BACKGROUND INFORMATION DOCUMENT TO NOTICE OF INTENT TO DEVELOP (NID) IN TERMS OF SECTION 38(8) OF THE NATIONAL HERITAGE RESOURCES ACT, 1999 (ACT 25 OF 1999)

PROPOSED DUNE STABILISATION AND COASTAL EROSION CONTROL MEASURES ALONG THE REMAINDERS OF ERVEN 3 & 5 (HARTENBOS), MOSSEL BAY DISTRICT AND MUNICIPALITY

ON BEHALF OF: ATKV EIENDOMME (PTY) LTD

NOVEMBER 2025

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CONTENTS

1. INTRODUCTION

2. DESCRIPTION OF STUDY AREA

3. DEVELOPMENT DESCRIPTION
3.1 Background
3.2 Proposed development

4. HISTORIC BACKGROUND
4.1 Early colonial context
4.2 Hartenbos holiday village
4.4 Erven 3 & 5, Hartenbos

5. HERITAGE RESOURCES AND ISSUES
5.1 Cultural landscape
5.2 Archaeology
5.3 Palaeontology
5.4 Built environment
5.5 Conclusion

6. RECOMMENDATION

ANNEXURES

1. Power of Attorney/ Title deeds/ SG Diagrams
2. Photographs
3. Proposed Development (Phases 2, 4, 5 and 7)

FIGURES

1. Locality, sub-regional context
2. Closer landscape context
3. Closer context: western section
4. Closer context: eastern section
5. Layout Plan: Phases 2, 4, 5 & 7
6. Extract 1880-1900 SG mapping
7. Compilation: 1863 SG Diagrams
8. Extract: 1940 aerial imagery
9. Paleontological sensitivity

ABBREVIATIONS

1. DEADP –Department of Environmental Affairs & Development Planning (WCG)
2. DOI – Department of Infrastructure (WCG)
3. EA – Environmental Authorization
4. HIA – Heritage Impact Assessment
5. HWC – Heritage Western Cape
6. NGSI – National Geo-Spatial Information, Department of Rural Development and Land Reform, Mowbray
7. NHRA - National Heritage Resources Act, 1999 (Act 25 of 1999)
8. PHS – Provincial Heritage Site
9. SAHRIS – South African Heritage Resources Information System
10. WCG – Western Cape Government

COVER: Collage of images pertaining to the study area (Author, 2025)

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1. INTRODUCTION

PERCEPTION Planning was appointed by Danelle Sonél van der Breggen (Brits) (SA ID 710610 0367 083), on behalf of ATKV Eiendomme (Pty) Ltd (being the registered landowner) to submit to Heritage Western Cape (HWC) a Notice of Intent to Develop (NID) in terms of Section 38(8) of the National Heritage Resources Act, 1999 (Act 25 of 1999) in relation to the proposals outlined through this application. Copies of the Mandate, Power of Attorney, Title Deeds and SG Diagrams are attached as part of **Annexure 1**.

The cadastral land units subject to this application are as follows:

- Remainder of Erf 3 (Hartenbos), measuring 13,0530 ha[1], registered to ATKV Eiendomme (Pty) Ltd, held under title deed no. T 2933/2025, and situated within the Mossel District and Municipality, Western Cape.
- Remainder of Erf 5 (Hartenbos), measuring 83,9687 ha, registered to ATKV Eiendomme (Pty) Ltd, held under title deed no. T 51541/2024, and situated within the Mossel District and Municipality, Western Cape.

2. DESCRIPTION OF STUDY AREA

The linear, fragmented study area (±1,251km in length) includes an overall coastal beach corridor (±1,53km in length) defining the southeast coastal boundaries (high water mark of the sea) of the Remainders of Erven 3 and 5, Hartenbos. The study area therefore includes the main public beach area known as "Hartenbos beach", being the primary natural resources to the adjoining Hartenbos ATKV beach resort (**Figures 1, 2**).

Figure 1: Study area location within sub-regional context (GoogleEarth, 2025 as edited).

Fieldwork was undertaken on 28th October 2025 and included a physical inspection along the overall study area. The study area included seven sections (or "phases" as referred to in Section 3 below), only four of which (i.e. Phases 2, 4, 5 and 7) form part of the study area for the purpose of this application.

Phase 2 (blue) – This westernmost section of the study area (±145m in length) is located diagonally opposite a number of private dwellings accessed of Saldanha Street and a cluster of holiday cottages (blue roofs) accessed off Paardekraal Avenue. Existing failing gabion structures line this section as well as pedestrian and wheelchair accesses. Stormwater runoff pipes were noted.

Phase 4 (green) – This mid/western section of the study area (±441m in length) includes the beach area directly in front of the Hartenbos Seefront shopping mall and are defined by gabion structures some of which

[1] (Deeds.gov.za, 2019)

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are failing. Several pedestrian/ wheelchair accesses as well as stormwater runoff pipes occur along this section.

