

Abbreviations and Acronyms

BP	Before Present; c1950
CRM	Cultural Resource Management (typically American usage) also referred to as Heritage (Resource) Management (typically British usage)
CWDM	Cape Winelands District Municipality
DMA	District Management Area
ESA	Early Stone Age; the archaeology of the Stone Age between 2 million - 250 000 years ago.
HIA	Heritage Impact Assessment
HWC	Heritage Western Cape, provincial heritage authority
LSA	Later Stone Age; the archaeology of the Stone Age, dating from the last 20 000 years associated with fully modern people.
MSA	Middle Stone Age; the archaeology of the Stone Age between 20-300 000 years ago associated with early modern humans.
NHRA	National Heritage Resources Act, (Act 25 of 1999)
NMA	National Monuments Act, (Act 28 of 1969). Superseded in 1999 by the National Heritage Resources Act, Act 25 of 1999.
PHS	Provincial heritage site (see Heritage site)
SAHRA	South African Heritage Resources Agency; the compliance authority tasked with protecting national heritage

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 NHRA, Act 25 of 1999. '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. 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.

1. Historic overview

The South Western Cape has a long history of human occupation, spanning more than a million years. Early Stone Age (ESA) and Middle Stone Age (MSA) tools were once commonly found across the landscape. Later Stone Age (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 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.

2 000 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 been associated with herders or Khoekhoe¹. 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 Touwsrivier².

In 1652, the Dutch East India Company (VOC) established a refreshment station at the Cape. Their purpose was to provide fresh supplies to 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 with the local Khoekhoe, while others were predominantly defensive (Sleigh 2004).

Initially settlement at the Cape was confined to the Table Valley and along the Liesbeek River. At the end of the 17th century, settlements were established at Stellenbosch, Franschoek, 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 competing with local Khoekhoe for access to water and veld. The establishment of the outpost at the entrance to the Rodezand 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: 367, 377; Penn 1987 IN Kaplan 2001:5). The Hex River was occupied by 1709, Goudini by 1716 and farms were established along the Keisie River by the mid 18th century (Nell 2003, Laubscher 1958). Farms in the Touwsrivier area were granted in the 1770s.

¹ 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.

² Goudini = *Khou dani* (bitter honey); Touwsrivier = *Doas* (Road) (Laubscher 1958; Stassen 1977).

The first official farms were granted in the *Land van Waveren* in 1714, and the church (at Tulbagh) followed in 1743, to serve the stock farmers of the outlying regions (Fransen 2006:83-87). 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 Karoopoort (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 action³.

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 *drostyd*⁴ was established at Tulbagh in 1804 and the official Tulbagh district expanded to include the Hantam (Fransen 2006).

Under the British administration, additional land grants were processed and existing farms enlarged. Many farms in the outlying areas were registered as quitrents 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 *drostyd* at Worcester in 1822. This *drostyd* replaced the one at Tulbagh which has suffered extensive storm damage the same year. Worcester was laid out on two farms and was situated on a major road link (Fransen 2006: 83, 171-181).

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 the growth of mission stations across the colony. Steintal was a Rhenish mission station established on the farm Witzenberg in 1838/39 (Rhode et al n.d.).

The second half of the 19th century is characterized by improvements to the road network and the construction of the railway line. 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 led 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). 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 2003:70). 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).

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

³ Groups were hunted down, men killed and women and children taken back to the farms to be used as labour (Sampson 1995:31; Viljoen 1993).

⁴ Administrative centre, seat of the local magistrate or landdrost.

stand at the Breede River crossing just outside Wolseley. The majority of the blockhouses have been proclaimed national monuments under the National Monuments Act, Act 28 of 1969 and are now provincial heritage sites.

The 20th 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 Zandrifft 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). 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, Wolseley 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 2004:367).

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.

2.1. Palaeontology

The palaeontology 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.

2.2. 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 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. 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 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.

Figure xxx: This figure illustrates the areas with high potential of finding rock art (paintings) and 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.

