

**CULTURAL LANDSCAPE & VISUAL IMPACT STUDY FOR THE PROPOSED HIGH DENSITY
RESIDENTIAL WITH ADDITIONAL FACILITIES ON PORTION 28 WELMOED FARM 468,
STELLENBOSCH.**

CASE NUMBER: HWC23040509AM0411

August 2023



Bottom image, SMHS CMP, <http://stellenboschheritage.co.za/smhs/map/landscape-unit-pdfs/c-eerste-river/c08.pdf>

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INTRODUCTION, PURPOSE OF THIS STUDY AND METHODOLOGICAL APPROACH

PURPOSE OF THIS STUDY

A Notification of Intent to Develop (hereafter NID) for the above property was discussed at Heritage Western Cape on the 4th May 2023. Since HWC have reason to believe that the proposed development will impact heritage resources, a Heritage Impact Assessment was called for, which in addition to satisfying the provisions of Section 38 (3) of the National Heritage Resources Act (Act 25 of 1999), additionally called for a "Visual Impact Assessment".

In consultation with the primary heritage consultant, Ms. Emmylou Bailey, it was determined that a Visual Impact Assessment of the cultural landscape and rooted in the cultural landscape context of the site would be appropriate in this instance, especially since extensive technical visual assessment of the Stellenbosch Municipal Area was undertaken as part of the 2018 Stellenbosch Municipality Heritage Survey, led by Prof. F. Todeschini and Mr. L. Jansen, with the author of this report being part of the consultant team.

This study therefore aims to address the specialist Visual Impact Assessment requirement of the Response to the NID. It looks to analyse and assess the visual setting and character of the wider site, located at the Lynedoch intersection between the Annandale Road and the R310, at the Lynedoch railway station.

Through this analysis, the study also looks to establish the predominant agricultural and settlement patterns and associated visual absorption potential of the site. Following this analysis, heritage-based design indicators that set parameters for potential development in order to allow for it to remain within acceptable levels of impact are then derived for the site. These are intended to be incorporated into the Phase 1 Heritage Impact Assessment being prepared for the site.

METHODOLOGY

It is important to note that, although it is located within a predominantly rural setting, the Lynedoch precinct and subject site are also located within the approved urban edge area (Figure A). This small and contained urban node is focussed on the road intersection and railway station. As such, a more townscape-type analysis, with landscape considerations in terms of periphery, is considered appropriate here.

The study sets out to:

- Establish the Cultural Landscape Visual Assessment Methodology.
- Understand the Development of the Broader Site and its Cultural Landscape over time.
- Analyse the Receiving Environment and underlying Landscape Character of the site. This is done at two scales:
 - o The Local Setting of the site: Field of View and Outward Vistas, and
 - o The "Townscape" Setting of the site and village node, and Major Character-Giving Elements.
- This allows for the determination of the Site Character, which in turn influences the heritage-based indicators that will underpin the visual impact assessment of the proposed development.
- A review as to whether any development is acceptable within this setting is undertaken.
- The findings of this analysis then influence the heritage-based guidelines and indicators that form the conclusion to this study.

Because this site is located within a rural "skirt" to an historic settlement in the Cape, and because it already combines elements of settlement (hotel and University of Stellenbosch Sustainability Institute, surrounding residential development, railway station and a small commercial node) within a setting of historic farmland, it is clear that a "visual study" must include aesthetic, cultural and spiritual/genus loci aspects of both the urban and rural environment that are closely juxtaposed within this node, and which taken together contribute to the local character of an area and its sense of place.

Therefore, methodologies associated with a townscape analysis are also relevant here.

Fortunately, the landscape character of the site and its surrounds has also been closely studied and documented by Todeschini, Jansen et al as part of the 2018 Stellenbosch Municipality Heritage Survey, as well as by Viridian Consulting in the 2018 Visibility Analysis for the SMHS, and this work is relied on in this analysis.

INTRODUCTION

The Cultural Landscape Study and Visual-Townscape Study of the site have revealed elements within the landscape that are fundamental to its character. It follows that, to preserve heritage significance (particularly the tangible and landscape heritage significance associated with physical elements) these fundamental elements must be protected and enhanced during the future development and densification of the site.

Heritage indicators and guidelines give direction to new developments. New development at Lynedoch, Portion 28 of Farm 468, Welmoed, must be cognisant of and responsive to the cultural landscape, built environment and landscape “patterns” that precede it. Thus there is a need to understand the underpinning logic and spatial patterns/materiality of the place, and to recognise and reinforce such patterns in the new developments.

The analysis of the site has given rise to heritage-based indicators to development. The assessors believe these must be stringently followed to ensure that the heritage significance of the surrounds is preserved and enhanced, but which they believe are not so onerous as to completely limit the development and densification of the site.

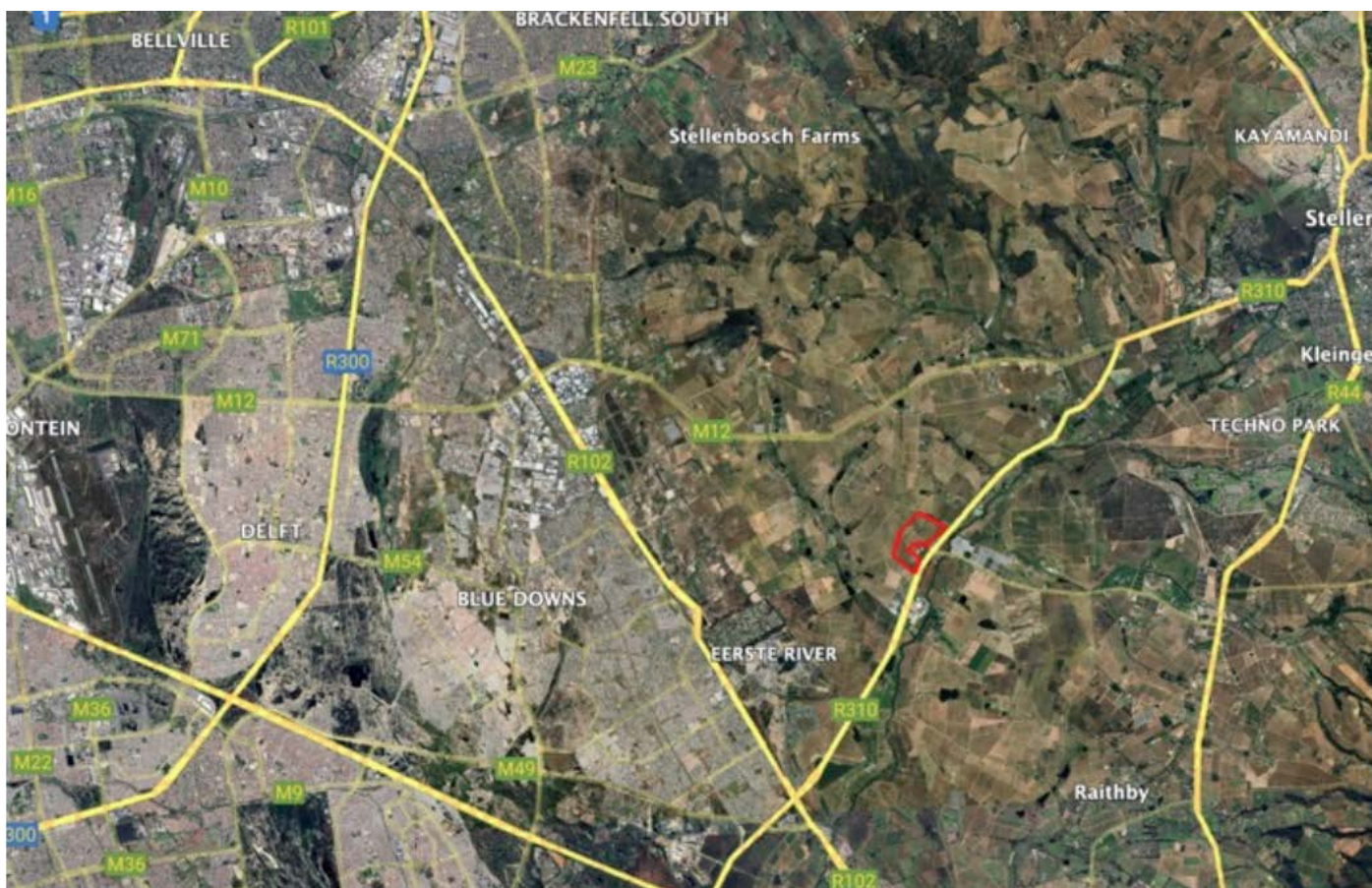


Figure 1: Locality Plan (Source: NID document submitted to HWC, Bailey).



Figure 2: Site Plan (Source: NID document submitted to HWC, Bailey).

THE RECEIVING ENVIRONMENT

DEVELOPMENT OF THE SITE AND ITS CULTURAL LANDSCAPE.

The subject site and its environs have always comprised highly fertile agricultural land, most especially for grazing livestock. Malan writes that:

In his 1967 review of the ESA [Early Stone Age] from Stellenbosch, Seddon listed a total of 22 known ESA sites in and around Stellenbosch, although conceding that the "only place where numerous artefacts are to be found in situ is opposite the monument already mentioned; at the Bosman's Crossing site". They were: Gleneagles Hotel (2), Olives Farm, Lynedoch, Spier, Vlotenberg winery, Louishoogte site, Blaauklip vegetable garden and golf course, Vredenberg, Bosman's Crossing, General Box Factory, Suikerbosrand, Altavona, Blake's Quarry, Simts' Quarry, Schoongezicht, Rustenberg, Lorraine, Rozendal, Coetzenberg, GlenConner and Old Nectar" (2018: 7).

The subject site incorporates both the Gleneagles Hotel (now part of the Sustainability Institute) and Lynedoch, so these gentle, east-facing slopes were occupied by pre-colonial people.

However, following colonisation at the Cape by the Dutch, and their gradual expansion into the interior, the slopes of Lynedoch appear to have been of less importance than the land within the valley bottom. Vos writes that Commander van der Stel ventured into this part of the peninsula in 1679, in search of

arable land for the cultivation of grain to supplement that being produced closer to the fort at Cape Town (1998: 1). Within 4 years, 30 families had settled along the Eerste River to farm the land, with the encouragement that they were allowed to claim as much land as they could cultivate within 3 years (Guelke, 1974: 117).

Among the first grants along the Eerste River were the farms Vergenoegd, Meerlust, Klein Welmoed, Welmoed, Spier, Vlotenberg and Vredenburg.

The land that would become Lynedoch was part of the farm Welmoed (Figure 3). Welmoed was first granted to Henning Huysing in 1680 and transferred to Jacobus van der Heyden in 1696. In 1725 it came into the ownership of Andries Schutte through his marriage to van der Heyden's widow Hester, and in 1725 the farm was sold to Jan de Villiers. In 1797, Welmoed was purchased by Pieter Gerhard van der Byl, and would remain in the van der Byl family for many generations, and until the end of the 19th Century (van der Bijl, 2000: 86). However, it is only in the 1902 map that the name "Lyndoch" first appears on the side of the small hill providing the backdrop to Welmoed (Figure 5).

Records in the Cape Archives link the name to the inter-marriage of the van der Byl's with the Grahams of Cape Town, together with the emergence of the railway line. The South African Railways & Harbour Board undertook some research into the names of their stations in 1920, and wrote to the Town Clerk at Stellenbosch:

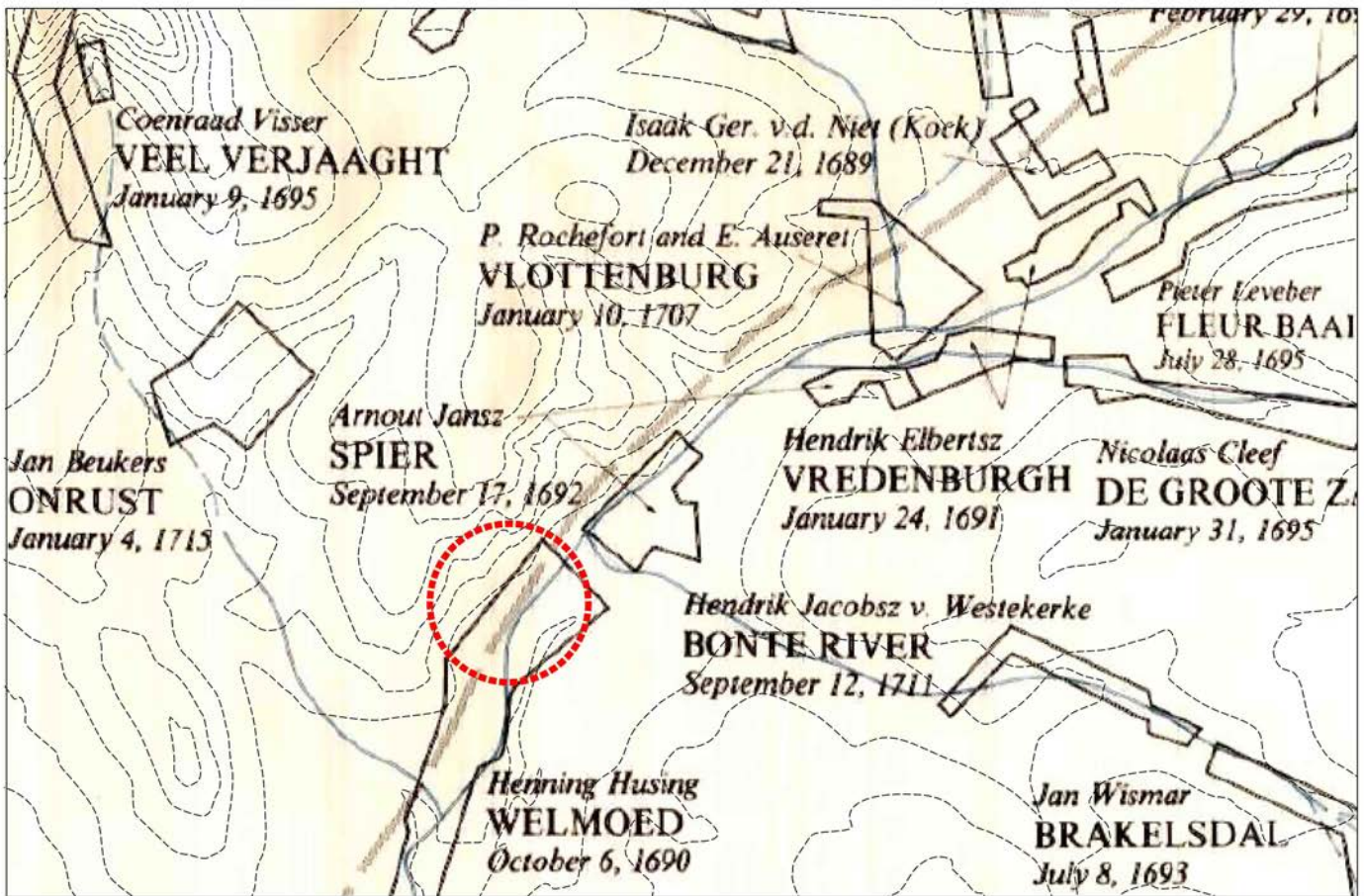


Figure 3: Detail from Guelke's 1657 - 1750 Southwestern Cape Colony Map, showing the first freehold farm grants made during this time. Present day Lynedoch, indicated in a red dashed circle, was part of the historic Welmoed grant of 1690.

0m 500m 1km 2km

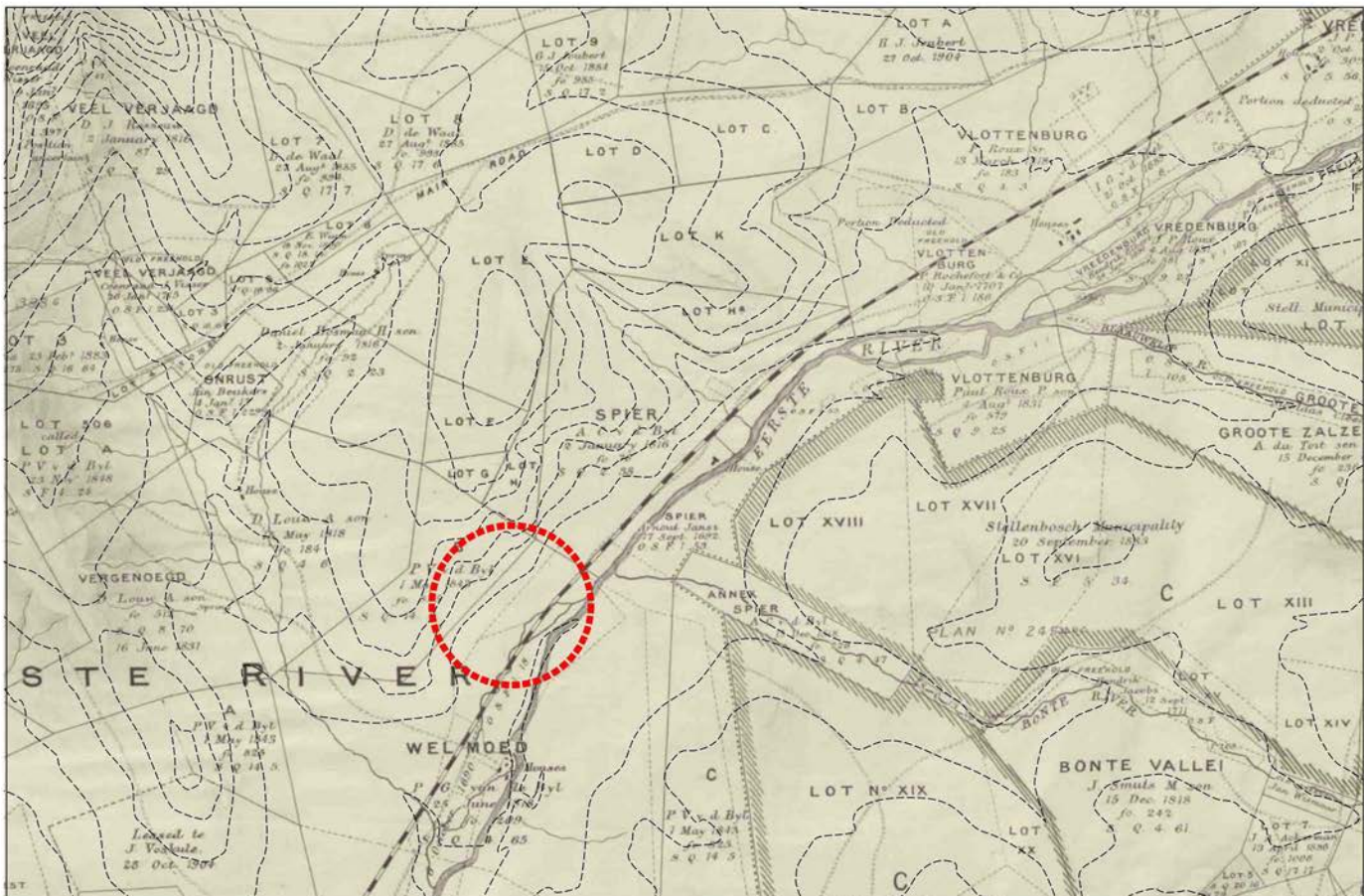


Figure 3: Detail from the 1890 Divisional Map for the Stellenbosch District. The subject site is indicated by means of a dashed red circle. (Source: UCT Digital Maps Collection).

