

## APPLICATION FORM

### NOTIFICATION FOR INTENT TO DEVELOP (NID)

### Section 38(1) and Section 38(8)

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).

As per Section 38(1)(e) of the NHRA, submission of the NID must be initiated at the earliest stage of development. Should the development trigger any other legislation, practitioners may submit the NID without formal submission to other statutory bodies in order to comply with the NHRA.

This form is to be read in conjunction with the HWC Notification of Intent to Develop, Heritage Impact Assessment, (Pre-Application), Basic Assessment Reports, Scoping Reports and Environmental Impact Assessments.

All sections of the form must be completed in order to deem the application to be complete.

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

HERITAGE WESTERN CAPE REFERENCE NO., AS PROVIDED DURING SCRUTINY:

#### SECTION A

##### APPLICATION MADE IN TERMS OF:

- Section 38(1) of the NHRA (This development will not require a NEMA application)
- Section 38(8) of the NHRA (This development requires an application with another authority)
- Amendment of approved Site Development Plan (SDP) for endorsement. Endorsements are only reviewed upon submission of an assessment by the heritage practitioner confirming heritage design indicators as approved are not compromised by the revision
- Advice in terms of Section 38(1)

##### APPLICABILITY OF OTHER LEGISLATION:

Specify the authorised department that makes the final decision in terms of NEMA (National Environmental Act.), i.e. Department of Mineral Resources, Department of Environmental Affairs and Development Planning Western Cape, Department of Forestry, Fisheries and Environment etc.: DEA&DP and National Minister of Environmental Affairs

Reference number of authority / government department: to be provided

Present phase at which the process with that authority stands: NOI to be submitted

##### PREVIOUS HWC APPLICATIONS APPLICABLE TO THE SITE AND OR DEVELOPMENT

Provide details of any previous applications submitted to HWC on the site.

HWC Reference No.	NHRA Section	Summary of Proposal	Application Status (Approved, Not Approved, Pending)	Permit / Record of Decision Date
HWC23060705SJ0609	38(4)	V&A Mixed Use 3 rezoning HIA September 2024	Approved	28 Oct 2024
15050401GT0527M	38(8)	Proposed extension of Breakwater Dolos Revetment across Granger Bay, reclamation of land in the sea and associated mixed-use development within the Granger Bay precinct	Approved	HWC Final Comment 15 July 2015; EA 10 April 2019

## SECTION B

### DETAILS OF SITE, PROPERTY OR PLACE

Physical address or Location (e.g., off the R44): off Granger Bay Boulevard, V&A Waterfront, Cape Town

Erf or Farm Name and No. (including the name of the site): Erf 173712, 177853 and land to be reclaimed from the sea below the highwater mark: (Granger Bay) V&A Waterfront, Cape Town

Coordinates for logical center point (WGS84): 33.901652°S 18.416925°E

Town: Cape Town District / Municipality: City of Cape Town

Property Extent: **The site (seaward of the 100m setback line from the High-Water Mark) is to be defined by a coastal amenity zone and two breakwaters. The breakwaters and new rock revetment will protect the public coastal amenity zone of approximately 57 000m<sup>2</sup>, that will include a:**

- **Approximately 30 000m<sup>2</sup> bay area for water-based activities such as boat launching, leisure craft, sailing, kayaking, swimming, sailing.**
- **Approximately 1,5ha coastal park (public amenity) on the land side.**

**A backdrop of low to medium-rise mixed-use development is proposed to frame this coastal amenity. This will comprise residential, hotels, leisure, and some commercial development; the layout is intended to promote uses and activities that could take advantage of the ocean location of the site. The types of residential accommodation being considered include hotels, serviced apartments, and private apartments. The total bulk assigned to these land uses is 78 000m<sup>2</sup> on 7.4 ha of land.**

**Current land Use: The site is presently occupied by the Oceana Boat Club and boat launching facility, protected by a breakwater; the Grand Beach Restaurant in an old warehouse; Cabo Beach Club, the Oranjezicht Farm Market and a demountable 2 storey parking facility. The Lookout events and hospitality facility has been demolished. The site is otherwise in a fairly derelict state, mostly used by the V&AW for the temporary storage of large volumes of spoil.**

**Current zoning: TR1(Development Zone ) Waterfront Overlay Zoning**

**Predominant land uses of surrounding properties: The site forms an extension to the V&A Waterfront, which consists of both commercial and residential development. Other uses within close proximity are Fort Wynyard, Somerset**

**Hospital and uses on the Green Point Common, including the Stadium, which dominates views looking south-west from the site.**

**SECTION C**

**APPLICANT / AUTHORISED AGENT – Details of person to receive Record of Decision**

Name: \_\_\_\_\_

Company: \_\_\_\_\_

Address and postal code: \_\_\_\_\_

Cellular phone number: \_\_\_\_\_

E-mail: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**REGISTERED OWNER OF PROPERTY**

Name: \_\_\_\_\_

Identity number of applicant: \_\_\_\_\_

Address and postal code: \_\_\_\_\_

Cellular phone number: \_\_\_\_\_

E-mail: \_\_\_\_\_

Declaration: I, \_\_\_\_\_ am fully aware of this application and accept its contents and declare that I intend to undertake the actions as proposed in this application.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**SECTION D**

**DETAIL OF PROPOSED DEVELOPMENT**

Provide a full description of the nature and extent of the proposed development.

The proposed development at Granger Bay comprises two main components as follows:

1. Replacement of coastal defense structures: associated revetment, breakwaters, and Land Reclamation.
2. Revised mixed-use development packages.

**Note: This is a revision of a previously approved land reclamation and mixed-use development.**

See attached supporting documentation for additional information

**DEVELOPMENT DETAILS** – Indicate which sections of the NHRA, or other legislation which requires a NID

PLEASE TICK THE APPROPRIATE BOX	
<b>x</b>	<b>Section 38(1)(a)</b> Construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier over 300m in length.
	<b>Section 38(1)(b)</b> Construction of a bridge or similar structure exceeding 50m in length.
	<b>Section 38(1)(c)</b> Any development or activity that <u>will change the character of a site</u> :
<b>x</b>	<b>(i)</b> exceeding 5 000m <sup>2</sup> in extent.
<b>x</b>	<b>(ii)</b> involving three or more existing erven or subdivisions thereof.
	<b>(iii)</b> involving three or more erven or divisions thereof which have been consolidated within the past five years.  *If (i), (ii) and/or (iii) are marked above, describe how the development will change the character of the site  The site will be entirely redeveloped and additional land reclaimed. The redevelopment thereof in accordance with the proposals will constitute a change of character.
	<b>Section 38(1)(d)</b> Rezoning of a site exceeding 10 000m <sup>2</sup> in extent.
<b>x</b>	<b>Other triggers e.g., in terms of other legislation (NEMA, etc.)</b> – Describe the details:  Granger Bay EIA Amendment Application in terms of NEMA and submission in terms of the National Environmental Management: Integrated Coastal Management Act (Act 24 of 2008, as amended), otherwise referred to as ICMA, which is the act governing the management of the coastal environment.  Section 7C of the ICMA notes that reclamation of land from the sea will be considered only in exceptional circumstances and when it is not contrary to the purpose of coastal public property (i.e. to improve public access to the seashore, to protect sensitive coastal ecosystems, to secure the natural functioning of coastal processes, and to provide protection from dynamic coastal processes including sea level rise.  This section of the ICMA also sets out the process applicable to the reclamation.

