

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

BASELINE STUDY NOTIFICATION OF INTENT TO DEVELOP REPORT Prepared in compliance with **Section 38(1)** of the National Heritage Resources Act (No 25 of 1999)

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HWC Case number: HWC23101215

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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 need for a 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 has been appointed to prepare this Baseline Report and to complete the NID.

This Baseline Report provides an assessment of the possible impact of the proposed development on heritage resources and is to be read together with the NID form.

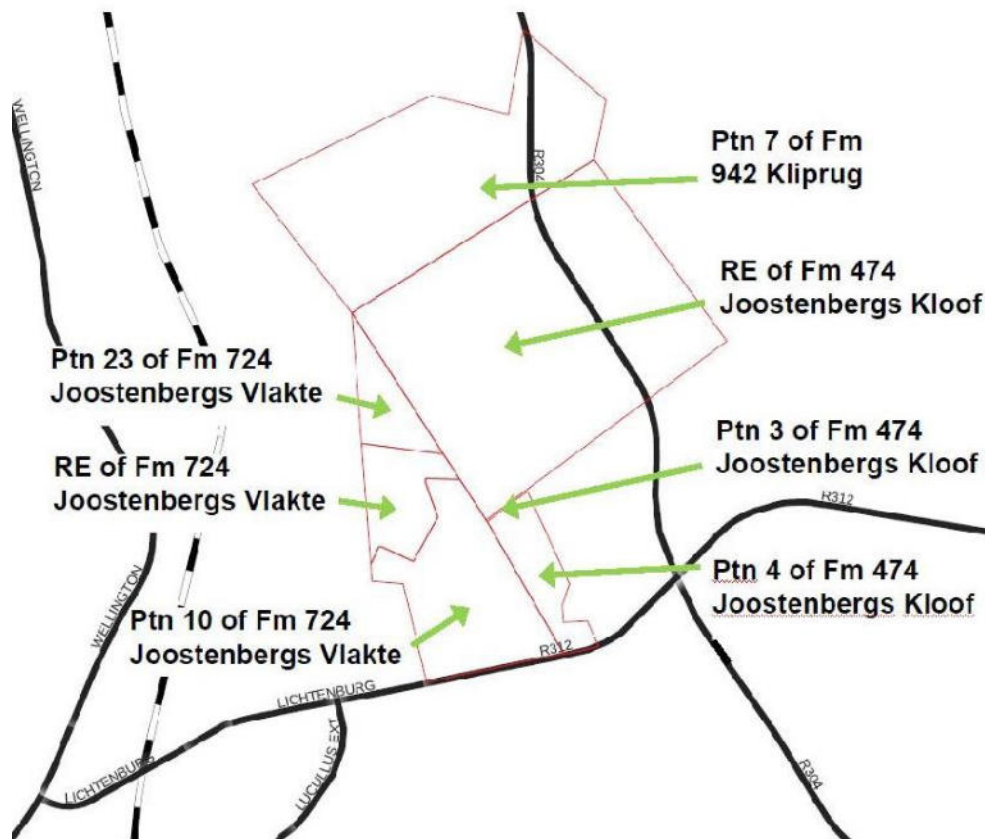


Figure 2: The cadastral entities comprising the site (H&A Planning)

2. STATEMENT OF INDEPENDENCE

Henry Aikman of Aikman Associates: Heritage Management who prepared this Baseline Report and completed the NID form for submission to HWC has 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.