0m 500m 1km 2km



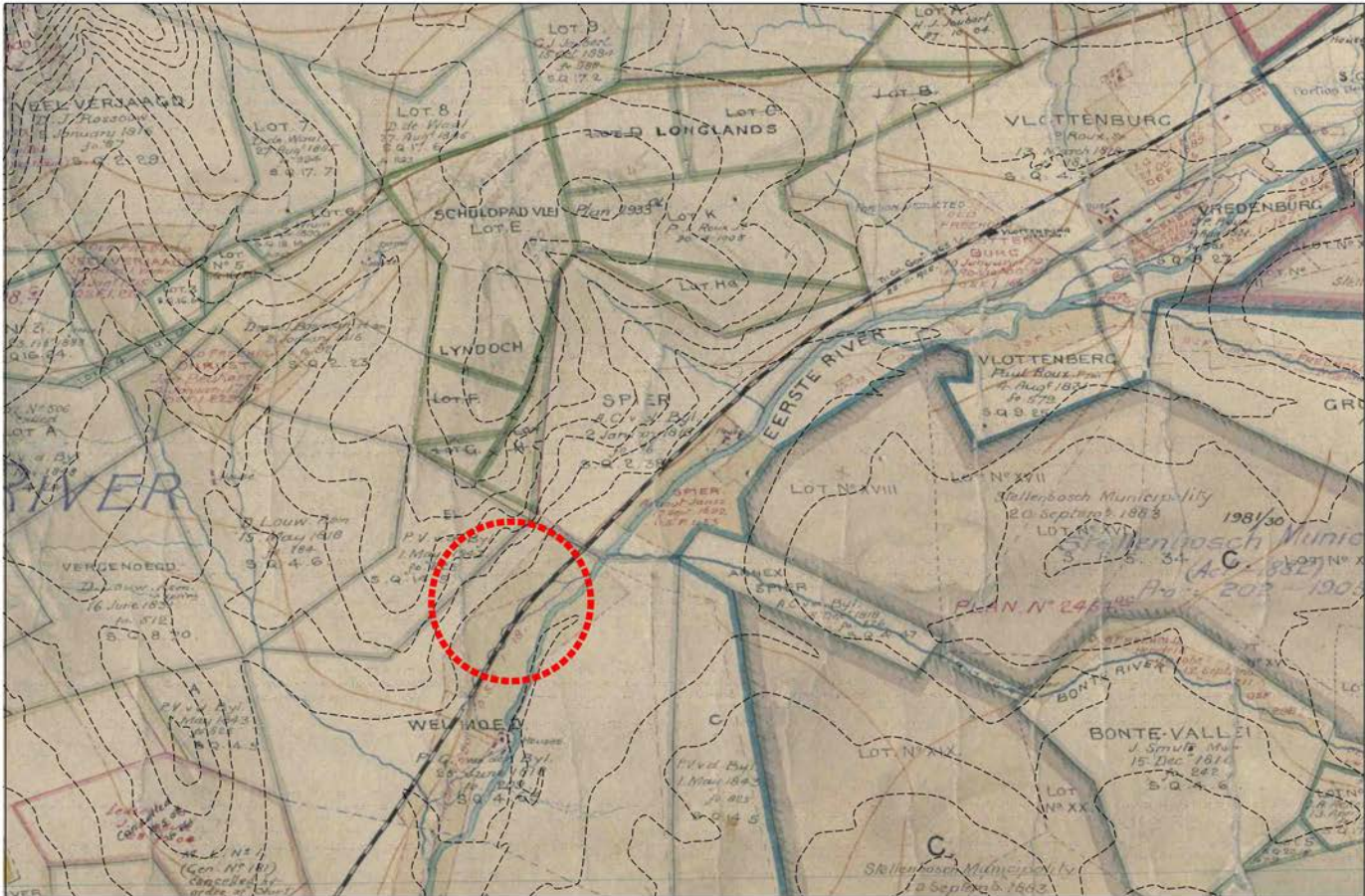


Figure 5: Detail from the 1902 map of Stellenbosch by Brink, which indicates the first use of the term “Lyndoch” adjacent to the site (indicated by means of a dashed red circle). (Source: KAB Map M4/208).

According to the old timetables which were in our possession, the Station was shewn therein both as “Lyndoch” and “Lynedock”. The spelling “Lyndoch” appears to have been finally adopted in 1904 and has since continued to be used.

The Town Clerk must have consulted more widely and managed to contact John Graham who lived in the grand house Monorgan in Newlands, close to the cricket ground. Mr. Graham wrote as follows:

18th February 1920
 Monorgan,
 Newlands

I think I have arrived at the history of the name “Lynedock”. Judge Cloete married a daughter of Robert Graham, a cousin and very intimate friend of Lord Lynedoch. The Judge’s son, Laurence, married a sister of Laurence v.d. Byl.... By the intermarriage and acquaintanceship circumstances probably obtained which induced one of the v.d. Byl’s to adopt the name for his farm.

May I suggest that your records, or rather those of the Divisional Council, preserve the correct spelling viz: Lynedoch. The e is frequently omitted and sometimes k is substituted for h.

Yours faithfully,
 John Graham.

P.S. It is quite likely that one of the v.d. Byl’s met Lord Lynedoch in Scotland.

judge and politician, as well as a keen sportsman. He won the South African Doubles Lawn Tennis competition in 1891 and represented the Western Province Cricket Club as a fast bowler (https://esat.sun.ac.za/index.php/Thomas_Graham). In his capacity as Attorney-General of the Cape, Graham also acted as Prime Minister of the Cape Colony for a short time in 1902 (while the Prime Minister travelled to London for the Coronation of Edward VII) and was Judge-President of the Supreme Court of South Africa from 1913 until his retirement in 1937

(<https://heionline.org/HOL/LandingPage?handle=hein.journals/soaf21&div=27&id=&page=>).

It seems likely that this Graham was the one after whom Lynedoch was named, although the reference leads back to the same Lord Lynedoch: Thomas Graham’s great-uncle, John Graham, “was commissioned in the British Army, joining the 90th Regiment of Foot, which had been raised in 1794 by his kinsman, Thomas Graham of Balgowan [Scotland] (later Lord Lynedoch)” (Robson, 2011: 238). John Graham eventually attained the rank of Major and fought in the Battle of Blaauwberg in 1806, leading to the re-occupation of the Cape by the British. He evidently acquitted himself well, as he was promoted to Lieutenant Colonel and was given charge of the Cape Regiment based at Wynberg (Robson, 2011: 283). The border wars in the Eastern Cape brought Graham to the area, and the military base he established there would grow in Grahamstown.

establishment of settlement at Lynedoch. Photographs taken from the train form part of the Juritz Collection at the Cape Archives on the 19th October 1891, including at Lynedoch Station, are a rare 19th Century record of the landscape (Figure 6A, B and C).

It seems that the hotel at Lynedoch was established around 1920, with the transfer of land on both sides of the river to Mr. R. L. Kramer. By 1930, the hotel was known as "Glen Eagles", entrenching the Scottish connection to the place (Figure 7).

The SG Diagram of 1920 indicates that the land was sold to J. H. S. Hertzog in 1931, while the 1938 diagram indicates that a smaller portion of this property, centred on the hotel, was transferred to Charles Kramer in the same year. The diagram indicates the main building, some outbuildings as well as a swimming pool or dam behind, fed from a spring higher up the slope, as well as a pipeline from the reservoir – also located above the property (Figure 8).

The 1944 aerial photography for the property indicate the formal and well-treed setting for the hotel, as well as the swimming pool or dam to the west of the hotel building (Figure 9). The farm buildings to the north are also apparent at this date. Almost all the surrounding land is under cultivation.



Figure 6B: View of Klein Welmoed, taken on the 19th October 1891. (Source: KAB, Juritz Collection, Photo 214).

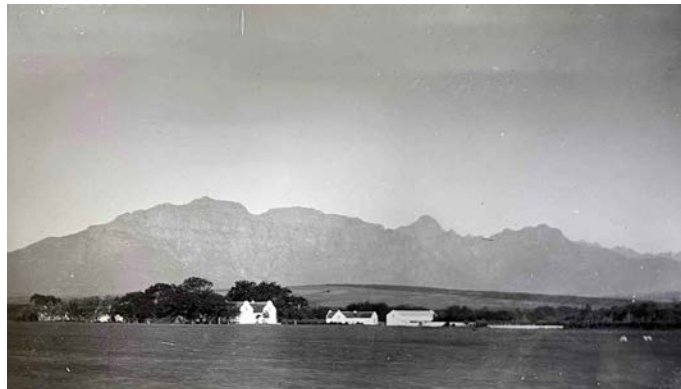


Figure 6C: View of Vredenberg, taken on the 19th October 1891. (Source: KAB, Juritz Collection, Photo 215).



Figure 6A: View of the Lynedoch Station, taken on the 19th October 1891. (Source: KAB, Juritz Collection, Photo 216).

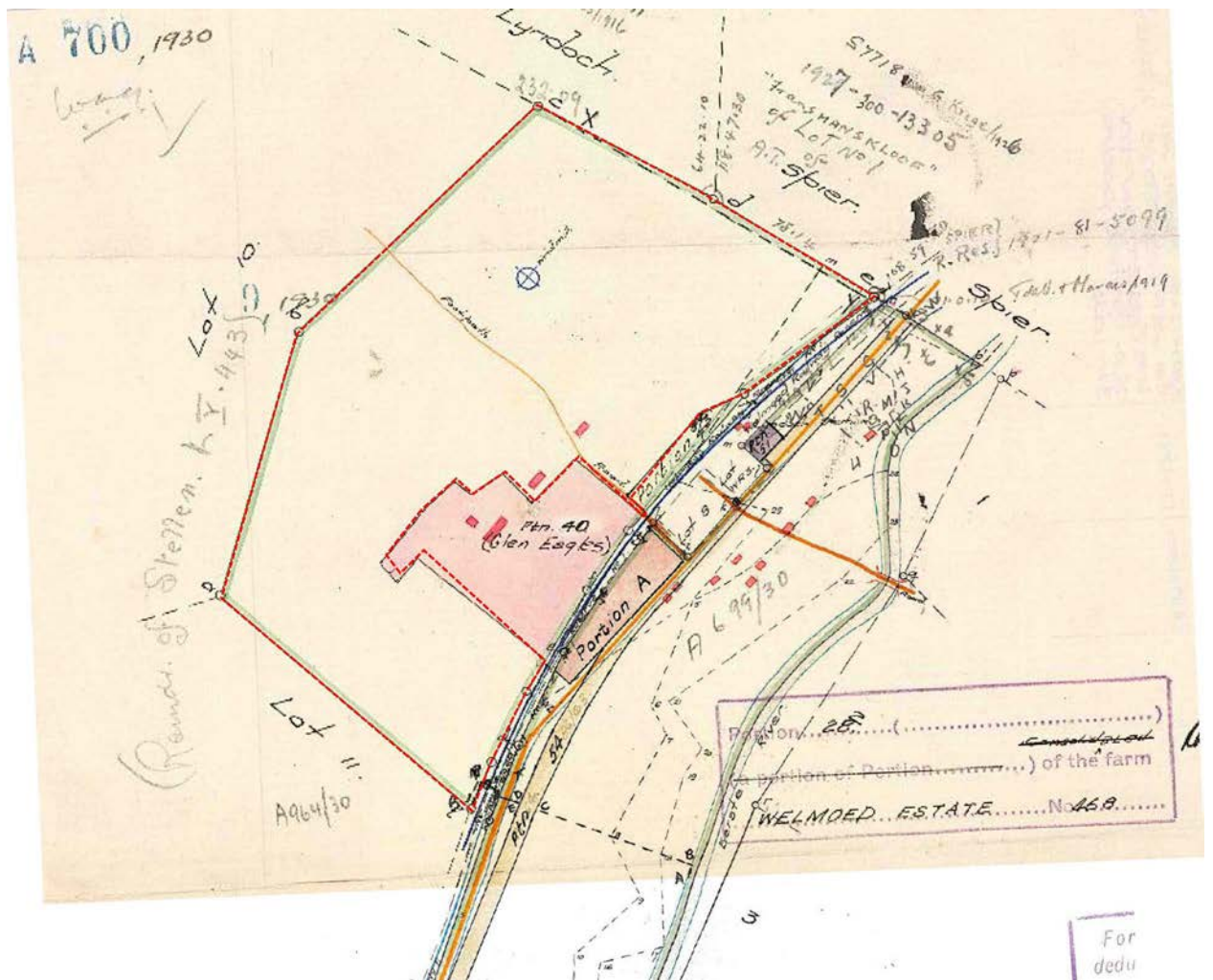


Figure 7: 1930 SG Diagram of the site, with buildings indicated, and the name "Glen Eagles" reflected for the hotel. (Source: Surveyor General Diagram A700/1930).

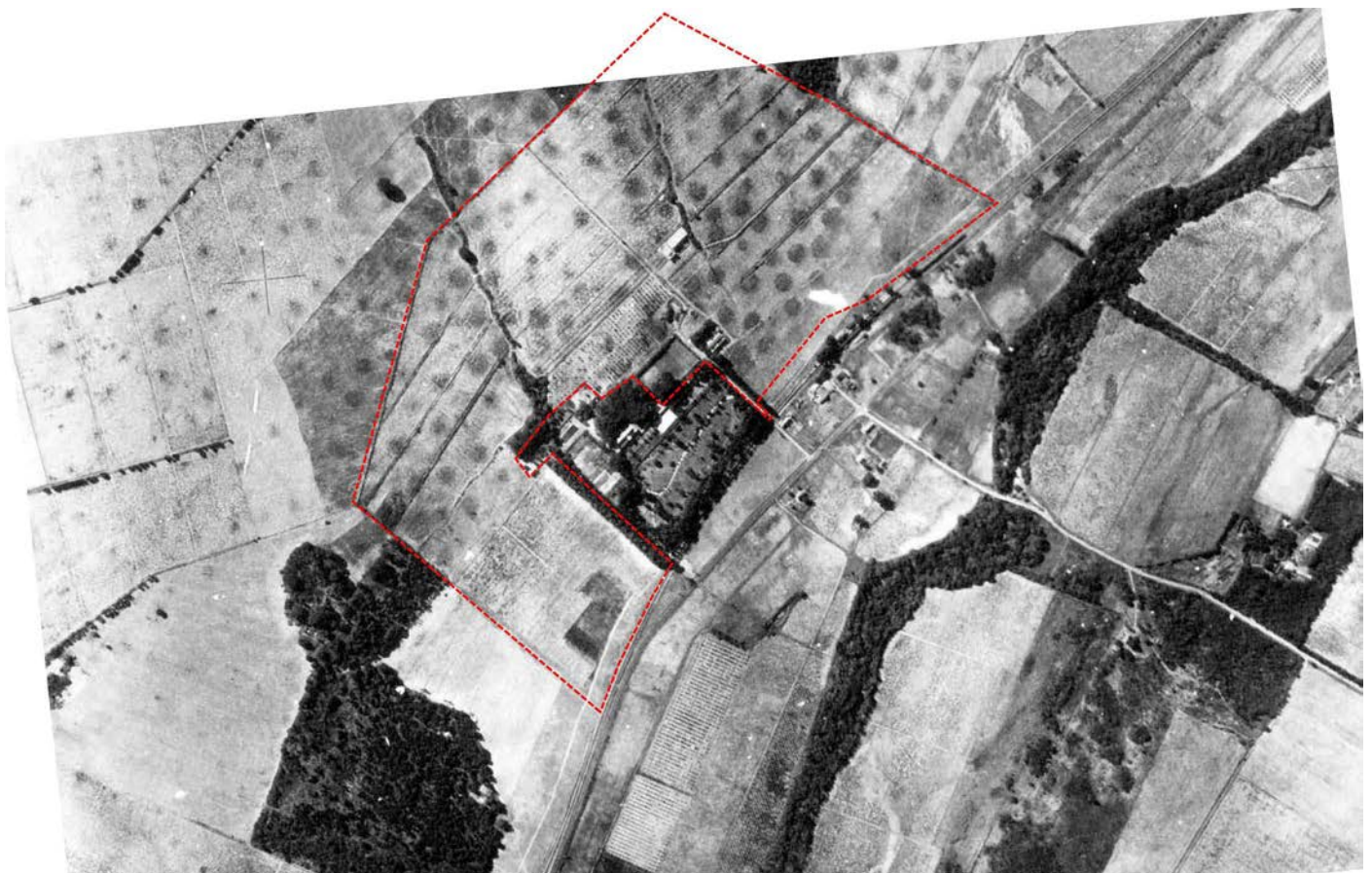


Figure 8: 1944 aerial photography for the site, indicating the landscaped gardens surrounding the hotel. (Source: NGI Mowbray).