Figure 2: Study area within closer urban/ coastal landscape context (GoogleEarth, 2025 as edited).

Figure 3: Closer context: Western section of study area: Phases 2 and 4 (GoogleEarth, 2025 as edited).

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Figure 4: Closer context: Eastern section of study area: Phases 5 and 7 (GoogleEarth, 2025 as edited).

Phase 5 (red) – This mid/eastern section of the study area (±230m in length) includes the beach area directly in front of a three-storeyed holiday apartment block "De Branders" set upon a terraced area (i.e. thus previously subject to earthworks/ infill). Gabions presently line this section of the study area. An elevated public walkway and several pedestrian accesses occur along this section.

Phase 7 (yellow) – This easternmost section of the study area (±435m in length) follows the coastline located between an existing parking area (off Majuba Avenue) to the west and Hartenbos River to the east. A pedestrian walkway/ promenade set upon the primary dune overlooks the beach and established camping area directly inland. This stretch of coast is lined by gabions some of which are failing. Pedestrian access from the walkway onto the beach is via several timber staircases. An existing slipway/ wheelchair access defines the western edge of Phase 7. This area has clearly been subject to earthworks in the past.

Photographs of the study area and its direct environs are attached to this report as **Annexure 2.**

3. DEVELOPMENT DESCRIPTION

3.1 Background

According to information made available[2], coastal erosion during 2016 prompted the landowner (Afrikaanse Kuns and Kultuurvereniging (ATKV)) to obtain an Environmental Authorisation (Ref: 16/3/3/1/D6/18/0003/15) for the installation of geo-container structures ("geotextile sandbags") along the Hartenbos coastline to stabilise two damaged sections of the front dune on their property, which supports the public walkway, as well as Municipal infrastructure located on the Remainders of Erven 3 and 5, Hartenbos. During October 2023, an emergency directive had to be obtained from the DEADP to establish a temporary sand berm along sections of the front dune in order to mitigate against continued coastal erosion, prior to implementation of the above authorised sandbags.

During authorised installation of the sandbags, rough sea conditions together with Spring tide led to further coastal erosion along other sections of the coast on RE/5 where existing vertical poles/sleepers were installed as former coastal erosion protection structures. It was therefore argued that without emergency intervention, further dune erosion was likely to give rise to a hazard to public safety and increased risk of potential damage to private, as well as municipal infrastructure (sewer line, electric cables and lights) and structures.

[2] CapeEAPrac, 2025

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During the course of 2024, additional stabilisation work, including replacement of former vertical poles/ sleepers with six layers of sandbags, were undertaken in accordance with two further emergency directives issued by DEADP. Subsequent evaluation of the remaining coastal foredune along Erven 3 and 5, Hartenbos highlighted the failure, at several locations, of existing gabion structures. The proposed stabilisation and replacement of these failing structures with geo-container structures are therefore the subject of this application.

3.2 Proposed development

The overall proposal for dune stabilisation and implementation of coastal erosion control measures along the Remainders of Erven 3 and 5, Hartenbos has been divided into seven phases, with Phases 1, 3 and 6 having been implemented under DEADP emergency directives as explained in 3.1 above. Future works, which is now the subject of this application, include the following (refer to **Figure 5**):

Figure 5: Layout plans showing the extent of Phases 2 (blue), 4 (green), 5 (red) and 7 (yellow) proposed to be implemented (CapeEAPrac, 2025 as edited).

Phase Two:
- A total length of ±145m.
- Starts at the end of Phase 1 and ends before Phase 3.
- Includes a wheelchair ramp to be redesigned.
- Consists of existing low-lying gabion wall.
- 400mm diameter stormwater pipe to be replaced.
- Proposal is to replace gabions with 6-8 layers Geo Containers/sandbags.

Phase Four:
- Total length of ±441m.
- This section consists of an existing low-level gabion wall below the Water Park.
- A cluster of 4 stormwater outlets needs a redesign that incorporates them into one outlet headwall.
- Two wheelchair ramps in this section require stone pitching, the wooden bollards need to be secured.
- Proposal is to replace gabions with 6 - 8 Geo Container sandbags.

Phase 5:
- Total length ±230m.
- This section incorporates 3 existing concrete ramps from the public walkway down to the beach that all need new designs and reconstruction to tie in with a sandbag revetment structure.
- Proposal to replace gabions with 6 – 8 layers of Geo Container sandbags.

Phase Seven:
- Total length ±435m
- Proposal is to replace gabions with 6 – 8 layers of Geo Container sandbags.

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4. HISTORIC BACKGROUND

Basic historic background research focussed on primary sources obtained through the Deeds Office, Surveyor General's Office, relevant secondary sources as well as as research previously undertaken by historian Kathleen Schulz.