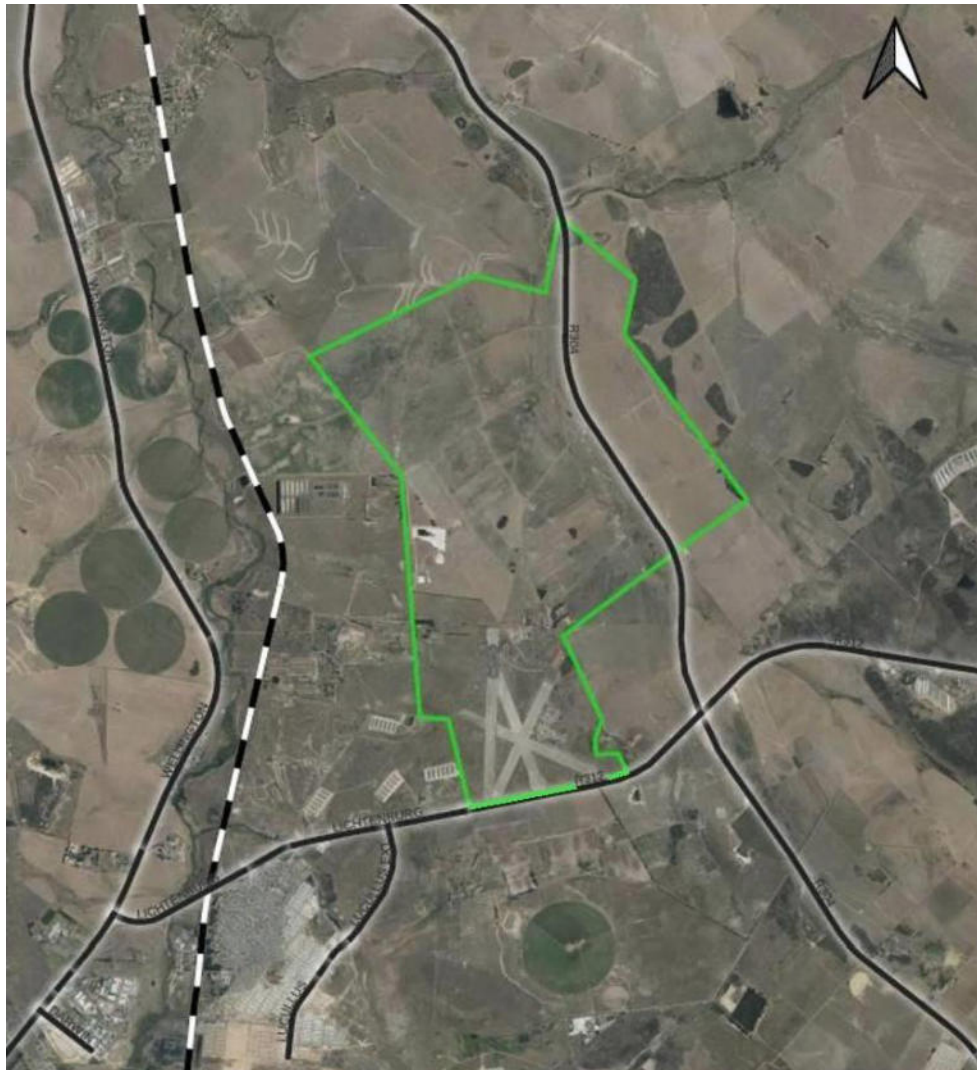


Figure 3: Cadastral outline of the site within which the proposed development is to be located on its western side. (H&A Planning)

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. Intensive poultry farming has come to dominate farming in the general area.

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.

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.

