APPENDIX D2

NOTICE OF INTENT TO DEVELOP IN RELATION TO HERITAGE RESOURCES
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)

<table>
<thead>
<tr>
<th>HWC Case Number:</th>
<th>DEADP Reference Number: Not yet available</th>
</tr>
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</table>

**NOTE 1:** An HWC case number must be obtained and application fee paid in advance of submission of this form.

**NOTE 2:** 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:

- [x] 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: DEA&DP

- [-] This development will not require a NEMA application.

**NOTE 3:** 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:

<table>
<thead>
<tr>
<th>Name of property:</th>
<th>Saladanha IDZ road on RE/1139</th>
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<table>
<thead>
<tr>
<th>Street address or location (eg: off R44):</th>
<th>Off MR559 (Saldanha-Langebaan Road) (Figure 1)</th>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Erf or farm number/s:</th>
<th>RE/1139</th>
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<table>
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<tr>
<th>Town or District:</th>
<th>Saldanha</th>
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<table>
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<tr>
<th>Extent of property:</th>
<th>Road footprint area approximately 6.5 Ha, combined length of two road sections approximately 1.7 km. The assessed east-west footprint is approximately 43 meters wide, while the north-south Duferco link is approximately 30 meters wide.</th>
</tr>
</thead>
</table>

| Coordinates: | 32°59'7.83"S 17°59'49.85"E (A logical centre point. Format based on WGS84.) |

<table>
<thead>
<tr>
<th>Responsible Municipality:</th>
<th>Saldanha Bay</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Current use:</th>
<th>Grazing</th>
</tr>
</thead>
</table>

| Predominant land use/s of surrounding properties: | Industrial, some farming |
REGISTERED OWNER OF PROPERTY:

Name AfriSam South Africa (Properties) (Pty) Ltd, (represented by: Mr Gavin Venter)

Address PO Box 6367, Weltevredenpark, 1715

Telephone Cell 083 309 4246

E-mail companysecretary@za.afrisam.com

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.

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.

Signature of owner or authorised agent

Date 2/12/2016

(Owners must attach copy of power of attorney to this form.)

DEVELOPMENT DETAILS:

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.

- S38(1)(a) Construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier over 300m in length.
- S38(1)(b) Construction of a bridge or similar structure exceeding 50m in length.
- S38(1)(d) Rezoning of a site exceeding 10 000m² in extent.
- Other triggers, eg: in terms of other legislation, (ie: National Environment Management Act, etc.) Please set out details: NEMA

S38(1)(c) Any development or activity that will change the character of a site -

- (i) exceeding 5 000m³ in extent;
- (ii) involving three or more existing erven or subdivisions thereof;
- (iii) involving three or more erven or divisions thereof which have been consolidated within the past five years.

If you have checked any of the three boxes above, describe how the proposed development will change the character of the site: Convert a section of grazing land to road.
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: DEA&DP

Present phase at which the process with that authority stands: Pre-application phase

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.): SLR Consulting have been appointed by SMEC on behalf of the Saldanha Bay IDZ LiCo to undertake a Basic Assessment for the additional eastern access road link into the northern part of the IDZ (Industrial Development Zone) (Figure 2). This link was included in the approved EIR (Environmental Impact Report) for the IDZ project as a future link that would be required to address the increased traffic volumes. Even though the link was described in the EIR, it was not assessed in detail. DEA&DP did not agree that the addition of this link could be considered as part of an EA (Environmental Authorisation) Amendment application process. SLR are thus now doing a Basic Assessment for the project. The proposal also includes an extension of the north-south link up to the Duferco steel processing factory along the IDZ Phase 1 development boundary. Construction is set for middle next year.

Specs: Road footprint is approximately 7.45 Ha, and total length approximately 1.7 km. The assessed east-west footprint is approximately 43 meters wide, while the north-south Duferco link is approximately 30 meters wide.

As can be seen from the attached locality plan, the road cuts through Afrisam owned land to the north of MR559, which was previously assessed as part of the EIA for the new Afrisam factory in 2011. Located on the remainder of Farm 1139, approximately 4km north-east of the town of Saldanha, the site is surrounded on 3 sides by existing heavy industrial activity including Saldanha Steel, Duferco steel processing, the Sishen Saldanha Iron Ore railway, port stockpile and loading facilities, and to the west by the Saldanha Industrial Development Zone.