4.1 Early colonial context

From a colonial perspective the study area straddles land that formed part of the early farms Hartenbosch and Vyf-brakke-fonteinen (**Figure 6**).

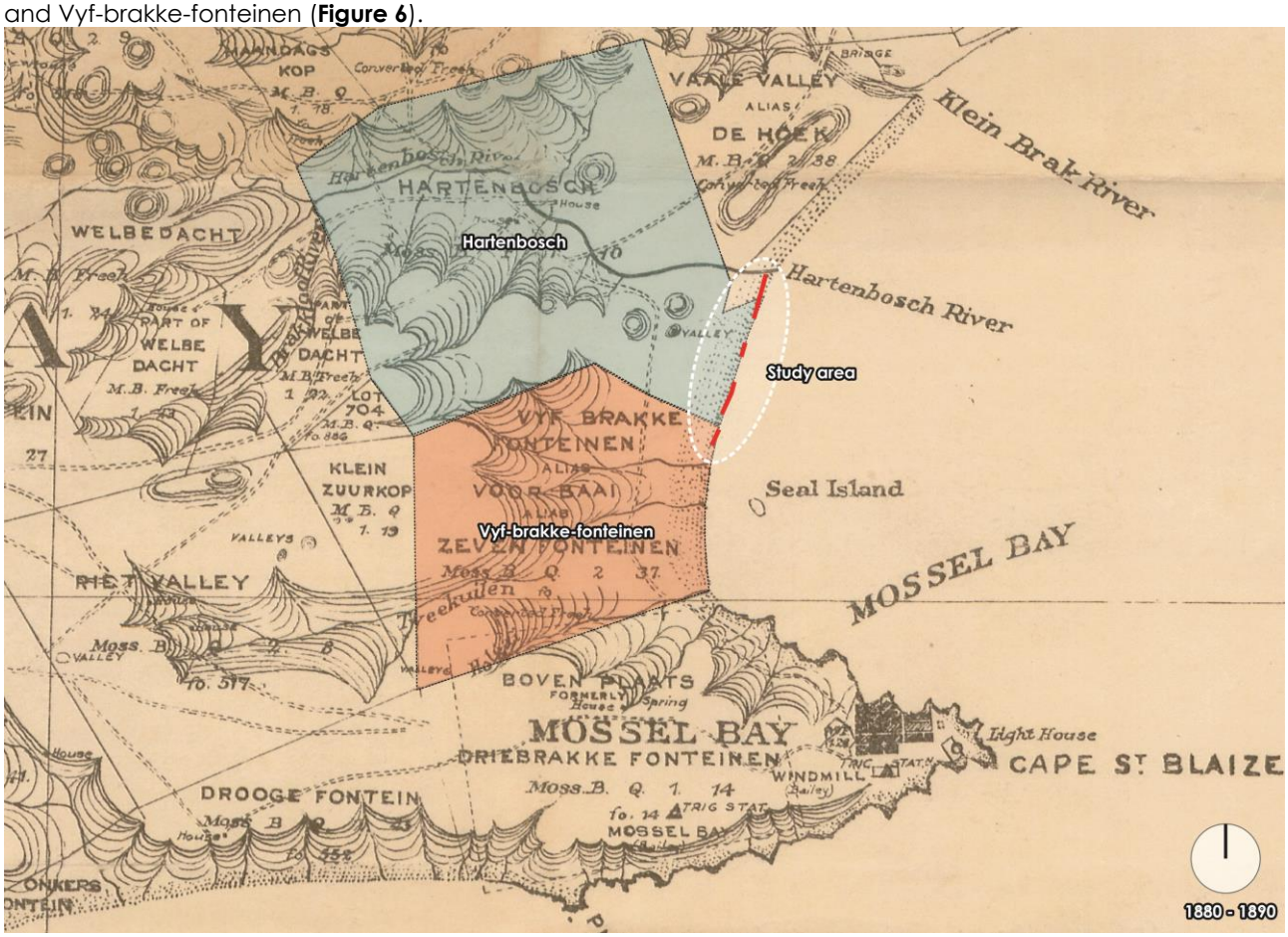

Figure 6: Location of study area within context of 1880-1890 SG Mapping for the Mossel Bay area (NGSI as edited).

The farm **Hartenbosch** was one of the earliest freehold land parcels to be granted in the Mossel Bay district. In 1734 Governor Jan de le Fontaine awarded freehold title of the farm Hartenbosch to Cape burger Esais Engelbrecht Meyer[3]. The award was bestowed on Esias Meyer for the part he played in assisting the distressed Dutch East India ship *t' Huis te Marquette* which had put into Mossel Bay for necessary storm damage repairs. It was recorded that Esais Meyer rode on horseback to Cape Town within a period of seven days in order to deliver letters to the Governor from the distressed ship's official. In addition, Esais provided much needed fresh meat and provisions to the ship's crew.

