

The Manager
Archaeology, Palaeontology and Meteorites Unit
South African Heritage Resource Agency
P O Box 4637
Cape Town
8000

22 August 2019

Sir

LETTER OF RECOMMENDATION FOR EXEMPTION: THE DEVELOPMENT OF A COMMERCIAL TOWNSHIP
AT EXTENSIONS 15, 16 AND 17 GRAND CENTRAL, MIDRAND, GAUTENG PROVINCE.

It is proposed to development a commercial township at Extensions 15, 16 and 17 Grand Central, Midrand, Gauteng Province (Fig. 1). Currently the area is vacant with extensive anthropogenic disturbances, likely attributable to historic development activities in the surrounding area. Therefore, a request was made to an independent heritage consultant to review the area in order to submit a letter requesting exemption from conducting a full heritage impact assessment.

I have reviewed the available information on the larger region and well as the study area specifically. This included published articles, unpublished reports, mostly HIA's done in the region, maps and aerial photographs. The detailed descriptions, illustrations and references are presented below in Sections 1, 2 and 3 of this document.

The findings of this review can be summarised as follows:

- The SAHRIS Palaeontological Sensitivity Map (Fig. 2) indicate that the study area has an insignificant to zero sensitivity of fossil remains to be found and therefore no palaeontological study of the area is required.
- Although precolonial settlement, i.e. Stone Age and Iron Age, took place in the larger region, as well as in the immediate vicinity of the study area, it was of a low intensity. Unfortunately, due to the rapid urban development in the region over the last 50 years or more, most of this have been destroyed.
- A number of sites of heritage significance dating to historic time are also found in the larger region. Similarly to the precolonial features, many of these were also destroyed as a result of recent urban development.
- Old maps and aerial photographs going back as far as 1938 indicate that the area was largely used for agricultural purposes and no built features are located inside the development area or even close to it. It was only during the late 1950s that large number of structures were developed in the region.
- During the last number of years, and especially as a result of large developments in the region, e.g. Gautrain and the upgrading of Grand Central Airport, the region has undergone much urban renewal, resulting in much disturbances in the surrounding area.

From the above review of the available information as well as the environment in which the developments is to take place, it is possible to say with a very high degree of certainty that the development of the commercial township would not have an impact on any sites, features or objects of cultural heritage. I therefore recommend that the development can continue without the requirement of conducting a full heritage impact assessment, on condition of SAHRA's acceptance of this view.

- However, should archaeological sites or graves be exposed in other areas during construction work, it must immediately be reported to a heritage practitioner so that an investigation and evaluation of the finds can be made.

PROPERTY DETAILS

Province	Gauteng					
Magisterial district	Randburg					
Local municipality	City of Johannesburg					
Topographic map	2528CC					
Closest town	Midrand					
Coordinates	Centre point					
	No	Latitude	Longitude	No	Latitude	Longitude
	1	-25,99444	28,13127			