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): The road will be constructed on the southern section of the Remainder of farm 1139 (Figures 1-3). This somewhat degraded land lies in the middle of a developing industrial area and is coated (as is most of the broader area) with a pinkish dust residue from the nearby Sishen Saldanha iron ore handling facility. It is used at present on a lease basis from AFRISAM for grazing.

The surrounding area has been subjected to numerous studies over the years which have showed generally that Sites from the Stone Age tend to be of very low density, while historical remains are sporadic. Late Stone age remains are more prolific at Club Mykonos and south towards Langebaan, and around the town of Saldanha Bay itself. This is probably in some ways due to the lack of rocky shoreline between Mykonos and Saldanha Bay, which were important to pre-colonial people as they
provided places where large numbers of marine molluscs could grow, and be harvested for food. Hart (2014) provided a literature review of the broader area as part of the assessment of the Oil and Gas Offshore Service Complex in the Saldanha Bay Industrial Development Zone at HWC’s request (see document pack).

ACO Associates has been to the site to look specifically at the road alignment for archaeological/historical remains. The entire footprint was searched on foot and found no archaeological traces. There are numerous rubble piles, and heaps of fairly recent sheep bones probably from animals that died and were discarded in the bush to decompose. There are often whole skeletons present suggesting that no butchering took place. No marine shell was observed.

Historical period

A small farm werf with dwellings and kraals is present on the site to the north of the proposed road. Records in the Surveyor General’s database (SG Dgm 156/1831, Erfpag C.Q. 5-30, 20 January 1831) indicate that the piece of land now owned by AFRISAM was once part of a much bigger loan farm known as Yzervarkensrug (No 127) that is indicated on Figure 4. It is apparent from the structural details and materials, that some extant farm structures on the site are older than others. Although not much is known about the farm buildings and precise construction date, some architectural details suggest some construction in the late 19th/early 20th century. We do not believe that the extant buildings are associated with the early loan farm, but rather to later subdivisions of the land. None of the buildings are believed to have any particular heritage value and were never indicated as significant buildings by Hans Fransen when he assessed the broader region (Fransen 2004).

While the buildings have little heritage significance, some are older than 60 years and as such are generally protected by the National Heritage Resources Act of 1999. They are not however threatened by the current road proposal.

Orton (2011) observed a few historical artefacts during the survey of the Uyekraal WEF. They are typical late 19th or early 20th century artefacts and are of no great significance and routinely encountered throughout the historically occupied areas of the Western Cape.

Archaeology

No Late Stone Age surface archaeological material was identified by ourselves during an assessment of the cement factory on the northern part of the site, or in a superficial look at the southern area (Halkett 2011), although Kaplan describes ephemeral MSA and LSA stone artefacts at the site of the old Mossgas excavations in the extreme southern portion of the property. The MSA material might have come from below surface during excavations of the site and indicates the possible presence of material associated with limestone ridges. As an example, a known palaeontological/archaeological wetland surface with bones and occasional artefacts has been described by Avery (Avery and Klein 2009) at the site of Spreeuwal on the edge of the bay adjacent to Club Mykonos, some 7 km to the south east.

Orton (2011) found no pre-colonial archaeological sites or even isolated artefacts during the survey of the Uyekraal wind energy facility 6km to the east, nor has much been found in the IDZ area to the west.

Palaeontology

The general vicinity is highly significant in terms of palaeontological heritage with the Langebaanweg Fossil Park lying to the east. Despite the richness of the five to six million year old fossils found there (Halkett & Hart 1999; Hendey 1969; Singer 1961), a survey of land just west of the proposed Uyekraal Wind Energy Facility some 6km to the east, did not yield any fossil material (Hart and Pether 2008). If fossils are present, they would most likely be buried. Several fossil-bearing
geological formations are present in the study area and are described in detail by Hart and Pether (2008). Most significantly, these include the Elandsfontein, Varswater and Langebaan Formations. Rogers (1983) describes the Uyekraal Shelly Sand Formation that occurs in the vicinity of Uyekraal.

