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REFERENCES and AKNOWLEDGEMENTS:

1. Cape Town Archives
2. DELplan Town and Regional Planners
3. George Museum Archives

4. Kathleen Schulz, Southern Cape Historian
5. Setplan Town and Regional Planners
6. WM de Kock & Associates

ABBREVIATIONS:

AIA – Archaeological Impact Assessment
CDSM – Chief Directorate: Surveys & Mapping, Mowbray
HIA – Heritage Impact Assessment (in terms of Section 38 of the NHRA)
HWC – Heritage Western Cape
I & AP's – Interested and Affected Parties
LMS – London Missionary Society
NHRA – National Heritage Resources Act, 1999 (Act 25 of 1999)
NID – Notice of Intent to Develop (in terms of Section 38 of the NHRA)
PPP – Public Participation Process
RoD – Record of Decision
SIA – Social Impact Assessment
VIA – Visual Impact Assessment

1. INTRODUCTION

PERCEPTION Heritage Planning was appointed as sub-consultant to *Sharples Environmental Services* (on behalf of the George Municipality) during May 2009 for the provision of professional services relating to the said proposal so as to give effect to a decision by Heritage Western Cape (HWC) dated 22nd August 2009 (attached as Annexure 1 hereto), issued in terms of Section 38(2) of the National Heritage Resources Act, 1999 (Act 25 of 1999) (NHRA). A Notice of Intent to Develop (NID) in relation to the proposal appears to have been submitted to HWC by Ron Martin heritage consultant, a copy of which could not be obtained.

The above decision by Heritage Western Cape requires the following information so as to inform decision-making:

- Survey along route of the proposed road to identify buildings older than 60 years;
- Determine impacts of the proposed road on these structures;
- Cultural landscape study.

2. STUDY AREA

Photographs are attached as part of Annexure 3. The study area includes a substantial area located along a coastal plateau below the foothills of the Outeniqua mountain range. The proposed route alignment extends from the current Airport road in a south-eastern direction, across the property known as Standershoop from where it follows the existing road alignment through Hansmoeskraal in an eastern direction. The proposed alignment swings northeast to cross the Schaapkop River and again links up with an existing road alignment, finally existing onto the eastern portion of Sandkraal Road, which is the primary vehicular movement route through Thembaletu. The approximate proposed route alignment is highlighted in pink on the insert below.



Extract from 1:250,000 Topo-cadastral series, proposed (approximate) route alignment highlighted in pink (Source: CDSM)

It is understood that the proposed road would eventually link up with the N2 National road in the Kraaibosch area but details of this future road link were not available at the time of compiling this report.

While an attempt was made for the proposed route alignment to following existing roads, it would cross privately-owned as well as publicly-owned land and also inevitably traverse numerous agricultural fields, river corridors, vacant land intended for urban development, communal gardens and pass an existing cemetery, details of which are discussed in further detail elsewhere in this report.

Documented evidence suggests that the study area has been inhabited for centuries (historically from at least the early 1700's/ date of first pre-colonial habitation unconfirmed), which makes for a rich history and background in terms of public memory. The study area comprises some isolated indigenous forest remaining along both shallow and deeper natural valleys extending through the area towards the Indian Ocean in a roughly southern direction. Present land use includes former forestry areas, cultivated agricultural land, pastures, smallholdings used for rural occupation as well as existing (formal and less-formal) urban areas.

3. PROPOSED DEVELOPMENT

According to a feasibility report compiled by Aurecon for the Southern Arterial Road¹, the proposed development would be as explained below and as shown on Proposed Road Alignment Plan attached as Annexure 2.1, 2.2, 2.3.²

3.1 *Vertical and Horizontal alignments*

The horizontal alignment primarily follows existing roads and property boundaries to minimize the impact. The crossing of any river is identified as having the potential to impact on the horizontal alignment. The vertical alignment is based on a design speed of 80km/h, and for most of the route a reasonable alignment is possible with maximum grades of 8%. The George Transport Master Plan classifies the road as a Class 2 arterial. The proposed cross section comprise of a minimum road reserve width of 40m with an additional 5m provision for main services where required. The one carriageway will be constructed as a first phase. The second carriageway will only be constructed if required by further development.

3.2 *Access arrangements*

The intention is that the accesses to the Southern Arterial would be limited to a minimum spacing of 500m and in general the following principles would be applied:

- Farm accesses remain as they are provided the main activity remains bona fide farming;
- Any land use changes should only be approved with the condition that access is relocated to the proposed access positions;
- Once the road is upgraded to a dual carriageway all median crossings should be allowed only at access positions.

The Southern Arterial would extend onwards (in an easterly) from the point where it reaches Sandkraal Road through the proposed Destiny Africa development, then joining the N2 Road. This application however only deals with the section from the connection with the old Gwaing Road up to the connection with Sandkraal Road in Thembaletu. The section from Sandkraal Road, through Destiny Africa and onwards to the N2 has been assessed as part of the Destiny Africa application. The entire extent of the Southern Arterial will be approximately 14km in length (including the crossing of the Schaapkop River but depending on which alternative is selected).

¹ Information made available via e-mail by Sharples Environmental Services on 12th August 2009

² Basemap/CAD data provided by Africon (now Aurecon)

3.3 **Alternatives**

The National Environmental Management Act, 1998 (Act 125 of 1998), as amended requires an assessment of feasible and reasonable alternatives. The following alternatives are assessed as part of the EIA for the proposed development:

3.3.1 *The No-go Alternative:*

The no-go alternative entails maintaining the status quo, i.e. the proposed Southern Arterial Road is not developed.

3.3.2 *Preferred Layout Alternative:*

The Preferred Layout Alternative was formulated after a meeting with the DEA&DP, at which point it was decided that the crossing of the Schaapkop River would no longer form part of the preferred alternative, given the cost implication (and budgetary constraints) of undertaking the crossing. The DEA&DP did require that an alternative without a bridge over the Schaapkop River (link between Thembalethu & Pacaltsdorp) be investigated. The Applicant's preferred layout proposal therefore excludes this crossing.

3.3.3 *Sandkraal Road Intersection Alternative:*

The DEA&DP did require that an alternative intersection at the link with Sandkraal Road in the east be investigated. The alignment of the preferred alternative's intersection on Sandkraal Road has been designed based on the principle of running the road as far as possible along existing roads and cadastral boundaries.

With the alternative of a different intersection along Sandkraal Road, scenario planning will be done to propose an intersection that aligns without the principle of the road flowing along existing roads and cadastral boundaries. Accordingly, with the alternative of a different intersection along Sandkraal Road, the assumption is made that the road does not follow the existing dirt road or cadastral boundary and therefore intersects with Sandkraal Road at a different location – effectively bisecting properties in the area.

3.3.4 *Gwayang Road Intersection Alternative:*

The DEA&DP required that an alternative intersection at the link with Gwayang Road be investigated. The consideration of this alternative relates to avoiding unnecessary bends in the road. Accordingly this alternative considers an alignment that runs straight from the intersection with the Gwayang Road to the crossing of the Gwaing River, thereby avoiding the half-circular bend that bulges out to the west.

3.3.5 *Alternative Alignment to the east of the Gwaing WWTW:*

With this alternative the intersection of the Southern Arterial on the R102 is relocated further east, such that the alignment of this section of the road runs to the east of the Gwaing Waste Water Treatment Works.

3.3.6 *Original Alternative including the crossing of the Schaapkop River:*

This alternative includes the crossing of the Schaapkop River, with the three different alignments being considered. At the Schaapkop River, depending on the alternative selected, a 700m long structure could be required and the deck level would likely need to be about 50m above the low point of the gorge. The cuttings at the approaches to the bridge are in the order of 10-15m deep.

