



ILifa leMveli leNtshona Kojoni
Erfenis Wes-Kaap
Heritage Western Cape

Our Ref: HM/CAPE TOWN/GATEWAY PRECINCT
Enquiries: Zwelibanzi G Shiceka
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Date: 14-07-2008



Heritage Western Cape notifies:

dhk Architects
72 Barrack Street
CAPE TOWN
8001

RECORD OF DECISION
Heritage Western Cape Built Environment and Landscapes Committee

Of its intention to comment in terms of
Section 38(4) of the National Heritage Resources Act (Act 25 of 1999)
and Regulation 3(3)(a) of PN 298 (29 August 2003)

For: Proposed Development

At: Gateway Precinct, 1 Dock Road, Victoria & Alfred Waterfront, CAPE TOWN

Heritage Western Cape recommendation:

- The Committee agreed to endorse the proposal.

NOTE:

- This decision is subject to an **appeal period of 14 working days**.
- The applicant is required to **inform any party who has expressed an interest** in any heritage-related aspects of this site of this record of decision. The appeal period shall be taken from the date of such informing.
- If any archaeological material or evidence of burials is discovered during earth-moving activities all works must be stopped and Heritage Western Cape must be notified immediately.

Please feel free to contact this office for any other information.

Yours faithfully

Zwelibanzi G Shiceka
For Chairperson: Heritage Western Cape
p.p. Heritage Western Cape

Copy to City of Cape Town, Environmental Management Branch, Heritage Resource Section,
P O Box 4518, CAPE TOWN, 8000 www.capegateway.gov.za

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APPENDIX B

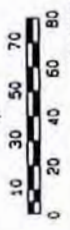
V & A PRECINCT PLAN, 1992 WITH AMENDMENTS

GATEWAY PRECINCT AMENDMENT

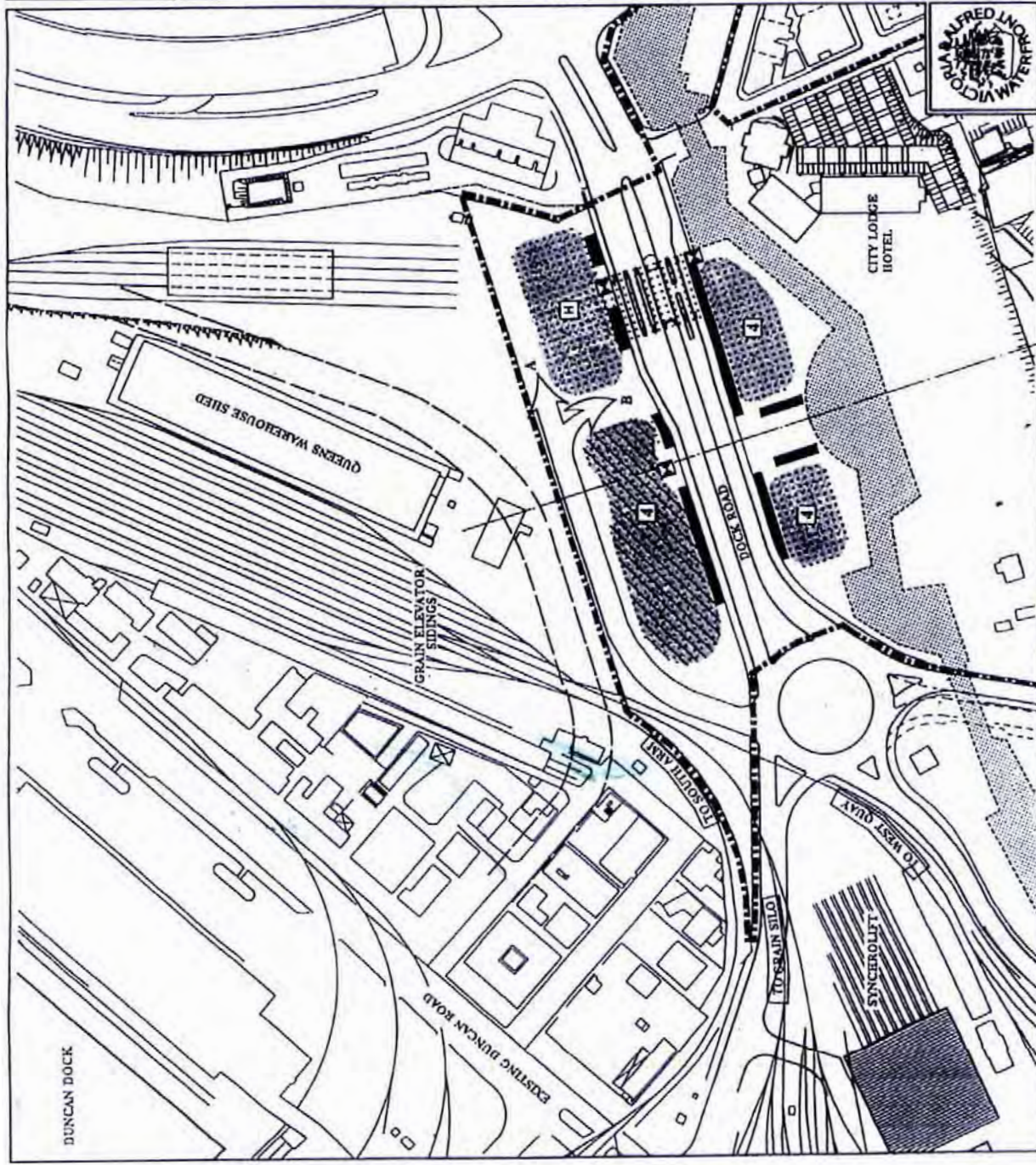
TITLE ACTIVITIES AND LAND USES

LEGEND

	PRECINCT AREA BOUNDARY
	PROPOSED DUNCAN ROAD
	PROPOSED CANAL
	DEVELOPMENT PARCEL AREA
	BUILD-TO LINE
	OFFICES
	SERVICE STATION/OFFICES
	BUILDING HEIGHT IN STOREYS
	VERTICAL ELEMENTS
	HEIGHT SUBJECT TO RESIDUAL BULK PERMITTED IN PRECINCT
	STRUCTURING AXES
	TRACK DESTINATION
	POSSIBLE SERVICE ROAD ALIGNMENT