Pether (2012) assessed the site as part of the Afrisam Mining and Cement Plant project. He notes the following with respect to the Langebaan Formation at the factory Site: "The eastern part of the transport corridor and the proposed cement factory site is situated on thinly-covered Langebaan Formation aeolianites. The gently-undulating topography of the factory site is mainly between 10-15 m asl., rising to ~20 m asl. where a subdued dune ridge is situated approximately in the centre of the site. Observations in excavations on the Saldanha Steel site, near the Namakwa Sands plant and in the SALKOR railhead area revealed that a particularly thick calcrete underlies much of the area. Such thick calcrete develops beneath long-lived surfaces on old formations, where increments of deposition have been small. The thick calcrete is polyphase in origin and disguised within it are discrete, small phases of sand deposition separated by cryptic palaeosurfaces on which fossils may occur. This thick calcrete is expected to occur beneath the lower-elevation parts of the site. Sporadic fossil bone finds are a feature of the area. Fossils in calcretes are quite difficult to spot as they are usually coated with white limy deposit and do not stand out well amongst the nODULES and general bumpiness of a fresh exposure. Excavations in the more elevated areas of aeolianite ridges reveal typical separated calcretes cf. the aeolianite exposures in the Lower Quarry (to the west). The bone concentrations most commonly found are due to hyaenas. The bones occur in the lairs of hyaenas, such as tunnels made into the softer material beneath a calcrete "roof". These most often occur on slopes where some erosion of the calcrete, producing overhangs and crevices, has facilitated the making of a burrow. Burrows made by aardvarks are also exploited by hyaenas. Hyaena lairs can be found at depth in the aeolian deposits, where they relate to buried palaeosurfaces".

On reviewing the proposed IDZ road, Pether made the following comment: "No point in pre-construction inspection, but it is possible that there might be material beneath the top sands on the Langebaan Formation capping calcrete, and bones in the calcrete, such as found in the SALKOR railhead area. A recommendation would be an alert for bones and marine shell and inspection of any deeper cuttings into the top of the calcrete".

In general, the area where the road will be constructed is fairly well studied, although there are gaps in knowledge with respect to buried palaeontological resources.

Bibliography and references:


Hart, T. 2014. Literature Review: Proposal to develop an Oil and Gas Offshore Service Complex in the Saldanha Bay Industrial Development Zone adjacent to the Port of Saldanha. Portion 4 of Farm 197, Portion 9 of Farm 197, Portion 12 of Farm 197, Portion 15 of Farm 197, Portion 16 of Farm 197, Portion 1 of Farm 1139, Remainder Farm 11945, Farm 11943 and Remainder of Farm 1139. Prepared for CCA. ACO Associates cc.


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

| Places, buildings, structures and equipment of cultural significance |
| Description of resource: |
| Description of impact on heritage resource: |

| Places to which oral traditions are attached or which are associated with living heritage |
| Description of resource: |
| Description of impact on heritage resource: |

| Historical settlements and townscapes |
| Description of resource: |
| Description of impact on heritage resource: |

| Landscapes and natural features of cultural significance |
| Description of resource: |
| Description of impact on heritage resource: |

| Geological resources of scientific or cultural importance |
| Description of resource: |
| Description of impact on heritage resource: |

| Archaeological resources (including archaeological sites and material, rock art, battlefields & wrecks): |
| Description of resource: No archaeological resources have been found on the road footprint. |
| Description of impact on heritage resource: No impact on archaeological resources is anticipated. |
**Palaeontological resources (ie: fossils):**

Description of resource: John Pether commented thus: "It is possible that there might be material beneath the top sands on the Langeban Formation capping calcrite, and bones in the calcrite, such as found in the SALKOR railhead area (just to the east alongside the railway). A recommendation would be an alert for bones and marine shell and inspection of any deeper cuttings into the top of the calcrite".

Description of impact on heritage resource: It is unclear if the road construction will have a definite impact. Some monitoring would be required to inspect deeper cuttings into the Langeban Fm calcrites.

**Graves and burial grounds (eg: ancestral graves, graves of victims of conflict, historical graves & cemeteries):**

Description of Resource:

Description of impact on Heritage Resource:

**Other human remains:**

Description of resource:

Description of impact on heritage resource:

**Sites of significance relating to the history of slavery in South Africa:**

Description of resource:

Description of impact on heritage resource:

**Other heritage resources:**

Description of resource:

Description of impact on heritage resource:

Describe elements in the environs of the site that could be deemed to be heritage resources: As above

Description of impacts on heritage resources in the environs of the site: No impact on significant historical and archaeological resources. It is possible that palaeontological resources may be exposed in deeper cuttings into the Langeban Fm calcrites.

Summary of anticipated impacts on heritage resources: No impact on significant historical and archaeological resources. It is possible that palaeontological resources may be exposed in deeper cuttings into the Langeban Fm calcrites.

**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  D Halkett
Capacity  Principal Investigator and Archaeologist, ACO Associates cc.

