

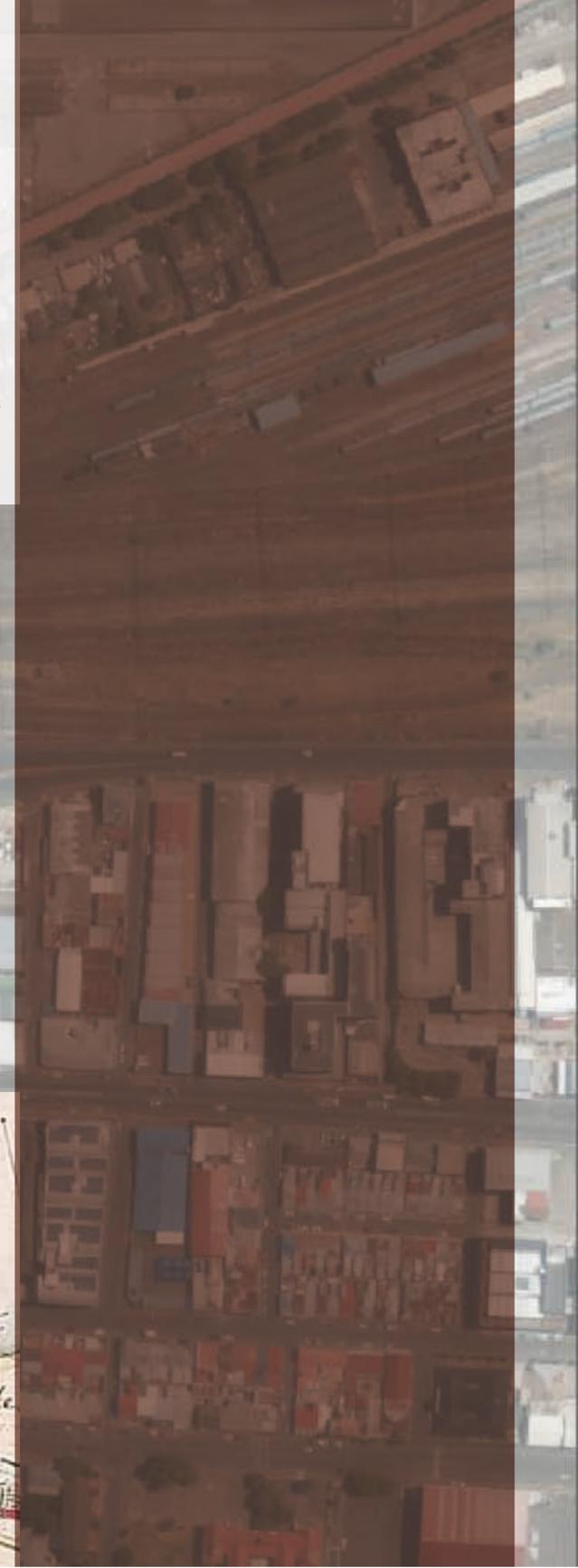
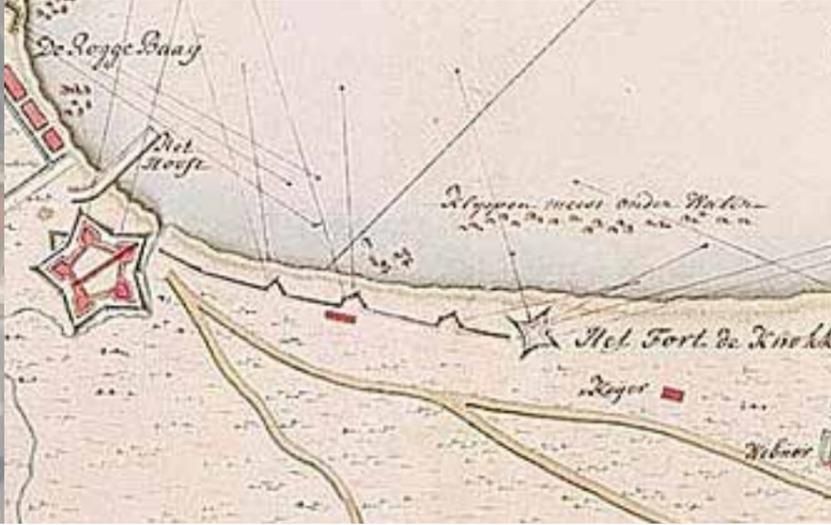


ARCHAEOLOGICAL IMPACT ASSESSMENT: NEWMARKET SOCIAL HOUSING

HWC REF: 20112613KB1126E

submitted in terms of Section 38(3) of the NHRA (1999)

NEWMARKET HOUSING DEVELOPMENT, NEWMARKET STREET, WOODSTOCK,
ERF 14448-0-1



7 September 2021

Prepared by Rennie Scurr Adendorff Architects on behalf of GladAfrica
for the City of Cape Town



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EXECUTIVE SUMMARY

Site Name

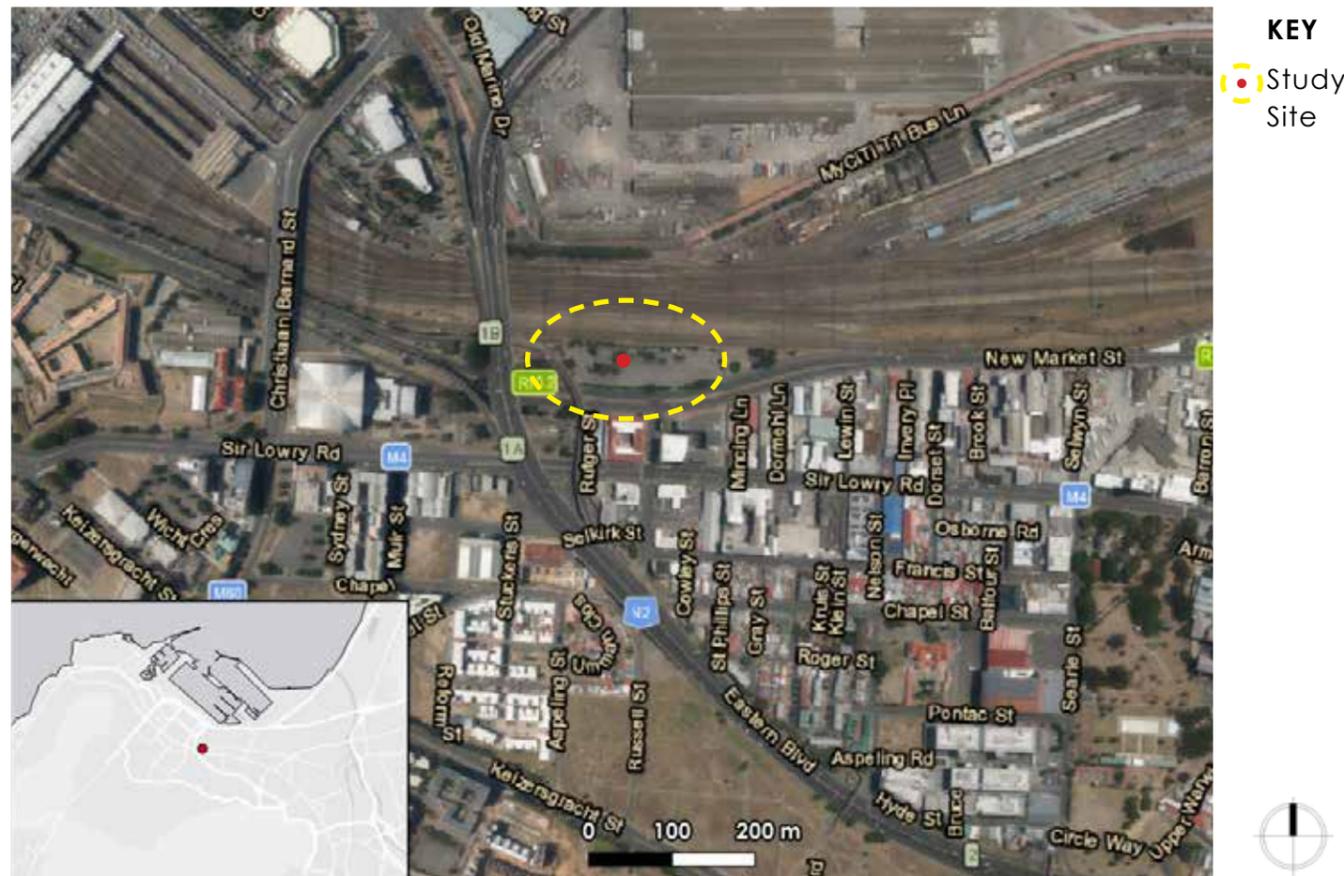
Erf 14888-0-1

Location

Newmarket Street, Woodstock

Locality Plan

Development Description



The proposal entails the construction of several multi-storey, mixed use structures, each comprising a ground floor retail component, one to three bedroom social housing units, and one to three bedroom apartments at the upper levels. Four basement levels, as well as parking for the retail and residential units is envisaged.

Heritage Resources Identified

There are no archaeological remains visible on site as it was levelled in the mid-C20th, and is currently used as a carpark. Possible archaeological resources have, therefore, been determined through desk-based analysis of likely site types based on the history and location of the site.

Archaeological heritage pertaining to the site includes possible pre-colonial material related to the utilisation of the site by hunter-gatherer groups from the Early Stone Age onwards, San people in the more recent past, and nomadic Khoe herders in the last 2 000 years. These remains could include open sites, cultural material or even burials.

The site is close to the very early fortifications built along the beach between the Castle and Fort Knokke, known as the Sea Lines. These defences comprised earthen work breastworks and bastions, with several forts built along their extent; only Fort Knokke was stone built. The Lines dated between the 1740s to the 1830s, and were repaired and augmented throughout their lifespan.

While there were hospitals associated with the Sea Lines, their location is not firmly established. The Military Hospital, built in 1837 was located very close to Erf 14888, possibly on the site of earlier structures associated with the Lines or even an earlier Lines hospital, and endured until the foreshore reclamation. The hospital was equipped with its own cemetery, although this was located north east of the hospital. The hospital cemetery was exhumed in 1928, and it is likely that most, if not all, burials were removed from site then.

It remains possible that burials could occur on site, pertaining either to pre-colonial use of the area, or the historic past and related to shipwrecks, the Sea Lines or the Military Hospital and Cemetery. However, the site is located within the historic edge of the shoreline, not within the beach sands, and so pre-colonial and early colonial graves are not considered likely. Further, the Military Cemetery was positioned some distance from the site, and excess burials are unlikely to be found on Erf 14888 related to that graveyard.

The utilisation of the site initially for the Powder Magazine, and later the Government Store could be represented archaeologically in remnant features below the current tarred carpark surface, and these would hold some age and rarity significance. Any archaeological traces of the 1950s use of the site as a railway siding are not likely, and would not be significant nor warrant recording or assessment.

Anticipated Impacts on Archaeological Heritage Resources

Impacts to intact pre-colonial sites and or features of high significance are not anticipated. The uncovering of structural remains or building footings is possible, and, where these intersect with foundations trenches required for the construction of multi-storey apartments, impacts could include the complete destruction and removal of intact historic features. It is not anticipated that

burials will occur on this property, but the possibility of this cannot be entirely discounted. Again should burials occur on site, and be uncovered as part of trenching for the development, impacts will be very high.

Conclusions and Recommendations

The property could potentially hold archaeological material from pre-Colonial times, although it is unlikely that these will be of much significance, given the longevity of development on the site which would have caused substantial disturbance to any such remains. Historic period remains, including breastwork, batteries and forts of the Sea Lines, the Military Hospital and Cemetery, the Old Powder Magazine and the Government Store, could occur on site, and these features are of moderate to very high significance.

There is a slight chance that the site could contain human remains, given that burials are known to be associated with the Military Hospital Cemetery, although these are likely to have been confined to the cemetery, which was exhumed in the 1920s. Any informal burials, or any pre-colonial burials, are more likely to be located within the sand of the historic Woodstock beach which was north of the railway lines.

As such, the following is recommended in terms of archaeological mitigation:

1. Monitoring is recommended for trenching on site;
2. An overlay of the location, orientation and alignment of the Powder Magazine is to be provided to construction team to appraise them of the likely intersects with historic structures;
3. Where historic features are encountered in situ, work in that area of site should be halted until HWC has been consulted, and the way forward has been established. This could include excavation and recording by an archaeologist.
 - a. Any remains of the Old Powder Magazine and Government Store should be recorded and mapped *in situ*; it is recommended that these remains, once recorded, should be considered for demolition;
 - b. Any remains pre-dating the Powder Magazine, and related to the C18th fortifications and related structures, should be recorded and mapped in situ; it is recommended that some portion of these remains should be considered for retention and incorporation in the development, if feasible;
4. Should any human remains be encountered, all work on site should be halted, the area of exposed remains should be cordoned off as a no-go area, and HWC should be notified immediately of the discovery in order to determine the appropriate course of action.

Authors and Date

Katie Smuts - Archaeologist and Heritage Practitioner

BIO OF AUTHOR

Katie Smuts holds an MPhil from UCT in Archaeology (History and Archaeology of the Western Cape; 2012), having specialised in archaeological analysis of historic built fabric and forms. Prior to that, her BA (Hons), obtained from UCT with distinction in 1999, was focused on analysis of depictions of human figures in the rock art of the Western Cape.

Katie has worked both as a commercial archaeologist and as a Heritage Officer for the national Heritage Agency, SAHRA. After starting in the Archaeology, Palaeontology and Meteorites Unit, Katie was promoted to Manager of the National Inventory at SAHRA, where she was responsible for the maintenance of the country's online heritage management platform and heritage resource database, SAHRIS (the South African Heritage Resources Information System), and the digitising and enhancement of the national inventory.

Katie currently works for Rennie Scurr Adendorff Architects as archaeologist and senior heritage practitioner, compiling compliance reports including Heritage Impact Assessments, Archaeological Impact Assessments, Heritage Inventories, Section 34 application reports, Conservation Management Plans and similar.

Katie serves on the Executive Council of the Association of Southern African Professional Archaeologists (ASAPA) as Chair of the Cultural Resources Management subcommittee, and holds accreditation in rock art, coastal shell middens, Stone Age archaeology and grave relocation. She has been a member of the Association of Professional Heritage Practitioners (APHP) since 2015. Katie is a member of the Stanford Heritage Committee (SHC) and Chair of the Overstrand Heritage and Aesthetics Committee (OHAC).

1.0 BACKGROUND

1.1 Purpose of Report

The City of Cape Town has identified Erf 14888-0-1 in 2017 as a site for the provision of Social Housing within a mixed use, multi-storey development. The site is located on the boundary between the City and Woodstock, and is currently vacant. Rennie Scurr Adendorff has been appointed by GladAfrica to manage the heritage process pertaining to the proposed development.

RSA submitted a Notification of Intent to Develop in terms of Section 38(1)c(i) of the National Heritage Resources Act (Act 25 of 1999) as the property is larger than 5 000m², and the proposed development constitutes a change in character. The NID recommended that a Heritage Impact Assessment be undertaken, the Heritage Western Cape (HWC) supported this recommendation requesting that an integrated HIA be submitted comprising the following specialist reports:

- a socio-historic study
- an Archaeological Impact Assessment, and
- a townscape analysis.

1.2 Statutory Context

1.2.1 The National Heritage Resources Act (Act 25 of 1999)

The property is currently vacant, but is some 8600m² in extent, and therefore triggers Section 38(1)c(i) of the NHRA. This report is submitted in fulfilment of the RNID from HWC which called for an AIA as a component report of the HIA.

1.2.2 The City of Cape Town Zoning Scheme

The site is ungraded and is zoned Public Open Space. Rezoning will need to take place in order for the development to proceed.

The site falls outside of any declared or proposed HPOZs. It is, however, across Newmarket Street from the Victoria Street Heritage Protection Overlay Zone, in close proximity to both the Chapel Street and Albert Road HPOZ to the east, and the Central City HPOZ to the west (Figure 27). The site lies across Newmarket Street from the Extended Woodstock Proposed Heritage Area (O'Donoghue, 2009)

1.3 Study Methodology

A site visit has been undertaken by the archaeologist, however, as the site is currently paved, survey has not formed the most important component of this study.

This report has made extensive use of historical sources relating to the early development and configuration of this part of the City, particularly in respect of fortifications along the seashore and the later military hospital. Previous reports pertaining to archaeological research and work undertaken in the wider area have been consulted to inform expectation and develop the site history. Further to this, the report has relied on historical aerials and more recent texts to assess the relevant significance of this area during the late C19th and early C20th as a site on the fringes of the City and District Six. Finally, historic maps, plans and aerials have been used to create accurate overlays of the site through time to illustrate its location, position and layout relative to such historic sites and features.

Report compiled by: Katie Smuts - Archaeologist and Heritage Practitioner

1.4 Limitations

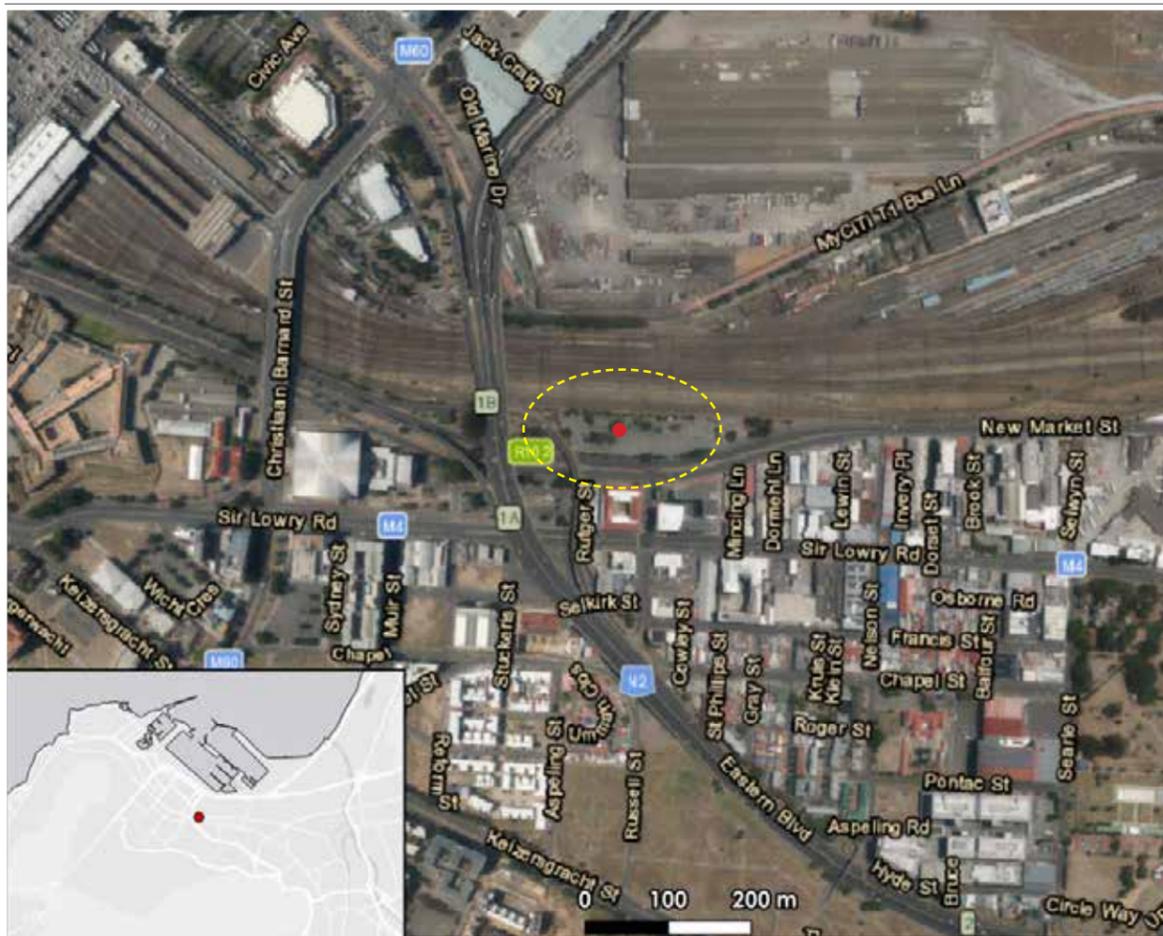
There have been no limitations to this study, and the heritage consultants have been on board since the inception of the project.

1.5 Identification of Potential Risks

- Any archaeological material on site will be located below current ground levels and, as such is not readily detectable to non-invasive survey measures.
- Potentially important archaeological resources, including, but not limited to unmarked burials or human skeletal material, pre-Colonial sites and artefacts, or historic artefactual material may be uncovered/exposed/intercepted during bulk earthworks and other development related activities.

1.6 Statement of Independence

Katie Smuts of Rennie Scurr Adendorff has no legal ties to GladAfrica, the City of Cape Town or any other professionals involved in this proposal. There is no financial gain tied to any positive comment or outcome. Professional fees for the compilation of this report are paid by the applicant, but are not linked to any desired outcome.