Following Esias' passing in 1767 the farm was transferred to his son Nicolaas, also nicknamed "Swart Klaas" owning to this complexion (Kaljee, 1993:3) and his wife Anna. Their only son, Esias (II) took control of the farm after their passing. During the eighteenth and nineteenth centuries travellers to the Southern Cape district recorded staying at the Meyer residence. Esias' son is Descendants of the Meyer family continued residing on the farm Hartenbosch until the twentieth century and possibly some are still living on portions of the extensively sub-divided farm.

Census records examined in the Cape Town Archives confirm that Hartenbosch was predominantly utilized for raising livestock. Livestock included 10 horses, 80 cattle and 500 sheep[4]. Importantly, the 1741 census record states that Esais also owned 4 male slaves and 1 female slave. Later (1816) census records for Hartenbosch record a higher number of slaves[5]:

- 4 Adult Male Hottentots
- 4 Child Male Hottentots
- 6 Adult Female Hottentots

[3] Cape Town Deeds Office (CTDO); Stellenbosch Freeholds II 203, dated 7th September 1734
[4] CA; A2250. Accession from census records lodged in the Hague archive.
[5] CA; J97

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- 8 Child Female Hottentots
- 3 Adult Male Slaves
- 1 Adult Female Slave
- 3 Child Female Slaves.

The 1816 inventory also records the following livestock and produce:

- 4 Riding or Wagon horses
- 24 Other Horses
- 56 'Trek' oxen (used for drawing wagons)
- 160 Cattle
- 20 Hamels
- 230 Sheep
- 25 Goats
- 10 Pigs
- 140 Muids of Wheat Reaped
- 145 Muids of Barley Reaped[6]

The early farm **Vyf-brakke-fonteinen** (also "Voorbaai" or "Zevenfonteinen") was first surveyed by surveyor Sgt. Petersen[7] during 1815[8]. At the time the farm measured approximately 1,859 morgen (±1,592 ha) and was first transferred to John Murray on 7th July 1815[9]. Owning to a number of subsequent subdivisions the government in 1863 ordered a re-survey of the farm. The approximate location of the study area as transposed onto a compilation of the 1863 diagrams for both farms Vyfbrakkefonteinen and Hartenbosch are shown in **Figure 7**.

The farm was subsequently regranted to PB Coetsee under amended title on 1st December 1870[10]. The 1900 SG diagram records that a strip of land measuring 9 morgen 306 square roods (± 33 ha) was subdivided from the farm and transferred to Thomas MC Walker and others trading as The Grand Imation Railways for the purposes of construction of a railway line.

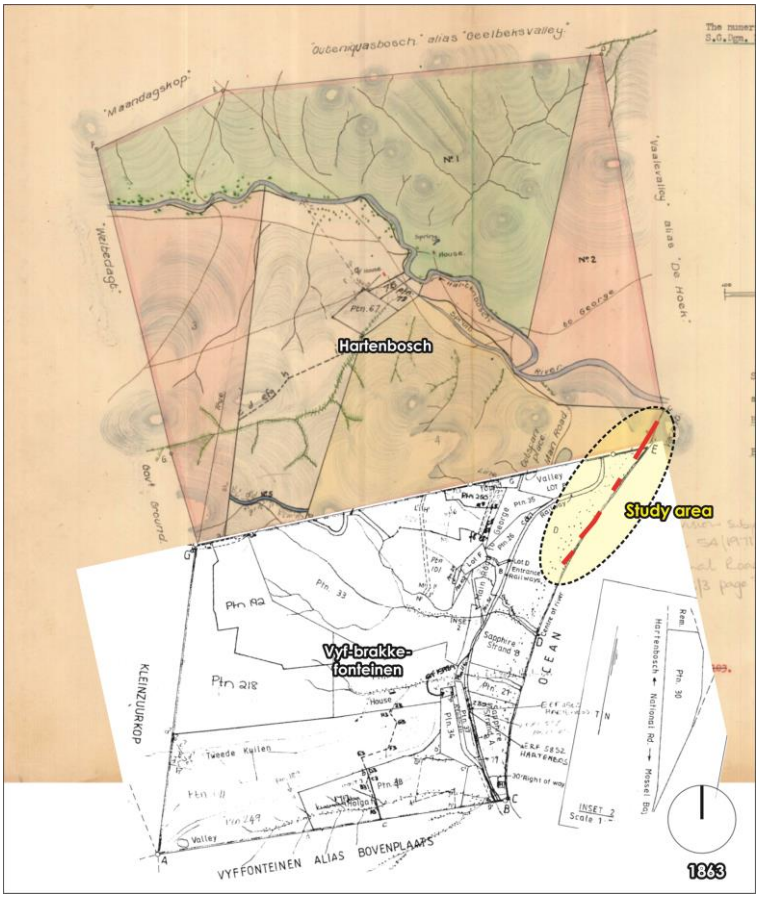

Figure 7: Study area within context of compilation of 1863 diagrams for the early farms Hartenbosch and Vyfbrakkefonteinen (SGO, 1863 as edited)