DIACRAM 3.1

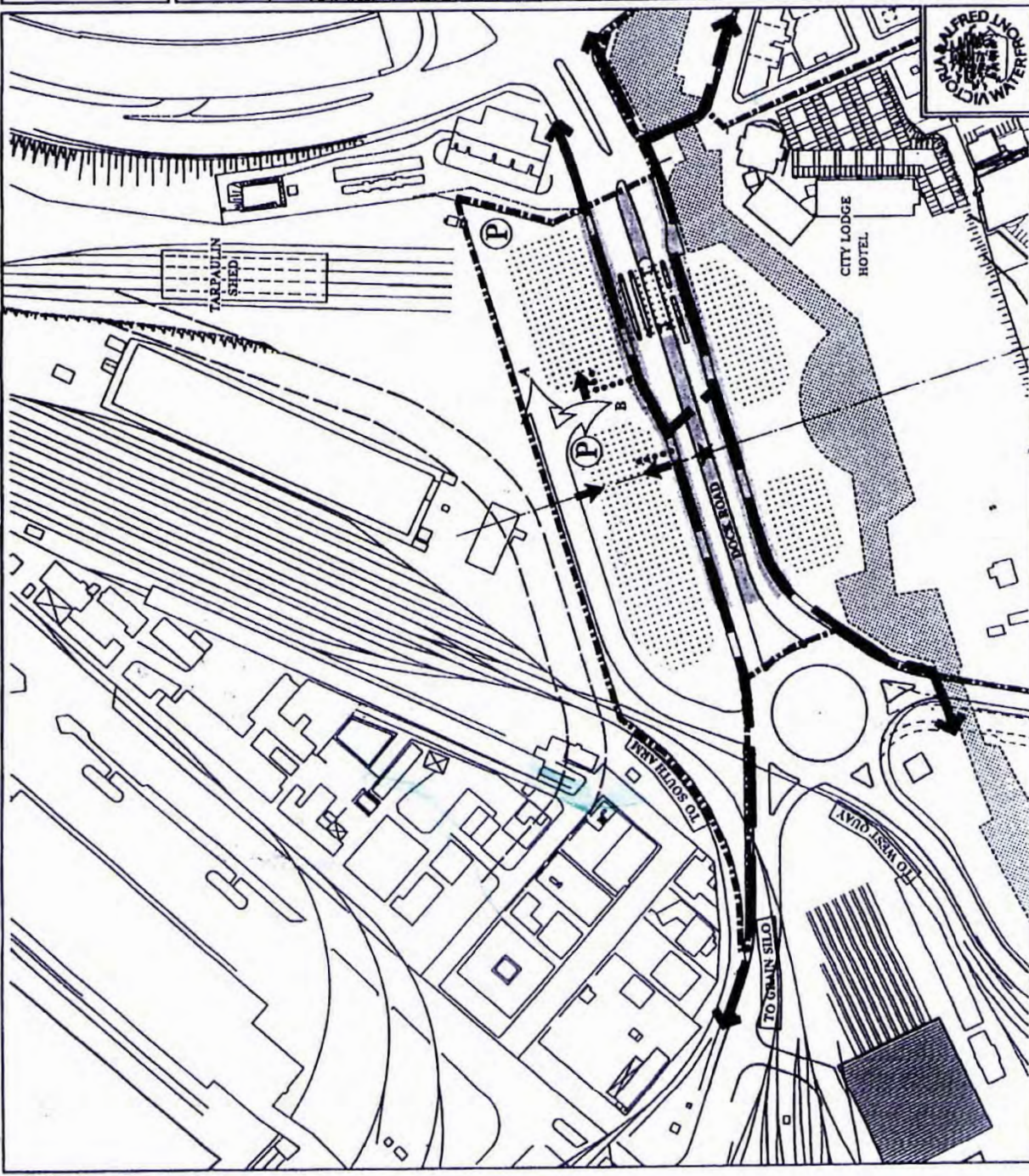


VICTORIA & ALFRED WATERFRONT

GATEWAY PRECINCT AMENDMENT

TITLE	
VEHICULAR AND PEDESTRIAN ACCESS	
LEGEND	
	PRECINCT AREA BOUNDARY
	PROPOSED DUNCAN ROAD
	PROPOSED CANAL
	DEVELOPMENT PARCEL AREA
	PARKING
	PALM TREES
	'UNRESTRICTED' PUBLIC ACCESS
	'LIMITED ACCESS'/ SEMI-PUBLIC
	VEHICULAR ACCESS AT LEAST 30 METRES FROM CIRCLE
	MEDIAN BREAK - POSITION DEPENDENT ON ENTRANCE TO SERVICE STATION
	TRACK DESTINATION
	POSSIBLE SERVICE ROAD ALIGNMENT

0 10 20 30 40 50 60 70
DIAGRAM 3.2



DFR 2008 FIGURE 24

VICTORIA & ALFRED WATERFRONT

GATEWAY PRECINCT AMENDMENT

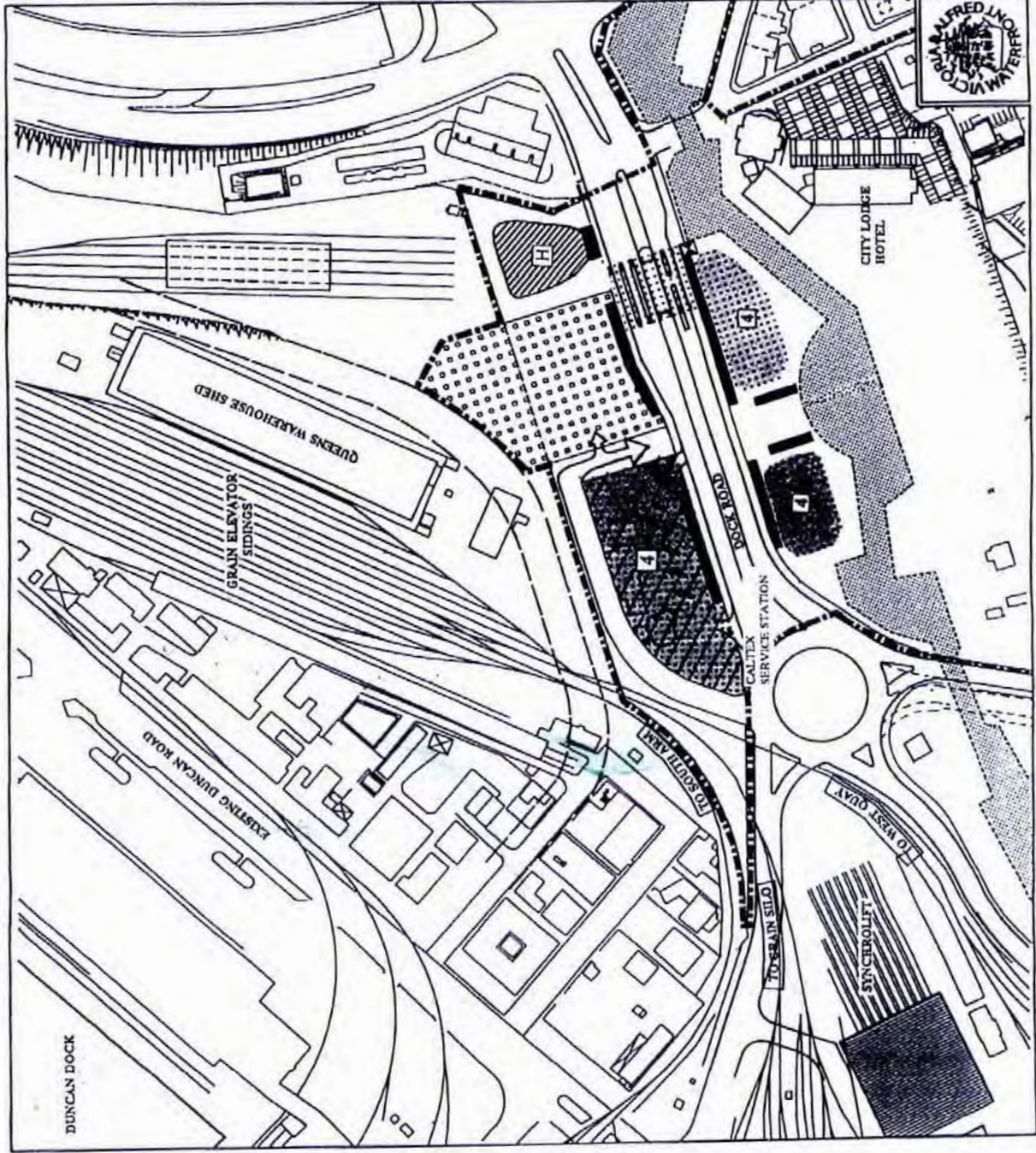
APPENDUM (APRIL 1994)

