



iLifa leMveli leNtshona Koloni
Erfenis Wes-Kaap
Heritage Western Cape

**NOTIFICATION
 OF
 INTENT
 TO
 DEVELOP**

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

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

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

HWC Case Number: 17020109

DEADP Reference Number: not released

NOTE: A DEADP (W Cape Dept. Environment Affairs & Development Planning) reference number must be included in all NHRA Section 38(8) processes where DEADP is the decision making authority under NEMA. The effect of this requirement is that the NEMA process must be initiated with DEADP prior to the NHRA process with HWC.

If a DEADP reference number is not entered above please check one of the following boxes:

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

This development will not require a NEMA application.

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

B. BASIC DETAILS

PROPERTY DETAILS:

Name of property: Kalk Bay Point

Street address or location (eg: off R44): Kalk Bay Harbour, off M4 (Main Rd) Kalk Bay

Erf or farm number/s: 90005 (RE) 90007, 90005 and 900016.

Coordinates: Longitude: 18.448704
 Latitude: -34.129771 S.E
 (A logical centre point. Format based on WGS84.)

Town or District: Kalk Bay

Responsible Municipality: Cape Town

Extent of property: 8605 sqm

Current use: Parking and recreation, open space

Predominant land use/s of surrounding properties: Fishing, restaurant, railway, residential.

REGISTERED OWNER OF PROPERTY:

Name City of Cape Town

Address Civic Centre, Hertzog Boulevard, Cape Town

Telephone 021 400 3985

Cell 084 222 1344

E-mail
 paul.booth@capetown.gov.za

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

Signature of owner or authorised agent
(Agents must attach copy of power of attorney to this form.)

Date 20 / 02 / 2017

DEVELOPMENT DETAILS:

<p>Please indicate below which of the following Sections of the National Heritage Resources Act, or other legislation has triggered the need for notification of intent to develop.</p>	
<p><input type="checkbox"/> S38(1)(a) Construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier over 300m in length.</p> <p><input type="checkbox"/> S38(1)(b) Construction of a bridge or similar structure exceeding 50m in length.</p> <p><input type="checkbox"/> S38(1)(d) Rezoning of a site exceeding 10 000m² in extent.</p>	<p>S38(1)(c) Any development or activity that will change the character of a site -</p> <p><input checked="" type="checkbox"/> (i) exceeding 5 000m² in extent;</p> <p><input checked="" type="checkbox"/> (ii) involving three or more existing erven or subdivisions thereof;</p> <p><input type="checkbox"/> (iii) involving three or more erven or divisions thereof which have been consolidated within the past five years.</p>
<p><input checked="" type="checkbox"/> Other triggers, eg: in terms of other legislation, (ie: National Environment Management Act, etc.) Please set out details: NEMA (site close to sea)</p>	<p>If you have checked any of the three boxes above, describe how the proposed development will change the character of the site: Site is used for parking - presently asphalt chip and spray and informally arranged parking that is liable to congestion and flooding, On the southern side the surface is currently un-prepared. Proposal is to landscape and asphalt the surface to create formal parking and a landscaped precinct. At present there is significant congestion of the informal parking area on weekends with the area being used by restaurant patrons, tourists, fishermen and traders alike.</p>

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

Authority / government department (ie: consenting authority) to which information has been /will be submitted for final decision: Department of Environment Affairs and Development Planning.

Present phase at which the process with that authority stands: pre-application for the EIA and conceptual design.