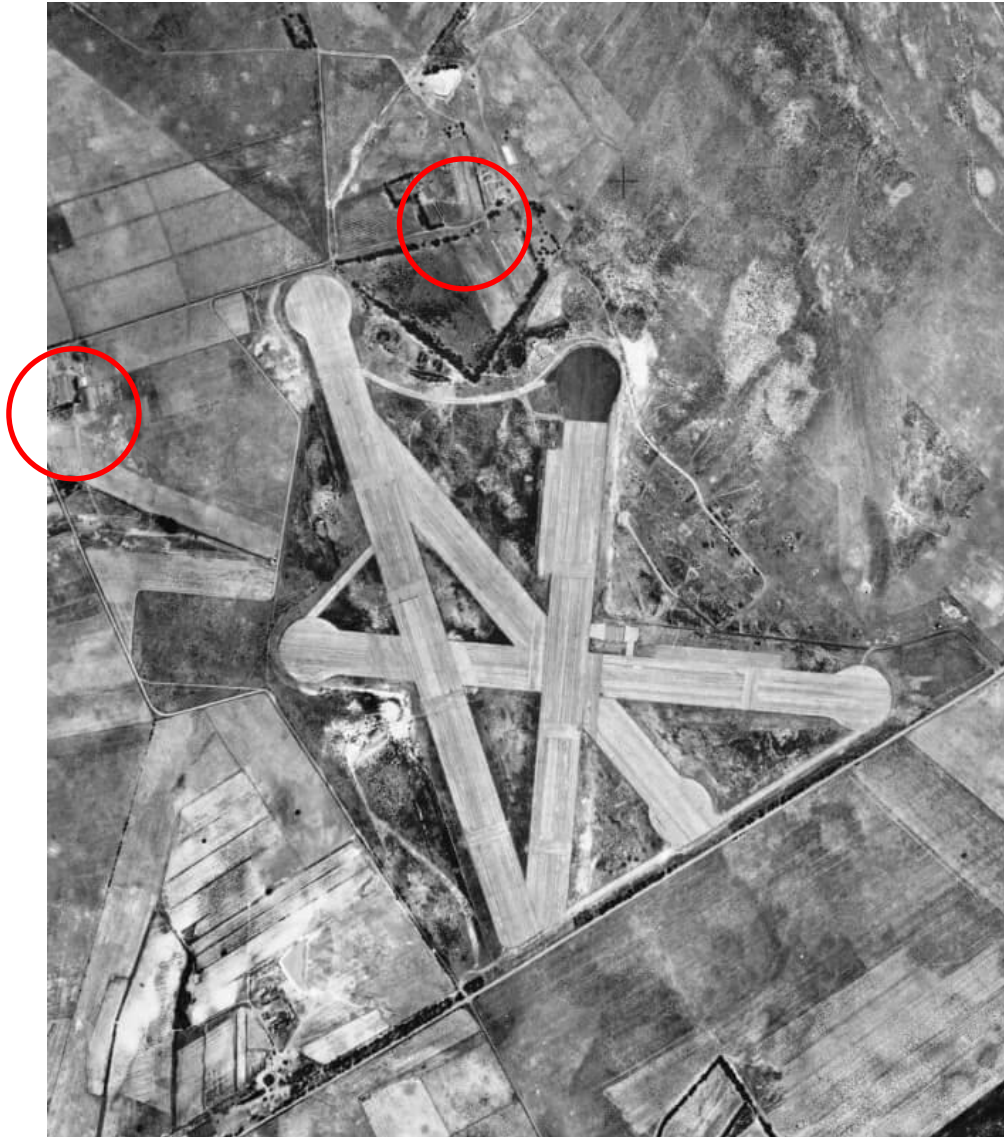


Figure 4: 1953 aerial photograph. The two farmsteads to the north of the airfield are shown ringed so some of the structures there are older than 60 years and may be of significance

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.