3.3.7 Alternatives identified by Interested and Affected Parties:

I&AP Alternative 1: Upgrading Beach Road:

This alternative proposes upgrading Beach Road and widening the bridge over the N2 instead of building the Southern Arterial Road.

I&AP Alternative 2: Realignment through Hansmoeskraal 202/3:

This alternative sees the section of the Southern Arterial through Hansmoeskraal 202/3 following the existing servitude to avoid bisecting the Property.

I&AP Alternative 3: Realignment through Hansmoeskraal 202/9:

This alternative sees the section of the Southern Arterial through Hansmoeskraal 202/9 moving further south to avoid bisecting the Property.

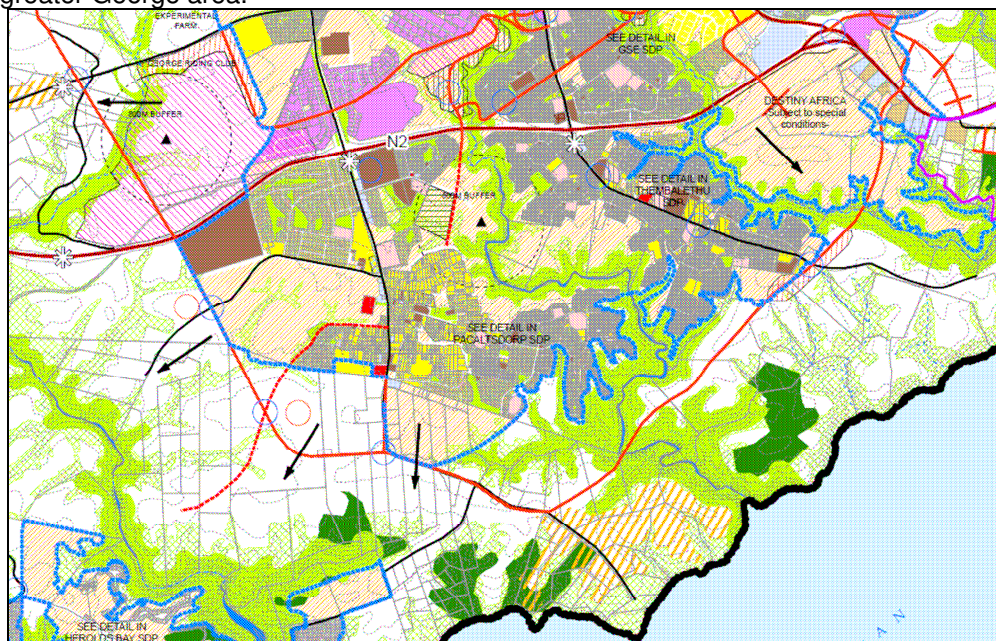
4. RELEVANT POLICY GUIDELINES

4.1 **George Draft Spatial Development Framework, Dec 2008**

This draft policy guideline document has undergone an extensive public participation process, is generally agreed with by the DEA & DP and appears to be in the final stages prior to being approved. Drafting of the SDF did not include an inventory of heritage resources as contemplated in Section 30(5) of the NHRA.

An extract from the George SDF shows a possible alignment for the Southern Arterial, though that shown here differs slightly from that put forward for consideration as part of this proposal. The SDF envisages urban expansion to the south of Pacaltsdorp (illustrated by black arrows), in particular low-to-medium income/ medium income/ medium-to-high income residential expansion. The area has also been described as one of the areas where future “social integration” would be achievable in the greater George area.

It is considered that the proposed road would be consistent with planning objectives put forward in the George SDF in relation to preferred development patterns for the greater George area.



Extract from George Draft SDF (Source: WM de Kock & Associates)

4.2 **Pacaltsdorp Hansmoeskraal Draft Local Structure Plan, February 2009**

Aimed at providing detailed recommendations in relation future spatial planning of the Pacaltsdorp and Hansmoeskraal areas as part of the George SDF, this Plan incorporated the proposed route alignment in arriving at its spatial forward planning strategies. The proposal is therefore consistent with the planning policy and strategies recommended with this Plan, subject to further studies identified.

The Plan, which has to be reviewed within five years, anticipates the proposed route alignment to be the boundary for urban expansion as illustrated with the insert on the top of page 8. Note that urban development directly south of Pacaltsdorp and north of the proposed route alignment represents current development applications which is in the final stages prior to obtaining approval or which has already been approved by DEA & DP. The Plan however recommends that the majority of land in Hansmoeskraal and south of Pacaltsdorp be retained as agricultural land, save for nature areas (grey), a special investment area (blue-green) and rural occupation (brown).



Extract from Pacaltsdorp Hansmoeskraal Draft LSP (Source: Setplan)

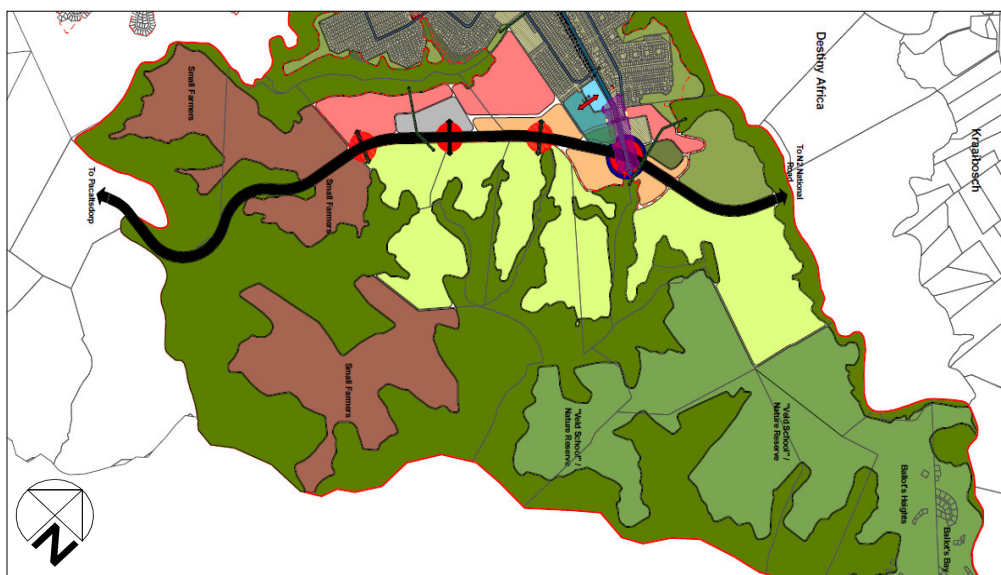
The Plan identifies areas where strategic intervention and/ or priority spending is required and in Section 5.12.3 refers to the need to undertake a Heritage Resources Study (i.e. Heritage Inventory and Heritage Management Plan) for the study area. Note that this has not been implemented due to George Municipality budget constraints.

4.3 **Thembaletu Draft Local Structure Plan, June 2009**

Aimed at providing detailed recommendations in relation future spatial planning of the Thembaletu area as part of the George SDF, this Plan also incorporated the proposed route alignment in arriving at its forward spatial planning strategies. The proposal is therefore consistent with the planning policy and strategies recommended with this Plan.

The Plan refers to the Asazani Housing Project, which is aimed at providing formal housing (to be achieved through infill development) for approximately 2300 households currently residing at what would be the intersection of Sandkraal Road and the proposed Southern Arterial road. The Plan also identifies this intersection as a “potential activity node for future economic development of Thembalethu”.

The Plan states that the historic “Kerkhuis” was built in 1796³ and that it is currently used as a community centre. Its attentive grounds are stated to serve as communal gardens for over 50 families growing their own vegetables. It furthermore accommodates an indigenous nursery, hosts a soccer team, woodworking factory and bakery. The Plan states that, “It is evident that the ‘church house’ plays a major cultural and economic role in the community and this function will be preserved and expanded. The site with its historic value and strategic situation forms an important place in the future revival of the town and the creation of an important node at the proposed southern intersection [of Sandkraal Road] with the Southern Arterial Road”.