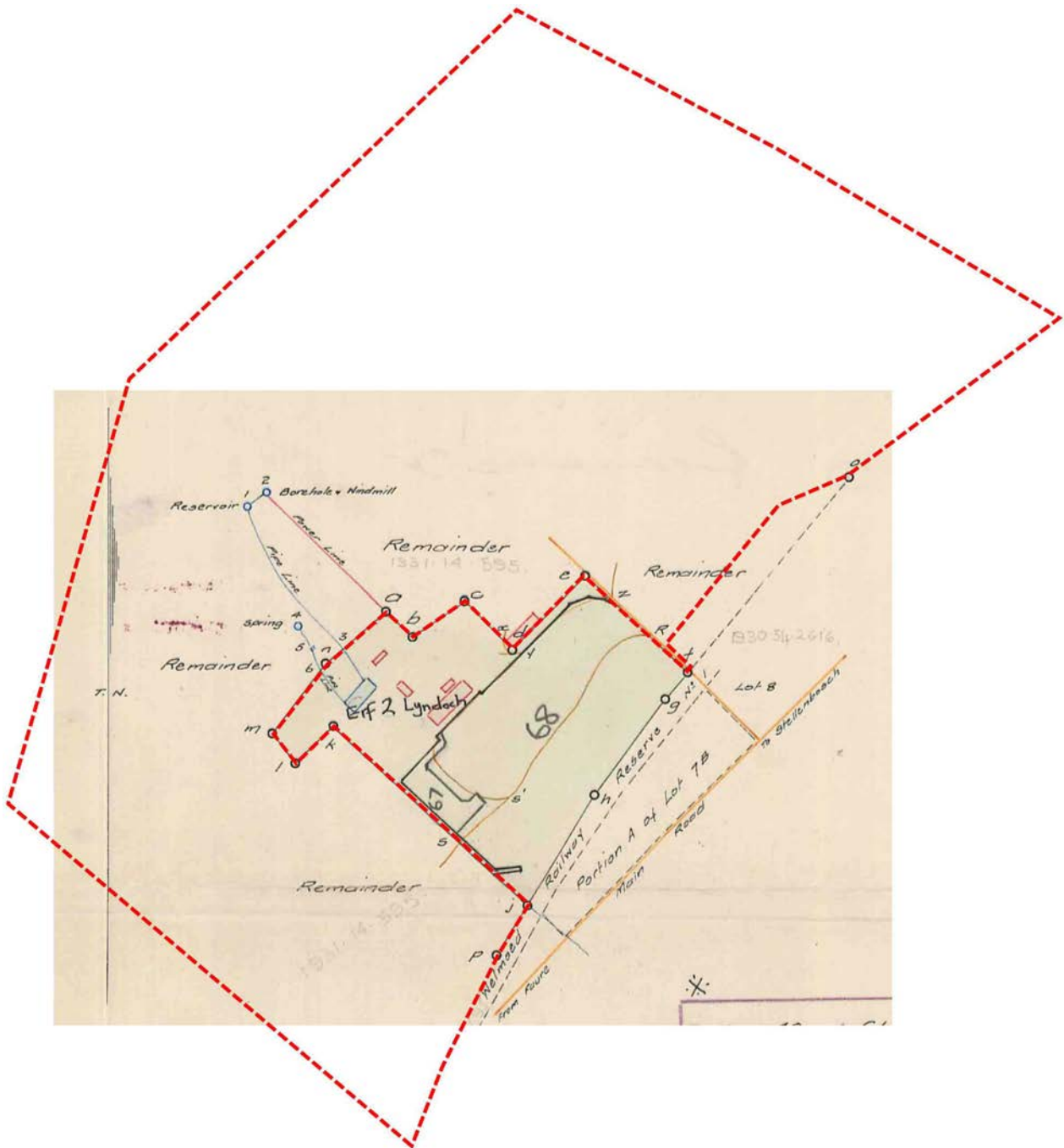


Figure 9: 1938 SG Diagram of the site, with buildings indicated, as well as water sources and roadways. (Source: Surveyor General Diagram 2912/1938).

Records at the Cape Archives indicate that in 1951, the new owner, Mr. F. Varney, applied to the Stellenbosch Council for a rezoning of the land to allow him to obtain a Liquor License for the hotel. This was approved in 1954 (KAB, 4/STB, 4/1/26: T24/108).

In 1968, the tree canopy has been thinned out and more agricultural buildings added to the north-west of the hotel, but the settlement remains a hamlet much as it did in 1938 (Figure 10). It is important to note the small dam to the south-east of the hotel in this aerial photograph – the land here is still very wet and has characteristics of the wetland.

In 1999, Stellenbosch University decided to establish its Sustainability Institute on the property. It has been run successfully since, to the extent that in 2004 an area behind

the old hotel was subdivided to form a so-called “Eco Village”, a community which aims to demonstrate a more sustainable model of living, both in terms of resource use and social justice/ inclusivity (<https://lynedochecovillage.wordpress.com>). The village contains homes built entirely from alternative materials, with an internal waste management system, an on-site water and sewerage treatment system and extensive recycling (Figure 11).

The surrounding slopes have remained under cultivation with vineyards throughout, but the Municipality’s recent planning documentation has indicated that the wider Lynedoch area has been included inside an urban edge (Figure 12).

The historic patterns at Lynedoch have been interpreted as Figure 13.

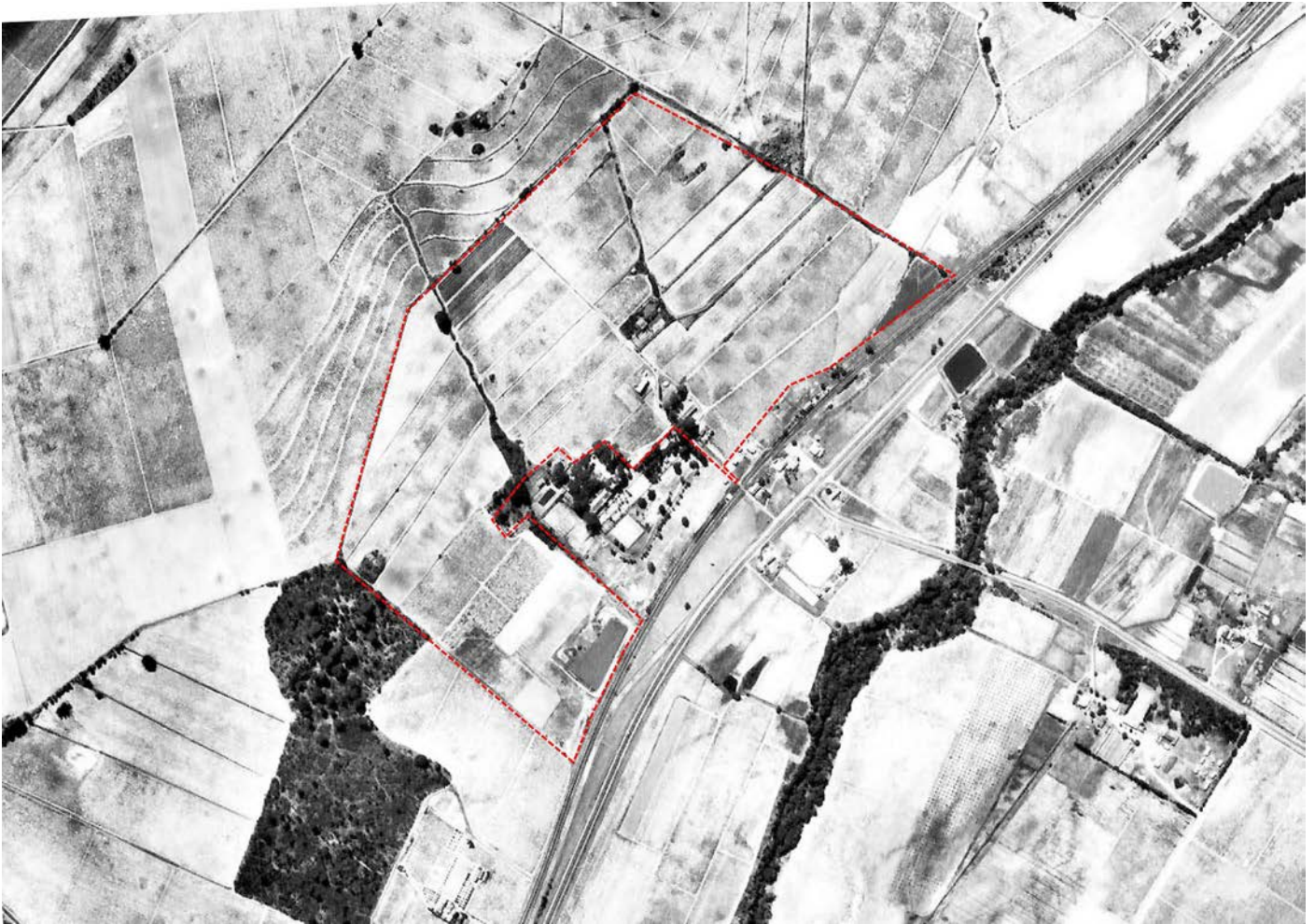


Figure 10: 1968 aerial photography for the site, indicating the landscaped gardens surrounding the hotel, with the tree canopy thinned out since 1944. The dam to the south-east of the site is also evident. (Source: NGI Mowbray).



Figure 11: 2022 aerial photography for the site, indicating the new Eco Village and the Sustainability Institute development.

KEY:

-  Historic, graded structures.
-  Historic structures built pre-1930.
-  Structures built post-1968.
-  Tree canopy evident on the 1944 aerial.
-  Tree canopy evident after the 1968 aerial.
-  Water bodies evident in 1968 (removed).
-  Current water bodies.
-  Spring marked in 1938 SG Diagram.
-  Railway Line
-  Roads.
-  Eerste River.
-  Cadastral Boundary.
-  2004 subdivision of the Eco Village.



HISTORIC LAYERS AND PATTERNS

Figure 13: Distillation of the key historic spatial patterns across the site.

PLANNING FRAMEWORK AND THE URBAN EDGE

The Stellenbosch Municipality Heritage Survey consultancy group commented to the Acting Director of Planning and Economic Development of the Stellenbosch Municipality on the 16th April 2018, and in review of the proposed urban edge at Lynedoch noted that following:

Lynedoch's layout and form has become extremely convoluted since the 'upgrading' of the R310 in the vicinity of the Annandale intersection. Historically, the western side of the settlement took direct access off the R101 across the rail line at a level crossing. This has now been closed for safety reasons.

Only direct pedestrian and cycle access is available over the rail line at Lynedoch station. The main approach to Lynedoch village west of the rail line by road is now via Vlotenberg, some 3kms to the east, resulting in a 6km long dog leg access route.

The road access management regime imposed by the provincial department of transport along the R101 is likely to only permit direct access onto the property concerned for unsignalized full intersections (SFIs) or high volume driveways (HVDs) every 500 to 600m. The main access is likely to occur off the road. This limited access regime is likely to result in a highly inappropriate walled off-high security character to this section of the R101, completely at odds with its proposed designation as a Class III heritage route.

Furthermore, the urban geometric design and street furniture used in the recent upgrading of the section of the R101 from Lynedoch to the western municipal boundary was considered to be so out of keeping with the rural character of this section of the route that concerned stakeholders took the road upgrading project on judicial review. This resulted in there being no further extensions to the upgrading project east of Annandale road.

It should be further considered that all of the retail, public transport and education facilities at Lynedoch are on the west side of the R101. This means that any future residents on the east side of the R101 will have to cross over this rural arterial road to get to these facilities.

Sadly, and inescapably it has been the experience that pedestrian deaths from motor vehicle conclusions result when there are different land uses straddling arterial routes. Although pedestrians are meant to use pedestrian crossings it is usually too expensive to put in a sufficient number to create sufficient convenience for pedestrians not to take short cuts. Furthermore, the recent upgrading of the R101 has resulted in an increase in vehicle average speeds which, may that be a welcome result in terms of vehicle travelling times further increases the risk of pedestrian accidents. It is a sine qua non that speed kills. Thus it can be confidently, but again sadly, stated that this has been the experience of all urban areas straddling high speed rural arterials. It would be interesting to investigate the status of vehicle accidents in this vicinity since the upgrading of this section of the R101 was completed.

Taking the above into account it is now considered that urban development east of the R101 will be inappropriate, mainly for safety reasons.

Secondary, but still important, reasons include the loss of rural character that would occur at Lynedoch village, partly due to the likely access regime and partly due to the likelihood that a gated estate would be constructed due to both safety and access conditions.

This means that the Lynedoch Urban Edge should be moved westwards to lie along the R101".

(http://www.stellenboschheritage.co.za/wp-content/uploads/APPENDIX-8_Act-70-of-70-Exclusion_Heritage-Response.pdf - see page 17).

The 2019 Stellenbosch SDF entrenched the urban edge around Lynedoch, into which the subject site falls. However, the associated diagram clearly indicates that the envisioned infill development is quite contained, essentially creating an interlinking footprint of urban expansion to the north of the Sustainability Institute, which does not extend closer towards Spier than the Lynedoch Station.

The SDF identifies Lynedoch as follows:

Lynedoch is a unique settlement – named Lynedoch Eco Village – situated halfway between Khayalitsha and Stellenbosch on the R310 and at the intersection of the R310 and Annandale Road. The village is home to the Sustainability Institute, which offers a number of degree and other education and training programmes in partnership with the University of Stellenbosch and other organisations, a number of schools, guest facility, and residences.

Development commenced almost 20 years ago, managed by a non-profit company called the Lynedoch Development Company (LDC). International and local development aid funders and local banks assisted to fund the development. Technical and institutional arrangements and procedures for the development of the village were structured to meet ecological, social and economic sustainability. The Lynedoch Home Owners Association (LHOA) was established to take primary responsibility for service delivery.

Achieving social inclusivity remains a key aim. The Constitution of the LHOA imposes on all home owners severe restrictions on resale by making it compulsory that any seller of any property must first offer the property to the LHOA and only then offer it to a third party at a price that is not lower than the price proposed to the LHOA.

Further growth of the Sustainability Institute and its partners' education focus and offer, through expanded and new programmes, and further accommodation for students and staff within a compact, pedestrian oriented, child friendly community, appears appropriate (Stellenbosch SDF, 2019: 94).

This seems to indicate that a similar model of development should be expanded at Lynedoch. Both the SDF and the comment of the Stellenbosch Municipality Heritage Survey consultancy group indicate that a gated village or security village type of development would be undesirable at this location.

See Figure 14.



Figure 14: The Lynedoch node, as illustrated in the 2019 SDF for Stellenbosch. The urban edge is indicated via a black line, but it should also be noted that a large area is designated as “green areas retained”. (SDF, 2019: 94).

THE UNDERLYING LANDSCAPE CHARACTER OF THE SITE.

The wider Eerste River Valley.

The Stellenbosch Municipality Heritage Survey (2018, hereafter SMHS) identifies that the Eerste River Floodplain Area... exhibits typical layering and pattern of settlement that includes historic structures at Vredenberg (C14), Troughend (C13), Vredenheim (C12), Spier, Welmoed (C11), Klein Welmoed (Usana) (C10) and Meerlust (C09). Enclosed views are found towards the Eerste River with the Helderberg beyond. A number of wetlands are found towards the river as water drains towards the lowest point in the landscape. Granite outcroppings are a typical element found on all farms, together with their composition of river and historic structures....

The area has a degree of historical, architectural, scenic, aesthetic and contextual significance.

Under strict guidelines, potential for development is found along the railway line nodes at Vlottenburg (C06 and C07) and Lynedoch (C08).

The subject site is similarly east-facing, with expansive views extending up to the mountain peaks of the Helderberg (Figure T, page X).

The primary means of moving through this valley bottom is along the R310. After passing Welmoed, the slopes of the hill system against which Lynedoch is set become gradually visible, until shortly before Spier where a ridgeline encloses the fan-shaped valley (see Figure T). The vineyards within this valley are very old, and the pattern of fields seems to have been consistent for much of the 20th Century, with rocky granite outcrops defining natural areas of vegetation.

These elements combine in areas to form a layered and complex rural landscape of very high scenic significance: the Lynedoch hillside forms part of the backdrop for over 70% of the heritage sites in the Eerste River Valley, and so its agricultural natures gives context to historic werf spaces. Therefore the SHMS has identified this part of the R310 as a scenic route (Figure 15).