2.3. 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 landscape (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 1: Cultural landscapes

Cultural landscape	Heritage significance
Tulbagh Valley (Baumann and Winter 2009)	<ul style="list-style-type: none"> • Rural agricultural landscape associated with historical 'Land van Waveren' • Historic town of Tulbagh, established in 1743 • Concentration of conservation worthy farmsteads • Rhenish mission station, Steinthal, and its link with other mission stations in the Western Cape • Significant in terms of the history of slavery and the role of Steinthal in the post-emancipation period • Link between the Karoo stock farmers and farmers in the Tulbagh valley and Boland • Historic passes (Roodezandt and Witzenberg) • Historic rail network and associated Anglo-Boer War blockhouses • Tulbagh and Upper Breede River valley identified as potential

	nomination for World Heritage Site (Baumann & Winter 2009)
Karooport-outspan and associated road (Baumann and Winter 2009)	<ul style="list-style-type: none"> • Historical and architectural significance in terms of outspan and tollhouse (PHS). • Historic gateway to the Karoo and association as the 'highway' to the diamond and gold fields • Gateway qualities into the Karoo • Representative of outspans as refreshment and overnight points on old wagon routes • Including earlier outspan places, Theronsberg Pass (farm Leeufontein) and Hottentotskloof Pass, which were in common use during the 18th and 19th century • Place of contact between indigenous groups and early colonist farms (reflected in the rock art)
Hex River Valley	<ul style="list-style-type: none"> • Spectacular scenic qualities with regards to the setting against the mountain backdrop • One of the earliest viticultural landscapes outside the Boland • Concentration of conservation worthy farmsteads • Hex River Railway line and the historic stations • The Matroosberg Station: a very good example of a Victorian Station • Matroosberg Station also significant in terms of its association with the Kaffrarian Rifle Memorial • Associated rock art • Place of contact between indigenous groups and early colonist farms during the 18th and 19th century (reflected in the rock art)
McGregor valley	<ul style="list-style-type: none"> • Spectacular scenic qualities with regards to the setting against the mountain backdrop • Evidence of long human occupation, well preserved, spanning from 1.8 million years ago to the present • Town has very high concentration of historical buildings and provincial heritage site • SAHRA WC consideration for application as Grade 1 cultural landscape
Montagu and surrounds	<ul style="list-style-type: none"> • Spectacular scenic qualities with regards to the setting against the mountain backdrop • Town has very high concentration of historical buildings and provincial heritage site • Concentration of conservation worthy farms • Gateway conditions at the base of the Cogmanskloof Pass
Goudini Basin	<ul style="list-style-type: none"> • Flat basin conditions defined by mountain backdrop • Concentration of conservation worthy farms • Traditionally mixed agriculture • Gateway/Threshold condition exists at entry points through mountain pass at Du Toits Kloof
Wolseley Valley (Baumann and Winter 2009)	<ul style="list-style-type: none"> • Collection of historical homesteads on the slopes of the Witzenberg • Town of Wolseley has limited heritage value, although is placed at the junction of two scenic routes and two valley systems (sense of place) • Scenic values with regards to its riverine setting
Ceres Basin Baumann and	<ul style="list-style-type: none"> • Historic settlement pattern forming a distinctive arc along the edge of the Ceres Basin

Winter 2009)	<ul style="list-style-type: none"> • Scenic qualities associated with the mountainous backdrop • Collection of historical farmsteads
Bonnievale	<ul style="list-style-type: none"> • Early irrigation scheme contemporary to the Clanwilliam Bullshoek irrigation scheme • Early 20th century speculative small holding enterprise • Continuity of characteristic small holdings along irrigation canals • Scenic qualities

Figure xxxx.: A number of sensitive cultural landscapes have been identified.

2.4. Built environment⁵

Although the brief of the EMF does not extend to include heritage sites within 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 Steintal 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.

Table 2 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 years have been included. The need for municipal level heritage inventories must be emphasised.

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

Table 2: Distribution of Provincial Heritage sites in the urban areas.

Town	Origin	Date/Period	No of PHS	Total No of identified Built heritage sites (Fransen 2004)
Tulbagh *	Church/Drosty	1743/1804	34	38
Worcester *	Drosty	1822	28	166
Steintal	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

⁵ As mentioned in the limitations, Fransen (2004) forms the base of the literature study for the built environment. His study only includes buildings predating 1910. The number of ungraded, but older than 60 years buildings in therefore not represented here.