Provide a full description of the nature and extent of the proposed development or activity including its potential impacts (eg: changes in land use, envisaged timeframes, provision of additional bulk services, excavations, landscaping, total floor area, height of development, etc. etc.): The proposal is to expand out of the existing parking into undeveloped erven to the south almost doubling the available parking. The proposal will not require sub-surface services - only storm water drainage and landscaping. It is envisaged that the landscaping of the site will be in keeping with style of the recent Main Road upgrade with planted areas and benches. Natural stone outcrops on the site will form features that will be retained and enhanced. The site was assessed previously by Malan and Hart (2001) who determined that there had been significant disturbance. They noted that there had been buildings on the southern side of the site, however no visible foundations have survived. The existing parking area is not archaeologically sensitive although the site has a long history of mixed use including 19th century holiday houses. Holiday season traffic and parking congestion in Kalk Bay has increased dramatically since the village has become a popular venue.

C. HERITAGE RESOURCES AND IMPACTS THEREUPON

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

Failure to provide sufficient detail or to anticipate the likely presence of heritage resources on the site may lead to a request for more detailed specialist information.

(The assistance of relevant heritage professionals is particularly relevant in completing this section.)

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

Simon's Town was established as the winter anchorage for ships in 1741. An early painting (circa 1780) of Kalk Bay Point depicts structures thought to be Dutch East India Company storehouses. Provisions for Simon's Town were transported by road and stored on the point until being taken by small boats to Simons Bay, which was inaccessible by road for large wagons. Kalk Bay was used as an anchorage from DEIC times and was probably manned by a small garrison. Kalk Bay was equipped with a gun battery, possibly located on the point itself, while locals claim that a signal cannon was positioned on Trappieskop above the harbour.

Although a small fishing community of mixed origins was already established in Kalk Bay, the first formal land grant on the point (erf 9005) was made in 1808 to Messrs. Cloete, Reitz and Anderson, who were engaged in commercial fishing. The survey diagram of the time depicts the rocky point and indicates that a small house stood on the North West corner. After being sold several times, the land passed into the hands of the Cape of Good Hope Whaling and Sealing Company in 1848. Whaling was a prominent activity in False Bay with activities taking place from Kalk Bay, Muizenberg and St James. The transfer deed for the same erf dating to 1855 confirms that the land had 'buildings' on it.

Two photographs dated circa 1880 and circa 1900 show typical thatched and flat-roofed and whitewashed fishermen's cottages on the corner of the landing beach (erf 90005), which probably

related to whaling and sealing activities. The bay itself served a safe place for whaling and fishing boats to be beached, and the whales were brought ashore for flensing and processing. In the background of these photographs two residential buildings are visible. On the left is 'Patmos' with its stable (erf 90016) and on the right is 'By the Sea' (outside the research area). The two buildings appear on a survey diagram dated 1846 and were therefore built before that date. 'Patmos' was rented by the Dutch Reformed Church from the Kalk Bay Land and Sea Company (later Irvin & Johnson), for Andrew Murray to use as a holiday retreat.

In 1877, a portion of land adjacent to the point was expropriated by the Colonial Government for the extension of the Simonstown Railway line. The railway (Cape Gauge), which was completed 10 years later, effectively severed the bay and point from the growing community of Kalk Bay. The railway was built on a viaduct over the beach, diminishing the area that fishermen had available for beaching their vessels, which had to be hoisted above the intertidal zone on specially built gantries. In 1913 a spur railway line was built from the Simonstown line, extending across Kalk Bay point, for the purposes of building and servicing the Harbour Breakwater. Remnants of this line are still visible on the breakwater, but all traces of it have been removed from Kalk Bay Point.

It was during this time that we believe significant changes were made to the local landscape with the construction of a viaduct to carry the line to the breakwater, a temporary siding, the works yard and sheds. An immense amount of sand had already been removed for ships' ballast, now, land was reclaimed to make the fish quay of Kalk Bay harbour and the fill in all likelihood included sand and rubble from the point area.

An account of this activity in the South African Railways and Harbours Magazine of 1919, describes how a sand hill was moved to make way for the line. Within the sand hill were the remains of an old building with thick stone walls mortared with lime. This was referred to as a limeworks, but may well have been the remains of the 18th century Dutch East India Company stores. It is quite probable that the structure was destroyed and the fabric used in the harbour reclamation. An existing wood and iron 'bungalow' was shifted to a new location on the site. The harbour itself was equipped with a new fish-cleaning slab (with fresh water), a bait house, a café and club room, lavatories and facilities for the "non-European" community.