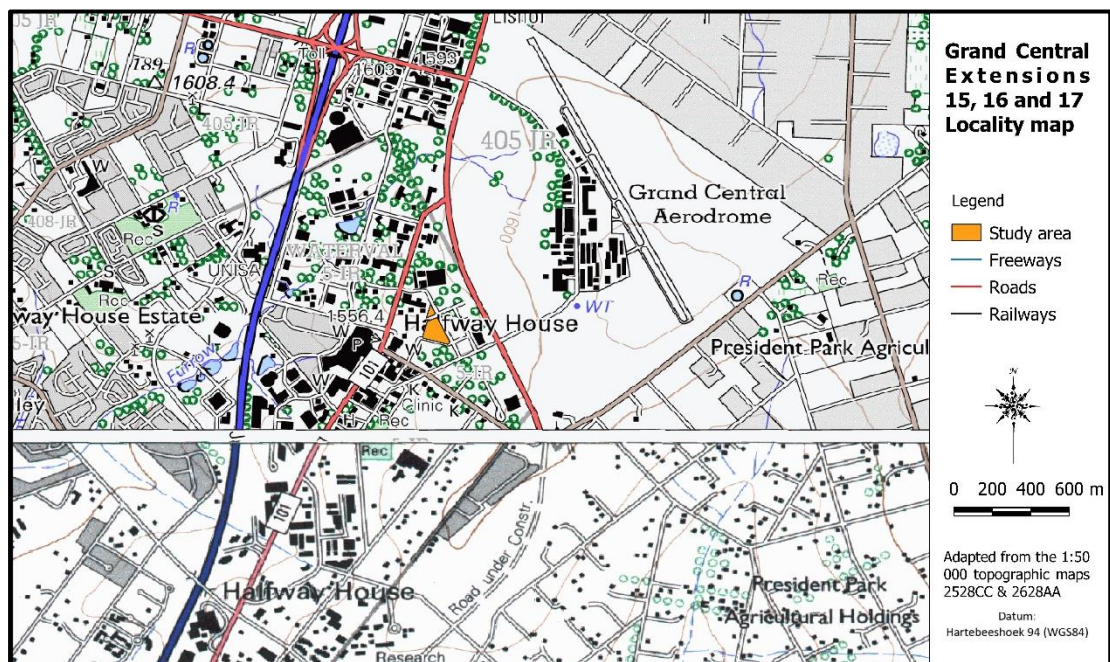


Figure 1. Location of the study area in regional context

J A van Schalkwyk

Prepared by:

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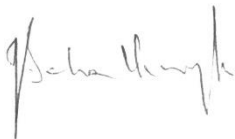


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Specialist competency:

Johan A van Schalkwyk, D Litt et Phil, heritage consultant, has been working in the field of heritage management for more than 40 years. Originally based at the National Museum of Cultural History, Pretoria, he has actively done research in the fields of anthropology, archaeology, museology, tourism and impact assessment. This work was done in Limpopo Province, Gauteng, Mpumalanga, North West Province, Eastern Cape Province, Northern Cape Province, Botswana, Zimbabwe, Malawi, Lesotho and Swaziland. Based on this work, he has curated various exhibitions at different museums and has published more than 70 papers, most in scientifically accredited journals. During this period, he has done more than 2000 impact assessments (archaeological, anthropological, historical and social) for various government departments and developers. Projects include environmental management frameworks, roads, pipeline-, and power line developments, dams, mining, water purification works, historical landscapes, refuse dumps and urban developments.



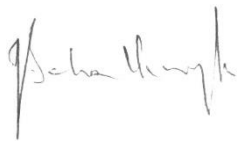
J A van Schalkwyk
Heritage Consultant
August 2019

SPECIALIST DECLARATION

I, J A van Schalkwyk, as the appointed independent specialist, in terms of the 2014 EIA Regulations (as amended), hereby declare that I:

- I act as the independent specialist in this application;
- I perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant;
- regard the information contained in this report as it relates to my specialist input/study to be true and correct, and do not have and will not have any financial interest in the undertaking of the activity, other than remuneration for work performed in terms of the NEMA, the Environmental Impact Assessment Regulations, 2014 (as amended) and any specific environmental management Act;
- I declare that there are no circumstances that may compromise my objectivity in performing such work;
- I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, Regulations and any guidelines that have relevance to the proposed activity;
- I will comply with the Act, Regulations and all other applicable legislation;
- I have no, and will not engage in, conflicting interests in the undertaking of the activity;
- I have no vested interest in the proposed activity proceeding;
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority;
- I have ensured that information containing all relevant facts in respect of the specialist input/study was distributed or made available to interested and affected parties and the public and that participation by interested and affected parties was facilitated in such a manner that all interested and affected parties were provided with a reasonable opportunity to participate and to provide comments on the specialist input/study;
- I have ensured that the comments of all interested and affected parties on the specialist input/study were considered, recorded and submitted to the competent authority in respect of the application;
- all the particulars furnished by me in this specialist input/study are true and correct; and
- I realise that a false declaration is an offence in terms of regulation 48 and is punishable in terms of section 24F of the Act.