KEY
 Study Site



Figure 1. Locality Map (RSA, 2020).



KEY
 Study Site



Figure 3. View across site (RSA, 2020).

Figure 2. Detail of proposed development area, Erf 14888 (RSA, 2020).

2.0 OVERVIEW OF PROPOSED DEVELOPMENT

2.1 Site Description

The site earmarked for this development by the City of Cape Town is located at the interface between the CBD and Woodstock, north of Newmarket Road (Figure 1 and Figure 2). The site is currently vacant, and leased to surrounding offices for use as parking (Figure 3). The site is bounded to the north by the railway lines, and to the west by the freeway on-ramp of Nelson Mandela Boulevard (NMB; formerly Eastern Boulevard).

The property is 8600m² and is zoned Public Open Space. Surrounding land use is mixed, and includes medium density light industrial, office and residential space located in multi-storey buildings of three to six storeys. To the west of site, land use is coarse-grained, dominated by several large, public buildings including the Cape Town Station, the Good Hope Centre and the Castle of Good Hope.

By virtue of its size, its location on the edge of the City, and its proximity to economic resources, facilities, infrastructure and transport nodes, the site is well situated for the provision of affordable housing.

2.2 Proposed Development

The proposal entails the construction of several multi-storey, mixed use structures, each comprising a ground floor retail component, one to three bedroom social housing units, and one to three bedroom apartments at the upper levels. Four basement levels providing parking for the retail and residential units is envisaged.

The retail component is proposed for 4548m² of the site, occupying the ground floor levels of the development. The social housing component is intended to comprise 292 units, occupying 11 360m², while a further 496 units over 23 160m² are proposed for higher income apartments. Four basement levels will provide 25 152m² of parking, comprising 273 bays for retail parking, 89 bays for social housing and 744 for apartments.

3.0 HISTORICAL OVERVIEW OF THE SITE AND ITS CONTEXT¹

The site is located at the boundary between the City and Woodstock. This liminal location means the site is a component of many histories, pertaining to the site and its immediate context, the development of Cape Town, and that of Woodstock. Further, while the site was not developed as part of the residential or commercial core of District Six, it falls within the recognised limits of this historic area, and this link is therefore explored here as well.

3.1 Pre-Colonial History

It should be noted that the site is located along the historic shoreline of the City, within 200m of the high water mark. Prior to the settlement of Table Bay by Europeans in the C17th, and the extensive changes to the coastline during the C19th and C20th, the study area would have been on or immediately adjacent to the sandy beach and primary dune cordon. Pre-Colonial find including shell middens, open sites and human burials are commonly found along such coastal areas of the Cape, reflecting the long occupation and utilisation of the Cape coast by hunter-gatherers and, more recently, pastoralists.

Such sites, however, are highly sensitive to development activities, and development related disturbance of a site almost always results in the partial or complete destruction of the finds and/or their context. In this instance, development and use of the site during the historic period, particularly related to its redevelopment for use as a railway siding are likely to have damaged or destroyed any remnant pre-Colonial materials. It should be noted, however, that the possibility of encountering significant, *in situ* pre-colonial material, cannot be discounted entirely.

3.2 Shipwrecks

Some 88 known wreckings took place along Woodstock beach during the 17th, 18th, 19th centuries, and these were largely covered, where they lay by the processes of land reclamation during the construction of Duncan Dock in the 1940's. Given the location of Erf 14888 within the historic shoreline, and behind the Sea Lines, it is highly unlikely that any shipwrecks or associated maritime debris would be located on site. Burials from shipwrecks are possible, but such burials would likely have been confined to the sandy beaches and dune cordon.

¹ Attwell, 2013a, 2013b; Bickford-Smith et al, 1999; Cox, 1995; Halkett, 2012; Halkett & Hart 1996a, 1996b; Hart, 2002; le Grange, 2003; Malan 2003; Malan et al, 2017; Mammon and le Grange, 2012; Seeman, 1993; Townsend 2013a, 2013b; Worden et al, 1998

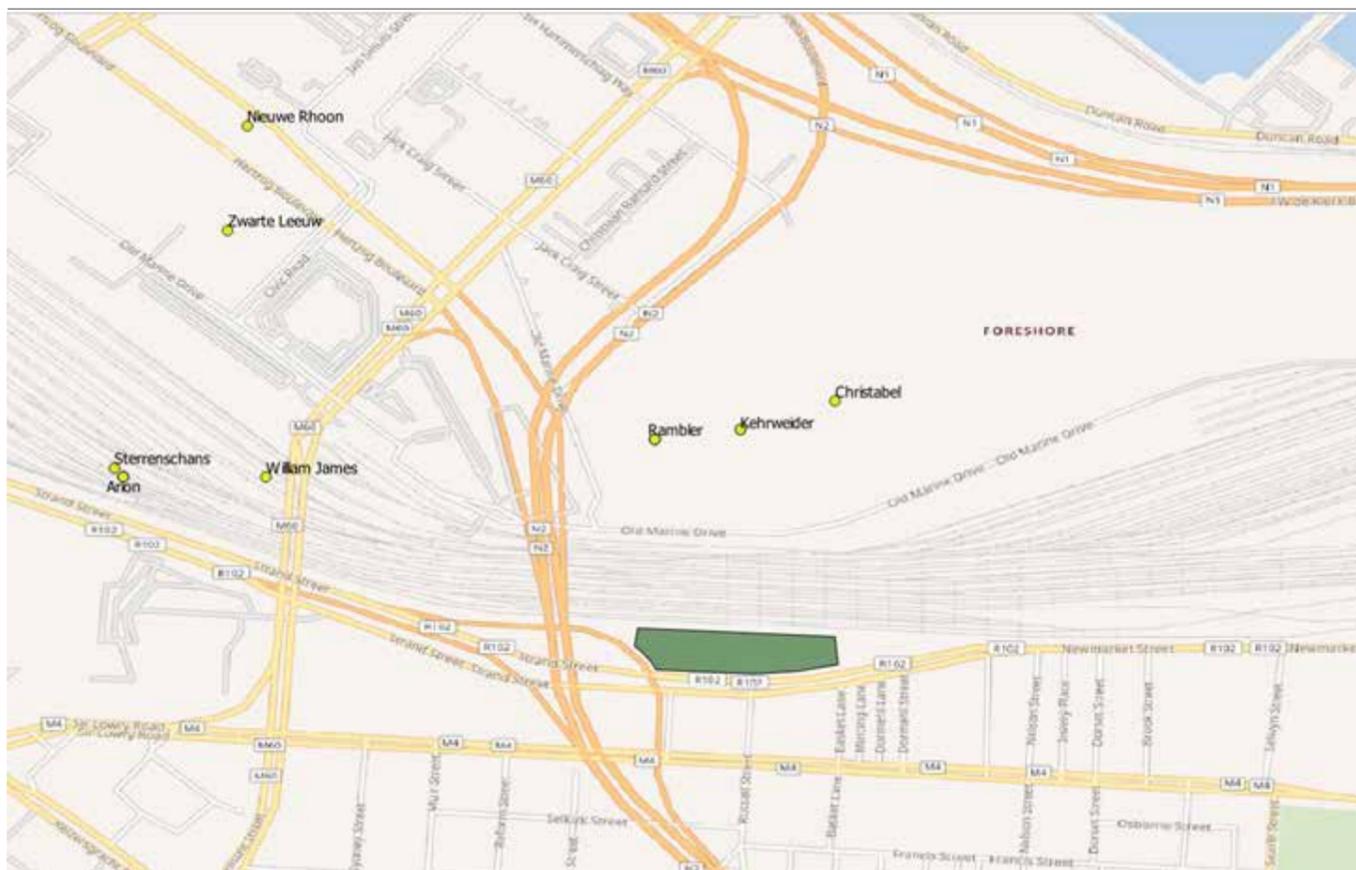


Figure 4. Map showing approximate locations of known shipwrecks relative to the project area (SAHRA MUCH Unit, 2021)

3.3 Sea Lines, French Lines, Forts and Batteries

The Sea Lines describes a series of fortifications built from the 1740s onwards. The lines took the form of a string of breastworks, forts and batteries that extended eastwards from the Castle, and were erected after it was established that the Castle was not well placed to defend the City from attack from the sea and land (Figure 5 and Figure 6).

Fort Knokke, a star-shaped earth and mortar fort surrounded by a moat and armed with sixteen cannon was the closest defensive fort to the Castle, and built at the recommendation of Commissioner Van Imhoff in 1743-1744. Also under his instruction, Fort Knokke was connected to the Castle by a seawall and a series of batteries, all built above the high water line on the edge of firm ground. The first of these batteries were constructed by 1744, and were, from the Castle to Fort Knokke, the Charlotte, Elizabeth, Helena and Tulbagh Batteries. Powder magazines and the military hospital were built behind the breastworks. The Imhoff Battery was built immediately north of the Castle in 1745, and the Riebeek Battery constructed between Tulbagh Battery and Fort Knokke; further batteries extended to the mouth of the Salt River by 1755.

These early fortifications were expanded in 1782 when the French Lines were created, including the Hollands, Centre and Burgher Redoubts which extended southwards from Fort Knokke up the slopes of Devil's Peak. These redoubts were three or four sided, with earthen ramparts and a dry ditch, interconnected by breastworks and ditches.

These later fortifications were erected by the Pondicherry Regiment, a troop of sepoys recruited in India. This regiment had sailed to the Cape with the express intention of assisting the Dutch to defend their strategic settlement at the Cape in the face of rising tensions with the British. This period saw the construction of several further fortifications, as well as the overhaul and repair of the Sea Lines which had been largely neglected since their erection.

The lines fell once more into disrepair, however, as the threat of imminent invasion faded, despite the commissioning of L.M. Thibault in 1785 to supervise the Cape fortifications. In 1793 Thibault drew plans for the reconstruction of the Elizabeth and Charlotte batteries, after both were damaged in heavy rains the year before. A further change Thibault carried out was to equip all Table Bay batteries with ovens to heat cannon balls to create so-called 'hot-shot' cannonballs capable of setting ships on fire.

When the Cape was taken by the British in 1795, the invading forces landed in False Bay, thereby averting any possibility of the batteries fulfilling their defensive roles. Once under British control, the fortifications were subject to further review, and several further fortifications added across the peninsula. The Lines were repaired according to their extant plans without alterations, and equipped with five to ten pieces of heavy ordnance each, while Fort Knokke was enlarged and repaired. The fortifications again fell into disrepair during Batavian rule, such that in 1806 the Sea Lines and batteries were being undermined by waves, their buttresses were collapsing, and dune sand was banked as high as their parapets.

Little of these fortification remains, having become largely obsolete by 1827, when it was recommended that any not built of masonry be dismantled. The railway line breached the French Lines east of Fort Knokke and the fort itself was demolished to accommodate the railway in 1926. Remnants of several of these installations are still visible, including the Centre Redoubt in Trafalgar Park, Woodstock, and the Amsterdam and Chavonnes Batteries at the V&A Waterfront.

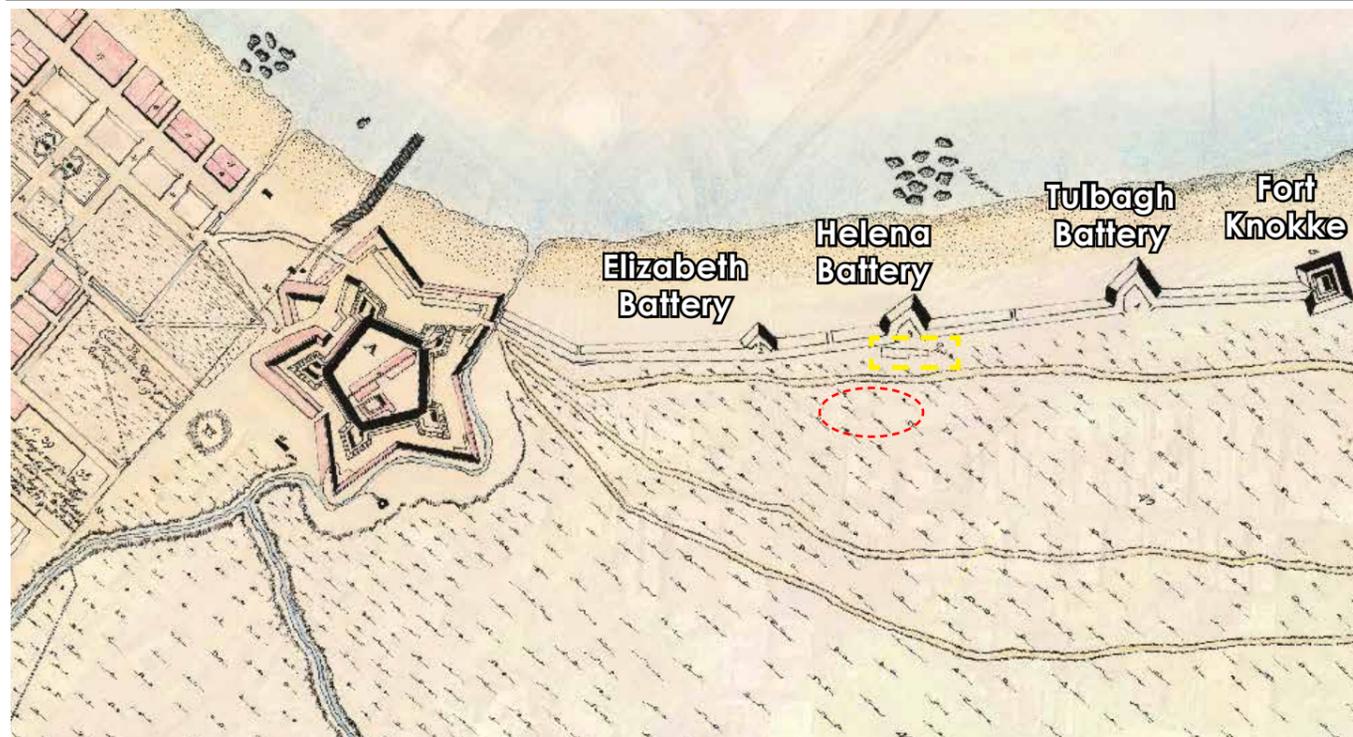


Figure 5. Plan of 1767 showing the development site indicated in red, south of a structure indicated as a 'guardhouse' in yellow. The Sea Lines extend from the Castle and include, left to right, the Elizabeth, Helena and Tulbagh Batteries, and Fort Knokke. (CoCT EHRM Maps, 2020).



Figure 6. An overlay of Eleman's Plan of 1818 showing the Sea Lines, and the French Lines running north-south from Fort Knokke: from top to bottom, the Hollands, Centre and Burgher Redoubts. The development site is indicated in red, with the structure indicated as a guardhouse in Figure 5 visible to its north (CoCT EHRM Maps, 2020).

3.4 Woodstock Military Hospital

Hospital facilities had existed within the breastwork of the Sea Lines from the time of their construction. From the time of the second British Occupation, in 1806, six regiments were garrisoned at the Cape, and each had its own regimental hospital under a surgeon. One of these was located in the Lines, presumably replacing, or augmenting, the hospital that had always existed there. This Lines Hospital could accommodate 200 patients by 1840, and at the time of the smallpox outbreak of that year, several cases were treated at the Hospital.

A new Military Hospital, designed and built between 1837 and 1844, was positioned south of the Sea Lines along a road that linked Imhoff Battery and Fort Knokke (Figure 7 and Figure 8). The hospital was located between Helena and Tulbagh Batteries, and the cemetery, which was built some time after the hospital, between Tulbagh Battery and Fort Knokke. The hospital building was double-storey with two wings and a central administrative block.

Military Medical Command of the British Forces was based there during the Anglo Boer War, and used it as their headquarters. In March 1900 the hospital was taken over by the military authorities, when it became known as the No. 5 General Hospital. It had about 500 beds, extended to 700 by the addition of temporary corrugated iron and wood huts. A recreation room was added and electrical lighting installed, and, although it was not intended as a surgical hospital, an operating theatre was added in August 1900.

When the railway line was laid in 1862, this was laid to the south hospital (Figure 9), and this facility was clearly provided with a well established cemetery by 1895 (Figure 10). Despite early encroachment by the tramways, and later the early railways, both of these features are still visible in the 1926 aerial of Cape Town (Figure 11). Although the precise date of the demolition of the hospital is not presently known, it can be assumed that it likely occurred some time after the reclamation of the land in Table Bay in 1937 that accommodated an ensuing expansion of the railways in the 1930s and 1940s. By 1945, the hospital and cemetery have both vanished under the ever expanding railway lines and associated railway infrastructure (Figure 12).

Reference exists in the archives to exhumation of bodies from the Cemetery at Fort Knokke in 1928, and this is almost certainly in reference to the Military Cemetery. As such, it would seem likely that the burials from the formal cemetery were exhumed and, presumably, moved to Maitland.

In 1953, sewer works uncovered more human remains east of Fort Knokke, and outside of the area of the Military Cemetery. Most of 31 individuals, of whom 10 were juveniles, and 21 adults, were recovered from a mass grave, while seven individuals were found in coffin burials.

Isotopic analysis of the individuals in the mass grave indicates they were likely slaves who drowned when the Portuguese slaver the Pacquet Real sank en route to Brazil from Mozambique in 1818; the coffin burials were either soldiers or sailors, and likely of European descent. The fact that burials were still recovered from the area in 1953 would indicate that informal burials, likely related to shipwreck victims, might remain buried under the sands of the old beach.



Figure 7. Thomas Bowler painting, 1844, of the beach near the Military Hospital, with fishermen in the foreground (Cape Archives, AG13, 2020)



Figure 8. Turn of the 20th Century image of the Military Hospital (Cape Archives, AG3420)



Figure 9. Snow's plan of 1862 showing the Military Hospital and the area east as far as Fort Knokke, but does not depict the Military Cemetery (RSA, 2020).

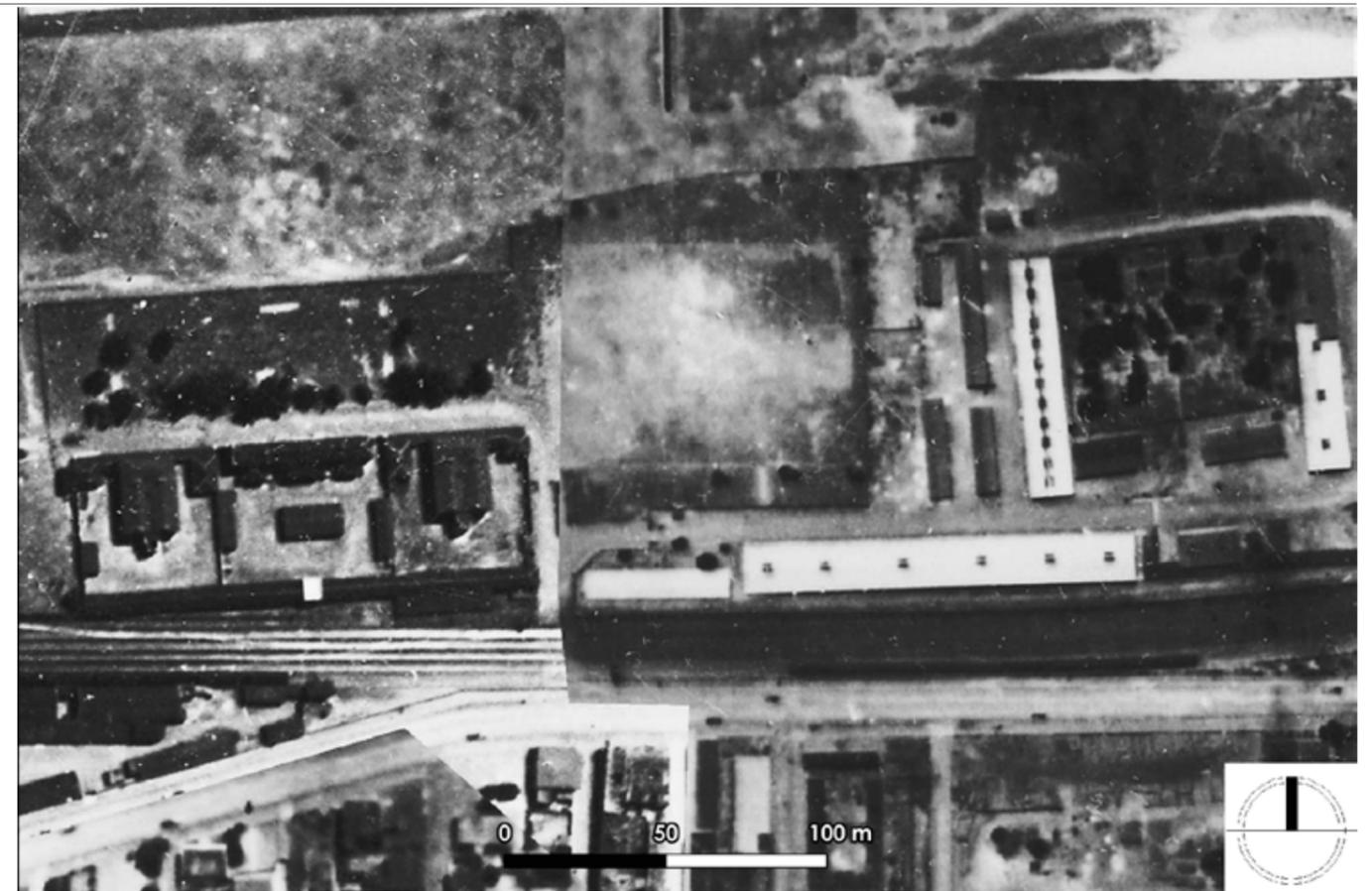


Figure 11. The 1926 aerial showing the Hospital and Cemetery (RSA, 2020)



Figure 10. Thom's plan of 1895 indicates the Hospital and Cemetery, near Fort Knokke (RSA, 2020)



Figure 12. The 1945 aerial shows the locations of the Hospital and Cemetery, indicated in green, now under railway infrastructure (RSA, 2020).

3.5 Railways

Construction on the railway line from Cape Town to Wellington began in 1859, and, although the pace of construction was slow at first, the lines reached Wellington by November 1863. In 1864 further lines were completed that linked the town centre with Wynberg; this suburban line remained the most southerly of the lines as they exited Cape Town, past Woodstock, running from the station, north of the Castle, and then between Military Road and the Hospital, and the New Market and cluster of buildings near it.

The alignment, configuration and extent of the railways has undergone extensive change through time. However these changes did not affect Erf 14888 until well into the C20th when the site became explicitly linked to the railways to its north, rather than the Woodstock and the City to its south (Figure 14). From the 1950s, railway platforms, warehouses and other features are visible on the site. The majority of these structures were likely fairly informal, and all were demolished in the 1960s to make way for the flyovers of the Foreshore Plan.

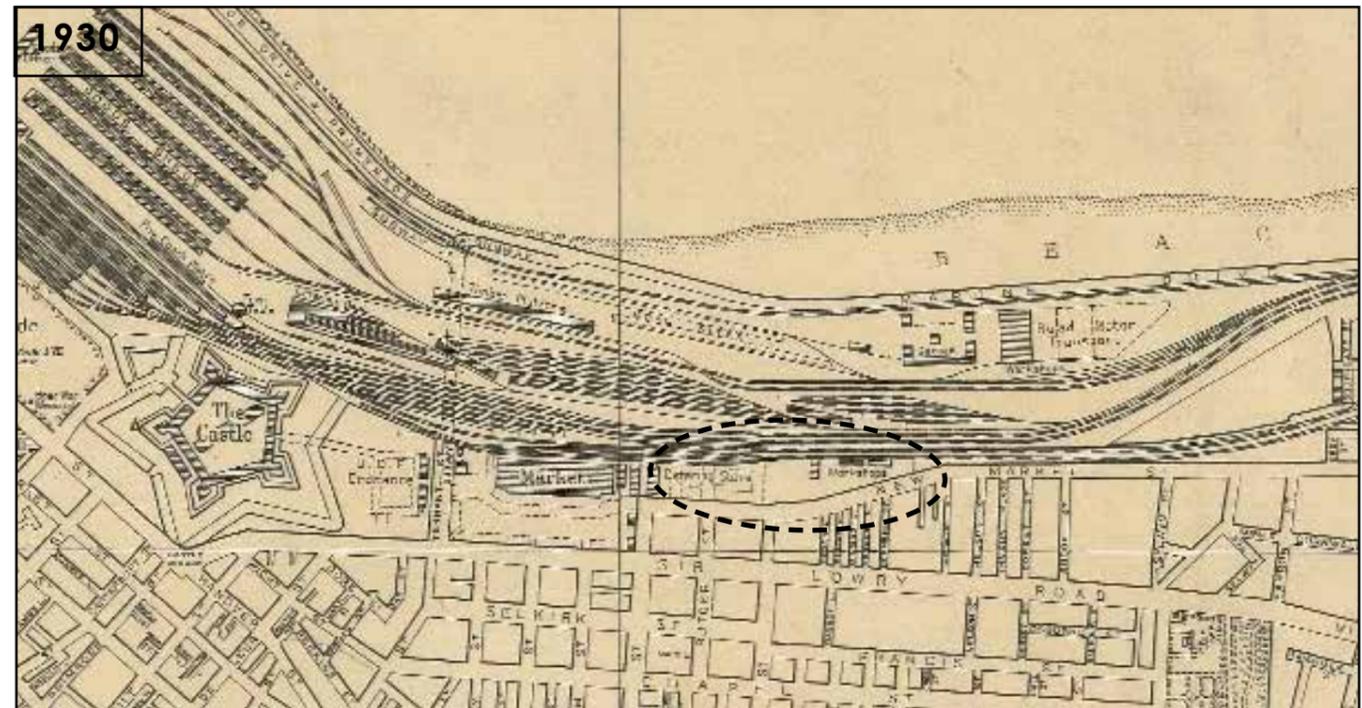
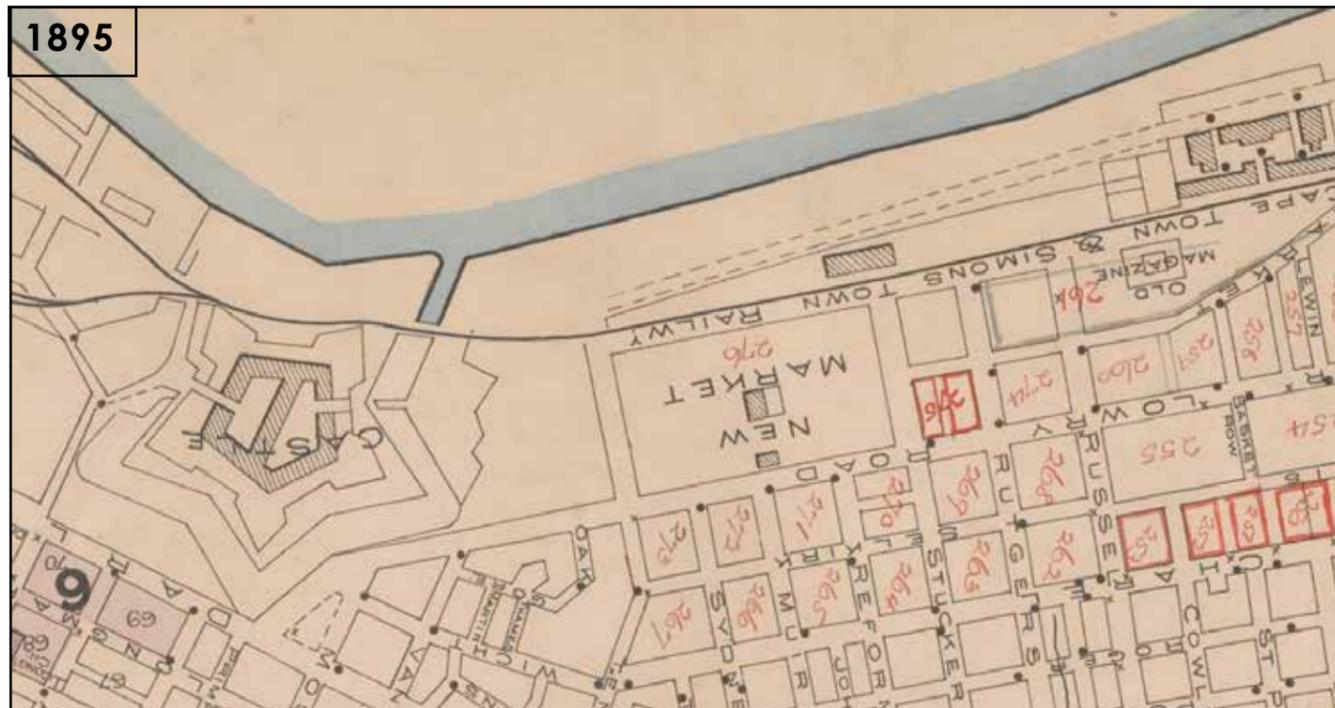
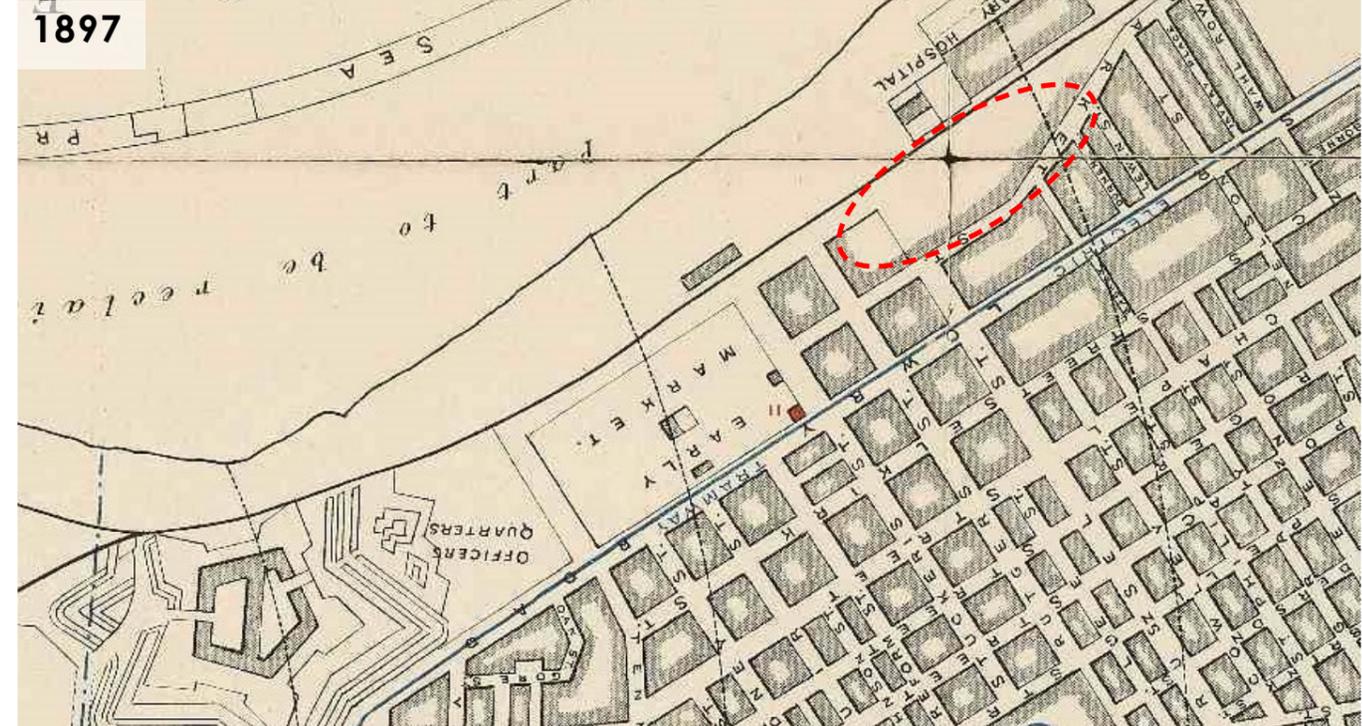
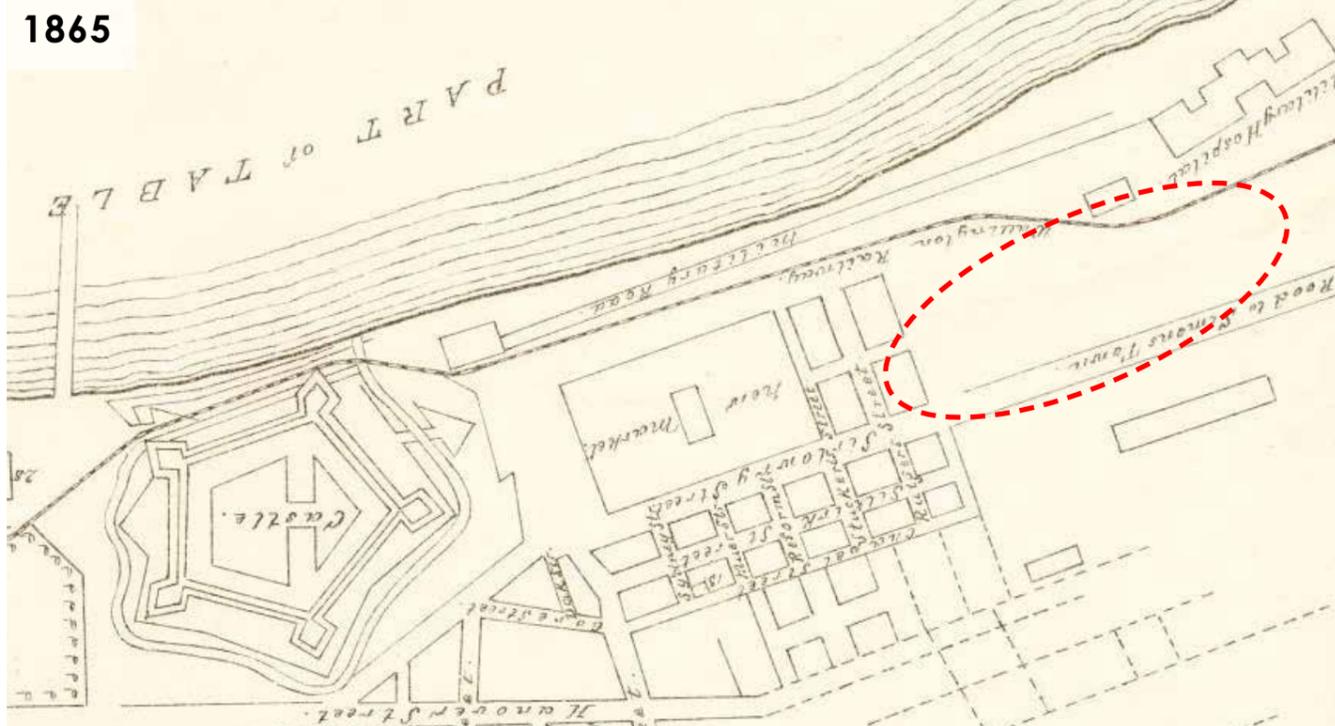


Figure 13. Series of plans showing the development of the railway lines from the 1860s to the 1930s, with the site location indicated in red. Note the site is indicated as vacant in 1865, but occupied by the "Old Magazine" by 1895. In the 1930s it is indicated as occupied by market sheds related to the railways, and the "Central Store"

3.6 Foreshore Reclamation

The Cape Town shoreline had been subject to alteration throughout the history of the City, initially through an unintended process whereby rubble and debris tipped into the sea pushed the shoreline back, but also through intended means, such as the construction of several jetties. The construction of the Alfred Basin nonetheless constituted the first large scale efforts to improve the harbour facilities in an effort to reduce ship losses. Alfred Basin was completed in 1870, and the Victoria Basin was begun shortly thereafter to increase the docking space available. Further changes were made between 1926 and 1932, when the 'random block mole' was built to create more docking space and to accommodate larger ships; this structure, north west of the municipal pier created a large, sheltered basin. These developments radically and permanently changed the Cape Town shoreline and redefined the urban area and its relationship to the sea (Figure 14 and Figure 16).

By 1935, however, the Railways and Harbours Administration announced the demolition of the mole and pier, and the construction of a new dock, the Duncan Dock. The new dock was to be built beyond an area of reclaimed land measuring 480 acres, with the dock occupying 196 acres. The new basin beyond the dock would require some 2 million m² of reclaimed land to make it accessible. Dredging for the dock began in 1935 and, despite delays during WWII, the new dock was operational by 1943.

Once the extensive reclamation was completed, the South African Railways and Harbour Administration, and the municipality engaged specialists to put forward proposals for the design and development of the newly available land, but diametrically opposed visions for the development meant that implementation dragged on for years. The final proposals, with development lasting into the 1960s, and the unfinished freeways of the foreshore testament to the unresolved issues that plagued the plan. "The Cape Town Foreshore Plan" was produced between 1946 and 1949 (Figure 15), and was much revised in 1951 by the City Engineer, Dr Solly Morris, such that the final outcome never fully realised any of the various visions proposed.

The reclamation projects, starting in the late C19th already, served to alter the Woodstock landscape completely, burying the beach, moving the shoreline beyond the industrial complex of the railways and harbour, and truncating views through the construction of the system of elevated freeways.

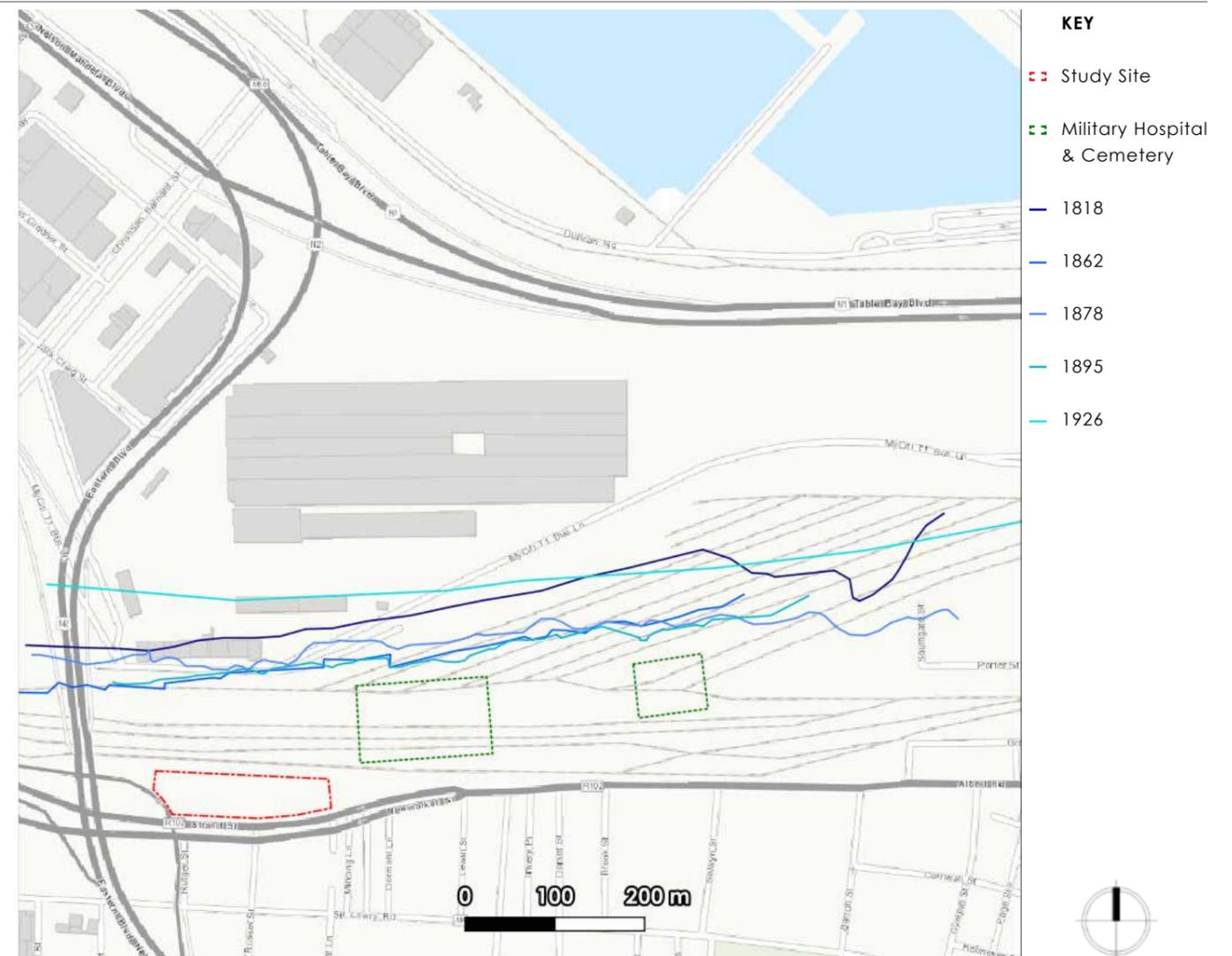


Figure 14. Diagrammatic depiction of the changing shoreline relative to the location of the development site and Military Hospital and Cemetery (RSA, 2020).

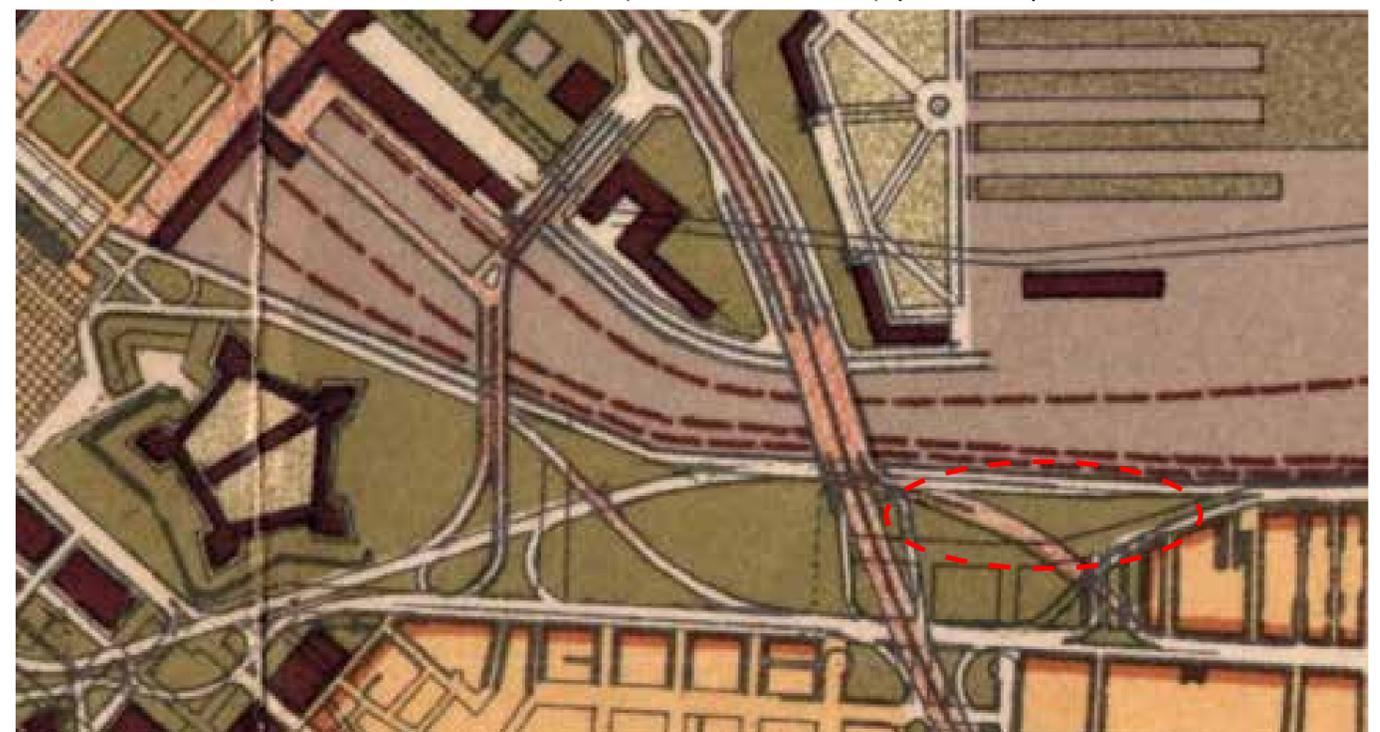
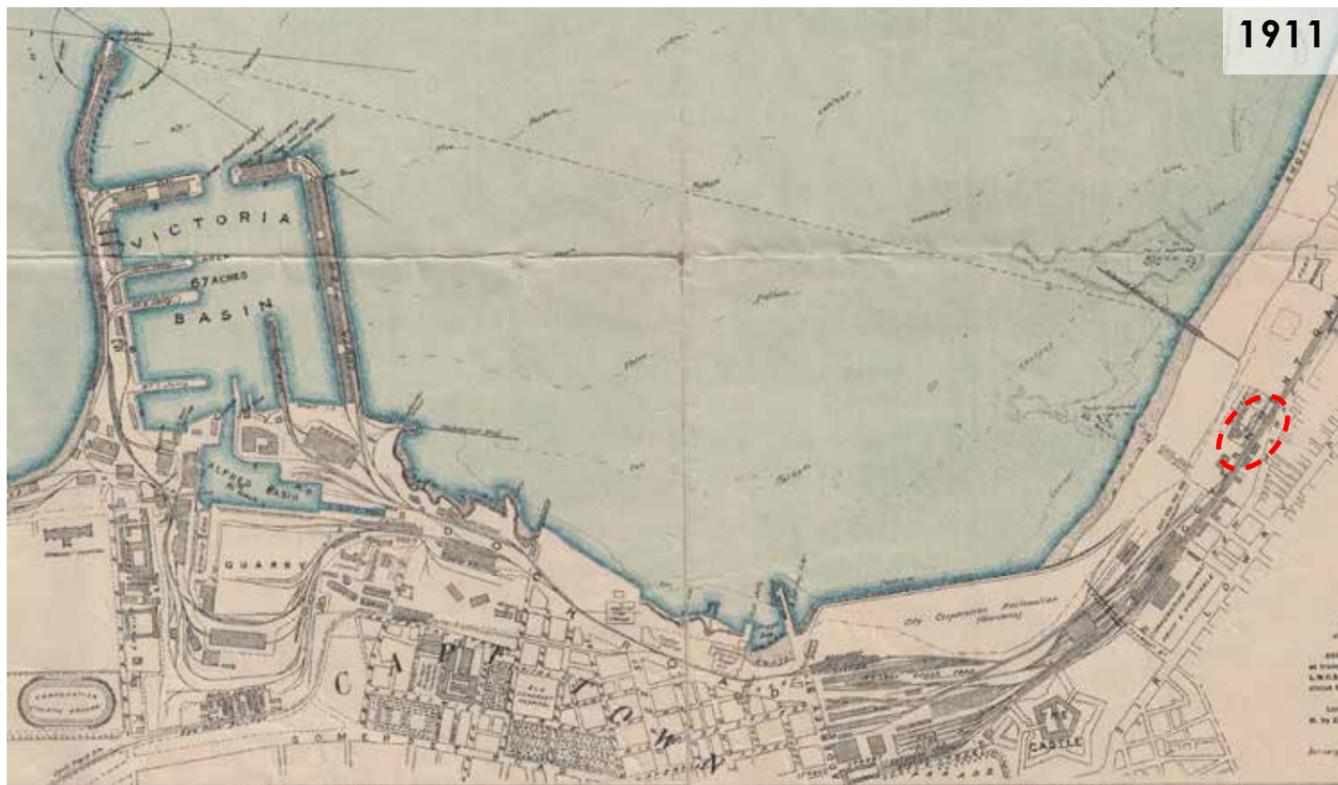


Figure 15. Erf 14888 as illustrated in the 1947 Cape Foreshore Plan (UCT Digital Library, 2021: islandora:29961).



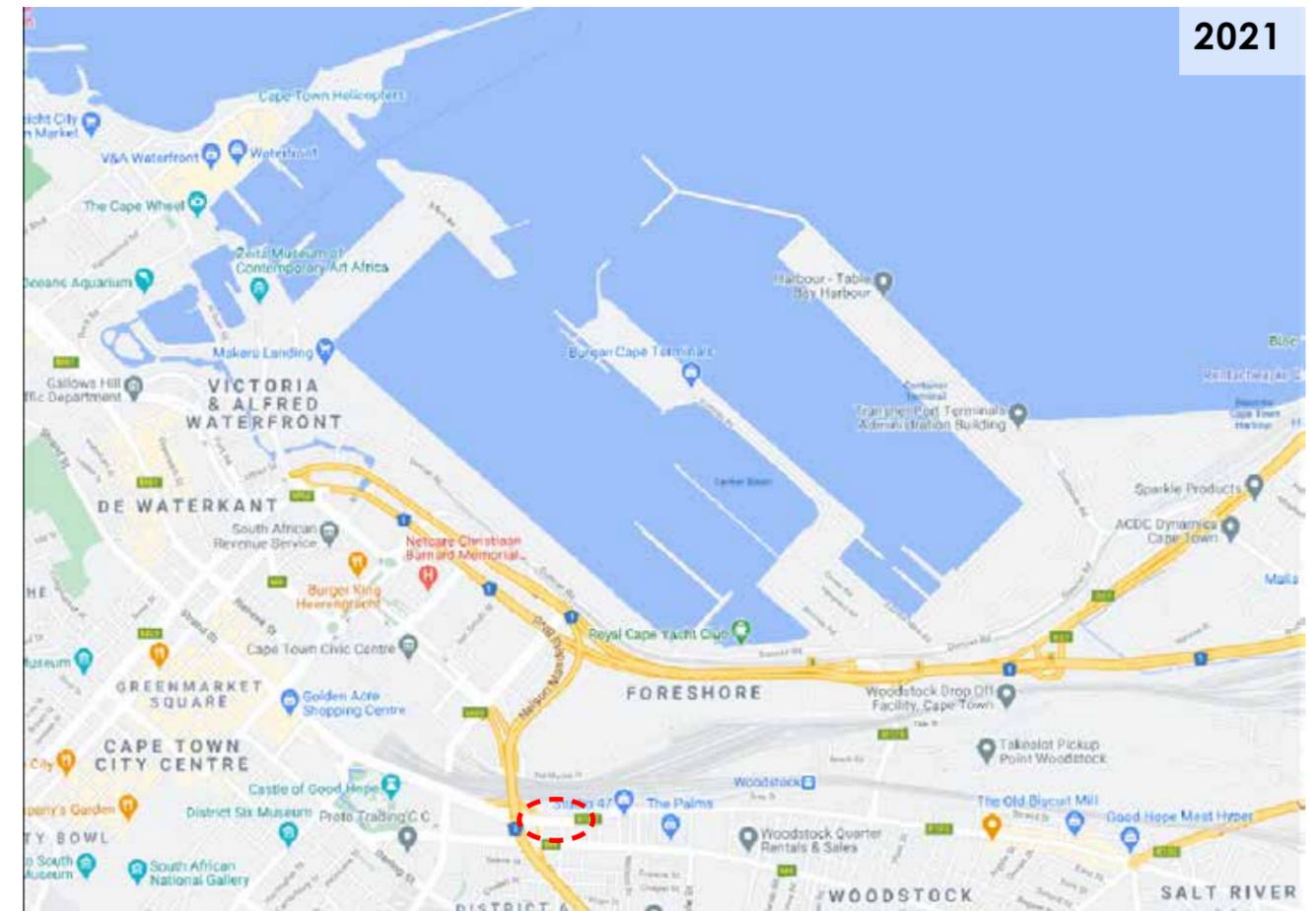
1911



1952



1937



2021

Figure 16. Series of maps depicting the expansion and development of the foreshore through time (RSA, 2021).

3.7 Woodstock

The suburb of Woodstock developed on the land of Pieter van Papendorp, who had been granted the farm, which he called Papendorp, in 1788. The hamlet of Papendorp developed just outside the limits of the City, and east of the French Lines, establishing itself along the main road out of town (now Albert Road) towards the farmlands to the south and east.

The hamlet, originally a cluster of farm and fishing cottages, quickly expanded, and was recognised as a village, renamed Woodstock, in 1809. This expansion gained traction throughout that century, with the subdivision of the early farms, and the development of residential plots.

The northern extent of Woodstock was delimited by Woodstock Beach. While the beach had previously afforded many Woodstock inhabitants a livelihood through fishing, during the C19th, it increasingly became a popular leisure destination, serviced by the railway line from 1862 onwards (Figure 17 and Figure 18).

The establishment of the railway line, however, also served to change the character of the suburb. From a fashionable seaside destination, with large villas and generous plots, by the second decade of the 1900s, the increasingly industrial qualities of the northern extent of Woodstock and neighbouring Salt River, had transformed the area. Demographics shifted to increasingly working class people, employed in the railway yards and light and medium industry that developed in amongst the increasingly densified residential properties.

The C20th history of Woodstock has been affected by several dramatic changes. The earliest of these was the reclamation of land to create the foreshore that started from the mid-1930s (Figure 14). For Woodstock, this land reclamation had devastating impacts. The expansion of the railway lines, further undermined the residential character of the neighbourhood, and, throughout the C20th it became increasingly commercial and industrial in character. More significant, however, was the reclamation of Woodstock Beach, which was now covered over by the railway lines, shipyards and other developments to the north. This loss represented not only a loss of a place of recreation and leisure, but for the remaining fishermen of Woodstock, a loss of livelihood.

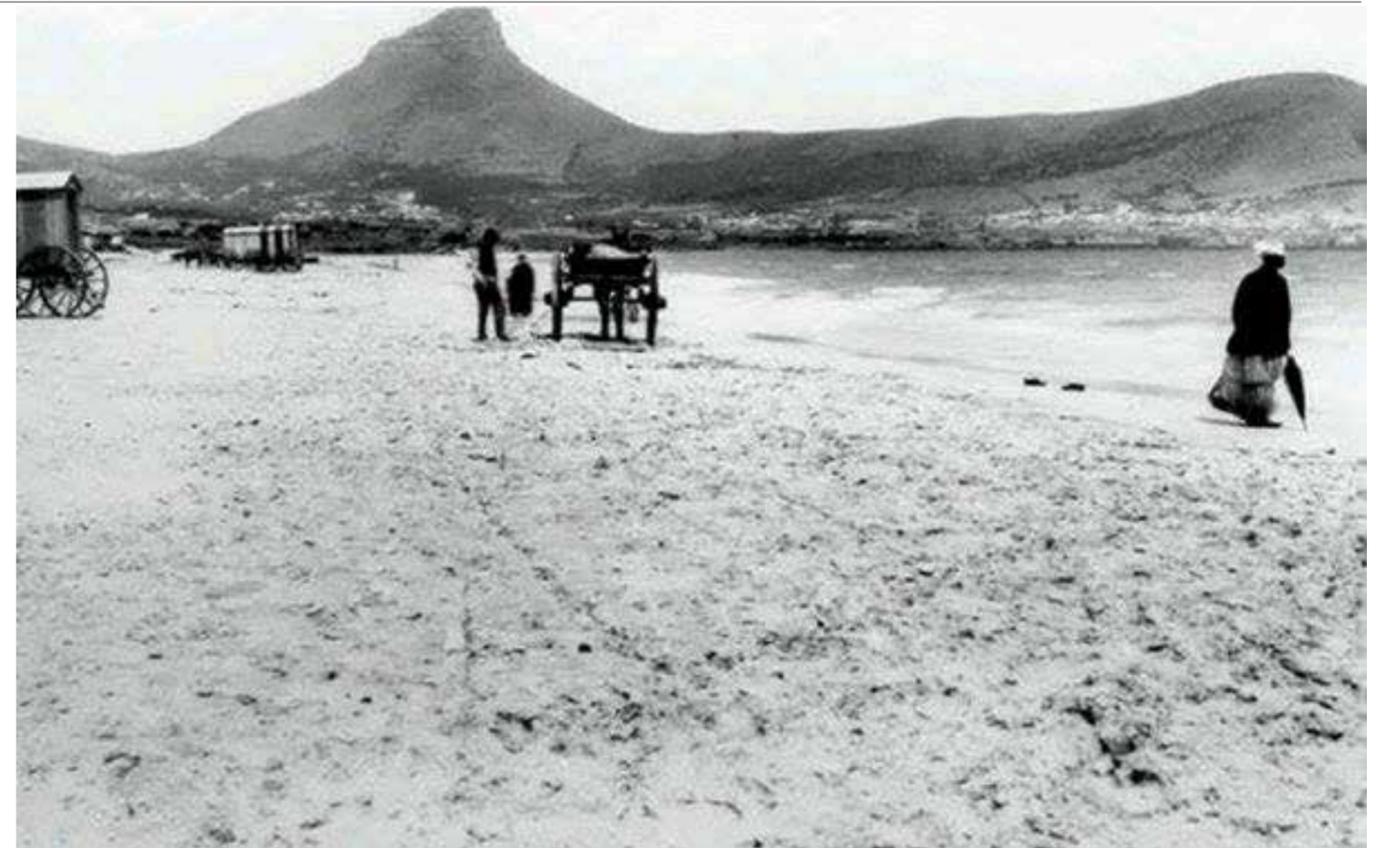


Figure 17. Photograph of horse-drawn carts and bathing huts on wheels on Woodstock Beach; date unknown (Cape Archives, AG3504.)



Figure 18. Photograph of families on Woodstock Beach in the 1940s (Cape Archives, AG3504)

3.8 District Six

District Six was a mixed neighbourhood that developed on land that was originally part of Zonnebloem Farm, which had been granted in 1707. From 1831, upon the death of Alexander Tennant, tracts of farmland were subdivided off and sold to developers. This development carried on throughout the C19th, stimulated by the emancipation of slaves which drove up demand for housing from the late 1830s onwards, as well as by increasing commercial activity at the Cape that swelled the population.

Properties were increasingly subdivided, with house types ranging from simple free standing villas and small dwellings to densely overcrowded row houses. The old farm road from Cape Town to Zonnebloem Farm became the central thoroughfare through this growing settlement, eventually formalised as Hanover Street. Several surveys from the C19th show this development through time. Snow's municipal survey of 1860 shows several houses in District Six, predominantly aligned along Hanover Street and the surrounding environs. By the time of Thom's survey in 1895, settlement had further densified until, by 1926, development extended from the area of Albert Street up the slopes of the mountain towards De Waal Drive, now Philip Kgosana Drive.

District Six developed as a vibrant community, with Mosques and Churches, hotels and businesses between various residences, but planning and legislative changes wrought by local and national government were to result in the destruction of the neighbourhood and its almost complete scrubbing from the landscape. This programme began, if unintentionally, with the City's reclamation programme, which obliterated Woodstock Beach and divorced the residents of Woodstock and District Six from that source of recreation and income. This was compounded further by the construction of the Eastern Boulevard which cut swathes through the northern extent of District Six. This forcible appropriation of property and land had been foreshadowed by the promulgation of the Slum Clearance Act in 1938, which used the combination of dense habitation and poor servicing affecting District Six as a means to exercise control over the area.

The Group Areas Act followed in 1952, and in 1966 District Six was proclaimed a whites only residential area. Between 1966 and 1980, residents were forcibly evicted from their homes and moved to newly created suburbs on the Cape Flats. Homes and businesses were demolished, landmarks obliterated and street layouts obscured, with only a few religious buildings surviving (Figure 19).



Figure 19. The extent of District Six, indicated in orange, in 1926 (top) and 2020 (below), showing the enduring legacy of the forced removals; the study site is indicated in red (RSA, 2020).

3.9 Erf 14888

While the site is currently vacant, it would appear to only have been vacant since the start of construction of what was to become Eastern Boulevard, now Nelson Mandela Boulevard, in 1959/60 (Kane, 2011).

Prior to this, as evidenced in the series of maps available for the site (see Figure 26 and Figure 27), it would appear that the site had been developed in the C19th, likely at the time of, or shortly after the construction of New Market in 1812. New Market, which was located east of the Castle, operated until 1938, providing a new site on the way into town for farmers to offload their produce and outspan their wagons, and replacing the old market which had occupied Boeren Pleijn (now Riebeeck Square). The establishment of the market provided impetus for expansion of the City north east of the Castle.

A guardhouse is indicated on early plans of the Sea Lines, located to the north of Erf 14888, and this structure or site possibly developed into the Lines Hospital after the British occupation in 1806 (see Figure 5). Structures are indicated on the site in the Elemans map of 1818 already, with the eastern structure already occupied by the Powder Magazine, while the western city block, which ultimately became the Government Store is shown as constructed, although without detail or description (Figure 20).

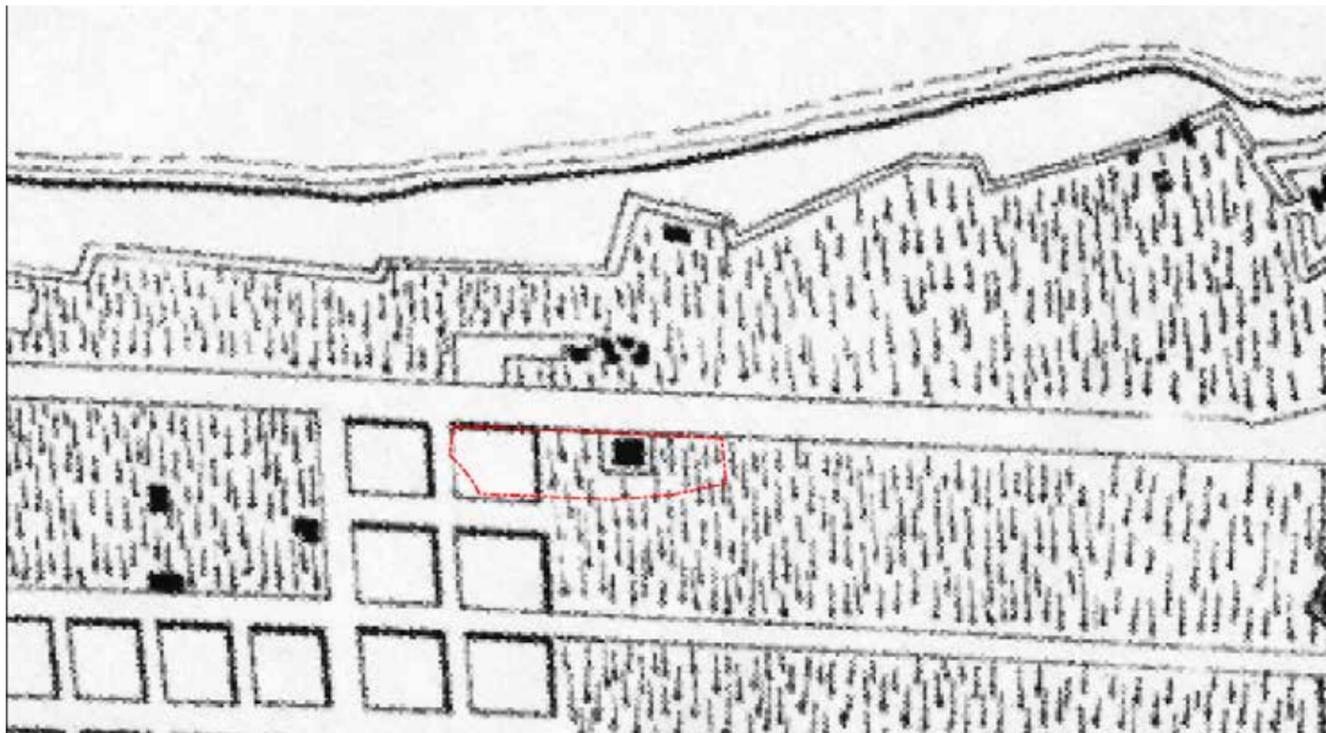


Figure 20. The Elemans Map of 1818 showing the Powder Magazine at east of the development site already constructed, and the city block at the west, where the Government Store was to be located, delineated, but without detail (RSA, 2021).

While the date of its construction is unknown, the origins of the magazine possibly relate to the Sea Lines which had magazines behind their breastwork to store munitions for the cannons at each battery to enable it to be self-sufficient. It is not known whether the structure on the 1818 map replaced such a facility. The Magazine is indicated on the Goad Map of 1895, but is absent from the Thom Map of 1895-1898 when new, different structures are indicated.

There is limited information available about the Papendorp Magazine itself, although a drawing exists of the structure from the mid to late 1800s (Figure 21). Given the technical specifications necessary to ensure the safety of the contents of these structures, it is likely they were built to a standard format and, thus, a photograph of a ruined magazine in the dock area (Figure 22), and 1860 plans of the "East Magazine" (Figure 23) are useful to gain an idea of the likely form of the structure, which would have been sturdily built, given its contents.

The Papendorp Magazine was vacated and disused from 1870s, after fears that the vibrations from trains and engine sparks would cause an explosion. The Magazine is indicated on the Goad Map of 1895, but is absent from the Thom Map of 1895-1898 when new, different structures are indicated; it seems likely then that the structure was finally dismantled in the late 1890s. The Magazine is indicated on the Goad Map of 1895, but is absent from the Thom Map of 1895-1898 when new, different structures are indicated; it seems likely then that the structure was finally dismantled in the late 1890s.

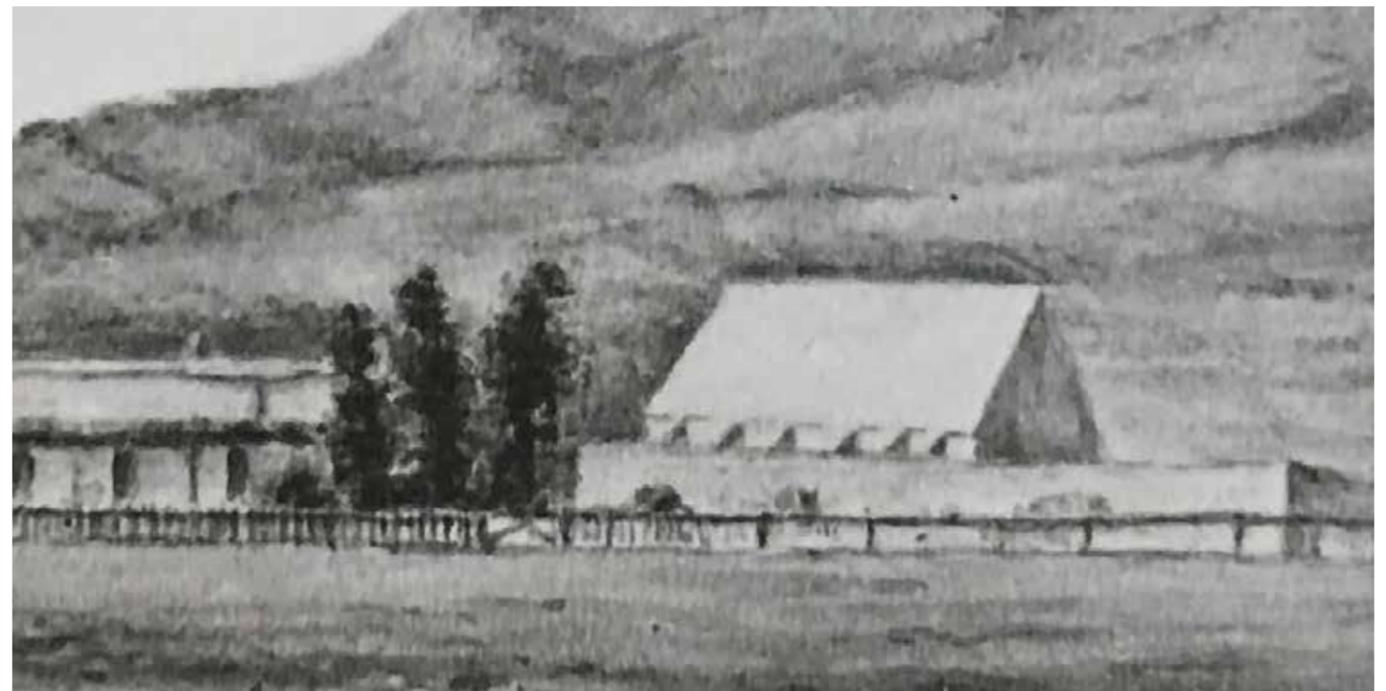


Figure 21. Old Commissioner and Ordnance Officers Quarters and Powder Magazine between the Castle and old Military Hospital, Cape Town (Cape Archives, E1913).

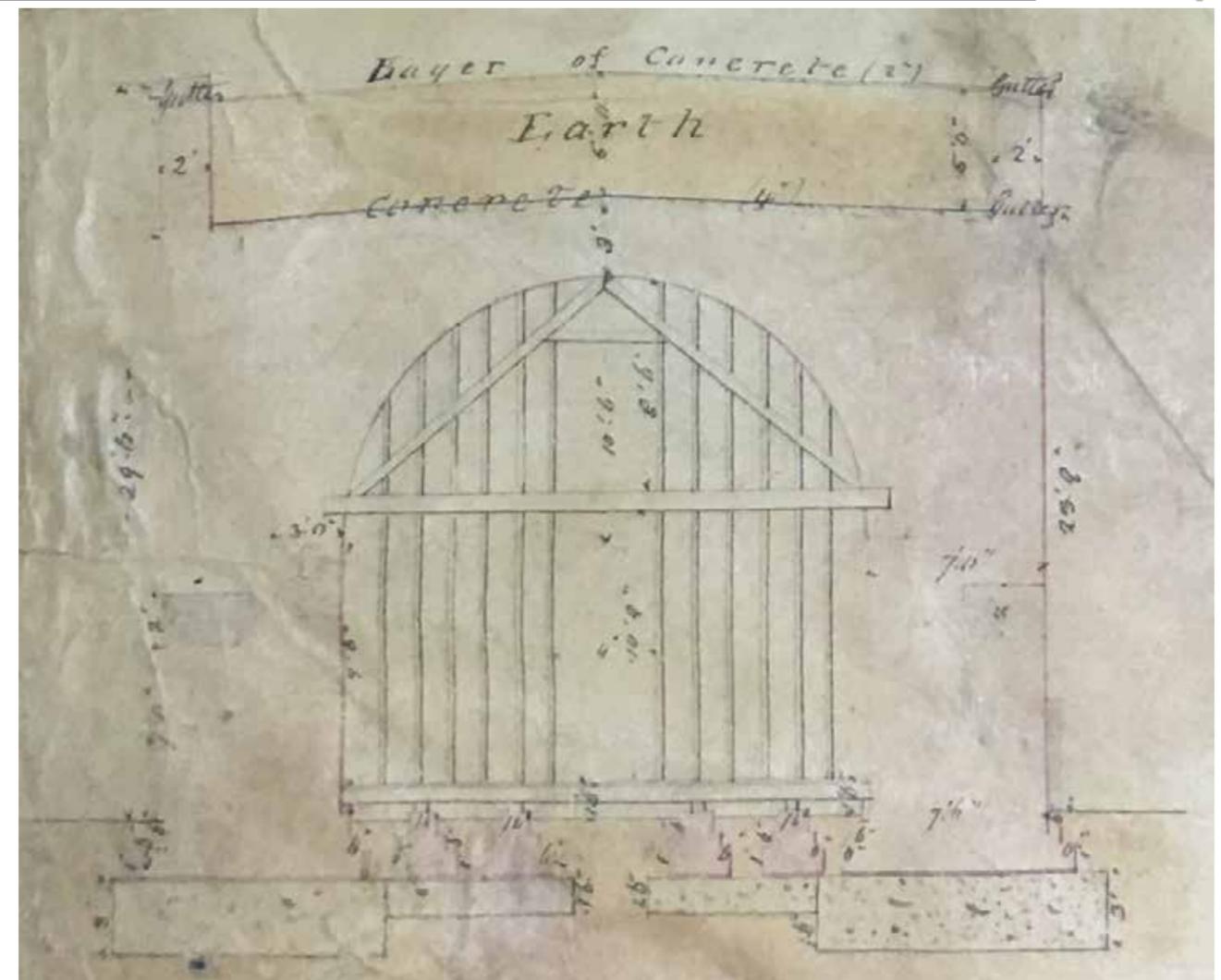
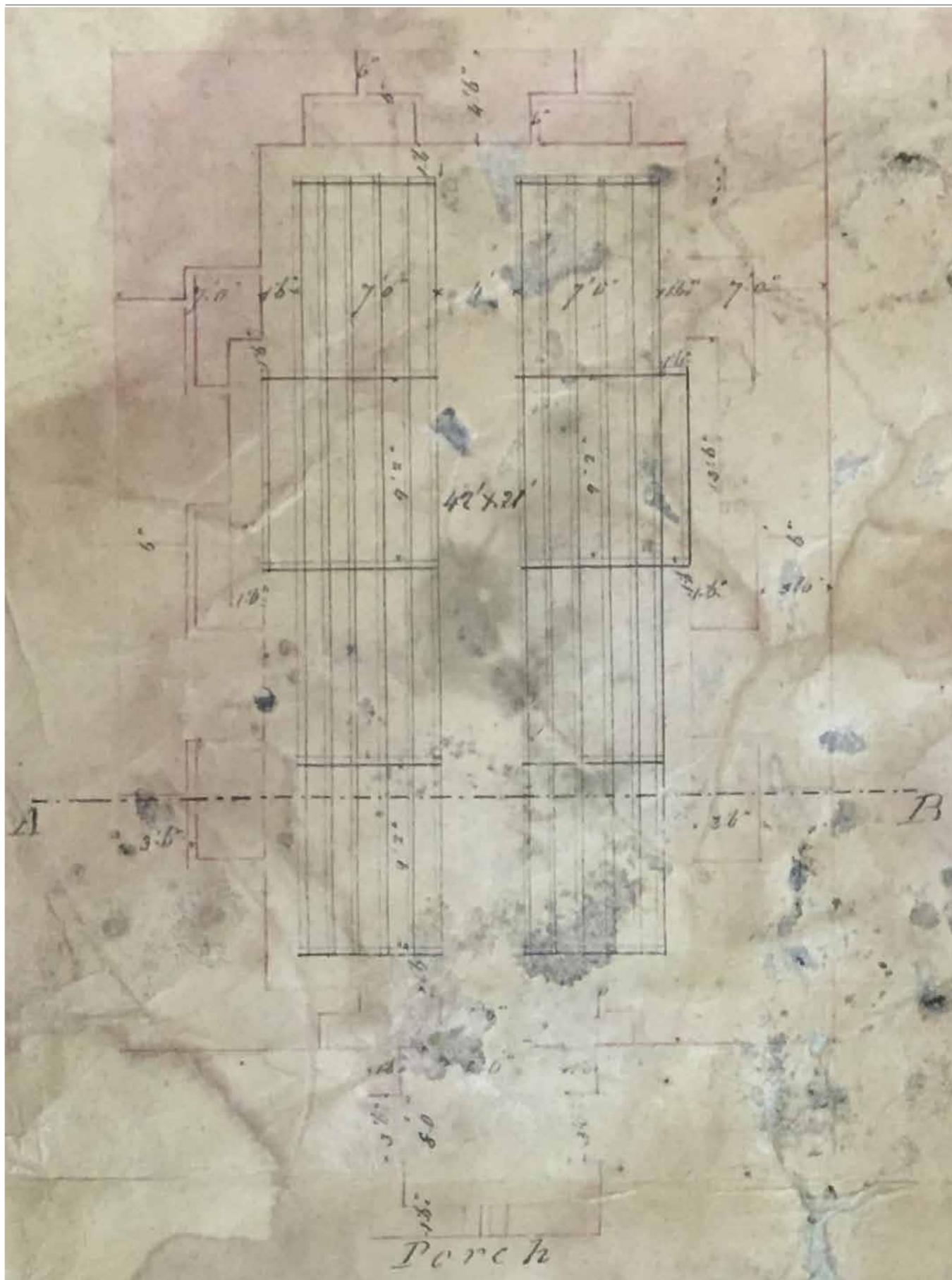


Figure 22. Plans (above) and section (top right) of a powder magazine drawn up in 1860, intended to replace the East Magazine, at as an yet undetermined location; it is not known whether this magazine was built, but its form corresponds well with both the Papendorp Magazine (Figure 21) and dock area magazine (Figure 23) (Cape Archives M1/861)

Figure 23. Powder Magazine, dock area, Cape Town, early C.20th (Cape Archives, E3548).

The courtyard building that is labelled as the Government Store by 1895 is visible from 1862 onwards (Figure 24), although whether it was purpose built is unknown. The structure remains intact and largely unaltered until the mid-C20th railway expansion, when all but the southern portion of it is demolished (Figure 25). By 1957, when the City compiled their municipal survey, the proposed development site had been subsumed by the expanding needs of the South African Rail and Harbour (SAR&H), comprising a shunting yard, SAR&H officers and timber stores, as well as a wholesale poulterer.

The Foreshore Plan finally ended the long occupation of the site by the remnant features of the Government Store, and the later railway structures and sidings, all of which were levelled. Now a car park for surrounding offices, the site is paved over, with several mature trees remaining as testament to the green space imagined as part of the Foreshore Plan.

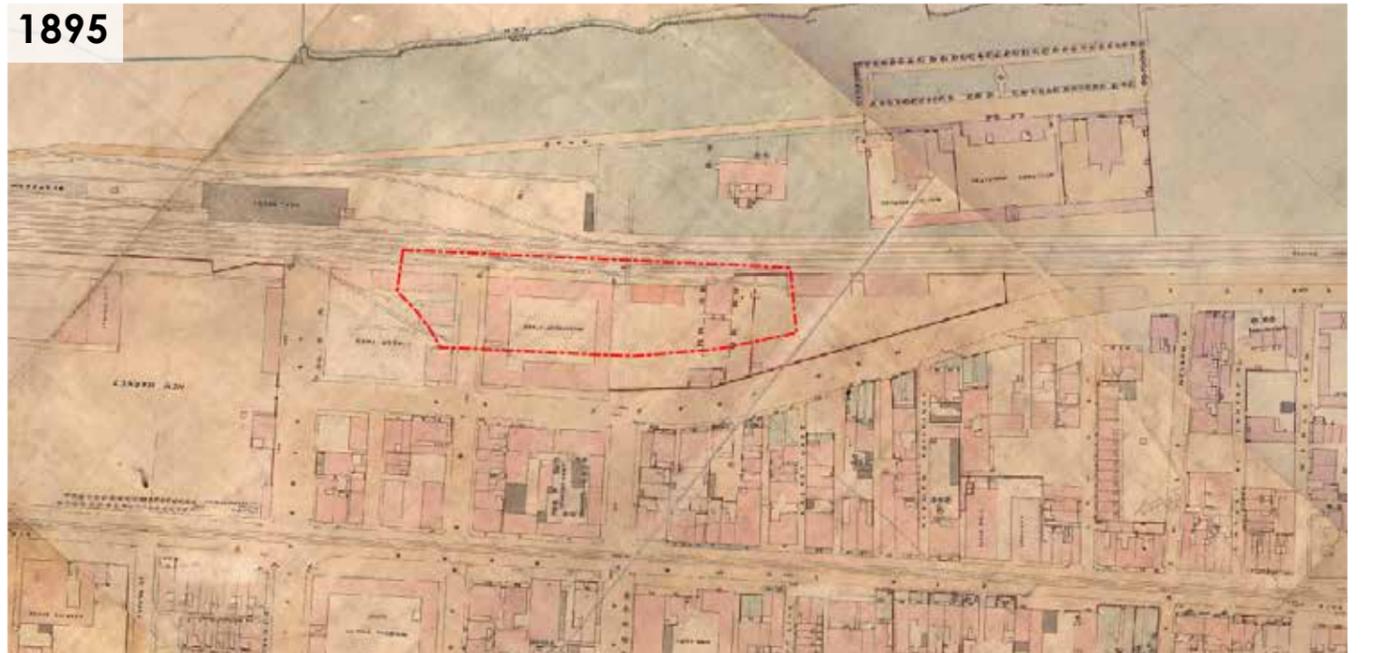


Figure 24. The development of the site through time, showing Snow's plan of 1862 (top left), Wilson's plan of 1878 (bottom left), Thom's plan of 1895 (top right) and the 1926 aerial (bottom right). Note the Military Hospital and Cemetery (Cemetery not indicated on Snow or Wilson), and the proximity of the shoreline in each instance (RSA, 2020).

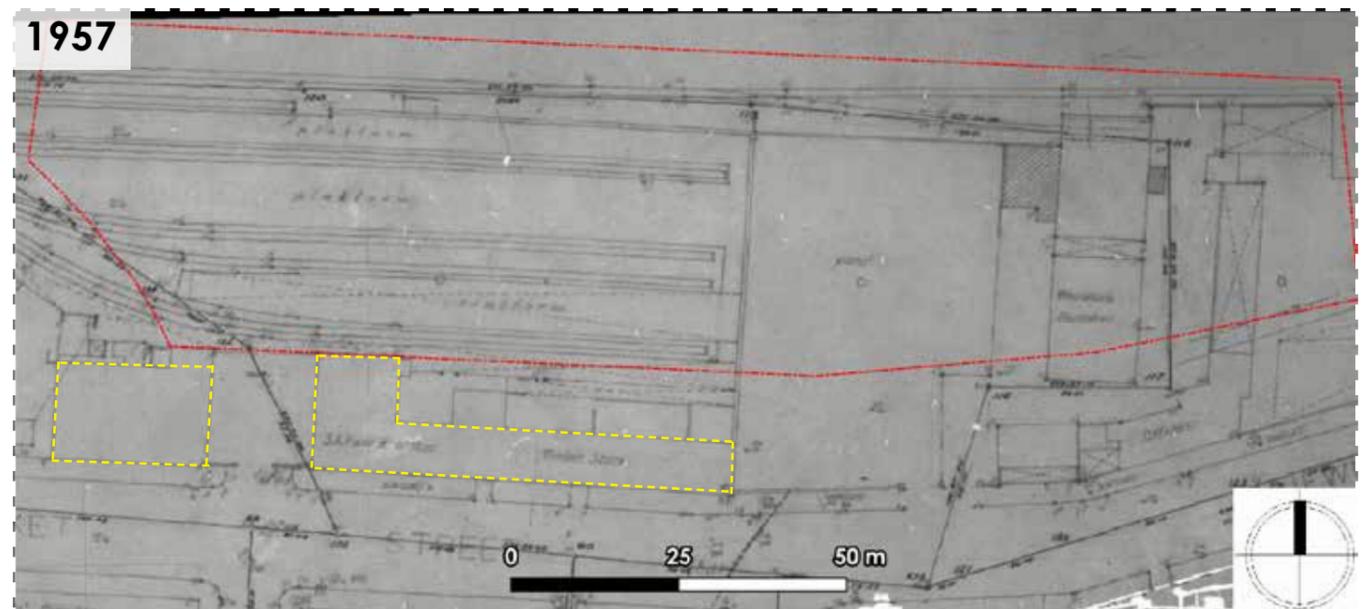
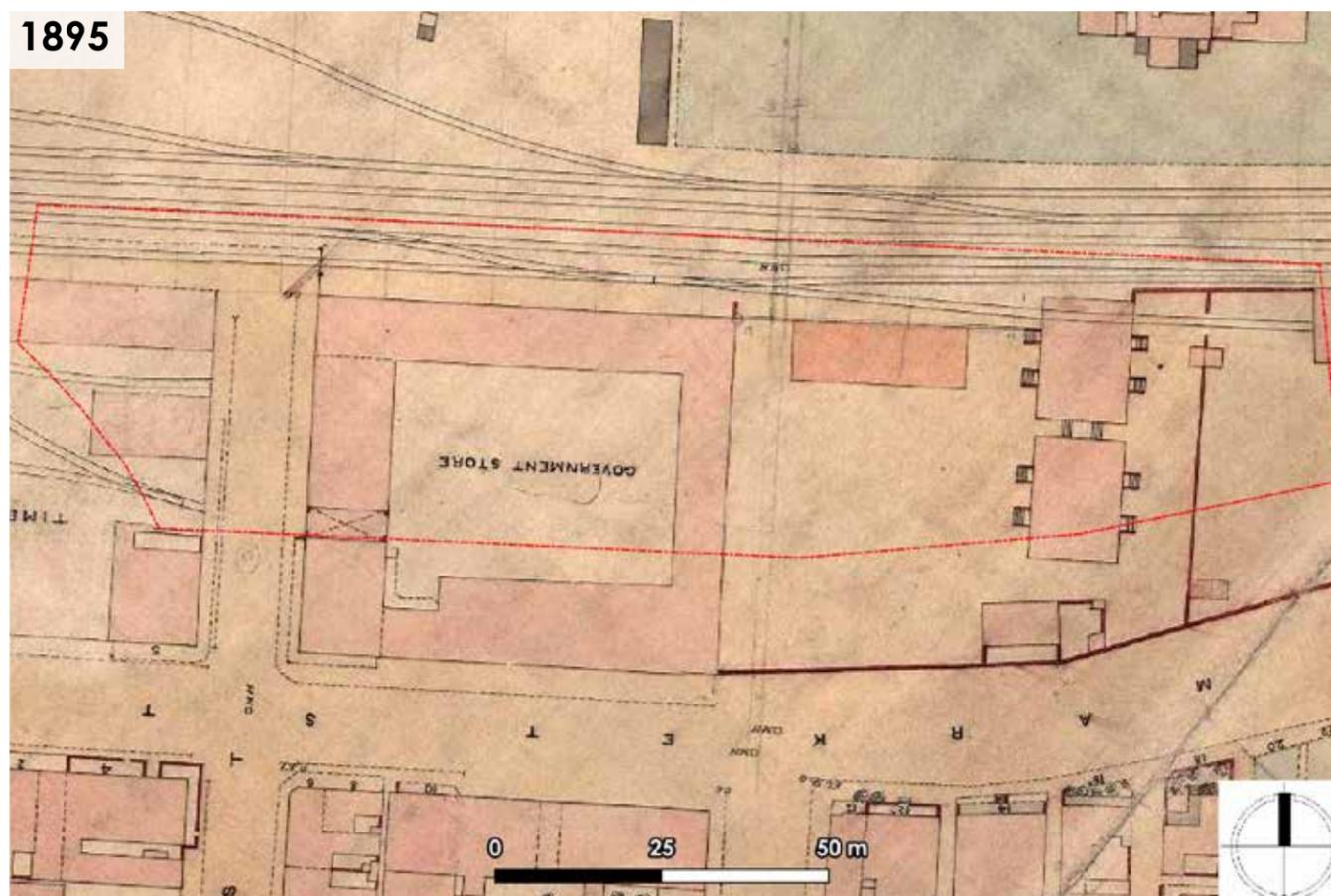
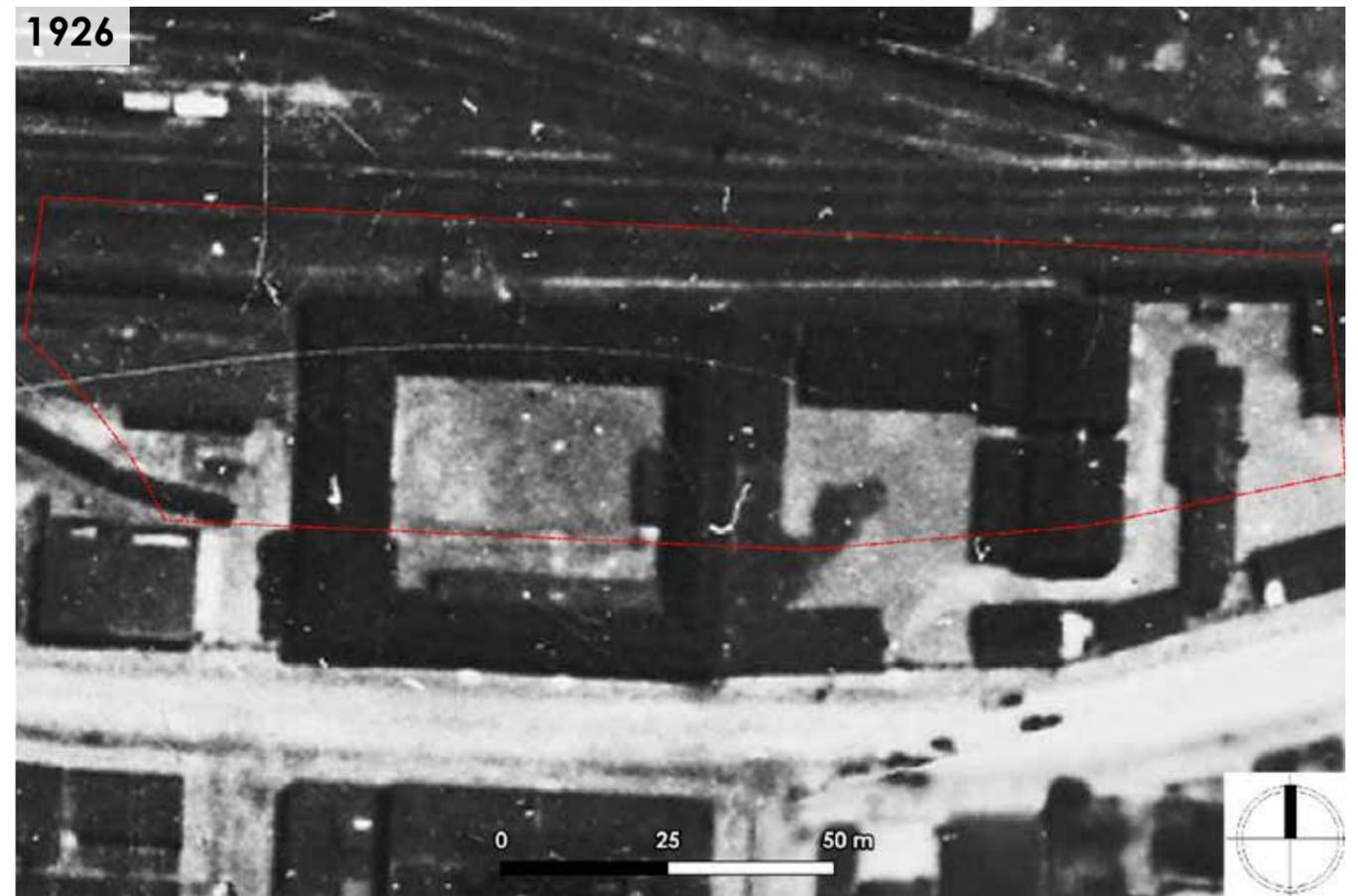
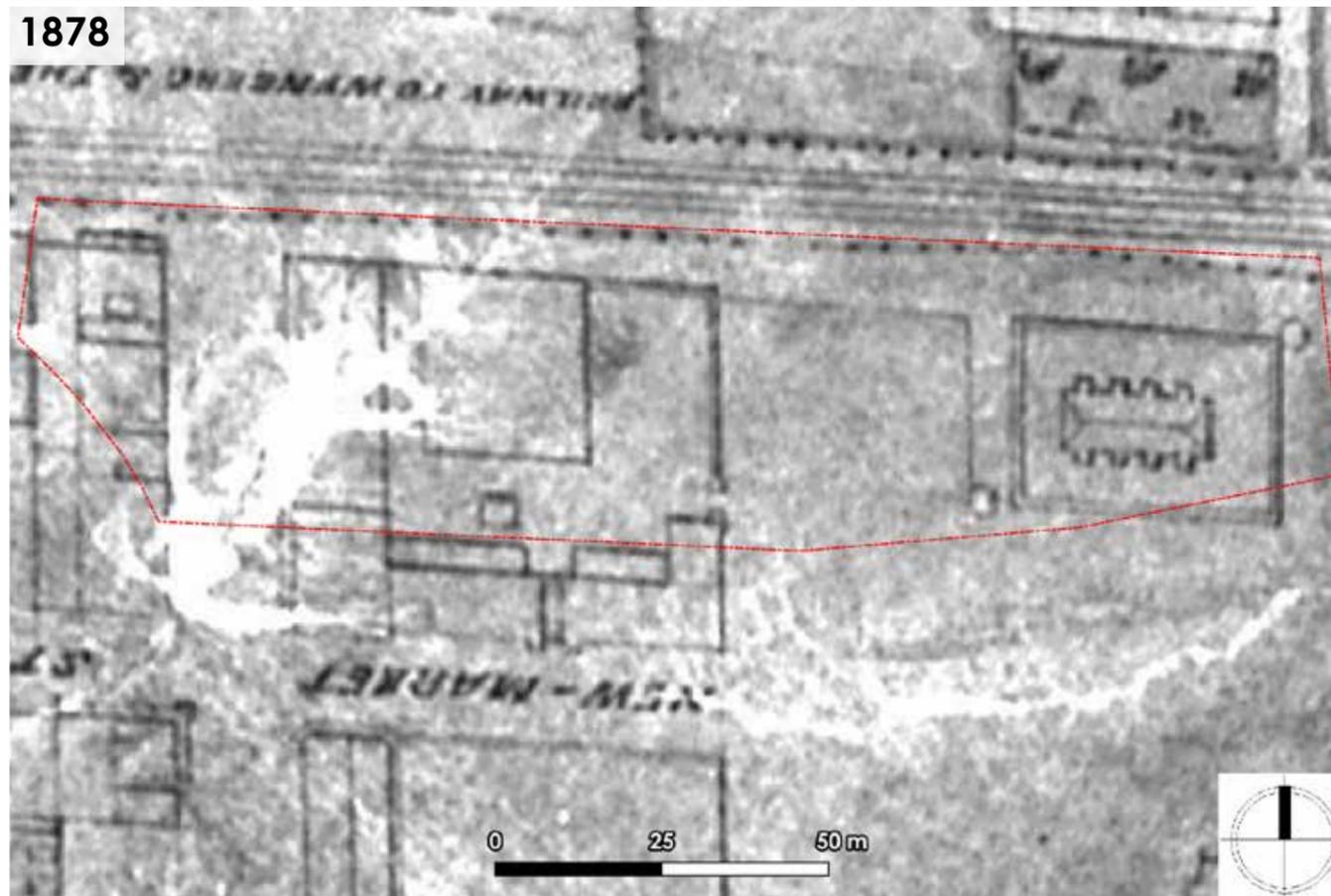


Figure 25. Detail of the development of the site through time, showing the development of the Powder Magazine / Government Store, and the changes effected by 1957 through the expansion of the railways and associated infrastructure; the alignment of remnant elements of the Powder Magazine are indicated in yellow on the 1957 plan (RSA, 2021).

4.0 ARCHAEOLOGICAL HERITAGE SIGNIFICANCE

4.1 Archaeological Heritage Resources Identified

Any archaeological resources relevant to the site are currently below ground surface, and it is not possible to exclude the presence of one or more elements of the history of the site being represented in archaeological material on site.

4.1.1 Pre-colonial remains

While pre-colonial remains are possible on site, the long period of utilisation of the property, and the sturdy build and large footprint of the building that occupied it for much of that time - namely the Powder Magazine - and the extensive reworking of the site in the C20th, prior to its clearing in the 1960s militates against any such finds being significant. While close to the shore, the site was not under beach sand, and pre-colonial burials are deemed unlikely.

4.1.2 Shipwrecks

The historic Woodstock coastline is considered to be extremely important by maritime archaeologists, with many wrecks presumed to have been covered over by the land reclamation project, and remain more or less in situ along the old shore. It is not anticipated, however, that wrecks will be located on this property as it was not along the shoreline, nor on reclaimed land.

4.1.3 Sea Lines and Batteries

The Sea Lines and Batteries, if not Fort Knokke itself, were subject to repeated repairs almost from their first construction. Proximity to the beach and sea meant that they were at risk of damage and erosion from the mid-C19th already. Little of these fortification remains, having become largely obsolete by 1827, when it was recommended that any not built of masonry be dismantled. The railway line breached the French Lines east of Fort Knokke and the fort itself was demolished to accommodate the railway in 1926. Remnants of several of these installations are still visible, including the Centre Redoubt in Trafalgar Park, Woodstock, and the Amsterdam and Chavonnes Batteries at the V&A Waterfront.

Any sub-surface remains pertaining to these features would hold very high age, technological and associational significance, as well as rarity and representivity value. Any remains identified would, however, likely be fragmentary and / or incomplete, making mitigation of their discovery likely a complex undertaking with significant cost and time implications (cf Hart 2015; Hart et al., 2018).

4.1.4 Military Hospital and Cemetery

The hospital lasted into the C20th, and its demolition was likely linked to the expansion of the railways and foreshore. The cemetery was exhumed in 1928, although we know that human remains were discovered in the vicinity long thereafter. These later discoveries pre-dated the hospital and its cemetery, and point to the possibility of burials being uncovered along the historic seashore.

Any structural remains pertaining to the hospital and its cemetery would have moderate age and very high associational significance due to their association with the South African War, but these are not expected to occur on site due to the distance from Erf 14888 relative to those structures.

Historic burials, either associated with the hospital prior to the construction of a cemetery, overflow from the cemetery, or from early shipwrecks, are not anticipated as the site fell within the edge of the shoreline, not along the beach edge where informal burials could be more easily interred in the sand.

4.1.5 Railways

Railway infrastructure on site would comprise remnant subsurface evidence for the platforms and related structures visible on site in the C20th, and linked to the ownership and use of the site by the railways; these would be of low significance.

4.1.6 Powder Magazine and Government Store

The Woodstock powder magazine likely dates to the early C19th. Although it has not been possible to determine much of the history of the building, it is likely it was of sturdy construction, given its function and contents. The structure appears to have been demolished at some point in the late 1890s, but given its likely sturdy construction, footings for the building could remain intact on the site. The significance of the structure is chiefly archaeological, and relates to its age and technical aspects of its construction as a powder magazine.

The Government Store site is demarcated in the early C19th maps that show the expansion of the City eastwards, and the courtyard form of the building on that block is evident from at least 1862. While it is not known whether the structure was purpose built, or when it operated as the Government Store, it endured into the 1950s, with the wall alignments that were mapped in 1878, 1895 and photographed in 1926, still present at the southern edge of Erf 14888

in the c.1957 City survey diagram (Figure 27). Having been levelled during the mid-C20th, it is quite likely that remains exist below current surface levels. Given the origins of this structure as a civic building of some age, any such remains would hold some archaeological significance.

4.1.7 Woodstock and District Six

This site was largely under the Powder Magazine throughout much of the history of the development of Woodstock, and passed from government control into the hands of the railway companies. As such, its associations with the suburb of Woodstock are indirect, having never been developed for residential purposes, or included in the civic life of the neighbourhood. Further to this, as the erf was not part of the historic Woodstock Beach, nor the land reclamations of the foreshore development, the drastic changes to the coastal portions of Woodstock had little impact on the site, which was buffered by its location south of the railway lines.

The site is included in the boundaries of District Six in some mapping exercises, but, as with Woodstock, it did not contribute meaningfully to community life, and its inclusion does not indicate an active role for the site in the history of that neighbourhood.

The history and development of the site as provided in this report shows that it can be considered part of the history and development of the City more widely, and the railways, rather than part of the social history and urban development of District Six or Woodstock. Archaeological significance as it pertains to the history and development of either Woodstock or District Six is, therefore, low.

4.2 Grading

The site itself is not graded, which stands to reason given its current vacant status, but is surrounded by graded buildings and sites that lend significance to, and characterise the area within which it is located (Figure 26). Its proximity to the Sea Lines and associated forts, and the Military Hospital and Cemetery, as well as the possibility of finding fairly intact remnant elements of the old Powder Magazine below current surface levels lends the site moderately high grading in terms of archaeological significance. The grading of these features would depend on their condition and extent, should they be encountered on site.

4.3 Impacts to Archaeological Heritage Resources

The development poses high risk to subsurface heritage remains that may endure on the site, and date from pre-colonial times to various periods throughout the historic past.

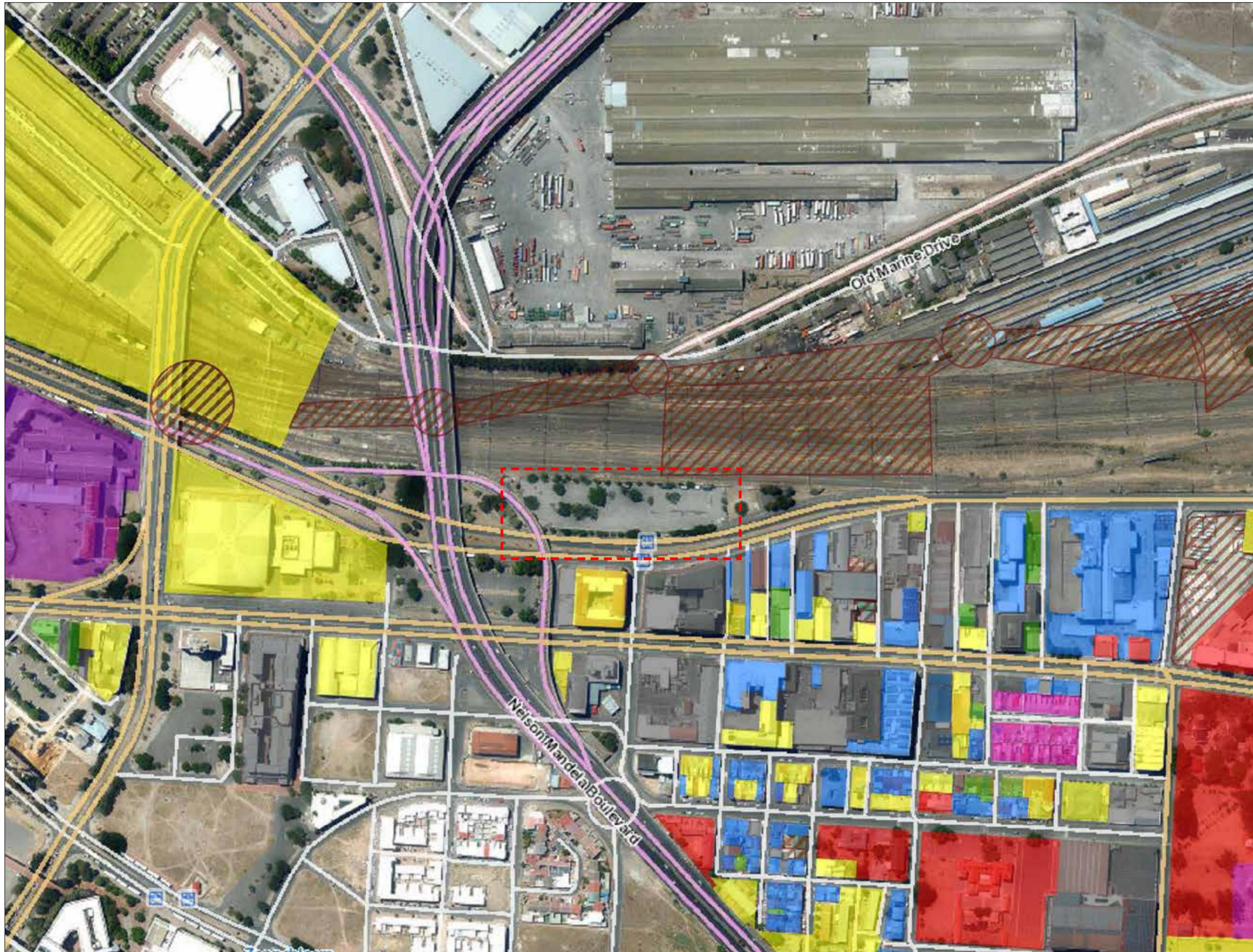
Impacts to pre-colonial sites and or features are not anticipated to be likely, and such remains as might occur on site are not anticipated to be significant..

It is not anticipated that any shipwrecks, or associated maritime remains will occur on the site, and this has been confirmed in communication with the SAHRA Maritime and Underwater Cultural Heritage Unit (B Williams 2021, personal communication, 23 August).

The uncovering of building footings is highly likely, and, where these intersect with foundations required for the construction of multi-storey apartments, impacts could include the complete destruction and removal of intact historic features.

It is not anticipated that burials will occur on this property, but the possibility of this cannot be entirely discounted. Again should burials occur on site, and be uncovered as part of trenching for the development, impacts will be very high.

City of Cape Town Map Viewer



- KEY**
- Study Site
 - Gr.I (NHS)
 - Gr.II (PHS)
 - Gr.IIIA
 - Gr.III B
 - Gr.III C
 - Potential Gr.III
 - Not Conservation Worthy
 - Requires further information

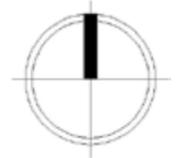
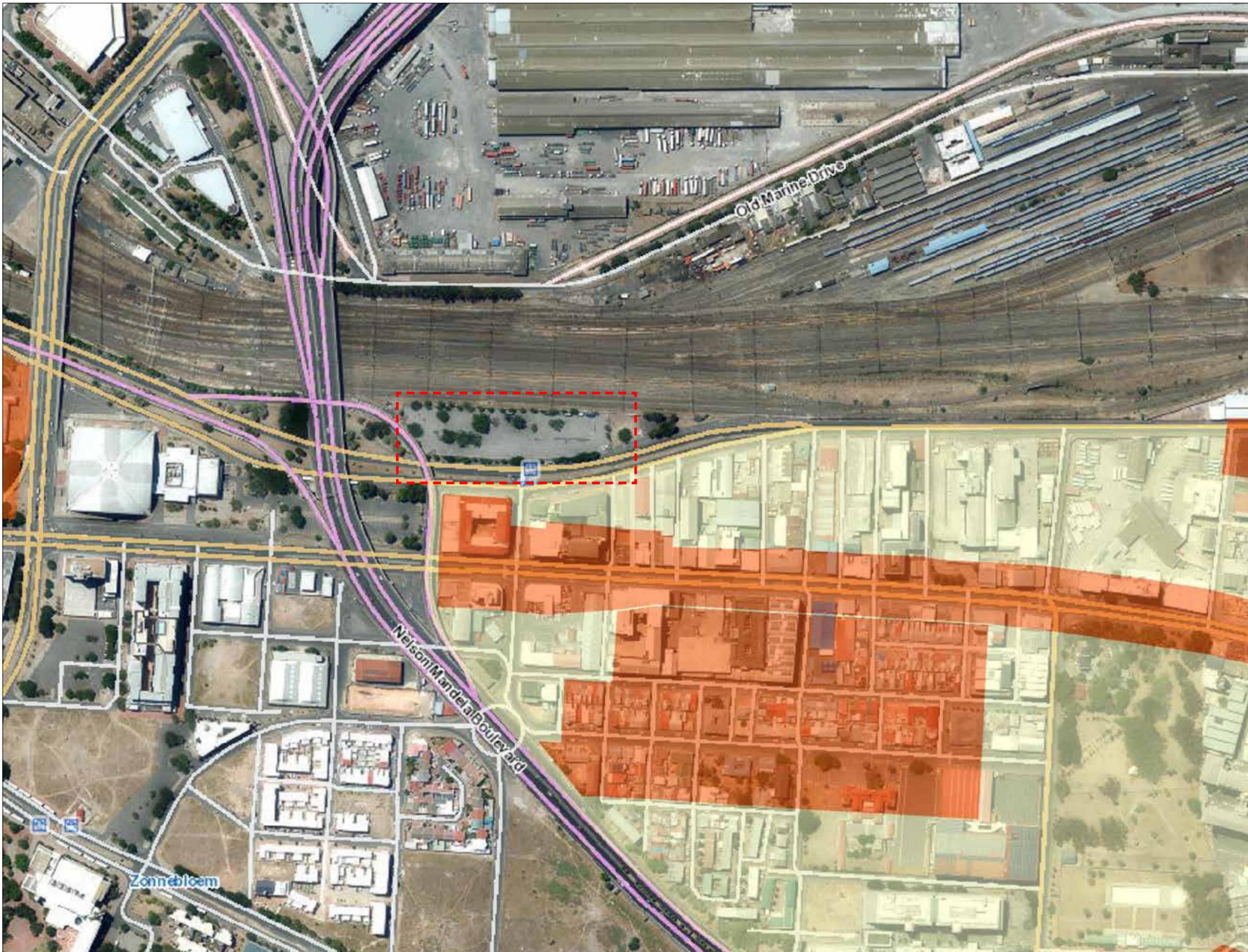


Figure 26. Heritage Grading Map (CoCT, 2018).

City of Cape Town Map Viewer



- KEY**
- Study Site
 - Declared HPOZ
 - Proposed HPOZ

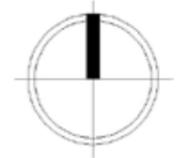


Figure 27. Heritage Overlay Map, showing the Victoria Street (1), Chapel Street (2), Albert Road (3) and Central City (4) HPOZs, and the Woodstock Proposed HA (5) (CoCT, 2018).

4.4 Mitigation

Monitoring of all trenching activity should be undertaken to test for the presence of subsurface remains. The layout of historic features, where these are known from contemporary maps and plans, should be provided to the construction crew as overlays on their site plans.

Where remains are identified as pertaining to the old Powder Magazine, these should be recorded in situ through measured drawings and photographs. Once adequately recorded, their destruction could be permitted.

Where features are suspected to pertain to the early fortifications, all work in that area should be ceased until further investigation of the extent, alignment and composition of the remains can be assessed. This will likely be achieved through excavation of an area of site. Depending on the outcomes of that investigation, a decision should be reached, with HWC, as to the appropriate way forward. This decision will be influenced by the degree of preservation, condition, location and extent, and an assessment of the significance of the remains. If feasible, the retention of a portion of these features should be considered, but whole scale retention would not be envisaged.

Should burials be encountered, all work on site would need to stop, the area of the burial cordoned off and designated a no-go area, and HWC would need to be notified of the discovery.

5.0 PUBLIC CONSULTATION

Public consultation will be undertaken as part of the Public Participation Process for the wider Heritage Impact Assessment. The findings of this report will be integrated into the HIA and provided in full as an appendix. Any comments pertaining to archaeology or this report that arise from the commenting period will be addressed following the conclusion of that 30 day period.

6.0 CONCLUSION AND RECOMMENDATIONS

The location of the property along the original shoreline means that it could potentially hold archaeological material from pre-Colonial times, although it is unlikely that these will be of much significance, given the longevity of development on the site. Historic period remains, including breastwork, batteries and forts of the Sea Lines as well as the Military Hospital and Cemetery, and remnants of the Old Powder Magazine, are highly likely to be encountered on site, and these features, particularly the older ones, are of very high significance.

There is a slight chance that the site could contain human remains, given that burials are known to be associated with the Military Hospital Cemetery, although these are likely to have been confined to the cemetery, which was exhumed in the 1920s. Any informal burials, or any pre-colonial burials, are more likely to be located within the sand of the historic Woodstock beach which was north of the railway lines.

As such, the following is recommended in terms of archaeological mitigation:

1. Monitoring is recommended for trenching on site;
2. An overlay of the location, orientation and alignment of the Powder Magazine is to be provided to construction team to appraise them of the likely intersects with historic structures;
3. Where historic features are encountered in situ, work in that area of site should be halted until HWC has been consulted, and the way forward has been established. This could include excavation and recording by an archaeologist.
 - a. Any remains of the Old Powder Magazine should be recorded and mapped *in situ*; it is recommended that these remains, once recorded, should be considered for demolition;
 - b. Any remains pre-dating the Powder Magazine, and related to the C18th fortifications and related structures, should be recorded and mapped in situ; it is recommended that some portion of these remains should be considered for retention and incorporation in the development, if feasible;
4. Should any human remains be encountered, all work on site should be halted, the area of exposed remains should be cordoned off as a no-go area, and HWC should be notified immediately of the discovery in order to determine the appropriate course of action.

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- Figure 5. An overlay of Eleman's Plan of 1818 showing the east-west Sea Lines, and the French Lines running north-south from Fort Knokke: from top to bottom, the Hollands, Centre and Burgher Redoubts. The development site is indicated in red, with the guardhouse visible to its north (CoCT EHRM Maps, 2020).
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- Figure 11. Series of plans showing the development of the railway lines from the 1860s to the 1930s, with the site location indicated in red. Note the site is indicated as vacant in 1865, but occupied by the "Old Magazine" by 1895. In the 1930s it is indicated as occupied by market sheds related to the railways, and the "Government Store"
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- Figure 20. The Goad Insurance Plan of Cape Town from 1895 showing the site of the Old Powder Magazine on the development site, New Market, and the Military Hospital (RSA, 2020).
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- Figure 22. The development of the site through time, showing Snow's plan of 1862 (top left), Wilson's plan of 1878 (bottom left), Thom's plan of 1895 (top right) and the 1926 aerial (bottom right). Note the Military Hospital and Cemetery (Cemetery not indicated on Snow or Wilson), and the proximity of the shoreline in each instance (RSA, 2020).
- Figure 23. Detail of the development of the site through time, showing the configuration of the Powder Magazine - indicated as the Government Store on Thom in 1895 - and the changes effected by 1957 through the expansion of the railways and associated infrastructure; the alignment of remnant elements of the Powder Magazine are indicated in yellow on the 1957 plan (RSA, 2021).
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IMAGES:

Front Cover:

Steam Train: https://atom.drisa.co.za/collections/N_Collection_lo-res/N02833.jpg

Foreshore: https://atom.drisa.co.za/collections/P_Collection_lo-res/P1597.jpg

ANNEXURES

Stern and Ekerantz
Land Surveyors
Cape Town
S.E. Ref 646/2

FILED AS PLAN 9399

S.G. No. 2375/75
Approved

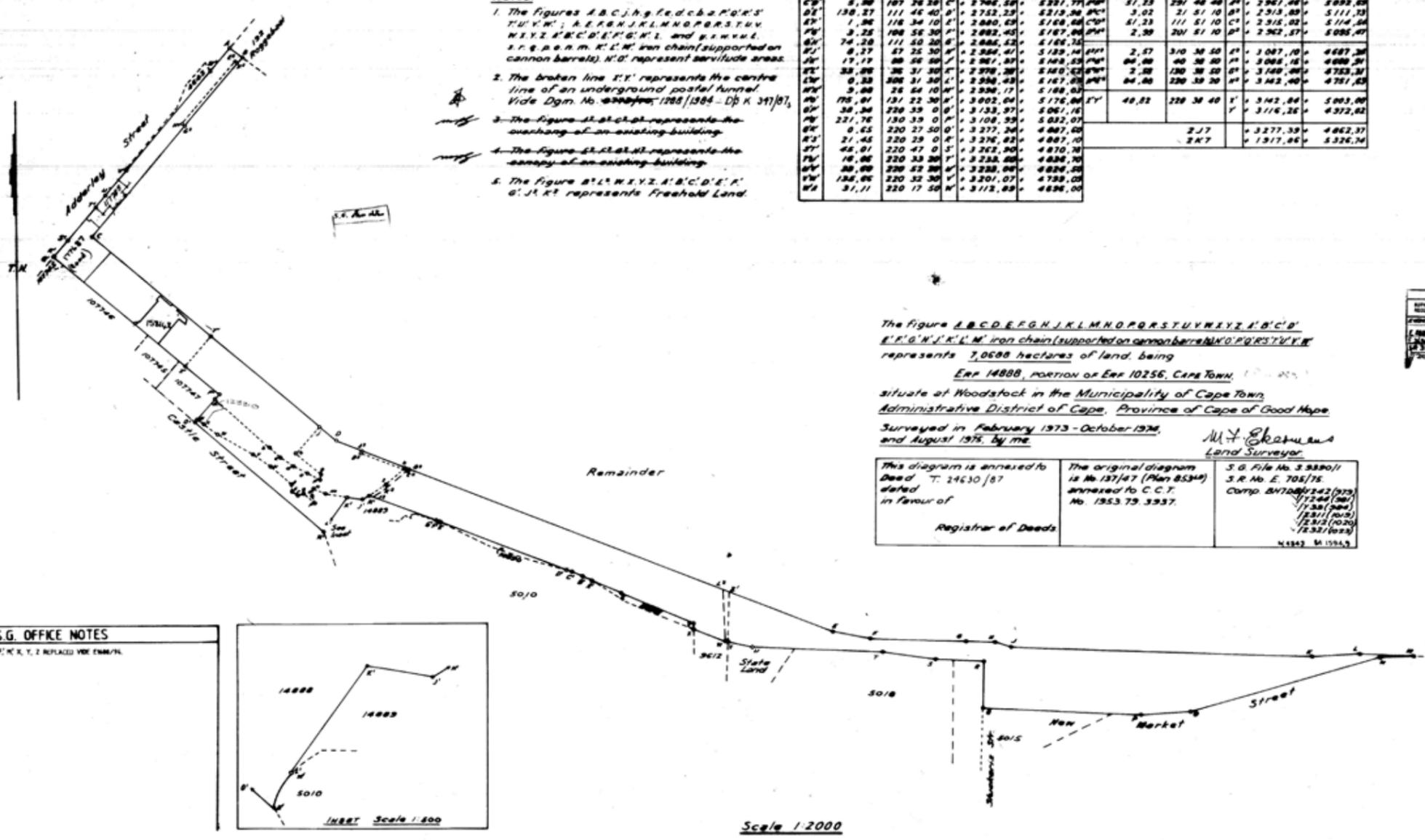
Surveyor General
16-10-1975

Description of Beacons

A.C.O-W.O'-w'	Not beacons
B.E-N.E-L.X.Y' at B'	12 mm iron peg
a-g.j.k.n.o.g-y	12 mm iron peg at corner of paving
D	12 mm iron peg at corner of overhang
M'	Cannon chain post
N'	12 mm drill-hole on wall
C.L.D'	12 mm iron peg under corner of overhang
E'	12 mm drill-hole under corner of overhang
P.G'	12 mm drill-hole in paving slab
N'	Roofing screw under corner of overhang
h.l.m.p.	12 mm iron peg in furrow

SIDES	ANGLES OF DIRECTION	CO-ORDINATES	SIDES	ANGLES OF DIRECTION	CO-ORDINATES
Metres		System 2000	Metres		System 2000
AB	16.62	Constant	AB	75.48	Constant
BC	242.74	310 38 50 A + 3052.77	BC	15.64	310 4 20 b + 3058.20
CD	229.66	40 38 50 B + 3080.15	CD	16.33	303 63 30 c + 3046.23
DE	550.03	310 38 50 C + 3238.27	DE	15.33	299 36 20 d + 3032.69
EF	38.95	291 48 40 D + 2988.15	EF	16.93	294 31 20 e + 3018.84
FG	38.85	261 53 20 E + 2477.44	FG	5.04	180 0 0 f + 3004.35
GH	30.45	272 27 30 F + 2438.35	GH	34.59	130 55 20 g + 3004.35
HI	16.44	272 22 10 G + 2388.59	HI	37.21	221 48 0 h + 3030.49
IJK	313.13	269 50 50 H + 2303.13	IJK	23.11	310 38 60 j + 3005.68
KL	48.08	272 29 50 J + 2233.67	KL	76.62	291 48 40 k + 2988.15
LM	57.51	267 1 10 K + 1980.84	LM	20.41	49 16 20 l + 2917.02
MN	35.43	273 16 50 L + 1932.83	MN	27.00	87 25 30 m + 2930.85
NO	203.52	89 38 30 M + 1875.41	NO	48.84	99 56 50 n + 2941.37
OP	52.85	74 20 20 N + 1911.04	OP	112 30 30 o + 2989.63	
PQ	164.19	98 1 40 O + 2107.00	PQ	7.93	353 7 0 p + 3012.64
QR	48.34	93 3 10 P + 2159.02	QR	7.91	355 25 40 q + 3011.63
RS	50.39	93 4 20 Q + 2322.96	RS	15.42	130 11 10 r + 3010.96
ST	55.34	93 4 20 R + 2320.62	ST	6.34	76 46 30 s + 3022.74
TU	135.72	98 55 50 S + 2379.34	TU	7.14	131 28 50 t + 3028.91
UV	25.08	93 1 0 T + 2425.61	UV	6.29	182 0 10 u + 3034.26
VW	3.38	100 50 50 U + 2561.74	VW	29.59	130 12 40 v + 3034.04
WX	34.68	113 45 20 V + 2585.77	WX	22.92	126 53 40 w + 3058.87
XY	5.41	112 38 50 W + 2588.86	XY	41.47	120 4 10 x + 3075.20
YZ	83.00	113 46 50 X + 2620.87	YZ	18.78	124 44 20 y + 3111.09
ZA	32.27	113 46 50 Y + 2620.52	ZA	6.39	128 57 20 z + 3126.52
AB'	10.48	116 47 10 Z + 2726.28	AB'	27.92	220 39 30 a + 3191.88
BC'	11.70	110 30 0 A' + 2735.58	BC'	51.23	291 48 40 a' + 2988.15
CD'	6.00	107 38 30 B' + 2796.58	CD'	3.02	21 51 10 b' + 2913.89
DE'	130.27	111 46 40 C' + 2752.23	DE'	61.23	111 51 10 c' + 2915.02
EF'	1.96	118 34 10 D' + 2880.63	EF'	2.30	201 51 10 d' + 2962.87
FG'	3.25	108 56 30 E' + 2882.45	FG'	2.57	310 38 50 e' + 3007.10
GH'	74.20	111 46 50 F' + 2888.52	GH'	64.80	40 38 80 f' + 3008.18
HI'	8.27	83 25 30 G' + 2984.49	HI'	2.88	130 30 50 g' + 3140.80
IJK'	17.17	88 58 80 H' + 2981.59	IJK'	84.80	220 39 30 h' + 3142.40
KL'	38.80	96 31 30 I' + 2978.28	KL'	2.17	3277.39
LM'	0.33	308 31 30 J' + 2958.43	LM'	2.17	3277.39
MN'	3.88	26 54 10 K' + 2998.17	MN'	2.17	3277.39
NO'	170.81	131 22 30 L' + 3002.60	NO'	2.17	3277.39
OP'	34.94	298 39 0 M' + 3153.97	OP'	2.17	3277.39
PQ'	221.76	130 39 0 N' + 3108.59	PQ'	2.17	3277.39
QR'	0.65	220 27 50 O' + 3277.36	QR'	2.17	3277.39
RS'	21.45	220 29 0 P' + 3276.82	RS'	2.17	3277.39
TU'	46.01	220 47 0 Q' + 3262.90	TU'	2.17	3277.39
UV'	16.86	220 33 30 R' + 3233.88	UV'	2.17	3277.39
VW'	38.88	220 52 30 S' + 3258.08	VW'	2.17	3277.39
WX'	136.88	220 32 30 T' + 3201.07	WX'	2.17	3277.39
YZ'	31.11	220 17 50 U' + 3112.89	YZ'	2.17	3277.39

- Notes**
- The figures A.B.C.D.E.F.G.H.I.J.K.L.M.N.O.P.Q.R.S.T.U.V.W.X.Y.Z.A'B'C'D'E'F'G'H'I'J'K'L'M' iron chain (supported on cannon barrels) N'O' represent servitude areas.
 - The broken line X'Y' represents the centre line of an underground postal tunnel. Vide Dgm. No. 1288/1284-Dp K 31/87.
 - The figure A.B.C.D.E.F.G.H.I.J.K.L.M.N.O.P.Q.R.S.T.U.V.W.X.Y.Z.A'B'C'D'E'F'G'H'I'J'K'L'M' represents the overhang of an existing building.
 - The figure A.B.C.D.E.F.G.H.I.J.K.L.M.N.O.P.Q.R.S.T.U.V.W.X.Y.Z.A'B'C'D'E'F'G'H'I'J'K'L'M' represents the canopy of an existing building.
 - The figure A'B'C'D'E'F'G'H'I'J'K'L'M' represents freehold land.