**ESTIMATED CONSTRUCTION COST AND/ OR VALUE OF DEVELOPMENT UPON COMPLETION:** R To be established

## SECTION E

### PROVIDE A SHORT HISTORY OF THE SITE, PROPERTY OR PLACE – Include sources where applicable

The site is on reclaimed land. Historically, the precinct falls within a stretch of coastal plain which extended from Buitengracht to beyond Mouille Point, and of which the Green Point Common represents the remaining part. Until the 19th century, this plain was characterised by calcrete dunes, of which only the low dune on which Fort Wynyard is located has survived. During the late 19th and 20th centuries, what remained of the dunes was flattened to make way for the harbour and related infrastructure. Beach Road, immediately to the south of the site was located on the coastline. Land reclamation associated with Granger Bay harbour and the Water Club occurred during the 1980's and 1990s.

Granger Bay was named after a Captain Granger who had a house in the Mouille Point area in the mid-19th century and appears to have also had a fishery in the area, possibly within the bay itself. That Granger lived in the vicinity is suggested by the fact that he rescued the crew and passengers of the *Miner* when it capsized off the bay in 1857 (Murray, 1964).

There is evidence that this small, protected bay was also used historically by a whale fishery (Archaeology Contracts Office, 1993), and the suggestion has been made that it may have been the site of Van Riebeeck's landing at the Cape – described in the documents as somewhere on the “Lion's Tyle” - in 1652, although there is no hard evidence to support this (Murray, 1964).

The original Dutch breakwater, or mole, for which Mouille Point is named and whose construction started in 1743, was located on the western side of Granger Bay. Although the sea demolished the structure almost as fast as it could be built and the structure was abandoned in 1747, the remains of the mole still survive close to where the old Mouille Point lighthouse stood (Murray, 1964; Archaeology Contracts Office, 1993).

Within the proposed development area, historical maps indicate the presence of a building belonging to the Cape Canning Company Limited, which operated out of Granger Bay in the latter half of the 19th century and early years of the 20th century, although any evidence of this structure is likely to have been lost when the Water Club marina development took place. Also within the development area, a 'blockyard' and associated branch railway line from docks, probably for use in the lengthening of the breakwater, appears to have been constructed between 1896 and 1911.

Offshore, historical records indicate that more than 30 shipwrecks or shipping losses occurred in the area between the Green Point lighthouse and Roggebaai between the 16th and 19th centuries (see Burman, 1976; Turner, 1988; Durden, 1992. Only one casualty is recorded in Granger Bay – the *Miner* which capsized and sank in 1857 - but the vagueness of contemporary historical descriptions and the closeness of Mouille Point to the project area, suggests that it would be wise to consider the possibility that at least some of a further 14 vessels may have been lost within the proposed project area.

See supporting documentation for further details

#### References:

Archaeology Contracts Office, 1993. *Historical Assessment of Granger Bay and Mouille Point*. Unpublished report prepared for Equikor Ltd. Archaeology Contracts Office. Cape Town.

Burman, J. 1976. *The Bay of Storms: Table Bay 1503-1860*. Human and Rousseau. Cape Town.

Durden, T.A.S. 1992. *An Assessment of the Maritime Archaeological Potential of Table Bay: 1806 to 1900*. Unpublished Honours Dissertation. University of Cape Town.

Gribble, J. 2024. *Archaeological Assessment: V&A Waterfront, Cape Town*. Unpublished report prepared for Nicolas Baumann Urban Conservation and Planning. TerraMare Archaeology. Cape Town.

Murray, M. 1964. *Under Lion's Head*. Cape Town. A.A. Balkema.

Turner, M. 1988. *Shipwrecks and Salvage in South Africa: 1505 to the Present*. C Struik. Cape Town.

### **ANTICIPATED IMPACTS ON HERITAGE RESOURCES**

Section 3 of the NHRA 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.

### **IDENTIFICATION OF ALL HERITAGE RESOURCES ON THE SITE, PROPERTY OR PLACE AND ITS ENVIRONMENTS**

Please indicate where applicable:

✓	<p><b>Places, buildings, structures, and equipment of cultural significance:</b> Description of Heritage Resource: Fort Wynyard</p> <p>Descriptions of Heritage Impact: Sight lines from the Fort to the sea. Impacts to be established</p>
	<p><b>Places to which oral traditions are attached or which are associated with living heritage:</b> Description of Heritage Resource:</p> <p>Descriptions of Heritage Impact:</p>
	<p><b>Historical settlements and townscapes:</b> Description of Heritage Resource:</p> <p>Descriptions of Heritage Impact:</p>
	<p><b>Landscapes and natural features of cultural significance:</b> Description of Heritage Resource:</p> <p>Descriptions of Heritage Impact:</p>
	<p><b>Geological resources of scientific or cultural significance:</b> Description of Heritage Resource:</p> <p>Descriptions of Heritage Impact:</p>
✓	<p><b>Archaeological resources – Incl. archaeological sites and material, rock art, battlefields, and wrecks etc.:</b> Description of Heritage Resource: There is some minor potential for the survival of elements of the late 19<sup>th</sup> century railway infrastructure and blockyard known to have been present on the site.</p> <p>Offshore in Granger Bay, there is the potential for the presence of shipwrecks or wreck-related material, which is described in more detail in the supporting document accompanying this application.</p> <p>Descriptions of Heritage Impact: To be established.</p>
	<p><b>Palaeontological resources – i.e., fossils, geological formations etc.:</b></p>

	<p>A comment on the palaeontological sensitivity of the project site was obtained from West Coast palaeontological specialist, John Pether.</p> <p>The SAHRIS Palaeomap designates the project area as "unknown" which implies that a minimum of a desktop study will be required. However, Pether points out that on the geological chart for Cape Town, the project site is labelled Qd, which indicates fill or made ground, which will not contain palaeontological resources.</p> <p>Descriptions of Heritage Impact: Impacts to palaeontological resources are not expected.</p>
	<p><b>Graves and burial grounds</b> – e.g.: ancestral graves, graves of victims of conflict, historical graves, cemeteries etc.:</p> <p>Description of Heritage Resource:</p> <p>Descriptions of Heritage Impact:</p>
	<p><b>Sites of significance relating to the history of slavery in South Africa:</b></p> <p>Description of Heritage Resource:</p> <p>Descriptions of Heritage Impact:</p>
✓	<p><b>Other heritage resources:</b></p> <p>Description of Heritage Resource: Visual &amp; social</p> <p>Descriptions of Heritage Impact: Potential visual impacts on views from the Fort; visual spatial relationship between the Fort and the coastline; relationship of the public to the water's edge, access for fishing boats, and coastal public access.</p>

**PROVIDE A SUMMARY OF THE ANTICIPATED IMPACTS ON HERITAGE RESOURCES**

To be established. See supporting documentation for detail.

**SECTION F**

**RECOMMENDATION**

In your opinion, do you believe that a Heritage Impact Assessment (HIA) is required?

**Yes**
 **No**

**Specialist studies to be provided as part of the HIA:**

	Architectural (i.e., fabric analysis, historical analysis, material analysis etc.)
✓	Archaeological Impact Assessment
	Paleontological Impact Assessment
	Townscape Assessment

	Cultural Assessment
	Social Historical Study
✓	Visual Impact Assessment
	Other:

**Recommendations made by:** Cindy Postlethwayt, (with additional input from John Gribble of Terramare and Dr John Pether)

**Capacity:** Lead heritage practitioner, APHP accredited

**PLEASE NOTE**

Any further studies which HWC requires should be submitted 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.

Please refer to the Guidelines for Heritage Impact Assessments required in terms of Section 38 of the National Heritage Resources Act (25 of 1999).

Applications are considered to be public documents and are open to public scrutiny. Should you wish for your application to be kept confidential, please motivate your request on a separate sheet attached to your application form.

For applications that are granted confidentiality, this confidentiality will be limited to one year (12 months).

iLifa leMveli leNtshona Koloni  
Erfenis Wes-Kaap  
Heritage Western Cape

**SUPPORTING DOCUMENTATION TO NOTIFICATION OF INTENT TO DEVELOP:  
ERVEN 173712 AND 177853, V&A WATERFRONT, CAPE TOWN:  
PROPOSED GRANGER BAY PRECINCT RECLAMATION**

**April 2025**

**1. PROPERTY DESCRIPTION**

The site comprises a portion of Erf 173712 and 177853, Granger Bay, V&A Waterfront in central Cape Town.



Figure 1: The V&A Waterfront in the central Cape Town local context



Figure 2: The site in the context of Granger Bay.

## 2. BACKGROUND

### 2.1 2019 approved Granger Bay land reclamation

Over the period 2014 to 2019, a NEMA process was undertaken for a proposed land reclamation project in Granger Bay at the V&A Waterfront. An HIA was conducted by Dr Nicolas Baumann (HWC Reference 15050401GT0527M). Heritage Western Cape (HWC) issued Final Comment on 15 July 2015; and the final Environmental Authorisation (EA) was issued on 10 April 2019, both in support of the proposal (Annexures A1 and A2).

The approved development comprised two main components

- Mixed use (primarily residential with some retail and commercial use) development of Erf 173712, portion of Erf 149294 Cape Town (also referred to as the Granger Bay precinct, located in the V&A Waterfront); and
- Associated revetment and Land Reclamation.

#### Mixed Use Development

A portion of Granger Bay land (seaward of the 100m setback line from the High-Water Mark) was proposed for a coastal walkway, residential, retail and commercial development (or the phase 2 development of Granger Bay). Different types of accommodation included hotels, serviced apartments and private apartments. Adjacent to the proposed coastal walkway/sea park (created as a result of the reclamation), provision was to be made for some restaurants and limited retail. The total land area for development packages within the application site amounted to approximately 1.6 Ha

Building heights were in accordance with parameters established in terms of the Heritage approval issued in 2011 which preserves a view arc across Granger Bay. Within the view arc, no buildings were to be

higher than 21,5m or approximately 5 floors. Outside the view arc, towards the Beach Road/ Granger Bay Boulevard Ext. corner, building heights could be higher.

#### Associated Revetment and Land Reclamation

As a replacement for the existing temporary rock revetment, a permanent dolos revetment was to be constructed. The new dolos revetment would be an extension of the existing dolos revetment which currently ends at the end of Breakwater Boulevard. The extension would be in a straight line for a length of approximately 310m in a westerly direction across Granger Bay. In addition, the existing embankment that marks the coastal edge of the Granger Bay precinct was to be replaced with a rock revetment for a length of approximately 160m. The total combined length of new revetment will therefore be approximately 470m.

Due to the alignment of the revetment across Granger Bay an area of approximately 2.4 Ha was to be reclaimed. A new land parcel comprising the reclaimed land (2.4 Ha) and existing undeveloped land beyond the cadastral edge of the V&A (1.07 Ha), with a total area of approximately 3.4 Ha, would be created as a result of the reclamation. A coastal "sea park" of up to 30m wide would provide continuous public access from Beach Road to and along the coast for approximately 750m of which approximately 300m would be within the Granger Bay Precinct. This coastal route would consist of a paved pedestrian walkway. Outdoor leisure and recreational facilities would be located along this route.

Refer to Figure 3.

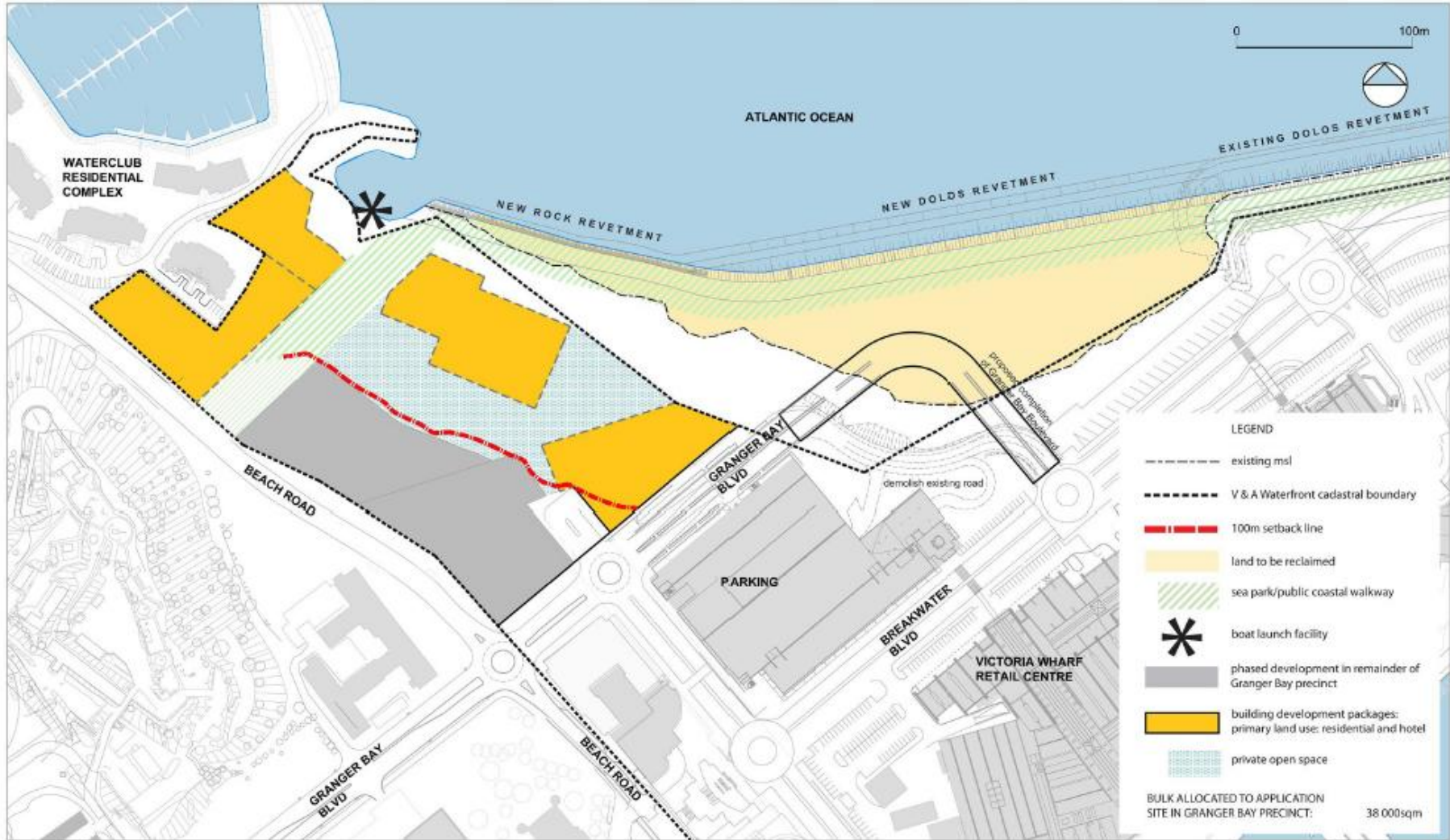


Figure 3: **2019 Approved** Notional Precinct Development: Dolos Revetment with Land Reclamation (GAPP)

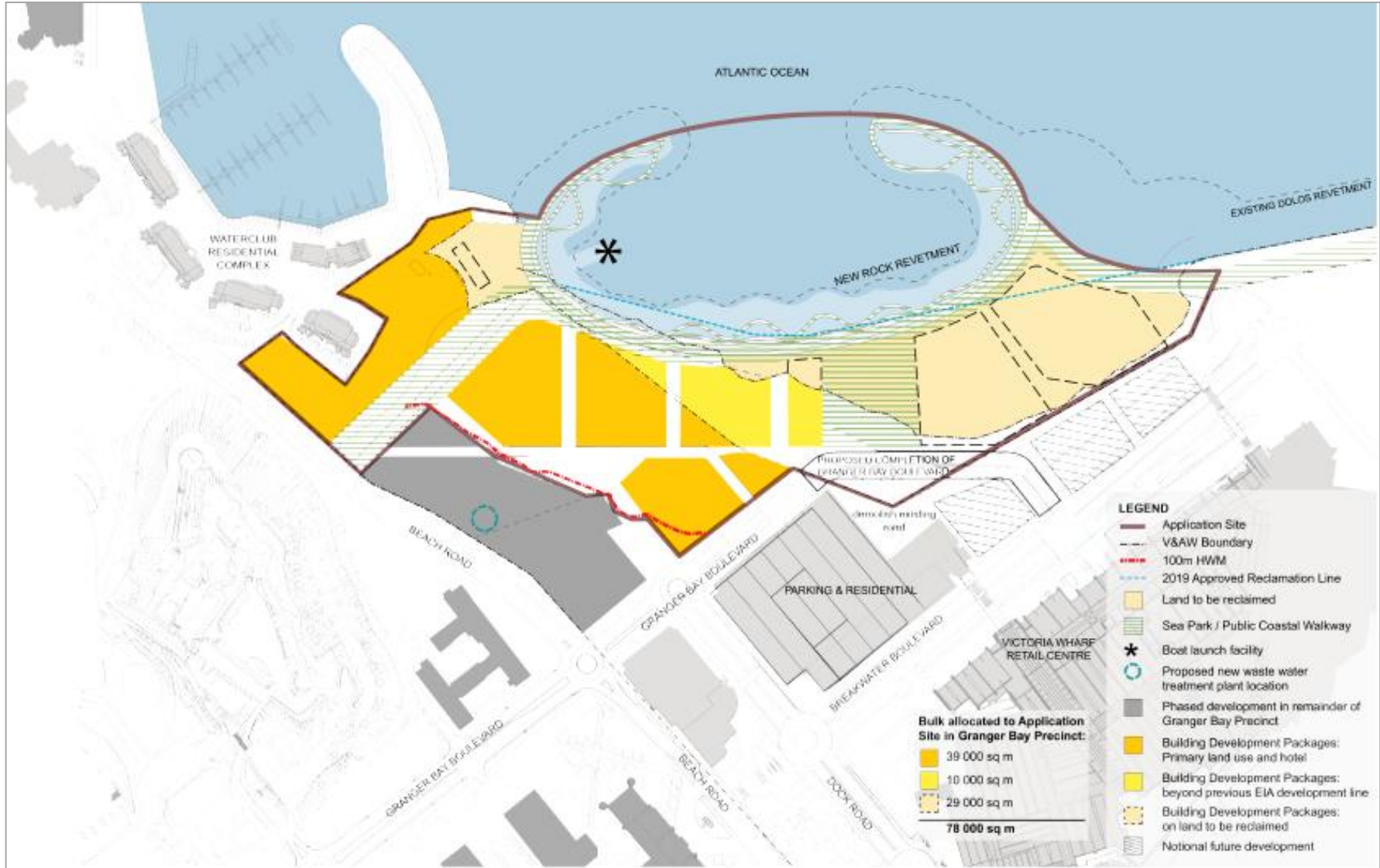


Figure 4: **Proposed revised** V&AW Granger Bay Precinct Notional Precinct Development (V&AW)

## 2.2 Proposed revisions to Granger Bay land reclamation

Refer to Figure 4.

The V&AW are now proposing revisions to the 2019 approved Granger Bay land reclamation project:

- Replacement of coastal defence structures: associated revetment, breakwaters, and Land Reclamation.
- Revised mixed use development packages

The key amendment to the 2018 EIA approval is the **reshaping** of the proposed revetment, the inclusion of **two ('east' and 'west') breakwaters** and the inclusion of **public amenities** within shoreline protection infrastructure. Certain development packages will also be reshaped.

- The 2018 EIA approval was for a 310m extension of the dolos revetment and a rock revetment of 160m replacing the gravel beach and unprotected embankment. The extension was approved as a straight line extending the existing dolos revetment at the end of Breakwater Boulevard in a westerly direction across Granger Bay. The total combined length of the approved straight-line revetment was approximately 470m.
- The **reshaped revetment will be 540m long**, the west breakwater approximately 90m and the east breakwater approximately 140m. This coastal infrastructure will provide the required protection for the proposed mixed-use development in the precinct as well as the existing infrastructure on Erf 149294 (e.g. parking structures and Breakwater Boulevard) and enable an appropriate response to the heritage and development informants for the Granger Bay precinct.
- In addition, this coastal protection will include a **coastal public walkway** that will connect to the Mouille Point promenade via

Beach Road and provide continuous public access from Beach Road to and along the coast. The coastal route will consist of a paved pedestrian walkway including outdoor leisure and recreational facilities. The extended 540m coastal walk within the application site will be supplemented by approximately **100m public pedestrian paths** along each breakwater.

An area of approximately 2.4 Ha of newly reclaimed land formed part of the 2018 Granger Bay EIA approval. The reshaped revetment **does not result in an increase of the extent of land to be reclaimed**, it is noted that the two breakwaters comprise an **area of a further 0,8Ha**.

### 3. SITE DESCRIPTION

The site is located at the northern end of the V&AW immediately to the south of Granger Bay and to the north of Fort Wynyard. It is located on the seaward side of Beach Road and to the east of the Water Club development. The shoreline and the Oceana Boat Club are located immediately to the north.

The development site contains mainly landfill related to developments to the north and east and there are currently no structures of heritage significance on the site.

However, historical maps indicate that within the development area, a 'blockyard' and associated branch railway line from docks, probably for use in the lengthening of the breakwater, was constructed between 1896 and 1911 (Figure 5).

Just outside the development area, a building belonging to the Cape Canning Company Limited (Figure 5), which operated out of Granger Bay in the latter half of the 19<sup>th</sup> century and early years of the 20<sup>th</sup> century, previously stood on the site. Any remains of this structure are likely to have been lost when the Water Club marina was developed.

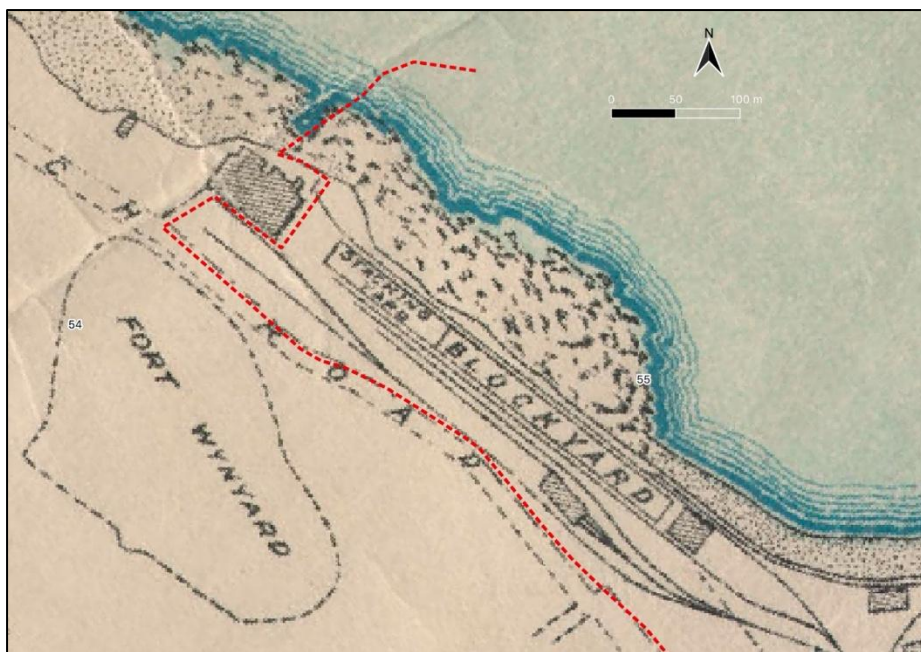


Figure 5: 1911 Harbour map showing detail of the area immediately east of Granger Bay. Note the old fishery building just outside the V&A boundary on the left of the image and the blockyard, stacking yard and railway line built along the seafront.

#### 4. POLICY INFORMANTS

##### 4.1 Heritage

The Draft Victoria & Alfred Waterfront Conservation Management Plan & Heritage Inventory of the Built Form (January 2024) (henceforward referred to as the CMP), submitted to HWC for approval in January 2024 and currently in process, is assumed to be the primary informant to heritage based decision-making within the V&AW landholdings (see Section 5 below).

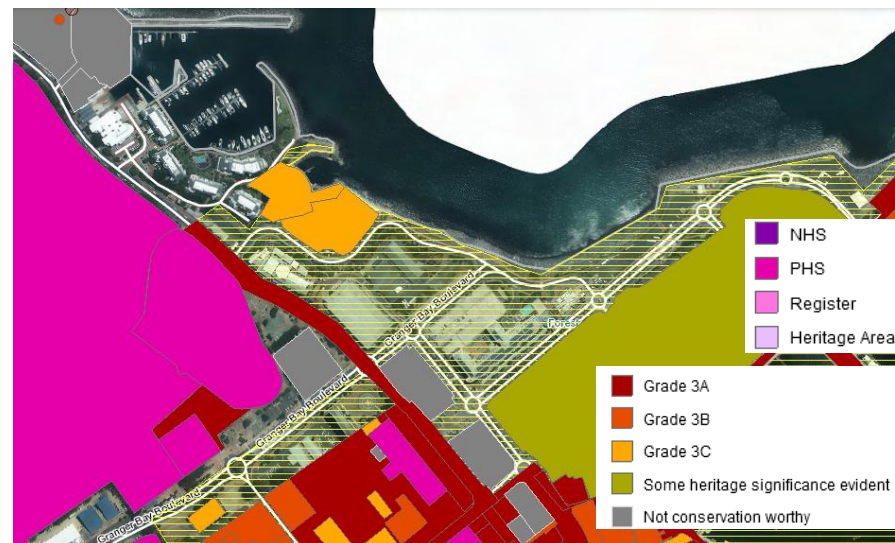


Figure 6: CCT Heritage Inventory (CCT)

The City of Cape Town's heritage inventory grades:

- the Oceana Power Boat Club III C ("The building is less than 60 years old. Significance as one of the few landing facilities available to the public within the inner city. High social significance.");
- the Workshop – now Grand Africa Café and Beach as III C ("Buildings are contemporary. Significance is associational and relates to the Waterfront as a working harbour.");
- the V&AW is a proposed HPOZ.
- Lower Portsworld Road and Beach Road as III A (Entrance roads to the Old Table Bay (now V&A Waterfront). Significant historic routes and gateways into the precinct.").

Green Point Common, Fort Wynyard and Somerset Hospital are Provincial Heritage Sites.

#### 4.2 Table Bay District SDF 2023

In terms of the Table Bay District SDF, Sub-district 2, the V&A is identified for 'potential mixed use'.

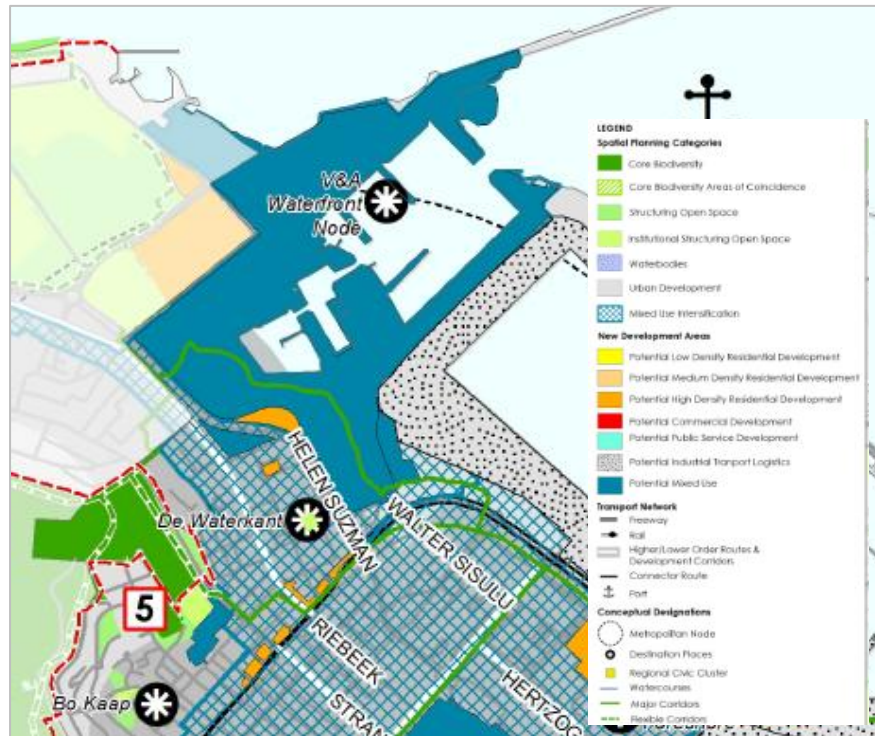


Figure 7: Table Bay District SDF, Sub-district 2

### 5. HERITAGE SIGNIFICANCE

Per the June 2015 Granger Bay HIA (Baumann), HWC has supported the following identification of heritage resources (as amended to reflect current land use):

**Heritage significance of the site and its immediate context related to the coastline and Fort Wynyard.** View of the Beach Road Precinct from

Fort Wynyard has a clear line of site over the Hotel school as well as across the Bay to the opposite shore. There are no Conservation Worthy structures on the site. It should be noted that the site is relatively degraded, essentially owing to shore protection measures and the spoil from development in other areas of the V&AW. The site itself thus has low heritage significance. Current public access to the site and the shore is in the form of a pedestrian route along a temporary road. Heritage significance resides to the south in the form of Fort Wynyard, a Provincial Heritage Site, and to the north in the form of the public slipway which is on the site of a fishery dating from the eighteenth century and which has local social significance.

**Fort Wynyard and environs.** Fort Wynyard was declared a National Monument in 1976. In terms of the provisions of the NHRA it is now a Provincial Heritage Site. The heritage significance of the fort is tied to its strategic defence position at the entrance to Table Bay, and its ability to cover in its arc or fire the approach from Robben Island and the opposite shoreline where the suburbs of Blouberg and Table View are now located. It should be noted that the laboratory and magazine, constructed in 1812, and declared as a PHS in 1993 is regarded as an integral part of the site.

In brief, the Fort is also of:

- High international and national historical/military technological significance.
- High local landmark status
- High national educational significance
- High national and local aesthetic/architectural significance (despite its current state of dereliction).
- High associational/group value

#### **The Oceana Powerboat Slipway and access route.**

The slipway has high historical and social significance. The club is located on the site of a fishery that has its roots in the 18th century. There is some speculation that this fishery may have been a whaling

station. Throughout the 19th century the site is indicated on maps as a fishery or fish canning company.

For an extensive and continuous period, the slipway has operated as a launching site for small boats related to subsistence and commercial fishermen as well as for recreational craft. The slipway is one of the very few safe entry points into Table Bay for small boats and for the general public. Many of the fishermen who use the slipway belong to communities who were forcibly removed from Cape Town (District 6, Sea Point) during the Apartheid years and have a long-standing tradition of using the facility to launch their boats. Free and unhindered access to the slipway is regarded as being of high significance to these fishermen.

### Maritime Archaeological Significance

Due to its coastal location, the site has potential maritime archaeological significance related to possible shipwrecks.

Unlike the southern and eastern shores of Table Bay where the bulk of Cape Town's historical shipping casualties occurred, the coastline between Green and Mouille Points, although exposed, was relatively safe, and was in fact marked as an anchoring ground on early maritime charts.

Nevertheless, several texts (see Burman, 1976; Turner, 1988; Durden, 1992) and a shipwreck database maintained by TerraMare Archaeology, indicate that more than 20 shipwrecks or shipping losses occurred in the area between the Green and Mouille Points between the 16<sup>th</sup> and 19<sup>th</sup> centuries.

Records suggest that only one of these casualties took place within Granger Bay itself – the *Miner* which capsized and sank in 1857 - but the vagueness of contemporary historical descriptions and the closeness of Mouille Point to the project area, suggests that it would be wise to consider the possibility that at least some of a further 21 vessels

listed in the table below as having occurred around Mouille Point may have been lost within the proposed project area.

Table 1: List of historical wrecks recorded in the vicinity of the project area

<i>Arabia</i>	1858	Struck rocks and wrecked at Mouille Point
<i>Catherine Jamieson</i>	1840	Ran aground on rocks at Mouille Point
<i>Chieftain</i>	1848	Wrecked on Mouille Point
<i>Dido</i>	1853	Wrecked on rocks at Mouille Point
<i>Eliza</i>	1863	Ran aground on rocks at Mouille Point
<i>Enchantress</i>	1849	Between Green & Mouille Points
<i>Frances</i>	1840	Ran ashore at Mouille Point
<i>Helen / "Glass Wreck"</i>	1842	Ran ashore at Mouille Point
<i>Helena</i>	1857	Granger Bay ?
<i>Hoop</i>	1784	Ran ashore close to Mouille Point
<i>Isabella</i>	1857	Granger Bay
<i>Juliana</i>	1839	Ran ashore at Mouille Point
<i>Miner</i>	1857	Capsized off Granger Bay
<i>Palmer</i>	1840	Ran aground on rocks between the lighthouse and Moulin Battery
<i>Prince Rupert</i>	1841	Ran ashore at Mouille Point
<i>Reno</i>	1883	Ran aground at Mouille Point
<i>Sheperd</i>	1874	Foundered on north side of Breakwater
<i>Sincapore</i>	1832	Ran ashore at Mouille Point
<i>Swea</i>	1852	Ran ashore near the "old" lighthouse
<i>Udeny Castle</i>	1840	Ran ashore at Mouille Point
<i>Wasp</i>	1863	Capsized outside the Breakwater

**Palaeontology:** Per communication with Dr John Pether (31-03-2025), the site is on “made ground” and a Palaeontological Impact Assessment is not required. The fill of the Foreshore and for the quays is labelled Qd on the geological map. The Screening Tool version of the palaeontological sensitivity map is in error.

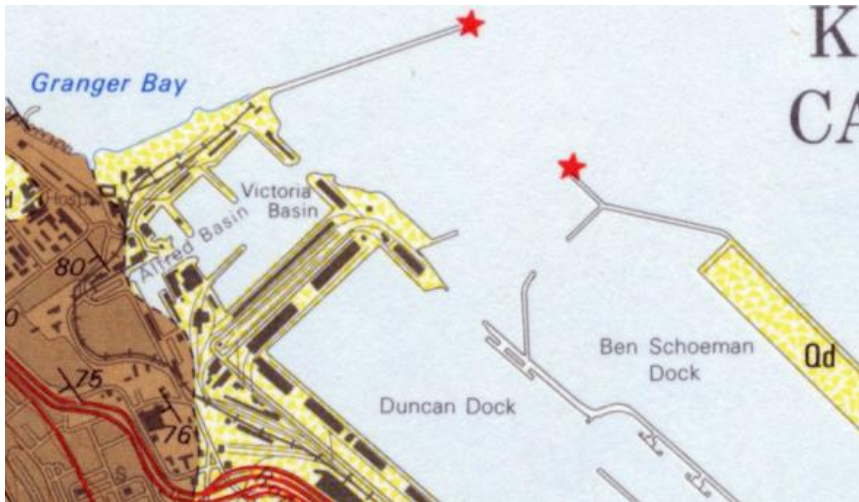


Figure 8: Geological map (J Pether)

**Heritage sites in the local context.**

There are a large number of sites in the local context, of provincial and local heritage significance, which together constitute a mid-19th century cultural landscape of considerable heritage significance. They include:

- The Somerset Hospital (PHS) (1860) and its forecourt.
- The complex of buildings including the City Hospital along Portswood Road which reflect the role of the site in health care during the latter half of the 19th century.
- The Victoria and Alfred Basins and associated maritime buildings including the Convict Station and Industrial Breakwater Prison on

Portswood Road which functioned during the latter half of the 19th century and which reflect significant trends such as the use of convict labour in harbour construction.

- The Green Point Track which is possibly one of the oldest sports facilities in the country and which has substantial social and historical heritage significance.
- City scale views to the coastline from Signal Hill and local views along Beach Road.

The Granger Bay site forms part of this broader cultural landscape. Assessment of potential impact needs to take into consideration this broader landscape.

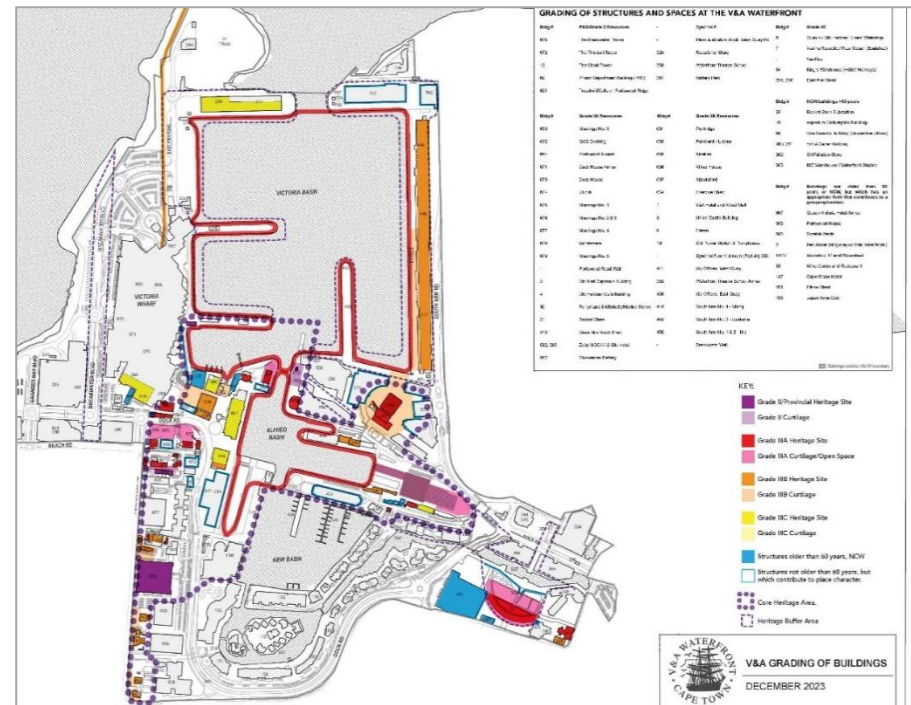


Figure 9: V&AW CMP: Grading of Individual buildings. There are no graded buildings on the portion of the property concerned.

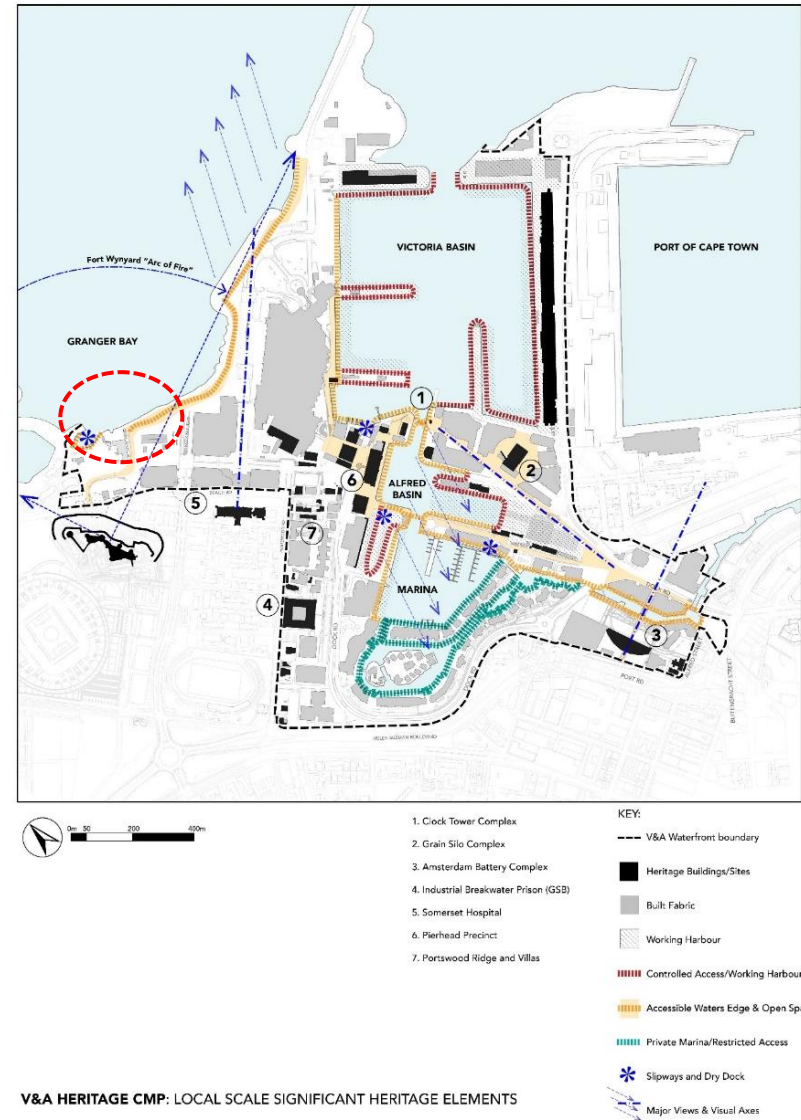
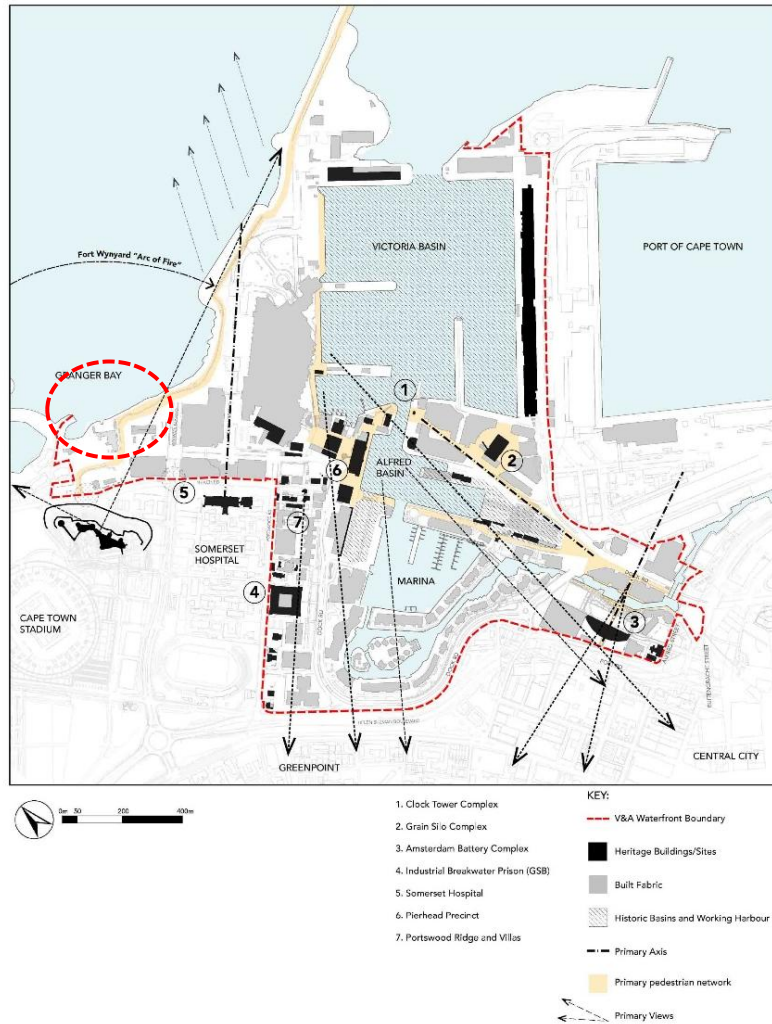