Signature of the specialist



J A van Schalkwyk
August 2019

1. REGIONAL OVERVIEW

In general terms, the Midrand area is typical Highveld, a landscape characterised by gently sloping plains, separated by relatively deep valleys carved out by the Jukskei River, Kaalspruit, Olifantspruit, Modderfontein Spruit and smaller watercourses. At places there are ensembles of large granite boulders, rocky outcrops and hillocks. Except where human settlement has occurred, the plains are generally treeless. Clumps of vegetation occur at many outcrops and hillocks, and the vegetation is more dense in the river valleys.

This environment formed the basis for the patterns of human occupation which emerged since Early Stone Age times. The river valleys, boulders and rocky ridges were habitat to groups of Stone Age people, and here stone artefacts have been found and can be expected as signs of occupation. Settlement by Iron Age communities took place near rivers and close to rocky outcrops. Clumps of trees often indicate the presence of remaining stone walls and other structures, although none which are of definite Iron Age origin have been found so far.

White farmers, settling in the area since the middle of the 19th century, carved up the landscape into a number of farms, which even today form the framework for agricultural, residential and other forms of development. The farm names also describe the environment: Olifantsfontein, Blue Hills, Witbos, Kaalfontein, Waterval, Diepsloot, etc. Stands of poplar, palm, eucalyptus, pine and other trees often indicate the presence of farmsteads and proved to be helpful in tracing these cultural resources. The area is also divided by a historic railway line (dating back to the 1890s) and a large number of major and minor roads, some of which date back to the previous century, and along which a number of the area's older cultural resources (for example shops, farms, cemeteries, industrial sites) have been identified.

Many portions of the Midrand landscape are today covered by residential, industrial and commercial development, often engulfing and obliterating farmsteads, graveyards and other signs of earlier human occupation. However, these developments in themselves are also cultural resources. A number of them, for example Clayville, Halfway House and Grand Central were established prior to World War II, and thus contain cultural resources of architectural and historic significance.

The history of human occupation of and settlement in the Midrand area, known so far, goes back at least 150 000 years, when groups of Early Stone Age people appeared periodically. These people survived by manufacturing simple tools and weapons of stone, bone and wood, which they used for hunting and gathering edible plants. No permanent settlement took place, and only deposits of stone artefacts, such as the one which previously existed on Allandale have remained behind.

Following the Early Stone Age, Midrand was the scene of the periodic occupation by Middle and probably also by Late Stone age groups. Some of the local rock was suitable for manufacturing stone artefacts, as is evidenced on the farm Waterval. Settlement, which was only of a temporary nature, often occurred at sheltered spots close to rivers, such as Glenferness Cave. Numerous Middle Stone Age implements have been and are still are to be found along water-courses, and thus it is imperative that no further development takes places in these zones in order to preserve them as 'archives' of Midrand's cultural heritage.

Occupation of Midrand by the first groups of Iron Age settlers began some 1600 years ago. These people spoke Bantu languages, such as Tswana, kept domesticated animals, grew crops and manufactured pots and iron implements. Like the Stone Age people, they also hunted and gathered edible plants. A site such as The Boulders was probably occupied by early Iron Age groups between 350 and 600 AD, followed by new periods of settlement by Tswana-speaking groups since the early 16th century. Like the Stone Age people, the Iron Age communities often favoured sheltered places, as is evidenced by their occupation of Glenferness Cave. The San were not displaced immediately, as is evidenced by their probable occupation of The Boulders between 1100 and 1200 AD, and for many centuries they lived side by side with the Iron Age settlers.