Extract from Thembalethu Draft LSP (Source: DELplan)

Spatial planning proposals emanating from the Plan include the proposed route alignment as being an urban edge for further expansion of Thembalethu in an eastern direction. Land use proposals made west of the proposed route includes:

- Major interchange (Sandkraal Road/ Southern Arterial road);
- “Kerkhuis” – Precinct as possible Cultural/ Tourist centre;
- Mixed use development extending along the proposed route from the “Kerkhuis” to the existing cemetery;
- Cemetery to be retained;
- Lands along the proposed route (beyond cemetery, leading up to “Kerkhuis”) to be utilised as part of UISP Project (“Upgrading of Informal Settlement Programme”), i.e. housing development;
- Status quo on lands dedicated to existing small-scale farmers, agriculture, nature areas and private conservation areas to be maintained.

5. HISTORICAL BACKGROUND

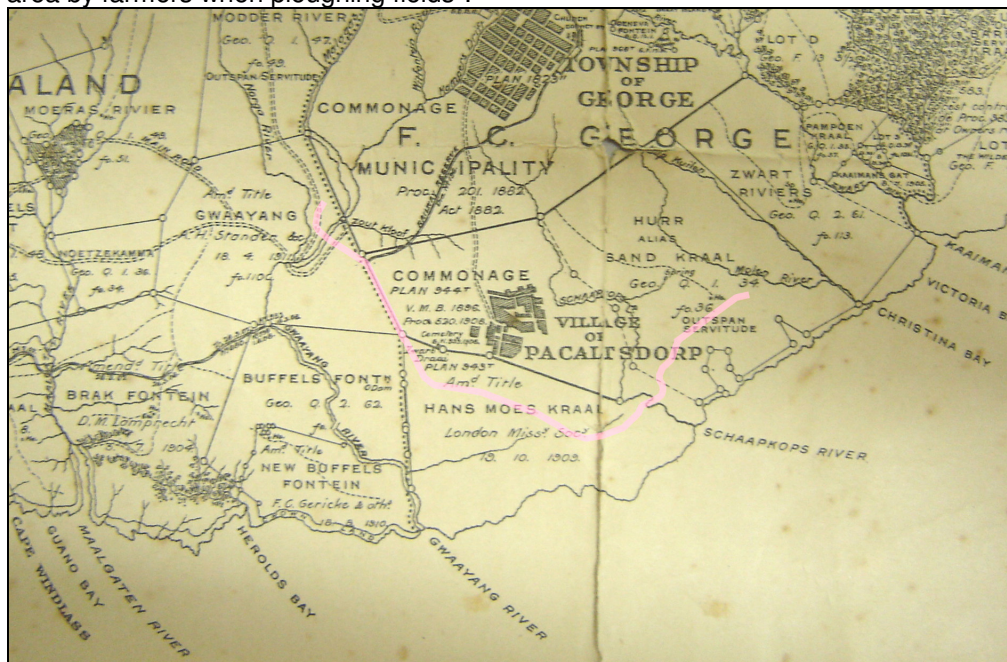
The Outeniqualand farms Gwayang, Sandkraal and Hansmoeskraal are situated between George Town commonage (north) and the Indian Ocean (south). Hansmoeskraal also has the ocean as a southerly border with the village of

³ Exact date to be confirmed

Pacaltsdorp, formerly named Hoogekraal situated north. The farm Gwayang borders the farm Hansmoeskraal in a north-easterly direction.

5.1 **Pre-colonial History**

Outeniqua tribal members occupied Hoogekraal, which was described in an official letter, dated 1809 as being “ceded to the Hottentots by the previous Government, agreeable to an ancient custom”. While some researched archaeological material for the subject study area exists, little is known of pre-colonial living habits of people who resided here. Stone tool artefacts have been unearthed throughout the entire study area by farmers when ploughing fields⁴.



Extract from map compiled by S.G. Office, c. 1900. Pink line represents approximate route alignment of proposed Southern Arterial road in relation to former farm boundaries (Source: George Museum Archives)

5.2 **Brief Colonial Occupational background of Outeniqualand**

During the 18th Century the outer borders of Outeniqualand extended from Mossel Bay to Plettenberg Bay, an area positioned between the Outeniqua mountain range and the Indian Ocean. In 1811 when George was established as the administrative centre of Outeniqualand, boundaries were redefined to include the southern foothills of the Swartberg range. These boundaries have shifted several times since 1811, but the George region is to this day still considered to be the epicentre of Outeniqualand.

In broad terms the section of Outeniqualand being reviewed in this report extends between the Groot Brak and Kaaimans rivers (towns of Great Brak River to George). In its pristine state the area provided arable land intersected by rivers and wooded ravines.

Between the years 1730 and 1809 the Dutch East India Company allocated twenty loan farms in this region to frontier settlers⁵. According to well-documented census records undertaken in the years 1807 and 1809 the number of settler households living in this portion of Outeniqualand was eighty-three. It must be borne in mind that these census records only recorded names of European headed households.

⁴ George Museum Archives: Amateur Archaeology Society files.

⁵ Cape Town Archives (CTA); Loan farm records, RLR file series.

While some farms obviously housed more families than others, the average number of families living on each loan farm would have been in the region of four. Farming activities appear to be well established by then and are in fact recorded as being of a mixed nature. Wood felling, live stock production and wheat/barley cultivation were the predominant economic contributions of these farms⁶.

By the time George was established as a town in 1811, these farms were again recorded as being both productive and relatively prosperous when set against the extreme poverty of woodcutters living within the Outeniqua forest⁷.

When the town of George was established in 1811 an extensive commonage was allocated in order to provide grazing for the livestock of inhabitants. Gwayang, Hansmoeskraal and Zandkraal thus became contiguous to the George commonage. In 1813 the London Mission Society established a mission station, later known as Pacaltsdorp immediately north of the farm Hansmoeskraal, thereby separating that farm from the George commonage boundary.

5.3 **The Farm Gwayang 208, George**

Gwayang was first registered as a loan farm in 1765 in favour of Jan Hendrik Barnard. In 1761 Jan Hendrik Barnard had acquired the farm named Buffelsdrift where he appears to have lived, keeping Gwayang as additional farm for grazing, or perhaps for his children's future use. Buffelsdrift is situated Northeast-east of the farm Gwayang. The origin of the name Gwayang has not yet been established.

J. H. Barnard and his wife, Maria Elizabeth Dietlof bore fourteen children. Jan Hendrik Barnard's son bearing the same name took formal quitrent title of the farm Gwayang in 1816⁸.

By 1883 when a Burgher list was drawn up, twenty-six men were enlisted with their place of residence given as 'the farm Gwayang'. The oldest being forty-eight and the youngest aged nineteen. Surnames included Barnard, de Swart, Botha, Gericke, Heunis, Lodewyk and Stander, indicating that during the late nineteenth century Gwayang farm was not farmed as a single unit.⁹ It must be remembered that each family also had staff members who were accommodated on the smallholdings of whom some names are documented in the twentieth and twenty first century Nederduitsche Zending marriage registers¹⁰. Full details and names of both residents and farm labour have not been researched for the purpose of this report.

In 1911 Gwayang was resurveyed for amended title purposes giving title to Adriaan H Stander and fifteen others, in undivided shares. The size of the farm was recorded as 1989 morgen 520 sq roods (1695 hectares). Gradually subdivisions were registered in the names of those who had presumably inherited. By the year 1926 thirty-four subdivisions had been registered.

While the size of subdivisions varies, provision of water was supplied through a system of furrows, as a spring or ground water source was not available on each portion. These furrows allowed for subsistence farming continuing. It is not known whether this furrow system is still in use and if current smallholders are dependant on this source for a livelihood. In the year 2007 the number of subdivisions or deductions stood at one hundred and twenty nine¹¹.

