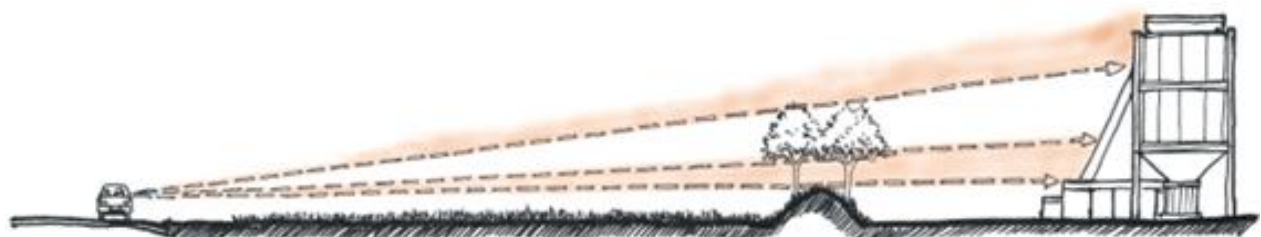
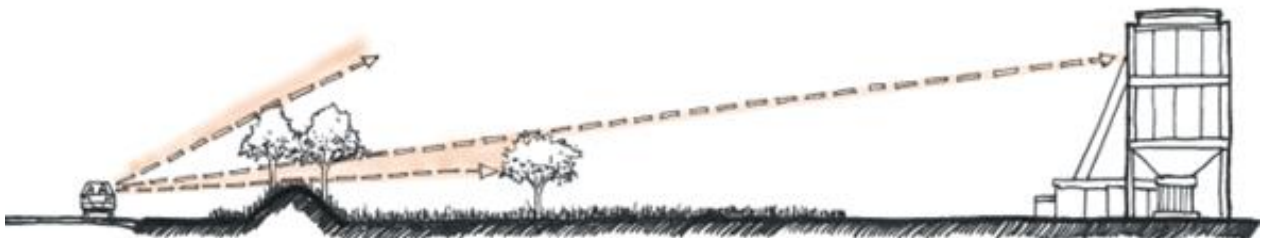
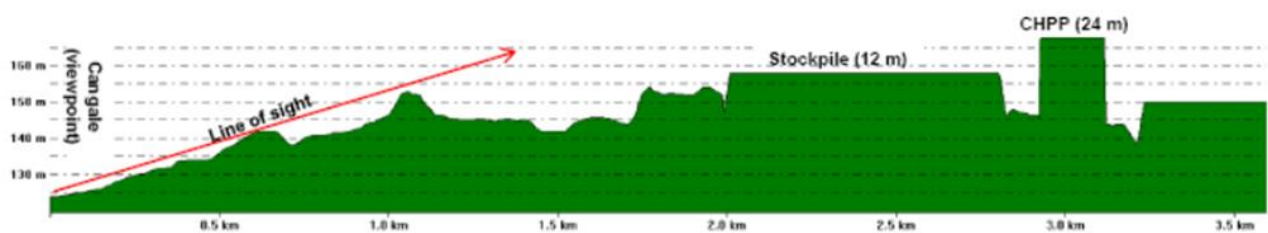


Desktop Visual impact assessment for:

Proposed upgrade of National Route 1 Section 4 between **Doornfontein** (KM 63.0) and **Laingsburg** (KM 81.7)



PROJECT DETAILS

Project title: Visual Impact Assessment – Proposed upgrade of National Route 1 Section 4 between **Doornfontein** (KM 63.0) and **Laingsburg** (KM 81.7)

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Prepared for: Earthlinkenvironmental (Pty) Ltd

Report date: August 2024

When used as reference this report should be cited as: DesignNode (2024). Desktop Visual Impact Assessment: Proposed upgrade of National Route 1 Section 4 between Doornfontein (KM 63.0) and Laingsburg (KM 81.7)

01 PROJECT BACKGROUND



Figure 1: Project scope

1. The project commences at Doornfontein stream at km 63.0. Up to km 76.7 the road traverses an easy rolling to flat terrain. -----
2. From km 76.7 to km 79.6 the speed is reduced due to the very sharp horizontal curves. This section is hilly (commonly referred to as the “pass” section). -----
3. From km 79.6 the road enters the town of Laingsburg and ends at km 81.7. -----