In the 1820s the first white people appeared on the scene, hunters, traders, missionaries and other travellers. Permanent occupation by whites began in the early 1840s, when Voortrekker farmers such as Frederik Andries Strydom and Johannes Elardus Erasmus established the farms Olifantsfontein and Randjesfontein respectively. These early white settlers and their descendants were buried on their farms, and it is thus important to preserve these burial sites where history has been written into stone. Elements of the original farmsteads have survived and should also be recorded and preserved for posterity.

Gradually the entire area was divided into farms, often with names which describe the local geographical conditions: Blue Hills, Witbos, Witpoort, Kaalfontein, Waterval, Zevenfontein, Witsloot, Diepsloot, and others. However, it was only since the 1880s that these farms were formally surveyed and mapped, and when not only their names, but also the names of rivers (Kaalspruit, Jukskei, etc) and other features became permanent fixtures on maps.

Until well into the 20th century, the development of Midrand was determined by local agriculture. The original farms, which became more and more subdivided as the number of farmers increased, supplied food and fibre to the burgeoning populations of Pretoria in the north and the Witwatersrand in the south. The practice of burying farmers and their workers on or near the farms and smallholdings continued, and a number of small graveyards in Midrand date back to this period. Of the 19th and early 20th century farmsteads, only a few have survived, for example Bibury Grange, Blue Hills, Kaalfontein and possibly one in Halfway Gardens. Also dating back to the 1890s is Helderfontein, later extensively redesigned by Sir Herbert Baker.

The Second South African War (1899-1902) also touched Midrand, and for a short period it was a key focus of the British war effort, when the British forces under Lord Roberts advanced through Midrand from Johannesburg en route to Pretoria, which was occupied on 5 June 1900. A few British military units were stationed in the Midrand area, for example at the present Escom Training Centre, and at Bibury Grange. No major battles took place in Midrand, and the armed conflict was limited to Boer attempts at sabotaging the railway line, attacks on troop trains and other minor skirmishes. A notable event was the Boer demolition of the railway culvert near the present Pinedene Station, which had to be completely rebuilt by the Imperial Military Railways in 1901.

Since the late 1880s, two other elements began shaping the modern history of Midrand, namely the development of a stage-coach station in the west and a ceramics industry in the east.

Pretoria and Johannesburg were connected by stage-coach and post-cart services in the 1880s, and a stop-over station where horse and mule teams could be changed and passengers could rest was developed midway between the two towns. This facility became known as the 'Halfway House'. It gave rise to the establishment of a hotel (with the inevitable pub) and a post-office in 1889. A year later, when it was predicted that the proposed railway line between the Witwatersrand and Pretoria would pass Halfway House, a township, known as 'Waterval Mooigelegen', was surveyed, which made provision for a station, government offices, shops and a market. However, the railway bypassed Halfway House to the east, and thus Midrand's first railway station was opened on the farm Olifantsfontein in 1892.

Although the proposed township did not materialise, public interest had been kindled. Halfway House was discovered by many of the wealthy in Johannesburg, who began establishing country resorts where they could relax and pursue rural sports and hobbies such as horseriding. President Kruger often stopped over at the Halfway House Hotel during trips between Johannesburg and Pretoria. The Gibson brothers, who owned a stage-coach company, bought large tracts of land on the Jukskei River where they bred cattle and established a tree nursery. The old eucalyptus trees lining the Old Pretoria Road probably originated here.

Halfway House became a town in 1920, and in 1925 Halfway House Estate was established. However, development was slow, and Halfway House remained a one-horse town for decades to come. Real

industrial, commercial and residential development, as symbolised by the opening of a post-office in 1939, only began in the late 1930s as a result of Halfway House's central and accessible location in the heart of Gauteng. The post-office was demolished in 1987.

One feature of the 1930s and 1940s was the establishment of large agricultural estates, for example Crowthorne and Beaulieu, which in later years were subdivided into smallholdings for purchase by wealthy members of the public. This period also saw the development of Midrand as a mecca for flying sport (Grand Central Flying Club 1937), motor racing (Grand Central Speedway 1848) and horseriding (Lippizaner equestrian centre).