⁶ CTA; J320 and J323 respectively (census records)

⁷ CTA; J442

⁸ Cape Town Deeds Office George Quitrents 1/46

⁹ Burger List 1883; George Museum Archives (Booklet, no reference)

¹⁰ Nederduitsegereformede Zending Kerk ; Rosemore, George.

¹¹ Surveyor General Office; Cape Town data base.

5.4 **The Farm Hansmoeskraal 202 (formerly 201), George**

The first loan farm agreement for Hansmoeskraal was drawn up in the year 1778 in favour of Abraham Vivier¹². Hansmoeskraal was also referred to in early records as 'Muiskraal'. The origin of these names has not yet been established.

In 1813 the London Missionary Society (LMS) established a mission on the northern border of Hansmoeskraal known as Hoogekraal. After the death of missionary Reverend Carolus Pacalt in 1818, the settlement was renamed Pacaltdorp (1822)¹³. In the year 1816 Hansmoeskraal was listed in the census records as being owned by Jacob Coen Rademeyer, married to A M Vivier. J. Rademeyer is described as an agriculturalist owning seventeen slaves. J. Rademeyer and his neighbour C F Pohl (Sandkraal) owned the highest number of slaves in the area indicating that the farms were both economically productive¹⁴. It was in this year that J C Rademeyer was formerly granted quitrent rights for Hansmoeskraal. The extent of the farm is given as 1718 morgen (1584 hectares). Government retained ravine sections as forest reserve areas¹⁵.

In 1826 the LMS purchased the farm Hansmoeskraal. 400 morgen was thereafter cultivated under lease by inhabitants of Pacaltdorp. Uncultivated land was utilized as commonage (footnote reference 13). It is interesting to note that while the LMS owned Hansmoeskraal, the organization did not own the land on which Pacaltdorp village was situated. It was only in 1873 following the London Missionary Society Act, 1873 (Act 13 of 1873), that Pacaltdorp was surveyed and allotments of up to 1 morgen were granted to inhabitants.

In 1886 a Village Management Board was established to administer Pacaltdorp, while the LMS continued to administer Hansmoeskraal. It was mentioned in a report (footnote reference 16) that a resolution was passed by the LMS (date not mentioned) to the effect that Hansmoeskraal should be utilized for Pacaltdorp educational purposes, presumably that of an agricultural learner ship nature.

In 1909 an amended title was issued for the farm Hansmoeskraal, possibly as a result of an ongoing boundary discrepancy between Government surveyors and the LMS involving approximately some 200 morgen. The boundary in dispute was that between Pacaltdorp and Hansmoeskraal¹⁶.

Presumably because the properties had operated as a single unit for approximately eighty years stone beacons had either been lost or shifted. The reason beacons now needed to be re-established was that the Mission Society had resolved to sell Hansmoeskraal. Subdivisions were finally drawn up and sales thereof commenced in 1925. Lease agreements were not renewed against allotments and tenants lost the right to farm on Hansmoeskraal.

An historic social issue exists in that many families currently living in Pacaltdorp have strong feelings that at this time their ancestors lost agricultural land rights on Hansmoeskraal, as they could not afford to purchase allotments. Although a land claim was lodged with the Land Claims Commission, the claim was rejected due to the fact that accurate property descriptions were not stipulated on the community claim form and the land claimed could not be positively identified by descendant claimants¹⁷.

¹² CTA; RLR 5/2 page 443

¹³ *The Story of Pacaltdorp and Some Reminiscences*; T A Anderson. Pub. 1960.

¹⁴ CTA; J97

¹⁵ CTDO George Quitrents 1/50

¹⁶ CTA; Provincial Administrative Secretariat (PAS) 2/19 dated 1908

¹⁷ Telephonic conversation with A Siphon, Land Claims official, George Office, Commission: Restitution of Land Rights. July 2009.

Rock art and stone artefacts found in the caves on the shoreline testifies that these parcels of land bear an exceptional unique and very old heritage factor. Human occupation spans centuries of un-researched archaeological and archival data. Rock art sites have been recorded at the mouth of Schaapkop River but the possibility exists that further similar sites may occur further up along the same valley. A cave site containing stone artefacts has been located at Blougat¹⁸ and there is a strong likelihood that more such caves exist along this coastline.

5.5 ***The Farm Sandkraal 197, George (also known as Zandkraal and Hurr)***

Cornelius Botha claimed Sandkraal in 1761 as a loan farm¹⁹. In 1801 the loan agreement was transferred to Carrel Frederick Pohl of Prussian decent, who took quitrent ownership of the farm in 1816²⁰. The original fabric of C F Pohl's homestead still stands today (current "Kerkhuis") although many alterations have taken place during the years.



Barn at Sandkraal where Drs T J Herold preached his induction service 1812 (Source: Ref. 21)

The first of five Dutch reformed churches in the greater George area seems to have been, "a barn on the farm Sandkraal hired from Mr C. F. Pohl. That was in 1812 [the first minister Ds. Tobias J Herold preached his induction sermon in 1812 from this barn]. But as this was too far removed from the congregation in town, being five miles out, steps were taken to erect a church nearer the heart of the congregation. Meanwhile arrangements were made to use the old Poshuis for a short time, pending the building of an adequate church²¹".

The exploits of Carel Pohl are well documented. He was an extremely enterprising man of many talents, his trade being that of a saddle maker. Sales were held by him on various farms in the Swellendam district at which he sold his saddles, saddle cloths, live stock, hymn books, medicines and tea²². Prior to his acquisition of the farm Zandkraal, Carel F. Pohl was a Government employee at Mossel Bay harbour. Perhaps it was during this period that he established trade connections, which he later utilized to his advantage. In 1821 he settled in the Grahamstown district where he continued to trade.

Sandkraal changed hands quite a few times until the 1990's when much of this land was expropriated from families such as Boshoff, Robertson and Potgieter by the Provincial Administration: Western Cape.

¹⁸ Information supplied by Hugo Leggatt

¹⁹ CTA; RLR series. File number not recorded.

²⁰ CTDO; George quitrents 1/34

²¹ 'Looking Back on George' by Chas. O. Sayers. 1982; Herold Phoenix Publishers, George

²² CTA; 1SWD/ 12/66

The northern border of Sandkraal has been home to many informal settlements. Informal settlements were not permitted on the George Commonage and as a result shacks of substantial construction (wattle and daub) were erected along the border between the commonage and on Sandkraal ground. Names of settlements included Boshoffs Gift, Blikkiesdorp, Skuinskraal and Lawaaiakamp. Many owners of shacks were employees of either Municipality or the South African Railways. Due to the fact that no housing was provided for people classified Black in George during the apartheid era the erection of informal settlements was largely ignored, provided that homes were well constructed.

By the mid 1970's George Municipality could no longer ignore the fact that this group of people contributed significantly to the economy of George and a large portion of the farm Sandkraal was purchased in order to create a so called Black township. This portion was named Tyolora and later re-named Thembalethu. The Slums Act was used as a mechanism to have informal shacks demolished and residents were moved into the township. The N2 highway was built along the border of George commonage and Sandkraal during the 1980's.

6. HERITAGE RESOURCES & INFORMANTS

6.1 *Built Environment*

For the purpose of this study the heritage resources identified pertains primarily to structures/ buildings (including ruins) older than 60 years of age as well as its attentive grounds likely to be affected through the proposed road alignment. Where structures older than 60 years would fall within the proposed 40m road reserve, such structures were also highlighted. The survey also includes places/ sites of cultural significance²³ such as visually significant tree-lines, communal gardens, cemeteries, rock art sites and existing provincial heritage sites. Heritage resources that could be mapped as part of this assessment are indicated on the maps attached as Annexures 2.1, 2.2 and 2.3 to this report.