De Doorns	Railway	1875	0	3
Touwsrivier ⁶	Railway	1877	0	1
Rawsonville/ Goudini	School/ Church	1879	0	1
Wolsley	Railway	1893	0	0
Bonnievale	Railway/ Speculative	1922	0	0
Ashton	Industrial Fruit canning	Post WWII	0	0

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

** Includes Labourers cottages where only the No of even 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 3 should be read in conjunction with Figure xxx. (Appendix 1 for detail on farm names and present Provincial Heritage Sites).

Table 3: Distribution of identified built heritage sites in the rural areas.

Local Municipality	No of rural PHS	Total No of Built heritage sites (Fransen 2004)
Witzenberg	8	26
Breede Valley	9	59
Langeberg	3	31
DMA	4	10

Figure xxxx: Built environment – historic towns and farms

2.5. Scenic routes and passes (Figure xxx)

No scenic routes have yet officially been declared 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 19th century wagon routes which linked farms with each other and provided access to the nearby towns.

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 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 Karooport and at this point is considered to have unique scenic qualities relating to its role as threshold into the

⁶ 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.

Karoo.

Table 4: Historic passes

Historic pass	Date of Construction	Heritage significance
Roodezandt Pass/ Nuwekloof Pass	1748/1750	<ul style="list-style-type: none"> • Historic origins and association with Thomas Bain • Associated rock art • Historic railway alignment with culverts and cuttings • Off-takes of the Gouda leiwater system
Witzenberg Pass	1780	<ul style="list-style-type: none"> • Erstwhile direct route into the Ceres basin from Tulbagh • Relic landscape feature
Michell's Pass	1848	<ul style="list-style-type: none"> • Historic origins as Mostertshoek Pass (1765) • Associated in contexts which are rich in heritage such as rock art and palaeontology • Michell's Pass Toll house (PHS)
Gydo Pass	1848	<ul style="list-style-type: none"> • Historic origins • Associated contexts which are rich in heritage such as rock art and palaeontology • Scenic qualities • Threshold into the Ceres Basin from the north
Bain's Kloof Pass	1853	<ul style="list-style-type: none"> • One of earliest constructed passes • Associated in contexts which are rich in heritage such as rock art and palaeontology • Association with Andrew Geddes Bain • Bridges • Scenic qualities
Hex River RailwayPass	1870	<ul style="list-style-type: none"> • Oldest railway into the interior as well as oldest Railway tunnel, constructed by Brounger in 1876 • Association with WG Brounger • Tunnels, bridges, old stations and Anglo-Boer war blockhouses • Graves along the rail line (at least 2 graveyards have been identified Ninham Shand 1999)
Cogmanskloof Pass	1877	<ul style="list-style-type: none"> • Associated in contexts which are rich in heritage such as rock art and palaeontology • Association with the English Fort (PHS) • High scenic values of the narrow river valley
Karopoort (incl Hottentotskloof and Theronberg pass)		<ul style="list-style-type: none"> • Historic highway into the interior • Link with historic farms serving as outspans/overnight points from 18th century to early 20th century • Conservation worthy farmsteads present along the route • Tollhouse and Outspan is a PHS
Du Toitskloof Pass	1949	<ul style="list-style-type: none"> • Roots in early 18th century track into the interior known as Oliphantspad and the Hawequa Cattle Path • The present pass just qualifies for protection under the National Heritage Resources Act 25 of 1999 Section 34

2.6. 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.

3. Institutional Framework

3.1. Applicable laws

National Heritage Resources Act (NHRA), Act 25 of 1999

The NHRA aims to introduce an integrated and interactive system for managing national heritage resources and to empower society to nurture and conserve their heritage so that it can be bequeathed to future generations. Integral to this process is the identification and assessment of heritage resources. The South African Heritage Resources Agency (SAHRA) was established to co-ordinate and promote the management of heritage resources on a national level. In the Western Cape, the provincial heritage authority is Heritage Western Cape (HWC).