While Halfway House became the western development nucleus of the Midrand area, the same happened at Olifantsfontein in the east. When the Germiston-Pretoria railway line was surveyed in the early 1890s, extensive limestone and fire clay deposits were discovered east of the old Strydom farmstead on Olifantsfontein by John Richard Holmes. He established a lime-burning company in 1895, which was soon followed by a brick-making firm. The remains of the original quarry and plant are part of Midrand's industrial heritage. These companies and their assets - including the lime and clay deposits - were taken over by the Consolidated Rand Brick, Pottery and Lime Company (Conrand), established by Thomas Cullinan in 1902.

When Conrand tottered on the brick of bankruptcy, Cullinan started a pottery factory in Olifantsfontein. It was not very successful, and it closed down in 1914. In 1926 the business was revived when the Ceramic Studio was established, which became especially famous for the production of tile murals for decorating many government buildings erected in the 1930s, including the Halfway House post-office. Housing for the brickmaking and pottery companies was provided in an area later called Clayville, and a few cottages, built from locally made brick, have survived. For senior managers more elaborate houses were built, such as Spinney Green and Wenlock House.

The growth of Conrand and the Ceramic Studio led to residential and commercial development in Olifantsfontein, and in 1940 the Clayville township was established.

Although Halfway House and Clayville had already been established, the first form of proper local government for these townships only was instituted in 1944, when the Halfway House/Olifantsfontein area came under the jurisdiction of the Transvaal Peri-Urban Areas Health (later Development) Board. In 1951 the Halfway House Local Area Committee was established as a form of local government under the jurisdiction of this Board. In 1964 a similar structure was instituted for Clayville/Olifantsfontein. These two Local Area Committees ceased to exist in 1981, when they amalgamated to form a fully-fledged new local authority known as Midrand.

The establishment of the Midrand Town Council heralded the beginning of a new period of development. However, the spectacular boom in the establishment of new residential, commercial and industrial areas often has been detrimental to the area's cultural resources. With the demolition of Van's café, the hotel and the post-office in the mid-1980s, the last tangible remains of the old Halfway House disappeared. Stone Age sites have been destroyed, cemeteries have been vandalised and eradicated, and historic stands of trees have disappeared.

Another form of disappearance was the removal of black townships of 'locations' as a result of the application of apartheid legislation. As recently as 1975, a topographical map of the area indicated two locations at Olifantsfontein. These, and their associated cemeteries, have disappeared off the face of the latest maps. Presumably the residents were resettled in Tembisa, which was established as a 'regional township' in the late 1950s.

In conclusion, it can be stated that the cultural resources identified in Midrand are fairly representative of a long period of human use and occupation of the area, ranging from Early Stone Age sites to 19th and 20th century factory sites, from early farmsteads and Victorian cottages to more recent houses and

mansions. Many of Midrand's cultural resources remain threatened, particularly the more vulnerable and less visible ones, such as archaeological sites and graveyards.

2. SITE SPECIFIC OVERVIEW

The study area is located in a region that experienced a dramatic change in character during the past few decades. It went from an essentially rural/small holding area to a high density urban/light industrial region (Fig. 1). This probably contributed to that fact that very few sites of heritage significance were retained (Fig. 2).

With references to the study area specifically, it seems that the area was largely used as agricultural fields even up to the 1940s (Fig. 4 & 5). Two developments in the region that brought the area into close contact with a larger world are the Grand Central Airport and the Grand Central Racetrack (Fig. 6 & 7).

However, this was also a time of more intensified urban development, including the study area. A number of built structures can be seen on the aerial images dating respectively to 1958 (Fig. 6), 1958 (Fig. 8) and 1976 (Fig. 9). Although this is to be seen in the region of the study area, adjacent area still remained largely rural/agricultural in nature.

