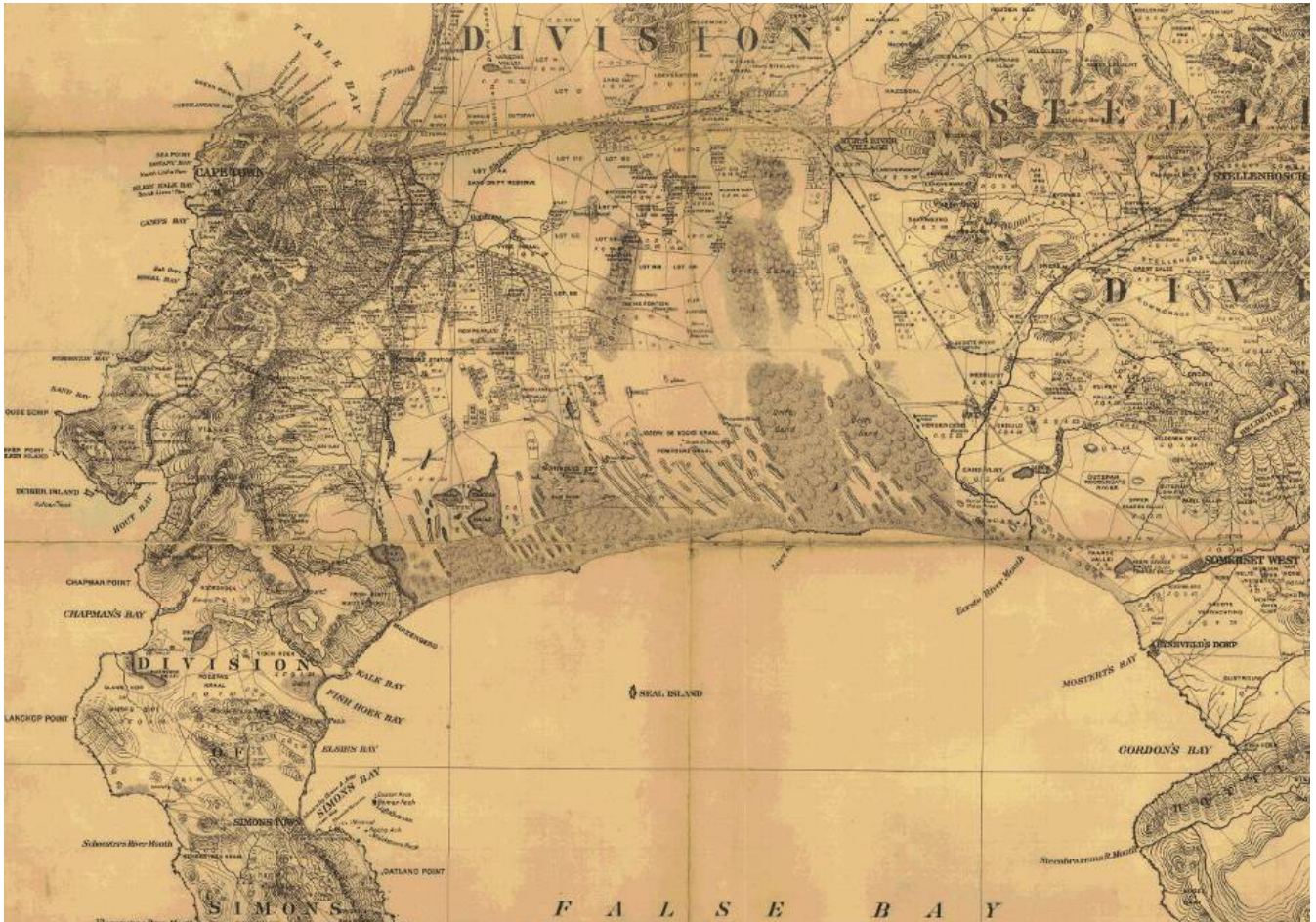


**INTEGRATED HERITAGE IMPACT ASSESSMENT IN TERMS OF SECTION
38(8) OF THE NATIONAL HERITAGE RESOURCES ACT, 1999 (ACT 25 OF
1999)**

**PROPOSED INSTALLATION OF COMMUNICATION INFRASTRUCTURE (19
SIGNALLING MASTS) AT VARIOUS CAPE TOWN AND STELLENBOSCH
RAILWAY STATIONS**



On behalf of: Passenger Rail Agency South Africa

January 2015

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REFERENCES and ACKNOWLEDGEMENTS:

1. Cape Heritage Trust: The Cape Town to Simons Town Railway, 1990
2. Burden, M Dr., Stellenbosch

ABBREVIATIONS:

1. CDSM – Chief Directorate Surveys & Mapping
2. DEA – National Department of Environmental Affairs
3. HIA – Heritage Impact Assessment
4. HWC – Heritage Western Cape
5. NHRA - National Heritage Resources Act, 1999 (Act 25 of 1999)
6. PRASA - Passenger Rail Agency South Africa

COVER: *Extract from Southern District Maps, 1880 - 1900 (Source: Map 01, CDSM)*

1. INTRODUCTION

PERCEPTION Planning was appointed by the *Passenger Rail Agency of South Africa (PRASA)* to compile an Integrated Heritage Impact Assessment (HIA) with relation to the installation of railway signalling masts and associated infrastructure at nineteen railway stations within the Cape Peninsula. Sanction for submission of this HIA was provided by *Mr. Jacob Moeketsane Molefe* (on behalf of the *Passenger Rail Agency of South Africa*) through a Power of Attorney (Annexure 1).