Note that in most instances an approximation of the original building footprint (core) is indicated, based upon overlays and research obtained from local sources, publications and the 1942 aerial photography series (CDSM) for the study area.

6.1.1 *Gwayang area*

See Annexure 2.1. Early census and deeds records indicate that the farm Gwayang has supported a large number of families over the past two centuries. Recent fieldwork revealed that a number of buildings relating to this era still remain. Collectively these structures present a rich local vernacular record. Although it appears that it will not be necessary to demolish buildings older than 60 years as a result of building the Southern Arterial road here, many will be within very close proximity of the intended highway. It is unclear whether historic water furrow systems will be affected through construction of the road. We are of the view that the proposed road is likely to have a significant (permanent) impact on the rural amenity and character of this area.

6.1.2 *Hansmoeskraal area*

See Annexure 2.2. From the survey it would appear that the proposed route alignment would not impact directly on a high number of structures older than 60 years, nor would it impact directly on the Syferfontein informal settlement. The proposed alignment is however likely to impact directly on existing ruins on the farm Hansmoeskraal 202/7 (also referred to as "Standershoop") and

²³ Cultural significance means aesthetic, architectural, historical, scientific, social, spiritual, linguistic or technological value or significance.

possibly some labourers cottages on Hansmoeskraal 202/11, which are still inhabited and some of which are considered of conservation worth. Lastly, four dilapidated and derelict structures, none of which are inhabited, may be directly impacted upon (Hansmoeskraal 202/ 85, 87).

6.1.3 Sandkraal area

See Annexure 2.3. From the survey it would appear that the proposed route alignment would not impact directly on structures older than 60 years. It would however pass within close proximity to an existing (formal) cemetery, directly west of the Asazani informal settlement. In terms of the NHRA, “cultural significance” means to include both tangible and intangible heritage resources of aesthetic, architectural, historical, scientific, social, spiritual, linguistic or technological value or significance. Cemeteries encapsulate both tangible and intangible heritage values of social, spiritual and aesthetic significance and we are therefore concerned about the impact of the proposed road alignment as meant in this context.

Secondly, the proposed route alignment would pass through the Asazani informal settlement at the eastern end of Sandkraal Road, thus by implication resulting in the movement of a number of households. While it is understood that this would occur within the scope of the Municipality’s UISP Project (“Upgrading of Informal Settlement Programme”), the views of existing residents in relation to the proposed route alignment are unknown.

Thirdly, the proposed route alignment would cut through existing communal gardens, which if moved elsewhere, would require considerable effort and investment to prepare new lands for agricultural use. The proposed alignment would also impact directly on tree-lines (mature Pine) considered to be of visual significance and which, if removed should be replaced along the new route alignment.

From information provided, it would appear that the proposed route alignment would not have a direct impact on the “Kerkhuis” complex, which includes the ruins, mature trees and communal gardens within its attentive grounds. By reason of the historical, architectural, social and aesthetic values it represents, the “Kerkhuis” complex is of high local cultural significance and is considered a potential Grade 3A Heritage Site. The proposed route alignment is likely to increase the prominence and significance of this heritage resource, which therefore highlights the necessity for careful detailed planning of this precinct through a comprehensive heritage impact assessment.

While not part of this application, the proposed route alignment may in future traverse the Molen/ Meul River, which is a registered Provincial Heritage Site. It is uncertain whether this matter was adequately addressed in heritage-related studies done as part of the recently approved “Destiny Africa” mixed land use application.

6.2 Landscape Issues

The entire study area represents unique glimpses of the George rural cultural landscape, and it is therefore a concern that future development should be appropriate in terms of this overall context. The cultural landscape refers to the imprint created on a natural landscape through human habitation and cultivation. Ultimately, definition of a cultural landscape is informed by the following elements, weighed through professional opinion, public values and the statutory (legal) framework:

- Natural Landscape
- Public Memory
- Social History

- Historical Architecture
- Palaeontology
- Archaeology

6.2.1 *Regional landscape context*

At a regional scale the study area is situated along the foothills and coastal plateau defined by the Outeniqua mountain range, stretching from Great Brak River to Plettenberg Bay. The area is overshadowed by a series of distinguishable mountains including (from east to west) Mellville (1301m), Tierkop, Cradock’s Peak (being the highest at 1578m), Geelhoutboomberg (1242m) and Saagtandberg (1213m) as illustrated with the diagram below.

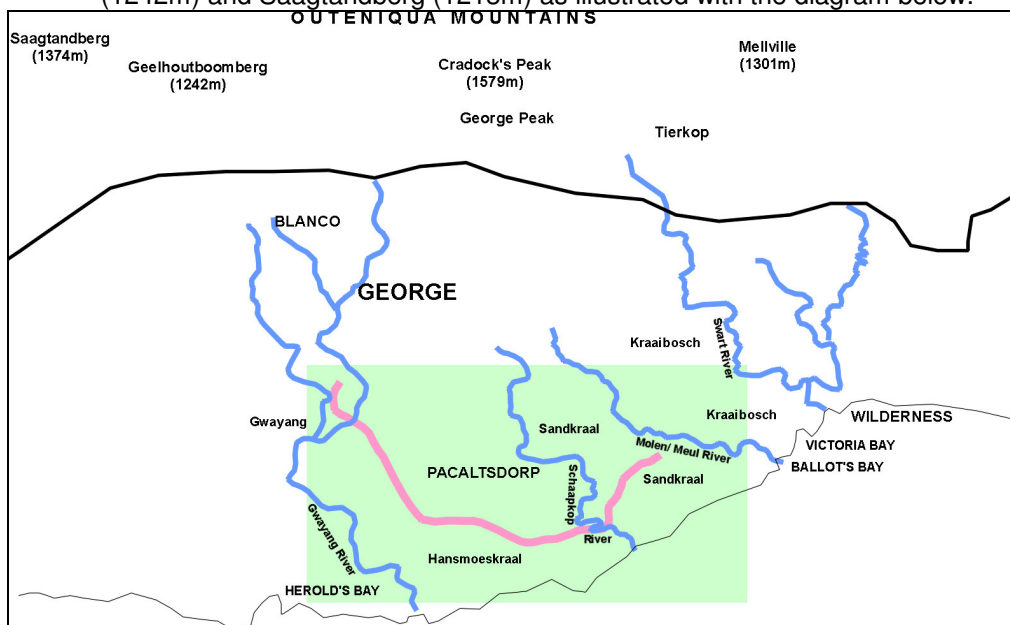


Diagram indicating primary landscape features (not to scale). Green shading indicates the study area in relation to proposed route alignment (pink).

The study area is traversed by a number of river corridors, the more prominent being (from east to west) the Swart River discharging into the ocean as the Kaaimans River; the Meul (or Molen River) – a Provincial Heritage Site ending at Ballot’s Bay; the Schaapkop River being the natural “boundary” between Sandkraal (now largely Thembalethu urban area) and Hansmoeskraal (now Pacaltsdorp area). Finally the Gwayang River that is fed by the Malgas River (directly south of the existing Outeniqua Pass), the Norga River and Moeras River. The study area overlooks the coastal plateau further south and offers extensive views of the Indian Ocean from higher-lying areas.

6.2.2 *Cultural landscape context*

Broad-based analysis of the 1942 aerial photograph series reveals some traditional (i.e. Pre-Modern) cultural landscape patterns in and around the study area, which are analysed in further detail through the annotated aerial photographs on the pages that follow.

The study area displays a rich and varied pattern of land use and variety in texture of fields and pastures, often defined in through closely-planted trees (often used to visually define prominent buildings) along former boundaries and along roads and tracks (particularly so in the Hansmoeskraal area). In addition the study area is traversed by an extensive network of paths and roads, connecting neighbouring rural communities as well as rural areas to urbanised areas such as Pacaltsdorp and George town.

