

APPENDIX 12

HERITAGE IMPACT ASSESSMENT

PROPOSED EXPANSION OF CAPE WINELANDS AIRPORT

Portion 4 of Farm 474 Joostenbergs Kloof, Portion 10 of Farm 724 Joostenbergs Vlake, The Remainder of Farm 724 Joostenbergs Vlake, Portion 23 of Farm 724 Joostenbergs Vlake, Portion 7 of Farm 942 Kliprug, The Remainder of Farm 474 Joostenbergs Kloof, A portion of Portion 3 of Farm 474 Joostenbergs Kloof



Figure 1: Looking north from the recently acquired property with the Kasteelberg in the distance

HERITAGE IMPACT ASSESSMENT

Prepared in compliance with **Section 38(8)** of the National Heritage Resources Act (No 25 of 1999)

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HWC Case number: HWC23101215

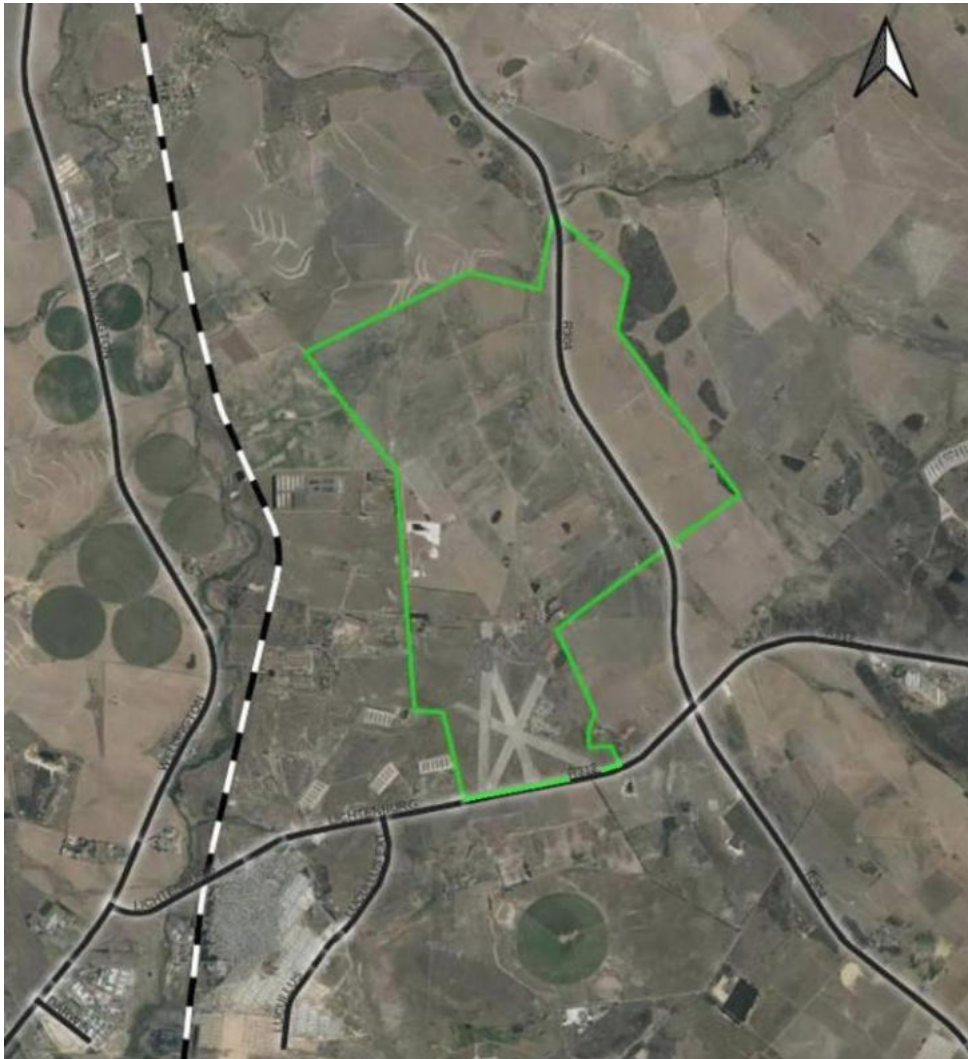
EXECUTIVE SUMMARY

1. Name

CAPE WINELANDS AIRPORT

2. Locality

The Cape Winelands Airport (formerly the Fisantekraal Airfield) is approximately 8km north of Kraaifontein and 6 km north of the N1. It lies to the east of Durbanville. It takes access off the R312 (Lichtenberg Road). It is in the Cape Town municipal area.



3. Description of the Proposed Development

The project entails developing the existing airfield and adjacent erven into a commercial and aviation hub, supporting flight operations domestically as well as regionally and with a particular focus on non-aeronautical revenue

streams (i.e., revenue generated not involving any flight operations –e.g., property rental etc).

4. Heritage Resources

The landscape is of some aesthetic significance because of its rural character which is extremely varied with grazing camps bordered by windbreaks. Cereal and canola cultivation was practiced in the past. There are no perennial streams, water courses and wetlands in the study area.

There are no built environment heritage resources of significance although structures are older than 60 years.

The development area is not archaeologically sensitive.

5. Impacts on Heritage Resources

The archaeological field report found that the proposed development and expansion of the Cape Winelands Airport does not pose a significant threat to local archaeological heritage resources.

Although two of the structures in the study area are older than 60 years neither of them is of aesthetic significance or conservation worthy.

The VIA found that subject to the successful application of the mitigation measures, the proposed Cape Winelands Airport development can be supported at the level of Environmental Impact Assessment for the purposes of the NEMA authorisation application.

6. Recommendations

HWC is therefore requested to support the proposed Cape Winelands Airport development subject to the recommended visual mitigation measures.

7. Author and Date

Aikman Associates: Heritage Management: October 2024.

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1. BACKGROUND

In 2020 Capewinlands Aero (Pty) Ltd, the owners of the Cape Winelands Airport applied to the City of Cape for the rezoning of Portion 4 of Farm 474 Joostenberg Kloof and Portion 10 of Farm 724 Joostenberg Vlake from Agriculture to Transport Zone 1 in order to regularise the land use of the airport that has been in operation since 1943. As this rezoning triggered the section 38(1) of the National Heritage Resources Act (NHRA), submission was made to Heritage Western Cape (HWC). Dr SS Townsend submitted a Heritage Statement and Notice of Intent to Develop (NID) form to HWC. His recommendation that the proposed rezoning would have no impact on heritage resources was endorsed. The rezoning was subsequently approved.

The owners have acquired land to the north of the existing airport. The adjacent parcels of land have been secured by way of purchase or Power of Attorney, taking the current scope of the development from approx. 150ha to approx. 881ha.

PHS Consulting is the independent Environmental Assessment Practitioner (EAP) responsible for facilitating environmental authorization for the proposed development in terms of the provisions of the National Environmental Management Act (No. 107 of 1998) (NEMA) and its Regulations to handle submission to the Department of Environmental Affairs and Development Planning and the Environmental Impact Assessment (EIA) process.

As section 38(1) of the NHRA) is triggered by the proposed development which involves rezoning of a site larger than 10 000m², Aikman Associates: Heritage Management was appointed to prepare a Baseline Report and NID submission to HWC. The Baseline Report provided an assessment of the possible impact of the proposed development on heritage resources. The NID recommended that a Heritage Impact Assessment (HIA) is required; the focus being on the impact of the landscape character of the site

At the Heritage Officers Meeting (HOMS) of HWC held on 21 November 2023 it was resolved that, since there was reason to believe that the proposed development (runway and associate infrastructure) will impact on heritage resources, HWC requires that a Heritage Impact Assessment (HIA) that satisfies the provisions of Section 38(3) of the NHRA be submitted. It was requested that the HIA must in addition have specific reference to the visual impact assessment on the cultural landscape.

It should be noted that Filia Visual, specialist consultants had prepared a Visual Scoping Report that formed an integral part of the NID submission.

The report concluded that a Visual Impact Assessment (VIA) was required and this no doubt led to the HOMS recommendation. The attached VIA prepared by Filia Visual meets HWC's requirement.

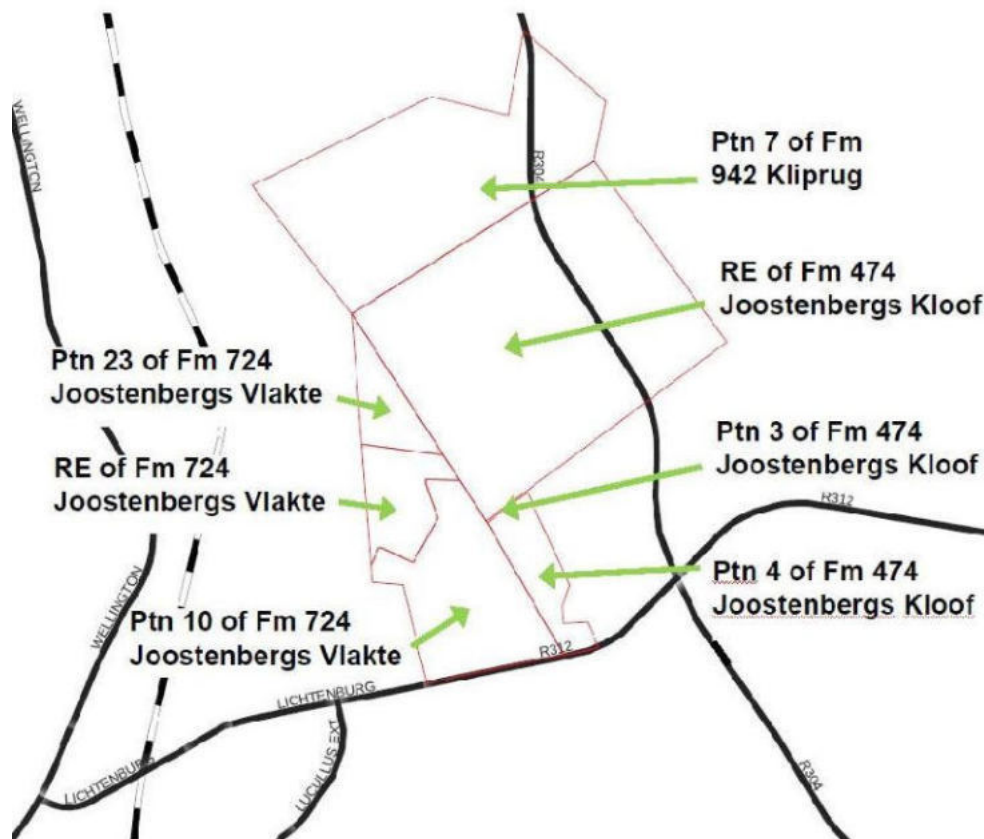


Figure 2: The cadastral entities comprising the site

(H&A Planning)

2. STATEMENT OF INDEPENDENCE

Henry Aikman of Aikman Associates: Heritage Management who prepared this Draft HIA no financial interest in this project or any others being carried out by the development company.

3. LOCALITY

The Cape Winelands Airport (formerly the Fisantekraal Airfield) is approximately 8km north of Kraaifontein and 6 km north of the N1. It lies to the east of Durbanville. It takes access off the R312 (Lichtenberg Road). It is in the Cape Town municipal area.



Figure 3: Cadastral outline of the site within which the proposed development is to be located on its western side.
(H&A Planning)

4. HISTORICAL DEVELOPMENT

This area lying to the east of Durbanville was slow to develop as the acidic sandy soil could only support rough grazing and some cereal production. There has therefore been limited transformation of the rural landscape with isolated farmsteads scattered among undulating plains. There are windbreaks of Monterey pines. Because of its isolation, intensive poultry farming has come to dominate farming in the general area. With urban development incrementally encroaching this activity will disappear.