TITLE
ACTIVITIES AND LAND USES

LEGEND

[Symbol]	PRECINCT AREA BOUNDARY
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[Symbol]	PROPOSED CANAL
[Symbol]	DEVELOPMENT PARCEL AREA
[Symbol]	BUILD-TO-LINE OFFICES
[Symbol]	SERVICE STATION/OFFICES
[Symbol]	BUILDING HEIGHT IN STOREYS
[Symbol]	VERTICAL ELEMENTS
[Symbol]	HEIGHT SUBJECT TO RESIDUAL BULK PERMITTED IN PRECINCT
[Symbol]	STRUCTURING AXES
[Symbol]	TRACK DESTINATION
[Symbol]	POSSIBLE SERVICE ROAD ALIGNMENT
[Symbol]	PROPOSED SHOWROOM OFFICES & WORKS/IOF
[Symbol]	PROPOSED COMMERCIAL OFFICE DEVELOPMENT PARCEL SUBJECT TO ECC CONDITIONS

0 20 40 60 80
DIAGRAM 5



DFR 2008 FIGURE 25

V&AW GATEWAY PRECINCT BACKGROUND TO PRECINCT PLAN AMENDMENT 2012

GATEWAY PRECINCT PLAN : 1992 TO 1994

Planning for Gateway Precinct commenced at a stage when the notion of a canal linkage with the city moved from broad conceptual planning to more detailed planning. Detailed design of the canal would only follow some years later. In 1991/1992, there was also a proposal for a hotel at the entrance to the Waterfront and hence, in terms of the Package of Plans, a Precinct Plan was required prior to a Site Development Plan which would ultimately enable the submission of building plans.

The 1992 Gateway Precinct Plan therefore comprised some detail for the hotel site, but little detail for the balance of the precinct, save for the existing buildings and Missions to Seamen building. Later, a proposal for the Caltex Filling Station was mooted and hence the 1993 Amendment to permit specific development between Dock Road and the port. In 1994, there was a further revision to enable development of a large shed-like building for Auto Atlantic, now the site for Audi Motor Cars.

The amendments and revisions to the Gateway Precinct Plan demonstrate that the Package of Plans allows for flexibility where a large site such as the V&A Waterfront is to be developed over a long period of time. In assessing and endorsing precinct plan amendments over the years, the authorities have taken cognisance of the overall basket of rights and the need to allocate bulk and uses geographically as development proposals transform from the general to the specific.

Precinct Plan approvals for Gateway Precinct have been as follows:

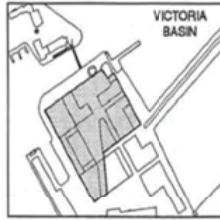
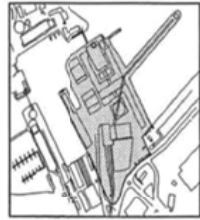
1. 1992- 03 -09 bulk of "approximately 38 000m²" for office and residential development
2. 1993 -03- 03 bulk of 46 000m² plus (with conditions) bulk of 3 000m² from erf 9588 and 10 000m² from KIC (now Waterfront studios) site
3. 1994- 04- 21 no additional bulk allocated; additional land area for Auto Atlantic

AVAILABLE DEVELOPMENT BULK

Currently, 29 483m² has been developed , leaving 29 517m² available for development in the precinct, in terms of the approved Precinct Plan.

However, in May 2012 a Bulk Register was submitted to the City to indicate how the V&AW's total remaining rights (which now stands at approximately 200 000m²) would be allocated. The bulk allocation, subject to further planning approval, for Gateway Precinct, therefore is now in the order of 61 000m², leaving approximately 32 000m² of bulk to be utilised in the precinct.

The current 2012 Gateway proposal will require a maximum of 37 000m² of bulk to be allocated to remaining vacant land parcels. The take up of this bulk will still leave substantial bulk rights to be allocated to remaining vacant land in the V&A Waterfront.



CONTEXTUAL FRAMEWORK
BROAD POLICY FOR CENTRAL WATERFRONT

CCC

DEVELOPMENT FRAMEWORK
OVERALL POLICY AND GENERAL PLANS FOR V&AW

PRECINCT PLANS
DETAILED POLICY AND GENERAL PLANS FOR FUNCTIONAL AREAS

- 01 FIERHEAD
- 02 GRANGER BAY
- 03 BREAKWATER
- 04 NEW BASIN
- 05 UPPER BASIN
- 06 OUTER BASIN
- 07 GATEWAY
- 08 CLOCK TOWER
- 09 PORTSWOOD
- *10 EAST PIER
- *11 SOUTH ARM

SITE DEVELOPMENT PLANS
SPECIFIC CONTROL PLANS FOR BUILDINGS AND OPEN SPACES

- 1A
- 1B
- 3A
- 4A
- 4B
- 4C
- 7A
- 7C
- 7E
- 7F
- 9A
- 9B
- 9C

* No Precinct Plans or Site Development Plans are required for Fishing Industry Precincts

BUILDING PLANS
DETAILED CONTRACT DOCUMENTS FOR INDIVIDUAL BUILDINGS

- V&A Hotel, Union Castle Building, Port Captain's Building, Quay 4, Harbour Cafe Complex, Info Centre, Planet Hollywood, Ferrymans, Wine Centre
- Victoria Wharf, Maintenance Building, BMW Pavilion, Granger Bay Court
- Quay 6 Retail, Table Bay Hotel
- Aquarium, Mixed-Use Building
- Cape Grace Hotel
- Marina Centre, Retail/Office, Service Bldg.
- City Lodge Hotel
- KIC / SASANI STUDIOS
- Callex Service Station
- Auto Atlantic
- Portswood House, Ulundi House, Portswood Garage, MIB House, Portswood Historic Houses
- Portswood Square Garage, Scratch Patch Portswood Square Office Park and Hotels
- Graduate School of Business

Approved

V & A W

- as a component of the Package of Plans agreement, and
- as a basis for the eventual recording of zonings in terms of the Legal Succession to SATS Act No:9 of 1989, when read with Site Development Plans and building plans;