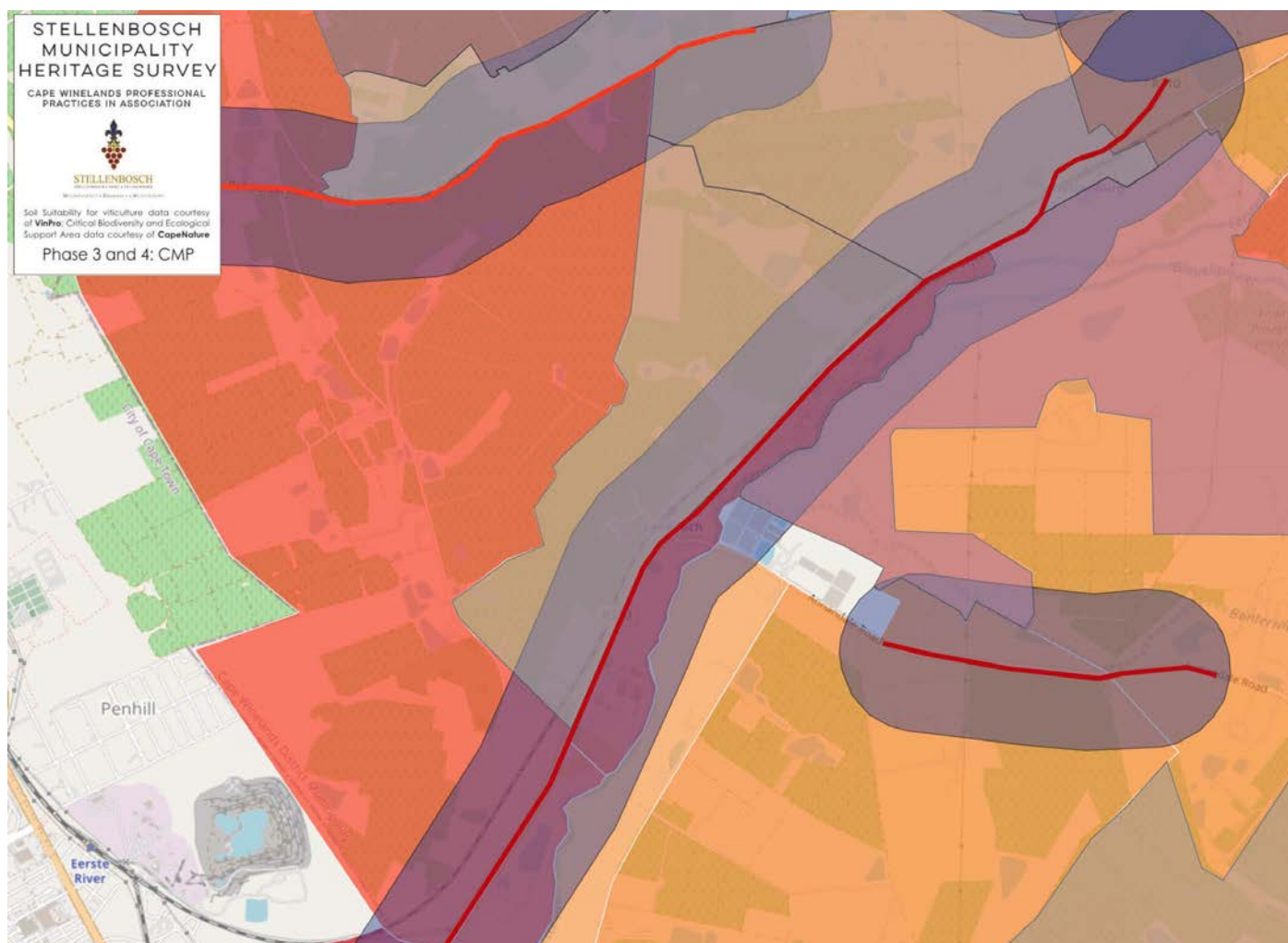


Figure 15: The SMHS CMP grading map indicates that the site falls within a Grade III B landscape unit, and along a Grade III A scenic route with a 500m buffer. (Source: <http://stellenboschheritage.co.za/smhs/map/#15/-33.9804/18.7795>).

The Landscape Unit Scale.

The Stellenbosch Municipal Heritage Survey states that the Lynedoch Nodes landscape is a **fine grained scattered, yet ordered landscape** (2018):

The Land unit features gradual south-east facing slopes with a single drainage line just off the northern boundary leading into the Eerste River. The contrast with the flat floodplains of the Eerste River elevates the scenic quality. It is visible from Baden Powell Drive as well as the Annandale road with expansive views back towards the Stellenbosch mountain range. Characteristically rural in character with a textured balance in its coloured patchwork of vineyards interlaced with vegetated edges and small pockets of settlement. Most of this pocket has high soil suitability for vineyards. The railway line forms the southern boundary to this land unit. Early Stone Age tools found were found on the slopes of this land unit, and a first freehold farm is found on a large stretch of the south-eastern boundary.

The Sustainability Institute's Eco Village (with school and wetland) is a good example of integration of mixed income and use. The hamlet is situated around ESA sites recorded (Seddon 1967) the Drie Gewels Hotel, one of the finest examples of Cape Revival houses within the winelands. In the 1980's it hosted music concerts associated with the Voelvry movement (a genre of anti-apartheid Afrikaans music). The site has a degree of architectural, landmark, historical, artistic and contextual significance next to the R310. The Eco Village is situated in close proximity to Lynedoch railway station, which has a very invasive and bulky concrete pedestrian bridge over the road, and a giant strawberry is the landmark for a filling station and store.

The edge of the rolling hills adds value to the scenic route as one enters the Cape Winelands from the N2. Its typology is of a very fine grain with a scattered, yet ordered feel. Taking into account the history and associations of this landscape unit, any form of development especially needs to challenge the current tendencies (gated exclusion) and to pioneer an integrated society.

The site falls within this rather "patchwork" environment and has been graded IIIB. The R310 in this area is identified as a IIIA scenic route. It additionally has over 70% visibility from within the wider Valley Basin and therefore forms part of a wider landscape of exceptional scenic qualities. The visual impact of potential development must therefore be carefully considered, as "maintenance of the green and open agricultural character" of this landscape unit is important.

The SMHS specifically noted that the following would erode landscape character here:

- Over-scaled private dwellings.
- Gated residential estates.
- Suburban development.

The Site.

The landscape around Lynedoch is largely cultivated as vineyards, with a clear system of drainage furrows and windbreaks, as well as outcrops of granite that form pockets of natural vegetation. The Eerste River drains to the south, and the hilly landscape abruptly meets the flat river base, creating a series of wetland areas between the bands of infrastructure laid into this narrow, flat area between hill and river (railway line and roadways). The landscape unit is presently in transition, as the old hotel ("Gleneagles" and later "Drie Gewels") was bought by the University of Stellenbosch for their Sustainability Institute. This has seen expansion at the node, with academic and educational buildings established, as well as the Lynedoch "Eco Village". However, the growth remains modest and the settlement is still of the scale appropriate for a "hamlet", although some inappropriate development has occurred around the station.

This entire property and the south-east facing slope of the hill system has been graded IIIB.

Internally, the site retains buildings and spaces related to its agricultural uses – three barn structures as well as two houses and two circular farm dams cluster around the main driveway up from the station.

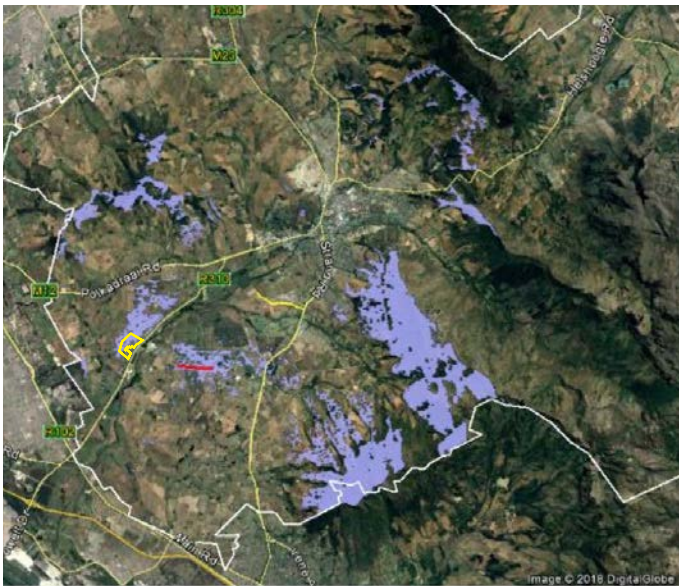
Visual Assessment Criteria in this Settling.

The landscape character of the site and its context has been extensively analysed as part of the Stellenbosch Municipality Heritage Survey (2018). In addition, the Impact Assessment Criteria identified by Obholzer in his 2005 "DEA&DP Guideline for Involving Visual and Aesthetic Specialists in EIA Processes" was consulted. The visual criteria and considerations that inform a visual impact assessment are as follows:

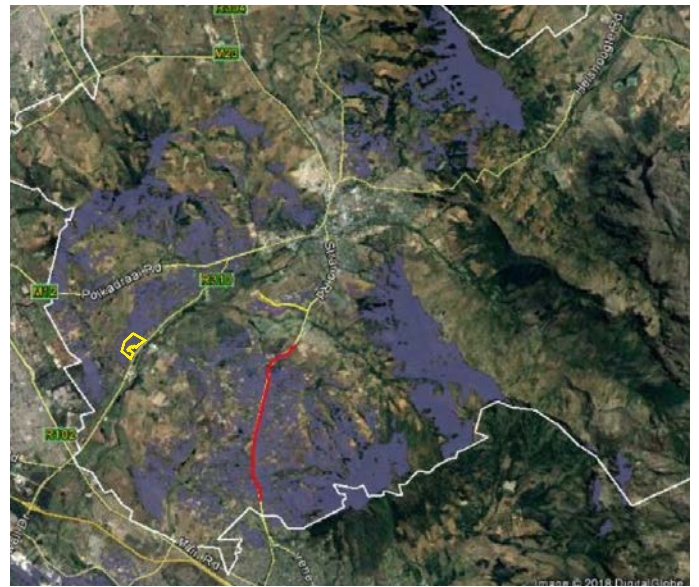
Visual Exposure and Viewshed Area

The visual exposure of the area is the geographic area from which the project will be visible (the "view catchment area"). It analyses the degree to which the site is visually apparent from the identified key viewpoints surrounding the site (Figure 16). Visual exposure and resultant impact tends to diminish with distance: the further away you are away from the development, the lower its visual impact. Visual exposure is defined as follows:

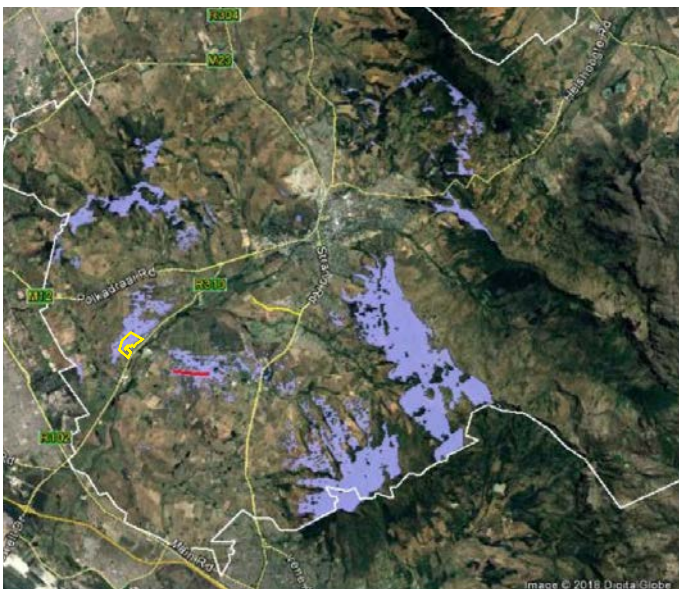
- High exposure: Dominant or clearly noticeable, visible from a large area.
- Moderate exposure: Recognizable to the viewer, visible from the intermediate area only.
- Low exposure: Not particularly noticeable to the viewer, continuing the existing visual character or patterns, visible from a small area around the project site.



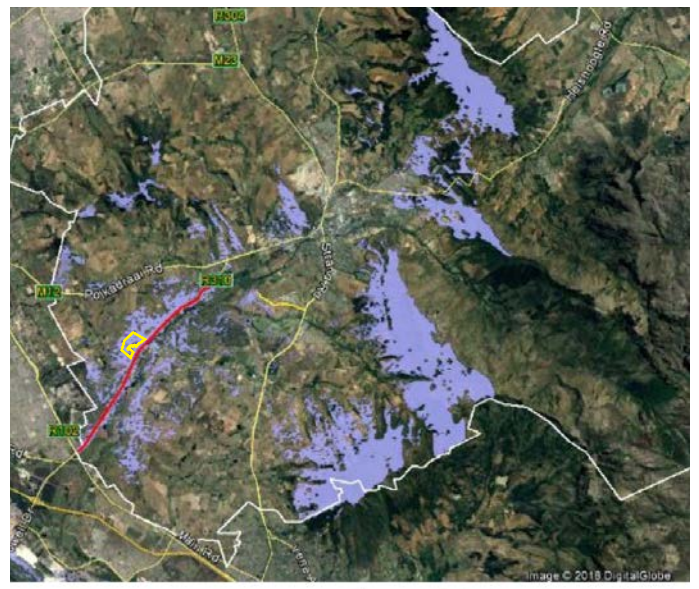
Viewshed from Annandale Road, with the site in yellow.



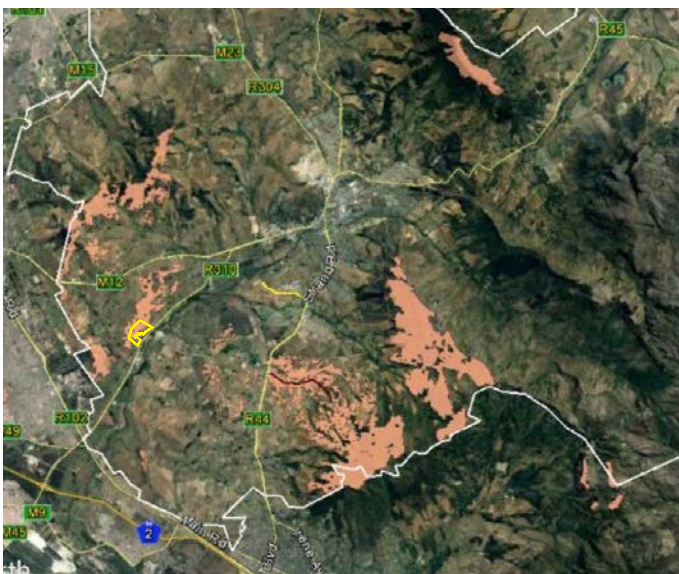
Viewshed from the R44, with the site in yellow.



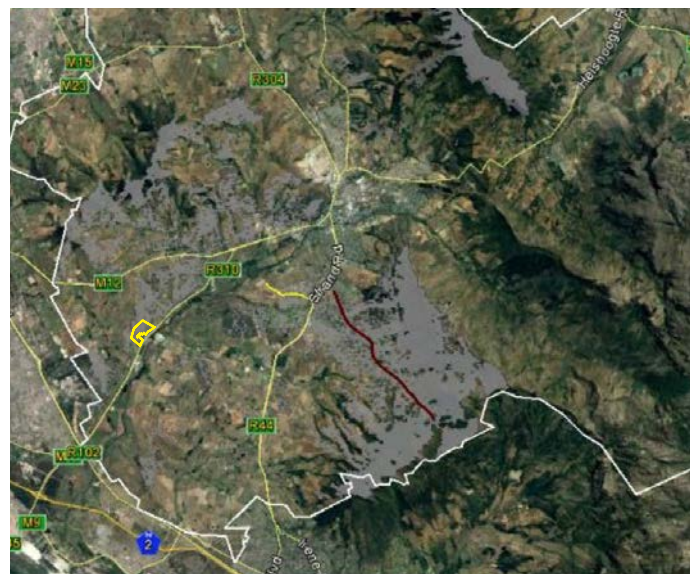
Viewshed from Annandale Road, with the site in yellow.



Viewshed from the R310/Baden Powell, with the site in yellow.



Viewshed from Annandale Road, entering Helderberg, with the site in yellow.



Viewshed from Blaauklippen Road, with the site in yellow.

Figure 16: Viridian Landscaping undertook extensive viewshed analysis of the Eerste River Valley from the various scenic routes identified. The Lynedoch Node and its upper hillcrests forms part of the viewshed of all of the above, identified views. (Source: https://www.stellenboschheritage.co.za/wp-content/uploads/Appendix-4_Visibility-Analysis.pdf).