In 1943 the South African Air Force established the airfield used by Lockheed Ventura bombers for anti-shipping and anti-submarine search and attack. This use continued until the war ended in 1945.

It operated as an airfield under state control with facilities leased for private pilot training facilities but was transferred into private ownership in 1993.

In 2020 Dr Stephen Townsend prepared a Heritage Statement and a NID submission was made to HWC. In this it was noted that there are only four old structures at the northern end of the site which were built during WWII as part of the airport's defences and which have some interest as such (three are disused and derelict, one of which is no longer roofed; and the one building still in use was converted into two workers' dwellings some years ago). It appears that these four buildings and the landing-strips are all that remains from the initial WWII construction; these four and just one other, a large hangar at the centre of the site (removed before 1968), appear on the 1953 aerial photograph.

He concluded that the airfield is an interesting relic of war-time need and the urgency of providing for defence of the coastline. He stated that the war-time airfield is incomplete and the site includes only four structures and the landing-strips of that defensive infrastructure. Further, the four structures are derelict and unused; and, more importantly have no special significance or meaning; and, this historical interest apart, the landing-strips have functional significance only. His report and NID submission were endorsed by HWC who agreed that no further heritage studies were required.

The 1953 aerial photograph shows that the two farmsteads in the study area were in existence and may contain structures older than 60 years of significance.

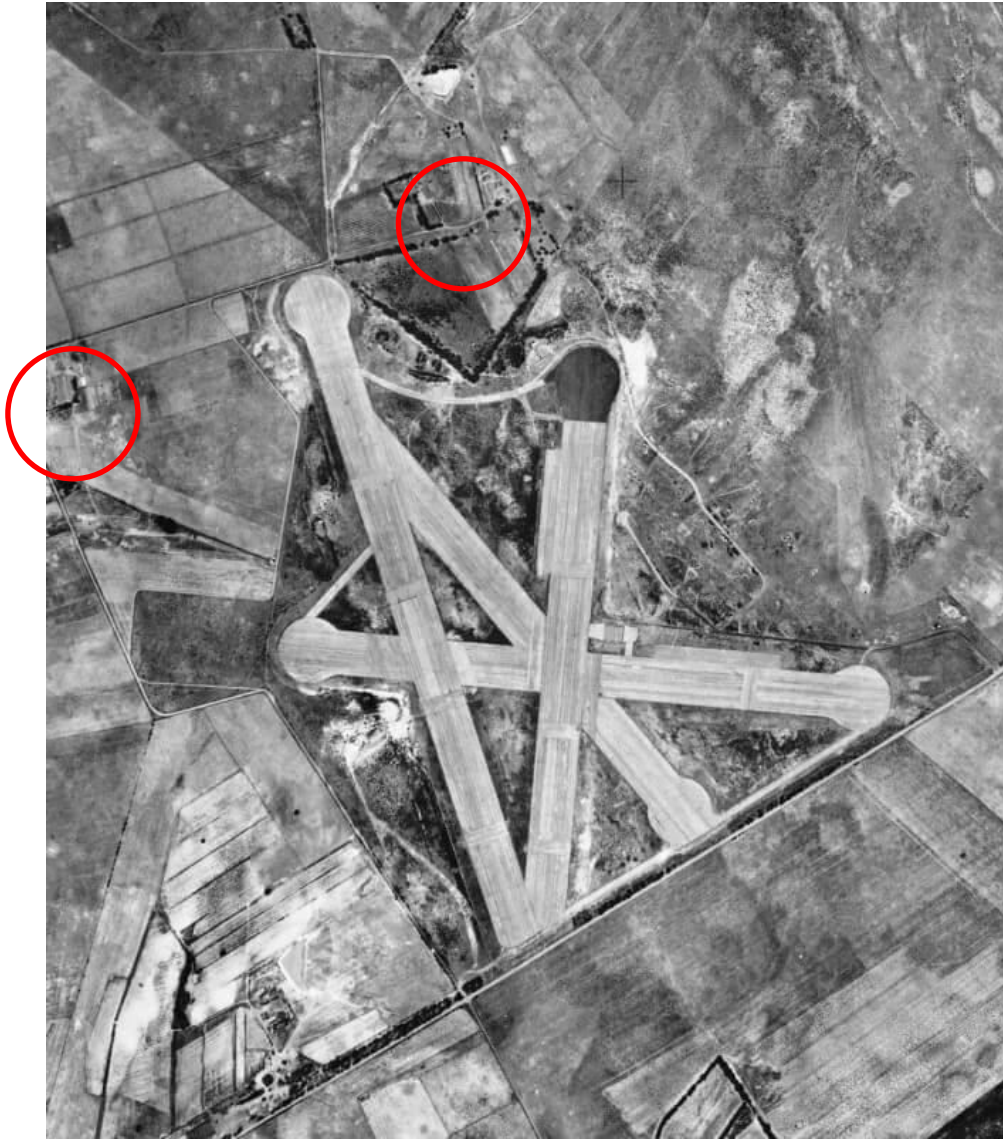


Figure 4: 1953 aerial photograph. The two farmsteads to the north of the airfield are shown ringed

This formerly agricultural environment is undergoing dramatic change as urban development has incrementally moved to the east of Durbanville. The area on the western boundary of the airport has been approved for extensive residential development with the Bella Riva Lifestyle and Golf Estate. This will have over 3000 residential units, a business centre, sports, and community facilities.

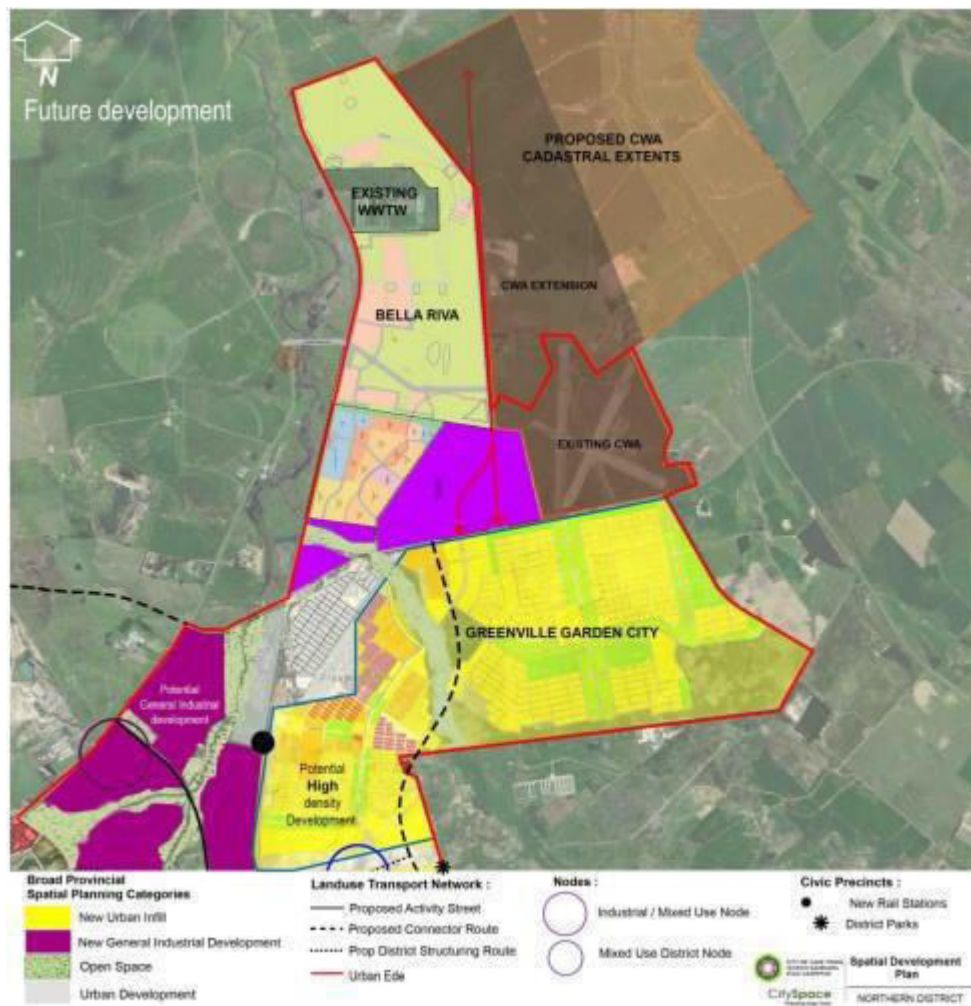


Figure 5: Proposed development in the vicinity

(H&A Planning)

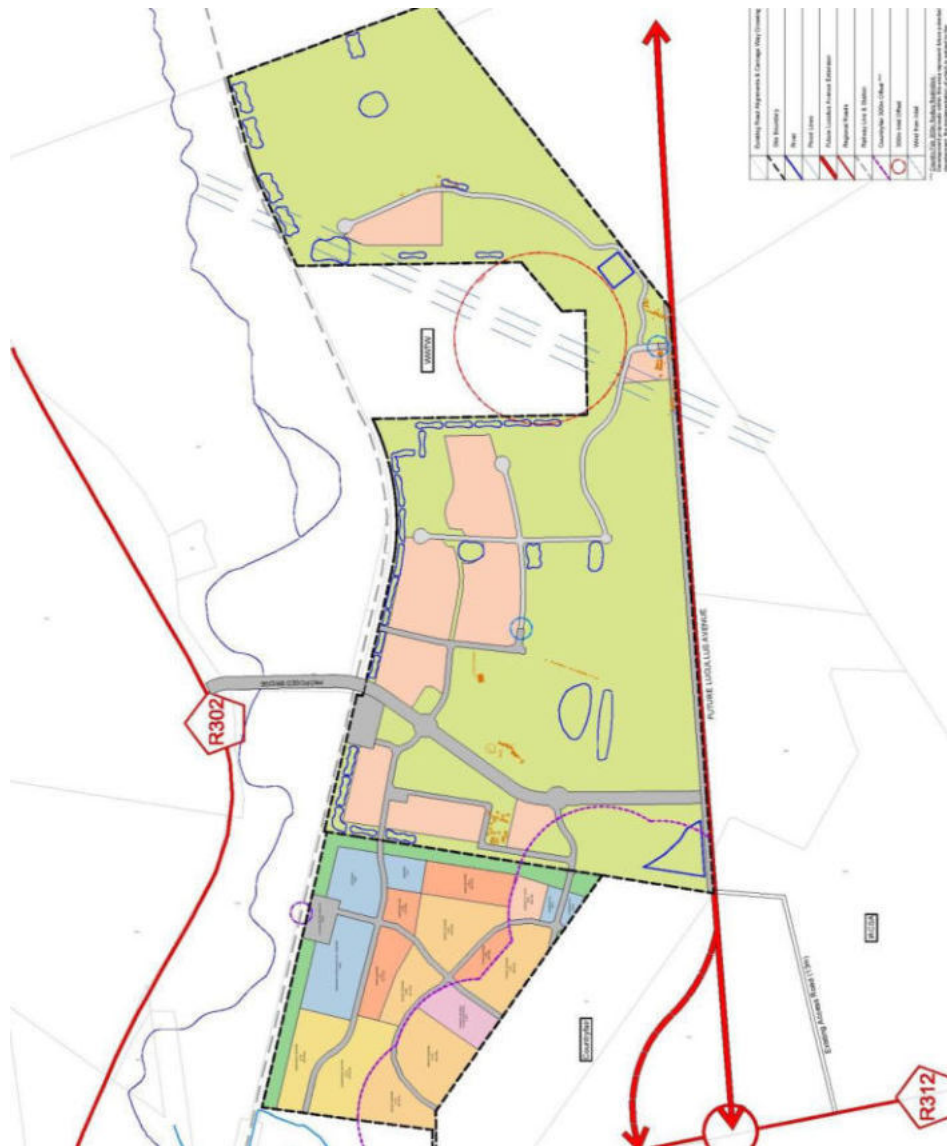


Figure 6: The approved Bella Riva Lifestyle and Golf Estate borders the proposed airport. Construction will commence this year

South of the R312 that borders the airport, Garden Cities has environmental approval for extensive urban development: Greenville.