During the last number of years, and especially as a result of large developments in the region, e.g. Gautrain and the upgrading of Grand Central Airport, the region has undergone much urban renewal, resulting in much disturbances in the surrounding area (Fig. 10 & 11). As this was becoming an area aimed at commercial developments such as light industries and office accommodation, the developments were quite big in nature, covering large areas. The development of the Gautrain Rapid Rail Link through the area also brought about the rerouting of a number of streets. The nett result of this was that only small pockets of land remained undeveloped, many of them becoming living sites for homeless people or areas where rubble was illegally dumped (Fig. 12).

3. ILLUSTRATIONS

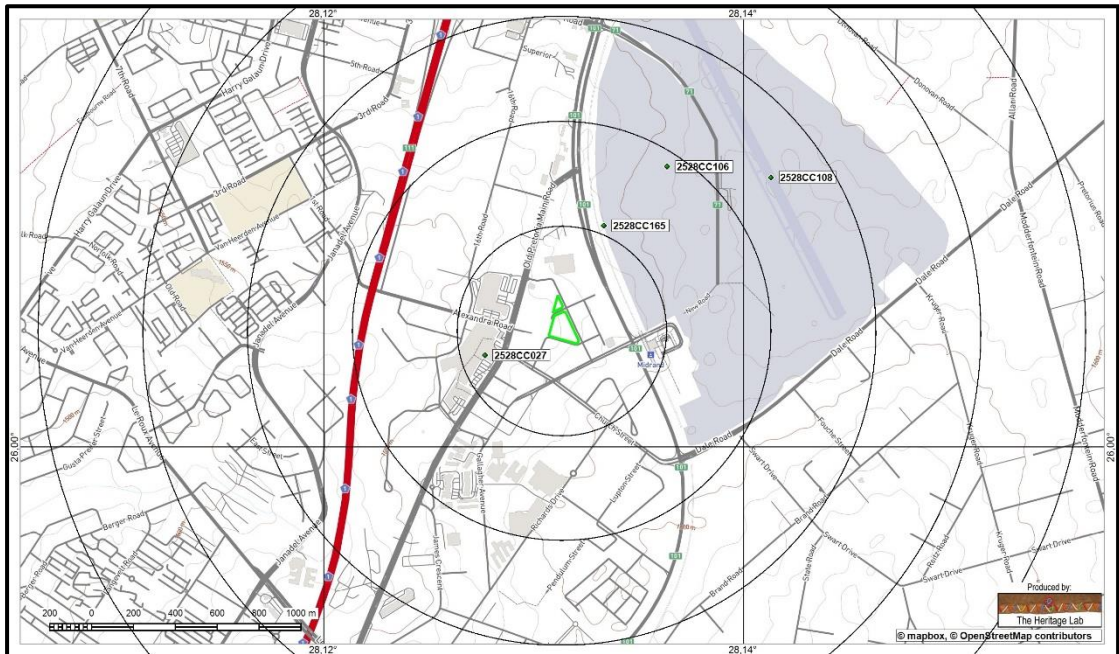


Figure 2. Location of known heritage sites and features. (Circles are spaced at a distance of 0,5km) (heritage sites = coded green dots)



Colour	Sensitivity	Required Action
RED	VERY HIGH	field assessment and protocol for finds is required
ORANGE/YELLOW	HIGH	desktop study is required and based on the outcome of the desktop study, a field assessment is likely
GREEN	MODERATE	desktop study is required
BLUE	LOW	no palaeontological studies are required however a protocol for finds is required
GREY	INSIGNIFICANT/ZERO	no palaeontological studies are required
WHITE/CLEAR	UNKNOWN	these areas will require a minimum of a desktop study. As more information comes to light, SAHRA will continue to populate the map.