5.2. Agreement be subject to the following conditions:

- 5.2.1 A plan of subdivision, indicating all servitudinal routes for services, vehicles or pedestrians shall be submitted within twelve months of agreement to the precinct plan;
- 5.2.2 A Site Development Plan shall be prepared for each of the routes X-Y-Z1-Z2 and J-K-L on Diagram 3.5 and 5.1 (Annexures 1 and 2) showing clearly the intended relationship of the route to the flanking buildings and urban spaces including the Amsterdam Battery remains; and to other areas within and adjacent to the precinct.
- 5.2.3 The Site Development Plan for the City Lodge Hotel shall be submitted and agreed to, prior to the commencement of construction on site;
- 5.2.4 Satisfactory turning and circulation space for service and emergency vehicles shall be provided within the precinct, and shall be detailed on the Site Development Plans .
- 5.2.5 Site Development Plans for projects or for urban design subareas shall include numerical totals of the proposed development floorspace within each Site.
- 5.2.6 On the completion of each phase of development, Site Development Plans recording 'as-built' building footprints and floorspace, shall be submitted as a data base for the recording of zonings.
- 5.2.7 The final precinct boundary shall form a boundary to contiguous erven, and shall follow the boundaries of development parcels and access ways to them, as set out on Site Development Plans.
- 5.2.8 Routes providing Unrestricted Public Access for pedestrians shall be as depicted on Diagram 3.5 and 5.1, of the Precinct Plan (Annexures 1 and 2) and shall be as defined in the Heads of Agreement.
- 5.2.9 Erf 9588 shall be consolidated with the adjacent Gateway precinct and a public right-of-way servitude shall be registered for the short portion of Alfred Street affected. The erven

comprising the KIC warehouse shall also be consolidated with the precinct.

- 5.2.10 Analysis of water quality, including modelling of the flows in the proposed water body or canal shall be undertaken before construction. Post-construction policy for the management and control of water quality shall be formulated and made operational.
- 5.2.11 Site Development Plans shall include figures indicating that development phases are self-sufficient in parking capacity, or demonstrating that adjacent areas can provide such parking.
- 5.2.12 Precinct 14 shall no longer carry agreement to an hotel, and this amendment shall be incorporated when the the next interim revision is submitted for the Development Framework.
- 5.3.13 Within three months of approval, the company's consultants shall report back on vehicle circulation within and from the precinct, the impact of the precinct's development on the surrounding road network, and the company's intentions with regard to signalisation, median breaks, road closures etc.



CITY PLANNER
on behalf of the
Waterfront Inter-Departmental Working Group

APPROVED by COMMITTEE	TOWN PLANNING 92-03-09
.....	
APPROVED by COUNCIL

VICTORIA & ALFRED WATERFRONT
GATEWAY PRECINCT

TITLE	
VEHICULAR AND PEDESTRIAN ACCESS	
LEGEND	
	V&AW BOUNDARY
	PRECINCT BOUNDARY
	PROPOSED CANAL
	DEVELOPMENT PARCEL AREA
	VEHICULAR ACCESS AT CONTROL POINTS
	SURFACE PARKING
	STRUCTURED PARKING
	PEDESTRIAN ROUTES
	'UNRESTRICTED' PUBLIC ACCESS
	'LIMITED ACCESS' SEMI-PUBLIC ACCESS
	'RESTRICTED ACCESS' PRIVATE ACCESS
	POSSIBLE ALTERNATIVE ACCESS TO B1

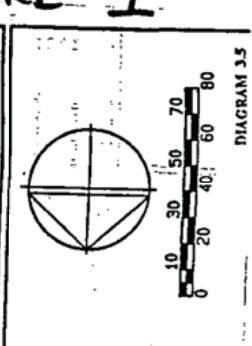
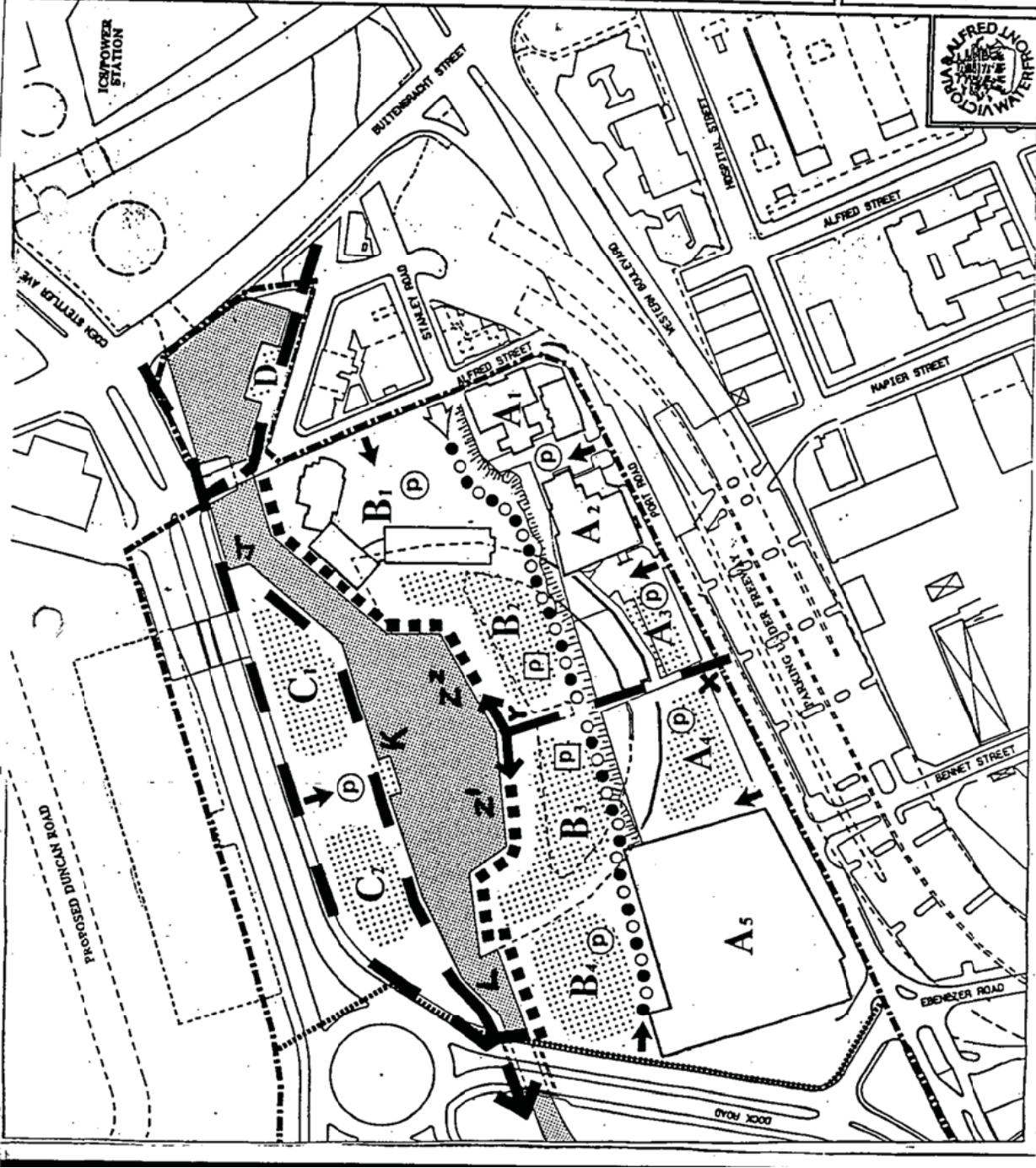


DIAGRAM 3.5



APPENDIX C

HISTORY OF AMSTERDAM BATTERY

Appendix 1a: History of Amsterdam Battery (Baumann 1991. The Lower Tank farm and Amsterdam Battery Precinct. Unpublished report prepared for The Victoria and Alfred Waterfront Co. (Pty) Ltd.