Figure 7: The open land to the left (due west) is to be developed as the Bella Vista Lifestyle and Golf Estate in the near future



Figure 8: This largely open land on the western boundary is about to be re-developed as the Bella Vista Lifestyle and Golf Estate

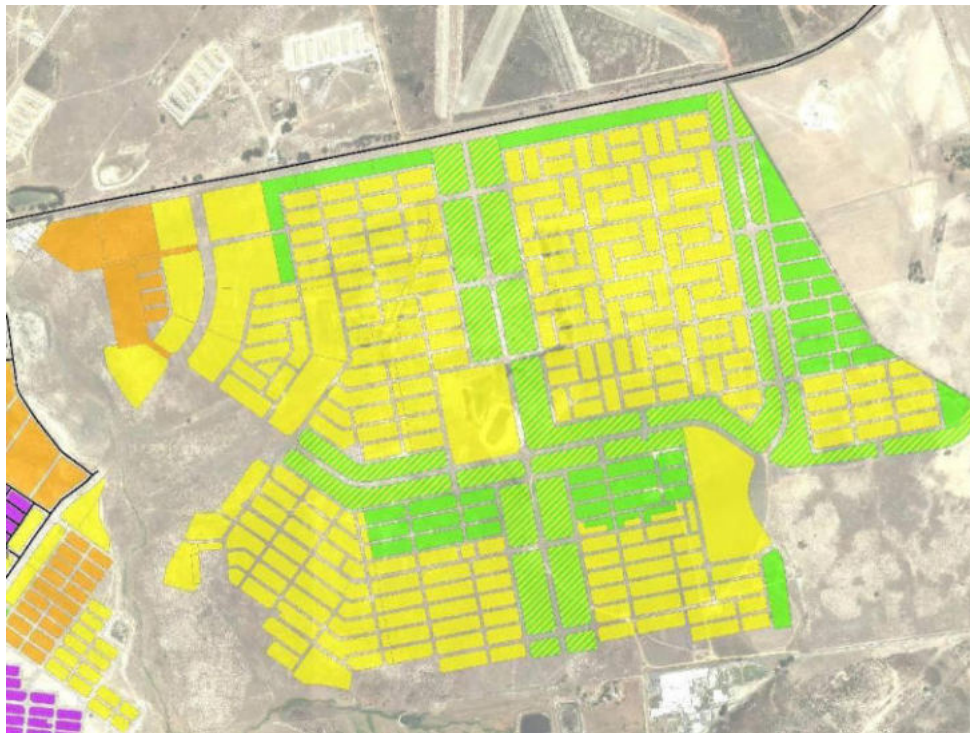


Figure 9: The proposed Greenville development south of the R312 to be developed by Garden Cities

5. STATUTORY AND POLICY PLANNING CONTEXT

The proposed expansion of the Cape Winelands Airport requires submission to be made to the Department of Environment Affairs and Development Planning (DEA&DP) in terms of the National Environment Management Act (NEMA) and the related regulations. The development will be expanded from approx. 150ha to approx. 885ha.

Rezoning from Agriculture to Transport Zone will be required.

6. TOPOGRAPHY AND VEGETATION

The topography to the north of the existing airport is essentially a plateau falling gently away to the west towards the shallow valley of the Mosselbank River and to the east towards the valley of the Klipmuts River. The area has been farmed for centuries. This topography is no doubt why it was selected during WWII as suitable for an airfield. Gravel farm tracks wind throughout the area.

The soils originally primarily supported Swartland Alluvium Fynbos with pockets of Cape Flats Sand Fynbos and Swartland Granite Renosterveld. As a result of agricultural use and annual burning as practiced in the past there is

little of the original vegetation left and invasive alien vegetation dominates the landscape and is a challenge to control.

Active farming has largely been abandoned. In the past, besides pastures for rough grazing cereals and canola were grown. The two farms that form part of the proposed expanded airport, once both were horse and cattle breeding operations but currently only Buurmanskraal is still active.



Figure 10: Kasteelberg in the distance. Gently undulating plains



**Figure 11: The northern section recently acquired has been used for rough grazing.
Windbreaks of pines are a feature of this landscape**

The soils originally primarily supported Swartland Alluvium Fynbos with pockets of Cape Flats Sand Fynbos and Swartland Granite Renosterveld. As a result of agricultural use and annual burning as practiced in the past there is little of the original vegetation left and invasive alien vegetation dominates the landscape. Active farming has been abandoned. The two farms that form part of the proposed expanded airport once both were horse and cattle breeding operations but currently only Buurmanskraal is still active.



Figure 12: The portions to the north of the existing airport are relatively flat. Kasteelberg in the distance



Figure 13: Given the relatively flat topography, the landscape is featureless except for some isolated windbreaks and groups of trees

This landscape is one in transition as pointed out above. Durbanville is incrementally expanding towards the east with approved residential development immediately to the west and south of the existing airport.

Farming appears to be barely viable in the area with large areas having been abandoned and little or no activity taking place. The drought over the last decade has aggravated the situation. As a cultural landscape transformed over 300 years from its primeval state it is now relapsing into a state that will never fully recover. Invasive alien vegetation infestation is likely to increase as neglect and lack of active farm management will lead to more frequent fires. This in turn will accelerate alien infestation.

As a cultural landscape it appears to be beyond redemption.

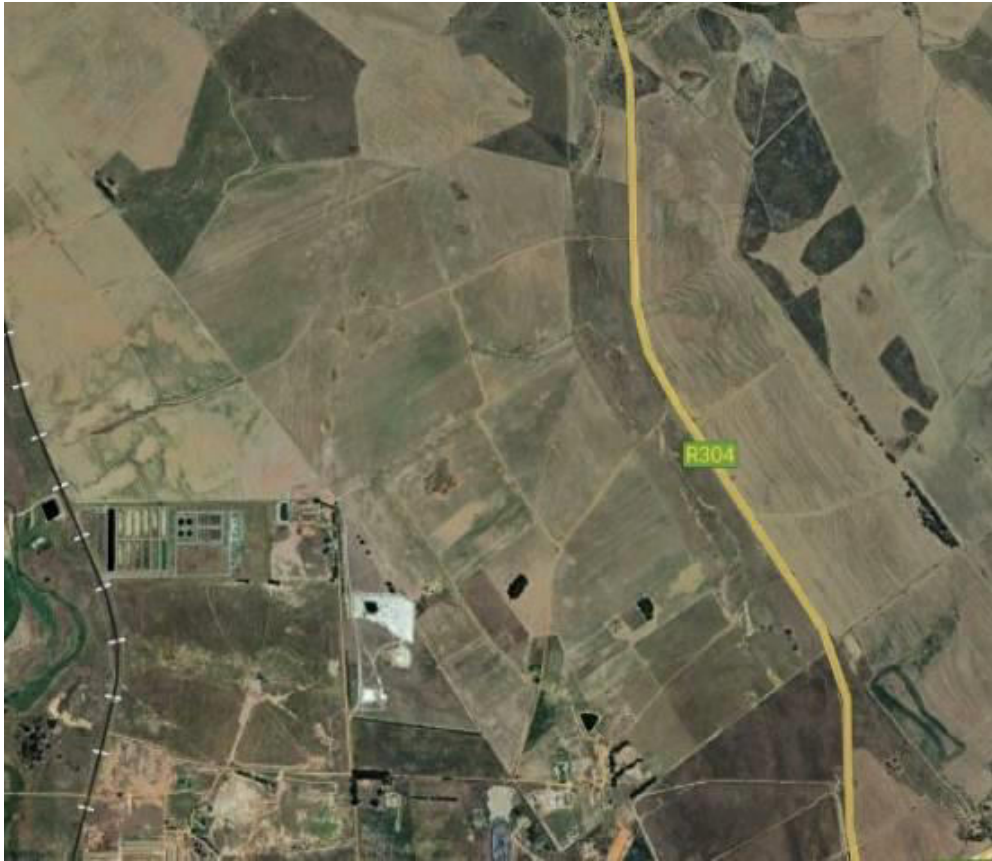


Figure 14: The only farmsteads in the study area are at the bottom of the 2024 aerial photograph. The white spoil and heaps of the Uitsig clay mine stand out. As can be seen the landscape is featureless although there is evidence of past cultivation

6. STRUCTURES

Besides the structures at the existing Cape Winelands Airport there are two farmsteads on the properties acquired for airport expansion. These farmsteads have none of the iconic characteristics of the Cape Werf with no symmetrical/hierarchical layout, werf walls and oaks. They are a scattered collection of farm structures; farmhouse sheds, stable blocks, labourers' cottages and walled and fenced enclosures.

6.1 Farmstead on Remainder of Farm 724 Joostensbergs Vlake



Figure 15: the farmhouse and stables are protected by mature eucalypts



Figure 16: Farmhouse

The house is architecturally undistinguished and has been modernised with aluminium windows. The 1953 aerial photograph indicates a house and a few outbuildings and stylistically the house appears to have been built in the 1950s. It is not conservation worthy.



Figure 17: Stabling of concrete blocks with roofs of asbestos sheeting



Figure 18: Stables also of concrete blocks with roofs of asbestos sheeting

6.2 Farmstead on Reminder Farm 474 Joostenbergs Kloof/Buurmanskraal

This is a more extensive complex with large open-sided sheds for storing fodder as well as stable blocks and a farmhouse in a fenced garden enclosure

with mature ornamental trees, lawns, and shrubs. This farm is still in operation with an equestrian centre.



Figure 19: Approach to Buurmanskraal is dominated by these industrial scale sheds



Figure 20: Farmhouse is Cape Revival stylistically probably dating from inter-war years



Figure 21: The stables have been given a Cape Revival character and probably also date from the inter-war years



Figure 22: The roof is of asbestos cement shingles and the veranda roof is supported on steel pipe columns, Pre-cast concrete columns and brick columns

While the house dates from the inter-war years, it is an ordinary example of the period. Moreover, its isolation in the landscape takes away any landmark qualities and it is held that it is not conservation worthy.

6.3 Uitsig Clay Mine

Although not a structure per se, the Corobrik mine is a feature in the landscape.



Figure 23: The clay mine has heaps up to 6m in height

7. HERITAGE RESOURCES

Cultural significance can be defined as: aesthetic, architectural, historical, scientific, social, spiritual, linguistic or technological value of significance. The national estate includes, inter alia, places, buildings, and structures of cultural significance; historical settlements and townscapes; and landscapes and natural features of cultural significance (NHRA).

The landscape could be said to be of some aesthetic significance because of its rural character. The landscape character here is extremely varied with grazing camps bordered by windbreaks. Cereal and canola cultivation was practiced in the past. There are no perennial streams, water courses and wetlands in the study area.

In the attached VIA, four areas within the study area can be described together as Landscape Character areas (LCA). Topography, vegetation pattern (agriculture) and land use are primary informants, along with fieldwork observations and the existing classifications of relevant policy and planning documents.

Landscape Character Area 1 is situated to the north of the subject site, and consists of a predominantly rural agricultural landscape of grazing and grain fields containing very few built elements and sparsely interspersed landscape elements. Tree avenues are associated with farm werf areas, property boundaries and limited copses of natural vegetation occur along river courses. Topographically, the LCA is comprised of low rolling hills and gently undulating fields, with long views towards the encircling mountains to the east. This LCA has a strong sense of place, being identified as the Agter-Paarl/Paardeberg Cultural Landscape according to the Northern District plan.