Having regard to the above it can therefore be argued that the study area's is a rural cultural landscape that has been defined through a series of human "interventions" imposed on the natural landscape over time. These interventions become evident through the geometrical patterns and shapes imposed on the landscape through e.g. subdivisions, cultivated fields and pastures, windbreaks, infrastructure and forms of land use (e.g. forestry) and helps to create a unique sense of place and sense of continuity.

GWAYANG AREA:

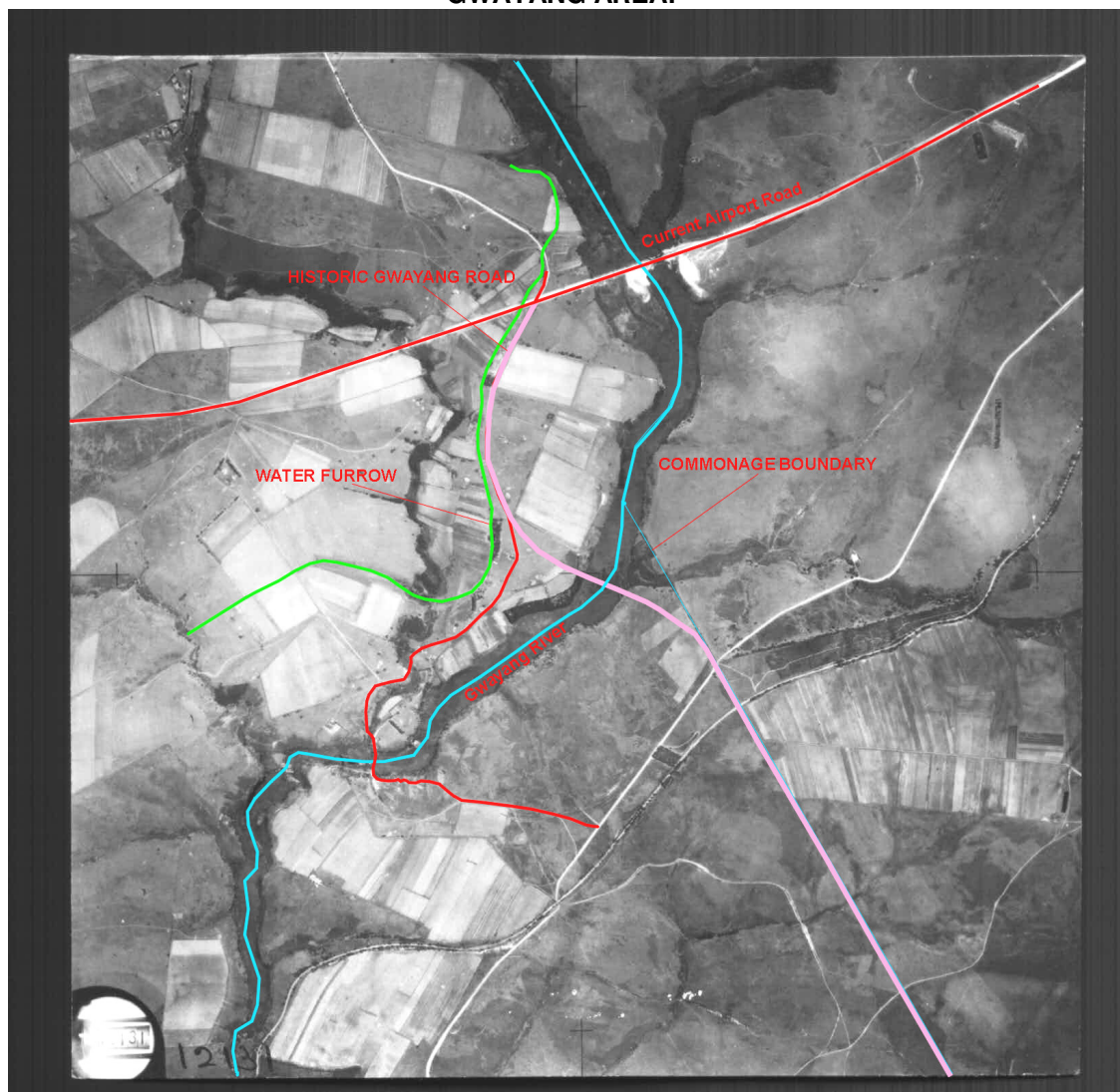


PLATE A: Aerial survey 6/1942²⁴, Gwayang area. Approximate alignment of proposed Southern Arterial road highlighted in pink (Source: CDSM)

Traditional (i.e. Pre-Modern) cultural landscape patterns:

- The overall landscape pattern and land use (agriculture) have remained similar to the present day landscape character;
- The presence of a system of water furrows (also indicated on relevant S.G. Diagrams) are evident in the landscape (green line);
- The historic Gwayang road alignment remains to present day although some sections have fallen into disuse.

²⁴ Aerial survey 6_035_11354 (1942), CDSM

- A relatively substantial number of buildings are scattered along the Gwayang road, which winds through the undulating landscape and crosses the Gwayang River;
- The landscape is criss-crossed by a number of roads of varied width. The railway line between George and Mossel Bay is visible;
- The area was clearly well connected with surrounding agricultural communities as well as George town at this time;
- The George Commonage boundary is clearly legible (thin blue line) in the landscape.

PACALTSDORP AREA:

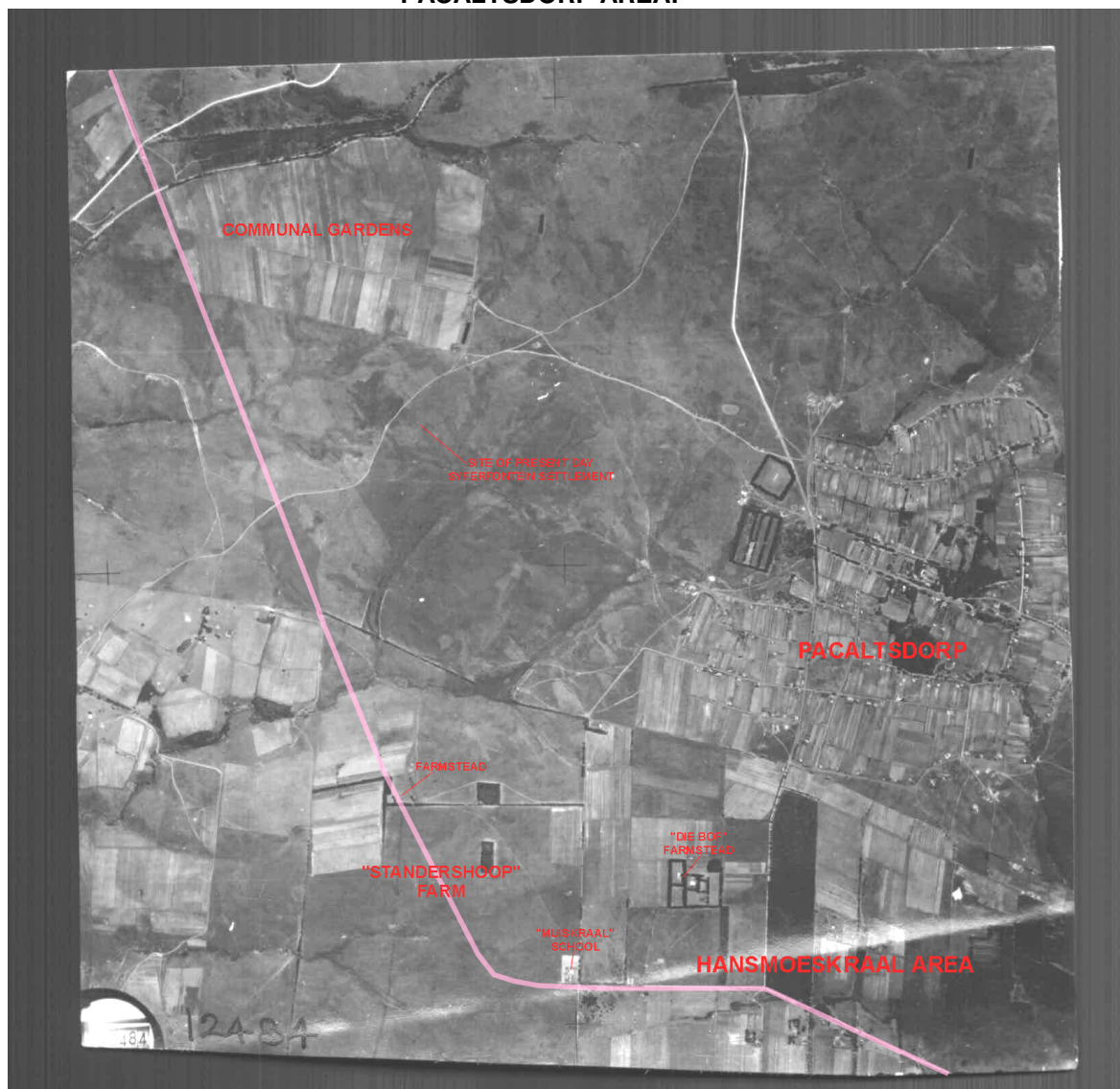


PLATE B: Aerial survey 6/1942²⁵, Pacaltsdorp area. Approximate alignment of proposed Southern Arterial road highlighted in pink (Source: CDSM)

Traditional (i.e. Pre-Modern) cultural landscape patterns:

- The overall subdivision pattern of historic Pacaltsdorp and surrounding rural areas remain largely intact;
- The overall residential density of the village is very low and the urban landscape is characterised by long, rectangular-shaped properties, many with a dwelling at one end closest to a road, the rest being used as “market gardens”/ small-scale farming;

²⁵ Aerial survey 6_036_11416 (1942), CDSM

- The area directly west of the village is undeveloped. The photograph pre-dates construction of the N2 National road;
- A well-defined path leads from the village in a north-west direction to an extensive area formerly used as communal gardens. There does not appear to be any large structures on or within close proximity to these gardens;
- Portions of the “Standershoop” farm (Hansmoeskraal 202/7) are cultivated and an vegetation-lined, axial approach road leads to the main farmstead (now ruined);
- The “Muiskraal” school building is visible along the eastern boundary of the “Standershoop” farm;
- A system of paths, most of which no longer exists, criss-cross the landscape and connected rural dwellers with Pacaltsdorp village and George town;
- There appears to be two prominent sites directly northwest of the entrance to Pacaltsdorp, both framed in the landscape through vegetation planted along boundaries.

HANSMOESKRAAL AREA:

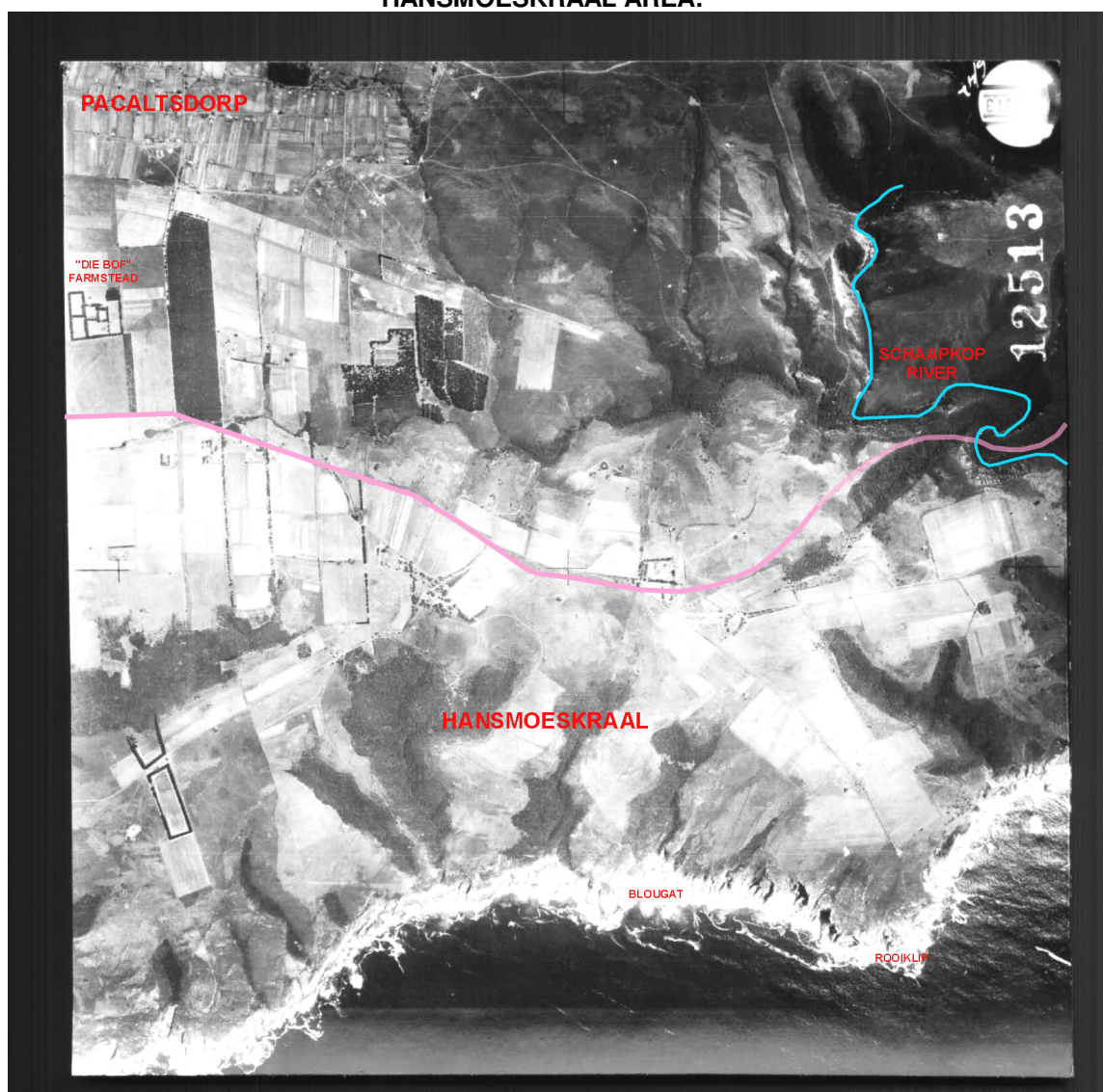


PLATE C: Aerial survey 6/1942²⁶, Hansmoeskraal area. Approximate alignment of proposed Southern Arterial road highlighted in pink (Source: CDSM)

²⁶ Aerial survey 6_037_11500 (1942), CDSM

Traditional (i.e. Pre-Modern) cultural landscape patterns:

- Area directly east of Pacaltsdorp are undeveloped (now Seaview residential area);
- The overall landscape character of Hansmoeskraal (including subdivision pattern, road alignments) does not vary significantly from the current landscape character;
- Geometrically-shaped agricultural fields directly south of Pacaltsdorp of similar width and running parallel create prominent patterns within the landscape;
- Larger surface area appears to be cultivated/ used for agricultural purposes;
- The shapes and sizes of cultivated fields directly along the coastline are irregular and follow the shape of more level plateaus overlooking the ocean;
- A number of more prominent farmstead are “framed” within the landscape through hedges/ some agricultural fields are defined through planting along its boundaries;
- Numerous fishermen’s footpaths leading to the coastline are visible;
- Apart from farm roads, informal tracks/ footpaths are noticeable, particularly between rural communities residing in Hansmoeskraal and urban areas to the north.

