

**PROPOSED HARTEBEESTPOORT HOUSING
DEVELOPMENT, CITY OF TSHWANE MUNICIPALITY,
GAUTENG PROVINCE**

Draft Heritage Assessment Report

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EXECUTIVE SUMMARY

The City of Tshwane Municipality proposes the Hartebeestpoort Housing Development on Portion 237 of Farm Hartebeespoort 238 JR. The site is to provide sustainable human settlement in the form of a mixed housing typology. As part of the development there will be space allocated for retail and light industrial uses. Developing the site will contribute towards the densification strategy that is proposed along Stormvoel Road. The proposed site is located within a mixed-use area.

The heritage assessment was undertaken to identify and map any heritage resources on site and the associated buffer zones to inform the layout for the housing development.

The proposed housing development is 18.748 hectares (187480000 m²) in size hence the development triggers section 38 (1) (c) (i) and (ii) of the National Heritage Resources Act (Act No. 25 of 1999) that refers to any development or other activity which will change the character of a site—

- (i) exceeding 5 000 m² in extent; and
- (ii) involving three or more existing erven or subdivisions thereof.

The project area is situated in the area close to the corner of Stormvoel Road (M8) and Derdepoort Road (M 15) in the Koedoespoort area of the City of Tshwane. The project area is situated south of the suburbs of East Lynne and Jan Niemand Park. Industries are found along its northern and eastern boundaries as well as a few residences. The approximate mid-point of the project area is 25°42'56.51"S 28°17'20.16"E.

A site inspection was undertaken on 09 November 2017. Site conditions were good in general; there were a few areas that were thickly overgrown with vegetation where visibility was poor.

There are several man-made dams/ponds in the south western corner of the project area as well as some furrows and man-holes. It is unclear if the infrastructure is related to the railway depot or to the water works that is located on the southern boundary of the area to be developed. There are new groundwater monitoring points close to the aforementioned dams. Fence posts were found near the dams indicating that the dams were fenced off from the rest of the property at some time in the past. There is also dumping of building rubble taking place throughout the project area.

There are existing businesses and industries on the northern and eastern boundaries of the project area. It is unknown if these businesses and industries will be removed for the purposes of the housing development. The structures making up the businesses are below 60 years of

age as historical imagery from Google Earth shows that these businesses were only established around 2005. It is not recommended that these businesses are removed.

A concrete water canal runs through the eastern half of the project area. The canal appears to be a tributary of the Moretele River. The canal could be related to the water works referred to in the report or it could have been constructed to channel the tributary to prevent flooding and associated damage. The age and function of the canal could not be established as no information could be found about it. The canal is not seen to be of any heritage significance.

Second hand car dealerships situated on Stormvoel Road have used part of the eastern section to store car doors and other car parts. The area used for this purpose is quite large and the car parts restricted visibility to some extent. However, there does not appear to be any heritage resources in this area.

The South African Fossil Sensitivity Map indicates that the project area falls within an area of high fossil sensitivity. An area of high fossil sensitivity requires a desktop palaeontological assessment in order to determine whether the proposed development will impact on potential fossils in the project area. It is therefore recommended that a desktop palaeontological assessment is undertaken for this project.

The proposed housing project may only proceed once the desktop palaeontological assessment has been undertaken and the recommended mitigation measures implemented. Once this is done, the construction of the housing development may proceed.

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AUTHOR DETAILS

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1. INTRODUCTION

The City of Tshwane Municipality proposes the Hartebeestpoort Housing Development on Portion 237 of Farm Hartebeespoort 238 JR. The site is situated to provide a sustainable human settlement in the form of a mixed housing typology. As part of the development there will be space allocated for retail and light industrial uses. Developing the site in this manner will contribute towards the densification strategy that is proposed along Stormvoel Road. The proposed site is located within a mixed-use area and is 18.7480 hectares in size

JLB Consulting was appointed by Nemaï to identify and map any heritage resources on site and the associated buffer zones to inform the layout for the housing development. A draft heritage report (this report) was requested which will show the heritage resources on site as well as any impacts identified at that stage without an actual layout.

2. LEGISLATIVE BACKGROUND

The proposed housing development is 18.748 hectares (187480000 m²) in size hence the development triggers section 38 (1) (c) (i) and (ii) of the National Heritage Resources Act (Act No. 25 of 1999) that lists developments that may require a HIA. This subsection refers to any development or other activity which will change the character of a site—

- (i) exceeding 5 000 m² in extent; and
- (ii) involving three or more existing erven or subdivisions thereof.

In addition, the construction of the housing project may result in impacts to graves, structures, archaeological and palaeontological resources that are protected in terms of sections 34, 35, and 36 of the National Heritage Resources Act (NHRA).

In terms of Section 3 of the NHRA, heritage resources are described as follows:

- (a) places, buildings, structures and equipment of cultural significance;
- (b) places to which oral traditions are attached or which are associated with living heritage;
- (c) historical settlements and townscapes;
- (d) landscapes and natural features of cultural significance;
- (e) geological sites of scientific or cultural importance;
- (f) archaeological and paleontological sites;
- (g) graves and burial grounds, including—
 - (i) ancestral graves;
 - (ii) royal graves and graves of traditional leaders;

- (iii) graves of victims of conflict;
 - (iv) graves of individuals designated by the Minister by notice in the *Gazette*;
 - (v) historical graves and cemeteries; and
 - (vi) other human remains which are not covered in terms of the Human Tissue Act, 1983 (Act No. 65 of 1983);
- (h) sites of significance relating to the history of slavery in South Africa;
- (i) movable objects, including:
- (i) objects recovered from the soil or waters of South Africa, including archaeological and palaeontological objects and material, meteorites and rare geological specimens;
 - (ii) objects to which oral traditions are attached or which are associated with living heritage;
 - (iii) ethnographic art and objects;
 - (iv) military objects;
 - (v) objects of decorative or fine art;
 - (vi) objects of scientific or technological interest; and
 - (vii) books, records, documents, photographic positives and negatives, graphic, film or video material or sound recordings, excluding those that are public records as defined in section 1(xiv) of the National Archives of South Africa Act, 1996 (Act No. 43 of 1996).

This heritage assessment was undertaken to identify and map any heritage resources on the project site and associated buffer zone to inform the layout for the housing development.

3. LOCATION

The project area is situated in the area close to the corner of Stormvoel Road (M8) and Derdepoort Road (M 15) in the Koedoespoort area of the City of Tshwane (see **Figure 1** below). The project area is situated south of the suburbs of East Lynne and Jan Niemand Park (see **Figure 2** below).

The proposed project is located in an urban environment and the property could possibly have been railway property at some time in the past. Industries are found along its northern and eastern boundaries as well as some residences. The approximate mid-point of the project area is at 25°42'56.51"S 28°17'20.16"E.



Figure 1: Aerial map showing project boundary in yellow

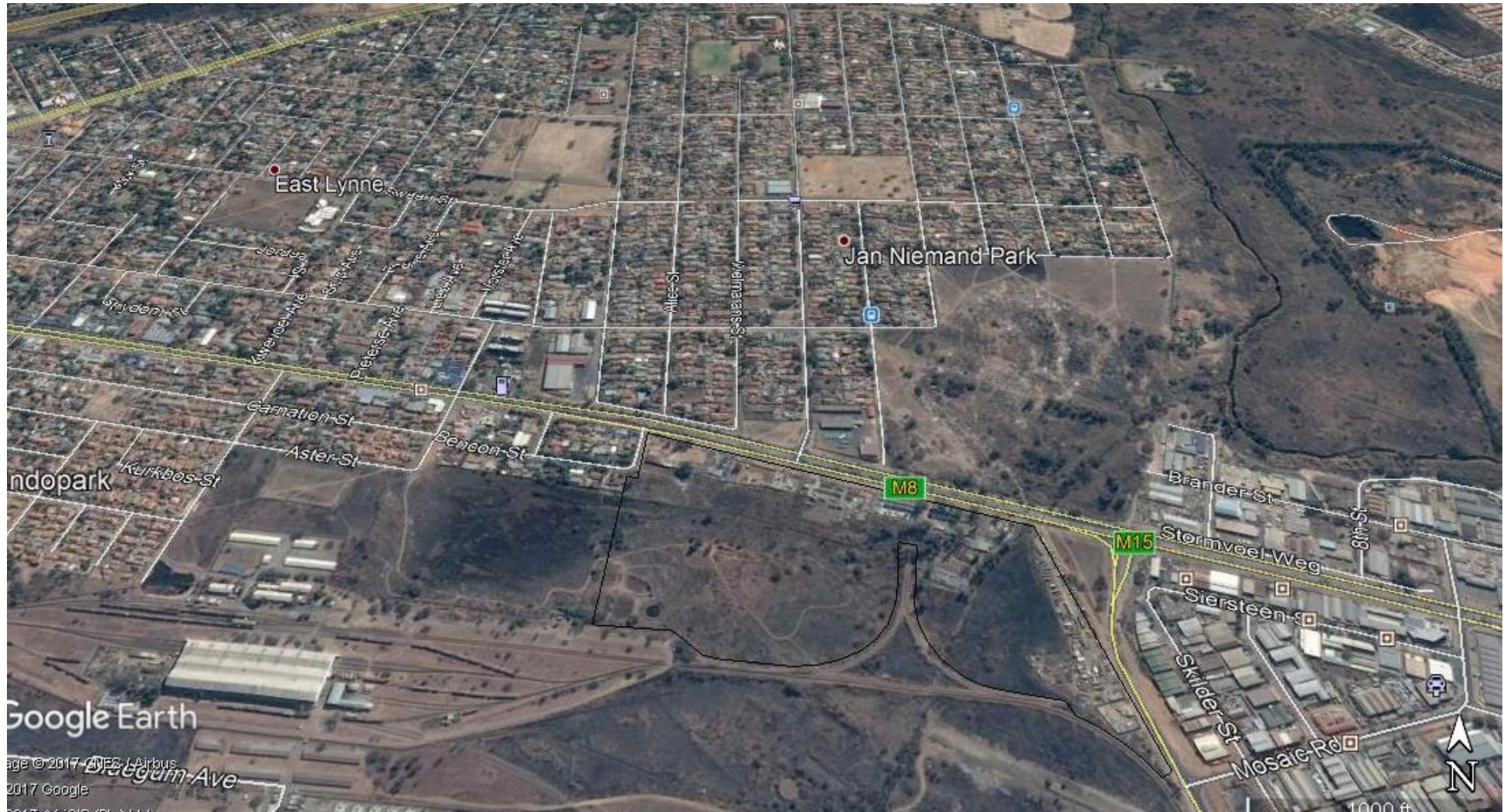


Figure 2: Surrounding environment

4. TERMS OF REFERENCE

The purpose of the heritage study was to identify and map any heritage resources on site and the associated buffer zones to inform the layout for the housing development. A draft heritage report was required showing the heritage resources (if any) on site as well as any impacts identified at this stage without an actual layout.

The final heritage report will include an impact assessment of identified impacts (if any) with the final layout of the housing project.

The final heritage report will be submitted to the relevant heritage agency, namely the Provincial Heritage Resources Agency of Gauteng (PHRA-G).

5. METHODOLOGY AND SITE CONDITIONS

A survey of literature, including previous HIAs done in the surrounding area, was undertaken in order to gain an understanding of potential heritage resources in the surrounding area of the proposed project area.

A site inspection was undertaken on 09 November 2017. Site conditions were good on the whole; there were a few areas that were thickly overgrown with vegetation where visibility was poor.

6. HISTORICAL BACKGROUND OF THE WIDER AREA

Stone Age people occupied the larger surrounding area since earliest times. This, for example, is evidenced by the site they used to occupy in the Wonderboom Neck area, probably dating back as much as 200 000 years ago. Tools derived at sites of habitation are found in a number of areas close to the Apies River to the west and the Hartebeesspruit to the east. Middle and Late Stone Age people also roamed over the area, sheltering close to the river banks, with the latter group usually settling in caves and rock shelters (van Schalkwyk 2015:8).

According to van Schalkwyk (2015:8), Iron Age occupation of the area did not start much before the 1500s. By that time, groups of Tswana and Ndebele speaking people were moving into the area, occupying the different hills and outcrops. During the early decades of the 19th century, the Tswana- and Ndebele-speakers were dislodged by Mzilikazi and his followers. Internal strife

caused Mzilikazi, a general of King Shaka, and his followers to move away from KwaZulu-Natal. Eventually, the Matabele settled north of the Magaliesberg. One of three main settlements established by them, eKungwini, was on the banks of the Apies River. No remains of these settlements have ever been identified. It was during Matabele's stay along the Apies River that the first white people entered the area including travellers and hunters such as Cornwallis Harris, traders Robert Schoon and missionaries James Archbell and Robert Moffat. White settlers started to occupy huge tracts of land, claiming it as farms since the late 1840s. Of these, some of the earliest were Lucas Bronkhorst (Groenkloof), David Botha (Hartebeestpoort – Silverton) and Doors Erasmus (Wonderboom).

President Paul Kruger wanted to have an independent outlet to the ocean for the South African Republic. In order to do this, the Netherlands South Africa Railway Company (NZASM) was established in June 1887 to construct and work a railway between Pretoria and Lourenco Marques (now Maputo) (Transnet 2017:5).

Construction of the Pretoria-Pietersburg railway line started in 1896 and it was completed in August 1899 when the first train entered Pietersburg (now Polokwane) Station. From its own terminus west of Pretoria station the line went in a northerly direction through the suburbs of Pretoria West, Hermanstad, Capital Park, Daspoort, Mountain View and Pretoria North. One of the branches of Transnet Rail Freight is based at Hartebeestpoort (van Schalkwyk 2016:10).

7. SITE INSPECTION RESULTS

Much of the area proposed to be developed was inspected on foot. The area is disturbed by past activities including railway activity, the water works as well as the use of some of the property by car dealerships. There is also dumping of mainly building rubble taking place throughout the project area.

On the western boundary is a large wetland that is thickly overgrown with vegetation. There are several man-made dams/ponds in the south western corner of the project area as well as some furrows and man-holes. It is unclear if this infrastructure is related to the railway depot or to the water works that is located on the southern boundary of the area to be developed (see **Figure 3** below). There are new groundwater monitoring points close to the aforementioned dams. Fence posts were found near the dams which indicates that the dams were fenced off from the rest of the property at some time in the past.

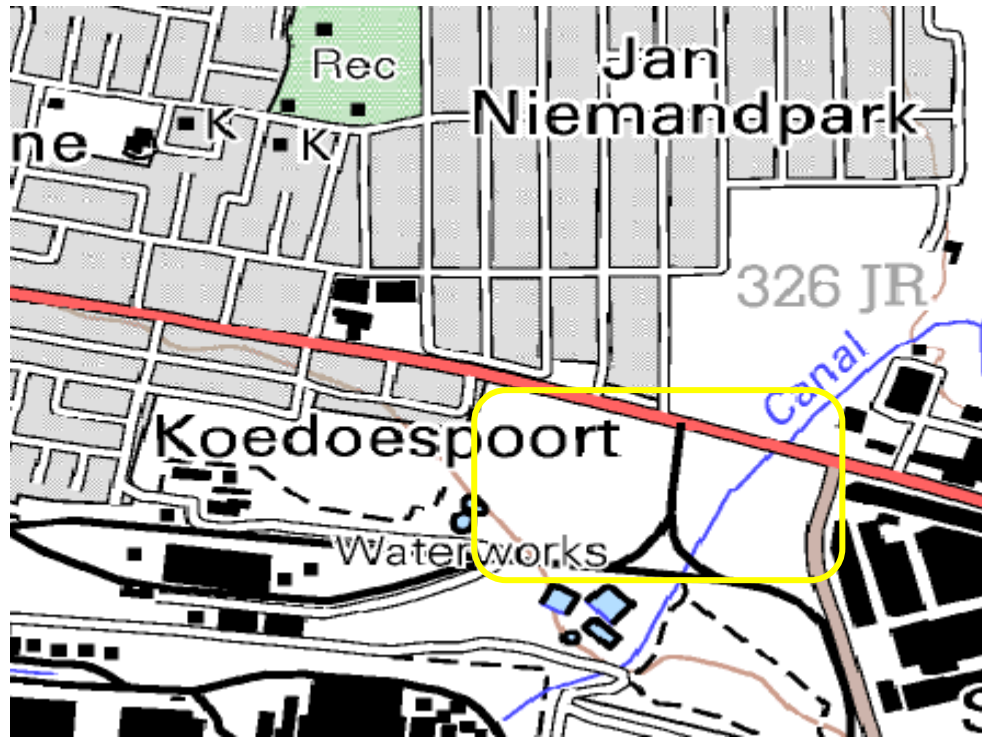


Figure 3: Section of 1: 50 000 map with project area indicated in yellow



Figure 4: Man-made dam



Figure 5: Fence posts on edge of dam



Figure 6: Groundwater monitoring indicator

There are existing businesses and industry on the northern boundary and eastern boundary of the project area. It is unknown if these businesses and industries will be removed for the purposes of the housing development. Although the structures are below 60 years of age (historical imagery from Google Earth shows that the businesses along the northern and eastern boundary of the development only developed around 2005) and are therefore not protected by the NHRA, the

negative impact on people's livelihoods with the removal of such businesses should not be underestimated.



Figure 7: Rubble dumped on site



Figure 8: View of businesses on northern boundary of project area



Figure 9: View of businesses along Stormvoel Road

A concrete water canal runs through the eastern half of the project area. The canal appears to be a tributary of the Moretele River. The canal could be related to the water works referred to in this chapter and indicated on **Figure 3** above or the canal could have been constructed to channel the tributary to prevent flooding and associated damage. The canal is overgrown with vegetation. The canal's age and function could not be established as the specialist could find no information about it. The canal is not seen to be of any heritage significance.



Figure 10: Water canal

Second hand car dealerships situated on Stormvoel Road have used part of the eastern section to store car doors and other car parts for. The area used for this purpose is quite large and the car parts restricted access to some extent but no heritage resources were found in this area.



Figure 11: Car parts on project site

No heritage resources were found during the inspection of the remainder of the eastern portion of the project area.

The South African Fossil Sensitivity Map indicates that the project area falls within an area of high fossil sensitivity as indicated by the orange colour on **Figure 12** below. An area of high fossil sensitivity requires a desktop palaeontological assessment in order to determine whether the proposed development will impact on potential fossils in the project area. Although sections of the project area are disturbed, there are some undisturbed areas hence it is recommended that a desktop palaeontological assessment is undertaken for this project.

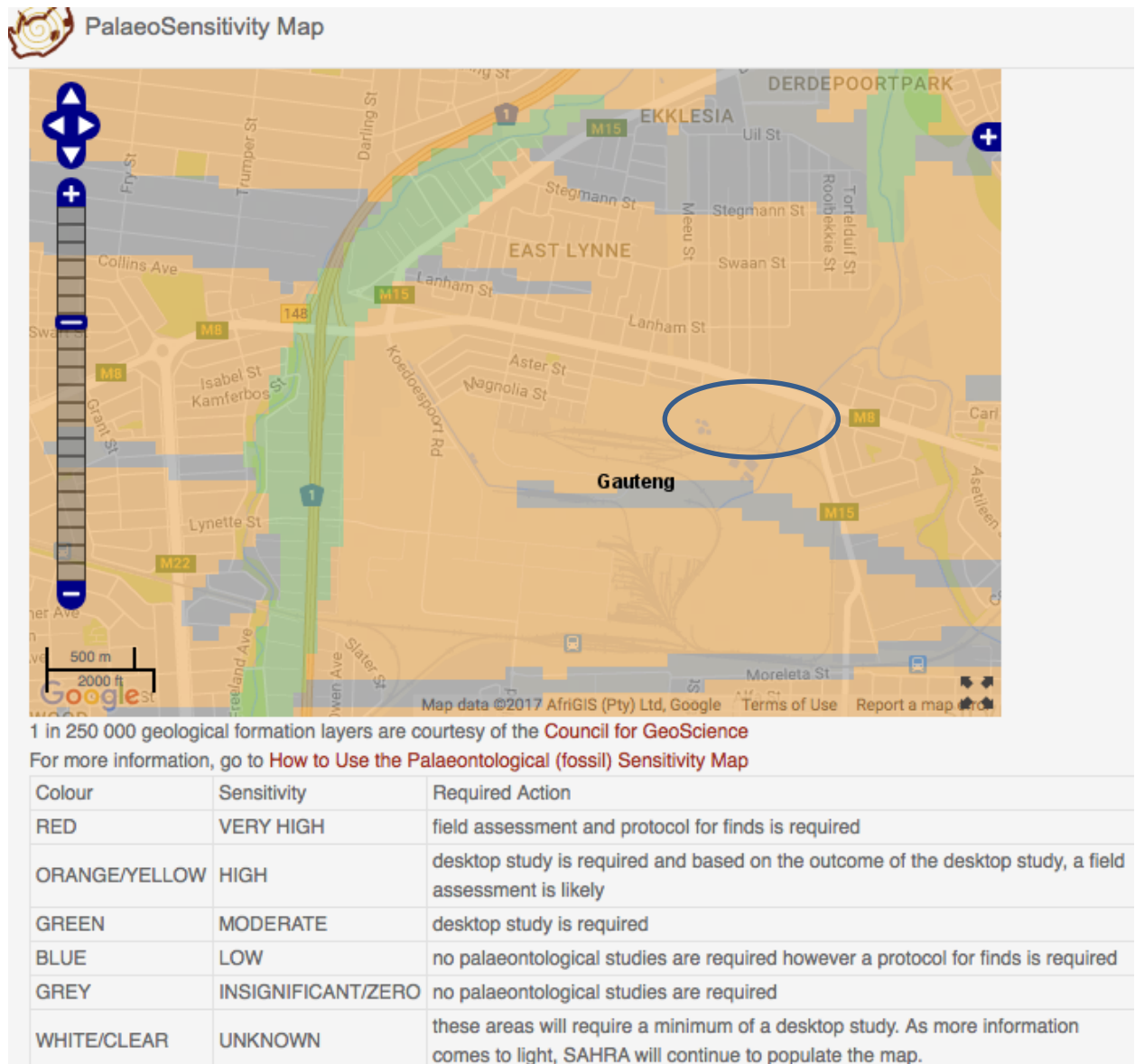


Figure 12: Fossil sensitivity of project area indicated with blue outline

8. RECOMMENDATIONS AND CONCLUSION

During the site inspection, no significant heritage resources were found. The water canal that runs through the project area is not considered to be of heritage significance.

It is recommended that a desktop palaeontological assessment is undertaken as the project area falls into an area of high fossil sensitivity. The desktop assessment would indicate if significant / sensitivity fossils will be impacted by the proposed project and provide mitigation measures and the way forward in this regard.

The project may only proceed once the desktop palaeontological assessment has been undertaken and the recommended mitigation measures implemented. Once this is done, the construction of the housing development may proceed.

9. MITIGATION MEASURES

- For any chance finds of heritage resources, all work must cease in the area affected and the Contractor must immediately inform the Project Manager. A registered heritage specialist / palaeontologist must be called to site for inspection. The PHRA-G must be informed about any finds.
- The heritage specialist will assess the significance of the heritage resource/s found and provide guidance on the way forward.
- Permits must be obtained from the PHRA-G if heritage resources are to be removed, destroyed or altered.
- Any mitigation measures recommended by the desktop palaeontological assessment must be adhered to.
- Any heritage resources found close to the construction site must be protected by a 7m buffer in which no construction can take place. The buffer material (danger tape, fencing, etc.) must be highly visible to construction crews.
- Under no circumstances may any heritage material be destroyed or removed from site unless under direction of a heritage specialist.
- Should any remains be found on site that is potentially human remains, the South African Police Service (SAPS) should also be contacted. Members of the SAPS may not remove remains until the necessary permits have been obtained.

10. REFERENCES

Transnet. 2017. *Railway Country. 150 Years of Rail in South Africa.* (<http://www.transnetfreightrail-tfr.net/Heritage/150years/150YearsRail.pdf>).

Van Schalkwyk, J. 2015. *Cultural heritage assessment for the proposed Derdepoort Park Extension 15 development, City of Tshwane, Gauteng Province.* Unpublished report

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