Landscape Character Area 2 is the Joostenberg Vlake Landscape character area is a semi-agricultural area characterized by large plots and smallholdings, equestrian farms, various guest houses and strong landscape and settlement patterns created by tree avenues. Topographically the landscape is generally flat, with some intensification of topographical variance in the north eastern parts. Although not densely developed, views within the smallholding areas are typically near and generally limited to the foreground because of the amount of existing vegetation, buildings and other visual obstructions. In the more actively farmed agricultural areas, topography becomes more variable, views lengthen, and elevated areas along the R304 (towards the east of the LCA) open to long, dramatic vistas of the Simonsberg and Stellenbosch mountains in the south and the Peninsula Mountain Range in the south west. This LCA has a strong sense of place, being identified as a Cultural Landscape according to the Northern District plan.

Landscape Character Area 3 consists of urban and suburban residential areas, peri-urban industrial areas (e.g.; the Durbanville Industrial Park and local brick manufacturing plants), future high and medium density formal and informal residential areas, and large tracts of undeveloped land. The visual quality of landscapes within LCA 3 is generally low, due to large portions

being either environmentally degraded or because of the presence of discordant elements in the field of vision (including the local WWTW, Eskom transmission power line and substation infrastructure, developments under construction and industrial/semi-industrial activities along the Klipheuwel corridor and railway line).

Landscape Character Area 4 contains the rural agricultural areas outside of the urban edge from the Groot Pheasantekraal wine estate and upwards towards Spes Bona and extending to the areas west of Klipheuwel. This landscape comprises mostly of the Durbanville Hills Cultural Landscape, but the small southern portion of the Koeberg/Swartland Farms Cultural Landscape is also included in this LCA. This area enjoys peripheral views onto the residential and industrial areas alongside in its southern parts, but maintains long views over vineyards and the patchwork of crops towards the Boland Mountain Range as a rule throughout. Dominated by agricultural land uses, the scenic quality of this area is notable, with pastoral agricultural scenes and an ever-changing seasonal colour palette, moving



landscape and it is ironic that the airfield is now named The Cape Winelands Airport.¹

It is estimated that the properties that have been acquired have been irrevocably transformed by agricultural activity over the last 300 years and from an archaeological perspective it can be concluded that although isolated MSA and LSA stone tools may be exposed below the top soils during preparation of the site for development, the significance is likely to be low.

None of the farmsteads in the study area appears to be of aesthetic, historical or architectural significance although they contain structures older than 60 years. The only listed farmstead of significance in the area is Groot Phesantekraal which lies well to the west of the study area. It is possible that the poor soils here could only support cereal crops and the rearing of livestock unlike the richer soils closer to Durbanville that could support grapes and wine making as at Diemersdal, Meerendal and Altydgedacht for example

8. THE PROPOSED DEVELOPMENT

Besides the “No Go” alternative, three alternatives were generated. Following the Scoping Phase of the NEMA process, a Preferred Alternative was selected, to be developed in two phases.

The project entails developing the existing airfield and adjacent erven into a commercial and aviation hub, supporting flight operations domestically as well as regionally and with a particular focus on non-aeronautical revenue streams (i.e., revenue generated not involving any flight operations –e.g., property rental etc). CWA aims to be a “smart” airport by embracing innovation and renewable energy as far as possible. In this regard, the airport aims to be as carbon-neutral as possible by making use of solar and/or green hydrogen technology. Premium internet connectivity will be essential.

The proposed development includes the following:

- Phase 1: Construction of primary runway with orientation 01-19 of 3.5km and refurbishment of secondary cross runway 14-32 to 700m.

¹ The spirit or “sense of place” is that quality imparted by the aspects of scale, colour, texture, land form and enclosure, and in particular, the land use. Kevin Lynch in his book, *Good City Form*, 1992, defines this as....” *It is the extent to which a person can recognize a place as being distinct from other places as having a vivid or unique, or, at least, a particular character of its own*”.

- Phase 2: Closure of cross runway 14-32 and completion of additional landside infrastructure.
- Landside infrastructure includes terminals, bulk fuel storage facility, internal and external road infrastructure, potable and sewage treatment infrastructure, petrol filling station, Bio-digester, solar PV, and stormwater management infrastructure.
- Construction of airside infrastructure includes taxiways, hangars, FBO facilities, a terminal building, and apron parking.
- The runway system design includes runway end safety areas (RESAs), taxiways, taxi lanes as well as approach lights and navigational aids needed for safe operations in all weather conditions. The runway solution also includes drainage, pavement structures, paint markings and earthworks along with considerations for aircraft tracking, jet blast impact and hydroseeding requirements.

The existing footprint of the airfield covers approximately 150ha. Adjacent land parcels have since been acquired by the new owners, taking the current scope of the development to approximately 850ha, but the actual development area including the proposed runway safety area is \pm 470ha in extent.

Vivid Architects have developed guidelines for the landside development (attached) and Planning Partners have developed a Landscape Concept Plan) also attached.



Figure 25: The development will also require a potable water pipeline to be extended eastwards from Durbanville by the CoCT along the R312. It will exceed 300m in length but will have no impact on heritage resources as it will be sub-surface in the R312 road reserve.



Figure 26: Phase 1: Construction of primary runway with orientation 01-19 of 3.5km and refurbishment of secondary cross runway 14-32 to 700m.



Figure 27: Phase 2: Closure of cross runway 14-32 and completion of additional landside infrastructure.



Figure 28: Render of the airport (Vivid Architects)

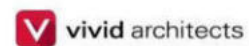


Figure 29: Landscape Concept Plan prepared by Planning Partners

- Artist impressions of the terminal building reflecting the possibility of a dynamic roof profile



ARTIST IMPRESSIONS



9. IMPACT ON THE HERITAGE RESOURCES

An Archaeological Scoping Report was prepared by ACRM dated October 2023 (attached). A field assessment was made in September 2023. The report found that the proposed development and expansion of the Cape Winelands Airport does not pose a significant threat to local archaeological heritage resources. The results of the study indicate that the proposed 470ha development area is not a sensitive or threatened archaeological landscape.

Although two of the structures in the study area are older than 60 years neither of them is of aesthetic significance or conservation worthy.

The proposed expanded airport will have an impact on the landscape character which is of some significance.

Filia Visual prepared the attached detailed VIA. It concluded in the Visual Impact Statement (8.2)

Based on the findings of the Visual Impact Assessment (summarised in 8.1.) above, and subject to the successful application of the mitigation measures detailed in Chapter 7, the proposed Cape Winelands Airport development can be supported at the level of Environmental Impact Assessment for the purposes of the NEMA authorisation application.

As outlined in 7.3.1, further visual specialist input will be needed at the level of the Land Use Planning application and the future SDP planning phases to ensure that visual impacts associated with this complex and multi-dimensional project are scoped and managed, and that compliance with the recommendations and mitigation measures can be enabled within the future statutory processes.

The acceptability of the proposed activities associated with the proposed CWA development are discussed throughout the report. Please see Chapter 7 for further detail regarding the avoidance, management and mitigation measures that should be included in the EMPr and various other project documentation, as specified.

With mitigation, the visual impact anticipated can generally be reduced, as demonstrated in the impact assessment tables and the summary tables (15 – 22). However, some aspects such as certain construction phase activities (see Table 18), and visual impacts associated with certain proposed lighting installations (see Tables 15 and 17) present very little opportunity for mitigation, and impacts will remain Moderate in significance.

The significance ratings only deal with extent, duration, intensity, and probability, and therefore the impact after mitigation may not always be significantly less than before mitigation according to the $x=(E+D+I)P$ calculation, despite the visual impact having been in fact addressed and reduced. For this reason, the recommendations and mitigation measures must be consulted and applied, whether or not they are shown to reduce the significance scores.

The mitigation measures generally have the effect of reducing the Duration and intensity of anticipated impacts, while the extents and probability are generally resistant to mitigation measures. The probability of visual impacts on the R312 could

be reduced due to the avoidance measures recommended within Scenic Route Envelope (using buffers and height restrictions, as well as the call for Visual statements to be submitted at the SDP planning phase). Site Specific visual impacts could not be reduced meaningfully.

Management actions and mitigation measures that are listed in chapter 7 must be implemented successfully to ensure that the findings of this VIA remain accurate. Please note that should the proposal undergo significant change during further design processes, or key mitigation measures be rejected by the project team, a revision of the VIA (or a Visual Impact Statement) must be issued by a suitably qualified specialist to re-assess the potential visual impact of the affected aspect, and determine if the findings of this VIA remain unchanged.

To summarise; there will be no significant threat to archaeological heritage resources and the two farmsteads that are to be lost were found not to be conservation worthy. The VIA found that subject to the successful application of the mitigation measures, the proposed Cape Winelands Airport development can be supported at the level of Environmental Impact Assessment for the purposes of the NEMA authorisation application.

The key mitigation measure was the preparation of a Landscape Master Plan that includes a tree survey/tree planting and management strategy, an irrigation/stormwater strategy, detailed fencing and boundary interface proposals, detailed signage proposals, and a consolidated lighting proposal.

It was recommended that further visual specialist input will be needed at the level of the Land Use Planning application and the future SDP planning phases.

10. SUSTAINABLE SOCIAL AND ECONOMIC BENEFITS

The NHRA specifically refers to social and economic development.² In addition Section 38(3)(d) of the NHRA requires that the impact of the development on heritage resources relative to the sustainable social and economic benefits to be derived from the development should be evaluated.

Capital investment in the airport expansion is estimated to be of the order of R7-Billion. The proposed passenger terminal is designed to accommodate 5.2 million passengers per year. The developers have stated that their aim is for the airport to be more than just an aviation hub. It will be used as a driver of regional economic development and local community inclusion.

² National Heritage Resources Act, 1999, Section 5(7)(d).

Other developments on this site include cargo terminals, aircraft hangars, a hotel, heliport, warehousing and logistics facilities.

It will reduce airline fuel costs and emissions, improve the business case for air travel, and drive economic growth in the region.

It will also provide additional capacity, improve redundancy, reduce inefficiencies at Cape Town International Airport, and make air travel more affordable and accessible.

Its proximity offers airlines a more viable alternate airport for diversion planning, alleviating the need to carry an excessive amount of fuel for long-haul flights.

By reducing the fuel burden by up to 10,000kg per flight, the airport will reduce fuel consumption and carbon emissions. Independent estimates suggest that the airport will collectively save airlines millions of kilograms of fuel and boost cargo-carrying capabilities, demonstrating its immense potential to promote a more environmentally responsible aviation sector.

The City of Cape Town's rates income will be dramatically increased.

As set out above these extremely sustainable social and economic benefits outweigh the impacts the development on heritage resources.

11. PUBLIC PARTICIPATION

A draft of this was submitted to the HWC registered conservation body; The Durbanville Heritage Society (DHS) for comment and to the Environmental Management Department's Environment, Heritage, and Signage Branch of the CoCT for comment.

The closing date after 30 days was 22 October 2024. The chairman of the DHS, Mr Jaco Maritz sent the attached email stating that there was no objection.

In the response from the Environment and Heritage Management Section (EHM) of the CoCT it was stated that the HIA has adequately identified the heritage resources within and surrounding the study area. EHM is not convinced that the farmstead on Buurmanskraal is deemed Not Conservation Worthy due to its significant Revivalist architectural features and contribution to the rural landscape.

The building has two east facing gables and no other "*significant Revivalist features*". As stated in Section 6.2 above that while the house dates from the

inter-war years, it is an ordinary example of the period. Moreover, its isolation in the landscape takes away any landmark qualities and it is held that it is not conservation worthy.