In response to a Notification of Intent to Develop in terms of Section 38(8) of the National Heritage Resources Act, 1999 (Act 25 of 1999), submitted to Heritage Western Cape (HWC) during July 2014, the competent authority responded as follows through their correspondence dated 3rd September 2014 (see Annexure 2):

"Since there is reason to believe that heritage resources will be impacted upon, HWC requires an HIA in terms of Section 38(3) of the NHRA (Act 25 of 1999) assessing the impacts on the following heritage resources which it has identified:

- *An HIA is required consisting of a heritage impact assessment;*
- *An integrated set of recommendations is required."*

This report therefore serves as an ***Integrated Heritage Impact Assessment (HIA)*** and includes inputs from the following specialist report sanctioned as part of the HIA:

- Visual Assessment Statement (*VRM Africa*).

The cadastral land units subject to this application are as set out in the table below:

	Station Name:	Property Description	Coordinates:
1	Athlone	Erf 32916, Cape Town	33° 57' 51,248" S 18° 30' 6,641" E
2	Belhar	Erf 12772, Parow, Cape Town	33° 56' 22,910" S 18° 36' 33,780" E
3	Claremont	Erf 54119, Cape Town	33° 58' 58,912" S 18° 28' 1,927" E
4	Crawford	Erf 43934, Rondebosch East, Athlone, Cape Town	33° 58' 33,802" S 18° 30' 4,370" E
5	Du Toit	Remainder of Farm 2, Stellenbosch, Western Cape	33° 55' 24,578" S 18° 51' 15,133" E
6	Heathfield	Erf 115400, Plumstead, Cape Town	34° 2' 49,637" S 18° 27' 54,095" E
7	Heideveld	Erf 113221, Cape Town	33° 58' 13,272" S 18° 33' 41,297" E
8	Joe Gquabi	Portion 3 of Cape Farm number 693, Cape Town	34° 0' 52,123" S 18° 36' 22,742" E
9	Kentemade	Erf 150085, Cape Town	33° 54' 57,010" S 18° 29' 38,680" E
10	Lansdowne	Erf 58753, Lansdowne, Cape Town	33° 59' 13,166" S 18° 30' 12,319" E
11	Melton Rose	Erf 1348, Stellenbosch, Western Cape	33° 59' 21,314" S 18° 43' 13,030" E
12	Nyanga	Erf 113702, Nyanga, Cape Town	33° 59' 51,471" S 18° 33' 33,259" E
13	Philippi	Remainder of Portion 1 of Farm 678, Mitchells Plain, Cape Town	34° 0' 46,911" S 18° 35' 7,134" E
14	Somerset West	Remainder of Farm 803, Stellenbosch, Western Cape	34° 5' 2,316" S 18° 50' 28,523" E
15	Stellenbosch	Erf 388, Stellenbosch, Western Cape	33° 56' 22,770" S 18° 50' 56,904" E
16	Tygerberg	Erf 12456, Parow, Cape Town	33° 54' 27,720" S 18° 36' 3,982" E
17	Wittebome	Erf 67631, Plumstead, Cape Town	34° 0' 52,200" S 18° 28' 14,370" E
18	Lavistown	Erf 805, Parow, Cape Town	33° 56' 34,501" S 18° 35' 2,593" E
19	Van Der Stel	Erf 4843 Strand	34° 5' 41,391" S 18° 51' 13,295" E

NOTE: *Perception Planning* has been appointed to undertake separate Integrated HIA's for the proposed installation of railway signalling masts and associated infrastructure at *Clovelly Station (Erf 90114, Fish Hoek, Cape Town)* as well as *St. James Station (88435, Cape Town)*, both of which are subject to EIA Processes in terms of the National Environment Management Act, 1998 (Act 107 of 1998).

2. INDEPENDENCE OF ASSESSOR

With relation to the author's appointment to compile an Integrated Heritage Impact Assessment in terms of Section 38(8) of the National Heritage Resources Act, 1999 (Act 25 of 1999), it is hereby declared that:

- This consultancy (including the author) is not a subsidiary, legally or financially, of the proponents;
- Remuneration for professional services by the proponent in relation to this proposal is not linked to approval by any decision-making authority responsible for permitting this proposal;
- Nor this consultancy, nor the author has any interests in secondary or downstream activities as a result of the authorisation of this project.

