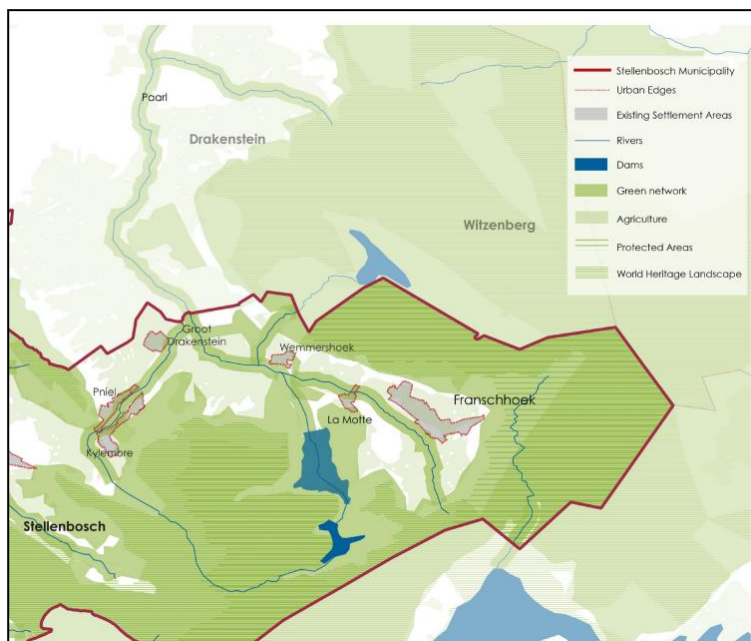
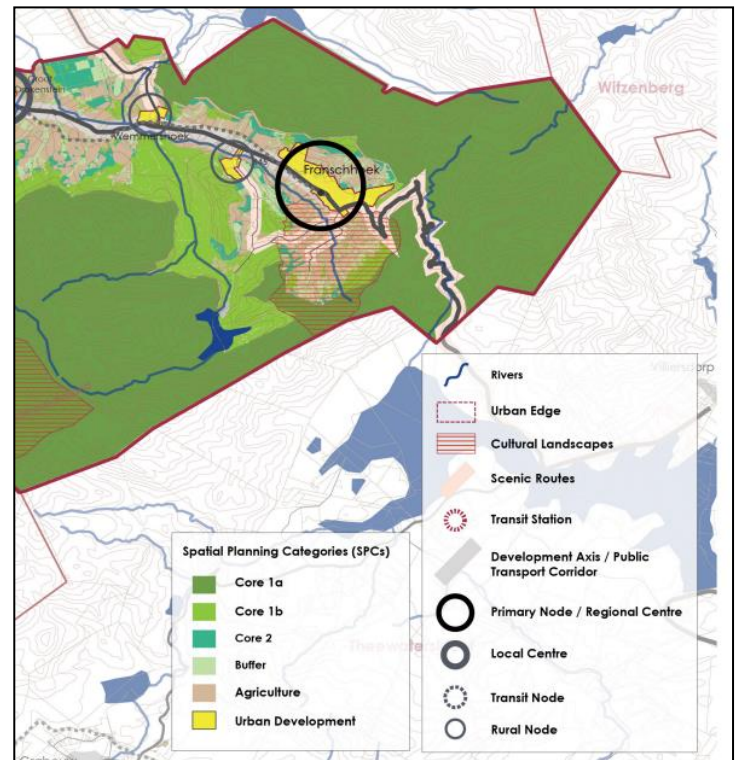
Agricultural Land : *"Retain and improve the relationship between Franschhoek and surrounding agricultural land"*

The development proposal accentuates and celebrates the rural, agricultural and natural characteristics of Franschhoek.

Scenic landscapes, scenic routes, special places : *'Retain the strong sense of transition between agriculture and human settlement at the entrances to the town'*

The agricultural activities present on the subject land units are not being impacted upon and are only being promoted in terms of the business model of the development proposal. On the contrary, the agricultural and natural resources will be accentuated through the implementation of the development proposal.

The development proposal also addresses the points raised under "Change Actions" and "New Development Actions" in the table above.