It should be noted EHM failed to assign a grading to the building and only referred to its contribution to the rural landscape. In other words that it was only contextually significant of graded 3C. Its demolition must be weighed up against the considerable sustainable social and economic benefits flowing from the development.

The EHM view that the demolition of structures older than 60 years will require separate Section 34 permits from HWC is incorrect as they form part of this s38 NHRA application.

EHM claimed that the HIA failed to record the built structures on site especially the current airport infrastructure. In Section 1 of the HIA it was pointed out that in 2020 Dr SS Townsend submitted a Heritage Statement and Notice of Intent to Develop (NID) form to HWC focused on the current airport infrastructure. He found that there were no structures of heritage significance and his recommendation that the proposed rezoning would have no impact on heritage resources was endorsed.

12. RECOMMENDATIONS

Given that the impact on heritage resources will be low and that the sustainable social and economic benefits will be immense it is recommended that HWC supports the development proposals subject to the mitigation measures set out in the VIA that included:

- The preparation of a Landscape Master Plan that includes a tree survey/tree planting and management strategy, an irrigation/stormwater strategy, detailed fencing and boundary interface proposals, detailed signage proposals, and a consolidated lighting proposal.
- Further visual specialist input will be needed at the level of the Land Use Planning application and the future SDP planning phases.

13. ANNEXURES

The following are annexures to this report:

- Archaeological Scoping Report: Redevelopment of Cape Winelands Airport; Agency for Cultural Resource Management;

- Cape Winelands Airport Development: Visual Impact Assessment: Filia Visual (Pty) Ltd;
- CWA Precinct Plans: Phase 1 Revision 5 prepared by Capex Projects for PHS Consulting;
- CWA Precinct Plans: Phase 2 Revision 5 prepared by Capex Projects for PHS Consulting;
- CWA Precinct Plans: Phase 2 Revision 14 prepared by Capex Projects for PHS Consulting;
- Architectural Design Guidelines for Cape Winelands Airport: Vivid Architects;
- Overall Landscape Concept Plan: Planning Partners;
- Comment from the CoCT on the draft HIA;
- Email from the chairman Durbanville Heritage Society.

CWA NID submission to HWC

**A HERITAGE STATEMENT
accompanying
A NOTIFICATION OF INTENT TO DEVELOP
submitted to
HERITAGE WESTERN CAPE
in terms of
SECTION 38(1), NATIONAL HERITAGE RESOURCES ACT
in connection with
THE REZONING OF THE FISANTEKRAAL AIRFIELD,
at
Portion 4 of Farm 474, Joostenberg's Kloof, and
Portion 10 of Farm 724, Joostenberg's Vlake
by
Stephen Townsend
B Arch, Cape Town; Dipl in the Study and Restoration of Monuments, Rome; PhD, Cape Town
Architect, Statutory Planner, Conservationist**

22 June 2020



1 INTRODUCTION

The Fisantekraal¹ Aerodrome or Airfield, established during WWII by the State from parts of two farms, Portion 4 of Farm 474 Joostenberg Kloof and Portion 10 of Farm 724 Joostenberg Vlake totalling 146 hectare, has been operational since 1943 without interruption.²

The aerodrome, a non-conforming use since the establishment of the zoning scheme for the area, continues to operate lawfully as such; and, when the property was sold into private ownership in 1993, the State imposed a condition of title that “*the property shall be and/or remain to function as a public aerodrome and shall be used solely as a public aerodrome and/or for related purposes*”. This condition is adhered to as the use as an aerodrome is continuing without interruption; and this use as an “airport” has recently been formally confirmed by the municipality, the City of Cape Town, as a lawful non-conforming use in terms of section 37(8) of its Municipal Planning By-Law (MPLB).³

There are 20 existing permanent structures with a combined floor area of approximately 6000sqm and which vary in height from 3 m to 9 m; and there are numerous metal shipping-containers on the site used for storage (currently 14). The permanent buildings accommodate a flight school, a helicopter school, private hangars, storage areas, fuel bays, offices and various other airport-related activities. There are also four old structures built during the War as part of the airport’s defences (three are derelict and one of them is no longer roofed; the fourth was adapted for staff housing many years ago).

However, a non-conforming use has practical limitations that make the maintenance and repurposing of the existing floor area inefficient and administratively clumsy and time-consuming.

As a consequence, an application is being made by the owners to rezone the site from Agricultural with its existing lawful non-conforming use as airport to *Transport Zoning 1: Transport Use (TR1) with a permanent consent use for “airport”* subject to a Site Development Plan and a condition limiting the gross leasable area to the existing 6 000 m²

This will have no additional impact on the broader area or on engineering services. It would, however, allow for existing buildings to be altered, or repositioned and/or rebuilt in order to maintain operational standards and modernisation.

Given that Section 38(1) of the National Heritage Resources Act requires that, should “a development categorised as... (d) the rezoning of a site exceeding 10 000sqm in extent...” be intended, the responsible heritage resources authority should be notified.

Accordingly, a NID is submitted accompanied by this ‘heritage statement’ attached as supporting information.

¹ Sometimes spelled “Phesantekraal”.

² Hugo, Japie, 23 May 2020, *Application for Rezoning and Consent: Portions 4 of Farm 474, Joostenberg’s Kloof and Portion 10 of Farm 742, Joostenberg’s Vlake*, a report addressed to the City of Cape Town

³ City of Cape Town, Determination Letter, dated 14 April 2020.

2 LOCALITY AND SITE DESCRIPTION:

The Fisantekraal Airport or Airfield is approximately 8 km north of Kraaifontein and 6 km north of the N1. It takes direct access off Lichtenburg Road (R312) which links up with the R304 to the east and with the R302 (Klipheuwel Road) to the west. The official street address is 66 Mellish Road; but this does not make sense to the visitor as there is no access off this minor road which forms the western boundary of the site (this anomaly is explained below; see section 4). Access to the airport is off Lichtenburg Road (R312) which lines the southern boundary.

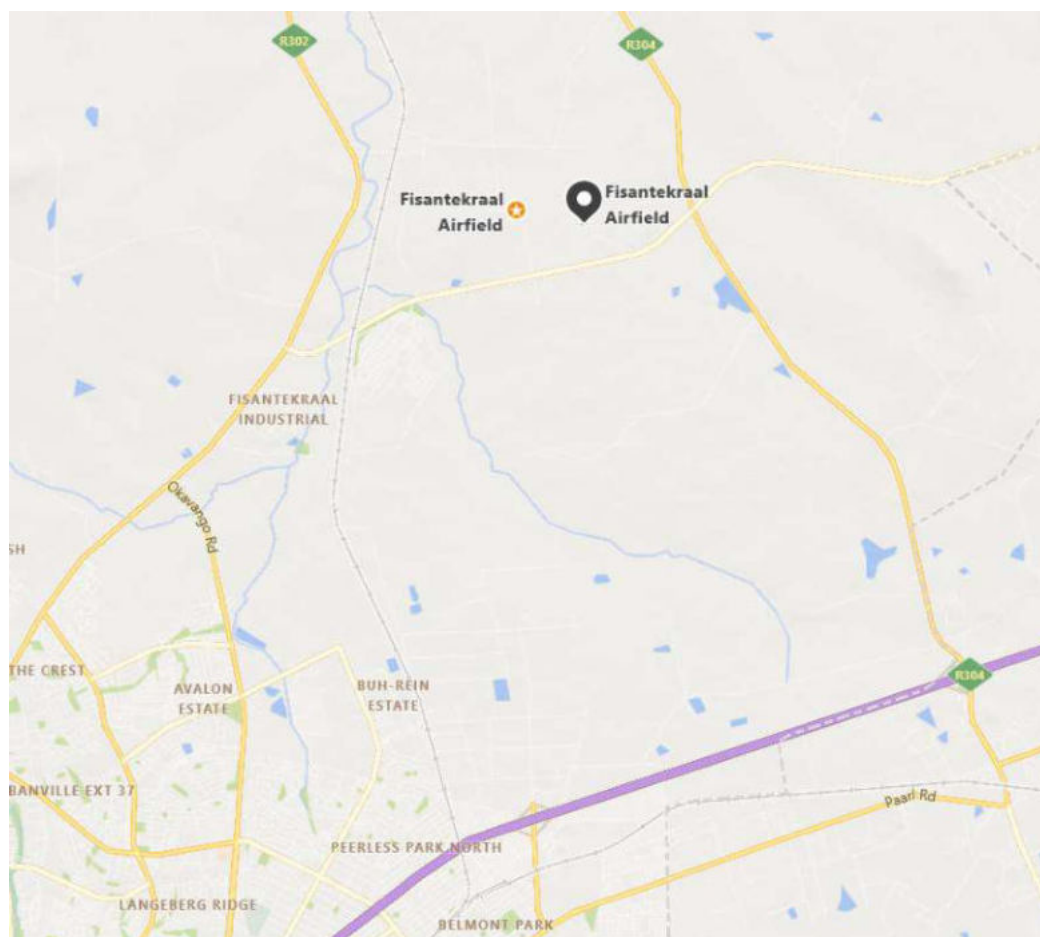


Illustration 1: Detail of road map showing the N1 (in purple), the R304 (orange), Lichtenberg Road (yellow) and the Airfield

The site is flat with a very gentle slope from its southern boundary at 125m Above Sea Level to 117m ASL on the northern over a distance of 1,5 km. This ideal profile for an airport is, of course, not coincidental.

Much of the site is covered by the four 1943 concrete landing strips: these strips are much cracked and grass and moss grows easily and, so, must be constantly removed. Some of the strips have not been cared for in recent years and are, in large part, covered by shrubs. The northern-most end of the main landing strip was covered with a tarred surface two or three years ago for the making of a movie; and it has more recently been used for motor car 'dragging'.⁴

⁴ Conversation with George Lourens, site care-taker for the past thirty years, 15 June 2020.

Most of the site between and surrounding the landing strips is covered by Port Jackson shrubs and trees, some fairly mature. There are six or seven clumps of gums and numerous single gums and pines dotted across the site.



Illustration 2: Current 2020 GoogleEarth image of the site looking north showing two landing strips still used and maintained, one barely used, and the fourth running through the middle of the site almost completely overgrown with shrub; at the centre of the site is the complex of buildings currently in use

At the centre of the site are a loose group of twenty buildings: almost half of them are small-plane hangars, many of which accommodate light aircraft but many are used for storage of various air-service-related materials; and there are some buildings used for offices and lectures (for the two flight and helicopter schools); and there are seven which are smaller than 60sqm in floor area (ablutions, stores, etc). None of these buildings appear to me to have any cultural/heritage significance. There are, however, also four old structures (three are disused and derelict and one is no longer roofed; the fourth was adapted for staff housing many years ago) at the northern end of the site which were built during the War as part of the airport's defences. These four buildings and the landing strips are described in a little more detail in a later section which deals with potential heritage resources.

The buildings at the centre of the site (photographs of which are shown to give the reader a sense of the site and its buildings), none of which appear to pre-date 1980 (I rely on several aerial photographs of the site for this conclusion which is discussed further in section 4 below), include the following:



Illustration 3: Hangar built in three distinct phases after 1980 (Structure # 10; SSTownsend, 15 June 2020)



Illustration 4: Flying School building built in several phases after 1968 (Structure # 11; SSTownsend, 15 June 2020)

Interestingly this building, Structure #11, the largest on the site currently accommodating the Cape Town Flight Training Centre, was built between in several phases starting with a hangar covering about half the current floor plan on the footings of a long-demolished War-time hangar.⁵



Illustration 5: View towards the Flying School building at the centre (Structure # 11; SSTownsend, 15 June 2020)

⁵ The War-time hangar is shown on the 1953 aerial photograph, Illustration xx, but has been demolished by the time a 1968 aerial photograph was taken.