'Patmos' was demolished in about 1904 but its outbuildings survived until much later (sometime after 1930). The original fishermen's cottages were obscured by the new fishing company cold store in a photograph of 1906 but were probably integrated into the long 'stores' structure shown on harbour plans of the 1920s. The cottages, refrigeration plant and the temporary structures associated with railway to the breakwater had all gone by about 1930. 'By the Sea', however, still stands and can be recognised by its cruciform plan, but with a second storey. The concrete fisherman's cubicles, which were built in 1917, are the oldest surviving buildings at the harbour (after Malan and Hart 2001, Heritage Impact Assessment of Kalk Bay Point)

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

<input checked="" type="checkbox"/>	<p>Places, buildings, structures and equipment of cultural significance</p> <p>Description of resource: Structures did exist but there are no traces on site.</p> <p>Description of impact on heritage resource: 19th century residential buildings have been demolished - impacts not expected.</p>
<input checked="" type="checkbox"/>	<p>Places to which oral traditions are attached or which are associated with living heritage</p> <p>Description of resource: Kalk Bay fishing fleet nearby - strong associated oral history and living heritage.</p> <p>Description of impact on heritage resource: No direct impacts expected.</p>

<input checked="" type="checkbox"/>	<p>Historical settlements and townscapes</p> <p>Description of resource: Historic area within the context of Kalk Bay. Little physical material has survived.</p> <p>Description of impact on heritage resource: Change to aesthetics, some areas will experience character change. This could be a positive impact with good landscaping..</p>
<input checked="" type="checkbox"/>	<p>Landscapes and natural features of cultural significance</p> <p>Description of resource: As above</p> <p>Description of impact on heritage resource:</p>
<input type="checkbox"/>	<p>Geological resources of scientific or cultural importance</p> <p>Description of resource:</p> <p>Description of impact on heritage resource:</p>
<input checked="" type="checkbox"/>	<p>Archaeological resources (Including archaeological sites and material, rock art, battlefields & wrecks):</p> <p>Description of resource: Unlikely but possible remains of foundations at the southern end of the project area. These impacts could occur if the parking area is extended southwards.</p> <p>Description of impact on heritage resource: Low possibility destruction of wall footings outside the existing parking area at the southern side. Some possible shell midden material - highly disturbed and dispersed.</p>
<input type="checkbox"/>	<p>Palaeontological resources (ie: fossils):</p> <p>Description of resource:</p> <p>Description of impact on heritage resource:</p>
<input type="checkbox"/>	<p>Graves and burial grounds (eg: ancestral graves, graves of victims of conflict, historical graves & cemeteries):</p> <p>Description of Resource:</p> <p>Description of Impact on Heritage Resource:</p>
<input type="checkbox"/>	<p>Other human remains:</p> <p>Description of resource:</p> <p>Description of impact on heritage resource:</p>
<input type="checkbox"/>	<p>Sites of significance relating to the history of slavery in South Africa:</p> <p>Description of resource:</p> <p>Description of impact on heritage resource:</p>
<input type="checkbox"/>	<p>Other heritage resources:</p> <p>Description of resource:</p> <p>Description of impact on heritage resource:</p>

Describe elements in the environs of the site that could be deemed to be heritage resources: 3.

Southern area outside existing parking: the southern portion of the site may contain the archaeology of several historic structures. Ideally this area should be checked from time to time during construction.

A cautionary statement is offered in that we believe that the point area contributes to the identity and meaning of the harbour, and is therefore of special local significance. This will present the planning of any future development with a particular challenge in terms of balancing the requirements of redevelopment, with the need to conserve the tradition and ambience of Kalk Bay Harbour - a significant heritage site on the Cape Peninsula.