Figure 3. The Palaeontological sensitivity of the study area

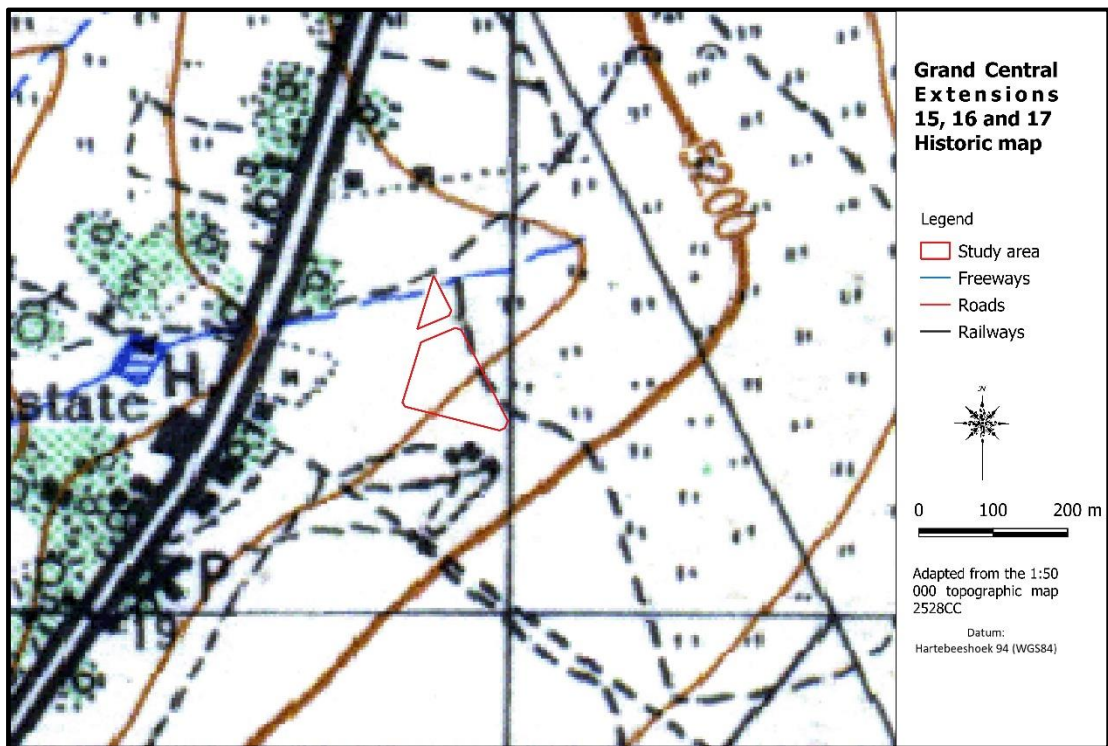


Figure 4. The study area on the 1939 version of the 1:50 000 topographic map



Figure 5. The study area on the 1938 version of the aerial photographs
(Photo: 175_001_23305; 175_002_23412)



Figure 6. The study area on the 1958 version of the aerial photograph (Photo: 411_011_01845)



Figure 7. 1957 Porsche 356 Speedster, similar to the one used by Ian Fraser-Fraser-Jones and teammate Tony Fergusson to win the first South African nine-hour race at Grand Central in 1959. In 1961 this endurance race was moved the Kayalami track.