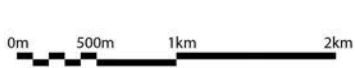
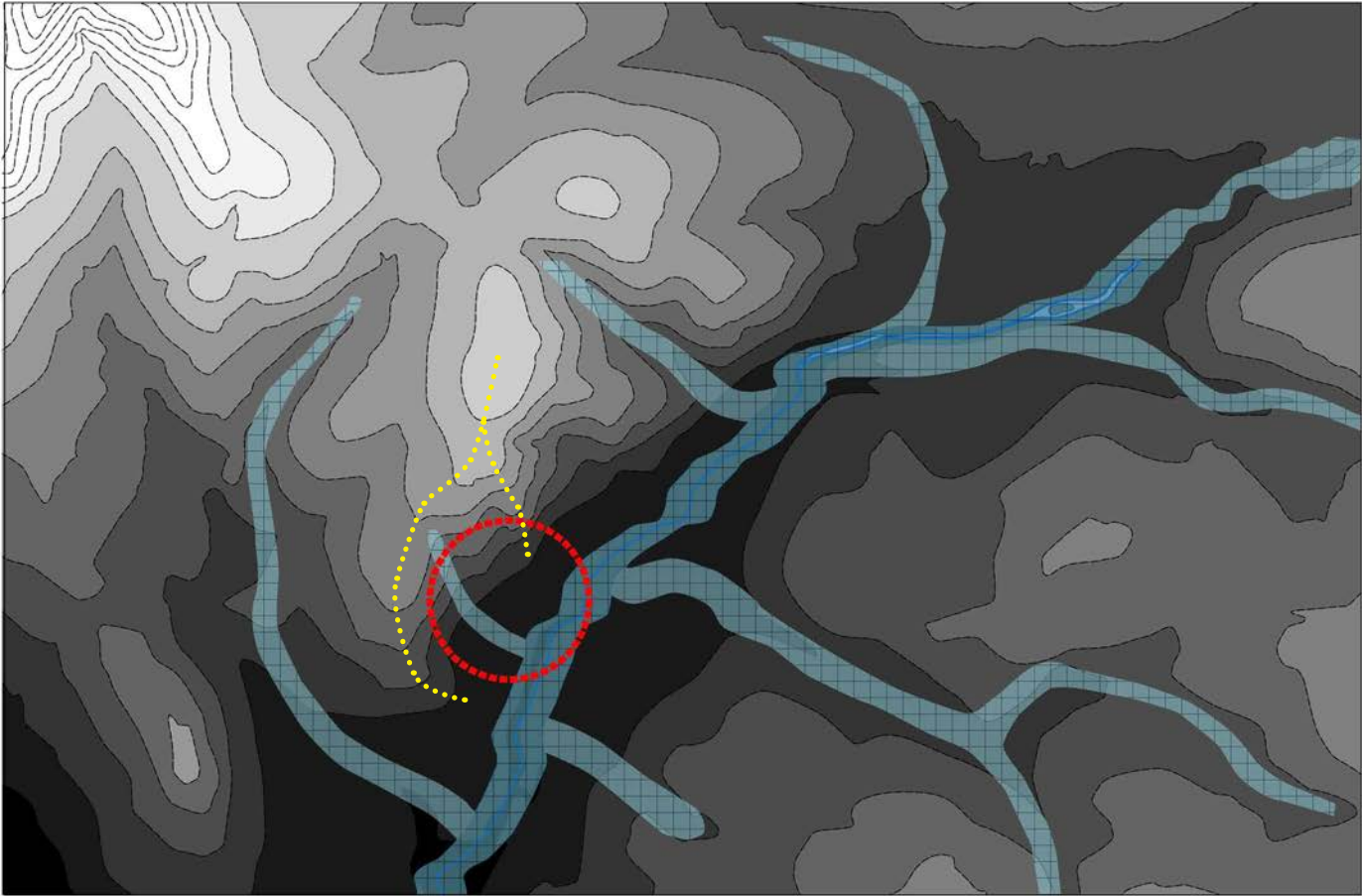


Figure 17: Indication of the topography underpinning the site (in red dashed outline) and with the encircling ridgelines indicated in yellow dots.

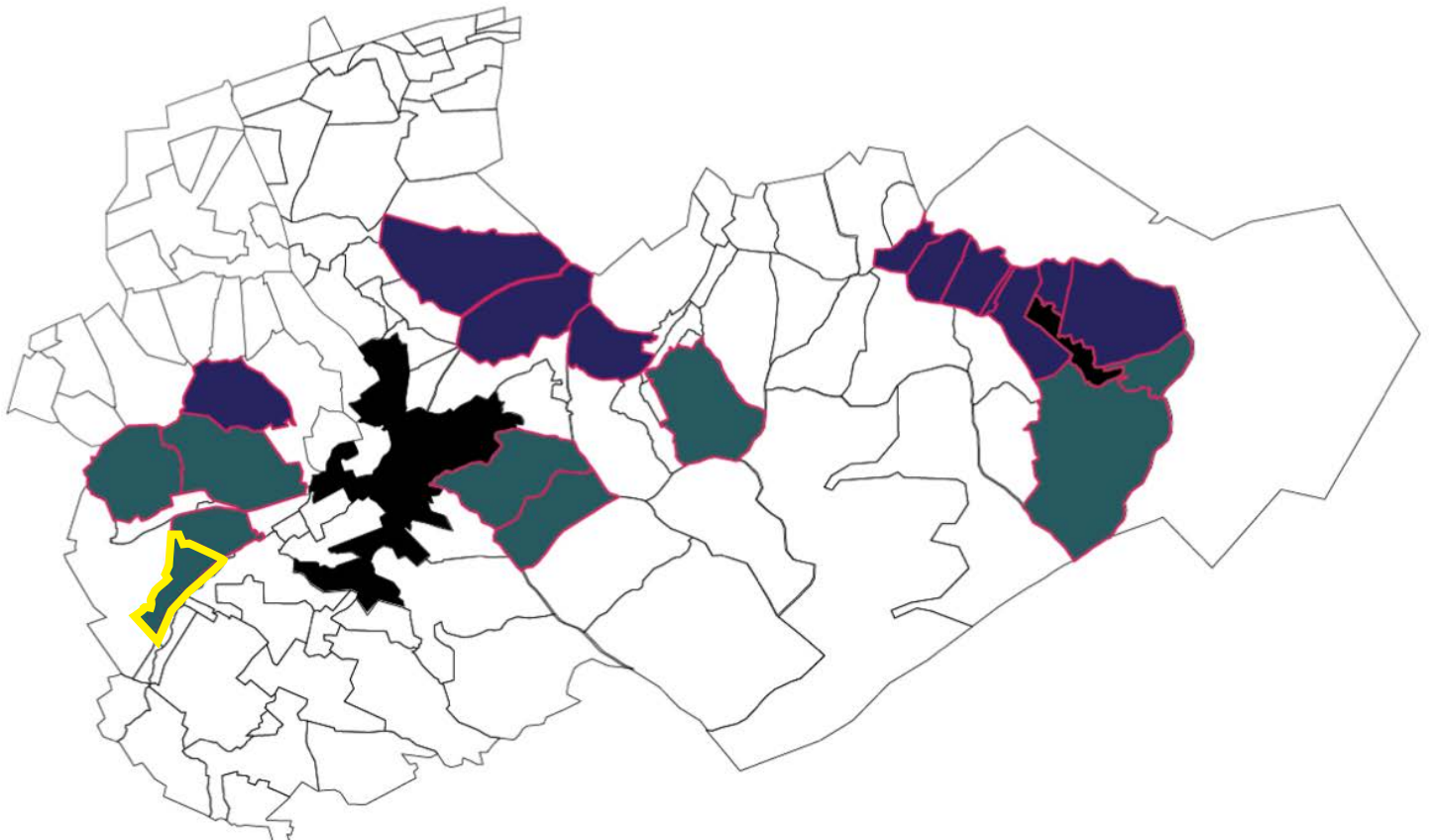
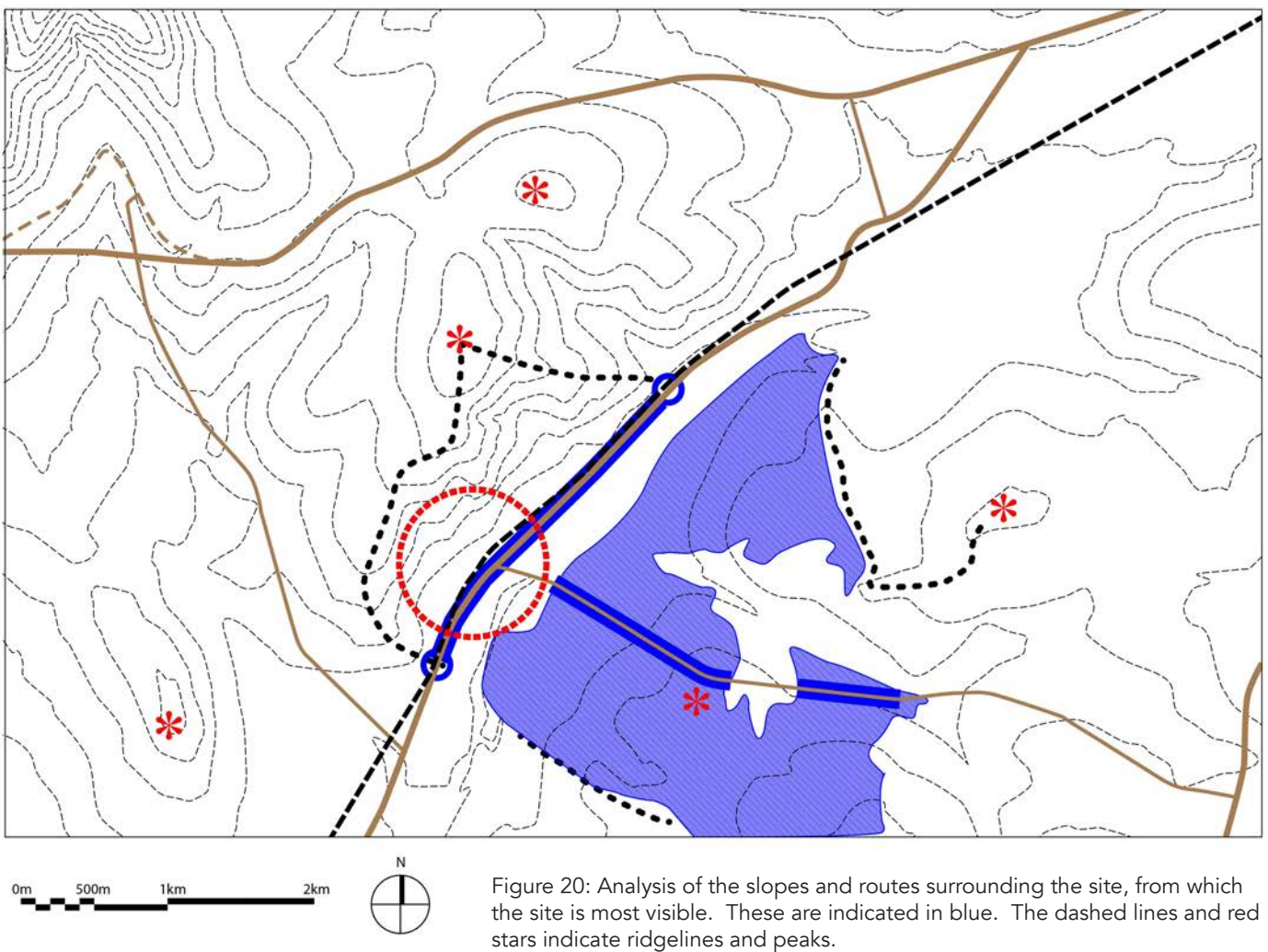
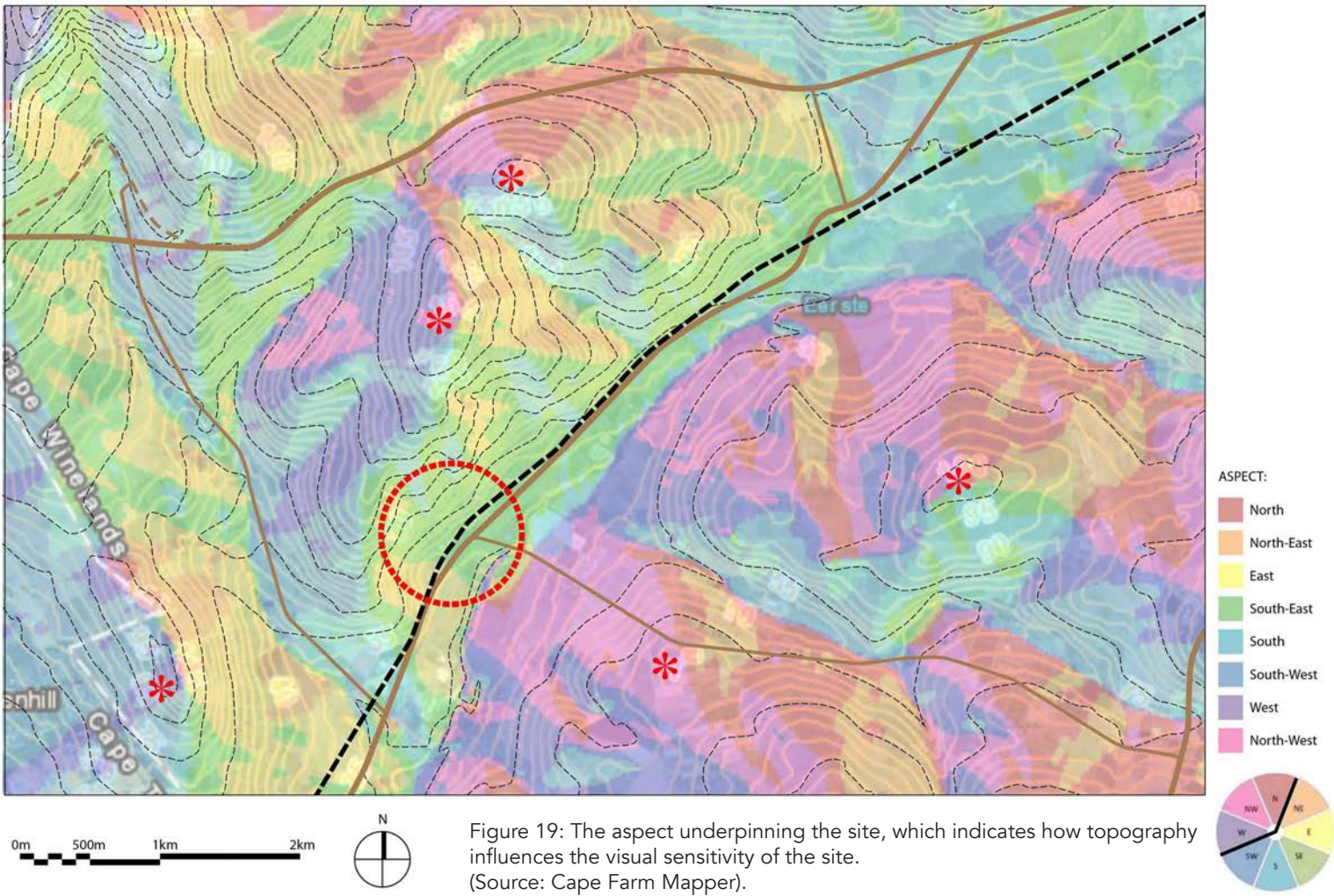


Figure 18: Building on the Viridian analysis, the SMHS identified landscape parcels with exceptional scenic quality, in that they had medium-to-high visibility from scenic routes, with over 70% of scenic routes in the area encompassing views to these areas. The Lynedoch Landscape Unit is outlined in yellow. (Source: SMHS, 2018).



The subject site has a degree of visual containment at present, due to the surrounding topography (the ridgeline beyond the railway line screens the site to the north, as does the ridgeline to the south - Figure 17) and existing mature tree-planting and rocky outcrops provide further screening. Therefore, the zones of visibility are already somewhat limited in the foreground (see Figure H & I), although the site is visually exposed from the south-east, where it has been identified as a landscape parcel that forms part of the far backdrop to over 70% of the heritage sites identified within the wider Valley (Figure 18). Therefore, extensive urbanisation of this area would negatively impact the agricultural setting of many historic farmsteads and other heritage sites, some of which are of Provincial Heritage Significance. The receiving environment is thus one of "moderate visual exposure".

Visual Sensitivity of the Area and the Viewpoints

The level of visual impact considered acceptable is dependent on where the site is located in the receiving environment and the sensitivity of its location to development. Visual sensitivity can be defined as follows:

- High visual sensitivity: Highly visible and potentially sensitive areas in the landscape (seen from residential areas, natural reserves, scenic routes etc.)
- Moderate sensitivity: Moderately visible areas in the landscape (visible from typical "town" spaces, with a mixed-use and varied environment).
- Low visual sensitivity: Minimally visible areas in the landscape (for instance seen from degraded area or industrial sites)

The site has already been identified as one of high visual sensitivity on the wider scale, being part of the agricultural background to over 70% of the heritage sites identified within the Eerste River Valley.

In addition, this visual sensitivity is "blanket" and equally distributed over the landscape, rather than focussed towards landmarks.

Figure 19 and 20 identify the aspect surrounding the site, and thereby identify the areas (slopes and routes) from which the site is highly visible. These then inform the more detailed view analysis which follows on pages 20 - 28, Figures A - R.

Visual Absorption Capacity (VAC)

The VAC indicates the potential of the landscape to conceal the proposed development, and indicates how much of the project would be visually "absorbed" or "disappear" into the receiving environment. VAC is defined as follows:

- High VAC: Effective screening by topography and vegetation.
- Moderate VAC: Partial screening by topography and vegetation.
- Low VAC: Little screening by topography or vegetation.

The site has high VAC at the larger scale, due to the enclosing topography. It is otherwise highly visually exposed once these framing ridgelines have been passed. This has been identified on a more detailed scale in Figures A to R.

Visual Intrusion/Landscape Integrity

The visual intrusion that could potentially be caused by the proposed project is related to the level of compatibility or congruence of the proposed project with the particular qualities or sense of place of the surrounding areas. Visual intrusion relates to the concept of placing appropriate development typologies within their context to maintain landscape integrity and sense of place and is defined as follows:

- High visual intrusion: Noticeable change or conflicts with the surroundings.
- Moderate visual intrusion: Partially fits into the surroundings, but clearly noticeable.
- Low visual intrusion: Minimal change or blends in well with the surroundings.