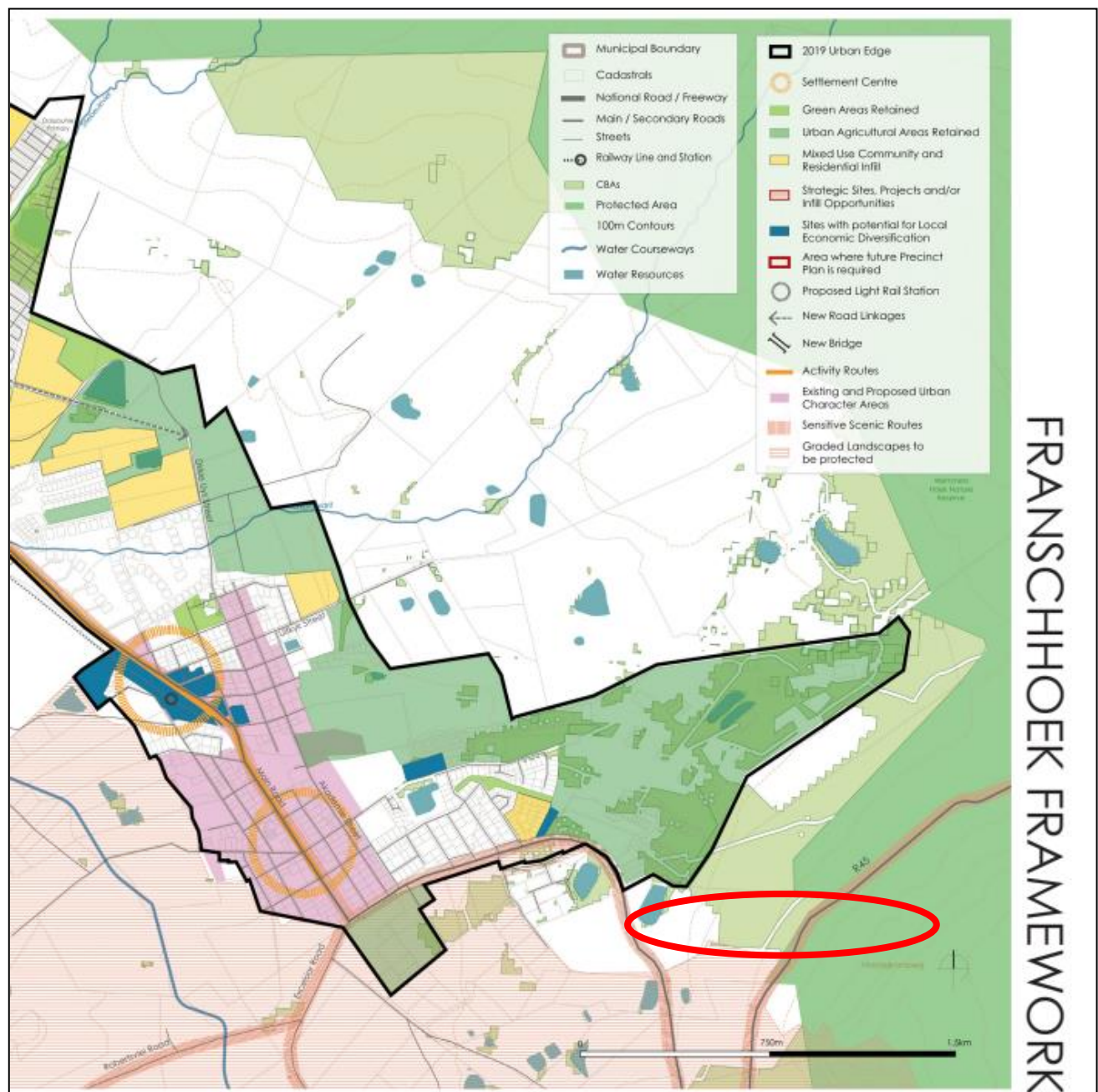


Figure : **Franschhoek Framework Plan (Stellenbosch MSDF)**

The subject land units are situated in Franschhoek, which is regarded as the second most significant settlement in the Stellenbosch Municipality as identified in the MSDF. In terms of the Franschhoek Framework Plan, the development site is situated outside the existing 'Urban edge' and identified as 'Critical Biodiversity Areas' and "Protected Areas" / "Green Areas Retained" with Main Road No 191 (Franschhoek Pass) identified as a 'Sensitive Scenic Route'.