It is further hereby certified that the author has 17 years professional experience as urban planner (3 years of which were abroad) and 8 years professional experience as heritage practitioner. The author holds the following qualifications:

- Urban and Regional Planning (B-Tech, CPUT, 1997)
- Environmental Impact Assessment Management – Heritage, Environmental (Dipl, Dublin University, 2002)
- Architectural & Urban Conservation (CDP, UCT, 2007)
- Urban Design (CPD, UCT, 2009)

The author is professionally registered as follows:

- Professional Heritage Practitioner (Association for Professional Heritage Practitioners)
- Professional Planner (South African Council for Planners)

3. METHODOLOGY

As part of the compilation of this Draft Integrated HIA report the authors studied, visited, photographed and assessed the subject nineteen sites and its environs, which more specifically involved the following:

- Field work carried out on 13th, 14th and 15th October 2014;
- Various meeting with contributing specialists and liaison with environmental practitioner;
- Assimilating findings and recommendations emanating from specialist inputs into HIA by visual specialist;
- Identification of heritage-related issues and concerns;
- Analysis of development site and its environs;
- Identification of contextual spatial informants;
- Establishing cultural significance, based on criteria set out in NHRA;
- Identification of heritage-related design informants based on the above;
- Focussed public participation process aimed at soliciting heritage-related comments from community members regarding proposed development (comments from local conservation body, interviews with current neighbours);
- Negotiations, discussions with consultant team regarding nature and detailed design of proposed development;
- Assess conformity of final proposed site layout to design informants identified.

4. DESCRIPTION OF STUDY AREA

The proposal is for installation of new signalling masts at die following nineteen sites across the Cape Peninsula and Stellenbosch: Athlone Station, Erf 32916, Athlone; Belhar Station, Erf 12772, Parow; Claremont Station, Erf 54119, Claremont; Crawford Station, Erf 43934, Rondebosch East; Du Toit Station, Remainder of Farm 2, Stellenbosch; Heathfield Station, Erf 115400, Plumstead; Heideveld Station, Erf 113221, Heideveld; Joe Gquabi Station, Portion 3 of Cape Farm Number 693; Kentemede Station, Erf 150085, Maitland; Lansdowne Station, Erf 58753, Lansdowne; Melton Rose Station, Erf 1348, Stellenbosch; Nyanga Station, Erf 113702, Nyanga; Philippi Station, Remainder of Portion 1 of Farm 678, Mitchells Plain; Somerset West Station, Remainder of Farm 803 Stellenbosch; Stellenbosch Station, Erf 388, Stellenbosch; Tygerberg Station Erf 12456, Parow; Wittebome Station, Erf 67631, Plumstead; Lavistown Station, Erf 805, Parow; and

Van Der Stel Station, Erf 4843, Strand, Cape Town, Western Cape Province (*Enviroworks, 2014*). A regional map, indicating the location of the nineteen sites/ stations is attached as Annexure 3. Aerial imagery showing the location of each individual site as well as photographs of each location, are provided in Section 3 (Figures 3 - 41) of the Draft Visual Statement (August 2014), attached as Annexure 4.

5. DEVELOPMENT PROPOSAL AND ALTERNATIVES¹

5.1 Introduction

The *Passenger Rail Agency of South Africa (PRASA)* proposes to construct signal masts and associated infrastructure at 19 locations within the City of Cape Town and Stellenbosch Local Municipalities. The proposed structures would enable for the upgrading of the signalling system used for managing trains and traffic within their railway lines (hereafter referred to as 'the proposed masts' or 'proposed project'). The height of each mast is proposed at 30 meters accommodating antennas, whilst associated infrastructure would be installed in the form of containers housing equipment. Furthermore, electrical supply and access roads to different sites is in existence. Each mast and associated infrastructure would cover a total area of approximately 80m² and be enclosed by a palisade fence with a height of 2.4 meters.

5.2 Project description

The proposed project involves the construction of 19 signal base stations, including the following:

- A 30m high mast, based on a concrete mast foundation,
- Attachment of associated communication antennas;
- Aviation lights at the top of the mast;
- Three equipment containers at the foot of the mast;
- Compound of 8m x 10m, with a total area of 80m²;
- Surrounded by a 2.4m high palisade, topped with an eight (8) strand electric fence and a 3m wide gate as access.

5.3 Project background and motivation

This proposal forms part of the *PRASA Global System for Mobile Railway (GSM-R)* project which involves upgrading the existing communication systems for their various railway networks, aiming to provide the wider population with a safe, affordable and reliable means of public transport. This would negate a current reliance on two way radio systems and other outdated technology for communication between trains, signalling offices and other operational systems and staff on the railway lines.

GSM is the medium that normal cellular networks operate on, whilst the *GSM-R* (R being for Railway) operates on a dedicated frequency that only the railway personnel and systems can communicate on. This medium of communication is far more advanced than the current medium in operation. However, in order for this *GSM-R* system to operate there needs to be structures (masts) with antennae that provide directional coverage along the rail routes. This coverage allows for devices receiving signal to be mobile and in-transit along these routes/lines.

The locations that have been identified for the erection of new masts have were designated for by the *GSM-R* network planners as positions that will provide fundamental coverage areas for the effective operation of the new system.

This proposal forms part of a larger project that involves the spending of R107 Billion on new trains, R8 Billion on station upgrades, and R1 Billion on the upgrading of operating systems. These redevelopment and upgrade plans are presently underway with the inception of station upgrade works (Cape Town, Park, Durban, Germiston and Pretoria being amongst the first to be upgraded), whilst new trains have been ordered and are anticipated to arrive from 2015. Finally, preparations towards commencement of operating system upgrades have commenced, of which these masts form a part thereof. The project is expected to be complete by the end of 2017.

