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FRANSCHHOEK SKYTRAM PROJECT

MINUTES OF A PRE-APPLICATION CONSULTATION MEETING HELD ON 28-09-2023 HELD AT THE STELLENBOSCH MUNICIPALITY (NPK Building, 1st Floor, Boardroom)

1) ATTENDEES

Stellenbosch Municipality

Stiaan Carstens (SC)	Land Use Management
Chrizelle Kriel (CK)	Land Use Management
Louisa Engelbrecht (LE)	Land Use Managment
Bernabe de la Bat (BdlB)	Spatial Planning
Chantel Hauptfleish (CH)	Spatial Planning
Nigell Winter (NW)	Engineering Services
Ilze Fillies (IF)	Engineering Services
Kurt Titus (KT)	Engineering Services
Kaizer Makati (KM)	Heritage
Katherine Robinson (KR)	Heritage

Consultants

Coert Slabbert	CA du Toit, Electrical Engineers
Werner van Rooyen (WvR)	EFG Consulting Engineers
David Faure (DF)	EFG Consulting Engineers
Alwyn Laubser (AL)	AL&A Project Management

Spencer Dreyer (SD)	David Hellig and Abrahamse, Professional Land Surveyors

2) INTRODUCTION AND BACKGROUND

SC opened the meeting and requested all in attendance to introduce themselves and then handed over the meeting to SD.

SD thanked all in attendance and explained the purpose of the meeting.

SD provided background information relating to the project and its objectives.

SD introduced the development proposal and explained the design philosophy and rationale with respect to both the Bottom and Top Station sites.

SD tabled an array of plans including Leasehold and Servitude Plans; Landscape Master Plan; Site Development Plan including Elevation and Perspective Drawings illustrating the development proposal.

3) PLANNING

SD advised that the land use planning application entails the approval for the Registration of Leasehold Areas and Servitudes, Consent Uses in respect of the Tourist Facilities at both the Bottom and Top Stations and approvals in terms of the Scenic Route Overlay Zone in terms of the Zoning Scheme By-law.

SD stressed that the Consultant Team had spent an extensive period of time on the design with full collaboration from all members of the Consultant Team. Both sites were carefully identified in terms of site conditions together detailed assessments and consideration of visual, environmental, heritage, engineering and agricultural constraints.

BdlB queried the plant growth on the roof of the parking lot as a screening and visual mitigation measure and commented on the time for the plants to grow and questioned the effectiveness thereof especially if the vegetation cover failed to grow. BdlB requested a 3D render without the plant growth to assess a worst case scenario.

BdlB also requested the areas of the individual components of the respective land uses proposed at the Top Station as indicated on the SDP to get a feel for the scale.

SD provided these quantums from the planning report and BdlB in response thereto, requested that each different land use be individually motivated in the planning report.

4) ENGINEERING

BdlB expressed concern regarding the possible underestimation of the parking requirements in terms of the TIA, in light of the current issues experienced at the Table Mountain Cableway in terms of parking shortage.

DF responded and commented on the rationale and calculation methodologies adopted in the report. It was also highlighted that Franschhoek Skytram is different to Table Mountain Cableway considering the park and ride option at the Circus Ground, especially for Tour Busses, and the synergies available with the Franschhoek Tram.

NW enquired whether comments on the TIA had been received from the Department of Transport and Public Works, WCG.

DF advised that these comments would only be obtained once the formal application processes had been commenced.

NW also requested further statistical data and research in the TIA regarding the calculation and estimation of the visitor numbers.

NW also queried the need to upgrade the current intersection as mentioned in the TIA and posed the question whether it should rather be considered a formal condition of approval rather than a possibility in the future at the discretion of the developer.

WvR also provided inputs regarding the availability and provision of civil engineering services in terms of sewerage and potable water, which would be transported up and down in tanks on the underside of the Cable Car.

5) ENVIRONMENTAL

BdlB also requested clarity on the proposed walkway up to the Top Station from the Mont Rochelle parking area at the top of the pass in terms of parking, ticketing etc.

SD responded that the walkway is a hiking trail to be implemented in conjunction with Cape Nature as an extension of the existing network within the Mont Rochelle reserve. It will not attract a sudden influx of people, noting that it is a strenuous hike-up to the top that does not present an easy form of public access to the Top Station. The use of the trail will be regulated and

controlled and for these reasons it is not anticipated that parking at Mont Rochelle will problematic or excessive compared to the status quo.

CH enquired regarding Evacuation Measures not only at the Top Station but also at the Bottom Station.

DF explained that an access road up from the back was assessed but was not a feasible option due to environmental constraints.

SD advised that the only way to safely get people off the Mountain is by way of the Cable Car which could transport 80 passengers at a time. It was also mentioned that there would be strict adherence to protocols and measures in accordance with the relevant specialist studies in response to natural disasters.

BdlB questioned the use of the Helipad as shown on the SDP.

AL confirmed that the Helipad is only to be used for emergency purposes on an ad-hoc basis.

BdlB requested that this aspect should be recorded and stipulated in the application.

When discussing the Adventure Centre, BdlB enquired regarding the current site utilised by the paragliders.

SD advised that there had been engagement with the paragliding club and that to our knowledge there was currently no formal designated site and that the paragliders currently landed on the Franschhoek School sportsfields.

CH also commented that a substantial increase in paragliders could result in complaints from the residents of Franschhoek.

6) HERITAGE

SD advised that the NID application will be submitted to Heritage Western Cape (HWC) in terms of the National Heritage Resources Act.

AL confirmed that this application would be attended to shortly by Graham Jacobs. He also informed the meeting that Graham Jacobs and Antoinette de Beer had met this morning to discuss and finalise the Visual Impact Assessment which would be included in the Heritage, Environmental and Planning applications.

KM confirmed that the application would be circulated to their Planning Advisory Committee for comment due to the development proposal being situated along a Scenic Route.

KM and KR also commented that should any additional signage be required along the Main Road, the signage would need to be approved by both the Provincial Roads Engineer and the Municipality, in accordance with the provisions of Scenic Route Overlay within the Zoning Scheme By-law.

7) GENERAL

SD enquired re time frames and when the formal land use planning application could be uploaded onto the municipal TPRAMS digital platform.

CK confirmed that we would need to await formal response from the Municipality regarding the Pre-Scrutiny Check and requested Lousia Engelbrecht to attend to this matter.

SD also enquired regarding the comments and approvals required from other external Departments and stakeholders.

CK confirmed that the following would certainly be required, however we would need to wait for the formal public participation instructions once the formal land use planning application process had commenced :

- DEADP, WCG (Both Environmental and Planning Departments)
- Department of Agriculture, WCG
- CapeNature
- Department of Transport and Public Works, WCG

SD adjourned the meeting and thanked everyone for their inputs and attendance.

Note : At the time of composing these minutes, Ms Louisa Engelbrecht had forwarded the requested confirmation of the Pre-scrutiny Check enabling the submission of the formal land use planning application.

PREPARED BY:

S G DREYER
DAVID HELLIG AND ABRAHAMSE
28-09-2023