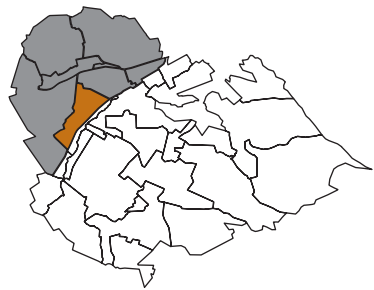
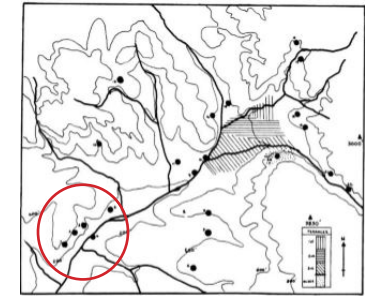


STELLENBOSCH FARMS AREA



C08 (6.6) Grade IIIb



ESA sites recorded (Seddon 1967)

C07 Fine grained scattered, yet ordered landscape

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

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 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.



Lynedoch Eco Village

C08 FINE GRAINED SCATTERED, YET ORDERED LANDSCAPE

The unit has a degree of architectural, landmark, historical, artistic and contextual significance next to the R310.

MAIN AIM: ENHANCE (MANAGE) AND INTERVENE (CHANGE): Improve land parcels by strengthening or reinforcing agricultural use and its characteristic elements and features, most importantly the tree-lines and windbreaks between properties, as well as vineyards and farmstead/werf areas. Non-agricultural development should be located at the Lynedoch node.

MAIN VALUE: HISTORIC - Appropriate use of heritage features is critical for their preservation. Development that will result in the loss of the sense of "openness" of the space, as well as its historic use as agriculture, will threaten the heritage value of this landscape unit.

CONSERVATION SYSTEM: This landscape unit is located alongside the R310 scenic route, 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. This landscape unit also forms part of the green transitions conservation system, so maintenance of its green and open agricultural character is important.

DEVIATED LAND USE/USES THAT WILL LIKELY ERODE LANDSCAPE CHARACTER: Over-scaled private dwellings, cluttered properties, gated residential estates, large-scale industrial structures, suburban development, mining, landfill or sewage plant, parking lot, business park, isolated shopping centre.

Grade IIIb	
Foothill CS	
Green Transition CS	✓
Scenic Route CS	✓

DEVELOPMENT CRITERIA

Please refer to the Conservation Management section of the CMP for general guidelines, explanatory text/terms, and the process behind developing the Development Criteria. The Development Criteria sheets are based on Landscape and Townscape typologies found within the Stellenbosch Municipality. The focus is on the current heritage elements and character of the landscapes, and the criteria are discussed under the five value lines (ecologic, aesthetic, historic, social and economic). They should also be read in conjunction with the Heritage Inventory (individual sites) and the Conservation Systems (Appendix 3 of the CMP).

A ECOLOGICAL

Significance: The landscape unit is not of very high ecological significance, when compared to its surrounds.

Development Criteria:

- Protect biodiversity by not allowing development in areas of ecological sensitivity such as wetlands, drainage lines, steep slopes, floodplains, areas with a high water table, areas with high biodiversity, and areas with threatened species.

B AESTHETIC

Significance:

This 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 and 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.

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 should challenge the current tendencies (gated exclusion) and to pioneer an integrated society.

Development Criteria:

- Avoid development or infrastructure (such as wind turbines, communication towers and power lines) on rocky outcrops or ridgelines, because of their high visibility and the visual sensitivity of the skyline.
- Avoid the visual cluttering of the landscape by intrusive signage, and the intrusion of commercial, corporate development along roads (such as one-stop filling stations).
- 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.
- The construction of over-scaled private dwellings and other structures in locations of high visual significance, and on visually-exposed promontories, ridges and ridgelines, should be discouraged. Preferred locations are sites that have already been settled (for instance consolidated around farmyards and at the Lynedoch node), or sites 'tucked into' the landscape, using the same criteria for site-location as the adjacent, older farmsteads.
- Land use related to agricultural use but with large visual intrusions / clutter (such as timber yards and nurseries) should be carefully assessed. Mitigation measures should be put in place before any development or rezoning is permitted to allow such use.
- Encourage mitigation measures (for instance use of vegetation) to "embed" existing over-scaled industrial structures and/or nursery uses within the surrounding agricultural landscape.
- Land-use and infrastructure that is not



one of the core agricultural systems (vineyards and orchards), could have a negative visual effect in the landscape (greenhouses, black plastic ground cover, shade netting, chicken batteries). The placement of these agricultural elements should be

carefully considered.