Illustration 6: A-frame building built post-1980, offices (Structure # 15; SSTownsend, 15 June 2020)



Illustration 7: View showing Structures #15 and #11 at centre with the main landing strip on the right (SSTownsend, 15 June 2020)



Illustration 8: Hangar built between 1968 and 1980 (Structure # 6; SSTownsend, 15 June 2020)



Illustration 9: Miscellaneous service structures, all post 1980 (SSTownsend, 15 June 2020)



Illustration 10: View from outside the central 'campus', all the buildings are post 1980 (SSTownsend, 15 June 2020)

3 BIODIVERSITY:

The City of Cape Town's biodiversity network map indicates sensitive botanical areas.⁶ These would need to be "ground-truthed" prior to any future development possibly encroaching onto the areas indicated on the biodiversity network map. The SDP to be submitted prior to the submission of any building plans (in accordance with the proposed condition of rezoning) will necessarily show that such development area is outside of the mapped sensitive botanical areas; and any development exceeding 300 m² in the areas containing endangered biodiversity would require an Environmental Authorisation in terms of NEMA.

⁶ I have said in section 2 above, in describing the site from a built-conservation point-of-view, that the site appears to be in large part covered by Port Jackson shrubs and trees. This is not to deny or attack the City's 'biodiversity network map'; but it does re-enforce the necessity for "ground-truthing" the site when/if any development is proposed.

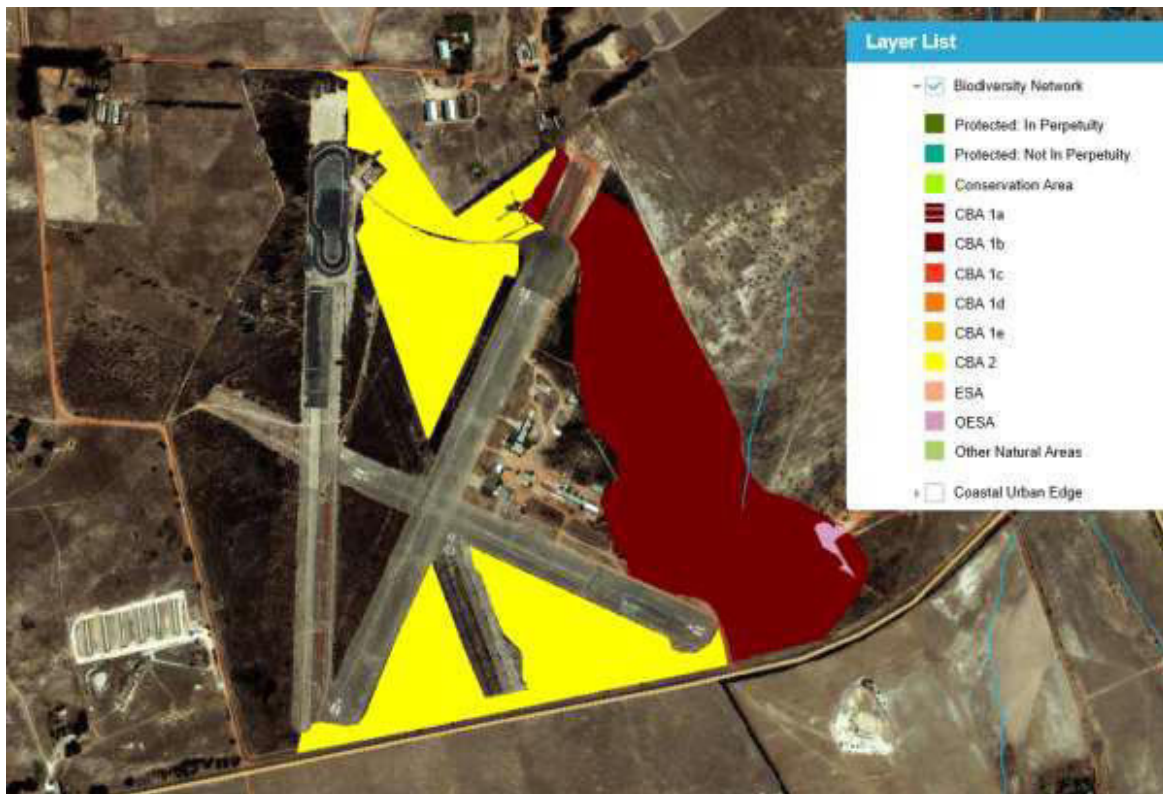


Illustration 11: Detail of the City of Cape Town’s biodiversity network map

4 POTENTIAL HERITAGE RESOURCES:

Fisantekraal Airfield is an ex-South African Air Force airfield built circa 1943 and used during WWII to operate Lockheed Ventura bombers which were used in South Africa for anti-shipping and anti-submarine search and attack;⁷ and it is these origins that give to the site whatever interest or significance could be argued.



Illustration 12: A Lockheed Ventura bomber⁸

⁷ Wikipedia, voices: “Fisantekraal Airfield” and “Lockheed Ventura”.

⁸ Ibid.

I should note here that access to the airfield during the War and until after 1953 at least was via a very circuitous route along the eastern boundary (now Mellish Road), then turning along the northern boundary and going through the Joostenberg Kloof homestead complex/werf, and finally turning south to approach the airfield from the north.⁹ There are (or were) a number of large buildings on this 'werf' which, I presume, will have housed the airmen and the airfield control centre (including barracks, a mess, stores, a command centre of some sort, etc). I make this presumption because there is no evidence of any of these necessary facilities on the airfield itself; only five structures (the four discussed below and a hangar demolished some time before 1968) are visible on the airfield in the 1953 aerial photograph. The presumption of the presence of these facilities nearby but off the site explains this oddity; and it also explains the still official address of the airfield, that is, off Mellish Road.



Illustration 13: 1953 aerial photograph showing all four landing strips in well-maintained condition; the five buildings then existing are ringed

⁹ Cape Archives. There are numerous references to the access road in the 1943 and 1944 documentation dealing with a dispute about the price for the Joostenberg Vlake portion of the site.

As noted, there are only four old structures at the northern end of the site which were built during the War as part of the airport's defences and which have some interest as such (three are disused and derelict, one of which is no longer roofed; and the one building still in use was converted into two workers' dwellings some years ago).¹⁰ It appears that these four buildings and the landing-strips are all that remains from the initial WWII construction; these four and just one other, a large hangar at the centre of the site (removed before 1968), appear on the 1953 aerial photograph in Illustration 13 above.

These four still existing buildings and potential heritage resources are the following:

4.1 The Bunker:

The building (Structure #35 on the list of structures appended) described by the owners as the 'Bunker' is approximately 10 m x 20 m, with very thick brick walls and roofed with a heavy concrete slab; it is surrounded by a 3m-high horseshoe-shaped berm presumably to protect it from bombing. [Recent film-makers positioned a shipping-container across its front making access impossible.]¹¹

While historically interesting it is, in my view, neither architecturally nor technologically interesting enough to be regarded as a heritage resource.



Illustration 14: The Bunker surrounded by its 3m-high horseshoe-shaped berm and partially concealed by a shipping-container placed hard up against it (Structure #35, SSTownsend, 15 June 2020)

4.2 The Guard-House:

The building (Structure #41 on the list of structures appended) which I presume (because of its size and location) to have served as a guard-house is no longer roofed and is derelict; it is barely 5 m x 8 m, with thick brick walls; like the Bunker, it is surrounded by a 3m-high horseshoe-shaped berm presumably to protect it from bombing.

While historically interesting it is, in my view, neither architecturally nor technologically interesting enough to be regarded as a heritage resource.

¹⁰ Conversation with George Lourens, site care-taker for the past thirty years, 15 June 2020.

¹¹ Ibid.



Illustration 15: The Guard-House surrounded by its 3m-high horseshoe-shaped berm (Structure #41, SSTownsend, 15 June 2020)

4.3 The Work-Shop:

The building (Structure #1 on the list of structures appended) which I presume (because of its size, configuration and evidence of a gantry) to have served as a workshop is no longer roofed and is derelict; it is about 10 m x 10 m, with thick brick walls; unlike the Bunker and Guard-House which have 3m-high surrounding berms, it has low berms on just two sides.

While historically interesting it is, in my view, neither architecturally nor technologically interesting enough to be regarded as a heritage resource.



Illustration 16: The Workshop (Structure #1, SSTownsend, 15 June 2020)



Illustration 17: The interior of the Workshop showing the evidence of a gantry and a forge (Structure #2, SSTownsend, 15 June 2020)

4.4 The Staff Housing Building:

The building (Structure #2 on the list of structures appended) which I presume (because of its size and configuration) to have served as a guard-room workshop was some years ago adapted to serve as staff-housing (two dwellings)¹² and there are no remaining features which signal its age or provenance; it is about 7 m x 14 m, with thick brick walls.

While historically interesting it is, in my view, neither architecturally nor technologically interesting enough to be regarded as a heritage resource.



Illustration 18: The Staff Housing building (Structure #2, SSTownsend, 15 June 2020)

¹²

Ibid.

4.5 The Landing-Strips:

Much of the site is covered by the four 1943 concrete landing strips: these strips are much cracked and grass and moss grows easily and, so, must be constantly removed. Two of these strips have not been cared for in recent years and are almost covered by shrubs. This is immediately apparent from GoogleEarth image in Illustration 2. Also, the northern-most end of the main landing strip was covered with a tarred surface two or three years ago for the making of a movie; and it has more recently been used for motor car 'dragging'.¹³ The texture and extent of cracking is apparent from the two photographs below.



Illustration 19: The main landing-strip (SSTownsend, 15 June 2020)



Illustration 20: A 500mm square sample of the cracked concrete (SSTownsend, 15 June 2020)

4.6 WWII Aviation-Fuel Tanks:



Illustration 21: One of the WWII aviation fuel tanks (SSTownsend, 15 June 2020)

¹³

Conversation with George Lourens, site care-taker for the past thirty years, 15 June 2020.

There are also two largely subterranean concrete tanks which I presume are aviation fuel tanks, excavated some 4m or 5m into the earth and projecting just 1m out of the ground, presumably, to protect them from bombing. They are filled with debris and are broken and cracked.

While historically interesting these two tanks are, in my view, neither architecturally nor technologically interesting enough to be regarded as heritage resources.