APPENDIX

COASTAL FORTIFICATIONS.

The precinct is dominated by the remains of the Amsterdam Battery which is regarded as the major element of conservation significance in the study area. In view of its significance, the role it played in the fortification of the Cape is discussed here in greater detail. For the sake of convenience, two broad phases are described:

the role of the Amsterdam Battery during the Dutch period, to 1795, the role of the Battery during the British period, 1795 to 1905.

The role of the Amsterdam Battery in the fortification of the Cape, 1652 to 1795.

The Amsterdam Battery was one of a string of coastal defences erected along the shores of Table Bay to protect the Dutch settlement and later the English against a possible attack from the sea (Figure 1). Although some consideration had been given to possible attacks on the Castle and the town from the landward side, for example the 1791 proposals for the Dordrecht entrenchment immediately to the west of the Amsterdam Battery, these were never implemented. The emphasis continued to be on coastal defences, and the location of both the Amsterdam and Chavonnes Batteries was a major factor in deciding the direction of invasion during both the first and second British occupations of the Cape in 1795 at Simonstown and 1806 at Blaauwberg.

The usual anchorage was approximately 1 kilometre off the Table Bay shoreline. Before 1744 the Castle, south west of the anchorage and the Chavonnes Battery, north of the anchorage, were the only heavily armed batteries which had sufficient fire power to reach the anchorage. The Chavonnes Battery, built from 1715 to 1726, and also known as the Groote Battery and Water Kasteel, faced east so that only about a third of the cannon were facing the anchorage (Figure 2.) It was also more distant from the anchorage than the Castle. It is thus apparent that the defence of the anchorage was not the prime motivation for the designers of the battery. Rather the protection of the entry to the Bay

anchor at a spot directly in front of the Castle. This anchorage is situated in the area currently occupied by the Duncan Dock (Figure 2).

When Governor-General G. van Imhoff visited the Cape in 1743, the Austrian War of Succession which was embroiling an increasing number of European countries, and the growing military might of England in the east, together with the consequent shrinking fortunes of the DEIC, caused him to order an increase in the maritime defences. After his departure, a series of linked forts and redoubts, the "Sea Lines" were built by Governor H. Swellengrebel in the area to the east of the Castle. A single redoubt, the Heeren Hendriks Kinderen, was built in 1744 to the west of the Castle, between the Chavonnes Battery and Roggebaai. The name is evidently derived from a town near Goes in Suid Beveland (Zeeland). On a plan of the coast of Table Bay, drawn by R.J. Gordon in 1778, the Heeren Hendriks Kinderen redoubt is depicted as a small earthen rampart with a nearby guardhouse under the name of Kleine Battery. It was thus a very modest structure and was never fully developed. With time it became increasingly dilapidated.

In April 1781, a few days after the news of the outbreak of the fourth Sea War (1780 - 1784) between the Netherlands and England had reached the Cape, the ship Diamant arrived in Table Bay with a message from the Council of 17 ordering the remodelling of the Heeren Hendriks Kinderen battery and the construction of a third battery in Roggebaai. The Netherlands had also entered into an alliance with the French as the Dutch were convinced that the security of the Cape would depend on Anglo-French rivalry. The so-called "French lines", located on the flanks of Devil's Peak and running down to Fort Knokke, were rebuilt by french troops employed in Admiral Saffrens fleet at this time. As a result of the war and the scarcity of labour, Governor J. van Plettenberg could not immediately embark on construction. However after the arrival of a number of cannon from Mauritius, two batteries (the high and low) were started in Roggebaai, and work began on the upgrading of the Heeren Hendriks Kinderen battery according to a 1780 design, based in turn on an earlier 1725 proposal. A major feature of the new battery, to be renamed the Amsterdam Battery, was the use of casemates, which referred to the existence of more than one floor or storey. The Shorter Oxford Dictionary defines a casemate as

battery or both. Cannon could thus be aligned on two levels, substantially increasing the fire power of the battery. However, in the design of the Amsterdam Battery it is evident that the cannon were to be stored in the upper floor, and the lower floor was to have cellars and corbelled ceilings, where the cannon balls were stored and the gunners housed. (Figures 3,4,5). The entrance was to the rear, on the western side of the battery, and a road led directly from this point to a quarry on the slopes of Signal Hill, used for the construction of the battery.

The work was started in 1781 under the direction of Lieutenant-Colonel P.H. Gilquin and was only completed after the peace in 1794. In 1786, after the arrival of Governor C.J. van de Graaff, the fire power of the battery was substantially improved. It now consisted of 66 24 pounders and 6 twelve pound mortars. When the cannon were tested in 1787, one of them exploded, resulting in the death of two soldiers and an injury to the Governor. The battery was also equipped with the necessary ovens for the heating of shot.

The Battery was built from walls of earth and masonry surrounded by a rampart the crest of which was 57,5 ft (17,5m) above average sea level. The cannon were located 41,5 ft (12,6m) above average sea level. 200 soldiers could be stationed inside the front rampart and there was also space for two powder magazines and ordnance stores in the courtyard. According to the maps, illustrations and photographs of the battery, and experts on the subject, it was a prime example of eighteenth century Cape military defence work, combining military architecture with ballistic technology.

As part of an investigation into defence cuts in 1792 relating to the decline of the DEIC, the economic value of the battery was analysed. At that stage it was being used for the accommodation of soldiers and for the storage of shot. Its function was described as the provision of substantial firing power at a height to guard against enemy ships and their rowing boats which might approach the shore. It could also provide covering fire to the coastal batteries immediately to the left and right of it. The maintenance costs were described as being generally low and were restricted to the earthworks and ramparts.

At this time the "Dordrecht" retrenchment (Figure 6) was proposed. It consisted of earthworks and clay walls and was designed to run from

possible attack from the direction of Green Point and Sea Point. It appears never to have been built.

When L.M. Thibault arrived at the Cape in 1781 he transferred his allegiances to the DEIC and was engaged in the design and construction of a number of fortifications. In 1791 he submitted a plan for the enlargement and reconstruction of the Amsterdam Battery according to modern specifications (Figure 7). However, it is evident that this work was never carried out.

During this period the fortunes of the DEIC were in a period of decline, owing partly to the renewed outbreak of war in Europe in 1792 and a corresponding decline in the number of foreign ships visiting the Cape.

The Cape was thus in a poor position to defend itself when a British force, intending to forestall similar French action, arrived in 1795. The British were initially without artillery and were thus wary of the coastal batteries which defended Cape Town. In consideration of the unfitness of their 1600 men after the long sea voyage they initially attempted to achieve occupation by diplomatic means. During this truce it was agreed that the British force would hold off in the anchorage area.