The development proposal does not represent a change of land use since the existing land use rights are being retained but rather an approval for additional land use rights being subservient and in support of the primary land use activities being agriculture and natural environment, in compliance with the development principles as advocated in the MSDF and the Zoning Scheme By-law.

4.4 Legislation and applicable Land Use Planning Applications

4.4.1 The Subdivision of Agricultural Land Act No 70/1970

The subject land units are situated within the then Franschhoek Municipality area of jurisdiction (pre 1994) and are therefore exempt from the provisions of Act No 70/1970 in terms of section 1(a) thereof.

4.4.2 The Western Cape Land Use Planning Act No 3/2014

The development proposal does not represent the transformation of more than 5 hectares of cultivated agricultural land planted within the last 10 years and is therefore exempt from the provisions of this Act in terms of Regulation 10(1)(b) thereof.

4.4.3 Advertising on Roads and Ribbon Development Act No 21/1940

An application in terms of Act No 21/1940 will be submitted to the Department of Infrastructure, WCG for approval. No new additional access points off Main Road No 191 are required with only the existing formal entrance to Haute Cabriere off Main Road No 191 to be utilised. It should also be noted that a Wayleave from the Department of Infrastructure, WCG will also be required for the Cableway crossing Main Road No 191 and the approval for the installation thereof.

4.4.4 Stellenbosch Municipal Land Use Planning By-law, 2015

Application is hereby submitted to the Stellenbosch Municipality for approval in respect of the following :

- Section 15(2)(d) for the registration of leasehold areas and aerial servitudes over the subject land units as indicated on Plans No 7 - 12 prepared by David Hellig and Abrahamse Professional Land Surveyors.
- Section 15(2)(g) permissions required in terms of the Zoning Scheme By-law, 2019 for the manual conversion of the zoning of Local Authority in respect of the Remainder of Erf 23 Franschhoek applicable to the development site and the approval of the development proposal within the Scenic Route Overlay Zone.

- Section 15(2)(o) Consent Use approval for Tourist Facilities in respect of the Bottom and Top Stations as indicated on the Plans No 7 – 12 prepared by David Hellig and Abrahamse Professional Land Surveyors and the Site Development Plans prepared by VDMMA and Mark Thomas Architects.



4.4.5 National Environmental Management Act (NEMA)

Doug Jefferey Environmental Consultants are responsible for the submission and handling of the environmental application processes.

4.4.6 The National Heritage Resources Act No 25/1999

Mr Graham Jacobs, Heritage Consultant is responsible for the submission and handling of the heritage application processes.

5. LAND AGREEMENTS

Haute Cabriere

- 50-year lease agreement and servitudes in the process of being negotiated.

Monte Martre

- Aerial Servitude in the process of being negotiated.

Stellenbosch Municipality

- 50-year lease agreement and servitudes in the process of being negotiated.

The abovementioned landowners have all been involved in the process to date and have signed the necessary Powers of Attorney and Resolutions authorising the respective Consultants to commence the land use planning application processes as prescribed in terms of the Municipal Land Use Planning, Environmental and Heritage legislative frameworks.

6. PROJECT TEAM

Project Managers:	AL&A
Project Legal Advisors:	Werksmans Attorneys
Environmental Consultant:	Doug Jeffery Environmental
Land Use Planning and Land Surveying:	David Hellig and Abrahamse Professional Land Surveyors
Architect:	VDMMA & Mark Thomas Architects
Quantity Surveyor:	Bernard James and Partners
Structural Engineer:	Henry Fagan & Partners
Civil & Traffic Engineer:	EFG Engineers

6.1 Architectural Design and Site Development Plan

The Architectural Design Report detailing the *modus operandi* and design philosophy are enclosed herewith together with the Site Development Plan inclusive of floor layouts, perspectives, 3D renders and sections.

The design phase of the project was undertaken in a phased approach over an extended period of time with multiple presentations to the Consultant Team and other stakeholders, with due recognition and acknowledgment of the visual, heritage and environmental sensitivities of the site.

Landscaping, where appropriate, was also incorporated into the design concept as detailed in the enclosed Landscaping Report and Master Plans.

6.2 Specialist Studies

The following specialist Studies are included in the land use planning application in support of the development proposal viz :

Conveyancers Certificate prepared by Werksmans Attorneys confirming that there are no restrictive Title Deed conditions prohibiting the development proposal.