4.2 Hartenbos Holiday village

Land from the farms Vyf-brakke-fonteinen/ Voorbaai/ Zevenfonteinen and Hartenbos was acquired by the Afrikaanse Taal en Kultuurvereniging (Suid-Afrikaanse Spoorweë en Hawens) in 1936 with a view to establishing holiday homes for South African Railway and Harbour (SAR&H) employees. The Voorbaai portion of land was owned by Nicolas Meyer who wrote the following letter to New Cape Central Railway Limited in 1913[11]. The letter informs us that campers were utilizing land at Hartenbosch during the holiday season.

> ***"Dated; 24th** January 1913*
> *To: The General Manager: New Cape Central Railway Limited.*
> *From: N. Meyer & Son, General Dealers, Importers, Tanners, Curriers, Boot Manufacturers, Hartenbosch.*
>
> *Dear Sir*
> *We beg to ask you to kindly assist us with the following request.*
> *You are no doubt aware that the inland people are patronizing the camping grounds more & more every year, on every available place along the coast. Our place at the Hartenbosch River is filled up with*

[6] 1 muid = 2600 lbs or 1179 kilograms
[7] Surveyor Petersen was also responsible for drafting of the earliest town layout for George, 1811.
[8] SG Diagram 242/1815
[9] M.B.Q. 2-37
[10] SG Diagram 2063/1900
[11] CA; SMC 1/1/61

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campers now, several parties being pitched on the hill side close by the Railway, having no gates to go through when crossing the railway to the sea, they of course have to get through the railway fence or climb over it, in either case damage may be done.
We are cleaning a large piece of ground on the above mentioned hill for building purposes, & intend to dispose of some camping plots, It would therefore be in the interests of the general public that suitable provision be made for crossing the line.
We ask you if you would kindly approach the Union Government to put up two gates, one on our side & another on Mr. Foster's side of the railway; the most convenient spot being about 130 yards from the Hartenbosch railway bridge which is just opposite the present & proposed camping ground. We suggest that gates be used which would allow carts & wagons to pass through.
……
Signed Meyer & Son."

Nicolaas Meyer dropped the idea when informed, "that if he wanted the gates, he would have to pay for them." He also requested that a railway siding be built at Hartenbosch, which would have been beneficial for his business. This application was also rejected due to lack of funds. Hartenbosch township plans were submitted for approval in 1937 after which the railway siding was constructed to accommodate holidaymakers. It was at this time that the name Hartenbos was adopted for the holiday village name as opposed to Hartenbosch[12]. Archival records relating to the Afrikaanse Taal en Kultuurvereniging (Suid-Afrikaanse Spoorweë en Hawens) are not housed in the Cape Town Archives. It was therefore not possible to obtain detail about the planning intentions or other activities of the organization.

4.3 Erven 3 & 5, Hartenbos

Erf 3, Hartenbos was first framed during 1950 and was transferred to the ATKV on 23rd April 1952[13]. At this stage the property measured 21.3762 morgen (±18,3ha) and included the coastal area between the coastline and railway line to the east and west, respectively; and the Hartenbos River and present day Majuba Avenue to the north and south, respectively.

Erf 5, Hartenbos was first framed during 1907 and was first transferred to JA Foster on 1st July 1913[14]. At the time the substantial property included coastal land south of present day Majuba Avenue up to the southern boundary of the early farm Vyfbrakkefonteinen (thus including the present-day suburb of Bayview). The railway line and coastline defined the western and eastern boundaries, respectively.

Although the two properties are intrinsically linked to the early development of Hartenbos, basic historic background research did not identify or highlight significant heritage-related themes pertinent to the study area that would be negatively impacted through the proposal.

5. HERITAGE RESOURCES AND ISSUES

5.1 Cultural landscape context

Analysis of the early aerial photography (**1940**) for the area was found useful to identify and provide a basic understanding of traditional (Pre-Modern) landscape patterns on and within the direct environs of the study area as summarised below (see **Figure 8**):

- While this image precedes large-scale transformation of Erven 3 and 5 to urban development the clearing of vegetation and faint grid layout of future public roads and engineering infrastructure are evident.
- This image predates construction of the N2 National Road, however the early alignment of the R102 as well as the railway line had been in place.
- The present alignment of Majuba Avenue, defining an early cadastral boundary between the two erven, as well as the alignment of Kaap de Goede Hoop Avenue can be seen within the landscape.
- Landscape patterns associated with former cultivation/ agricultural practices can be seen east of the R102.
- The study area at the time comprised of a sparsely vegetated, undeveloped primary dune system.
- Singular buildings evident along Kaap de Goede Hoop Avenue include the Carney Building (1938[15]) and very few residential buildings.
- No structures are evident on or within the direct proximity of the study area.