- Care should be taken to avoid locating strawberry fields along scenic routes. These elements should be confined to designated and traditional areas (such as Annadale).

C HISTORIC

Significance:

Early Stone Age tools found were found on the slopes of this land unit, and an early freehold farm occupied a large stretch of the south-eastern boundary.

The hamlet of Lynedoch is situated around the former Drie Gewels Hotel, one of the finest examples of Cape Revival buildings within the winelands.

Development Criteria:

- Handaxes and cleavers, etc. are found throughout the area, and their heritage significance is clear. All archaeological material is protected in terms of the NHRA.
- Any remaining structures or fabric associated with the first freehold land grants should be protected, and included as part of the heritage inventory.
- Alterations and additions to conservation-worthy structures should be sympathetic to their architectural character and period detailing. Inappropriate maintenance can compromise historic fabric.
- Promote urban densification within the historic node to protect the rural landscape as the main communal asset. Urban and rural regeneration should include former industrial sites.
- Respect traditional settlement patterns. This includes the backdrop of the natural landscape against which settlement is sited, as well as its spatial structure. Any development that negatively impacts the inherent character of the settlement should be discouraged.
- New interventions within settlements must respect the layout, scale, massing, hierarchy, alignments, access, landscaping and setting of the existing settlement pattern.

RAILWAY LINE

- The existing rail networks present an opportunity for a new typology of integrated development around stations, effectively connecting new development sites to the historic core of the towns and villages of Stellenbosch Municipality.
- Historic settlement patterns associated with the development of the railways should be respected.
- The potential of the railway network as an existing but underutilised transport system to and within the Winelands could enhance the cultural significance of the landscape, if harnessed effectively.

D SOCIAL

Significance:

The Sustainability Institute's Eco Village (with school and wetland) is a good example of integration of mixed income and use. In the 1980's, the Drie Gewels Hotel hosted music concerts associated with the Voelvry movement (a genre of anti-apartheid Afrikaans music).

Development Criteria:

- Proposed development should recognise and consider the relationship of communities to their land and communal facilities.
- Prevent gentrification from threatening the distinctiveness of the unique settlements within the landscape unit. In particular, gentrification of rural settlements through lifestyle 'rural' estates be discouraged.
- Encourage development that follows the pattern of, and builds on the example of, the Lynedoch eco-village. Here, a model for integrated communities with different income levels has been successfully applied and tested.
- Security estates and gated communities are mono-functional entities which exclude rather than foster integrated planning ideals. In many cases, historic farms, vineyards, orchards, and workers cottages located around the edges of towns have been sanitised and incorporated in such urban sprawl. A typology that should be considered is a self-sufficient, sustainable and socially transformed 'villages' with different income levels, incorporating a level of subsidised housing.

E ECONOMIC

Significance:

Most of this pocket has high soil suitability for vineyards.

The railway line forms the southern boundary to this land unit.

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.

Development Criteria:

- Developments that promote the continuity of the core function of agriculture within the Stellenbosch winelands should be promoted.
- Care should be taken that vineyards and other agricultural uses are not needlessly destroyed, and replaced by non-agricultural development.
- The proliferation of non-agricultural uses, particularly in visually prominent locations, should be avoided. This is in order to protect the predominantly agricultural character of the landscape.
- The subdivision of farms into smaller uneconomic 'lifestyle' plots fundamentally erodes the agricultural character of the landscape and should be discouraged. Rather, maintain larger unified land areas to protect larger landscape continuums that display a unified scenic character.
- Agricultural netting and tunnels should preferably not be permitted within the 500m buffer along scenic route corridors (see Scenic Route conservation system).