

## Abbreviations and Acronyms

BP	Before Present; c1950
CRM	Cultural Resource Management
CWDM	Cape Winelands District Municipality
DMA	District Management Area
ESA	Early Stone Age
HIA	Heritage Impact Assessment
HWC	Heritage Western Cape
LSA	Later Stone Age
MSA	Middle Stone Age
NHRA	National Heritage Resources Act, (Act No. 25 of 1999)
PHS	Provincial Heritage Site
SAHRA	South African Heritage Resources Agency
UNESCO	United Nations Education Scientific and Cultural Organisation

# 1 Heritage and Cultural Resources

The terms 'heritage' and 'culture' mean different things to different people and have not in fact been clearly defined in the National Heritage Resources Act (Act No. 25 of 1999) (NHRA). 'Culture' can be defined as the (end) product of human social interaction developed and transmitted over time, and includes behaviour patterns, belief systems, language, art and the physical manifestations of these. 'Heritage', in turn, refers to manifestation of cultural activity which has been passed on (to later generations) through time and can be tangible or intangible (Reference). Palaeontological sites, for example, are heritage resources and form part of a Western tradition of scientific research, but are not *per se* the products of cultural activity.

No heritage inventories have yet taken place in any of the local municipalities included in this brief. The importance of a systematic survey of heritage sites within the local municipalities must be emphasized.

## Historic overview

The South Western Cape has a long history of human occupation, spanning more than a million years. Early Stone Age<sup>1</sup> (ESA) and Middle Stone Age<sup>2</sup> (MSA) tools were once commonly found across the landscape. Later Stone Age<sup>3</sup> (LSA) occurrences tend to be largely limited to foothills and rocky outcrops. In the Cape Fold Belt Mountains, LSA deposits are often found in conjunction with rock art. The significance of archaeological remains can be variable

<sup>1</sup> The archaeology of the Stone Age between 2 million - 250 000 years ago

<sup>2</sup> The archaeology of the Stone Age between 20-300 000 years ago associated with early modern humans

<sup>3</sup> The archaeology of the Stone Age, dating from the last 20 000 years associated with fully modern people

depending on the context of the deposits and the degree of preservation. In areas that have been extensively farmed over the centuries, the context of archaeological remains is mostly destroyed.

~~The last 2 000 years Before Present (c.1950) (BP)~~ saw the expansion of herders (Khoekhoe) into the Western Cape. LSA archaeological deposits dating to the last 2 000 years with pottery and remains of domesticated stock have generally been ~~associated attributed to with~~ herders or Khoekhoe<sup>4</sup>. Many place names in the interior reflect the influence of the Khoisan on the landscape and their influence on later stock farming populations, e.g. Goudini and Touwsrivier<sup>5</sup>.

In 1652, the Dutch East India Company (more commonly referred to by its Dutch acronym, the VOC<sup>6</sup>) established a refreshment station at the Cape. Their purpose was to provide fresh supplies to Dutch trade ships en route to the East. A number of outposts were established at the main entry points into the Cape (routes used mainly by the Khoekhoen herders moving their stock between the interior grazing lands and the coastal grazing at Table Bay and Saldanha). The outposts had a range of functions, some predominantly stock posts, acquiring and regulating trade in livestock with the local Khoekhoe, while others were predominantly defensive (Sleigh, 2004).

Initially settlement at the Cape was confined to the Table Valley<sup>7</sup> and along the Liesbeeck River. At the end of the 17<sup>th</sup> century, settlements were established at Stellenbosch, Franschhoek, Simondium and Paarl/Drakenstein. The expansion into the interior by the agrarian farmers was lead (at least unofficially) by stock farmers, who were grazing their herds far into the interior and

<sup>4</sup> The historic terms 'Hottentot' and 'Bushmen' are considered to be derogatory. The terms *Khoekhoe/Khoikhoi* and *San* are preferred, although the term *San* is not without its problems. Collectively, the indigenous people who lived in and around the settlement at the Cape are referred to as Khoisan.

<sup>5</sup> Goudini = *Khou dani* (bitter honey); Touwsrivier = *Doas* (Road) (Laubscher 1958; Stassen 1977).

<sup>6</sup> Vereenigde Oost-Indische Compagnie

<sup>7</sup> The area from the foot of Table Mountain towards the sea: presently occupied by the suburbs Oranjezicht and Gardens

competing with local Khoekhoe for access to water and veld. The establishment of the outpost at the entrance to the Roodezand Kloof in 1699 (Fransen, 2004) was in part to manage the activities of the stock farmers with regards to their trading activities with the local Khoekhoe. Stock farmers had already established themselves in the Tulbagh region by 1703 and over the Witzenberg and into the Koue Bokkeveld (Fransen, 2004; Penn 1987 in Kaplan 2001). The Hex River was occupied by 1709, Goudini by 1716 and farms were established along the Keisie River by the mid 18<sup>th</sup> century (Nell, 2003; Laubscher, 1958). Farms in the Touwsrivier area were granted<sup>8</sup> in the 1770s.

The first official farms were granted in the *Land van Waveren*<sup>9</sup> in 1714, and the church (at Tulbagh) followed in 1743, to serve the stock farmers of the outlying regions (Fransen, 2006). Resistance to the expansion of the white stock farmers into the Bokkeveld and the Karoo was fierce, particularly on the side of the San hunter-gatherers, who had already been marginalized by the herding Khoekhoe. Rock art sites depicting colonial subject matter have been recorded at Stompiesfontein, Suurvlakte, the Hex River valley, and possibly slightly later artwork, near the Karooport (Yates et al, 1993). The resistance of the San was so relentless, that in 1777 they were declared vermin and were subjected to systematic commando action<sup>10</sup>.