The heritage-based design indicators developed for the site will look to ensure visual integrity of the development with its surrounds.



Figure A: View from fields south of Annandale Road, towards Lynedoch. White dotted line indicates approx. property boundary.



Figure B: View from the Annandale Road, above the strawberry farm, towards Lynedoch. White dotted line indicates approx. property boundary. This view indicates the high visual exposure of the upper slopes and east and west "flanks" at Lynedoch.

Key:

- Ridgeline
- Treelines and natural outcrops
- Settlement/hamlet
- Landmarks/Gables
- Visually exposed slopes

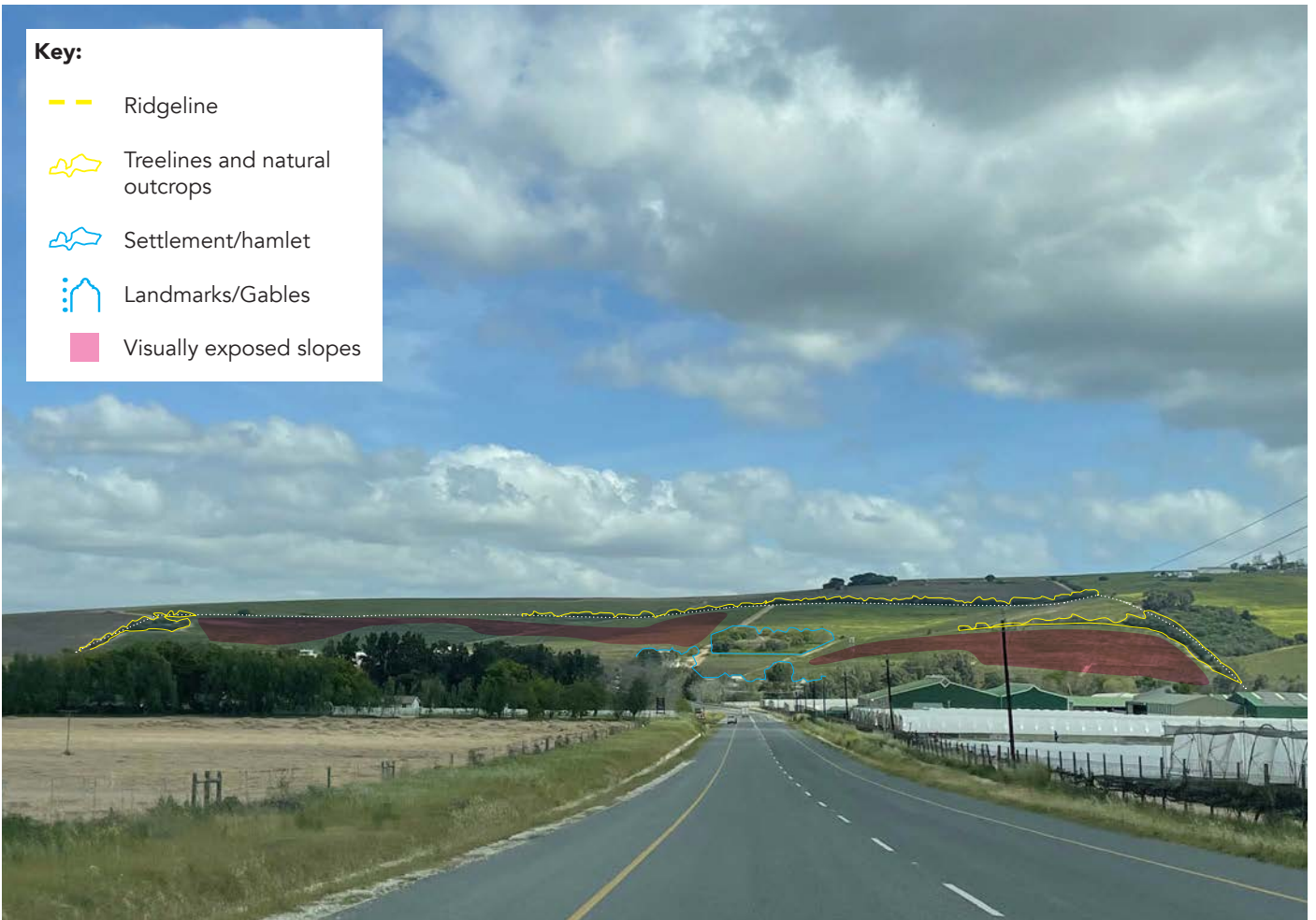


Figure C: View from Annandale Road, towards Lynedoch, at the strawberry farm. White dots indicate approx. cadastral boundary.

Key:

- Ridgeline
- Treelines and natural outcrops
- Settlement/hamlet
- Landmarks/Gables
- Visually exposed slopes



Figure D: View from Annandale Road at the end of the strawberry farm, moving towards the Eerste River.

Key:

- — Ridgeline
- 🌿 Treelines and natural outcrops
- 🏠 Settlement/hamlet
- 🏡 Landmarks/Gables
- 🟡 Visually exposed slopes



Figure E: View from Annandale Road, towards Lynedoch, just before the bend. White dotted line indicates property boundary.

Key:

- — Ridgeline
- 🌿 Treelines and natural outcrops
- 🏠 Settlement/hamlet
- 🏡 Landmarks/Gables
- 🟡 Visually exposed slopes



Figure F: View from Annandale Road, just before the bridge. White dotted line indicates approximate property boundary.

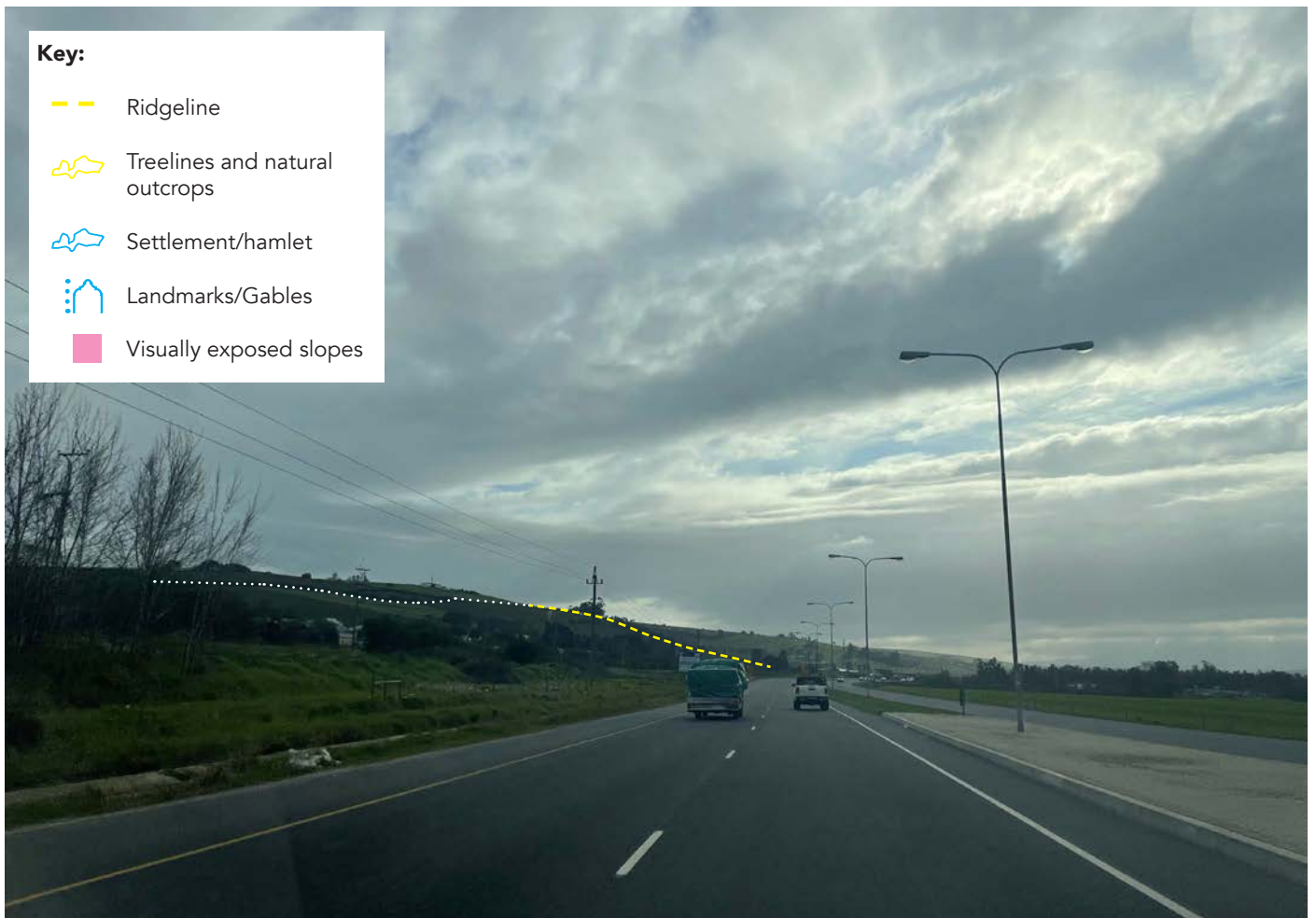


Figure G: View on approach from the R310. White dots indicate approx. cadastral boundary and coincide with the local ridge.



Figure H: View from R310 from the south. The white dotted line indicates approximate property boundary.

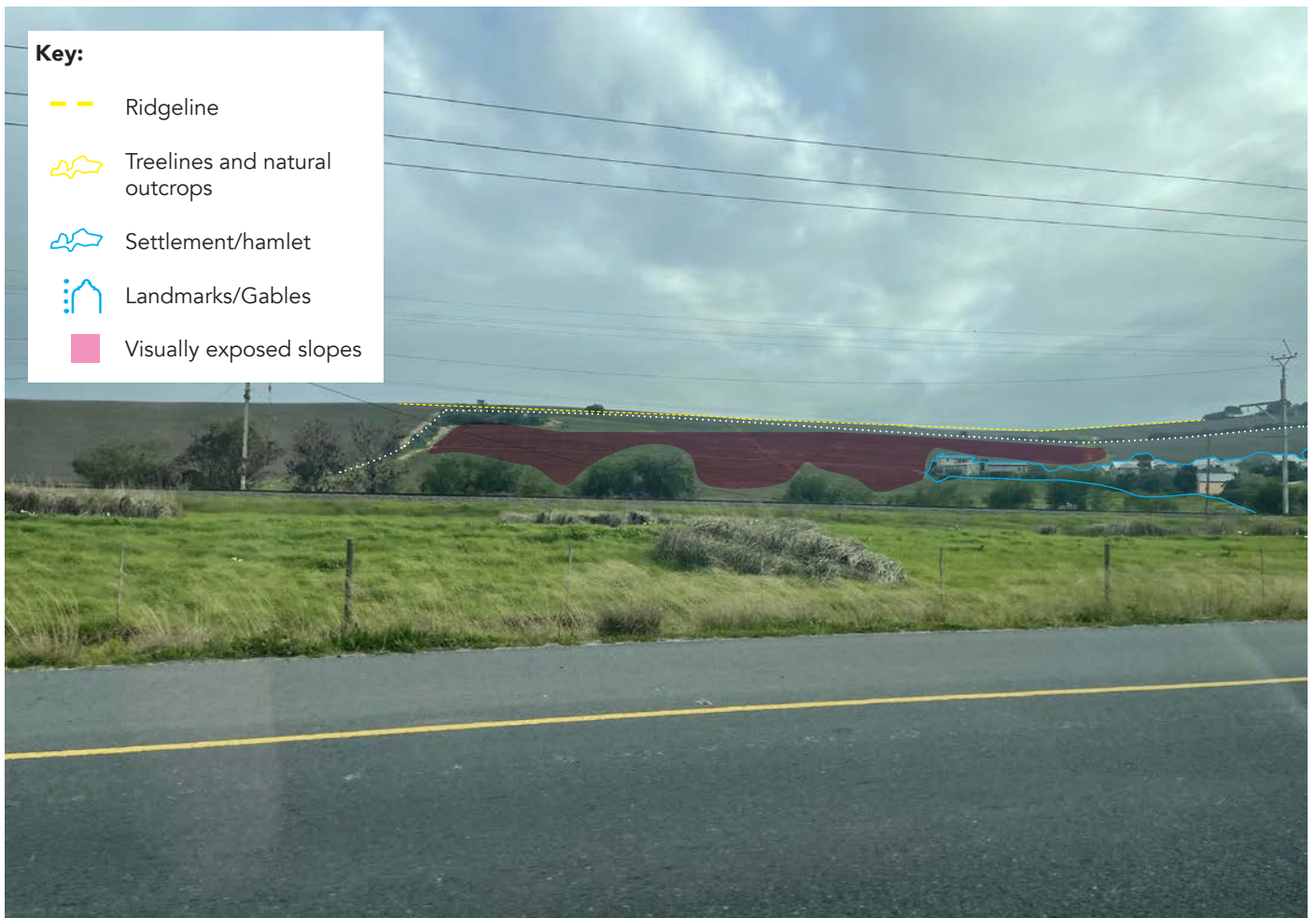


Figure I: View from the R310. White dotted line indicates approx. property boundary. The southern slopes are very exposed here.



Figure J: View from the R310, just further on. The visual focus shifts to the palm trees and gables of the old hotel.



Figure K: View on approach from the R310. Palm trees & the gables dominate the view. The trees screen the slopes beyond.



Figure L: View from R310 at the intersection. The foreground clutter associated with the petrol station dominates views.



Figure M: Figure L: View from R310 at the intersection. The foreground clutter associated with the petrol station dominates views.



Figure N: Figure L: View from R310 past the intersection. The foreground clutter associated with the petrol station dominates views.



Figure O: View on approach from the R310. The station and associated structures dominate the views.



Figure P: View from R310 just beyond the station. The north-eastern slopes of the property again become visually exposed.



Figure Q: View from the R310 towards Spier. White dotted line indicates property boundary, which becomes the ridge line. The south-eastern slopes are highly visually exposed.

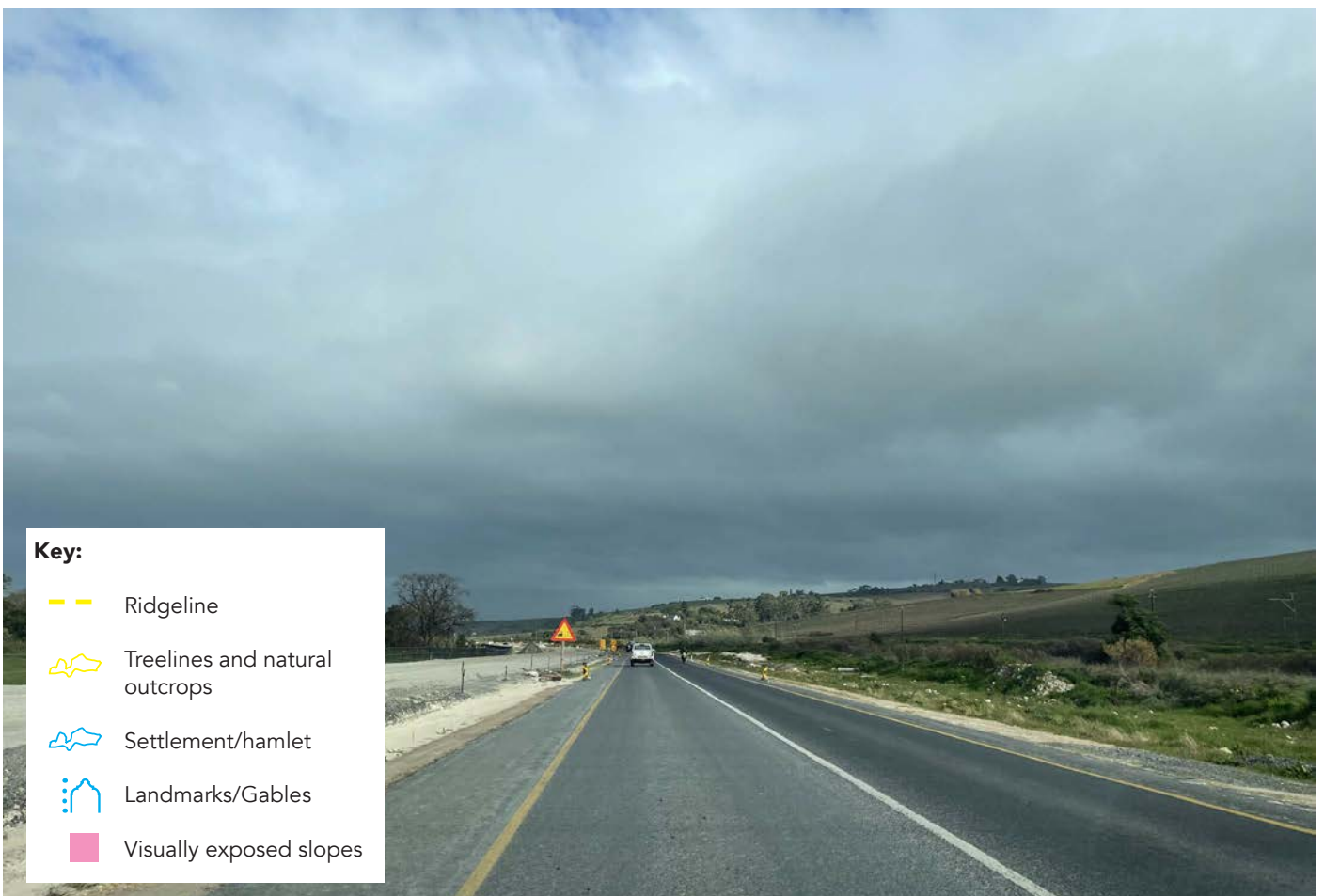


Figure R: View from the R310 travelling south. The sub-valley of Lynedoch is highly screened when moving south along the R310.