5 CONCLUSIONS

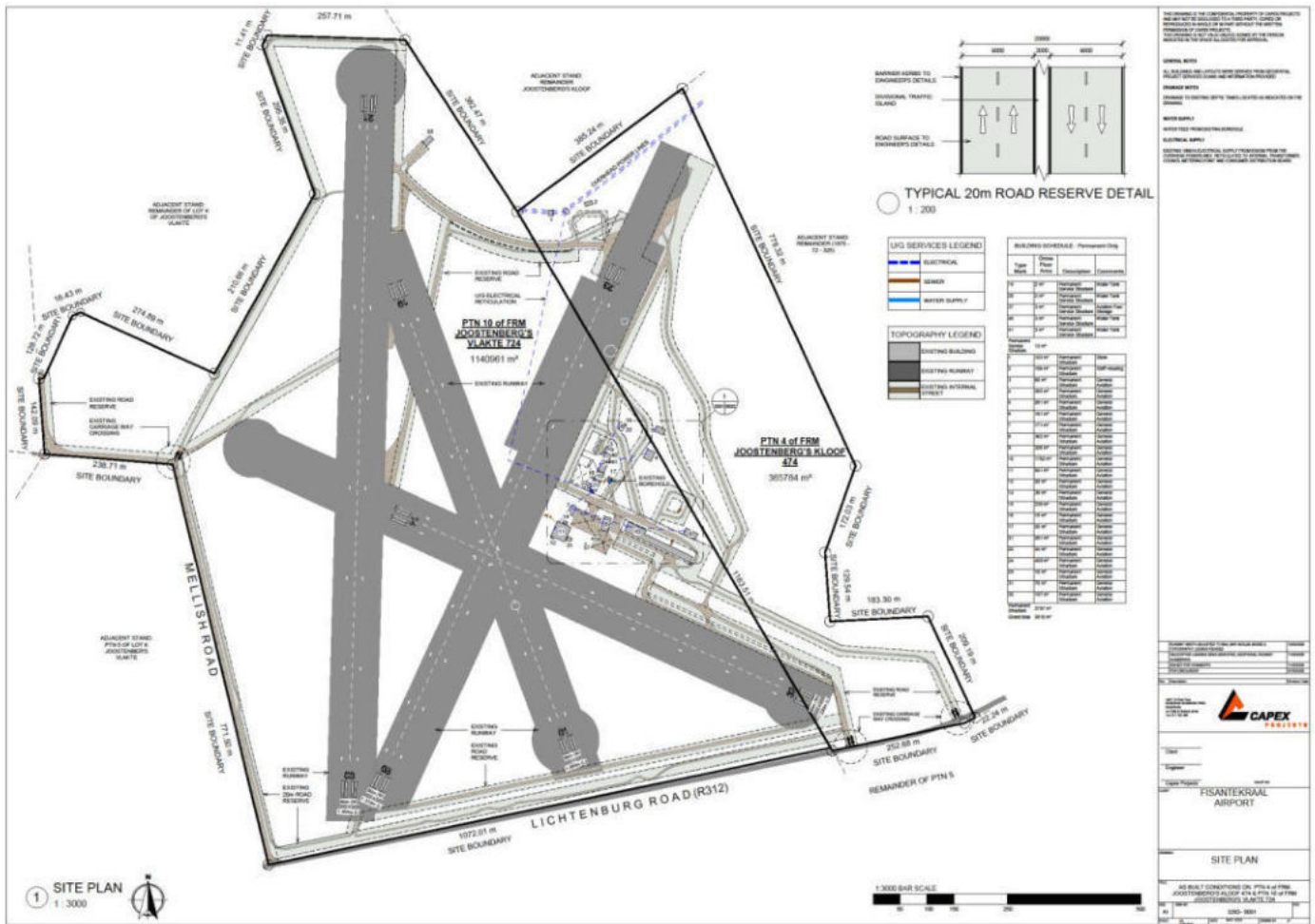
The Fisantekraal Airfield is an interesting relic of war-time need and the urgency of providing for defence of the coastline. However, it is clear that the war-time airfield is incomplete and the site includes only four structures and the landing-strips of that defensive infrastructure. Further, the four structures are derelict and unused; and, more importantly have no special significance or meaning; and, this historical interest apart, the landing-strips have functional significance only.

There do not appear to be wrecked reminders of any attack or of wrecked planes or of any other potential heritage-significant artefacts on the site.

I note also that it appears that the entire site has been much graded and all unevenness have been levelled; accordingly, it seems to me to be unlikely that there could be any surface finds of archaeological interest.

22 June 2020

Stephen Townsend



STRUCTURES

Build id	Area m ²	Height m	Use
3	60 m ²	3 m	General Aviation
4	285 m ²	7 m	General Aviation
5	201 m ²	4 m	General Aviation
6	161 m ²	4 m	General Aviation
7	171 m ²	4 m	General Aviation
8	362 m ²	7 m	General Aviation
9	326 m ²	4 m	General Aviation
10	1,782 m ²	6 m	General Aviation
11	841 m ²	9 m	General Aviation
12	20 m ²	4 m	General Aviation
15	239 m ²	7 m	General Aviation
17	25 m ²	3 m	General Aviation
21	281 m ²	5 m	General Aviation
22	44 m ²	3 m	General Aviation
24	459 m ²	4 m	General Aviation
29	10 m ²	3 m	General Aviation
31	70 m ²	3 m	General Aviation
35	197 m ²	4 m	Bunker- derelict
14	39 m ²	4 m	Ablution Block
1	103 m ²	4 m	Workshop-derelict
16	15 m ²	3 m	Store
2	106 m ²	5 m	Staff Housing
41	40 m	5m	Guard-house- derelict
Permanent Buildings	5,797 m²		
19	2 m ²	3 m	Water Tank
20	2 m ²	3 m	Water Tank
37	3 m ²	7 m	Aviation fuel storage
40	3 m ²	9 m	Water Tank
41	3 m ²	9 m	Water Tank
Permanent Utility services	13 m²		
Total Permanent structures	5,810 m²		
13	30 m ²	3 m	Shipping-container
18	30 m ²	3 m	Shipping-container
23	30 m ²	3 m	Shipping-container
25	30 m ²	3 m	Shipping-container
26	30 m ²	3 m	Shipping-container
27	30 m ²	3 m	Shipping-container
28	30 m ²	3 m	Shipping-container
30	30 m ²	3 m	Shipping-container
32	15 m ²	3 m	Shipping-container
33	36 m ²	3 m	Shipping-container
34	30 m ²	3 m	Shipping-container
36	30 m ²	3 m	Shipping-container
38	30 m ²	3 m	Shipping-container
39	30 m ²	3 m	Shipping-container
Tempory structures (containers)	411 m²		
Total Structures	6,221 m²		

S38 response to NID

Our Ref: HM / CAPE TOWN METROPOLITAN / DURBANVILLE / PORTION 4 OF FARM 474 JOOSTENBERGS KLOOF, PORTION 10 OF FARM 724 JOOSTENBERG VLAKTE, THE REMAINDER OF FARM 724 JOOSTENBERG VLAKTE, PORTION 23 OF FARM 724 JOOSTENBERGS VLAKTE, PORTION 7 OF FARM 942 KLIPRUG, THE REMAINDER OF FARM 474 JOOSTENBERG KLOOF, A PORTION OF PORTION 3 OF FARM 474

Case No.: HWC23101215SB1102

Enquiries: Stephanie Barnardt

E-mail: Stephanie.Barnardt@westerncape.gov.za

Tel: 021 483 5959



Applicant: Henry Aikman

aikman@wol.co.za

Property owner: Capewinlands Aero (Pty) Ltd

d.cloete@capewinlands.aero

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: HIA REQUIRED
In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape
Provincial Gazette 6061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP: PROPOSED DEVELOPMENT (RUNWAY AND ASSOCIATE INFRASTRUCTURE) ON PORTION 4 OF FARM 474 JOOSTENBERG KLOOF, PORTION 10 OF FARM 724 JOOSTENBERG VLAKTE, THE REMAINDER OF FARM 724 JOOSTENBERG VLAKTE, PORTION 23 OF FARM 724 JOOSTENBERG VLAKTE, PORTION 7 OF FARM 942 KLIPRUG, THE REMAINDER OF FARM 474 JOOSTENBERG KLOOF, A PORTION OF PORTION 3 OF FARM 474 JOOSTENBERG KLOOF, DURBANVILLE, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

The matter above has reference.

Heritage Western Cape is in receipt of your application for the above matter received. This matter was discussed at the Heritage Officers Meeting held on 21 November 2023.

You are hereby notified that, since there is reason to believe that the proposed development (runway and associate infrastructure) on Portion 4 of Farm 474 Joostenberg Kloof, Portion 10 of Farm 724 Joostenberg Vlake, The Remainder of Farm 724 Joostenberg Vlake, Portion 23 of Farm 724 Joostenberg Vlake, Portion 7 of Farm 942 Kliprug, The Remainder of Farm 474 Joostenberg Kloof, A portion of Portion 3 of Farm 474 JoostenbergsKloof, Durbanville will impact on heritage resources, HWC requires that a Heritage Impact Assessment (HIA) that satisfies the provisions of Section 38(3) of the NHRA be submitted. Section 38(3) of the NHRA provides:

(3) *The responsible heritage resources authority must specify the information to be provided in a report required in terms of subsection (2)(a): **Provided that the following must be included:***

- (a) *The identification and mapping of all heritage resources in the area affected;*
- (b) *an assessment of the significance of such resources in terms of the heritage assessment criteria set out in section 6(2) or prescribed under section 7;*
- (c) *an assessment of the impact of the development on such heritage resources;*
- (d) *an evaluation of the impact of the development on heritage resources relative to the sustainable social and economic benefits to be derived from the development;*
- (e) *the results of consultation with communities affected by the proposed development and other interested parties regarding the impact of the development on heritage resources;*
- (f) *if heritage resources will be adversely affected by the proposed development, The consideration of alternatives; and*
- (g) *plans for mitigation of any adverse effects during and after the completion of the proposed development.*

(Our emphasis)

This HIA must in addition have specific reference to the following:

- Visual impact Assessment on the Cultural landscape

www.westerncape.gov.za/cas

Street Address: Protea Assurance Building, Green Market Square, Cape Town, 8000 • **Postal Address:** P.O. Box 1665, Cape Town, 8000
• **Tel:** +27 (0)21 483 5959 • **E-mail:** ceoheritage@westerncape.gov.za

Straatadres: Protea Assuransie-gebou, Groentemarkplein, Kaapstad, 8000 • **Posadres:** Posbus 1665, Kaapstad, 8000
• **Tel:** +27 (0)21 483 5959 • **E-pos:** ceoheritage@westerncape.gov.za

Idilesi yendawo: kumgangatho 3, kwisakhiwo iprotea Assurance, Greenmarket Square, eKapa, 8000 • **Idilesi yeposi:** Inombolo yebhokisi yeposi 1665, eKapa, 8000 • **Iinombolo zomnxeba:** +27 (0)21 483 5959 • **Idilesi ye-imeyile:** ceoheritage@westerncape.gov.za

Our Ref:

HM / CAPE TOWN METROPOLITAN / DURBANVILLE / PORTION 4 OF FARM 474
JOOSTENBERGS KLOOF, PORTION 10 OF FARM 724 JOOSTENBERG
VLAKTE, THE REMAINDER OF FARM 724 JOOSTENBERG VLAKTE,
PORTION 23 OF FARM 724 JOOSTENBERGS VLAKTE,
PORTION 7 OF FARM 942 KLIPRUG, THE REMAINDER OF FARM 474
JOOSTENBERG KLOOF, A PORTION OF PORTION 3 OF FARM 474



Case No.:

HWC23101215SB1102

Enquiries:

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021 483 5959

The HIA must have an overall assessment of the impacts to heritage resources which are not limited to the specific studies referenced above.

The required HIA must have an integrated set of recommendations.

The comments of relevant registered conservation bodies; all Interested and Affected parties; and the relevant Municipality must be requested and included in the HIA where provided. Proof of these requests must be supplied.

If applicable, applicants are strongly advised to review and adhere to the time limits contained the Standard Operational Procedure (SOP) between DEADP and HWC. The SOP can be found using the following link <http://www.hwc.org.za/node/293>

Kindly take note of the HWC meeting dates and associated agenda closure date in order to ensure that comments are provided within as Reasonable time and that these times are factored into the project timeframes.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.