Environmental

Visual Impact Assessment prepared by Ms Antoinette de Beer which concludes the following :

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

Socio-Economic Study prepared by Urban-Econ. Refer to para 4.3 of this report for the conclusions and recommendations.

Botanical Assessment prepared by Dr David MacDonald which concludes the following :

"From a botanical perspective, despite there being a potentially High Negative impact, there are no "red flags". There are thus no botanical constraints that have been identified and the development is supported with the proviso that in the long-term operational phase, tourist management is given the highest priority to limit unwelcome impacts caused by unacceptable use of the local natural environment'

Agricultural Assessment Report prepared by Johann Lanz which concludes that the impact of the development on the agricultural productivity and resources is insignificant and recommends the development proposal for approval from an agricultural perspective.

Aquatic Compliance Statement prepared by Toni Belcher. The findings in this study conclude that the impact of the development proposal is low to negligible subject to the following mitigation measures :

"The services associated with the proposed cableway, and in particular, the sewage, water supply, solid waste and stormwater management, should be adequately addressed to minimise any potential impact on the adjacent water resources, either in terms of:

- “water contamination from sewage (sewage should be stored, evacuated to an approved treatment works, treated to an acceptable quality and responsibly disposed of);”
- “prevention of erosion from concentrated run off created as a result of the development (stormwater management should be compiled to address this)”
- “increased litter in natural areas (solid waste management measures should be in place); or”
- “stress placed on the available water supply to the property (water conservation measures should minimise the additional water requirement for the proposed development)”

Fauna and Bird Sensitivity Report prepared by Jonathan Colville, Callan Cohen and Vincent Ward which concludes the following :

The proposed Franschhoek Skytram development is unlikely to generate significant negative impacts on any of the faunal SCC flagged for this project once mitigation is followed. It is the three specialists’ opinion that the proposed development will have an overall low-medium significance (small to moderate negative effects) on the faunal SCC flagged and therefore the proposed development can be approved in terms of the specific theme of this terrestrial animal species assessment: largely on the condition that all mitigation measures are implemented including an extended bird monitoring programme to be undertaken, starting at and continuing through the construction phase and extending to the operational phase for a period of three years.

Wildfire Risk Analysis and Management Plan prepared by Vulcan Wildfire Management Services.

High Risk / Low Frequency Wildfire Incidents is a category of risk for wildfires (and other types of incidents) where there is potential for loss of life, property, infrastructure, and assets. The wildfire threat can come from a small or a large wildfire, but in both instances the extreme nature of the incident and fire behaviour is the factor that will put the incident into a High Risk / Low Frequency category. Disaster can strike when factors align such as drought, high fuel loads, extreme weather, elements of topography, location of ignition, direction of fire spread, proximity of structures, stretched resources, rapid escalation of the incident.

It is vital to ***be prepared to deal with the worst-case scenarios.***

It takes hard work to prepare for this threat level. Small details matter and it is the reason why certain themes and topics have been highlighted and repeated throughout this report. There is no way to eliminate risk however having an action plan and performing the necessary preparation before wildfires occur, helps to lower the risk profile.

Project Description

The project involves the design and statutory approvals of an aerial cableway in Franschhoek. Included but not limited to lower base station; top station; additional facilities and parking as required.

After this wildfire assessment, there are several concerns which need to be addressed before a definitive decision about the wildfire risks can be made.

If there are no wildfire mitigation measures undertaken, or if the mitigation measures are not particularly well planned or committed to, it would be recommended that this project is a “no-go” due to the considerable wildfire risk.

Vulcan Wildfire Management hopes that the detailed analysis and recommendations can help the client and project management team to prepare sufficient mitigation measures and put together comprehensive plans to satisfy all wildfire stakeholders that life and property safety can be adequately addressed.

Engineering

Noise Impact Assessments prepared by Mackenzie Hoy Consulting Acoustics and Wind Engineers which concludes that the noise produced from the proposed Franschhoek Skytram will be neither a “disturbing noise” nor a “noise nuisance” in terms of the Western Cape Noise Control Regulations.