The British Occupation at the Cape (from 1795) signaled the end of the Dutch trade interests at the Cape and the beginning of active colonial settlement of the interior. A *drostdy*<sup>11</sup> was established at Tulbagh in 1804 and the official Tulbagh district expanded to include the Hantam<sup>12</sup> (Fransen, 2006).

Under the British administration, additional land grants were processed and existing farms enlarged. Many farms in the outlying

<sup>8</sup> Transferred into private ownership for the first time

<sup>9</sup> Tulbagh area

<sup>10</sup> Groups were hunted down, men killed and women and children taken back to the farms to be used as labour (Sampson ,1995; Viljoen ,1993).

<sup>11</sup> Administrative centre, seat of the local magistrate or landdrost.

<sup>12</sup> Area to the north/north-east of the Bokkeveld Mountains, including towns such as Calvinia and Sutherland.

areas were registered as quitrents<sup>13</sup> between 1819 and 1831, although it is very likely that they had been occupied as extended loan places for some time prior.

The expansion of the colony at the Cape necessitated the creation of another *drostdy* at Worcester in 1822. This *drostdy* replaced the one at Tulbagh which had suffered extensive storm damage the same year. Worcester was laid out on two farms and was situated on a major road link (Fransen, 2006).

The emancipation of slavery at the Cape took place in 1834, ten years after the abolition of the slave trade. This resulted ~~in a boom period in~~ in the growth of mission stations across the colony. Steinthal was a Rhenish mission station established on the farm Witzenberg in 1838/39 (Rhode et al n.d.).

The second half of the 19<sup>th</sup> century is characterized by improvements to the road network and the construction of railway infrastructure. The Central Road Board was established in 1850 and a boom in the construction of roads and mountain passes by legend road builders such as Andrew Geddes Bain followed (Ross, 2003). The improvement in the road network also acted as impetus for urban development in the interior: Montagu, Robertson, Ceres, Rawsonville and Goudini all date to this period, with Prince Alfred's Hamlet and McGregor following in the 1860s.

The discovery of diamonds at Kimberley in 1866 lead to the development of the rail network: a faster means of transporting diamonds to Cape Town and the markets overseas. In 1870 the Cape Government acquired the two railway firms at the Cape (which were previously privately owned) and set about extending the railway line to the diamond and later gold fields. The Hex River railway line represents probably the first major extension of the railways into the interior. The section of the Hex River railway line between De Doorns and Matroosberg Station is the oldest, being constructed in 1876. The remaining section between Matroosberg Station and Kleinstraat was completed in the 1930s (Shand, 1998).

<sup>13</sup> Land leased as for a period of 15 years at a fixed tariff. These farms were essentially not owned by the farmer, although with time these farms ~~ewould~~ become the de facto property of the lessee ~~(redeemed quitrent)~~.

De Doorns was established on the railway line in 1875 (Bulpin, 2001). Touwsrivier, originally known as Montagu Road dates to 1877. Touwsrivier was a stopover point for passengers en route from Cape Town to Beaufort West and developed around the hotel (Nell, 2003). The fact that the Hex River valley developed as an export table grape region, as early as 1886, can probably be attributed to the improved rail transport link with Cape Town and the harbour ([www.hexriviervalley.co.za/de\\_doorns\\_tourism.htm](http://www.hexriviervalley.co.za/de_doorns_tourism.htm)).

The Anglo Boer War broke out in 1899. The railway line, being the most important access route between the Boer Republics in the north and the British Cape Colony was extremely vulnerable. Blockhouses were constructed along the route, particularly at bridges, to protect the line from Boer attack. The most southerly of these blockhouses is situated outside Wellington. Two blockhouses still stand at the Breede River crossing just outside Wolseley. The majority of the blockhouses have been proclaimed national monuments under the National Monuments Act<sup>14</sup>, (Act No. 28 of 1969) and are now provincial heritage sites<sup>15</sup> (PHS).

The 20<sup>th</sup> century is characterized by technological improvements. The Breede River Irrigation Scheme, initiated by Dieterlie and de Wet in 1898/1900 entailed the excavation of canals leading water from the Kogmans River. The Scheme ran into trouble and it was acquired by Christopher Riggs. The first canal was completed in 1906. The Zanddrift Irrigation Council was established in 1909 and the canal system was extended in 1912. This system led to the establishment of Bonnievale as a speculative small holding venture ([www.bonnievaletourism.com/history.php](http://www.bonnievaletourism.com/history.php)). The irrigation canals are still in use today.

The earthquake of 1969, measuring 6.3 of the Richter Scale had a devastating effect on the built heritage of the area: Ceres, Worsley and Tulbagh were very badly hit, and many historical buildings were damaged beyond repair. Church Street was largely

reconstructed to its Cape Dutch period by Gawie and Gwen Fagan and has developed as a strong tourism feature of the town (Fransen, 2004).

The expansion of viticulture into the Robertson area is a recent phenomenon and is in part related to the increase in wine tourism. The proximity to Cape Town also makes this area an attractive venue for weekend/holiday homes, especially the scenic historical towns with their spectacular mountain surrounds.