Description of impacts on heritage resources in the environs of the site: Impacts will be confined to the southern side outside the existing parking area - physical structures and sense of place will be affected, but with careful design and execution this could be a positive impact.

Summary of anticipated impacts on heritage resources:

- There is an unlikely possibility that buried pre-colonial and colonial period archaeological material may be impacted during the course of construction activities on the north half of the site (existing parking area). The existing parking area is significantly disturbed.
- There is a low probability that that colonial period archaeological sites will be impacted if the southern half of the point outside the existing parking area is developed. Indications are that little has survived.
- The long intermittent historical use of the point area, its visual prominence from the surrounding coastline, Boyes Drive and the local business and residential areas, imparts an important quality to the point - an historic landscape with a special "sense of place" within the local community. Of all the potential impacts that could take place on the point, we believe that impacts to the visual integrity and meaning of the area to be potentially the most significant and therefore require sensitive handling.

Impacts (positive)

- The point, despite attempts to position benches and create a walkway, is neglected, dirty and poorly secured. A positive by-product of re-development would be making the area, safer, cleaner and more acceptable for general recreational activities. and alleviate an acute parking shortage during weekend and holidays. Sensitive redevelopment will enhance its amenity value.

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

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

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

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

D. RECOMMENDATION

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

Recommendation made by:

Name Tim Hart

Capacity Heritage Consultant

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

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

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

DETAILS OF HERITAGE PRACTITIONERS AND SPECIALISTS INTENDING TO CONDUCT THE HIA:

1.	<p>Name of individual: Tim Hart Name of Practice: ACO Area of specialisation: Gneral heritage, archaeology.</p> <p>Qualifications: MA (UCT) ASAPA PI, APHP</p> <p>Experience: 30 years</p> <p>Standing in heritage resource management: good</p> <p>E-mail Address: Tim.Hart@aco-associates.com Telephone: 021 7064104 Cell: 0731418618</p>
2.	<p>Name of individual: Name of Practice: Area of specialisation:</p> <p>Qualifications:</p> <p>Experience:</p> <p>Standing in heritage resource management:</p> <p>E-mail Address: Telephone: Cell:</p>
3.	<p>Name of individual: Name of Practice: Area of specialisation:</p> <p>Qualifications:</p> <p>Experience:</p> <p>Standing in heritage resource management:</p> <p>E-mail Address: Telephone: Cell:</p>
4.	<p>Name of individual: Name of Practice: Area of specialisation:</p> <p>Qualifications:</p> <p>Experience:</p> <p>Standing in heritage resource management:</p> <p>E-mail Address: Telephone: Cell:</p>
5.	<p>Name of individual: Name of Practice: Area of specialisation:</p> <p>Qualifications:</p> <p>Experience:</p> <p>Standing in heritage resource management:</p> <p>E-mail Address: Telephone: Cell:</p>

If this submission is made in terms of Section 38(8) of the National Heritage Resources Act indicate below the particulars of the principle environmental consultant on the project.

Name of individual: Marielle Penwarden Name of Practice: Chand Environmental Consultants
Area of specialisation: EAP

E-mail Address: marielle@chand.co.za Telephone: 021762 3050 Cell: 086 6657430

Postal Address: Chand Environmental Consultants
P O Box 238 Plumstead 7801
Tel: 021 762 3050
Fax: 086 665 7430
www.chand.co.za

DETAILS OF STUDIES TO BE CONDUCTED IN THE INTENDED HIA

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

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Heritage resource-related guidelines and policies. |
| <input type="checkbox"/> | Local authority planning and other laws and policies. |
| <input type="checkbox"/> | Details of parties, communities, etc. to be consulted. |
| <input type="checkbox"/> | Specialist studies, eg: archaeology, palaeontology, architecture, townscape, visual impact, etc.
Provide details: |
| <input type="checkbox"/> | Other. Provide details: |

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