



## STELLENBOSCH MUNICIPALITY HERITAGE SURVEY

CAPE WINELANDS PROFESSIONAL PRACTICES IN ASSOCIATION

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Dear Piet

### RESPONSE TO WESTERN AND EASTERN BYPASS IN TERMS OF HERITAGE

Following a report of ours on the rural domains in the Stellenbosch Municipality of January 2017, we were approached by the ICE Group to advise on the alignments of the proposed Western and Eastern Bypasses. We have had meetings in that regard and record that our work is still focussed on Phase 2, namely the preparation of the heritage inventory (a management plan therefore will be developed in a subsequent phase).

From the outset, we clarified that we do not support the basic proposition regarding the Western or Eastern Bypasses, since: a) an appropriate provincial mobility link between the N2, N1 and the N7 should be to the west of the Bottelary Hills; and b) no bypass should become an urban edge. Nonetheless, with a view to effective professional co-operation, here below are some guidelines aimed at identifying improved alignments, in terms of concerns regarding heritage resources.

We have developed a draft heritage inventory (and related digital database) for most of the Stellenbosch municipal area, which comprises significant cultural landscapes. Heritage sites have been captured geospatially and they have been described and graded according to their respective significances. As mentioned in our January Phase 2a report, we must record that because of strategic heritage management implications, rural landscapes that would ordinarily be proposed as of Grade II (Provincial) significance are being proposed as of Grade III significance in terms of Section 31 of the National Heritage Resources Act. Such Landscapes have been mapped as 'landscape areas' (valleys) that are intrinsic to the Stellenbosch Municipality. These areas have been further analysed in detail and have been mapped as smaller areas described as 'landscape units', each possessing a distinctive character defined by a range of considerations.

The proposed Western Bypass falls within the Eersterivier and Bottelary Hills 'landscape areas'. In terms of significance, the various 'landscape units' it traverses range between Grade IIIa and IIIb, where Grade IIIa is of high heritage significance (and, hence, sensitivity) possibly to be proposed as a Heritage Overlay Zone with stringent development guidelines in later phases of our work. Grade IIIb is also significant in terms of heritage considerations and, therefore, any proposed development thereon should also adhere to strict heritage and landscape character-related guidelines. The proposed Eastern Bypass falls within the greater Eersterivier 'landscape area' and traverses very important Grade IIIa and Grade IIIb 'landscape units'. Please see Figure 1 for the alignment and Figure 2 for the visual impact of the proposed road from the Blumberg Road viewpoint.

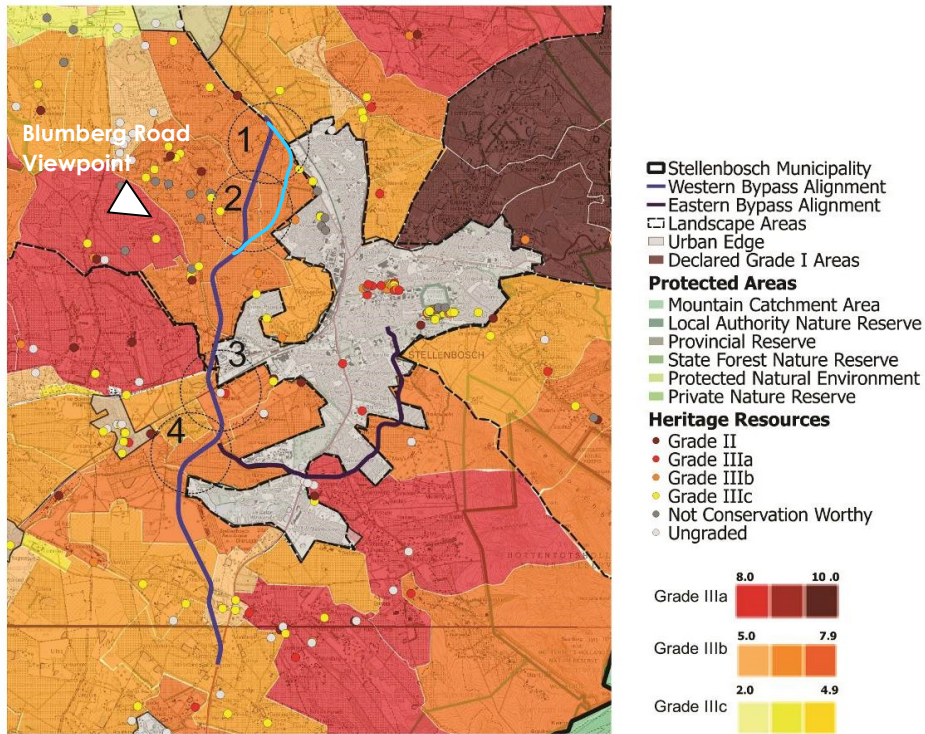


Figure 1: Proposed road alignment over heritage resource



Figure 2: Visual impact of proposed route alignment (red) and potential development impact (yellow)

The following guidelines have to be considered in the alignment of the routes:

- a) Roads tend to fragment the landscape and aligning routes to the boundaries of 'landscape units' will minimise this impact and the destruction of a common visual and economic value. Prevent cutting through 'landscape units'. Rather, try to align routes along an edge between 'landscape units'. Please look at Area 1 and 2 on Figure 1 and Figure 2 – it would be much better to align the road to the edge (or even further to the east of the edge) of the 'landscape unit': this would prevent negative visual intrusion into the Devon Valley. The light blue line on Figure 1 indicates the preferred position of the northern section of the proposed Western Bypass.
- b) The more enclosed a 'landscape unit', the more significant it is. Therefore, avoid any alignments through highly defined valleys. Please look at Area 2 on Figure 1 and the alignment of the road to the south within the highly defined Devon Valley.
- c) Avoid jumping the crests of hills at all costs. Landform crest-lines are a significant visual boundary of a 'landscape unit'. Locating development on the crest of a hill has a direct and often adverse effect on the character of a landscape. Please look at Area 2 on Figure 1. Figure 3 and 4 below further illustrates the importance of crestlines hiding some of the urban development in the cultural landscape of Stellenbosch. These uninterrupted viewsheds are important to maintain.

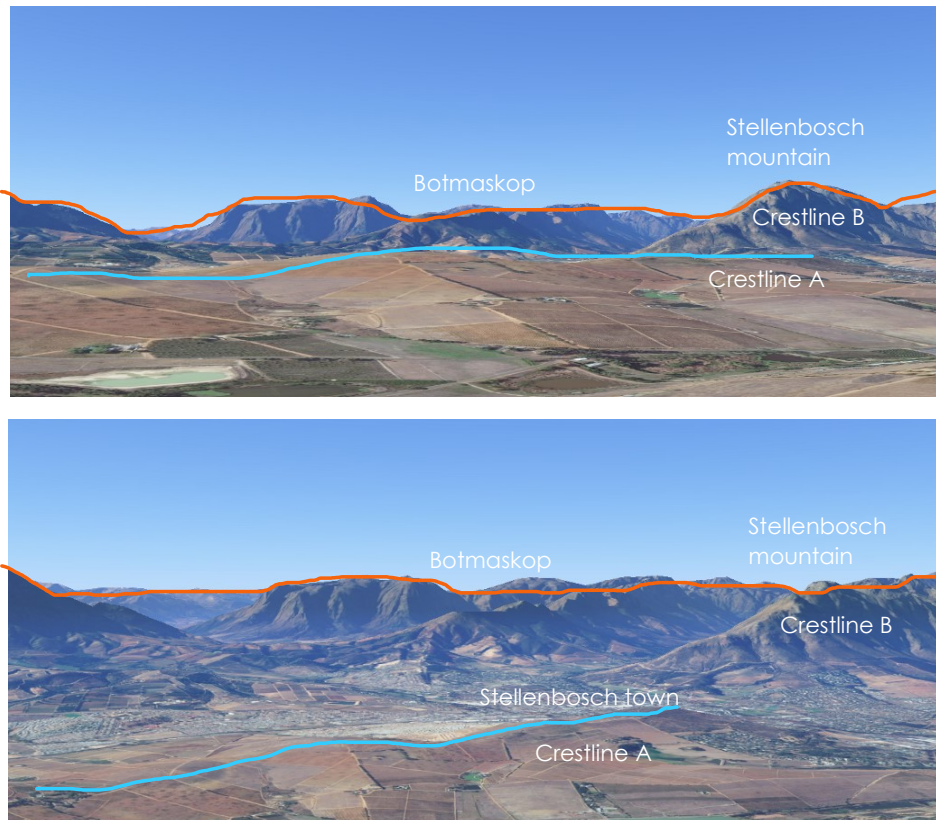
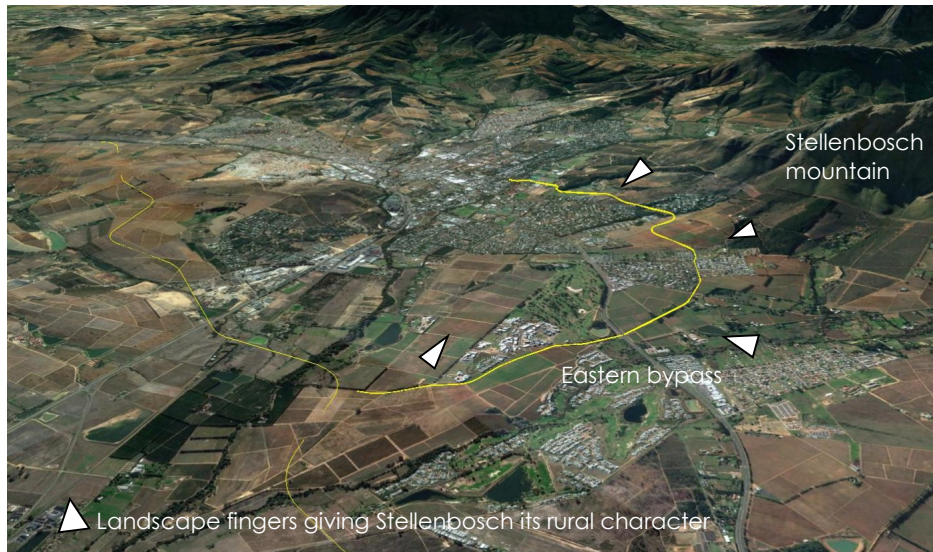


Figure 3 and 4: Crestlines and its importance in the enclosed Devon Valley land unit

- d) The presence of strong historic settlement patterns in a 'landscape unit' contribute to its significance. In order to maintain the significance of historic sites and their corresponding patterns, no development should be allowed to break those patterns. See Area 1 on Figure 1. The proposed alignment segregates two buildings of the same site, thereby impacting on its

heritage significance. In Area 3, the proposed alignment isolates the important heritage buildings of Vredenburg from their corresponding historic orchards and vineyards to the west. The routes should rather be aligned along the edge of the landscape unit, along its western boundary, to avoid breaking the pattern within and unity of the landscape unit.

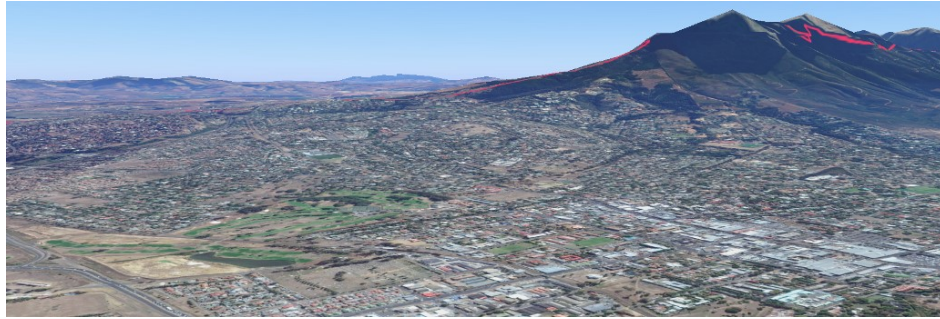
- e) The character of the landscape largely determines the character of the urban areas, depending on how much the urban edge has been faceted to include more natural areas to bleed into the urban areas, ultimately allowing landscape units with an agricultural or natural character to weave into the urban areas. The cultural landscape of Stellenbosch is a case in point, with the north-eastern urban edge along Stellenbosch mountain is faceted to allow vineyards and rehabilitated plantation areas to bleed into the urban areas. The proposed Eastern By-pass will ultimately reduce the impact of these natural and agricultural fingers, especially along Blaauklippen and Stellenrust Road where the proposed Eastern Bypass traverses a Grade IIIa 'landscape unit'. See the images below for a graphic illustration.



The landscape character of places like Durbanville and Somerset West have been irrevocably changed due to the urban boundaries being allowed to creep up hillsides uninterrupted.



Durbanville



Somerset west

Thank you for the opportunity to comment.

Kind regards,  
Directors: Cape Winelands Professional Practices in Association

A handwritten signature in black ink, appearing to be 'Liana Jansen'.

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