02 KEY FINDINGS

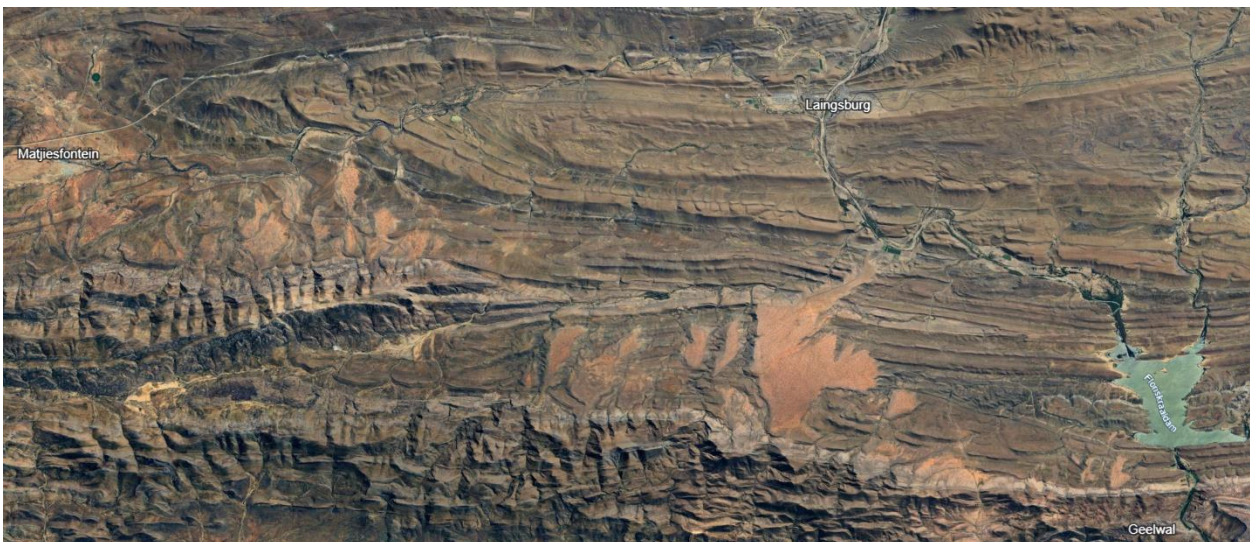


Figure 2: Project context

1. **Diverse Development Types:** The region under consideration exhibits a simple developmental landscape. Notably, agriculture and tourism play a pivotal role in the local economy, with associated infrastructure contributing significantly to these developments.
2. **Urban and Industrial Relationship:** Urban centres like Matjiesfontein and Laingsburg are intricately linked with agricultural activities, highlighting the symbiotic relationship between tourism and agricultural development. The towns serve as key hubs in the broader “through” N1 tourism.
3. **Recreational Features and Tourism Constraints:** The N1 is the dominant feeder road, feeding the region with visitors moving towards and heading home from Western Cape visits. The lack of distinctive attractions hinders significant visitor attention other than predominantly “sleep-over” facilities.

4. **Agricultural Dominance:** Agricultural development, predominantly focused on livestock, dryland, and crop irrigation farming, defines a substantial aspect of the region's development. Limited game farming was also observed.
5. **Limited Scenic Features:** The area lacks significant topographic features, with the mountains providing the most prominent scenic resource.
6. **Visual Impact and Sensitivity:** Visual sensitivity in the area is classified as "Medium", influenced by the typical typography of this area. The proposed development's impact might be diminished due to the horizontal addition to the road surface and slight adjustments to cuttings, new intersections and river crossings. The most sensitive receptors are the motorists.
7. **Visual Absorption Capacity (VAC):** The area exhibits a moderate VAC, and with appropriate rehabilitation measures allocated to the various impacted areas along this road, the visual impact will be low. Receptors along the road are less likely to be severely impacted.

03 CONCLUSION

Aesthetic characteristics are subjective, and some people find road infrastructure and their associated signage boards necessary and optimistic while others may find it visually invasive; It is mostly perceived as symbols of good governance and safety, and local prosperity.

The visual impact is also dependant on the land use of an area and the sensitivity thereof in terms of visual impact, such as protected areas, parks and other tourism related activities.

The proposed development is of a modest scale when compared to the length of the road networks in the area. Given the relatively small footprint of the project and the prevailing visual pollution generated by road upgrade activities, it is anticipated that the visual impact of the proposed development will be minimal and low against the backdrop of the dominating landscape and natural features.

Therefore, it is recommended that the development proceed, considering its minimal visual impact within the context of the prevalent Karoo landscape.

04 PROJECT VISUAL IMPACT ASSESSMENT VIDEO (QR & Link):



<https://youtu.be/XfW0Qu3DDHM>

05 PROJECT VISUAL IMPACT ASSESSMENT ANALYSIS AND RECOMMENDATIONS:

Appendix A

It is DesignNode's recommendation that the project be approved, provided that appropriate rehabilitation measures are implemented at each portion of roadside area being upgraded.



Cenette Dippenaar ML (Prof), Pr Larch (SACLAP), SACLAP
DIRECTOR, LANDSCAPE ARCHITECT

Appendix A

05 PROJECT VISUAL IMPACT ASSESSMENT ANALYSIS AND RECOMMENDATIONS: