

URBAN DESIGN & LANDSCAPE FRAMEWORK

LA MOTTE VILLAGE, FRANSCHHOEK

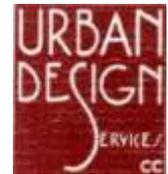
PROPOSED AFFORDABLE HOUSING PORTION 1 OF FARM 1185, FARMS 1653 AND 1339

JUNE 2016



VIEW OF LA MOTTE VILLAGE
FROM THE EAST

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ARCHITECTS ~ PLANNERS
HERITAGE CONSULTANTS



BOSBOU HOUSING



TCTA HOUSING

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Annexure 5: Town planning report, CK Rumbol and Partners

EXECUTIVE SUMMARY

Andre Pentz of Urban Design Services cc has been briefed by CK Rumbol & Partners to prepare an urban design framework for the La Motte village near Franschoek.

La Motte comprises two separate townships. The earliest, the Bosbou hamlet, was developed by the Department of Forestry in the 1950's. The TCTA (Trans Caledon Tunnel Authority) township was developed in 2004 to house construction staff working on the Berg River Dam.

There is a distinct rural quality about the environment, borne out by the role forestry has had in the development of the area over the past 75 years. La Motte was originally surrounded by the pine plantations, hidden from view. It is now visually exposed, surrounded by open spaces within a wilderness setting.

Additional and much-needed affordable housing can be accommodated in the region, and it is proposed to extend the village on 2 sides. The requirement for an urban design and landscape framework to be prepared results from an Interim Response issued by HWC.

This report analyses the site in terms of its locality, sub regional context, local context, natural and built environment context and sense of place

It then outlines the design indicators that in turn inform the urban design and landscape framework.

The draft development proposal (Figure 11) prepared by CK Rumbol and Partners accords with the urban design and landscape framework in principle.

It is recommended that the following adjustments to the draft development proposal be made, in order to align it more closely to the urban design and landscape framework:

- 1/ The short sides of the streetblocks abutting the green / open space corridors should not be lined with erven as indicated as this sterilizes the corridors with backyard edges.
- 2/ Tree screening on the north and east sides of the development pockets be introduced as part of the development plan, as shown in Figure 10. This also applies to the proposed node located on the Robertsvlei Road.
- 3/ The green corridor between the TCTA housing and the new southern pocket of development be made wider. This can be facilitated by shifting the pocket further south to correspond to the cadastral boundary of the site.
- 4/ The north-westernmost pocket of development should align more closely to the existing forestry track to the north of it, cadastral boundaries permitting.

1.0 BACKGROUND

Andre Pentz of Urban Design Services cc has been briefed by Jolandie Linnemann of CK Rumbol & Partners (the town and regional planners for the project, appointed by the Stellenbosch Municipality) to prepare an urban design framework for the La Motte village situated near Franschoek in the Western Cape.

The site has been identified as a place where additional and much-needed affordable housing can be accommodated in the region, and it is proposed to extend the village on 2 sides.

The requirement for an urban design framework to be prepared results from an Interim Response issued by HWC on the 19th February 2015 (Annexure 1), in response to the March 2014 HIA prepared and submitted to HWC by Aikman Associates (Annexure 2):

“ The committee requires that heritage indicators be spatialized and resubmitted to HWC for assessment. An integrated urban design and landscape framework should be prepared by a suitably qualified and experienced urban designer. All the requirements listed in the NID response of the 12th March 2013 need to be addressed in the HIA”.

The NID response referred to above is included as Annexure 3.

This report analyses the site in terms of its locality, its sub regional, local, natural and built environment context, and sense of place.

It then outlines the development principles and design indicators that should inform any future development of the site. including the urban design and landscape framework.

This report draws on the previous studies done for the site including the HIA (Aikman Associates-March 2014; Annexure 2), the VIA(Megan Anderson Landscape Architect-May 2015; Annexure 4) and the town planning report prepared by CK Rumbol and Partners (Annexure 5).

These studies cover a wide range of background material including the historical development and setting of the site, the statutory framework, the visual sensitivity and the proposed development.

2.0 ANALYSIS

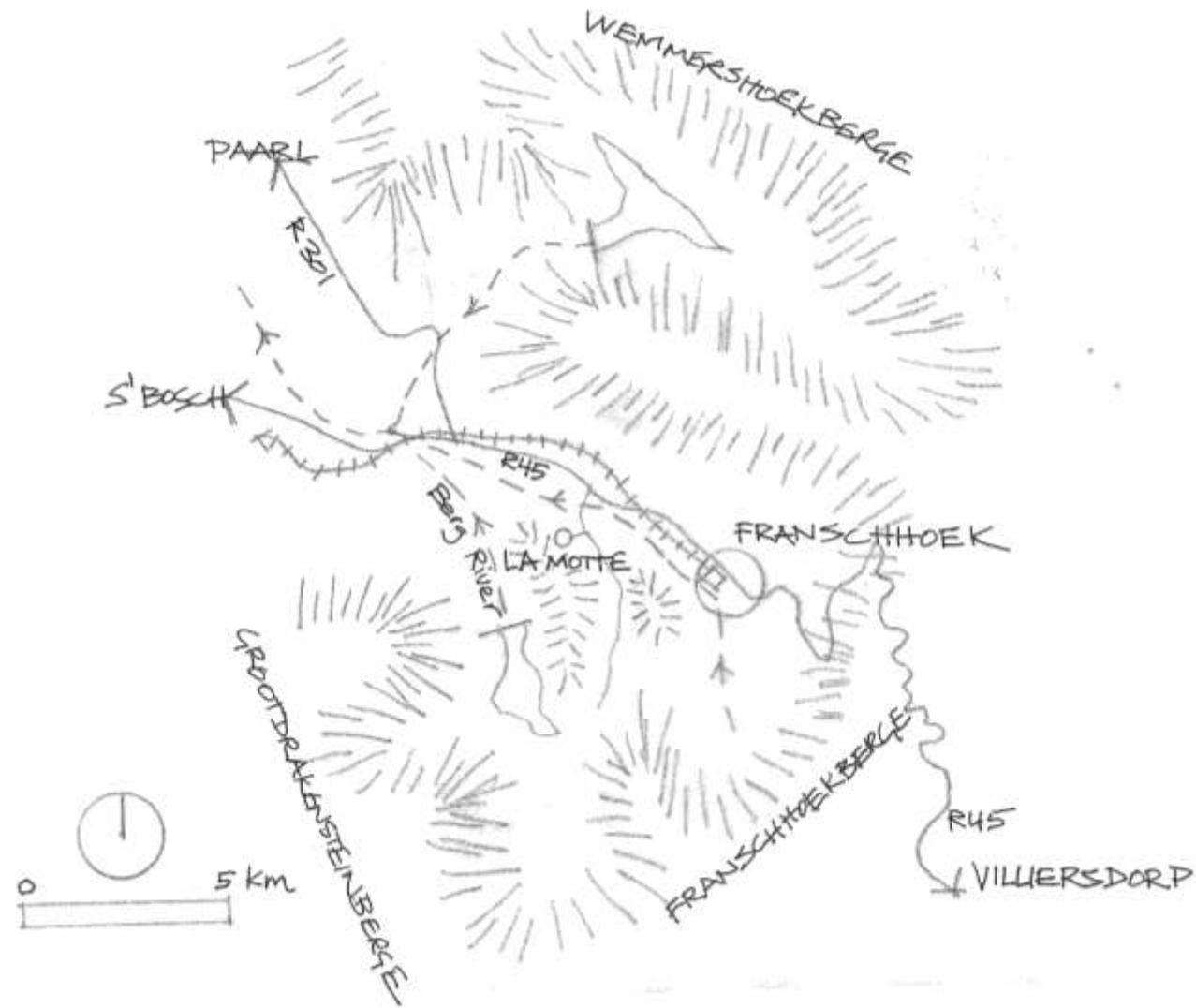
2.1 Locality

La Motte Village was established as a “Bosbou hamlet” for forestry workers in the 1950's. The site is located in the Roberts Valley, a subsidiary valley to the Franschhoek Valley, situated in the Cape Winelands, and is surrounded by mountain ranges. La Motte is approximately 5km from the town of Franschhoek.



AERIAL PHOTOGRAPH SHOWING THE SITE IN CONTEXT
(SOURCE: GOOGLE MAPS)

FIGURE 1: LOCALITY PLAN



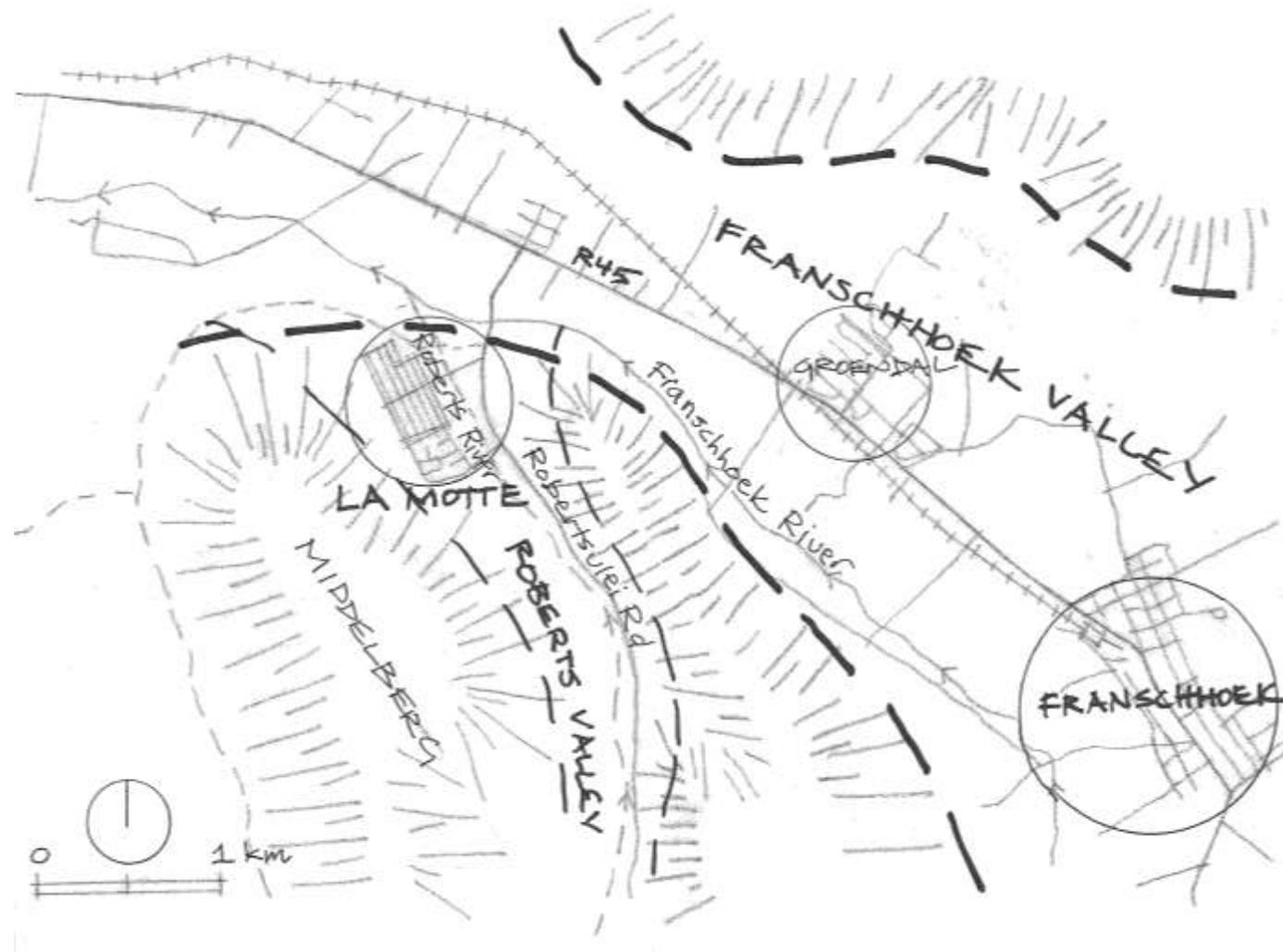
2.2 Sub Regional Context

The Roberts Valley takes its name from the Roberts River, a tributary of the Franschhoek River.

The Roberts Valley is a narrow valley contained within mountains to the north east and south west. Its floodplain is less than 1km wide.

La Motte nestles against the side of the Middelberg. It is accessed off the Robertsvlei Road that leads up the Valley from the R45.

FIGURE 2: SUB-REGIONAL CONTEXT



2.3 Local Context

The Robertsvlei Road crosses the Franschhoek River to the north east of the site. South is a small rural node, formed by the Bosbou Depot and Fire Station. These are located to the east and west of the road respectively.

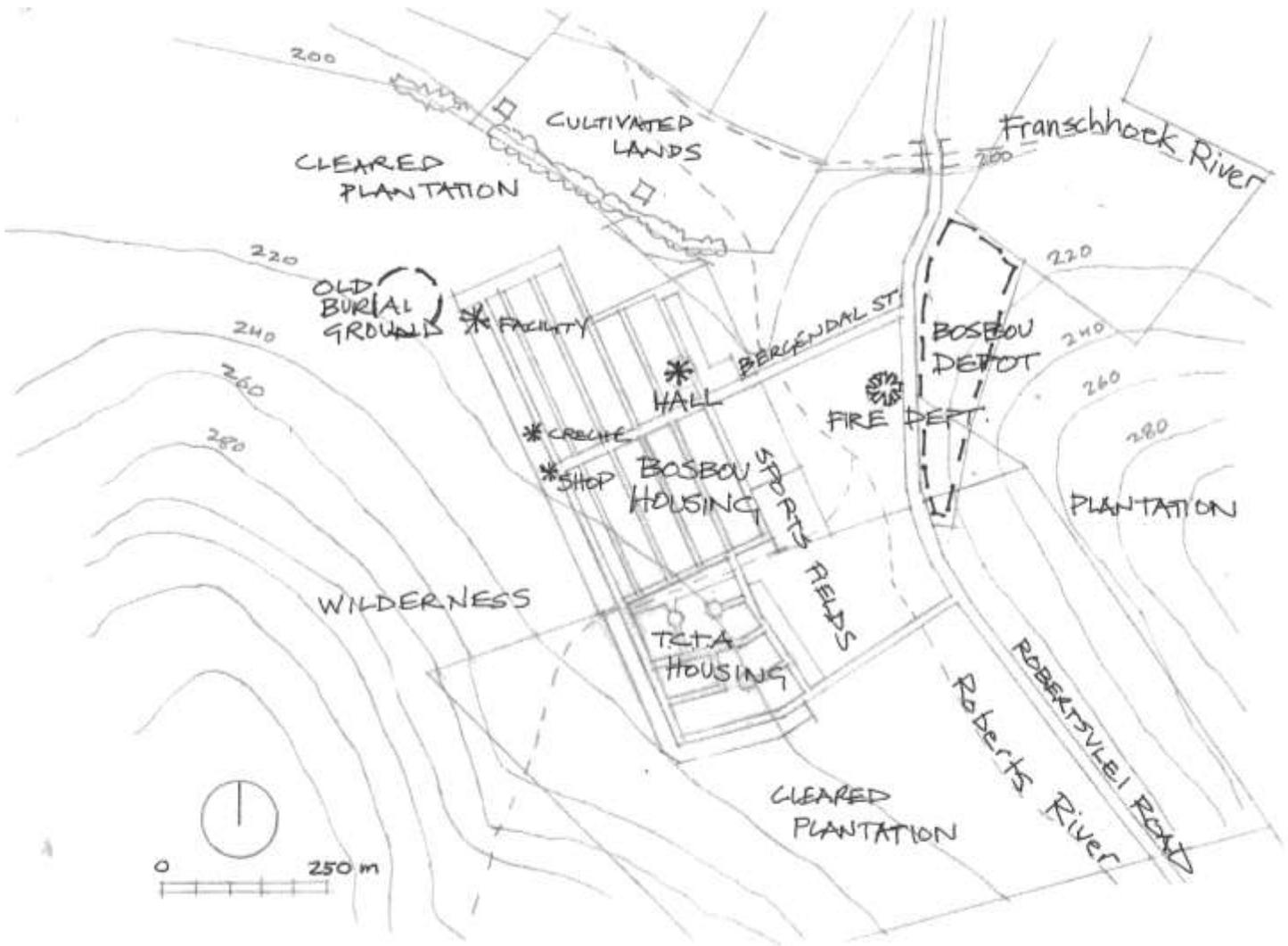
Bergendal Street crosses the Roberts River from this node leading to La Motte 250m from the node. There is another access road south of Bergendal Street, also crossing the river.

La Motte comprises two separate townships. The earliest, the Bosbou hamlet, was developed by the Department of Forestry in the 1950's for 80 forestry workers and their families. Immediately south of this is the TCTA (Trans Caledon Tunnel Authority) township, developed in 2004 to house construction staff working on the Berg River Dam.

The Bosbou housing comprises timber homes on plots within a gridiron plan. The TCTA housing is conventional brick and mortar within a modified grid and cul-de-sac plan.

Much of the surrounding area has been cleared of the extensive pine plantations that were established in the Boland from the 1940's on.

FIGURE 3: LOCAL CONTEXT



2.4 Natural Environment Informants

Steep slopes are found immediate to the west of the site and are a limiting factor for future additional development. The 220m height contour approximates the limit of development, and is informed by the need to reduce visual and environmental impacts.

The natural vegetation, derived from the underlying geology, comprises Boland Granite Fynbos on the lower slopes and flood plain, with Kogelberg Sandstone Fynbos on the upper, steeper slopes.

Critical Biodiversity areas are located to the east of the site and along the riverine corridors. Fynbos vegetation is slowly re-establishing itself on areas that were formerly pine plantations.



VIEW OF AREA FOR NEW DEVELOPMENT ON NORTH WEST SIDE, LOOKING SOUTH

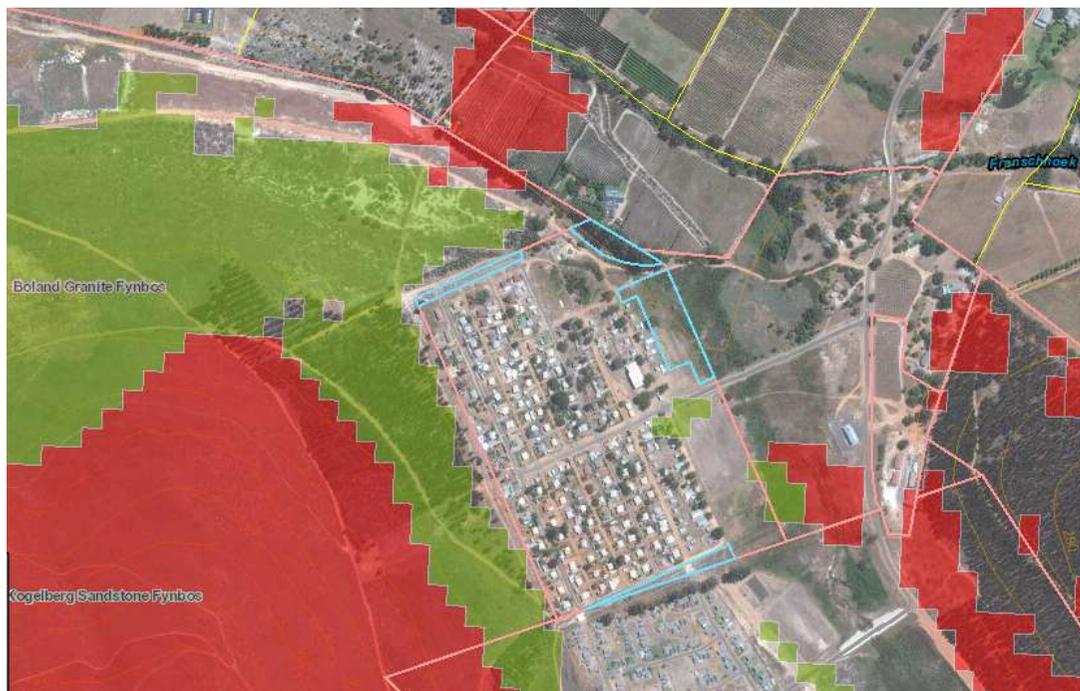


FIGURE 4 (left): SLOPE

FIGURE 5 (bottom left): VEGETATION

FIGURE 6 (bottom right): CRITICAL BIODIVERSITY

Source: Cape Farm Mapper, Elsenberg Agricultural College, Stellenbosch



2.5 Built Environment Informants

Existing infrastructure comprises the network of existing roads and associated services, housing and community facilities.

There is a community hall, a crèche and a spaza shop. Sportsfields are set out on the flatter land toward the river.

There is a taxi run to the town, 5km away and an informal, neglected (no longer in use) burial ground near the north-west corner of the site, with unmarked graves.



COMMUNITY HALL

FIGURE 7; BUILT ENVIRONMENT INFORMANTS



2.6 Sense of Place

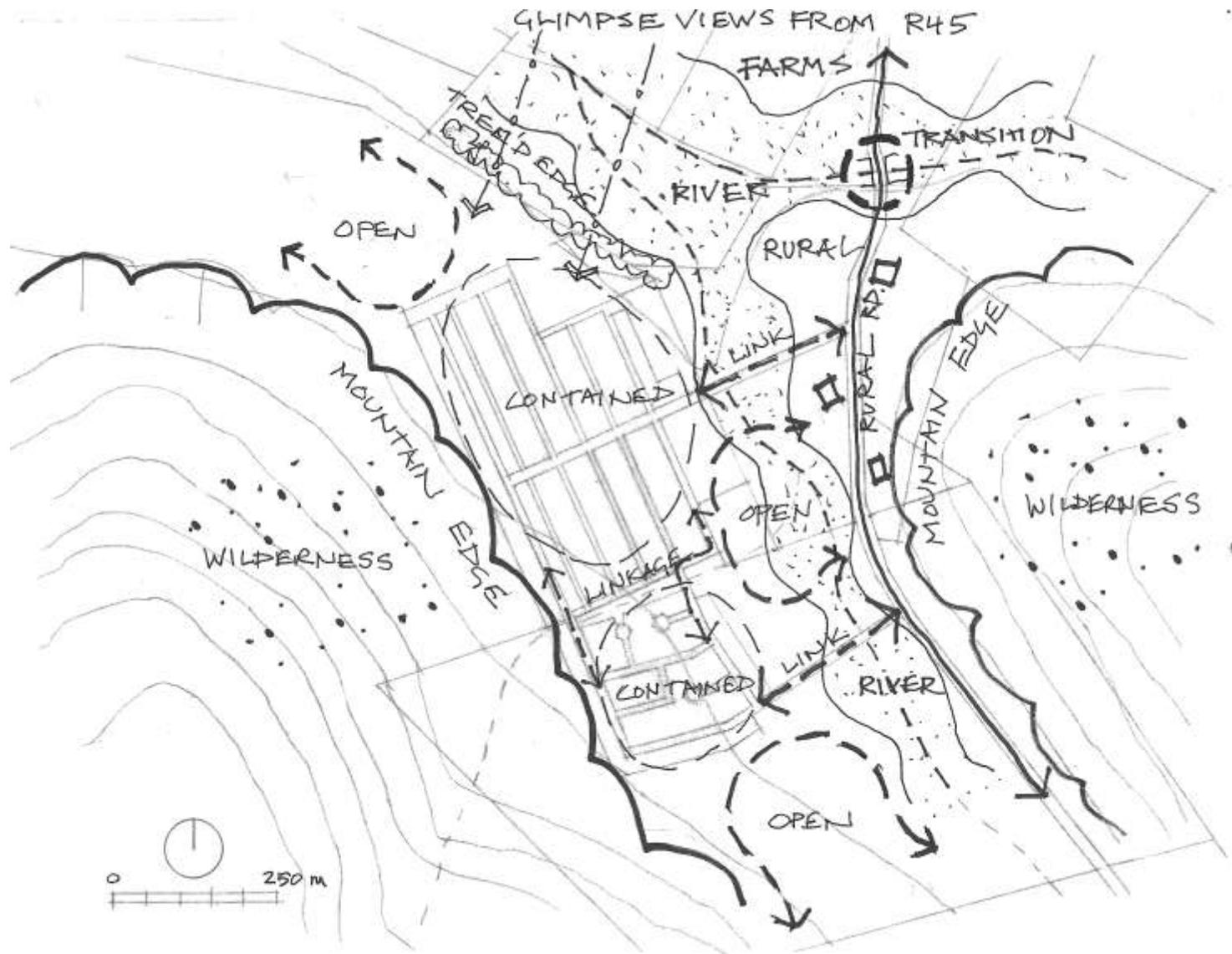
There is a distinct rural quality about the environment, borne out by the role forestry has had in the development of the area over the past 75 years.

La Motte was originally surrounded by the pine plantations, hidden from view. It is now visually exposed, surrounded by open spaces within a wilderness setting.



VIEW LOOKING SOUTH UP THE VALLEY TO ROBERTSVLEI

FIGURE 8: SENSE OF PLACE



3.0 DESIGN INDICATORS

Design indicators as outlined in the Aikman report were derived from the Louw and Dewar report of 2007¹. This report analysed settlement patterns in the valley and found that four patterns of settlement had occurred. The third pattern identified was described as “3. Villages on a secondary corridor”, which fits the pattern of La Motte.

The report concluded that ‘...to meet the performance criteria of integration, dominance of agricultural landscapes and authenticity, any new settlement in the valley must exhibit a locational logic which derives in the first instance from the regional and sub-regional movement structure: it must reinforce existing settlement and movement patterns. It must derive from and respect the character of the landscape”.

Design Indicators, as described in the Aikman report:- “The area selected for development is in a fairly secluded valley setting and could only be glimpsed from the R45. There would be some visual impact in an area of great scenic beauty. To mitigate against the possible negative development of housing development the following heritage related design indicators are recommended:

¹ Dewar,D. & Louw,P. Boschendal Farmlands: Groot Drakenstein-Simondium Valley: EIA-HIABaseline Studies: Settlement Structure

Small pockets of development

In order to retain the dominance of wilderness and agriculture it is recommended that broad green corridors between the existing La Motte village and TCTA village and new areas of residential development be provided to break up the scale of urban development in this small valley. The new areas of residential development should also be broken up into small pockets with broad corridors. The corridors can be used to accommodate a range of green uses including fynbos habitats, storm water management ponds, playing fields, parks and community food gardens.

Steeper slopes

To avoid visual intrusion no development should take place on slopes steeper than 9°.

Fynbos

As was recommended in the botanical survey areas of fynbos should be earmarked for conservation purposes, even if those areas previously were used as pine plantations.

The cemetery

This site needs further investigation and conservation and memorialisation by the municipality and SAHRA who should liaise in this regard.”

FIGURE 9: DESIGN INDICATORS



4.0 URBAN DESIGN & LANDSCAPE FRAMEWORK

The proposed urban design and landscape framework responds to the design indicators. The framework elements comprise:

- The breaking up additional development into smaller pockets with green corridors between them. These corridors can be used for community facilities (e.g. school), and active or passive open space (e.g. for allowing wilderness fynbos to re-establish itself). Three additional development pockets are proposed, two to the north and one to the south.
- The extension of the gridiron plan, with long blocks running parallel to the contours. Erven are aligned along the long streets of the blocks with the short sides left open to the green corridors.
- Connections to the existing village with 'high and low road' linkages (where possible), to integrate the development pockets and facilitate connectivity.
- Tree screening located on the north and east facing sides on the erven within the development pockets.
- Also indicated is the planned business / local authority node on the Robertsvlei Road. The screening of new development with planting is recommended, to maintain the rural character.



VIEW TO NORTH WEST FROM EDGE OF SITE

FIGURE 10: URBAN DESIGN & LANDSCAPE FRAMEWORK

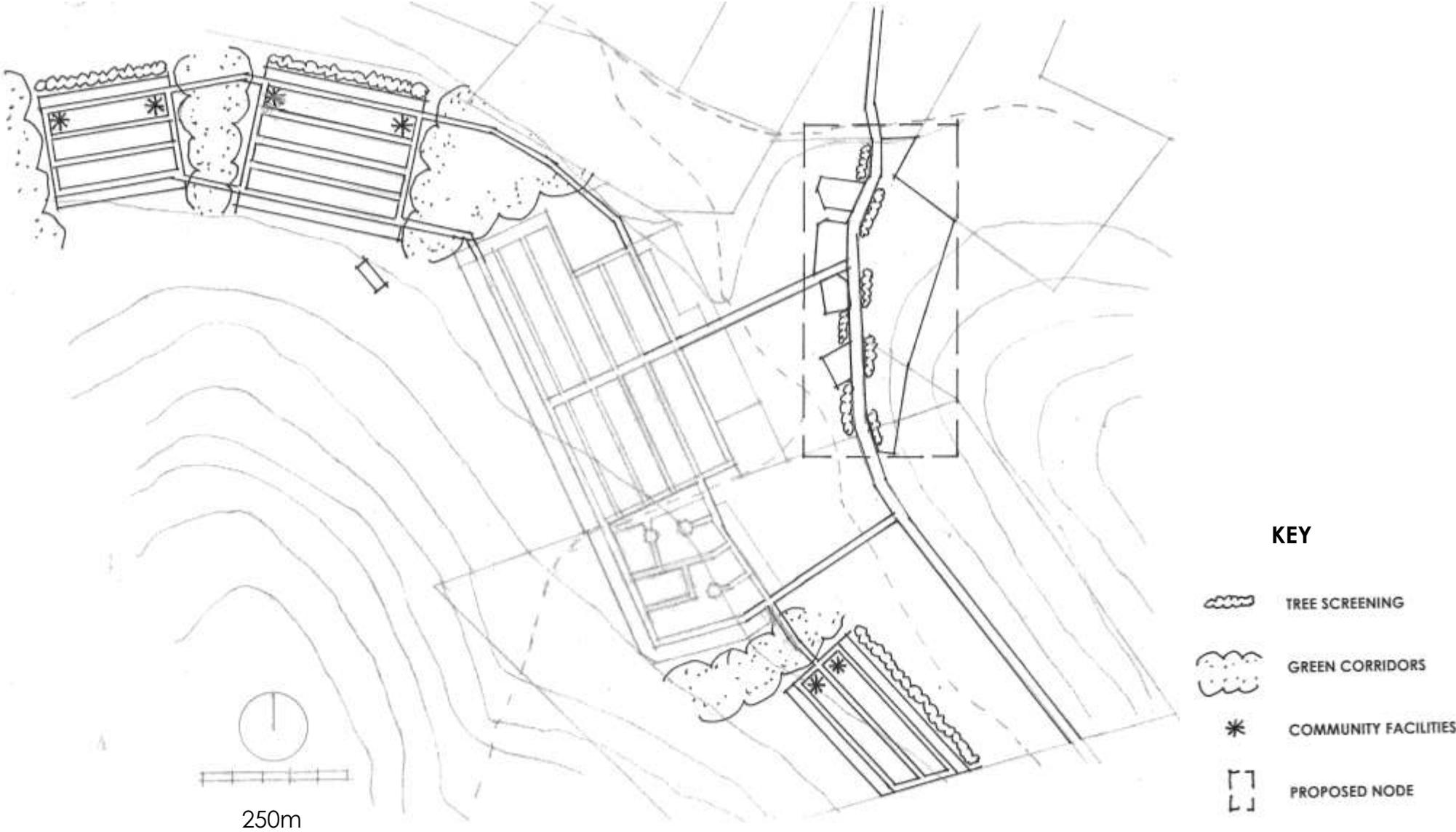


FIGURE 11: DRAFT DEVELOPMENT PROPOSAL (CK Rumboll & Ptnrs)



5.0 RECOMMENDATIONS

The draft development proposal (Figure 11) prepared by CK Rumbol and Partners accords with the urban design and landscape framework in principle. It is recommended that the following adjustments to the draft development proposal be made:

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