## Palaeontology

The palaeontology<sup>16</sup> of the CWDM is very complex. The numerous fossil bearing shale bands and sandstones of the Cape Fold Belt are of particular significance and are the subject of ongoing scientific research. Areas where mountain passes cut through the fossil bearing formations, e.g. the Gydo Pass (northern entrance into Ceres through the Skurweberg), are particularly at risk of illegal collection of fossil material, and destruction by infrastructure development.

## Archaeology

Owing to threats of vandalism and willful destruction, there is a tradition amongst the academic institutions of not making public the exact location of archaeological<sup>17</sup> sites, particularly rock art sites. It is preferable rather to indicate areas of high archaeological potential. The whole of the Cape Fold Belt Mountain has a high potential for rock art and associated sites.

No systematic archaeological surveys have taken place in the CWDM. The more remote areas, such as the DMA, are hugely under represented. It is evident that the further one goes from the Cape Metropolitan area, the less information is available. According to Wiltshire (*pers. comm.* 2010) recent surveys of areas

<sup>14</sup> Superseded in 1999 by the National Heritage Resources Act, Act No. 25 of 1999 (NHRA). Note however that none of the previously proclaimed national monuments have been regarded in terms of the NHRA.

<sup>15</sup> Places declared to be provincial heritage sites by a provincial heritage authority, in the case Heritage Western Cape.

<sup>16</sup> The study of fossilized remains of animals and plants which lived in the geological past, or any site which contains such fossilized remains.

<sup>17</sup> Sites containing remains resulting from human activity, which are in a state of disuse and which are older than 100 years, including artefacts, human and hominid remains and manmade features and structures.

in the CWDM show a high archaeological potential and it is conceivable that the whole area will have a high archaeological potential. Archaeological sites can be expected ranging from the Early Stone Age (ESA) right into the 19th century.

The growing trend in heritage tourism has increased the exposure of rock painting and engraving sites to the general public and with this is an increased need for education and guidelines on managing these sites.

Map Heritage and Cultural Resources-1 illustrates areas with high potential of finding rock art (paintings) and areas which have been subject to Archaeological Impact Assessments. Blank areas are those areas where no surveys have taken place and represents a lack of information and not a lack of sites.

### **Map Heritage and Cultural Resources-1: Distribution of known archaeological potential.**

## **Cultural landscapes**

According to Hart (*pers. comm.* 2010) the cultural landscape, at its broadest definition, includes the whole extent of the landscape that been subjected to and modified by human occupation through time. In South Africa, the human presence in the landscape is of great antiquity, extending back more than a million years. Embedded in the cultural landscape are the (end) products of human social interaction (cultural activities) e.g. rock art, stone tools, roads, historical houses, towns etc. The UNESCO definition of cultural landscapes (Hart et al, 2010) also includes 'wilderness landscapes'.

The CWDM has a high proportion of mountainous wilderness areas, some of which are incorporated in nature conservation areas and others on the basis of their inaccessibility. These wilderness areas contribute greatly to the scenic qualities of the CWDM, especially in terms of setting and in the creation of gateways into the agricultural basins e.g. Gydo Pass into the Ceres Basin; Du Toits Kloof entry into the Goudini/Rawsonville area.

To avoid describing the entire CWDM in terms of cultural landscapes, only those landscapes with special heritage features, or which are potentially at risk have been included. Discrete mountain valleys (Paardekloof, Gydo and Wagendrifts valley) form natural corridors which are often targeted during infrastructure construction e.g. roads, powerlines. Particularly the construction of powerlines can have a negative visual impact.

The following historic themes are evident in the landscape:

- Human occupation of the landscape through time (Archaeological landscape)
- Zones of cultural contact (as illustrated in some instances of rock art)
- 18th century expansion into the interior (rural settlements/farms established at access points to water, range of rural architecture from simple pioneer style houses to more elaborate homesteads and associated outbuildings)
- Slavery (Steinthal; associated architecture in rural areas e.g. slave bells)
- British colonialism (Expansion of towns and settlements)
- Transport (Road network, historic passes, railway line)
- Anglo-Boer War (blockhouses, fortifications, graves)
- Apartheid (separate development of residential areas)

Table Heritage and Cultural Resources-1 below lists the key cultural landscapes within the CWDM, as well as the heritage significance of each. Each of these cultural landscapes has been indicated on Map Heritage and Cultural Resources-2.

**Table Heritage and Cultural Resources-1: Cultural Landscapes in the CWDM**

Cultural landscape	Heritage significance
Tulbagh Valley (Baumann and Winter, 2009)	<ul style="list-style-type: none"> <li>• Rural agricultural landscape associated with historical 'Land van Waveren'</li> <li>• Historic town of Tulbagh, established in 1743</li> <li>• Concentration of conservation worthy farmsteads</li> <li>• Rhenish mission station, Steinthal, and its link with other mission stations in the Western Cape</li> <li>• Significant in terms of the history of slavery and the role of Steinthal in the post-emancipation period</li> <li>• Link between the Karoo stock farmers and farmers in the Tulbagh valley and Boland</li> <li>• Historic passes (Roodezandt and Witzenberg)</li> <li>• Historic rail network and associated Anglo-Boer War blockhouses</li> <li>• Tulbagh and Upper Breede River valley identified as potential nomination for World Heritage Site (Baumann &amp; Winter, 2009)</li> </ul>
Karooport- outspan and associated road (Baumann and Winter, 2009)	<ul style="list-style-type: none"> <li>• Historical and architectural significance in terms of outspan and tollhouse (a Provincial Heritage Site (PHS)).</li> <li>• Historic gateway to the Karoo and association as the 'highway' to the diamond and gold fields</li> <li>• Gateway qualities into the Karoo</li> <li>• Representative of outspans as refreshment and overnight points on old wagon routes</li> <li>• Including earlier outspan places, Theronsberg Pass (farm Leeufontein) and Hottentotskloof Pass, which were in common use during the 18th and 19th century</li> <li>• Place of contact between indigenous groups and early colonist farms (reflected in the rock art)</li> </ul>
Hex River Valley	<ul style="list-style-type: none"> <li>• Spectacular scenic qualities with regards to the setting against the mountain backdrop</li> <li>• One of the earliest viticultural landscapes outside the Boland</li> <li>• Concentration of conservation worthy farmsteads</li> <li>• Hex River Railway line and the historic stations</li> <li>• The Matroosberg Station: a very good example of a Victorian Station</li> <li>• Matroosberg Station also significant in terms of its association with the Kaffrarian Rifle Memorial</li> <li>• Associated rock art</li> <li>• Place of contact between indigenous groups and early colonist farms during the 18th and 19th century (reflected in the rock art)</li> </ul>
McGregor valley	<ul style="list-style-type: none"> <li>• Spectacular scenic qualities with regards to the setting against the mountain backdrop</li> <li>• Evidence of long human occupation, well preserved, spanning from 1.8 million years ago to the present</li> <li>• Town has very high concentration of historical buildings and provincial heritage site</li> <li>• South African Heritage Resources Agency<sup>18</sup> (SAHRA) Western Cape (WC) consideration for application as Grade 1<sup>19</sup> cultural landscape</li> </ul>

<sup>18</sup> The compliance authority tasked with protecting national heritage

<sup>19</sup> Heritage resources with qualities so exceptional that they are of special national significance

<b>Cultural landscape</b>	<b>Heritage significance</b>
Montagu and surrounds	<ul style="list-style-type: none"> <li>• Spectacular scenic qualities with regards to the setting against the mountain backdrop</li> <li>• Town has very high concentration of historical buildings and provincial heritage site</li> <li>• Concentration of conservation worthy farms</li> <li>• Gateway conditions at the base of the Cogmanskloof Pass</li> </ul>
Goudini Basin	<ul style="list-style-type: none"> <li>• Flat basin conditions defined by mountain backdrop</li> <li>• Concentration of conservation worthy farms</li> <li>• Traditionally mixed agriculture</li> <li>• Gateway/Threshold condition exists at entry points through mountain pass at Du Toits Kloof</li> </ul>
Wolseley Valley (Baumann and Winter, 2009)	<ul style="list-style-type: none"> <li>• Collection of historical homesteads on the slopes of the Witzenberg</li> <li>• Town of Wolseley has limited heritage value, although is placed at the junction of two scenic routes and two valley systems (sense of place)</li> <li>• Scenic values with regards to its riverine setting</li> </ul>
Ceres Basin (Baumann and Winter, 2009)	<ul style="list-style-type: none"> <li>• Historic settlement pattern forming a distinctive arc along the edge of the Ceres Basin</li> <li>• Scenic qualities associated with the mountainous backdrop</li> <li>• Collection of historical farmsteads</li> </ul>
Bonnievale	<ul style="list-style-type: none"> <li>• Early irrigation scheme contemporary to the Clanwilliam Bullshoek irrigation scheme</li> <li>• Early 20th century speculative small holding enterprise</li> <li>• Continuity of characteristic small holdings along irrigation canals</li> <li>• Scenic qualities</li> </ul>

**Map Heritage and Cultural Resources-2: A number of sensitive cultural landscapes have been identified. Embedded in the cultural landscape are historical farmsteads**

**Built environment<sup>20</sup>**

Although the EMF will not focus on areas inside the urban edge, it is necessary to identify those towns with high heritage potential. The earthquake of 1969 did much damage to the built environment, and the towns of Tulbagh, Worcester, Ceres and Steinthal were badly affected.

The CWDM is characterised by a spectacular natural setting. Even towns which do not have any heritage value in terms of their architecture, do have (varying degrees) of heritage significance with regards to their setting against often majestic mountain backdrops and a strong sense of place.

Vast areas of the study area have not been surveyed, especially in the DMA. The lack of built heritage sites in this area is not an indication of an absence of sites, but rather a factor of a lack of information. Within the CWDM (excluding the Drakenstein and Stellenbosch local municipalities) no local heritage inventory has yet been commissioned.

represents those towns which have historic origins and the comparative 'weight' of the towns with regards to architectural significance. The table only lists those sites which have been recorded in secondary sources and in the SAHRA list of Provincial Heritage Sites (2010). The total number of Built heritage sites would therefore be much higher, once buildings older than 60

<sup>20</sup> Fransen (2004) *A guide to the old buildings of the Cape* forms the base of the literature study regarding the built environment. Although it covers the bulk of the area, it does not include buildings constructed post 1910. Furthermore, the location of buildings, particularly in the rural areas, is unclear and the system used to indicate heritage significance does not correlate with the grading of heritage sites in terms of the NHRA, Act No 25 of 1999.

years have been included. The need for municipal level heritage inventories must be emphasised.

Tulbagh, Worcester, Montagu and McGregor are the towns with the highest numbers of PHS (previously National Monuments). McGregor, Robertson, Worcester and Montagu ~~are the towns with~~ have the highest number of identified built heritage sites (i.e. buildings). The McGregor Heritage Society is in the process of making an application to nominate ~~have~~ the town and its setting for declaration as ~~a~~ Grade 1 cultural landscape (Saddington *pers comm.* 2010).

**Table Heritage and Cultural Resources-2: Distribution of Provincial Heritage Sites in Urban Areas**

Town	Origin	Date/Period	Number of Provincial Heritage Sites	Total Number of identified Built heritage sites (Fransen, 2004)
Tulbagh *	Church/Drostdy	1743/1804	34	38
Worcester *	Drostdy	1822	28	166
Steinthal	Mission	1843	1	1
Montagu *	Church	1851/1861	23	73
Robertson	Church	1853	6	115
Ceres	Church	1854	0	1
Prince Alfred's Hamlet	? Railway	1861	0	1
McGregor *	?Speculative	1861	17**	>200
De Doorns	Railway	1875	0	3
Touwsrivier <sup>21</sup>	Railway	1877	0	1
Rawsonville/	School/	1879	0	1

<sup>21</sup> Touwsrivier has a large open air locomotive museum, which should be considered as a heritage resource, if not a site in its own right, and has been included here.



Goudini	Church			
Wolsley	Railway	1893	0	0
Bonnievale	Railway/ Speculative	1922	0	0
Ashton	Industrial Fruit canning	Post WWII	0	0

\* Note: Towns with Conservation areas identified prior to 1999 have been indicated with an asterisk

\*\* Note: Includes Labourers cottages where only the number of erven were counted, not individual structures.

The lack of a systematic survey of the built environment and the identification of heritage sites as described by the NHRA is evident when one looks at the representation of heritage sites in the rural areas, especially in the DMA. Table Heritage and Cultural Resources-3 represents built heritage sites in the rural areas and should be read in conjunction with Map Heritage and Cultural Resources-2. (See Appendix 1 for detail on farm names and current Provincial Heritage Sites).

### Table Heritage and Cultural Resources-3: Distribution of identified built heritage sites in the rural areas

Local Municipality	Number of rural Provincial Heritage Sites	Total Number of Built heritage sites (Fransen, 2004)
Witzenberg	8	26
Breede Valley	9	59
Langeberg	3	31
DMA	4	10

### Map Heritage and Cultural Resources-2: Built Heritage Sites in Rural Areas

## Scenic routes and passes

No scenic routes have yet officially been declared [as such](#) in the Western Cape (Hart et al 2010). There is a high degree of overlap

between the older road network and the scenic routes. Owing to its topography, the CWDM has a high concentration of historic passes with outstanding scenic qualities. Many of the existing secondary roads follow the alignment of 19<sup>th</sup> century wagon routes which linked farms with each other and provided access to the nearby towns.

Potential scenic routes and historic passes in the CWDM have been indicated on Map Heritage and Cultural Resources-3. [These routes are also potential tourism routes.](#)

### Map Heritage and Cultural Resources-3: Potential scenic routes and historic passes

The following routes have been identified as potential scenic routes based on their outstanding environmental characteristics:

- R46** Traverses areas with a concentration of historic farmsteads
- R43** Traverses areas with a concentration of historic farmsteads
- R60** Traverses areas with a concentration of historic farmsteads and is also a historic route
- R62** Some scenic qualities; has developed as a major tourism route
- R303** Unique mountainous experience of the Skurweberg as ascending the Gydo Pass
- R355** Traverses areas with a concentration of historic farmsteads. It passes through the Karoopoort and at this point is considered to have unique scenic qualities relating to its role as threshold into the Karoo.

The heritage significance of each of the historic passes in the CWDM has been indicated in below.



**Table Heritage and Cultural Resources-4: Historic Passes**

Historic pass	Date of Construction	Heritage significance
Roodezandt Pass/ Nuwekloof Pass	1748/1750	<ul style="list-style-type: none"> <li>• Historic origins and association with Thomas Bain</li> <li>• Associated rock art</li> <li>• Historic railway alignment with culverts and cuttings</li> <li>• Off-takes of the Gouda leiwater system</li> </ul>
Witzenberg Pass	1780	<ul style="list-style-type: none"> <li>• Erstwhile direct route into the Ceres basin from Tulbagh</li> <li>• Relic landscape feature</li> </ul>
Michell's Pass	1848	<ul style="list-style-type: none"> <li>• Historic origins as Mostertshoek Pass (1765)</li> <li>• Associated in contexts which are rich in heritage such as rock art and palaeontology</li> <li>• Michell's Pass Toll house (PHS)</li> </ul>
Gydo Pass	1848	<ul style="list-style-type: none"> <li>• Historic origins</li> <li>• Associated contexts which are rich in heritage such as rock art and palaeontology</li> <li>• Scenic qualities</li> <li>• Threshold into the Ceres Basin from the north</li> </ul>
Bain's Kloof Pass	1853	<ul style="list-style-type: none"> <li>• One of earliest constructed passes (PHS)</li> <li>• Associated in contexts which are rich in heritage such as rock art and palaeontology</li> <li>• Association with Andrew Geddes Bain</li> <li>• Bridges</li> <li>• Scenic qualities</li> <li>•</li> </ul>
Hex River Railway Pass	1870	<ul style="list-style-type: none"> <li>• Oldest railway into the interior as well as oldest Railway tunnel, constructed by Bronger in 1876</li> <li>• Association with WG Bronger</li> <li>• Tunnels, bridges, old stations and Anglo-Boer war blockhouses</li> <li>• Graves along the rail line (at least 2 graveyards have been identified) (Ninham Shand, 1999)</li> </ul>
Cogmanskloof Pass	1877	<ul style="list-style-type: none"> <li>• Associated in contexts which are rich in heritage such as rock art and palaeontology</li> <li>• Association with the English Fort (PHS)</li> <li>• High scenic values of the narrow river valley</li> </ul>
Karopoort (incl and Hottentotskloof and Theronberg pass)		<ul style="list-style-type: none"> <li>• Historic highway into the interior</li> <li>• Link with historic farms serving as outspans/overnight points from 18th century to early 20th century</li> <li>• Conservation worthy farmsteads present along the route</li> </ul>

		<ul style="list-style-type: none"><li>• Tollhouse and Outspan is a PHS</li></ul>
Du Toitskloof Pass	1949	<ul style="list-style-type: none"><li>• Roots in early 18th century track into the interior known as Oliphantspad and the Hawequa Cattle Path</li><li>• The present pass just qualifies for protection under the National Heritage Resources Act 25 of 1999 Section 34</li><li>• Associated rock art</li></ul>

## Living heritage

The record of living heritage sites, which would include sites which have religious or ritual significance to communities e.g. initiation sites has been greatly neglected.

SAHRA is in the process of recording and mapping the location of rural burial grounds/ cemeteries which may be located on privately owned land; this is especially necessary in those cases where communities still maintain a tradition of visiting and maintaining graves.

The NHRA also makes provision for the compilation and maintenance of a **heritage register**. Section 30 (5) states that this register should take place when a town or regional planning scheme or spatial development plan is compiled or revised. HWC, as the provincial heritage resources authority, can request that the local municipalities compile a heritage inventory if they (HWC) should be of the opinion that one is required. (See Appendix 2)

Allocation of heritage overlay zones to be incorporated in applicable local zoning schemes; and

- Identify cultural landscapes.

## Opportunities

The tradition of heritage conservation is divided along racial and economic divides. Heritage can be used as a medium to promote social cohesion. The link between the built environment as the physical manifestation of collective memory and the role of 'story telling' as a way of healing past injustices e.g. Forced Removals (Lombard 2010 *pers. comm.*) can be used in local heritage initiatives e.g. oral history projects.

The potential of heritage as a tourism draw card in the study area is very undeveloped. Tulbagh, Montagu and McGregor for instance rely heavily on tourism, based on their perceived historic qualities. The spin-offs of well conserved heritage are immense – the character and interest levels of any given place is what determines whether it is found to be desirable in tourism terms: Tulbagh sustains numerous guest houses, small restaurants and related business enterprises. Similarly towns such as Montagu and McGregor offer similar opportunities by virtue of the character of the towns, their heritage and setting.

The role of the railway line and its development as a tourism route can be developed further. The re-use of the Hexpas railway by a tourism venture has proved extremely successful, and it is possible to expand this concept to other historic stations such as Touwsrivier.

The Cape Winelands Cultural Landscape (situated in the Drakenstein and Stellenbosch Municipal areas) has been provisionally protected as a Grade 1 heritage site by SAHRA in 2005 and has been placed on UNESCO's tentative list of World Heritage Site in 2009. There are cultural landscapes within the CWDM which in terms of historic significance and high scenic qualities could be considered for nomination as Grade 1 heritage

sites e.g. the Tulbagh and Upper Breede River valley, the Hexrivier valley, the McGregor valley.

## Constraints

There is a lack of consistent heritage management across the CWDM at local municipal level. Few of the local municipalities have trained heritage officers if they have heritage officers at all.

Heritage conservation is often perceived to be 'anti-development'. Communities give more value to development as it is perceived to address problems such as housing and crime. This misconception is detrimental to the management of heritage resources at Provincial and Municipal level. Heritage has proven to be a key development driver. This is the case in a number of historic Western Cape towns where tourism has been largely driven by heritage e.g. central Cape Town, Kalk Bay, Stellenbosch, Swellendam and Tulbagh.

## Pressures

Urban densification is unavoidable. Although essentially a Town Planning and aesthetic issue, the approaches to historic towns need to be managed with sensitivity. Towns within 100-150km radius of the Cape Town Metropolitan area experience the most pressure (Enviro Dinamik, 2003).

Small country towns are also under pressure of densification. Gated communities and gentrification can be a problem. Care must be taken that the town character (including building scale) and sense of place are preserved and respected.

Valleys naturally form corridors for construction of infrastructure, such as roads and power lines. The issue of additional transmission lines and proposed new power lines is ongoing concern. This is particularly a visual concern with regards to historic farmsteads and sense of place. It can be mitigated.

The need for lower income housing may be problematic, especially along scenic routes and in discrete mountain valleys (e.g. Bellevue along the R303, McGregor). In areas with high heritage value, care must be taken to integrate lower income housing in ways which are

socially sustainable and are not detrimental in the long term to the heritage value and qualities of these historic towns.

Informal settlements fragment the agricultural landscape and have negative impacts on visual qualities, sense of place and have associated problems related to vandalism of buildings of architectural significance (e.g. De Doorns and the Hex River Valley).

## Trends

Golf estates and Tuscan-style gated communities have in the past been hugely problematic in terms of cultural landscape and erosion of heritage characteristics of areas. However, the implementation of the Heritage Impact Assessment (HIA) process<sup>22</sup> has controlled this to some degree. Construction of large sprawling houses (often holiday/weekend cottages) which are not fitting with the scale and sense of place of towns and country sides can ruin the publicly shared qualities of a place.

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<sup>22</sup> As required in terms of the National Heritage Resources Act

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**APPENDICES:**

## **Appendix 1: Rural heritage sites**

Vast areas of the study area have not been surveyed, especially in the DMA, and a lack of heritage sites in this area is not an

indication of an absence of sites, but rather a factor of a lack of survey material. All previous national monuments have been automatically allocated 'Grade 2' status, until such a point in time as they have been assessed and re-graded.

Farm name	Existing gradings	Farm name	Existing gradings
<i>Witzenberg</i>			
Klipfontein	2	Michell's Pass Toll House	2
Wolwefontein	2	Koelfontein	
Witzenberg		Perdekloof	
Schoondergezicht	2	Rosendal	
Schalkenbosch	2	Nooitgedacht (Malabar)	2
Montpellier	2	Die Erf	
Tweejonagezellen		De Molenrivier	
Blouberg		Groenfontein (Rocklands)	
Rietvlei		Kweperkraal	
Ezelfontein		Wagendrift	
Langfontein		Boplaas	2
Zwaarmoed		Leeuwkuil	
Kaaimansgat		De Keur Watermill	
<i>Brede Valley</i>			
Louwshoek (Dassenboschrivier)		Vendutiekraal	
Alardskraal		Aan de Hexrivier (The Pines)	
Eensgevonden	2	De Modderdrift Outspan (not mapped)	
Klipdrift		De Doorns (La Rochelle)	
Die Eike (adjoining Goudini Spa)		De Vlei	
Eikenbosch (On Slanghoek)	2	Clovelly (Buffelskraal) (not mapped)	
Doornrivier	2	Buffelskraal (not	

Farm name	Existing gradings	Farm name	Existing gradings
		mapped)	
Stettyn	2	Karbonaatjeskraal (Bergplaas)	
Aan de Modderrivier (Spes Bona)		Quarrieskloof (Bijstein) (not mapped)	
Brandvlei		Kanetvlei	
Pendennis		Werda	
Dasbosch		Nooitgedacht	
La Plaisante		Alma	
Brede Rivier		Rooiberg	
Blockhouses			
Brede Rivier		Esperance	
Wagenboomsrivier		Oude Wagendrift	
Bosjemansvallei (Wilgevlei)		Memel	
Riverside		Vrede (Cypress Grove)	
Hervat (Bo-erf Bosmansvlei)		Oude Schuur	
Wilgevlei (Onder-erf Bosmansvlei)		Toontjiesrivier	
Waihoek		Kloppersbosch	
Oliphantsberg	2	Glen Oak	
Hartebeestrivier		Leipzig	
Almard	2	Sonia	
Rouxbyn		Patryskloof	
Dun Estein		Nonna	
Aan de Doorns		Philipsdal	
Roodewal (Merindol/Kleinplase)	2	Tweefontein	
Uitvlugt: <i>Cluster farms to N of R60</i>	2	Zeekeoigat (Orange grove)	
Glen Heatlie (Hasiakraal)	2		
<i>Langeberg</i>			

Farm name	Existing grading	Farm name	Existing grading
Noree-Vinkrivier (Orange Grove)		Die Erf	
Vinkrivier		Keisersrivier	
Bo-Noree		Steenboksvlakte	
Willem Nelsrivier		Cogman's Kloof	
Zevenfontein		Ford Sydney/English Fort	
Wolfkloof (Wolvekloof)	2	Rietvlei II	
Klaasvoogdsrivier		Baden	
Boplaas <i>Part of Klaasvoodgtrivier</i>		Le Roux (Baden sub)	
Fraai Uitzicht		Baden (Baden sub)	

Farm name	Existing grading	Farm name	Existing grading
Goedemoed		Bon Accord	
Krugershof		Takkap	
Goede moed		Onderkruis	
Rhebokskraal	2	Boontjiesland	
Derdeheuwel (Rooiplaas)		Goedemoed	
Groenkloof (Kruispad)		Harmonie	
Warmwater	2	Takkap	
Boontjiesland		Onderkruis	
<i>District Management Area</i>			
Schapenrivier (Rodona)		Karopoort	2
Driefontein		Verlorenvallei	2
Leeuwfontein		Kaaimangat	
Uitkomst		Bokrivier	
Matjiesrivier		Warmwaterberg	

## **APPENDIX X:**

**GRADING SYSTEM AND CRITERIA** (Regulation 43 to the Regulation Gazette No 6820, Notice 694 IN Government Gazette No 24893, 30 May 2003).

43. The criteria to be applied in assessing the significance of a heritage resource are as follows :

1. Grade 1:

Heritage resources with qualities so exceptional that they are of special national significance should be applied to any heritage resource which is

- a. Of outstanding significance in terms of one or more of the criteria set out in section 3(3) of the Act
- b. Authentic in terms design, materials, workmanship or setting; and is of such universal value and symbolic importance that it can promote human understanding and contribute to nation building, and its loss would significantly diminish the national heritage.

2. Grade 2:

Heritage resources with special qualities which make them significant in the context of a province or region should be applied to any heritage which

- a. Is of great significance in terms of one or more of the criteria set out in section 3(3) of the Act; and
- b. enriches the understanding of cultural, historical, social and scientific development in the province or region in which it is situated, but that does not fulfill the criteria for Grade 1 status.

3. Grade 3:

- a. fulfils one or more of the criteria set out in section 3(3) of the Act ; or

b. in the case of a site contributes to the environmental quality or cultural significance of a larger area which fulfils one of the above criteria, but that does not fulfill the criteria for Grade 2 status

**CONSERVATION MANAGEMENT IMPLICATION FOR HERITAGE GRADINGS AND HERITAGE RESOURCES** (Compiled by Baumann & Winter Heritage Consultants 2004)<sup>i</sup>

<b>Legend</b>	<b>Significance</b>	<b>Responsible Heritage Authority</b>	<b>Heritage Management Implications</b>
Grade Buildings/ Precincts 1	<ul style="list-style-type: none"> <li>• Exceptional qualities of national significance</li> </ul>	SAHRA	<ul style="list-style-type: none"> <li>• Conserve</li> <li>• Remedial action to enhance significance</li> <li>• Minimal intervention</li> <li>• Interpretation</li> <li>• SAHRA permit of approval required for any demolition, alteration or change in planning status</li> </ul>
Grade Buildings/ Precincts 2	<ul style="list-style-type: none"> <li>• Special qualities of provincial or regional significance</li> </ul>	HWC	<ul style="list-style-type: none"> <li>• Conserve</li> <li>• Remedial action to enhance significance</li> <li>• Minimal intervention</li> <li>• Interpretation</li> <li>• HWC permit of approval required for any demolition, alteration or change in planning status</li> </ul>
Grade Buildings/ Precincts 3A	<ul style="list-style-type: none"> <li>• Outstanding local architecture, aesthetic, social and historical value</li> <li>• Outstanding intrinsic value for social, historical, scenic, aesthetic values either individually or as part of a group</li> <li>• Local significance</li> </ul>	HWC Local authority	<ul style="list-style-type: none"> <li>• Conserve</li> <li>• Remedial action to enhance significance</li> <li>• Minimal intervention</li> <li>• Interpretation</li> <li>• HWC permit of approval required for any demolition, alteration or change in planning status</li> </ul>
Grade Buildings/ Precincts 3B	<ul style="list-style-type: none"> <li>• Considerable local architecture, aesthetic, social and historical value</li> <li>• Considerable intrinsic value for social, historical, scenic, aesthetic values either individually or as part of a group</li> <li>• Local significance</li> </ul>	HWC Local authority	<ul style="list-style-type: none"> <li>• Conserve</li> <li>• Remedial action to enhance</li> <li>• HWC permit of approval required for any demolition, alteration or change in planning status</li> <li>• Retain historical fabric (predominantly building exterior)</li> </ul>

<b>Legend</b>	<b>Significance</b>	<b>Responsible Heritage Authority</b>	<b>Heritage Management Implications</b>
Grade 3C Buildings/ Precincts	<ul style="list-style-type: none"> <li>Local contextual value for social, historical, aesthetic value</li> </ul>	HWC Local authority	<ul style="list-style-type: none"> <li>Conserve wherever possible</li> <li>Retain historical fabric wherever possible (exterior only)</li> <li>Conserve and enhance contribution to overall character and streetscape (predominantly public/private interface)</li> <li>HWC permit of approval required for any demolition, alteration or change in planning status</li> <li>Demolition only to be considered if appropriate adaptive reuses cannot be established</li> </ul>
Previous National Monuments	<ul style="list-style-type: none"> <li>Grade 2 resources to criteria identified in NHRA</li> </ul>	HWC	<ul style="list-style-type: none"> <li>All previous national monuments automatically become Grade 2 heritage resources</li> <li>Review significance and grading</li> <li>HWC permit of approval required for any demolition, alteration or change in planning status</li> </ul>
Proposed Grade 2 (less than 60 years)	<ul style="list-style-type: none"> <li>Meet criteria as identified in NHRA, but not benefiting from protection to Sec 34</li> </ul>	HWC	<ul style="list-style-type: none"> <li>Refer Grade 2 above</li> <li>Prior to formal listing refer to HWC for comment on any demolition, alteration or change in planning status</li> <li>Refer to HWC for formal listing as a Grade 2 Heritage resource or provincial heritage site</li> </ul>
Proposed Grade 3 (less than 60 years)	<ul style="list-style-type: none"> <li>Meet criteria as identified in NHRA, but not benefiting from protection in terms of Sec 34</li> </ul>	Local authority	<ul style="list-style-type: none"> <li>Refer to Grade 3 above</li> </ul>
Buildings older than 60yrs, not conservation worthy	<ul style="list-style-type: none"> <li>Identified by NHRA Sec 34, but not considered to have heritage significance</li> </ul>	HWC Local authority	<ul style="list-style-type: none"> <li>Demolition could be considered</li> <li>HWC permit of approval required for demolition</li> <li>HWC application local authority for comment</li> </ul>
Archaeological resources	<ul style="list-style-type: none"> <li>Material remains resulting from human activity older than 100 years, including human remains</li> </ul>	HWC SAHRA (burials)	<ul style="list-style-type: none"> <li>HWC permit of approval required for any disturbance, excavation or removal of material</li> <li>SAHRA permit of approval required for any disturbance, excavation or removal of human remains</li> <li>Archaeological testing, excavation, monitoring, exhumation or identification of 'no-go' areas may be required</li> </ul>
Urban Conservation areas	<ul style="list-style-type: none"> <li>Area of special historical, social aesthetic or architectural value</li> </ul>	Local authority	<ul style="list-style-type: none"> <li>Council approval required for:</li> <li>Demolition of building/structure or part thereof, excl internal walls or partitions</li> <li>Erection of, or alteration to building/structure other than internal walls or partitions</li> </ul>

<b>Legend</b>	<b>Significance</b>	<b>Responsible Heritage Authority</b>	<b>Heritage Management Implications</b>
			<ul style="list-style-type: none"><li>• Erection of signs</li><li>• Removal of mature trees or hedgerows</li></ul>



**Sources:**

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