Figure S: View from the internal Lynedoch Road, to the south-east of the site, looking up towards the ridgeline. Lynedoch Eco Village can be seen to the right of image.



Figure T: View from the entrance to the slightly visually sheltered "sub valley" above the railway station. The slopes to the left are visually exposed. The more modern farmhouse is further along the contour to the right of image.



Figure U: View from the slightly visually sheltered "sub valley" above modern farmhouse, seen to the centre of the image. The gum trees to the far left mark the edge of the site.



Figure V: View from the slightly visually sheltered "sub valley" above modern farmhouse, taken directly above the farmhouse. The gum trees to the far left mark the edge of the site, while the olives to the right mark the upper boundary.

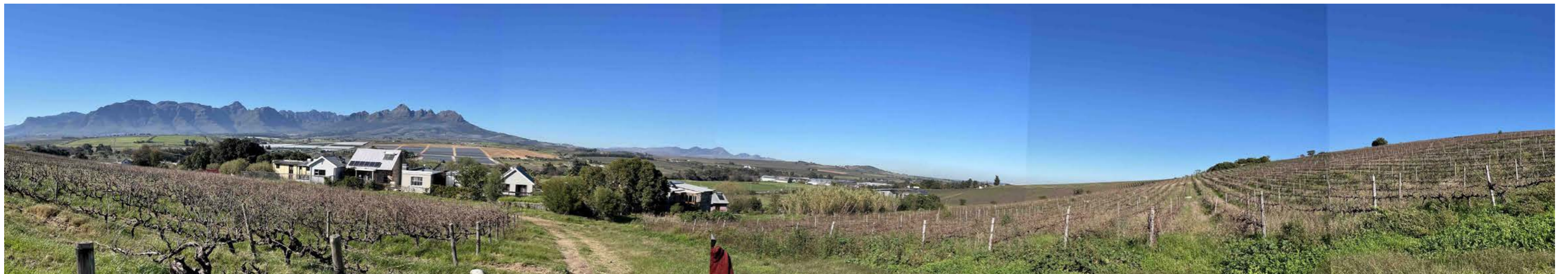


Figure W: View taken direct above the Eco Village. The treed surrounds of the Lynedoch Node are evident and will provide screening directly behind the settlement.



Figure X: View from the terrace above the uppermost barn building (to the right of image). The modern farmhouse is discernible to the left of image, set into a garden of mature trees.



Figure Y: View of the two agricultural barns at the first terrace above the Sustainability Institute. These should be adaptively reused.



Figure Z: View above the lower round dam, looking north towards Stellenbosch and the Lynedoch Station. The slope becomes increasingly visually exposed as one moves away from the existing village.

THE UNDERLYING "TOWNSCAPE" SETTING OF THE SITE AND SETTLEMENT NODE.

Analysis of the Patterns of Settlement-Making in the Cape Winelands

The spatial setting of site has the potential to respond to characteristic aspects of settlement within the Cape Winelands. It encompasses many of the wider aspects of settlement making in the region, including:

- being positioned close to a river course and historic wagon route (as well as a railway line),
- the potential for the creation and extension of a gridded structure for agriculture into settlement,
- the hotel occupying a prominent position within the civic node (historically this role was most often performed by a church),
- and the visual setting of the whole against the surrounding hill slopes (K).

These elements are key to the historic patterns of settlement-making, as seen within the nearby villages of Jamestown and Raithby. A diagrammatic comparison of the villages indicates the various ways that the positioning of the towns relative to the watercourse and allotment gardens, church and main commonage or "village green" establishes a unique sense of place (Figure 21). Common and persistent elements include:

1. The civic "head" of the settlement, which includes a religious structure and an open, green space;
2. A movement spine that establishes the primary connection between the civic "head" and the ordinary houses;
3. Houses directly address the street, and always have associated areas for small-scale agriculture;
4. Houses tend to follow a strong architectural typology, usually of a walled architecture with a double-pitched roof, gable ends and a front stoep, which mediates the threshold between the street and the house.

The heritage indicators look to promote those urban elements that are seen to be consistent with settlement patterns in the Winelands as a whole.

The Development of a Housing Typology in the Winelands

The winelands have historically had a very strong building typology, created in part, due to the development of a building culture that relied on building traditions brought to the Cape from the VoC colonies in the East, as well as Europe (largely from Germany and Holland) in combination with vernacular traditions and materials such as the matjieshuis built by the Khoekhoen, which were reed-walled, domed buildings on a lattice of timberwork (Malan, 2018: 17).

Natural resources differed from those in Europe and Asia: timber was in short supply at the Cape, and there was little fuel for firing bricks and tiles. Forested areas around the Cape Peninsula were

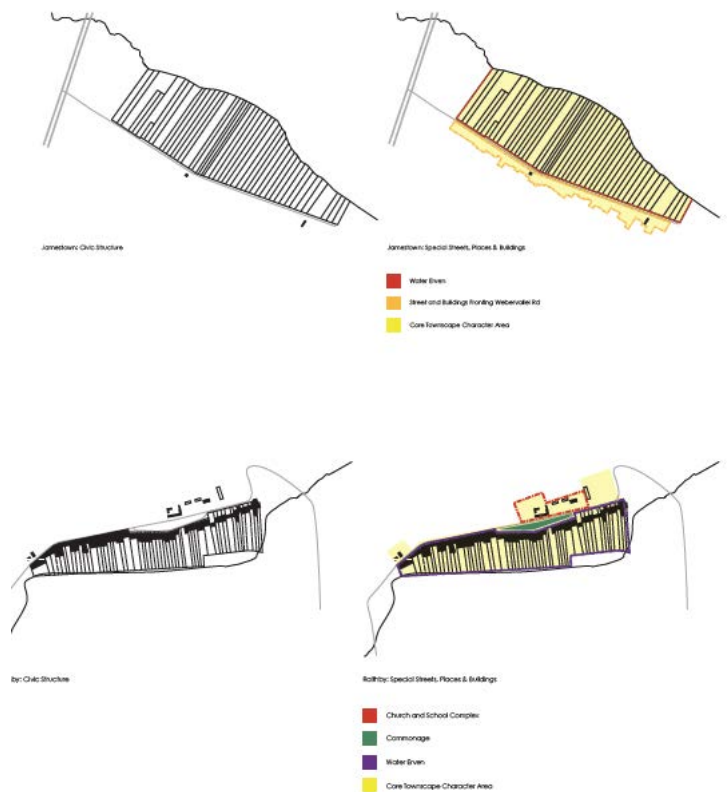


Figure 21: Diagrams showing the civic structure of the nearby villages of Raithby and Jamestown.

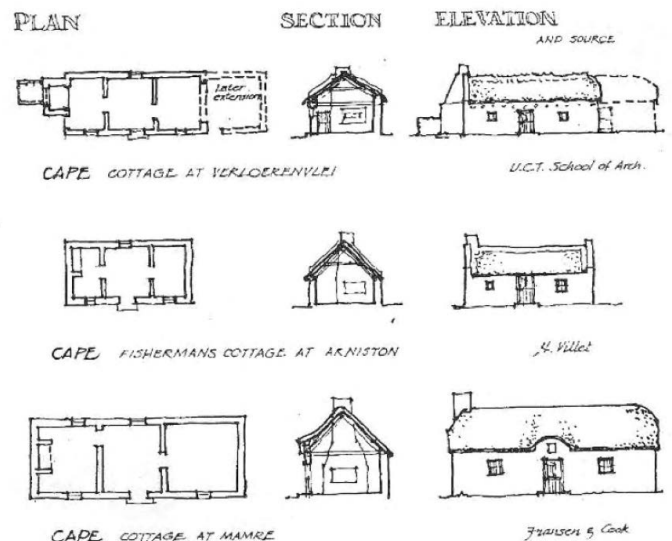


Figure 22: Typical "longhouse" structures, as documented by James Walton (VASSA).

rapidly logged, and the Stellenbosch forests followed suit. It was only those builders with access to Company resources who were able to source good, long timber, hard bricks, etc. (Malan, 2018: 17). When bricks became more easily obtainable, the longhouse became the favoured structure: a narrow rectangular building, often with thatched roof (Malan, 2018: 18).

The hearth and chimney could be attached to a straight end gable. Internal walls, doors and windows were placed where required (Figure 22).

The “longhouse” should be seen as a typology and not an architectural style: it represents a built culture to which people’s way of living has adapted, and a highly suburban model of housing would be foreign both culturally and spatially within the context of the site.

It is key to recognise that Lynedoch Eco Village has also introduced a typology. This is an architecture of single dwellings, but using alternative and more sustainable methods of construction, with no structure larger than two stories. There is no repetition in the design: each structure is uniquely designed for its site. Additionally, the Eco Village occupied the former terraced garden area above the old hotel, and so responds to the natural contouring of the site while also forcing densification. The village is densely treed.

It is critical that the architectural concept for the expansion of the Lynedoch hamlet avoid over-scaled private dwellings, gated residential estates, or a suburban model of development – particularly one that involves the repetition of construction of “unit types” across the landscape.

Instead, the existing, unique aspects of the site should be properly understood, and extended across the site (Fig. 23A-J).



Fig 23A: The roads in the village are paved and well-planted.



Fig 23B: Southern elevation of the southern-most barn building



Fig 23C: Northern elevation of the northernmost barn building.



Fig 23E: The old hotel, which is a graded heritage site.



Fig 23D: The “farm managers’ house”.



Fig 23F: The fine interior of the old Gleneagles Hotel.



Fig 23G: The historic stoep, with fine period detailing.



Fig 23H: Detail of a projecting lead-glass bay window.



Fig 23I: Detail along the edge of the stoep.

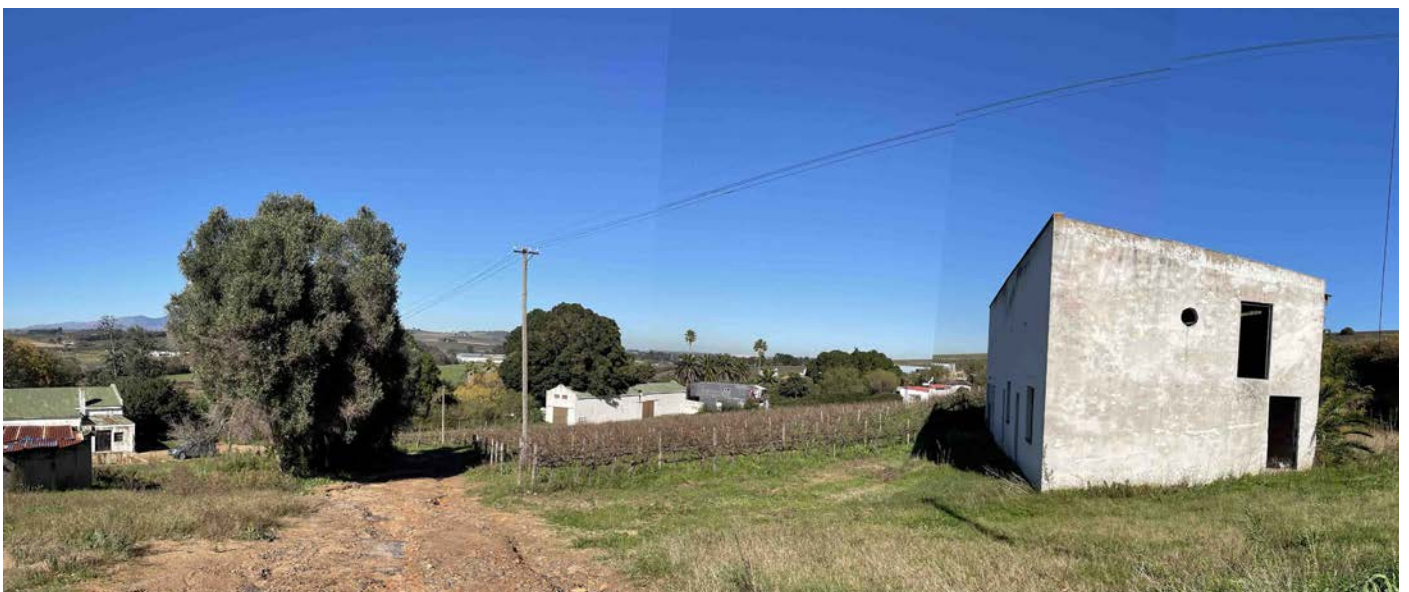


Fig 23J: The westernmost barn building is more rudimentary than the other two, but characteristic of “layered” agricultural structures.

Existing character-giving elements of the environment surrounding the site.

Figure 20 identifies those areas from which the site is highly visible. These have been documented along their routes (R310 and the Annandale Road) and the visual exposure of the various components of the site have been mapped (Fig. A-R).

CULTURAL LANDSCAPE PATTERNS

The landscape and settlement patterns of the site and its surrounds are physical devices or spatial arrangements which enrich the built environment and ensure the appropriate relationship of component parts to each other. They suggest how the environment may be used and encompass patterns are inherited from the past.

The benefit to identifying and working within these patterns today is to enhance, in a contemporary idiom, the richness and quality of experience suggested by the inherited patterns.

Although the environment of the site has been established to be of a "patchwork" character, it is generally understood that some urban development could occur at this node.

The following positive settlement attributes of the site have been identified:

GATEWAY

The site plays a gateway role when moving towards Stellenbosch. It is one of a set of unfolding "layers" along the R310, being one of the first points where a change in topography (the hill system) can be perceived. This hill system also serves to screen the site, "tucking" it between two localised ridgelines.

The intersection of the R310 with the Annandale Road further reinforces this as a gateway point along a sequential route into Stellenbosch.

LANDMARKS

This gateway role of the site is strongly supported by the location of the old hotel, which with its three gables and tall palm trees, creates a local landmark for the site. This landmark nature has been somewhat diluted by the construction of a more modern building directly in front of, albeit below, the old hotel building.

VISTAS AND VIEWPOINTS

Because the site is located at a traffic intersection – a point of pause along the route into Stellenbosch – the open space that it provides allows for the experience of "vistas", moments within the cultural landscape which clearly directs your view into the surrounding countryside. These views are predominantly towards the Helderberg peaks to the east, and are more perceptible when travelling south than north.

LANDSCAPE PATTERNS

The rolling hill topography of the site is quite "open" and convex. Two distinct sub-valleys cut through the wider fan-shaped valley and have natural vegetation. In addition, a line of indigenous olives runs along most of the upper edge of the property, as well as along the northern edge, where a rocky outcrop provides a denser "clump" of trees.

A secondary line of olives cuts about a third of the way down the slope, marking the upper edge of a localised ridge that is visually exposed, particularly from the east.

To the south, another outcrop and line of olives along the ridge screens the sub-valley when approaching along the R310.

Other than these limited areas, the major screening elements comprise foreground planting both along the railway line and around the Sustainability Institute and farm buildings. Some trees are very mature and have a high and dense canopy that screens the site, particularly when viewed from the R310.

ROUTES

There are limited "desire line" routes bisecting the site, and in many ways the site's lack of connection to the surrounds detracts from the experience of the space. There is a footpath leading from the Sustainability Institute over the hill that is used by school pupils as well as dog walkers.

TERRACING

There is some subtle terracing that has occurred on the site over time, largely following the contours of the hillside. The banks that have been created help to screen structures below, which appear to be "tucked into" the landscape.

THE SITE CHARACTER

From a landscape perspective, the site has been identified as being part of a fine-grained, ordered and patchwork agricultural landscape that is very "open".

In addition, the SMHS identifies the Eco Village as a "good example of integration of mixed income and use. The hamlet is considered a positive contemporary example of development that challenges the tendencies towards gated villages and other residential schemes that reinforce exclusion and separation", often justified on the basis of security.

From a townscape perspective, Lynedoch is very much centred on the old hotel as a landmark, with the palm trees as "framing elements". The well-treed and terraced hotel garden has been subdivided to create the village plots, and so these follow the contours and are largely "tucked into" a mature, treed canopy. The entire hamlet is set against the hilly slopes, which "fan" slightly to enclose the village. The railway station and associated commercial node is very much fragmented from the village itself.