With the exception of early buildings, road alignments, the railway line etc., early traditional landscape patterns gradually dissolved owning to continuous urban expansion over several decades since. As such, the proposal would have no negative impact from this perspective.

[12] CA; PAA 510. AF 74/1/1
[13] SG Diagram 8190/50
[14] SG Diagram 788/1907
[15] Kaljee, 1993:51

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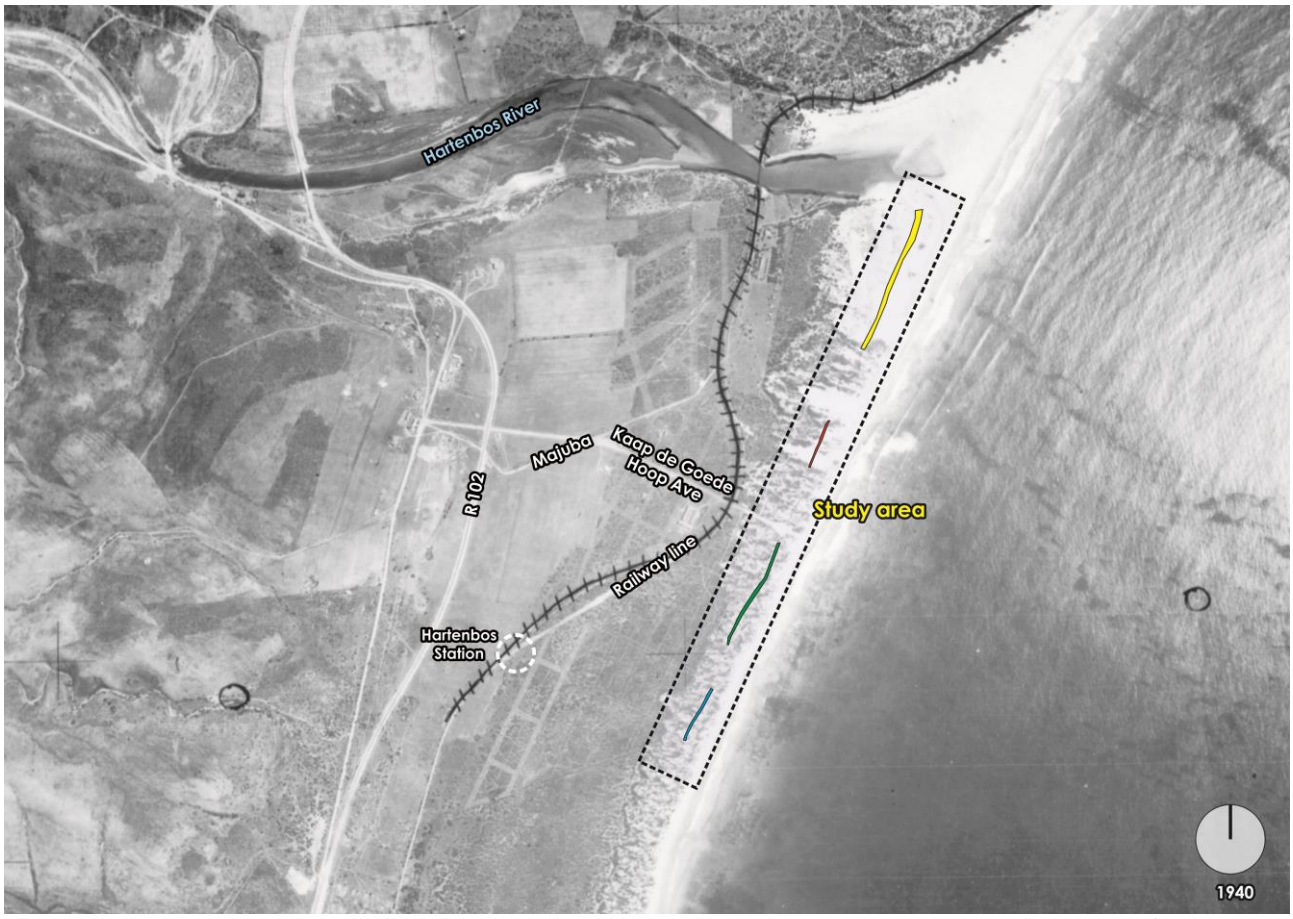

Figure 8: Study area within context of earliest beginnings of Hartenbos as transposed onto 1940 aerial imagery. (Aerial survey 140, Flight Strip 41, Image 34250, NGSI as edited).