There has been some discussion as to whether the Amsterdam Battery was ever actively involved in the defence of the Cape. In his description of the surrender, H.D. Campagne describes how the British force under Commodore Blankett tried to force the issue by sailing towards the shoreline to launch an attack. Acting against the commands of Colonel Gordon, who was head of the Dutch forces and who was willing to surrender because he feared bloodshed, the troops stationed at the Amsterdam Battery opened fire on the British forces and caused them to retire.

The British then landed at Simonstown and advanced slowly on Cape Town meeting no resistance from the Dutch but some from the "Swellendamers" and the Hottentot troops. On 16 September the British force took command of the Castle. Colonel Gordon committed suicide three weeks later.

battery had not repulsed the initial attack. The sacking of Copenhagen at the same time indicates that Cape Town avoided what could have been a major disaster.

The role of the Amsterdam Battery during the British Colonial Period.

Between 1795 and 1814 the Cape Colony changed hands three times, finally coming under the permanent control of the British at the London Convention of 1814.

In 1803 when the Cape was restored to the Batavian Republic, the resumption of the war with France necessitated the return of the Cape to Britain in order to establish the security of the British Empire. The landing of the British at Blaauwberg in 1806 was again certainly influenced by the strong position of the military installations around the Castle and the location and firing power of the Amsterdam Battery.

Among the first writers to visit the Cape during the early years of the first British occupation were Sir John Barrow and Captain R Percival. In describing the Amsterdam Battery, Barrow stated that "....the Amsterdam Battery has also many defects, and, in the opinion of some naval officers, would soon be silenced by a single ship of the line, brought to lie close alongside of it. Others are of the opinion that a moderate force of infantry and artillery, landed at Three Anchor Bay, might easily succeed in getting possession of the Amsterdam Battery in the rear, as well as the Chavonne and Rogge Batteries, after which the Castle would no longer be tenable, and the town would be at the mercy of the attacking party. Perhaps the strongest impression might be made by combining the two opinions; though a large force might probably prefer landing in the eastern beach of Table Bay, where there is nothing to interrupt them, cross the Salt River, and carry the lines by a Coup de Main, after which the castle must immediately fall, and the garrison surrender at discretion."

This is exactly what happened a few years later in 1806. Captain R. Percival agreed with Barrow and in 1804 recorded that The Amsterdam and Chevonne (Chavonne) Batteries, near the edge of the Bay and close to Green Point complete this noble and grand view... he Amsterdam, with a rampart round it, and bomb proof ... the Amsterdam Battery is well defended on land side by several pieces of

cannon, planted on the rampart ... the Chevonne and the Amsterdam are certainly very terrific in their appearance, and might render it a hazardous business for ships to attempt an entrance into the Bay, yet were the Chevonne once mastered, and some ships drawn up abreast of the Amsterdam, it could not possibly hold out for long, especially when attacked with that ardour and spirit which I have so often witnessed in our brave seamen There are casemates and magazines inside (the Amsterdam Battery), where prisoners of war are generally confined. It is capable of containing at least two hundred troops, in the range of barracks and store-rooms in the body of the work."

In the event no landing was ever made near the Battery and in spite of these adverse criticisms the fortification did have a deterrent effect.

A further example of this deterrent is the record of the mutiny which broke out in 1797 on board the flagship of Admiral Pringle. Willmot reported that "Lord Macartney proved himself well fitted to command. He immediately ordered the guns of the fort to be loaded and shot to be heated in the ovens, while he despatched a message to the mutinous crew in the Tremulous, informing them that if they did not hoist the Royal Standard in half-an-hour, as a token of unconditional surrender, he would blow their ship out of the water. Within the given time, submission was made."

James Ewart also wrote of life at the Cape Garrison during the years 1811 to 1814. He told of how prisoners were held at the Amsterdam Battery:

"The fortifications of Cape Town are numerous but not of any great strength, being all commanded by neighbouring heights. The greater part are placed along the beach as a defence against an enemy landing The principle works on the west side (of the Castle) are three batteries, viz. Amsterdam, Chevonne (Chavonne) and Rogge Bay. The first is more probably a fort, or redoubt, having a rampart all around, the side towards the sea is casemated and bomb proof, and contains a guard room and cells for prisoners."

By 1827 the world returned to a state of relative peace and many of Cape Town's defence works were partly or wholly dismantled in order to reduce their expenses. However, no military land was sold to private individuals nor any encroachment allowed on the War Department land. All the fortifications were administered by the Board

of Ordnance.

Among the fortifications that were completely dismantled in 1836 were the Kyk in die Pot battery (now Fort Wynyard) and the Rogge Baai battery.

The Amsterdam Battery was spared. Rather the evidence indicates that expenditure was incurred in the repair of archways and reference is made to "Archways at Amsterdam Battery occupied by the convicts."

At around this time the Amsterdam Battery was first mentioned in official documents as being used as a convict station. In a letter dated 11 July 1838 the Police Officer in Cape Town reported that:

"part of the roof of the Amsterdam Battery occupied by the convicts is in a leaky state and (requests) to move the Board to give direction for the necessary repairs".

Between 1832 and 1842 civilian buildings steadily encroached upon the Amsterdam Battery as Cape Town prospered and grew. However the military were adamant that the erection of any new buildings near the fortifications should not be considered.

Concern was also expressed about the location of the West Powder Magazine and the danger of the storing of gunpowder so close to the town. The Ordnance Officer in response to petitions suggested that the casemates in the Amsterdam Battery be refitted for the purpose of storing gunpowder.

In the wake of this reorganization and the need to control the distribution of gunpowder from a central depot, the Amsterdam Battery was granted in Freehold to the Respective Officers of Her Majesty's Ordnance in Cape Town in 1840. The right of interest in the gunpowder stored there was at the same time transferred from Acting Colonial Secretary General Craig to the Ordnance Store.

The remodelling of the Battery seems to have taken place from 1842 to about 1844. The original few convicts, which were probably soldiers, were removed, and the conversion of the left hand side casemates to gunpowder magazines was commenced. It is not known what these looked like as no plans have been found, but the rest of the

Amsterdam Battery was obviously left untouched.

During the late 1840's Cape Towns' commercial districts expanded rapidly, but particularly around Table Bay. At this time, 1847, the first plans for a harbour were presented to the Office of Ordnance. It was stated that the harbour should not "impair the efficiency of the Amsterdam and Chavonne Batteries" and representation was made to allow convicts and workmen employed in the breakwater construction to occupy the battery. If the plans were to go ahead, it was considered advisable to secure military control over the construction of any buildings or wharfs between the harbour works and the Amsterdam Battery, or within 400 yards of either flanks of the fort.

However, there was resistance to this proposal as the two batteries continued to operate as the only sea defence commanding the approach and anchorage of the bay and considerable sums of money had been spent on the Amsterdam Battery in making it effective. It was also being used for the storage of some 1281 barrels of gunpowder and 1940 barrels of ball cartridges and more was anticipated due to the unsettled state of affairs on the frontier. It was also stated that there was no other magazine available within the Castle or in the vicinity of Cape Town.

However, in 1849 expenses were incurred for converting the Amsterdam Battery into a receiving station for 300 convicts expected from Bermuda. The plan for the conversion of the battery into a prison with interior stockading is shown. The convicts were to be housed in the unoccupied casemates and cellars on the right hand side of the battery (as seen from the entrance).

Plans for the construction of the breakwater in front of the Chavonne Battery went ahead and a Harbour Improvement Board was founded. The improvement of Table Bay as a port for shipping was becoming an urgent necessity due to increasing shipping and the large number of wrecks occurring during gale force conditions. A number of proposals were put forward until a final decision was reached and construction was started in 1860. The development of the harbour with specific reference to the inner basin is discussed in the following section.

At this stage the Amsterdam Battery, together with the convict station

on Portsworld Ridge, was being used to accommodate prisoners. They were employed in the construction of the breakwater. However, it is apparent that they were also employed at other government stations, such as the Naval Yard in Simonstown.

In 1858 reports indicate that 46 black convicts escaped from the Amsterdam Battery resulting in an increase in security measures. Records also indicate the stationing of the Cape Royal Rifle Corps or the Cape Town Volunteer Artillery (CTVA) at Fort Amsterdam.

In 1860 another reorganization of the Battery took place. Platformed guns of the latest model were mounted on top of the outer flanks of the front ramparts which improved their range and firing power considerably. Also at this time the dock walls began to encroach upon the Amsterdam Reserve.

After the start of the American Civil War in 1861 and the fear that war would also erupt between Britain and the United States, the defences of the Cape were again reviewed. As a consequence additional funds were granted to keep the Amsterdam Battery in good repair.

Although still used as a prison, the Battery was also used as a fort because of its strategic location in the Bay. In 1863 the confederate raider Alabama visited the Cape and was deliberately given an anchorage under the guns of the fort to ensure control.

In 1854, the first parliament sat at the Cape and the Colony acquired a system of limited franchises, thus beginning the road to self-determination. With the expansion of the harbour works, it was suggested in 1863 that the Amsterdam Battery be transferred from the Ordnance Department to the Government of the Cape of Good Hope. With this in mind the Colonial Surveyor General submitted an estimate of the value of the fort and attached land. The resident engineer of Table Bay Harbour Works recommended the total removal of the Amsterdam Battery at the time. The plan he submitted and the report showed that the docks and the patent slipways were completely cut off from the commercial part of Cape Town. The removal of the battery was thus necessary for any system of railway linking the harbour to the city and the hinterland. Any main road linking harbour to city would also have involved at least the partial removal of the battery. The expense of the railway going up and around the battery, nearly 40 ft

above the dock quay, was enormous and would have required such sharp curves as to render the system unsafe. As a large amount of traffic would inevitably occur between Cape Town and the Docks it was recommended that the removal of the battery be effected immediately.

The location of the battery as an impediment to linkages between the city and the harbour has a direct parallel with current discussions. The present need to establish road, water and service links between the developing waterfront and the city is faced with a similar blockage, this time in the form of the Ebenezer headland. As indicated in the main body of this report, the resolution of these conflicting requirements will have to be resolved in a wider forum. Efficient functional linkages between city and harbour are critically important and it is interesting to note that the issue arose even before the completion of the first phase of harbour development. The importance of the Breakwater Cottages cannot be regarded in the same light as the Amsterdam Battery and it is to be hoped that the issue will be resolved in a less brutal manner than the fate which befell the battery.

However, the Battery was not handed over at the time and by 1872 the dispute was still dragging on. Legal advice was sought as to whether the fort and its reserve could not be claimed by the Municipality of Cape Town. An extract from the Cape Ordnance in 1840, however, had proclaimed the municipal boundaries and had specifically excluded the military lands from this definition. The title deeds of the Amsterdam Reserve thus remained with the War Department.

It was obviously in the interests of this Department to stress the defensive capabilities and importance of the battery. To this end in 1879 the battery was greatly strengthened by the deposit in front of it of surplus material from the breakwater quarry.

The casemates, used for many years as a convict station, were handed back to the military authorities in October 1879 and the guards from the CTVA were relieved of these duties.

The battery was again modernized to accommodate far heavier eighteen ton guns which were to replace the existing seven inch six and a half ton guns. However, it appears that the heavier guns never arrived in Table Bay.

In 1882 the Harbour Board rented that portion of the Amsterdam Reserve sited between the line of paling and the sea. They paid a nominal rent for it but were not allowed to erect any buildings on the reserve and the approach from the docks to the city had to be kept open. These conditions were understandable as a variety of projects were beginning to encroach upon the Amsterdam Reserve. The City Tramways built a railway line over the reclaimed land to the docks and a road was put through along the shore before 1879.

An architectural drawing by the Royal Engineers under Colonel Nixon dated 1895 shows the battery with heavy earthworks in front of the ramparts on its seaward side suggesting that another remodelling phase must have taken place during the early 1890's. In an article in the State of February 1910 Smidt claimed that the battery was remodelled in 1892, with a few heavier and more modern guns being mounted, but from a structural point of view it does not appear to have been much altered. Although it was thought that the original loopholed walls were no longer effective against modern artillery, when they were demolished a few years later three charges of dynamite failed to make an impression upon one of the front rampart walls.