¹ Transposed from Draft Basic Assessment Report, *Enviroworks, August 2014*

Furthermore, these proposed masts will allow for co-location of mobile telecommunication companies on *GSM (Global System for Mobile)* frequencies. To meet this requirement, two extra equipment containers, at the base of the proposed masts, will be constructed. The footprint area of the mast will still be 80m² and therefore these additional two containers will not have any influence on the footprint area. This will minimise the amount of telecommunication mast-infrastructures in the respective regions.

5.4 **Alternatives**

According to information provided, the following alternatives are being considered as part of this process:

5.4.1 Alternative 1: Lattice Mast

The lattice mast is a free-standing structure, 30m in height with a triangular base and three-four sides. At the top of the mast, antennas will be constructed to receive and send incoming and outgoing signals. Three infrastructure equipment containers (one for railway signalling and two for telecommunication signals) will be constructed at the base of the mast. The mast and equipment containers will occupy an area of 80m² (8 metres wide by 10 metres long) and will be fenced off by a 2.4m high palisade fence. No overhead cables or wires will be present.

Advantages (*):

- Construction cost is much lower than the monopole mast
- More antennas can be attached for co-location tower sharing by other cell phone companies

Disadvantages(*):

- Visual impact very high
- Higher chance of bird collisions due to the size of the structure



5.4.2 Alternative 2: Monopole Mast

The monopole mast is a free-standing structure, 30m in height with a single tube tower. At the top of the mast, antennas will be constructed to receive and send incoming and outgoing signals. Three infrastructure equipment containers (one for railway signalling and two for telecommunication signals) will be constructed at the base of the mast. The mast and equipment containers will occupy an area of 80 m² (8 metres wide by 10 metres long) and will be fenced off by a 2.4m high palisade fence. No overhead cables or wires will be present.

Advantages(*):

- Low visual impact due to slim line design.
- Low chance of bird collisions due to low surface area.

Disadvantages(*):

- Very high construction cost
- Less opportunities for tower sharing by telecommunication companies. Due to the size of the mast, the amount of antennas are restricted.



The City of Cape Town's Draft Telecommunication Infrastructure Policy: January 2011, Version 1, specifies that, as a general rule for new freestanding telecommunication masts, a slim line monopole should be used in an urban context, while a lattice mast should be used in a rural context.

5.4.3 No Go Alternative

The no-go option of not commencing with the proposed development was considered, but would only have been recommended for if it were found that the construction of these signalling masts might potentially cause substantial detrimental harm to the receiving environment. Given that each signalling mast forms an integral part of a wider operational network, the no-go option would not only mean that the surrounding area would have a weak signalling system for managing trains and traffic, but this would affect the functionality of the entire network. Additionally, the ICASA standards will not be met and the anticipated visual impacts associated with the proposed project will not be borne on the receiving environment.

(*) Comments expressed in Draft Basic Assessment Report, Enviroworks, August 2014

6. PLANNING RELATED GUIDELINES

6.1 *Cape Town Spatial Development Plan, 2012*

In terms of this statutory policy guideline document approved in terms of the Municipal Systems Act, 2000 (Act 32 of 2000), all nineteen sites are situated within the designated Urban Edge and within areas earmarked for "Urban Development". One of three primary development strategies for the city is to "build an inclusive, integrated vibrant city". A key objective in support of this is "enhancing the unique sense of space and the quality of the built form of Cape Town". The following policies contained in the document are considered relevant to this application:

Policy 1: Maintain and enhance the features of Cape Town that attract investors, visitors and skilled labour.

P1.2 - Protect and enhance Cape Town's heritage, cultural and tourism assets.

Policy 48: Carefully manage land uses and interventions along identified scenic routes, and in places of scenic and visual quality.

P48.1 - Land use management decisions must protect and enhance the scenic visual quality along scenic drives and routes and other places of scenic and visual quality.

P48.2 - All land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol 3, 2003) or subsequently approved Management Plan/s.

The current proposal is generally considered consistent with the above policies, but with some the proposals challenging the overall intention to preserve the scenic integrity and visual quality in certain areas as meant in Policy 48.

6.2 *Various District Plans, 2012*

The Southern, Cape Flats, Khayelitsha-Mitchells Plain, Helderberg, Tygerberg and Table Bay District Plans provide more detailed guidance with relation to future development within the areas where the nineteen sites are proposed and are therefore applicable. Policy contained in these documents includes the installation of service infrastructure where said structures may potentially have a visual impact that would need to be mitigated. This includes the need for development to be sensitive to views and retaining urban character along scenic drives.

While the proposed development would generally be consistent with the policies and guidelines contained in these Plans, some of the proposed site locations are likely to impact on areas retaining urban character and related views.

6.3 *Scenic Drives Management Plan, 2003*

This document provides guidance regarding utility services and states that "*proliferation of masts associated with the telecommunications industry is causing visual pollution*". The policy further recommends that the guidelines for scenic routes be considered when EIA's are prepared for highly visible utility services and that views within the "scenic envelope" along scenic routes be protected.