5.2 Archaeology

Findings following from a desktop study undertaken by specialist archaeologist Dr. Lita Webley follows below.

The proposal is to replace existing gabions with sandbags along the ATKV coastal trail, at Hartenbos, Mossel Bay Municipality. No archaeological survey work has been recorded on the SAHRIS database for the Hartenbos coast. However, Nilssen (2005b) has undertaken a survey of a portion of the farm Vaalevalley which is located immediately north of the Hartenbos River and includes the coastal margin.

Pre-colonial archaeology

Pinnacle Point, to the south of Mossel Bay, was nominated as a World Heritage Site in July 2024, because of archaeological evidence for the earliest remains of *Homo sapiens* settlement along the southern African coast. During his monitoring work for the development at Pinnacle Point, Nilssen recorded more than 20 000 ESA and MSA stone tools (De Kock 2021). It is therefore no surprise that large numbers of surface scatters of ESA and MSA stone artefacts have been reported to the north and east of Mossel Bay. As Pelser (2021) points out in his review of archaeology, the stretch of the coast from Dana Bay northward, is also one of the richest sources of MSA archaeological material in southern Africa.

There have been a number of archaeological surveys in the Hartenbos area, but they are all inland of the study area. They include work by Pelser (2018 amended 2021), Nilssen (2005a) and Kaplan (2021).
They have commented on scatters of Middle Stone Age (MSA) artefacts which Pelser considered of sufficient significance to recommend mitigation, while Kaplan and Nilssen considered them of low significance. Webley (2022) surveyed a stretch of the coastline further to the south of the study area and did not find any archaeological remains. These surveys did not find any Later Stone Age artefacts (LSA), pastoralist remains or shell middens.

Although to the north of the Hartenbos River (and the study area), Nilssen (2005b) surveyed an extensive stretch of land adjoining the coast. He reported numerous archaeological materials ranging from ESA, MSA, LSA and stone-age pastoralism to historic times. He describes the vegetated coastal dunes (now largely destroyed in the study area by coastal development) and low-density scatters of marine shell. He did not, however, survey the coastal strip itself (i.e. to the east of the railway line).

Historical Archaeology

The early Portuguese explorers, Dias (1488) and Da Gama (1497) stopped off along this coast during the 15th century to restock their supplies of meat and water. However, it was only after the Dutch East India Company

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(DEIC) had established their refreshment station at the Cape, that more frequent visits were undertaken to coastal outposts such as Mossel Bay and Plettenberg Bay. The potential for historical archaeological studies in the Mossel Bay area was recognized as early as 1987 when Schoeman undertook CRM work before the development of the Dias Museum (Schoeman 1987). However, her archaeological monitoring found no evidence for early Portuguese visits to the area and the majority of the remains dates to the late 19th century.

Graves

Morris (1992) has reported on a single burial in the sand dunes at Hartenbos. It was recovered (buried together with a small pot in the grave) during the 1930s and no further information is available.

Significance of archaeological resources

Human remains are of high local significance and any disturbance of buried remains will have a high impact. It is possible, although unlikely, that *in situ* shell midden material may be uncovered and this would have Low to Medium local significance.

Comments on Potential Archaeological Impacts

Since existing gabions are going to be replaced with sandbags, immediately above the high-water mark on the coastal zone, it is not anticipated that the activity will impact any *in situ* archaeological material.

The recovery of human remains in the coastal sand dunes during the 1930's, however, does indicate the potential (although Low) for impacts to disturbed archaeological material such as burials or damaged shell middens. This is likely only to become apparent once the gabions are removed. For this reason, an archaeological survey may only be productive after the gabions are removed and before placement of the sandbags. It is recommended that the Environmental Control Officer is alerted to the possibility of archaeological material.

The standard clause applies:

"If during ground clearance or construction, any archaeological material or human graves are uncovered, work in that area should be stopped immediately and the ECO must report this to Heritage Western Cape. The heritage resource may require inspection by the heritage authorities, and it may require further mitigation in the form of excavation and curation in an approved institution."

5.3 Palaeontology

According to SAHRIS Paleo-sensitivity mapping (**Figure 9**), the entire study area falls within an area shown as being of "unknown" palaeontological sensitivity where, "a minimum of a desktop (palaeontological) study is required".