“Conservation” is defined as the ‘protection, maintenance, preservation and sustainable use of places or objects so as to safeguard their cultural significance’

“Cultural significance” refers to ‘aesthetic, architectural, historical, scientific, social, spiritual, linguistic or technological value or significance’

“Living heritage” refers to the intangible aspects of inherited culture and may include cultural traditions, oral history, performance, ritual, popular memory, skills and techniques, indigenous knowledge systems and the holistic approach to nature, society and social relationships

“National Estate” includes all heritage resources of South Africa which are of cultural significance or other special value for the present community and for future generations. The national estate may therefore include:

- Places, buildings, structures and equipment of cultural significance
- Places to which oral traditions are attached, or which are associated with living heritage
- Historical settlements and townscapes
- Landscapes and natural features of cultural significance
- Geological sites of scientific or cultural significance
- Archaeological and palaeontological sites
- Graves and burial grounds
- Sites associated with slavery

Assessing the **“cultural significance”** of a site can also be based on:

- Its importance in the community, or pattern of South African’s history
- Its possession of uncommon, rare or endangered aspects of South Africa’s natural or cultural heritage
- Its potential to yield information that will contribute to an understanding of South African’s natural or cultural heritage

- Its importance in demonstrating the principal characteristics of a particular class of South Africa's natural or cultural places or objects
- Its importance in exhibiting particular aesthetic characteristics values by a community or cultural group
- Its importance in demonstrating a high degree of creative or technical achievement at a particular period
- Its strong or special association with a particular community or cultural group for social, cultural or spiritual reasons
- Its strong or special association with the life or work of a person, group or organization of importance in the history of South Africa
- Sites of significance relating to the history of slavery in South Africa

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)

3.2. Role players

Level	Heritage authority	Role
National	SAHRA	Policy Making
	SAHRA (Western Cape)	Management of Grade 1 sites
Provincial	HWC	Management of Grade 2 sites
Local	Witzenberg Municipality in consultation with: <ul style="list-style-type: none"> • Tulbagh Heritage Committee 	Management of Grade 3 sites (If no capacity reverts to HWC)
	Breede Valley Municipality in consultation with: <ul style="list-style-type: none"> • Worcester Heritage Committee 	Management of Grade 3 sites (If no capacity reverts to HWC)
	Langeberg Municipality in consultation with: <ul style="list-style-type: none"> • McGregor Heritage Committee • Montagu Heritage Committee 	Management of Grade 3 sites (If no capacity reverts to HWC)
	District Management Area	Management of Grade 3 sites (If no capacity reverts to HWC)

3.3. Management of heritage on Municipal level

None of the local municipalities have yet commissioned a heritage inventory, despite the fact that new spatial development frameworks have been commissioned for all the local municipalities since the implementation of the NHRA in 1999. The need for a heritage inventory is commonly acknowledged in the SDFs. The heritage inventory would

- Identify sites of heritage significance in terms of the NHRA
- Grade heritage sites according to guidelines of the NHRA
- Develop an ongoing database of heritage sites
- Demarcate heritage conservation areas with appropriate urban design guidelines
- Allocation of heritage overlay zones to be incorporated in applicable local zoning schemes
- 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. Montague and McGregor for instance rely heavily on tourism, based on their perceived historic qualities. The spin-offs of well conserved heritage is 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 Montague 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.

Constraints

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 experiencing 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, esp along scenic routes and in discrete mountain valleys (eg 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 (eg 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 HIA process 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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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.

Local Municipality	Farm name	Existing grading	
Witzenberg	Klipfontein	2	
	Wolwefontein	2	
	Witzenberg		
	Schoondergezicht	2	
	Schalkenbosch	2	
	Montpellier	2	
	Tweejongegezellen		
	Blouberg		
	Rietvlei		
	Ezelfontein		
	Langfontein		
	Zwaarmoed		
	Kaaimansgat		
	De Keur - Watermill		
	Michell's Pass Toll House	2	
	Koelfontein		
	Perdekloof		
	Rosendal		
	Nooitgedacht (Malabar)	2	
	Die Erf		
	De Molenrivier		
	Groenfontein (Rocklands)		
	Kweperkraal		
	Wagendrift		
	Boplaas	2	
	Leeuwkuil		
	Breede Valley	Louwshoek (Dassenboschrivier)	
		Alardskraal	
		Eensgevonden	2
		Klipdrift	
		Die Eike (adjoining Goudini Spa)	
		Eikenbosch (On Slanghoek)	2
		Doornrivier	2
Stettyn		2	
Aan de Modderrivier (Spes Bona)			
Brandvlei			
Pendennis			
Dasbosch			
La Plaisante			
Breede Rivier Blockhouses			
Breede Rivier			
Wagenboomsrivier			
Bosjemansvallei (Wilgevlei)			
Riverside			
Hervat (Bo-erf Bosmansvlei)			
Wilgevlei (Onder-erf Bosmansvlei)			
Waaiohoek			
Oliphantsberg		2	
Hartebeestrivier			
Almard	2		
Rouxbyn			
Dun Estein			
Aan de Doorns			