Waseefa Dhansay

Assistant Director: Professional Services



Comment CoCT on HIA



SPATIAL PLANNING & ENVIRONMENT
ENVIRONMENTAL MANAGEMENT
Environment and Heritage Management Branch

CITY HERITAGE COMMENT ON DEVELOPMENT APPLICATIONS POTENTIALLY AFFECTING HERITAGE RESOURCES

PART 1 SITE AND PROPOSAL PARTICULARS		Case No:		HWC Case: HWC23101215	
Site address			Cape Winelands Airport, 66 Mellish Road, Paarl Farms		
Erven			Portion 4 of Farm 474 Joostenbergs Kloof, Portion 10 of Farm 724 Joostenbergs Vlake, The Remainder of Farm 724 Joostenbergs Vlake, Portion 23 of Farm 724 Joostenbergs Vlake, Portion 7 of Farm 942 Kliprug, The Remainder of Farm 474 Joostenbergs Kloof, A portion of Portion 3 of Farm 474 Joostenbergs Kloof		
Owner	Cape Winelands Aero Pty Limited	None Provided	Applicant	Henry Aikman (Aikman & Associates) aikman@wol.co.za	
Proposal summary		Proposed expansion of Cape Winelands Airport			
Previous HWC submission		HWC case no:		Has the work started? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Conservation body		Durbanville Heritage Society (durbanvilleheritage@gmail.com)			

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PART 2: HERITAGE TRIGGERS & SIGNIFICANCE			NHR Act Section: 38	HPOZ <input type="checkbox"/>	Detail: Proposed Development	Declared PHS <input type="checkbox"/>	
2013 – 2018 Heritage database (as displayed on CityMap viewer)	National I <input type="checkbox"/>	Provincial II <input type="checkbox"/>	Metro IIIA <input type="checkbox"/>	Neighbourhood IIIB <input type="checkbox"/>	Street Context IIIC <input type="checkbox"/>	Potential IIIC <input checked="" type="checkbox"/>	NCW 4 <input checked="" type="checkbox"/>

Summary Statement of Significance: WWII-Era Airfield turned into a commercial local airport located in the designated Agterpaarl/ Paardeberg Cultural Landscape.

PART 3: PRE-SUBMISSION CONSULTATION (EHM ADVICE TO APPLICANT)

Summary advice to applicant:

The following extract from the collated City of Cape Town comment (dated 29 January 2024) on the Environmental Scoping Report has reference:

- 14.1. "The findings of the Heritage Baseline and Scoping Report by Aikman Associates are noted and the recommendation for the need for a Heritage Impact Assessment is deemed acceptable.
 - 14.1.1. It is noted that the Heritage Baseline and Scoping Report by Aikman Associates highlighted the need to assess the direct and indirect impacts on the 19th century farmhouse on PA474-RE (Buurmanskraal) & 1950s farmhouse on PA724-0 RE (Patryfontein). This needs to be assessed through a built environment study, which should be incorporated into the integrated Heritage Impact Assessment.
- 14.2. The findings of the Archaeological Scoping Report Redevelopment of the Cape Winelands Airport dated October 2023 by ACRM are noted and the recommendations for no further archaeological mitigation is deemed acceptable.
- 14.3. The findings of the Visual Scoping Report dated September 2023 by FILIA Visual are noted and recommendations are deemed acceptable.
 - 14.3.1. The medium to high visual impact to the cultural landscape which not just identifying scenic routes, mature tree avenues, views from historical farms and the placement of the new more larger airport would place itself in the Cape Winelands Cultural Landscape, is of concern.

14.3.2. Mitigation strategies have to be identified and proposed in any future Heritage Impact Assessment and subsequently in any future Site Development Plan(s) and EMP.

- 14.4. It is noted that Section 38(1) and (8) of the National Heritage Resources Act, no 25 of 1999 (NHRA), will be triggered by the proposed development. As such, the Section 38(1) Notification of Intent to Develop (NID) submission must be completed. It is recommended that the NID submission be submitted to the City's Environmental and Heritage Management Branch for written comment prior to submission to Heritage Western Cape."

Heritage Western Cape, in response to the submission of a Section 38 Notification Intent to Develop Submission made by the applicant, issued a response dated 24 November 2024 requested that a Heritage Impact Assessment (HIA) that satisfies the provisions of Section 38(3) of the NHRA be submitted. It was requested that the HIA must in addition have specific reference to the visual impact assessment on the cultural landscape.

Additional information requested:

NID & Heritage Impact Assessment

PART 4: CITY COMMENT ON PROPOSED DEVELOPMENT TO HWC

This does not in any way constitute approval or refusal of an application

Drawing No(s) Draft Heritage Impact Assessment by Aikman Associates

Rev

Dwg date

September 2024

A, General

It is acknowledged that the proposed activity triggers a larger Environmental Impact Assessment (EIA) process and this comment is requested to inform the additional studies required by Heritage Western Cape (HWC).

The City's Environmental Strategy 2017 (Policy Number 46612) was adopted by Council on 24 August 2017 and states the following: "In taking decisions, operating, and planning for the future, the City will ensure that the value of the city's cultural heritage is recognised, protected and promoted, and that the benefits and opportunities it provides to communities are realised." As such, when considering a development proposal or land use change, the potential impact on the city's cultural heritage needs to be assessed and ensured that negative impacts are prevented, minimised or mitigated.

1. The proposal consists of the extension and upgrade of the existing airport including the construction of new extended runways and associated terminal buildings & storage facilities.



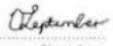
Figure 1: 3D Render of the Proposed Redevelopment of the CWA, source: Vivid Architects/Aikman 2024.

B. Draft Heritage Impact Assessment (HIA)

1. On page 2 of the draft HIA it is stated that a Notification of Intent to Develop (NID) submission was made to Heritage Western Cape (HWC). Written comment was not obtained from the City of Cape Town's the Environmental and Heritage Management Branch (E&HM Heritage) prior to submission to HWC. The HWC response to the NID submission, requesting an HIA, is noted.
2. The Draft Heritage Impact Assessment identified the following heritage resources on site:
 - 2.1. Cultural landscape (which the HIA identifies the City-identified Agterpaarl/ Paardeberg Cultural Landscape & Joostenbergvalke Cultural Landscape in the south).
 - 2.2. Two structures (farmsteads located north of the site) which are older than 60 years.

- 2.3. The old airport infrastructure associated with the initial construction of the airfield. However, the heritage consultant noted that they have no attached historical or architectural significance.
- 2.4. No significant archaeological resources were identified on site as per the conclusions of the Archaeological report by ACRM dated October 2023.
3. The Draft HIA report identifies that the primary impact will be the visual impact of the proposed activity will have on the surrounding cultural landscape. However, the report finds the visual impacts of the development, based on the findings of FILIA Visual Impact Assessment report dated September 2024, with the proposed mitigation measures provided by the VIA, the impact remains minimal. Furthermore the report highlights the eroding character of the surrounding cultural landscape caused by the residential expansion developments such as Bella Riva Development near Fisantekraal. The Draft HIA recommends the following in its conclusion (page 26 of the subject Draft HIA September 2024):
- 3.1. *Given that the impact on heritage resources will be low and that the sustainable social and economic benefits will be immense it is recommended that HWC supports the development proposals.*
4. In light of the findings of the subject HIA, the following has been noted:
- 4.1. The HIA has adequately identified the heritage resources within and surrounding the study area
- 4.2. Though the draft HIA adequately records the visual corridors and viewpoints in the study area, it fails to record the built structures on site especially the current airport infrastructure.
- 4.3. Though EHM concurs with the assessment of significance for the farmstead on the Remainder of Farm 724 Joostensbergs Vlake from a purely heritage perspective as being Not Conservation Worthy, EHM is not convinced that the farmstead on Buurmanskraal is deemed Not Conservation Worthy due its significant Revivalist architectural features and contribution to the rural landscape.
- 4.4. The demolition of structures older than 60 years will require separate Section 34 permits from Heritage Western Cape.
- 4.5. From a heritage perspective, EHM concurs with the visual mitigation measures provided in the VIA.
- 4.6. The VIA mitigation strategies & recommendations need to be integrated into the final HIA.
- 4.7. The Final draft HIA must be circulated to EHM for our internal records.

Detailed comment on the Landscape plan and its proposed plant list will be provided by the City's Environmental & Heritage Management Branch during the required land use application.

Comment on Draft HIA <input checked="" type="checkbox"/>	Officials Name: A .September	Official's Signature
<div><div><div>CITY OF CAPE TOWN</div><div>ENVIRONMENTAL MANAGEMENT</div><div>Environment and Heritage Management</div></div><div><div>Andrew Thomas September</div><div><div>Digitally signed by Andrew Thomas September</div><div>Date: 2024.10.22 15:33:21 +0200</div></div></div><div><div>Andrew September</div><div>Name</div></div><div><div></div><div>Signature</div></div></div>		

S38 Response to Heritage Impact Assessment

Our Ref: HM / CAPE TOWN METROPOLITAN / DURBANVILLE/ MULTIPLE FARM PORTIONS
Case No: HWC23101215SB1102
Enquiries: Stephanie Barnardt
E-mail: Stephanie.Barnardt@westerncape.gov.za
Tel: 021 829 3315



Consultant: Henry Aikman
aikman@wol.co.za

RESPONSE TO HERITAGE IMPACT ASSESSMENT: FINAL COMMENT
In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

HERITAGE IMPACT ASSESSMENT: PROPOSED DEVELOPMENT (RUNWAY AND ASSOCIATE INFRASTRUCTURE) ON PORTION 4 OF FARM 474 JOOSTENBERGS KLOOF, PORTION 10 OF FARM 724 JOOSTENBERGS VLAKTE, THE REMAINDER OF FARM 724 JOOSTENBERGS VLAKTE, PORTION 23 OF FARM 724 JOOSTENBERGS VLAKTE, PORTION 7 OF FARM 942 KLIPRUG, THE REMAINDER OF FARM 474 JOOSTENBERGS KLOOF, A PORTION OF PORTION 3 OF FARM 474 JOOSTENBERGS KLOOF, DURBANVILLE, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

The matter above has reference.

This matter was discussed at the Impact Assessment Committee (IACOM) held on 22 January 2025.

FINAL COMMENT:

The Committee has resolved to endorse the Heritage Impact Assessment (HIA), dated October 2024, and prepared by Aikman Associates, as having met the provision of Section 38(3) of the National Heritage Resources Act (NHRA), with specific reference to the following recommendations on page 29:

1. The preparation of a Landscape Master Plan that includes a tree survey/tree planting and management strategy, an irrigation/stormwater strategy, detailed fencing and boundary interface proposals, detailed signage proposals, and a consolidated lighting proposal.
2. Further visual specialist input will be needed at the level of the Land Use Planning application and the future SDP planning phases.

And including mitigation measures in the VIA prepared by Filia Visual dated September 2024 on page 113 to 129.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.

Waseefa Dhansay
Assistant Director: Professional Services



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S38 Response to Heritage Impact Assessment (Final Comment)

Our Ref: HM / CAPE TOWN METROPOLITAN / DURBANVILLE/ MULTIPLE FARM PORTIONS
Case No: HWC23101215SB1102
Enquiries: Stephanie Barnardt
E-mail: Stephanie.Barnardt@westerncape.gov.za
Tel: 021 829 3315



Consultant: Henry Aikman
aikman@wol.co.za

RESPONSE TO HERITAGE IMPACT ASSESSMENT: FINAL COMMENT
In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

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The matter above has reference.

This matter was discussed at the Impact Assessment Committee (IACOM) held on 20 May 2025.

FINAL COMMENT:

The Committee noted that the updated proposal was substantially in accordance with the approved plans and therefore confirms the final comment, dated 7 February 2025, as being consistent with the endorsed Heritage Impact Assessment (HIA), dated October 2024 and updated on 7 February 2025, prepared by Aikman Associates. The HIA is considered to have met the provisions of Section 38(3) of the National Heritage Resources Act (NHRA). This endorsement is based on the specific recommendations outlined on page 29:

1. The preparation of a Landscape Master Plan that includes a tree survey/tree planting and management strategy, an irrigation/stormwater strategy, detailed fencing and boundary interface proposals, detailed signage proposals, and a consolidated lighting proposal.
2. Further visual specialist input will be needed at the level of the Land Use Planning application and the future SDP planning phases.

And including mitigation measures in the VIA prepared by Filia Visual dated February 2025 on page 113 to 129.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.


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Waseefa Dhansay
Assistant Director: Professional Services



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