Figure 10: V&AW CMP: Local scale significant heritage elements



V&A HERITAGE CMP: SUMMARY DIAGRAM - HERITAGE ASSETS & PUBLIC SPACE STRUCTURE

Figure 110: V&AW CMP: Summary diagram & primary pedestrian network

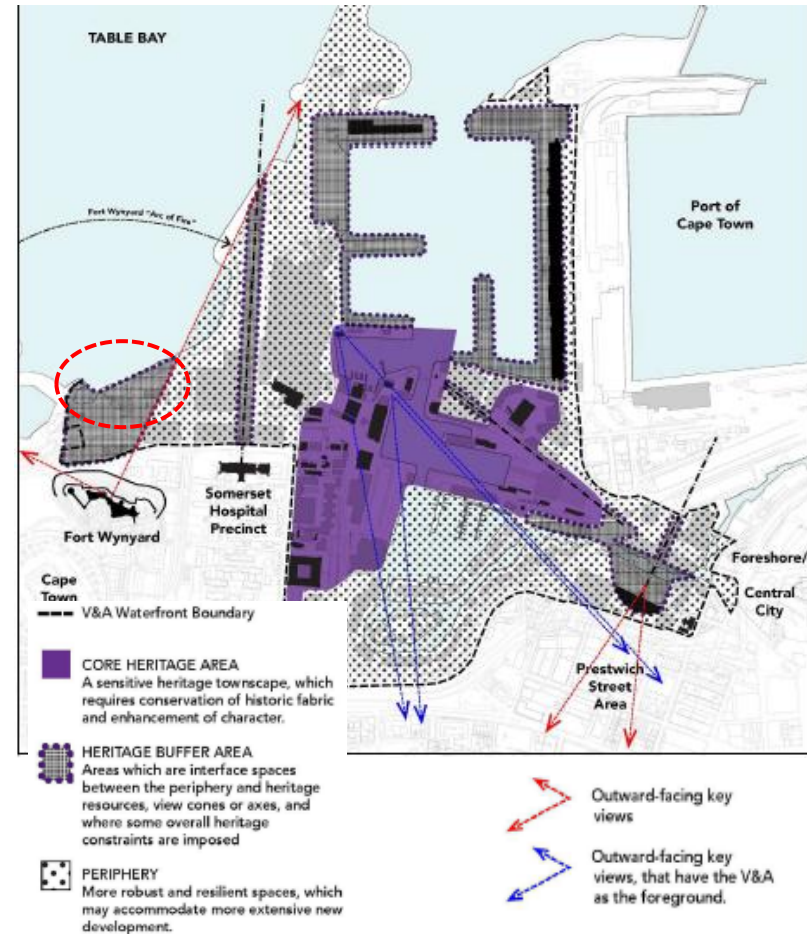


Figure 12: V&AW CMP Core, buffer and periphery heritage management informants. The site is located in the area designated Buffer and Periphery (more robust and resilient spaces which may accommodate more extensive new development (lowest levels of heritage sensitivity))

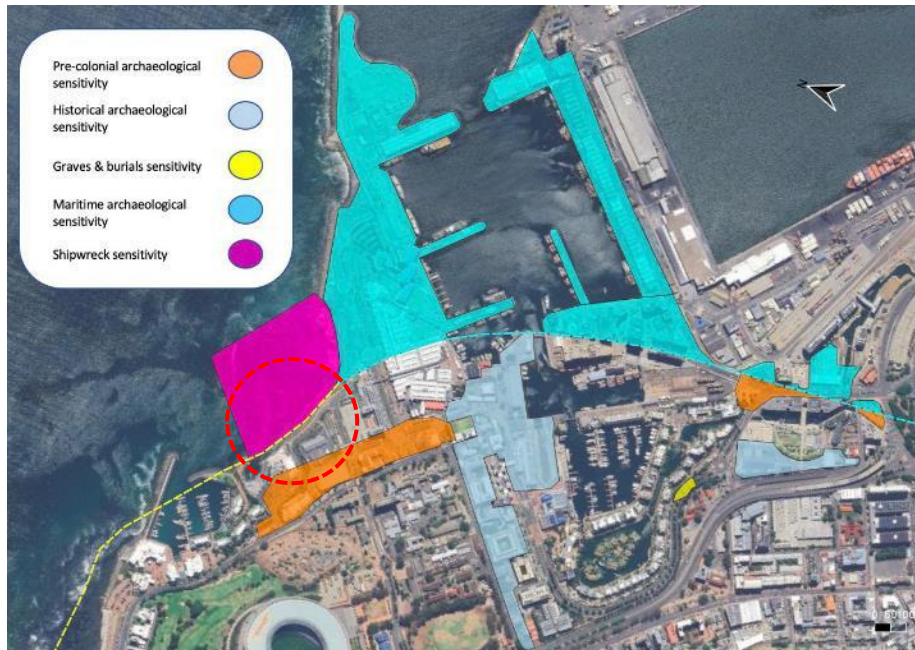


Figure 13: Areas of potential archaeological sensitivity within the V&A.

## 8. CONCLUSION

In the view of this author, given that this is a revision of a previously approved proposal for mixed use development and land reclamation, wherein heritage resources were identified, it is recommended that an HIA be required in terms of Section 38(8) of the NHRA, which:

- satisfies the provisions of Section 38(3) of the NHRA)
- assumes the previous archaeological, historical and townscape analysis, assessment of heritage significance and heritage indicators as a given;
- provides any updates as relevant (such as subsequent development, any policy changes, additional indicators as relevant to the proposal at hand, etc); and

It is noted that the approved scheme, as assessed in the 2015 HIA (Baumann), included specialist visual and archaeological impact assessments.

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