SANDKRAAL (ALSO HURR OR ZANDKRAAL):

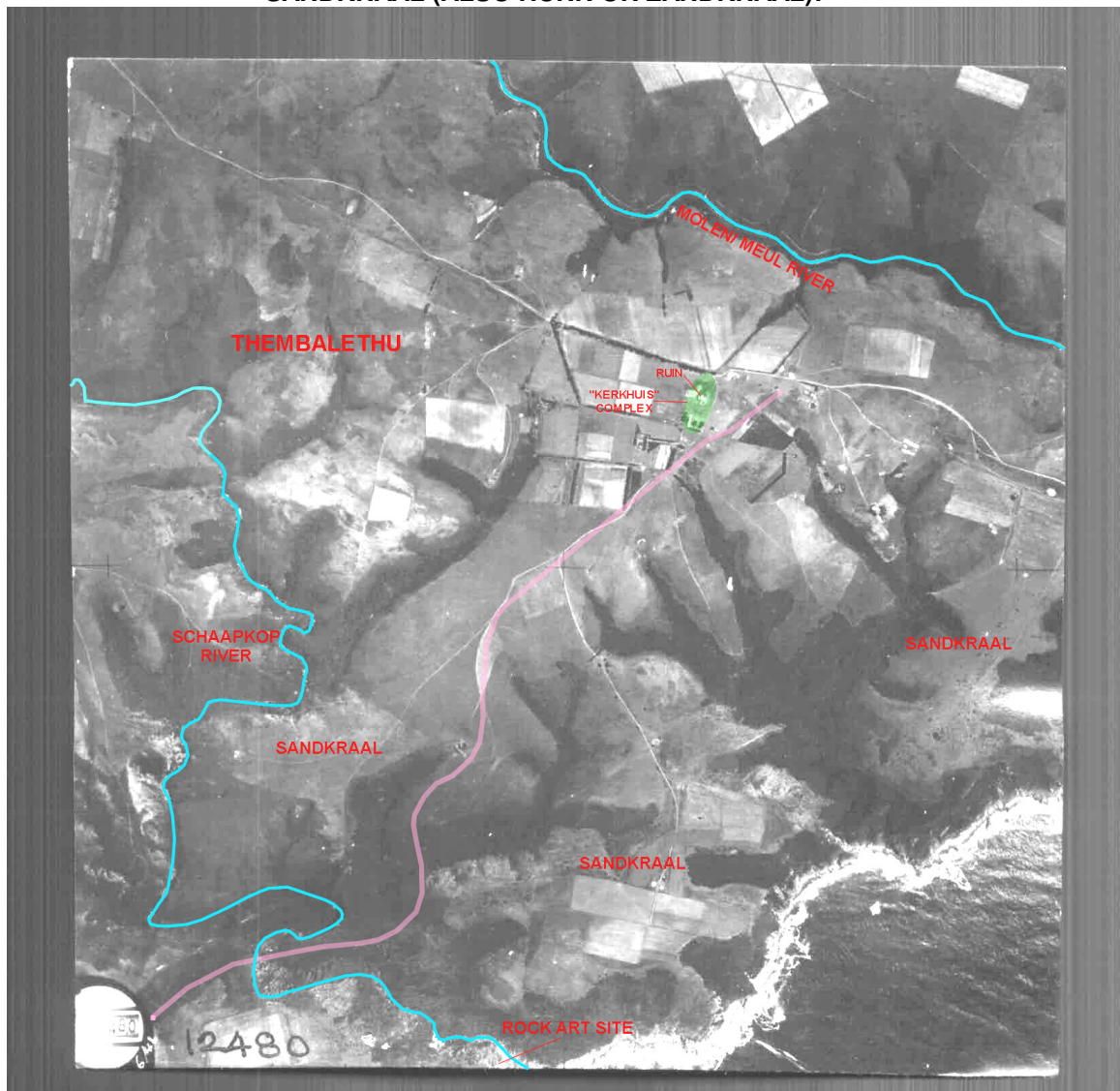


PLATE D: Aerial survey 6/1942²⁷, Sandkraal area. Approximate alignment of proposed Southern Arterial road highlighted in pink (Source: CDSM)

²⁷ Aerial survey 6_037_11500 (1942), CDSM

Traditional (i.e. Pre-Modern) cultural landscape patterns:

- With the exception of a number of farmsteads, the landscape is largely undeveloped and no formal urban expansion has yet taken place;
- A road following roughly the same alignment as the current Sandkraal Road connects the area with George town;
- There are no formal access roads between Sandkraal and Pacaltsdorp/ Hansmoeskraal, partly due to physical constraints, i.e. deep valleys, impenetrable coastal thicket;
- The “Kerkhuis” complex and adjoining fields are “framed” through linear planting and was clearly a prominent feature within the landscape at this time;
- Cultivation within the proximity of the “Kerkhuis” complex (green hatching) are evident as geometric shapes within the landscape;
- While most upper plateau areas were cleared of indigenous vegetation, only isolated, rectangular-shaped patches seem to have been cultivated intensively;
- Numerous informal tracks and fishermen’s footpaths leading to the coastline are visible;
- Though relatively few buildings are visible south of the “Kerkhuis” complex, most seem to be located at the end of access roads, on the edge of ridgelines overlooking the ocean.

6.2.3 Synthesis

The Gwayang area (Plate A, page 16) is unique in that it still contains heritage resources dating back to the historic built environment (including farmsteads, ruins and remnants of former water furrows) that are considered representative of typical local (Southern Cape) vernacular. The Gwayang rural cultural landscape is therefore considered to be of high aesthetic and historic significance.

Lands directly west of Pacaltsdorp (Plate B, page 17) seem to have remained largely undeveloped, save for a rather extensive market garden which, judged by its coverage, must have been well-utilised by local residents. These gardens were disbanded with construction of the N2 National road and haven’t been recreated elsewhere. The Carpe Diem school for children with specialised needs has also been established on a portion of the former gardens. Interestingly, the Hansmoeskraal rural cultural landscape character (Plate C, page 18) remains largely unchanged, the recently-approved Le Grande golf estate being the most significant exception. The repetitive geometric subdivision pattern of the area directly south of Hansmoeskraal is considered unique.

The Sandkraal area (Plate D, page 19), roughly defined by the Molen/ Meul River, coastline and Schaapkop River remains largely undeveloped and retains a strong rural character. The subdivision pattern is very coarse and boundaries tend to follow natural valleys rather than more formal/ more geometric lines. Some tree-lines along existing access roads are considered to be of aesthetic value. When compared to the rest of the study area the imprint of human occupation on this landscape may be less pronounced but sufficient evidence exists to prove that the area have been occupied by early man.

Inevitably the proposed route alignment would materially impact upon the each of the distinguishable rural cultural landscapes referred to, though in varying degrees.

6.3 Conclusions

One could argue that the proposed route alignment by itself would not significantly alter all heritage resources within the study area, save for its anticipated impact on the overall rural cultural landscape, which would be altered permanently.

The need for the Southern Arterial Road is prompted by the anticipated future expansion of the greater George area, as contemplated in the George Draft Spatial Development Framework as well as various Local Structure Plans, which collectively aims to provide for a more socially-integrated future urban landscape for the greater George area. This principle should be supported. Again however, having identified the Hansmoeskraal area for future urban expansion of George inevitably means that the rural cultural landscape, for the most part, would be lost.

7. RECOMMENDATIONS

Having regard to the above assessment, it is recommended that Heritage Western Cape consider the additional information presented herewith, as requested in their Record of Decision dated 22nd August 2008 in relation to the proposed development.

PERCEPTION Heritage Planning
8th September 2009

SE DE KOCK

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