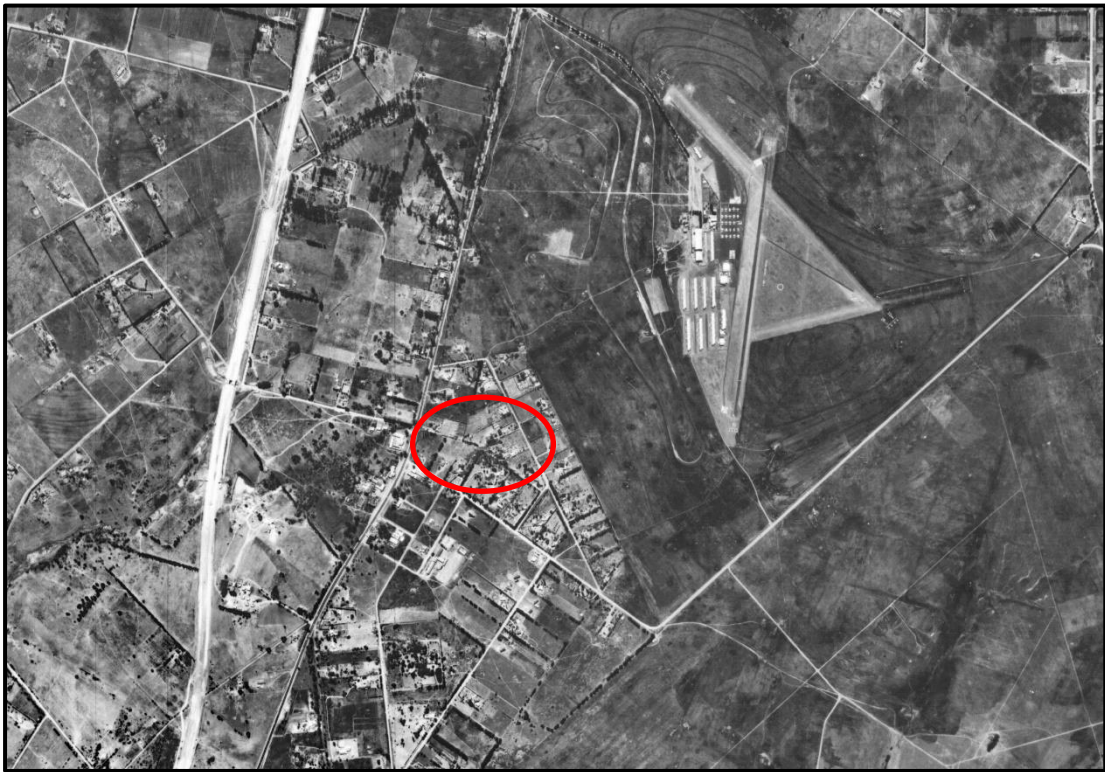


Figure 8. Aerial photograph dating to 1968
(Photo: 603_016_07609)



Figure 9. Aerial photograph dating to 1976
(Photo: 769_018_00091)



Figure 10. The study area in 2004
(Image: Google Earth)



Figure 11. The study area in 2019
(Image: Google Earth)



Figure 12. Current views of the study areas

4. REFERENCES

4.1 Data bases

Chief Surveyor General
 Environmental Potential Atlas, Department of Environmental Affairs and Tourism.
 Heritage Atlas Database, Pretoria
 National Archives of South Africa
 SAHRA Archaeology and Palaeontology Report Mapping Project (2009)
 SAHRIS Database

4.2 Literature

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Van Schalkwyk, J.A. & De Jong, R. 1997. *A survey of cultural resources in the Midrand municipal area, Gauteng Province*. Unpublished report 1997KH021. Pretoria: National Cultural History Museum.

4.3 Maps and aerial photographs

1: 50 000 Topocadastral maps
Google Earth
Aerial photographs: Chief Surveyor-General

4.4 Web sites

<http://www.artefacts.co.za>

5. ADDENDUM

1. Indemnity and terms of use of this report

The findings, results, conclusions and recommendations given in this report are based on the author's best scientific and professional knowledge as well as available information. The report is based on survey and assessment techniques which are limited by time and budgetary constraints relevant to the type and level of investigation undertaken and the author reserve the right to modify aspects of the report including the recommendations if and when new information may become available from ongoing research or further work in this field or pertaining to this investigation.

Although all possible care is taken to identify all sites of cultural importance during the investigation of study areas, it is always possible that hidden or sub-surface sites could be overlooked during the study. The author of this report will not be held liable for such oversights or for costs incurred as a result of such oversights.

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