The proposal (i.e. nineteen sites) put forward herewith should not materially impact on significant scenic routes.

6.4 *Heritage Overlay Protection Zones (ongoing)*

According to information obtained from CoCT Heritage Resources, Metro Office on 4th November 2014, none of the nineteen sites are situated within an existing Heritage Protection Overlay Zone or Proposed Heritage Protection Overlay Zone though the proposed Wittebome is site is ±140m south of the Wynberg East PHA and ±180m west of the Southern Wynberg PHA (East).

6.5 *Cellular Telecommunication Infrastructure Policy, 2002*

Attempting to provide balance between cellular telecommunication infrastructure and economic development, and the conservation of visual, tourist, environmental and heritage characteristics, the Visual Guidelines section of the policy gives guidance to mitigation of visual impact, the following points of which are considered relevant:

- *Ensure that the design of the mast and base station allows for future sharing.*

- *Ensure that the design of masts, structures and fences is in keeping with the character of the area in order to retain the particular visual quality or ambience of a place.*
- *Ensure that the type of mast is appropriate to the urban context. For example, historical precincts would have a different design theme to that of an industrial area.*

Given the nature and scale of infrastructure proposed, and taken in conjunction with established urban landscape character for some of the nineteen sites, it is considered that the proposal is not necessarily consistent with the above policy.

6.6 Urban Design Policy, 2013

Objective 9 of this policy states that “*Development should respect and enhance the heritage, character and unique identity of the city and its neighbourhoods.*”

Given the nature and scale of infrastructure proposed, and taken in conjunction with established urban landscape character for some of the nineteen sites, it is considered that the proposal is not necessarily consistent with the above policy.

6.7 Stellenbosch Spatial Development Framework, 2012

This document does not include policy principles or guidelines that relate specifically to the proposed development.

6.8 Cape Winelands District Spatial Development Framework, 2009/2010

This document does not include policy principles or guidelines that relate specifically to the proposed development.

7. BRIEF HISTORICAL BACKGROUND

Due to project timeframes imposed we were not able to undertake thorough historic background research with relation to each individual site as would normally be done by this firm. As such, this section merely summarises information relevant to some of the nineteen sites that form part of the study area, based on limited secondary resources only².

The Cape Town to Wynberg railway line commenced operation during 1864. The first station to be opened along this line was in *Claremont*. The *Wittebome* area is understood to have been named after “silver trees” that grew in the vicinity. This station was opened in 1931, partly as a result of bus fare competition at the time. The *Heathfield* station was opened in 1913 to assist passengers transferring to the Ottery line. The area is said to have been named after many varieties of heath that grew in the area.

The railway line from Cape Town reached Stellenbosch by March 1862³, The Du Toit station is understood to have been constructed c. 1913⁴ while the Stellenbosch station is said to have been designed by David Aitken & McCubbin⁵ and completed by c. 1923.

8. HERITAGE RESOURCES & ISSUES

Having regard to the scale of the study area, which includes nineteen individual sites distributed across the Cape Peninsula and within the town of Stellenbosch, it was decided to present findings and preliminary recommendations emanating from this assessment in a tabular format as set below.

² *The Cape Town to Simons Town Railway, Cape Heritage Trust, 1990*

³ www.sahistory.org.za

⁴ www.showme.co.za

⁵ www.greaterstellenbosch2000.wordpress.com

Station Name:	Property Description	Site Description	Significance of Heritage Resources impacted	Recommendations
Athlone	Erf 32916, Cape Town	<ul style="list-style-type: none"> Site proposed within narrow strip of land adjoining predominant residential neighbourhood characterised by single-storey and maximum two-storey dwellings. Notwithstanding narrow street/ visual corridor along Birdwood St, structure would tend to become a focal point, which would be out of context with the surrounding urban setting and character by reason of its height and scale 	<ul style="list-style-type: none"> Existing built environment/ cultural landscape context consisting of single residential neighbourhood considered of low-moderate local aesthetic cultural significance 	<ul style="list-style-type: none"> Move to recently constructed (modern) station building directly east of old station building where said structure may tend to be viewed within context of commercial-orientated buildings and land use 30m high, thin monopole structure in revised location recommended Proposed revised location: 33°57'47.34"S; 18°30'6.46"E
Belhar	Erf 12772, Parow, Cape Town	<ul style="list-style-type: none"> Site proposed within open, underutilised and poorly defined urban space, which adjoins a service station, number of fast food outlets set within a predominant industrial area 	<ul style="list-style-type: none"> No significant impact anticipated 	<ul style="list-style-type: none"> No objection though thin monopole structure preferred
Claremont	Erf 54119, Cape Town	<ul style="list-style-type: none"> Proposed within landscaped though underutilised space, which (from road level) tends to be viewed within context of backdrop created through cluster of mature bluegum trees situated with green area on the opposite side of the railway line. Existing urban form and scale within proximity of site typically defined through mixed use development, which include high apartment buildings set back some distance from the proposed site. Proposed mast would create new focal point within close proximity to highly trafficked intersection and within the foreground of said (visually-linked) open spaces. By reason of spatial separation, would not be viewed within context of surrounding high apartment buildings. 	<ul style="list-style-type: none"> Existing built environment setting, which together with existing public open space contributes to urban landscape context considered of low-moderate local aesthetic cultural significance 	<ul style="list-style-type: none"> Structure should be set back to opposite side of railway line, within or directly adjacent to cluster of bluegum trees. No bluegum trees may be removed in order to accommodate proposal. Strongly recommend that lower thin monopole structure (max 15m height) be considered for this location Proposed revised location: 33°58'58.45"S; 18°28'3.38"E
Crawford	Erf 43934, Rondebosch East, Athlone, Cape Town	<ul style="list-style-type: none"> Site proposed within narrow strip of green space located along the edge of mostly residential area characterised by fine-grained urban grid and single-storey structures. Notwithstanding narrow residential streets within proximity of site (which by reason of its sense of "enclosure" may be argued to mitigate the severity of visual impact of the 	<ul style="list-style-type: none"> Existing single residential neighbourhood and associated streetscape elements contributing to cultural landscape context considered of moderate local aesthetic cultural significance 	<ul style="list-style-type: none"> Proposed installation of 30m mast not supported and consideration should be given to lower thin mast (15m height or lower) or alternative forms of technology. Proposed revised location:

Station Name:	Property Description	Site Description	Significance of Heritage Resources impacted	Recommendations
		<p>proposed structure), the 30m high mast would visually dominate the surrounding urban landscape and tend to dominate current attractive residential street views along e.g. Perth Road, First Street and others.</p> <ul style="list-style-type: none"> The proposal would furthermore require removal of existing mature (albeit exotic) trees within the proximity of the station building, which presently contributes to streetscape quality. 		33°58'32.86"S; 18°30'4.33"E
Du Toit	Remainder of Farm 2, Stellenbosch, Western Cape	<ul style="list-style-type: none"> Site proposed within small, fenced garden directly adjacent historic station building (c. 1913) within a degraded, predominantly industrial urban environment. 	<ul style="list-style-type: none"> While building retains some elements of architectural significance the manner in which the surrounding area has developed has unfortunately badly eroded its setting and sense of historic context and therefore, its overall cultural significance. Grading proposed as part of this assessment is Grade 3C (architectural, aesthetic). 	<ul style="list-style-type: none"> Existing mature trees east of site must be retained. Installation of 30m high thin monopole structure supported
Heathfield	Erf 115400, Plumstead, Cape Town	<ul style="list-style-type: none"> Site proposed ±75m south of actual station building along the edge of a substantial open space with mature trees and part of which has been converted to a car parking area. Structure would tend to dominate dais open space and be in stark contrast with the surrounding residential area, which is characterised by single-storey dwellings. The proposed site/structure would roughly align with, and therefore dominate, views along Dover Road, Churchdown Lane and surrounding areas. 	<ul style="list-style-type: none"> Open space set within predominantly single residential urban landscape considered of moderate local aesthetic cultural significance. 	<ul style="list-style-type: none"> Proposed installation of 30m mast not supported and consideration should be given to lower thin monopole mast (15m height or lower) or alternative forms of technology.
Heideveld	Erf 113221, Cape Town	<ul style="list-style-type: none"> Site proposed within proximity of recently-constructed station building, which by itself, already dominates a seemingly underutilised public open space. 	<ul style="list-style-type: none"> No significant impact anticipated 	<ul style="list-style-type: none"> Installation of 30m high thin monopole structure supported.
Joe Gquabi	Portion 3 of Cape Farm number 693, Cape Town	<ul style="list-style-type: none"> Site proposed within proximity and visual context of recently-constructed, visually prominent station building, which by itself, already dominates the surrounding urban landscape. 	<ul style="list-style-type: none"> No significant impact anticipated 	<ul style="list-style-type: none"> Installation of 30m high thin monopole structure supported.
Kentemade	Erf 150085, Cape Town	<ul style="list-style-type: none"> Site proposed within poorly defined, open space situated between the N1 National Road and shipping container storage yard. 	<ul style="list-style-type: none"> No significant impact anticipated 	<ul style="list-style-type: none"> Installation of 30m high thin monopole or lattice structure supported.