BEACON	BEACON NO.	DESCRIPTION	DATE	INITIALS
A	1	12 mm iron chain		
B	2	12 mm iron chain		
C	3	12 mm iron chain		
D	4	12 mm iron chain		
E	5	12 mm iron chain		
F	6	12 mm iron chain		
G	7	12 mm iron chain		
H	8	12 mm iron chain		
I	9	12 mm iron chain		
J	10	12 mm iron chain		
K	11	12 mm iron chain		
L	12	12 mm iron chain		
M	13	12 mm iron chain		
N	14	12 mm iron chain		
O	15	12 mm iron chain		
P	16	12 mm iron chain		
Q	17	12 mm iron chain		
R	18	12 mm iron chain		
S	19	12 mm iron chain		
T	20	12 mm iron chain		
U	21	12 mm iron chain		
V	22	12 mm iron chain		
W	23	12 mm iron chain		
X	24	12 mm iron chain		
Y	25	12 mm iron chain		
Z	26	12 mm iron chain		
A'	27	12 mm iron chain		
B'	28	12 mm iron chain		
C'	29	12 mm iron chain		
D'	30	12 mm iron chain		
E'	31	12 mm iron chain		
F'	32	12 mm iron chain		
G'	33	12 mm iron chain		
H'	34	12 mm iron chain		
I'	35	12 mm iron chain		
J'	36	12 mm iron chain		
K'	37	12 mm iron chain		
L'	38	12 mm iron chain		
M'	39	12 mm iron chain		
N'	40	12 mm iron chain		
O'	41	12 mm iron chain		
P'	42	12 mm iron chain		
Q'	43	12 mm iron chain		
R'	44	12 mm iron chain		
S'	45	12 mm iron chain		
T'	46	12 mm iron chain		
U'	47	12 mm iron chain		
V'	48	12 mm iron chain		
W'	49	12 mm iron chain		
X'	50	12 mm iron chain		
Y'	51	12 mm iron chain		
Z'	52	12 mm iron chain		
A''	53	12 mm iron chain		
B''	54	12 mm iron chain		
C''	55	12 mm iron chain		
D''	56	12 mm iron chain		
E''	57	12 mm iron chain		
F''	58	12 mm iron chain		
G''	59	12 mm iron chain		
H''	60	12 mm iron chain		
I''	61	12 mm iron chain		
J''	62	12 mm iron chain		
K''	63	12 mm iron chain		
L''	64	12 mm iron chain		
M''	65	12 mm iron chain		
N''	66	12 mm iron chain		
O''	67	12 mm iron chain		
P''	68	12 mm iron chain		
Q''	69	12 mm iron chain		
R''	70	12 mm iron chain		
S''	71	12 mm iron chain		
T''	72	12 mm iron chain		
U''	73	12 mm iron chain		
V''	74	12 mm iron chain		
W''	75	12 mm iron chain		
X''	76	12 mm iron chain		
Y''	77	12 mm iron chain		
Z''	78	12 mm iron chain		
A'''	79	12 mm iron chain		
B'''	80	12 mm iron chain		
C'''	81	12 mm iron chain		
D'''	82	12 mm iron chain		
E'''	83	12 mm iron chain		
F'''	84	12 mm iron chain		
G'''	85	12 mm iron chain		
H'''	86	12 mm iron chain		
I'''	87	12 mm iron chain		
J'''	88	12 mm iron chain		
K'''	89	12 mm iron chain		
L'''	90	12 mm iron chain		
M'''	91	12 mm iron chain		
N'''	92	12 mm iron chain		
O'''	93	12 mm iron chain		
P'''	94	12 mm iron chain		
Q'''	95	12 mm iron chain		
R'''	96	12 mm iron chain		
S'''	97	12 mm iron chain		
T'''	98	12 mm iron chain		
U'''	99	12 mm iron chain		
V'''	100	12 mm iron chain		
W'''	101	12 mm iron chain		
X'''	102	12 mm iron chain		
Y'''	103	12 mm iron chain		
Z'''	104	12 mm iron chain		
A''''	105	12 mm iron chain		
B''''	106	12 mm iron chain		
C''''	107	12 mm iron chain		
D''''	108	12 mm iron chain		
E''''	109	12 mm iron chain		
F''''	110	12 mm iron chain		
G''''	111	12 mm iron chain		
H''''	112	12 mm iron chain		
I''''	113	12 mm iron chain		
J''''	114	12 mm iron chain		
K''''	115	12 mm iron chain		
L''''	116	12 mm iron chain		
M''''	117	12 mm iron chain		
N''''	118	12 mm iron chain		
O''''	119	12 mm iron chain		
P''''	120	12 mm iron chain		
Q''''	121	12 mm iron chain		
R''''	122	12 mm iron chain		
S''''	123	12 mm iron chain		
T''''	124	12 mm iron chain		
U''''	125	12 mm iron chain		
V''''	126	12 mm iron chain		
W''''	127	12 mm iron chain		
X''''	128	12 mm iron chain		
Y''''	129	12 mm iron chain		
Z''''	130	12 mm iron chain		

The figure A.B.C.D.E.F.G.H.I.J.K.L.M.N.O.P.Q.R.S.T.U.V.W.X.Y.Z.A'B'C'D'E'F'G'H'I'J'K'L'M' iron chain (supported on cannon barrels) N'O' P'Q'R'S'T'U'V'W' represents 7,068 hectares of land being Erf 14888, portion of Erf 10256, Cape Town, situated at Woodstock in the Municipality of Cape Town, Administrative District of Cape, Province of Cape of Good Hope. Surveyed in February 1973 - October 1976, and August 1975, by me.

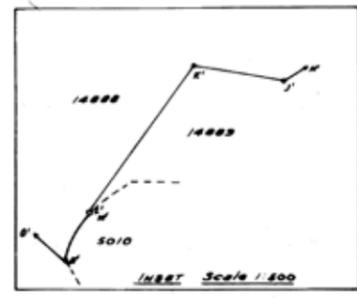
This diagram is annexed to Deed T. 24630/87 dated in favour of Registrar of Deeds.

The original diagram is No. 137/47 (Plan 8534) annexed to C.C.F. No. 1353.79.3937.

S.G. File No. 3880/1 S.R. No. E. 706/75 Comp. 81708/142 (1973) 17244 (1987) 1738 (1988) 1731 (1989) 1732 (1990) 1733 (1991) 1734 (1992) 1735 (1993)

S.G. OFFICE NOTES

1. BEACONS A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z REPLACED WITH ENAMEL.



Scale 1:2000

9399



**APPLICATION FORM
NOTIFICATION OF INTENT TO DEVELOP
SECTION 38 (1) AND SECTION 38 (8)**

Heritage Western Cape Reference No:

To be completed by
applicant

20112613

Completion of this form is required by Heritage Western Cape for the initiation of all impact assessment processes under Section 38 (1) & (8) of the National Heritage Resources Act (NHRA).

Whilst it is not a requirement, it may expedite processes and in particular avoid calls for additional information if certain of the information required in this form is provided by a heritage specialist/s with the necessary qualifications, skills and experience.

A. APPLICABILITY OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT (NEMA)

DEADP/ DMR Reference Number:

This application is made in terms of Section 38(8) of the NHRA and an application under NEMA has been made to the following authority:

This development will not require a NEMA application.

NOTE: Making an incorrect statement or providing incorrect information in this part of the form may result in all or part of the application having to be reconsidered by HWC in the future, or submission of a new application.

B. BASIC DETAILS**PROPERTY DETAILS:**

Name of property: Newmarket Street	
Street address or location (eg: off R44): Off Newmarket Street, Woodstock	
Erf or farm number/s: Erf 14888-0-1	Coordinates: S 33°55'36.80" E 18°26'08.81" (A logical centre point. Format based on WGS84.)
Town or District: Cape Town	Municipality: City of Cape Town
Extent of property: 9,900 m ²	Current use: Vacant, used for parking
Predominant land use/s of surrounding properties: Railway to north, light industrial, commercial, residential	

REGISTERED OWNER OF PROPERTY:

Name and Surname: City of Cape Town		
Address		
Telephone c/o 021 423 0328	Cell c/o 082 333 0969	E-mail c/o mike@archrsa.com

APPLICANT/ AUTHORISED AGENT:

Name and Surname: Katie Smuts		
Address: 75 Morningside, Ndabeni, 7405		
Telephone c/o 021 423 0328	Cell c/o 0727967754	E-mail c/o katie@archrsa.com

By the submission of this form and all material submitted in support of this notification (ie: 'the material'), all applicant parties acknowledge that they are aware that the material and/or parts thereof will be put to the following uses and consent to such use being made: filing as a public record; presentations to committees, etc; inclusion in databases; inclusion on and downloading from websites; distribution to committee members and other stakeholders and any other use required in terms of powers, functions, duties and responsibilities allocated to Heritage Western Cape under the terms of the National Heritage Resources Act. Should restrictions on such use apply or if it is not possible to copy or lift information from any part of the digital version of the material, the material will be returned unprocessed.

I confirm that I enclose with this form two hardcopies of all material submitted together with a CD/ USB containing digital versions of all of the same.

Pogiso Molapo Digitally signed by Pogiso Molapo
Date: 2020.11.25 15:53:33 +02'00'

Signature of Owner: _____ Date: 25/11/2020

Signature of Applicant/ Authorised Agent:  Date: 25/11/2020
(Applicants/ agents must attach copy of power of attorney to this form.)

C. DEVELOPMENT DETAILS:

Please indicate below which of the following Sections of the National Heritage Resources Act, or other legislation has triggered the need for notification of intent to develop.

<input type="checkbox"/>	S38(1)(a) Construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier over 300m in length.	S38(1)(c) Any development or activity that will change the character of a site -
<input type="checkbox"/>	S38(1)(b) Construction of a bridge or similar structure exceeding 50m in length.	
<input type="checkbox"/>	S38(1)(d) Rezoning of a site exceeding 10 000m ² in extent.	
<input type="checkbox"/>	Other triggers, eg: in terms of other legislation, (ie: National Environment Management Act, etc.) Please set out details:	<input checked="" type="checkbox"/> (i) exceeding 5 000m ² in extent; <input type="checkbox"/> (ii) involving three or more existing erven or subdivisions thereof; <input type="checkbox"/> (iii) involving three or more erven or divisions thereof which have been consolidated within the past five years.

If you have checked any of the three boxes above, describe how the proposed development will change the character of the site:

The proposed development site was identified by the City of Cape Town as a potential Social Housing project in 2017. Assuming a rezoning from TR2 to GR4, it is anticipated that the site will be developed with 3-4 storey residential blocks with ground floor retail, although no plans are as yet available.

The site is currently undeveloped and used for parking, and has been empty since the construction of Nelson Mandela Boulevard (formerly Eastern Boulevard). The site is close to several historic sites that, although demolished either historically or more recently, could mean the site contains archaeological features, deposit or material.

No change in character is anticipated, but the site is potentially archaeologically significant.

If an impact assessment process has also been / will be initiated in terms of other legislation please provide the following information:

Authority / government department (ie: consenting authority) to which information has been /will be submitted for final decision:

Present phase at which the process with that authority stands:

Provide a full description of the nature and extent of the proposed development or activity including its potential impacts:

It is intended to redevelop the currently vacant site for low cost housing. As this NID has been prepared at the earliest stage of this development process, no further details are available. However, as the development will provide low cost housing, it is likely that occupation density will be maximised.

While the site cannot be said to hold any character that is vulnerable to impacts, the site might contain archaeological remains dating from the mid to late C19th or earlier. Any development that requires excavation into the existing ground level could result in disturbance of or damage to these deposits and features. Due to the proximity of the Military Hospital (c.1837) to the site, there is a slight chance of encountering human remains, however, several factors militate against this being likely:

- The hospital was equipped with its own cemetery, and, as a military institution, it is unlikely that burials occurred outside of this cemetery – either due to expansion beyond its capacity, or poor demarcation of its extent - within the first 30 years of the hospital's existence.
- The cemetery is on the furthest side of the hospital from the site, further reducing the likelihood of burials occurring on the site.
- Within 30 years, the Snow survey (1862) shows the Newmarket site developed and the railway lines laid. From this date on, then, it is unlikely that, should informal burials have taken place, or been necessary, that they would have taken place on the site.

An earlier hospital, the "Line Hospitals" was located in the vicinity, housed within the series of fortified buildings which stretched along the shore from Cape Town to Salt River; the precise location of this facility has not been established. There is a small chance of human remains related to this facility, which treated smallpox victims in 1840.

Finally, Cape Town's defensive fortifications ran just north of the site, under where the modern railway lines run. These fortifications include the Sea Lines and the Elizabeth, Helena and Tulbagh Batteries. Archaeological remains pertaining to these sites, their construction, occupation and use are possible, although similarly not highly likely.

D. ANTICIPATED IMPACTS ON HERITAGE RESOURCES

Section 3 of the National Heritage Resources Act sets out the following categories of heritage resource as forming part of the national estate. Please indicate the known presence of any of these by checking the box alongside and then providing a description of each occurrence, including nature, location, size, type

Failure to provide sufficient detail or to anticipate the likely presence of heritage resources on the site may lead to a request for more detailed specialist information.
(The assistance of relevant heritage professionals is particularly relevant in completing this section.)

Provide a short history of the site and its environs (Include sources where available):

Earlier still, the City's defensive fortifications ran just to the north of the site, including the old Sea Lines, the fortifications erected to protect the settlement from attack from Table Bay in the mid C18th. Three batteries formed part of these fortifications at this point in the Lines: Elizabeth Battery (at north west of site), Helena Battery (north of site), Tulbagh Battery (north east of site)

Snow's plan of 1862 shows the Military Hospital that lay to the north east of the site. Thom's plan of 1895 further depicts the hospital cemetery further to the east. The hospital was designed and built

between 1837 and 1844, and situated on Woodstock beach near Fort Knokke, below New Market Street, where Nelson and Russel Streets lead into it. This hospital became the headquarters of the Military Medical Command of the British Forces during the Anglo Boer War. In March 1900 the hospital was taken over by the military authorities and during the war it was known as the No. 5 General Hospital. It had about 500 beds, but by erecting temporary units, its capacity was increased to 700 beds.

Thom's plan of 1895 indicates a Government Store and other structures on the site. The purposes of these buildings is not known. Structures are visible on early aerials of the site. During the 1950s, the site contained a shunting yard with platforms and offices related to the railways, a wholesale poulterer and timber store. The site was cleared in preparation for the construction of the then Eastern Boulevard.

Please indicate which heritage resources exist on the site and in its environs, describe them and indicate the nature of any impact upon them:

<input type="checkbox"/>	Places, buildings, structures and equipment of cultural significance Description of resource: Description of impact on heritage resource:
<input type="checkbox"/>	Places to which oral traditions are attached or which are associated with living heritage Description of resource: Description of impact on heritage resource:
<input checked="" type="checkbox"/>	Historical settlements and townscapes Description of resource: The Victoria Road HPOZ, which recognises covers much of the area to the south of the site, with the Chapel Street Heritage Area south of that, while the rest falls within the Proposed Heritage Area of the Woodstock Extended Area. These areas both contain remnant streetscapes of later 19th and early 20th century commercial buildings, demonstrating the expansion of Cape Town along historical routes towards both the south and the hinterland. Later commercial buildings from art deco and modernist period offer an interesting counterpoint to the colonnaded Victorian and Edwardian buildings. Colonnades, shop fronts, parapet walls and the fine grain of the area are critical components of the streetscape. The Chapel Street HA represents th last remaining portion of District Six. An area of dense working class housing in generally authentic state. Small row houses with wooden fretwork verandah's and corrugated iron roofs. Interspersed with institutional buildings and workshops. Stark treeless area with little room for vegetation. Description of impact on heritage resource: Visual impacts are not anticipated, due to the location of the Newmarket site at the confluence of major transport infrastructure, with industrial/commercial land uses to the south, and large public buildings to its west. However, given the proximity of the site to sensitive areas, its location at the gateway to the CBD and its landmark status as the only development north of Newmarket against the railway, the development, if not sensitively designed could have negative impacts on the local townscape.

<input type="checkbox"/>	Landscapes and natural features of cultural significance Description of resource: Description of impact on heritage resource:
<input type="checkbox"/>	Geological resources of scientific or cultural importance Description of resource: Description of impact on heritage resource:
<input checked="" type="checkbox"/>	Archaeological resources (Including archaeological sites and material, rock art, battlefields & wrecks): Description of resource: The site's proximity to the old defensive lines, and the Military Hospital mean that archaeological resources, in the form of deposit, material or features could be located on site. Description of impact on heritage resource: Development of the site, particularly excavation for basement levels, parking and/or deep foundations, could result in the destruction of any archaeological resources contained below ground.
<input type="checkbox"/>	Palaeontological resources (ie: fossils): Description of resource: Description of impact on heritage resource:
<input type="checkbox"/>	Graves and burial grounds (eg: ancestral graves, graves of victims of conflict, historical graves & cemeteries): Description of Resource: Description of Impact on Heritage Resource:
<input type="checkbox"/>	Other human remains: Description of resource: Due to the proximity of the Military Hospital, and the existence of a previous hospital somewhere in the vicinity, the chance of encountering informal burials or isolated human skeletal material exists, although it is very small Description of impact on heritage resource: Development of the site could result in the disturbance and damage to, or destruction of any human remains found on site.
<input type="checkbox"/>	Sites of significance relating to the history of slavery in South Africa: Description of resource: Description of impact on heritage resource:
<input type="checkbox"/>	Other heritage resources: Description of resource: Description of impact on heritage resource:

Describe elements in the environs of the site that could be deemed to be heritage resources:
Some graded structures exist in the immediate environs, while the declared and proposed Heritage Areas to the south and south east are significant

Description of impacts on heritage resources in the environs of the site: Unsympathetic, unconsidered design could further serve to degrade the character of this area of Cape Town.

Summary of anticipated impacts on heritage resources:
The development poses possible impacts to archaeological resources, including the remote possibility of encountering human remains.

Unsympathetic, unconsidered design could further serve to degrade the character of this area of Cape Town.

E. ILLUSTRATIVE MATERIAL (This form will not be processed unless the following are included):

Attach to this form a minimum A4 sized locality plan showing the boundaries of the area affected by the proposed development, its environs, property boundaries and a scale. The plan must be of a scale and size that is appropriate to creating a clear understanding of the development.

Attach also other relevant graphic material such as maps, site plans, satellite photographs and photographs of the site and the heritage resources on it and in its environs. These are essential to the processing of this notification.

Please provide all graphic material on paper of appropriate size and on CD/ USB in JPEG format. It is essential that graphic material be annotated via titles on the photographs, map names and numbers, names of files and/or provision of a numbered list describing what is visible in each image.

F. RECOMMENDATION

In your opinion do you believe that a heritage impact assessment is required? Yes No

Recommendation made by:

Name Mike Scurr

Capacity Architect and Heritage Practitioner

PLEASE NOTE: No Heritage Impact Assessment should be submitted with this form or conducted until Heritage Western Cape has expressed its opinion on the need for such and the nature thereof.

G. INFORMATION TO BE PROVIDED AND STUDIES TO BE CONDUCTED AS PART OF THE HERITAGE IMPACT ASSESSMENT (HIA)

If it is recommended that an HIA is required, please complete this section of the form.

DETAILS OF STUDIES TO BE CONDUCTED IN THE INTENDED HIA

In addition to the requirements set out in Section 38(3) of the NHRA, indicate envisaged studies:

- Heritage resource-related guidelines and policies.
- Local authority planning and other laws and policies.
- Details of parties, communities, etc. to be consulted.
- Specialist studies, eg: archaeology, palaeontology, architecture, townscape, visual impact, etc.
Provide details: Archaeology and townscape
- Other. Provide details:

PLEASE NOTE: Any further studies which Heritage Western Cape requires should be submitted must be in the form of a single, consolidated report with a single set of recommendations. Specialist studies must be incorporated in full, either as chapters of the report, or as annexures thereto.

Annexure C: Power of Attorney



DEVELOPMENT MANAGEMENT

Print Form

POWER OF ATTORNEY (REGISTERED OWNER'S CONSENT)

I/we, the registered owner(s)/applicant [Redacted]

registered owner(s) of the following property(ies) Erf 14888-0-1

wish to certify that authority is hereby granted to the following agent / consultant

Katie Smuts (of Rennie Scurr Adendorff cc)

in terms of the enclosed resolutions* (applicable if land owner is a registered company/closed corporation, trust or other juristic person) to submit the following application types (*tick appropriate box.)

- Rezoning of land, including rezoning to subdivisional area overlay zoning
- Permanent departure
- Temporary departure
- Subdivision of land
- Implementation of a subdivision approval in phases
- Consolidation of land
- Amendment, suspension or deletion of a restrictive condition
- Consent or approval in terms of, or the relaxation of, a restrictive condition in a title deed where the restriction relates to use, subdivision, development rules or design criteria
- Consent, approval or any other permission or requirement in terms of the development management scheme
- Amendment, deletion or addition of conditions in respect of an existing approval granted or deemed to be granted in terms of this By-Law
- Extension of the period of validity of an approval
- Amendment or cancellation of an approved plan of subdivision or general plan
- Permission required in terms of the conditions of approval of an application
- Determination of a zoning, a non-conforming use right or any other matter which the City may determine in terms of this By-Law
- Correction of a zoning map
- Alteration or amendment of a street name or number
- Determination of an administrative penalty as contemplated in section 129(1) (LUM016 form)
- To exempt a subdivision from the need for approval in terms of this By-Law as contemplated in section 67(3)
- Permission for the reconstitution of a building or a substantial part of it within the envelope of a non-conforming use as contemplated in section 37(6)
- Any other application which the City Manager may prescribe in terms of this By-Law

in respect of the afore-mentioned property(ies), to enable it to be developed/utilised for the following purpose(s):

Submission of documents for consideration by Heritage Western Cape in terms of S. 31 of the National Heritage

Resources Act (No. 25 of 1999) pertaining to the proposed development of Erf 14888-0-1

The undersigned therefore nominates, constitutes and appoints the above party with power of substitution to be the registered owner's legal representative/agent and to act in the name, place and stead of the registered owner(s) in the above regard. Accordingly, power of attorney is hereby also granted to the agent to sign and receive all correspondence in respect of the matter referred to above during the applicable process.

Owner's name Pogiso Molapo

Date 2 5 1 1 2 0 2 0

Registered owner's signature

Pogiso Molapo
Digitally signed by Pogiso Molapo
Date: 2020.11.25 15:30:38 +02'00'