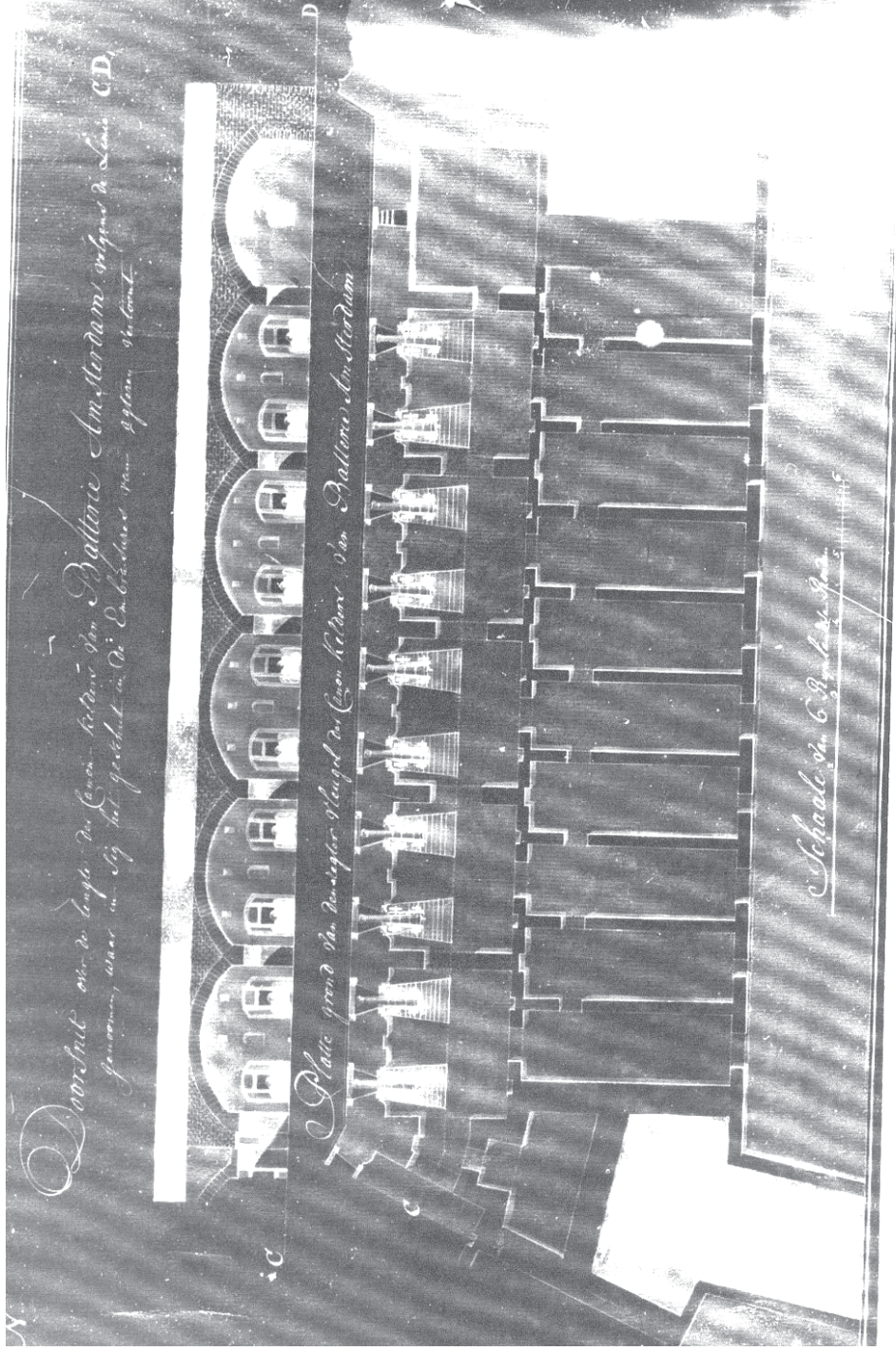
Pressures of harbour development and its movement towards the city inevitably caused the Amsterdam Battery to be abandoned and handed over to the newly formed Table Bay Harbour Board in 1904. By 1905 demolition had begun to make room for further harbour extensions. An extension to the railway line into the harbour and the erection of coal sheds on the grounds in front of the battery on newly reclaimed land led to the final decision to demolish the greater part. Approximately nine tenths of the most significant part of the battery was removed, including the casemates and vaulted chambers. The guns were sold for scrap and all the buildings razed.

Figure 8 indicates the remaining extent of the Battery.

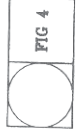
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The Amsterdam Battery. A short history of the Amsterdam Battery during the Dutch and English periods and an account of its excavation, conducted in 1988.
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Memorie en besonderen wysig die overgawe der Kaap de Goede Hoop, 1795. CA v.c.76.

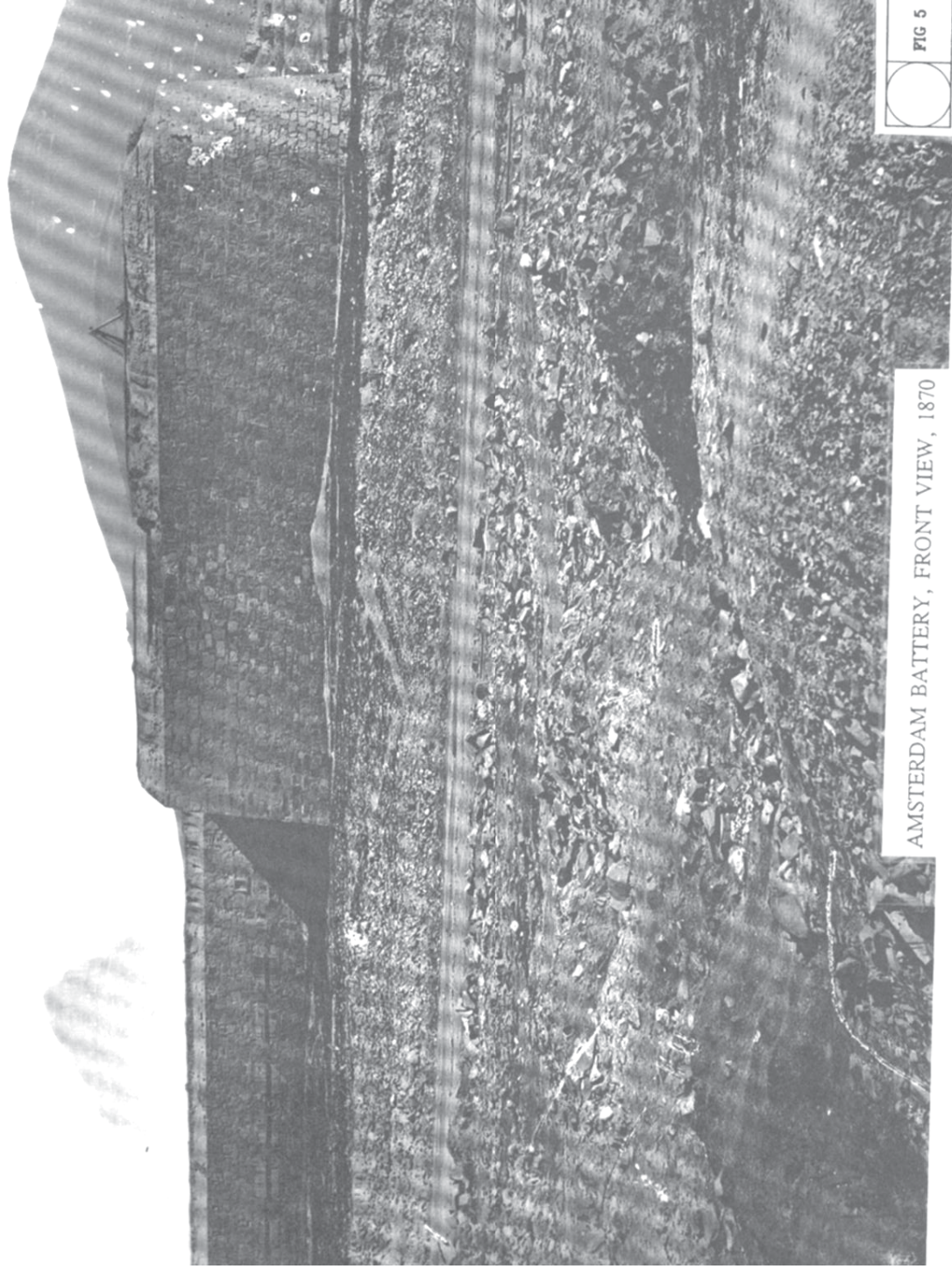
Both Dr Sleigh's article and Ute Seeman's thesis contain extensive references relating to the Battery.



FRONTVIEW AND SECTION THROUGH THE
 CASEMATES OF THE AMSTERDAM BATTERY,
 1791



Front view and section of Amsterdam Battery CA M1/359



Front view, Amsterdam Battery CA M851/1

APPENDIX D
SITE DEVELOPMENT PLAN

APPENDIX E

BULK REGISTER