Local Municipality	Farm name	Existing grading
	Roodewal (Merindol/Kleinplase)	2
	Uitvlugt: <i>Cluster farms to C of R60</i>	2
	Nooitgedacht	
	Alma	
	Rooiberg	
	Esperance	
	Oude Wagendrift	
	Memel	
	Vrede (Cypress Grove)	
	Oude Schuur	
	Toontjiesrivier	
	Kloppersbosch	
	Glen Oak	
	Leipzig	
	Sonia	
	Patryskloof	
	Nonna	
	Philipsdal	
	Tweefontein	
	Zeekeoigat (Orange grove)	
	Glen Heatlie (Hasiakraal)	2
	Kanetvlei	
	Werda	
	Vendutiekraal	
	Aan de Hexrivier (The Pines)	
	De Modderdrift Outspan (not mapped)	
	De Doorns (La Rochelle)	
	De Vlei	
	Clovelly (Buffelskraal) (not mapped)	
	Buffelskraal (not mapped)	
	Karbonaatjeskraal (Bergplaas)	
	Quarrieskloof (Bijstein) (not mapped)	
Langeberg	Noree-Vinkrivier (Orange Grove)	
	Vinkrivier	
	Bo-Noree	
	Willem Nelsrivier	
	Zevenfontein	
	Wolfkloof (Wolvekloof)	2
	Klaasvoogdsrivier	
	Boplaas <i>Part of Klaasvoogdsrivier</i>	
	Fraai Uitzicht	
	Goedemoed	
	Krugershof	
	Goede moed	
	Rhebokskraal	2
	Takkap	
	Die Erf	
	Keisersrivier	
	Steenboksvlakte	
	Cogman's Kloof	
	Ford Sydney/English Fort	
	Rietvlei II	
	Baden	
	Le Roux (Baden sub)	
	Baden (Baden sub)	
	Bon Accord	
	Onderkruis	
	Boontjiesland	
	Goedemoed	
	Harmonie	
	Derdeheuwel (Rooiplaas)	

Local Municipality	Farm name	Existing grading
	Groenkloof (Kruispad)	
	Warmwater	2
DMA	Schapevriem (Rodona)	
	Driefontein	
	Leeuwfontein	
	Uitkomst	
	Matjiesrivier	
	Karooport	2
	Verlorenvallei	2
	Kaaimangat	
	Bokrivier	
	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)ⁱ

LEGEND	SIGNIFICANCE	RESPONSIBLE HERITAGE AUTHORITY	HERITAGE MANAGEMENT IMPLICATIONS
Grade 1 Buildings/ Precincts	<ul style="list-style-type: none"> • Exceptional qualities of national significance 	SAHRA	<ul style="list-style-type: none"> • Conserve • Remedial action to enhance significance • Minimal intervention • Interpretation • SAHRA permit of approval required for any demolition, alteration or change in planning status
Grade 2 Buildings/ Precincts	<ul style="list-style-type: none"> • Special qualities of provincial or regional significance 	HWC	<ul style="list-style-type: none"> • Conserve • Remedial action to enhance significance • Minimal intervention • Interpretation • HWC permit of approval required for any demolition, alteration or change in planning status
Grade 3A Buildings/ Precincts	<ul style="list-style-type: none"> • Outstanding local architecture, aesthetic, social and historical value • Outstanding intrinsic value for social, historical, scenic, aesthetic values either individually or as part of a group • Local significance 	HWC Local authority	<ul style="list-style-type: none"> • Conserve • Remedial action to enhance significance • Minimal intervention • Interpretation • HWC permit of approval required for any demolition, alteration or change in planning status
Grade 3B Buildings/	<ul style="list-style-type: none"> • Considerable local architecture, 	HWC Local authority	<ul style="list-style-type: none"> • Conserve • Remedial action to enhance

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

Sources:

Baumann & Winter Heritage Consultants (2003) Sir Lowry's Pass Conservation Study
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