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:

<table>
<thead>
<tr>
<th>Name of individual:</th>
<th>Name of Practice:</th>
<th>Area of specialisation:</th>
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<tr>
<td>Qualifications:</td>
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1. Experience:
Standing in heritage resource management:
E-mail Address: Telephone: Cell:

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<th>Name of individual:</th>
<th>Name of Practice:</th>
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2. Experience:
Standing in heritage resource management:
E-mail Address: Telephone: Cell:

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3. Experience:
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4. Experience:
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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.

<table>
<thead>
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<th>Name of individual:</th>
<th>Name of Practice:</th>
<th>Area of specialisation:</th>
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<tbody>
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**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:

- [ ] Heritage resource-related guidelines and policies.
- [ ] Local authority planning and other laws and policies.
- [ ] Details of parties, communities, etc. to be consulted.
- [x] Specialist studies, eg: archaeology, palaeontology, architecture, townscape, visual impact, etc. Provide details: Palaeontology: The area is well known after numerous studies and a new Palaeo Impact Assessment is unlikely to make any new conclusions. Monitoring of road construction phase for palaeontological resources is what is required and should be recorded into the EMP.
- [ ] 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.
Figure 1: The proposed road shown in broad geographical context of Saldanha Bay.
Figure 2: Proposed and existing development in the vicinity of the road (supplied by SLR). Cadastral information is in Figure 4.
Figure 3: Detail showing the proposed road footprint (yellow) on the current landscape. The farm werf is shown by the blue polygon. Duferco factory at top left.
Figure 4: Cadastral information – affected property outlined in red
Figure 5: The original Yzervarkenrug Farm with later sub-divisions was granted as a loan farm in 1831 (SG Dgm 156/1831). Re 1139 is shown in pink.
Existing landscape context as of Nov 2016. Arrows show position and direction of view of the corresponding photographs.
DESKTOP LITERATURE REVIEW

PROPOSAL TO DEVELOP AN OIL AND GAS OFFSHORE SERVICE COMPLEX IN THE SALDANHA BAY INDUSTRIAL DEVELOPMENT ZONE ADJACENT TO THE PORT OF SALDANHA. PORTION 4 OF FARM 197, PORTION 9 OF FARM 197, PORTION 12 OF FARM 197, PORTION 15 OF FARM 197, PORTION 16 OF FARM 197, PORTION 1 OF FARM 1139, REMAINDER FARM 11945, FARM 11943 AND REMAINDER OF FARM 1139.

Prepared for
CCA Environmental Pty Ltd

Prepared by Tim Hart

ACO associates CC
8 Jacobs Ladder
St James
7945
Phone 021 7064104
Introduction

A Notification of Intent to Develop (NID) was submitted to Heritage Western Cape for the proposed development of an oil and gas offshore service complex in the Saldanha Bay Industrial Development Zone. Argument was made in the NID that the area had been well studied and that in the light of previous studies and positive comments, that no further studies were required apart from Palaeontology. Heritage Western Cape has requested a literature review to illustrate the extent of previous work and support the argument that no further studies are required. ACO Associates has been appointed by CCA Environmental to provide the required review.

The study area

The study area is situated on land at the northern coast of Saldanha Bay immediately west of the Iron Ore Terminal. In the past this area was agricultural land used for both grazing and, from time to time, cultivation. The construction of the Port of Saldanha Iron Ore Terminal in the 1970’s has seen increased industrialisation of the area culminating in formal designation of this area as an Industrial Development Zone supported at both Provincial and National level. The landscape is becoming increasingly utilised by heavy industry, the Saldanha Steel works, and the Tronox smelter being notable examples. The Port of Saldanha is the only local facility available that is capable of accommodating very large bulk carriers. The fact that Saldanha has become an important development node has resulted in numerous EIA’s commissioned for both industrial and residential development. In many instances these studies were carried out on speculative future uses for the land which never reached fruition. The heritage of this area has become quite well understood. A great deal has been learned about local palaeontology as well as the distribution patterns of archaeological sites in the area. Furthermore, the history of the area has been well documented.

Sources of information

The sources of information that we have used to justify our argument are our own collection of reports in that region which number no less than twelve documents compiled since 1987 as well as a variety of observations that are documented on the SAHRIS database. Of these, there are three reports that are directly relevant to the study area in question which has seen the study area assessed in whole or in part on a number of occasions.