Station Name:	Property Description	Site Description	Significance of Heritage Resources impacted	Recommendations
Lansdowne	Erf 58753, Lansdowne, Cape Town	<ul style="list-style-type: none"> Site proposed directly opposite an existing open space lined by two-storey apartment buildings to the west (overlooking said open space) and a predominant single-storey residential area to the east. Structure in position proposed would visually dominate said open space thereby materially altering the existing sense of place. Moving of site further north or south, towards either edges of the station precinct would likely mean said 30m high structure would become visual focal point to existing (residential) view corridors along e.g. Hay or Kendall Roads and would not be suitable. 	<ul style="list-style-type: none"> Open space set within predominantly residential urban landscape considered of moderate local aesthetic cultural significance. 	<ul style="list-style-type: none"> Proposed installation of 30m mast not supported and consideration should be given to lower thin monopole mast (15m height or lower) or alternative forms of technology. Site should be moved closer to existing station building. Proposed revised location: 33°59'17.10"S; 18°30'13.95"E
Melton Rose	Erf 1348, Stellenbosch, Western Cape	<ul style="list-style-type: none"> Site proposed within the proximity of the existing station precinct, the location of which is spatially removed from adjoining (inward-orientated) single residential to the southwest and west as well as an established industrial area to the east. 	<ul style="list-style-type: none"> No significant impact anticipated 	<ul style="list-style-type: none"> Installation of 30m high thin monopole structure supported.
Nyanga	Erf 113702, Nyanga, Cape Town	<ul style="list-style-type: none"> Site proposed within context of existing railway infrastructure and highly degraded and unutilised open space. 	<ul style="list-style-type: none"> No significant impact anticipated 	<ul style="list-style-type: none"> Installation of 30m high thin monopole or lattice structure supported.
Philippi	Remainder of Portion 1 of Farm 678, Mitchells Plain, Cape Town	<ul style="list-style-type: none"> Site proposed within context of existing railway infrastructure and unutilised open space. 	<ul style="list-style-type: none"> No significant impact anticipated 	<ul style="list-style-type: none"> Installation of 30m high thin monopole structure supported.
Somerset West	Remainder of Farm 803, Stellenbosch, Western Cape	<ul style="list-style-type: none"> Structure proposed within direct proximity of poorly maintained historic railway-associated buildings (c. unknown), located on the opposite side of the railway line as the main station buildings. Former historic context of the station and associated building have been degraded through the proliferation of a variety of (modern) structures, e.g. steel pedestrian bridge and other infrastructure. 	<ul style="list-style-type: none"> The grading proposed for the station precinct as part of this assessment is Grade 3C (architectural, aesthetical/contextual). 	<ul style="list-style-type: none"> Installation of 30m high thin monopole structure supported.
Stellenbosch	Erf 388, Stellenbosch, Western Cape	<ul style="list-style-type: none"> Site proposed within close proximity to historic station precinct (c. 1923) at visually prominent location along highly trafficked Adam Tas Road and directly in front (±60m southeast) of historic building complex, which includes its 	<ul style="list-style-type: none"> The grading proposed for the station precinct as part of this assessment is Grade 3B (architectural, aesthetical). The grading proposed for the 	<ul style="list-style-type: none"> Site must be moved and may be relocated to the small open space ±200m north of the currently proposed position, on the opposite

Station Name:	Property Description	Site Description	Significance of Heritage Resources impacted	Recommendations
		<p>attentive grounds.</p> <ul style="list-style-type: none"> Proposed 30m mast would tend to visually dominate the existing streetscape along Adam Tas Road and significantly detract from the setting and historic contexts of both the station building complex and said historic building precinct. 	<p>adjoining historic precinct is Grade 3B (historical, architectural, aesthetic).</p>	<p>side of the railway line where said structure would tend to be viewed within the context of existing large warehouses and industrial-orientated land uses to the rear. Within the revised location, proposed structure likely to be viewed within the context of the Papegaaiberg mountain as a natural backdrop.</p> <ul style="list-style-type: none"> Installation of 30m monopole mast at the above location would be supported though preference would be given to 15m high thin monopole structure. Proposed revised location: 33°56'16.59"S; 18°50'59.95"E
Tygerberg	Erf 12456, Parow, Cape Town	<ul style="list-style-type: none"> Proposed site located within close proximity to station building complex along the northern periphery of a single residential. Land use within its direct proximity includes single-storey dwellings and two storey apartment buildings directly south as well as intensive commercial and industrial-orientated uses to the north. The proposed site is within an enclosed garden containing several mature trees and within close proximity to existing railway infrastructure such as a pedestrian bridge and other vertical orientated structures. 	<ul style="list-style-type: none"> No significant impact anticipated 	<ul style="list-style-type: none"> Installation of 30m high thin monopole structure supported subject to retention of all existing mature trees.
Wittebome	Erf 67631, Plumstead, Cape Town	<ul style="list-style-type: none"> Proposed site located within underutilised open space annexed to the station precinct and which contains several mature trees. The proposed site is situated within an established urban landscape characterised by single-storey residential dwellings as well as several community orientated uses (e.g. several prominent church buildings). While the proposed 30m high mast may not necessarily 	<ul style="list-style-type: none"> Established urban landscape characterised by single-storey residential dwellings as well as several community orientated uses (e.g. several prominent church buildings) collectively considered of moderate-high local aesthetic and social cultural significance. 	<ul style="list-style-type: none"> Proposed installation of 30m mast not supported and consideration should be given to lower thin monopole mast (15m height or lower) or alternative forms of technology.