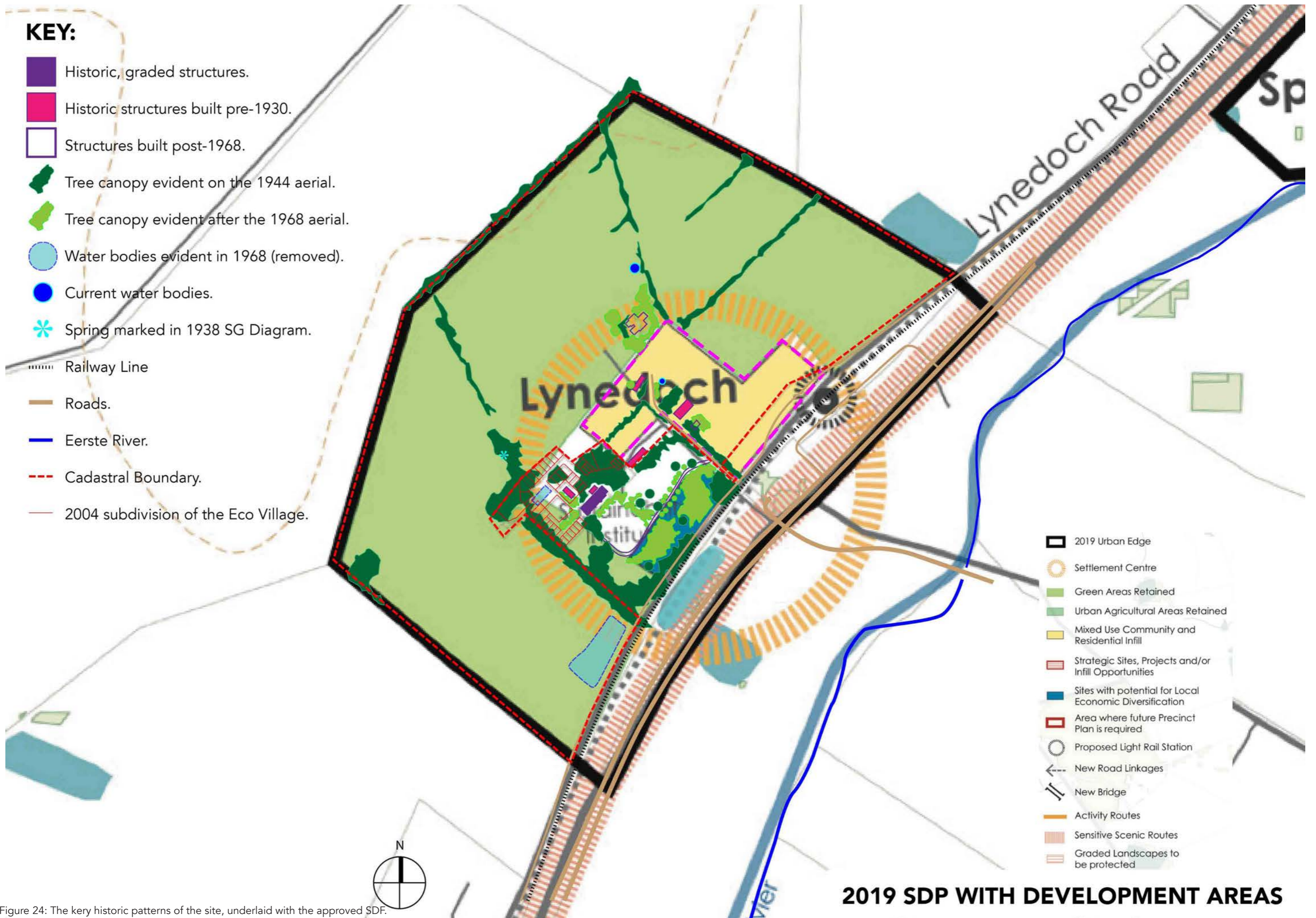
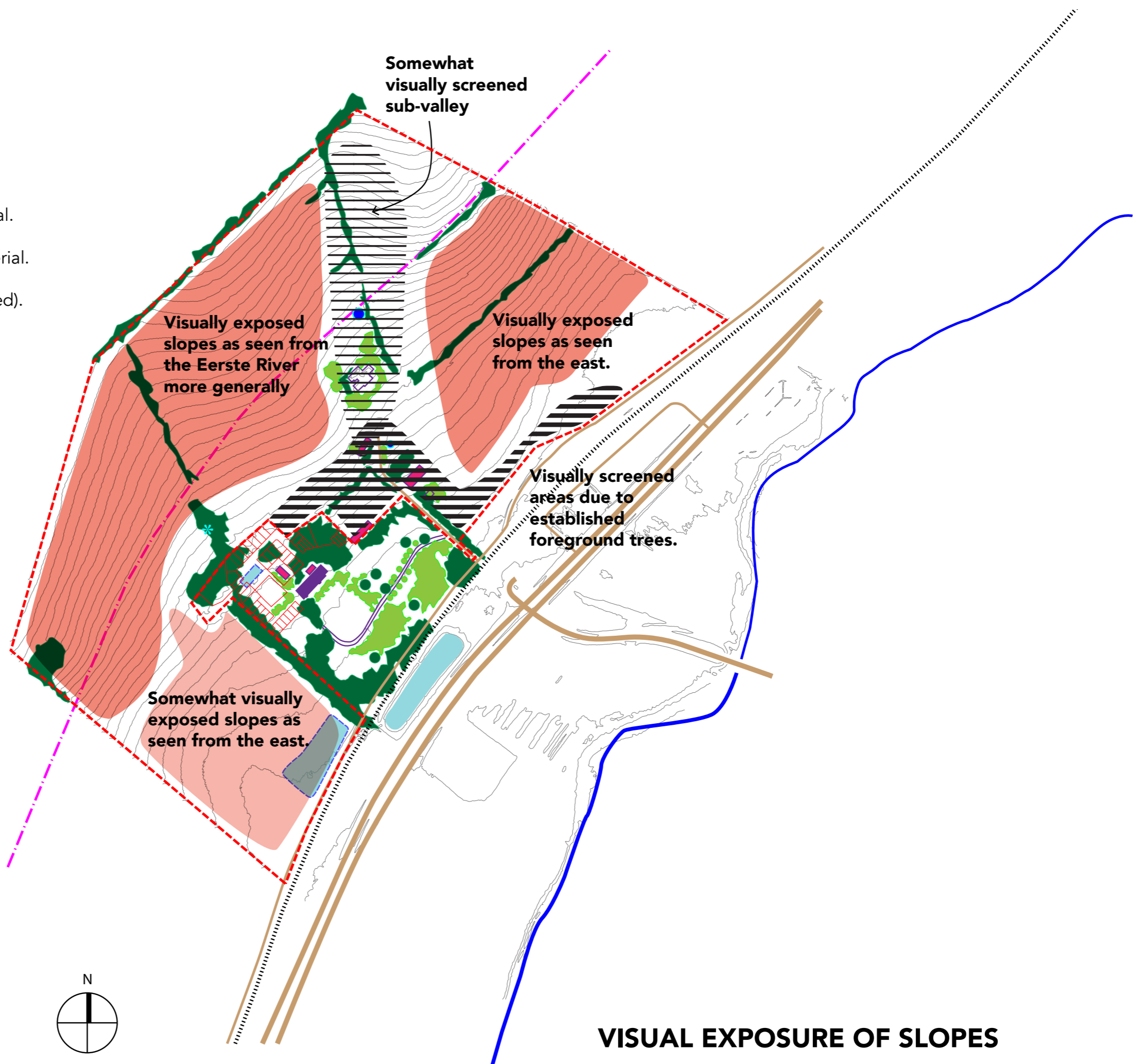


Figure 24: The key historic patterns of the site, underlaid with the approved SDF.

2019 SDP WITH DEVELOPMENT AREAS

KEY:

- Historic, graded structures.
- Historic structures built pre-1930.
- Structures built post-1968.
- Tree canopy evident on the 1944 aerial.
- Tree canopy evident after the 1968 aerial.
- Water bodies evident in 1968 (removed).
- Current water bodies.
- Spring marked in 1938 SG Diagram.
- Railway Line
- Roads.
- Eerste River.
- Cadastral Boundary.
- 2004 subdivision of the Eco Village.
- High visual exposure.
- Medium visual exposure.
- Medium visual screening.
- High visual screening.



VISUAL EXPOSURE OF SLOPES

Figure 25: Distillation of the visibility of slope, from the analysis.

CONSIDERATION OF A “NO DEVELOPMENT” OPTION

The subject site is located within the approved urban edge for the area. The Spatial Development Framework also encourages the establishment of further development at Lynedoch as a development comprising the “further growth of the Sustainability Institute and its partners’ education focus and offer, through expanded and new programmes, and further accommodation for students and staff within a compact, pedestrian oriented, child friendly community, appears appropriate” (2019: 94 – see Figure 24). A fairly compact footprint for further expansion of this node is indicated.

Therefore, the application for further development of the land parcel in question can be supported in principle. However, this does not mean that development rights should be automatically granted.

The site is of heritage significance and sensitivity. In particular, it is located along the R310 Scenic Route and has over 70% visibility and forms part of a wider landscape of exceptional scenic qualities. The visual impact of proposed developments must be carefully considered (SHMS, 2018), and the slopes making up the site have varying degrees of visual exposure (Figure 25).

HERITAGE INDICATORS AND GUIDELINES FOR THE SITE.

The Cultural Landscape Study and associated Visual Study of the site have revealed a context and site of medium heritage significance but with very high scenic qualities, particularly in providing an agricultural backdrop to other heritage sites within the vicinity.

It follows that, to preserve heritage significance (especially tangible heritage significance associated with physical elements) these fundamental elements must be identified, protected, and enhanced in the course of the future development and densification of the site.

Heritage indicators and guidelines give direction to new developments. The spatial setting of site has the potential to respond to characteristic aspects of settlement within the Cape Winelands and promote a better sense of place within the wider village node (Figure 26).

1. The landmark nature of the old hotel complex must be enhanced and responded to as a prominent civic node within the wider context.
2. The historic farm barn structures and small “managers house” should be retained and adaptively re-used, ideally for educational purposes.
3. All existing areas of Fynbos and/or natural vegetation must be retained and reinforced on the site.
4. The spring course identified on the c1938 SG Diagram should be explored on site. In addition, the dam along the roadway to the south-east appears in the 1968

aerial photograph, and this area retains a wetland character that should be preserved as an asset of the site.

5. The mature trees on and around the site are higher-order landmark elements within this environment. They help to structure the space and provide some visual screening. Some trees are mature, older than 60 years, and should be retained. A plan for the staggering or replacement of mature planting must be put in place. Existing treelines should be reinforced and extended to screen the development.
6. Additional planning should be introduced on the site to provide additional visual screening and absorption within the foreground environment. The windbreaks in the wider context set up a landscape structure that can be extended into the site. These also create a potential for the extension of a structure for settlement onto the site, that responds to existing landscape elements and patterns.
7. In particular, the southern slopes are visually exposed from the east, but gently sloping and able to be easily connected to the existing village. Planting as visual screening must be used extensively here.
8. The railway station is an important potential civic asset and should be acknowledged as a higher-order element in the proposed development of the site.
9. Street Grid: The street grid should follow the contour and reinterpret the existing pattern of vineyards as much as possible. Although curvilinear streets are generally foreign to the Winelands, they have been used at Lynedoch and are key to the character of that place, where settlement is secondary to the natural, contoured landscape. The street grid should be as efficient and minimal as possible, with only the main routes being paved.
10. New buildings must follow the contour, as the existing buildings within the Lynedoch node currently do.
11. Verges/Pavements: It is preferred that verges and pavements are grassed, hard-packed soil or brick paving, and planted with trees. Brickwork and laterite surfacing should be preferred to tarmac throughout.
12. Boundary Treatments: High and solid walls are not permitted, as well as pre-cast concrete fencing, exposed blockwork, and facebrick walling. Historic boundary elements such as fences and hedges must be preserved and extended as far as possible.
13. Stoeps: Street-facing stoeps are a common feature of the buildings in the area, often with planted gardens in front. New residential development should include these elements.
14. Heights: New buildings must respond to and interpret the character-giving aspects of the site. In this environment, new buildings should predominantly be no more than double storey.
15. Materials, Colour and Architectural Detail: Building materials should be compatible with traditional materials in terms of scale, colour and texture.

Historical architectural features that copy an earlier style (or introduce a foreign style) should be avoided. Rather, the underpinning principle should be that new buildings must be sympathetic to the architectural character of the area but should also be of their own time. New buildings should be of a walled architectural type. New structures should be painted a muted colour and be rectilinear in form. Corrugated roofs should be darker colours.

16. Scenic Route Restrictions within 500m of the roadway: The foreground views within the scenic route corridor is considered the most significant, and therefore all scenic routes should have a 500m buffer on either side of the road where specific development guidelines apply. The principle is that nothing will be permitted that detracts from the existing scenic value of the Landscape Unit that is being traversed by the Scenic Route. Based on the significance of the Scenic Route (its grade) and the significant character of the surrounding landscape, the following guidelines should be considered.

Foreground guidelines:

- a. Avoid the obstruction of mountain views along proclaimed scenic routes and avoid visual intrusions, such as inappropriate signage (billboards) and infrastructure, including transmission lines. Also, prevent the obstruction of views towards important cultural features.
- b. New buildings must be carefully sited to avoid the blocking views and erosion of its informal agricultural edges: hard boundary treatments (such as solid walls), over-scaled entrances, signage clutter, and road-related interventions affecting its sense of fit in the landscape must be avoided.
- c. Ensure appropriate design of road verges, stormwater structures, fences, farm stalls and picnic sites, which should be in character with the natural or rural surroundings. Insensitive road 'improvements', road widenings, out of scale flyovers and bridges are to be avoided, as they detract from the rural character of the Winelands.
- d. Avoid over-engineered construction details, such as concrete kerbs and asphalt parking /pedestrian areas.
- e. Scenic Visual Linkages: New buildings must be located to avoid the blocking of existing visual links between urban agricultural and urban development areas including framed vistas.
- f. The natural character of Fynbos vegetation, especially along scenic route corridors should be embraced, by carefully considering the effect of

out of place 'landscaping' often associated with over-scaled entrance structures.






















- g. Other developments (not covered in one of the items above) should preferably not be allowed in the 500m scenic route corridor and should undergo a detailed Visual Impact Assessment with mitigation before they can be considered (from the list of deviated land-use documented for the Stellenbosch winelands, see CMP document):
 - Farm stalls/restaurants
 - Nurseries/mixed use/garden centres/timber yards
 - Greenhouses, agricultural netting, chicken broilers/Strawberry fields
 - Subdivisions, gated communities, shopping centres, business parks
 - Large scale industrial structures
 - Open Air Markets




It follows that the above forms of development should be avoided within the 500m buffer from the scenic route.

Background guidelines:

- h. Avoid development on rocky outcrops or ridgelines, because of their high visibility and the visual sensitivity of the skyline.
- i. Prevent construction of new buildings on visually sensitive, steep, elevated or exposed slopes, ridgelines and hillcrests. Retain the integrity of the distinctive and predominantly agricultural landscape character.
- j. Avoid the construction of over-scaled private dwellings and other structures in locations of high visual significance, and on visually-exposed promontories, ridges and ridgelines. Preferred locations are sites that have already been settled (at the Lynedoch node), or sites "tucked into" the landscape.
- k. Respect traditional settlement patterns. This includes the backdrop of the natural landscape against which settlement is sites, as well as its spatial structure.
- l. Promote urban densification within the historic node to protect the rural landscape as the main communal asset.
- m. New interventions within settlements must respect the layout, scale, massing, hierarchy, alignments,

KEY:

-  Historic, graded structures.
-  Historic structures built pre-1930.
-  Structures built post-1968.
-  Tree canopy evident on the 1944 aerial.
-  Tree canopy evident after the 1968 aerial.
-  Water bodies evident in 1968 (removed).
-  Current water bodies.
-  Spring marked in 1938 SG Diagram.
-  Railway Line
-  Roads.
-  Eerste River.
-  Cadastral Boundary.
-  2004 subdivision of the Eco Village.
-  Slopes 1:8m or flatter.
-  Lateral connections following the countours and older field/vineyard edges.
-  Edges to new open spaces.
-  Steep slopes and historic uncultivated areas to be rehabilitated with indigenous vegetation.
-  "Allotment" type plots on the upper slopes, with one house per property.
-  New treelines as visual screening.
-  Lower density residential.
-  School and civic node.

-  Dense Residential.
-  Mixed Use Infill Area approved by Stellenbosch Municipality in Nov 2019.
-  500m Scenic Route Buffer.

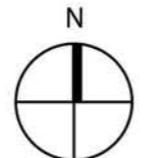


Figure 26:
HERITAGE INDICATORS

access, landscaping and setting of the existing settlement pattern.

- n. Prevent the gentrification of rural settlements through “lifestyle rural estates”. These uneconomic plots fundamentally erode the agricultural character of the landscape. Rather, maintain larger unified areas of farming to protect larger landscape continuums that protect a unified scenic character.
- o. The development of security estates and gated communities must be prevented. Encourage development that follows the pattern of, and builds on the example of, the Lynedoch ecovillage. Here, a model for integrated communities with different income levels has been successfully applied and tested.



Inappropriate development: overscaled mansions.



Inappropriate development: gated villages.



Inappropriate development: large houses sited on ridges.

ASSESSMENT OF VISUAL-CULTURAL LANDSCAPE IMPACT ASSESSMENT OF THE PROPOSED DEVELOPMENT.

THE DEVELOPMENT PROPOSAL.

A very conceptual plan has been provided indicating a potential development.

There is currently insufficient information provided to make a proper assessment, but the heritage-based design indicators outlined above should be used to underpin a proposed development layout and design.

ANTICIPATED VISUAL-CULTURAL IMPACTS OF THE PROPOSED DEVELOPMENT.

The site has consistently been included within the urban edge, in both heritage surveys and planning documentation.

The challenge is to ensure that any development here reinforces the existing character of the site and the positive aspects seen within the context, to ensure the visual integrity of the development with its surrounds, and the retention of the contributing agricultural character of the site as a background element to the scenic route and many other heritage resources within the wider valley.

RECOMMENDATIONS

It is recommended that the heritage-based design indicators be integrated into the design proposal as far as possible, to achieve the “education focused... compact, pedestrian oriented, child friendly community” that was envisioned for this site in the 2019 Stellenbosch Municipality Spatial Development Framework.

Claire Abrahamse

August 2023.

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