The coverage of the study area in previous studies

In 2003 Halkett and Hart surveyed a portion of the Farm Pienaars Poort which constitutes most of the western side of the study area. Hart and Halkett (2003) located no significant archaeology apart from two highly ephemeral scatters on the dune cordon. These were subsequently subject to further trial excavation by Mary Patrick who found them to be inconsequential (pers. comm.). Hart and Halkett (2003) noted exposures of marine shell in a disused quarry on the site and recommended that these be sampled. This work was later carried out by John Pether (palaeontologist). Hart and Halkett, while conducting research excavation at Hoedjespunt walked the Dune cordon as far as the iron ore jetty boundary and located no archaeological material of significance.

In 2007 land at/or close to the north western quarter of the study area was surveyed by Jonathan Kaplan (2007). He noted the presence of fossil shell on the site but found no archaeological material. In 2008 Hart and Finnegan conducted further studies on Transnet land for the expansion of the iron ore export corridor within which part of the Eastern side of the study area adjacent to the jetty fell. There were no archaeological sensitivities. The project was terminated as a result of a fall in the ore price. The report is complete but un-submitted. In 2009 Hart and Webley returned to the area to inspect an apparent midden discovered on port land by the company environmental officer. The scatter of shellfish was too fresh to be archaeological. It was later established that the find came about from the temporary storage of shellfish encrusted marine pipes in the area. The shellfish had died and fallen off the pipes after exposure to air.

In 2012 two more studies were done by the ACO on land which in part involved the study area. Part of the site was identified as a possible option for the construction of a desalination plant for the Port. No sensitivities were identified (Hart 2012). Jayson Orton of ACO Associates surveyed the eastern side of
the study area as the land was identified for use as a possible pipe yard for Mining Oil and Gas Services (MOGS). Orton reported finding a single calcrete flake of unknown origin.

In addition, almost all areas surrounding the study area have been subject to assessment. All studies to date that have taken place on the flatlands/coastal plain to the north of Saldanha Bay report a lack of archaeological sites but high palaeontological sensitivity.

**Conclusion**

The study area is one of the best studied yet least significant tracts of landscape in the Western Cape in archaeological terms. This review of work done to date allows us to argue that no further archaeological work is necessary on the site, however continued vigilance with respect to palaeontology is supported.

It must, however, be pointed out that the area of low sensitivity is a very specific area of the West Coast adjacent to a low energy beach where marine resources were few - namely the northern shore of Saldanha Bay. Other areas, however, are very sensitive and should always be assessed.

![Figure 1: Location of previous studies undertaken on the proposed site.](image)

**References with summary of findings**

ACO 2006, Archaeological and palaeontological assessment of two portions of a road alignment (MR559) near Langebaan and Saldanha Bay, Vredenburg and Hopefield magisterial districts.

*Finding: No significant archaeological material, some 20th century ruins.*

ACO 2007, Rescue exhumation of a burial from the new Saldanha Bay police station (erf 8130), Vredenburg magisterial district, Western Cape.

*Finding: unusual mid-holocene buried Late Stone Age site within town of Saldanha Bay.*

ACO 2008, Phase 2 expansion of the Sishen - Saldanha iron ore export corridor, Saldanha Bay, Western Cape.
Finding: no archaeological material found, paleontological important.

ACO 2009, Report on a site visit to the Saldanha iron ore facility to provide a professional opinion on a possible archaeological site.

Finding: Possible find of archaeological material in Port area determined to be mussels that had dropped of abandoned marine pipe.

ACO 2011, Heritage impact assessment for the proposed Isivunguvungu wind energy facility, Vredenburg magisterial district, Western Cape.

Findings: proposed site of 6 turbines and electrical infrastructure assessed in the area of the Saldanha Steel. No archaeological material found.

ACO 2012, Heritage impact assessment of a proposed pipe yard in the Saldanha bay iron ore terminal, Vredenburg magisterial district, Western Cape. Mogs.

This survey directly covers the study area. Only 1 artefact seen.

ACO 2012, an EIA and EMP for a sea water reverse osmosis desalination plant in the Saldanha Bay region, Western Cape.

Study area included. No archaeological findings.

ACO 2012, Heritage impact assessment - proposed Afrisam cement plant, mine and associated infrastructure in Saldanha, Western Cape.

Study area immediately to the north of current site – no archaeological finds reported.

ACRM 2007, Phase 1 archaeological impact assessment of the proposed harbour view industrial park situated at Saldanha Bay. Portion 9 of farm no 957 Malmesbury. Prepared for Enviro Logic.

Finds: No precolonial archaeology recorded.