Station Name:	Property Description	Site Description	Significance of Heritage Resources impacted	Recommendations
		materially alter the character of its direct proximity it is likely to become a visual focal point, which would be visually incongruent with the existing pattern and scale of development within its proximity.		
Lavistown	Erf 805, Parow, Cape Town	<ul style="list-style-type: none"> Proposed site located in front of existing station building set within a substantial open, underutilised space characterised by degradation, neglect and desolation in need of intensified urban upgrading and development. Installation of 30m high thin monopole mast to either side of the existing station building would be supported though preference would be given to 15m high monopole structure. 	<ul style="list-style-type: none"> No significant impact anticipated 	<ul style="list-style-type: none"> Proposed revised location: 33°56'35.61"S; 18°35'3.59"E
Van Der Stel	Erf 4843 Strand	<ul style="list-style-type: none"> Proposed site located along a narrow strip of land set to the side of a public open space and along the southern edge of a residential area characterised by single storey dwellings and inward-orientated townhouse development. We are not convinced that the proposal would degrade or materially alter the character of said urban landscape. However, the proposed mast would be overlooked from the adjoining (elevated) Main Road bridge (both directions). Installation of a 30m high mast would be higher than existing infrastructure (e.g. street lighting) and therefore tend to visually dominate and detract from the surrounding urban landscape, including long-distance views of mountainscapes from this elevation position. 	<ul style="list-style-type: none"> Broader urban landscape setting taken in conjunction with surrounding mountain setting considered of moderate-high local aesthetic cultural significance. 	<ul style="list-style-type: none"> Proposed installation of 30m high mast not supported and consideration should be given to lower thin monopole mast (15m height or lower) or alternative forms of technology.

Notes:

- Should the proposed mitigations as presented herewith not be incorporated into the project design, a Visual Impact Assessment should be undertaken, which should include visualisation so as to inform the public participation process.
- The potential visual and cumulative impact associated with installation of additional structures/ infrastructure to proposed signalling masts, have not been assessed as part of this report.

9. PUBLIC PARTICIPATION

9.1 Process followed

In accordance with the requirements of Heritage Western Cape *Perception Planning* engaged with relevant Interested and Affected Parties (I&AP's), allowing for a minimum commenting period of 30 calendar days. The following I&AP's were scoped as part of the PPP for the Integrated HIA process, which extended from 11th November 2014 to 11th December 2014. The I&AP's listed below were offered an opportunity to provide us with heritage-related comments regarding the proposal (proof of notifications attached as part of Annexure 5):

Head: Environmental Management Framework Environmental Resource Management City of Cape Town PO Box 298, Cape Town, 8000 021-487 2133 Janet.Bodenstein@Capetown.gov.za	Constantia Valley Heritage Association Chair: Christopher Beatty Contact Details: 021-794 4924 christopherb@sentineltrust.co.za Highview, Picardie Avenue, Constantia
Harfield Village Association Chair: James Fernie Contact Details: 082 496 4889 terrybetty@biogenesis.co.za P O Box 2627, Clareinch, 7740	Stellenbosch Interest Group Chair: Patricia Botha Contact Details: 021-887 6727 info@stellenboschinterestgroup.org bothapatricia@gmail.com P O Box 2217 Dennesig 7601
Simon van der Stel Foundation (Cape Town) Chair: Ian Pretorius Contact Details: 079 474 64 addiscombe@iburst.co.za asjones@isat.co.za P O Box 366, Plumstead, 7801	Dorp Street Development Trust Chair: Daniel Lutz Contact Details: 021-886 8831 manager@eendracht-hotel.com 161 Dorp Street Stellenbosch 7600
Helderberg Renaissance Foundation Chair: Rob Young-Pugh Contact Details: 021-8517250 083 768 8859 ypr@telkomsa.net PO Box 3449, Somerset West, 7129	Stellenbosch Heritage Foundation Chair: Hannes van Zyl Contact Details: 083 886 6277 Jolanda.morkel@gmail.com P O Box 3003, Matieland, 7602

9.2 Response to comment received

Comments with relation to the Draft Integrated HIA were received from the Harfield Village Association (Annexure 6.1) and Cape Town City Council (Annexure 6.2). Key points raised in these comments are set out below:

Harfield Village Association:

The association indicated its support for recommendations in the VIA regarding the proposed installation of a 30m high mast at the Claremont Station.

City of Cape Town:

"There are concerns with regard to the heritage assessment process that has been followed, in particular, the fact that the findings of the HIA have not been discussed in the Final BAR and the final response from Heritage Western Cape (HWC) has not been received. For example, it appears that the current proposals are in conflict with the recommendations of the Heritage Impact Assessment (see Environment & Heritage Management's comments for the Van der Stel and Somerset West Stations). Thus the Environment & Heritage Management branch have indicated that they cannot provide comment on the application until the findings and recommendations of the HIA have been included in the final BAR and the final response of HWC received."

The client and environmental practitioner did not provide us with any response to the comments submitted in support of recommendations made in the Draft HIA report.

10. CONCLUSIONS AND RECOMMENDATIONS

Taken in conjunction with information available as well as the HIA process followed to this point, the authors maintain that the recommendations put forward as part of Section 8 of this report are reasonable in order to mitigate the anticipated impacts of the proposal on heritage resources on or within the proximity of the respective (19) sites. It is therefore recommended that:

- 10.1 This report fulfils the requirements of an Integrated Heritage Impact Assessment (HIA);
- 10.2 That the recommendations set out in Section 8 of this HIA be incorporated into the proposed development;
- 10.3 That the National Department of Environmental Affairs be informed of Heritage Western Cape's decision as required in terms of Section 38(8) of the National Heritage Resources Act, 1999 (Act 25 of 1999).

PERCEPTION Planning
17th January 2015



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