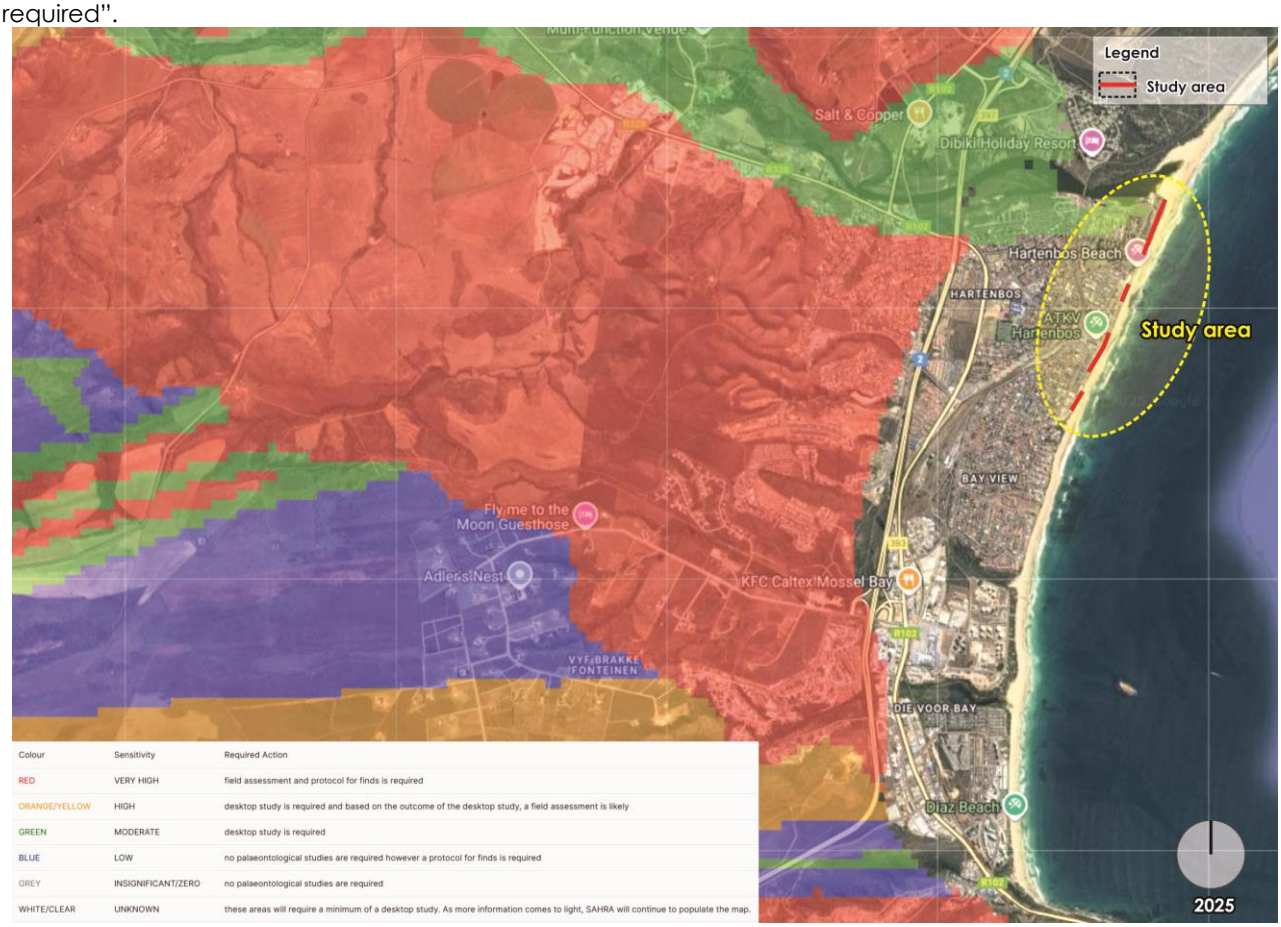

Figure 9: Palaeontological sensitivity applicable to the study area and its environs (SAHRIS, 2025 as edited).

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However, the study area forms part of dynamic coastal strip, constantly impacted through tidal action and periodic storm events, which had furthermore been transformed through earthworks and construction related to the installation of various infrastructure and coastal protection works along the coast. It is therefore considered unlikely that further palaeontological studies would be warranted in this instance.

5.4 Built environment

Given the location of the study area along the high-water mark of the sea, the only structures located within the direct proximity of the study area include modern pedestrian walkways, slipways, parking, campsites, ablution facilities and landscape areas, none of which include structures older than 60 years and/or of any local cultural significance.

5.5 Conclusion

Following from the preliminary heritage study presented herewith it is our view that the proposal would not physically impact any historic built form within its surrounds and is highly unlikely to impact archaeological and/ or palaeontological heritage resources. No cemeteries/ burial ground occurs on or with the proximity of the study area. Based on this it is therefore considered that further heritage-related studies would not be required in this instance.

6. RECOMMENDATION

Having regard to the above assessment it is our view that the proposal would not impact on heritage resources of cultural significance and that no further heritage-related studies would be warranted in this instance.

PERCEPTION Planning
13th November 2025

STEFAN DE KOCK
Hons: TRP(SA) EIA Mgmt (IRL) Pr Pln PHP

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