Engineering Services Availability Report prepared by EFG Consulting Engineers concludes that there is sufficient capacity in terms of the current supply and provision of engineering services to accommodate the development proposal subject to the following recommendations :

- Reticulation layout to finalised during the design development stage of the project for the supply of potable water from existing boreholes on Haute Cabriere.
- Sewage from the Top Station to be transported down via Cable Car and disposed of in the existing sewer system.
- Stormwater run-off resulting from the proposed development can easily be accommodated within the existing stormwater run-off system. The author also points out that if need be the overflow level of the Dam at the Base Station could be raised slightly to accommodate the post-development stormwater run-off.

Preliminary Geo-Technical Statement prepared by Kantey & Templer Consulting Engineers.

Electrical Infrastructure Services Report prepared by CA du Toit Western Cape (Pty) Ltd concludes that from an electricity supply perspective the development proposal is feasible subject to the Stellenbosch Municipality obtaining approval from Eskom for the increase in their main intake substation to accommodate the increased demand.

Traffic Impact Assessment prepared by EFG Consulting Engineers which concluded the following :

- The 43 current available on-site parking bays are sufficient to service the current status quo land uses.
- In terms of the provisions of the Zoning Scheme By-law, 2019 the development proposal requires an additional 59 parking bays as calculated on the additional Gross Lettable Area of between 1150 – 1350 square metres in extent generated at both the Bottom and Top Stations.
- The additional parking provided within the proposed multi-storey parking facility far exceeds the requirements in terms of the Zoning Scheme By-law and will adequately sustain the development proposal during peak hours based on an estimated 3000 visitors per day, noting that a surplus of 37 bays has been provided. (Refer to Figure 8.2 in the report)
- The report also points out that the turning lane warrants in respect of the current entrance to Haute Cabriere off Main Road No 191 will not be met for the future traffic 2029 traffic scenario. The Developer will however review and consider implementing the proposed upgrades to the intersection as shown in the layout plan in Appendix D to the report.

- From a traffic impact perspective, the development proposal is supported and recommended for approval as adequate mitigation measures have been provided in the Traffic Impact Assessment.

Heritage

Heritage Impact Assessment prepared by Graham Jacobs, Heritage Consultant including both Archeological and Palaeontological Impact Assessments. The Heritage Impact Assessment stated the following findings :

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

7. MOTIVATION IN FAVOUR OF THE APPLICATION

Development Considerations

The site is situated in Franschhoek, in the heart of The Cape Winelands Biosphere Reserve. Declared a UNESCO world heritage site in 2007, this reserve forms part of the Cape Floral Region Protected Areas World Heritage Site. The project has a light environmental footprint and offers an opportunity for visitors to experience a Biosphere Reserve and UNESCO World Heritage site, which they may otherwise not

have been able to access, while promoting the sustainability and protection of these areas through funding for biodiversity management functions, promoting training, education and job creation.

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

The lower station is situated at the foot of the Mont Rochelle Nature Reserve while the upper station is located in the nature reserve.

At all times the environmental & visual impact of the new infrastructure / intervention must be carefully considered, and structures designed to both minimize these impacts and harmonize with the natural context. The landscape design includes the use of natural, permeable materials as far as possible. Visitors will be encouraged (by employed Rangers and through pathway design) to stay on pathways and designated viewing platforms or hiking trails whilst visiting the top station.

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

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

Section 59 of the Western Cape Land Use Planning Act No 3/2014

The following land use planning principles prescribed in Section 59 of the Western Cape Land Use Planning Act, being indicators of desirability which in turn is one of the criteria for decision making, are complied with as follows:

Spatial justice: Although spatial justice is not applicable to the proposal, it can be motivated that the approval of the application will result in improved access to and utilisation of land and existing infrastructure for the benefit of the general public.

Spatial sustainability: The approval of the application will not negatively impact on high potential agricultural land and will not contribute to urban sprawl. The proposal does not negatively impact on the environment or its rural character and aims to promote and improve the rural sense of place and village aesthetic of Franschhoek. The proposal constitutes effective and equitable functioning of the land due to a small portion of the land being utilised to introduce diversity on the land unit resulting in improved potential and supporting the longevity of the agricultural component of the farm by means of additional income whilst at the same time forming an important an integral driving force in the Franschhoek tourism industry. Heritage and tourism resources are not negatively affected by the proposal. To the contrary, the proposal supports desired tourism activities and the associated positive impact and spin-off on economic growth.

Efficiency: The Franschhoek Skytram project utilises important partnerships and joint ventures, particularly with Haute Cabriere and the Franschhoek Trams ensuring the optimum use of existing resources, infrastructure and facilities. The proposed integration of tourism within the agricultural context will have minimal impact on surrounding and adjacent land units.

Spatial Resilience: This principle encourages the accommodation of flexibility in land use management systems to ensure sustainable livelihoods in communities to absorb economic shock. The land use proposal contributes to economic stimulation and diversity thereby supporting this principle.

Good administration: The land use planning application will be submitted in accordance and in compliance with all the provisions of both the Municipal Land Use Planning By-law and the Zoning Scheme By-law and supported by detailed specialist reports and inputs from a professional Consultant Team.

Stellenbosch Municipality Spatial Development Framework

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

- The proposal encourages sustainable and appropriate tourism activities within the agricultural and rural area abutting the town of Franschhoek.
- The proposal introduces variety and diversity both in terms of its contribution to the local tourism sector and the agricultural enterprise on the land unit.
- The proposal supports the key policy imperatives in the MSDF (biophysical, socio-economic and built environment) drawn from higher level policy directives and broad themes of enquiry identified in the SPLUMA guidelines.

- The proposal utilises and amplifies the unique and tranquil landscape and scenic assets of the area for the benefit of society in general.
- The proposal contributes to the regional and municipal economic infrastructure in that it provides for influx of financial exchange and job creation.
- The proposal enhances the rural area and serves as a point of interest and linkage between settlements.
- The MSDF encourages and promotes the expansion of entrepreneurial opportunity, which as a result provides additional income opportunities on the subject land unit and the Franschhoek tourism industry in general.
- The proposal showcases the unique sense of place and natural scenic beauty of the Franschhoek region and provides the opportunity for visitors to experience this first hand, thereby contributing to the spatial vision of inclusivity and accessibility.
- The proposal promotes functionality of existing tourism resources on the subject land unit without negatively impacting on the surrounding environment.
- The proposed activities do not undermine the sustainability of agricultural production on the subject land unit.
- The development proposal does not represent a change of land use but rather an additional land use which is subservient and in support of the primary land use activities being agriculture and natural environment as advocated in the MSDF and the Zoning Scheme By-law.

Need and Desirability

The development will create job opportunities during both the construction and operation phase. As per section 3 synthesis of the Economic and Tourism motivation report, the proposed Franschhoek Cableway Project, 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 Project will result in 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 Project, 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.

Where possible, it is recommended that the development should utilise labour from the local area. 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).

The provision of employment opportunities, increase in household income, as well as its contribution to Gross Domestic Product and Production will be assisted by the development in aligning with local and national policies. The development will improve the socio-economic environment as well as create a supportive environment for growth and development of its employees and communities as it assists through social investment. 2% of annual ticket sales will be allocated for Community development in Franschhoek and beneficiary community initiatives will be identified in consultation with the Stellenbosch Municipality. 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.

All impacts on the natural environment have been comprehensively identified and assessed by reputable specialist consultants as part of the Environmental Impact Assessment process and their recommendations, including in respect of "no go areas" in terms of biodiversity, have been included in the draft Environmental Management Plan (and Construction and Operation Management Plans) to ensure that identified impacts can be prevented or adequately mitigated.

The proposal does not conflict with the character of the surrounding area since it complements and supports the existing agricultural uses on the subject land unit and the greater Stellenbosch Municipal Area in general, being an accepted principle to establish supporting and additional land uses on farms, as can be seen throughout the Cape Winelands Area and advocated in terms of municipal policy.

The development proposal will not adversely impact on the agricultural potential of the subject land unit as no viable agricultural land will be lost. On the contrary, the Franschhoek Skytram will ensure that the existing agricultural activities and enterprises on both the subject land unit and surrounds are maintained.

8. CONCLUSION

The intended development will adhere to all applicable planning policies and frameworks to be evaluated as appropriate and desirable.

The following key aspects will be emphasised :

The project represents a unique opportunity and is planned with due regard for the heritage and environmental qualities of the site.

The project will boost economic development and promote the tourist industry in Franschhoek and the Western Cape, in general.

The project will promote and support the agricultural sector of Franschhoek and surrounds.

The project will create jobs.



PER : S G DREYER
NOVEMBER 2023