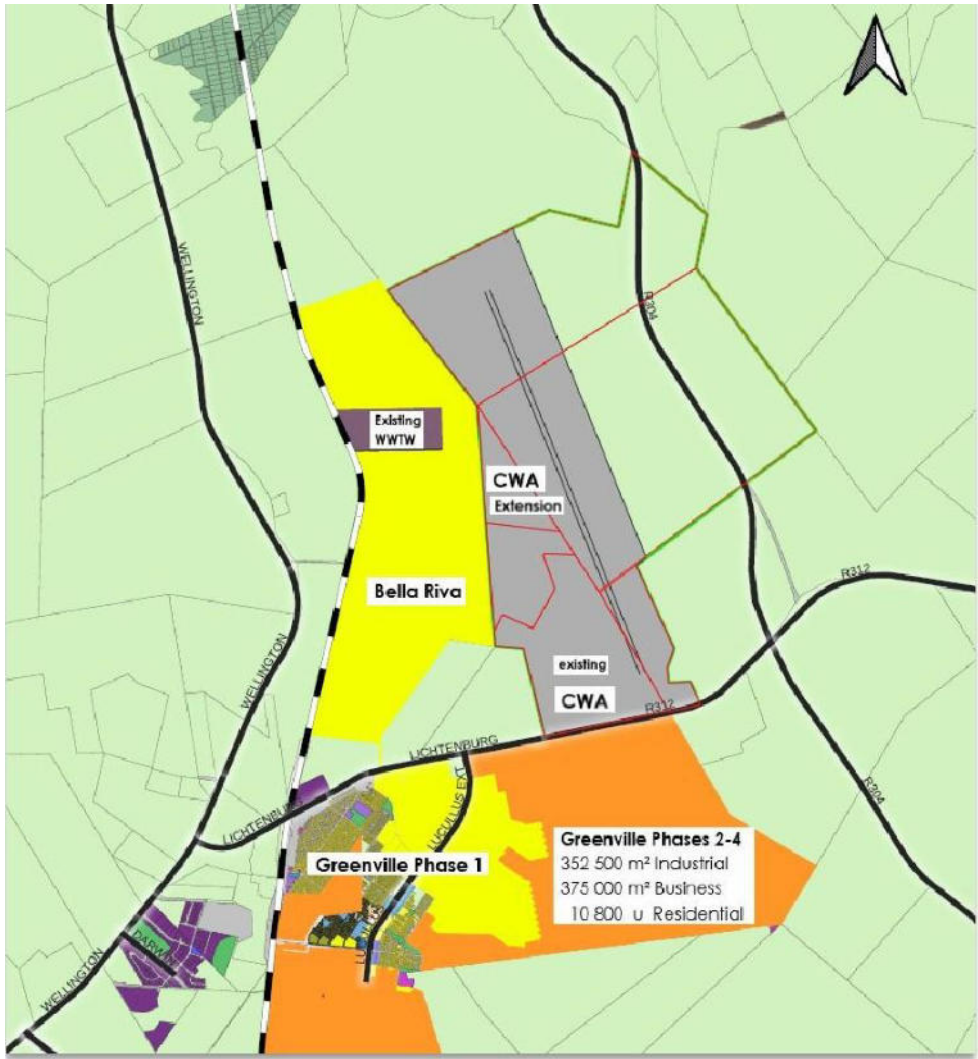


Figure 5: Proposed development in the vicinity

(H&A Planning)



Figure 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 northern section recently acquired



Figure 10: The portions to the north of the existing airport are relatively flat. Kasteelberg in the distance



Figure 11: An old quarry is sited within the study area

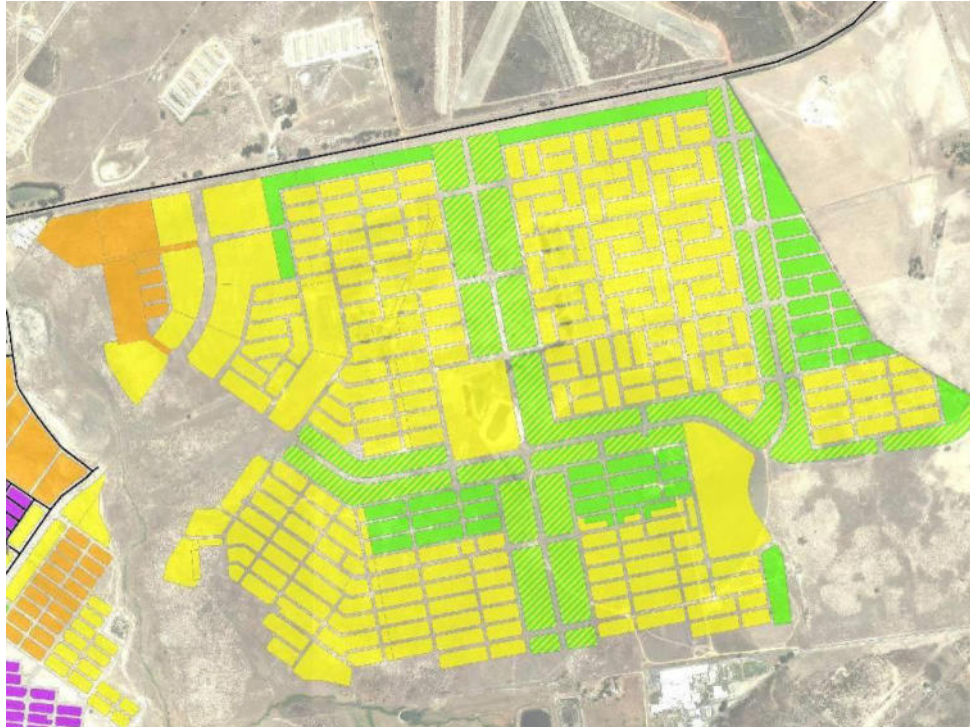


Figure 12: The proposed Greenville development south of the R312 to be developed by Garden Cities

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 is made up of undulating plains that have been farmed for centuries. The soils originally primarily supported Swartland Alluvium Fynbos with pockets of Cape Flats Sand Fynbos and Swartland Granite Renosterveld. There is little of the original vegetation left and invasive alien vegetation dominates the landscape where farming has been abandoned.

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).

None of the farmsteads in the study area appears to be of aesthetic, historical or architectural significance although they appear to 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. Examples like Diemersdal, Meerendal and Altydgedacht.

The landscape character here is extremely varied with cereal fields/grazing camps bordered by windbreaks. There are no perennial streams, watercourses and wetlands in the study area.

As outlined in Section 3 above this cultural landscape is in transition. Its genius loci is one of transition. It is not the iconic Cape Winelands landscape and it is ironic that the airfield is now named The Cape Winelands Airport.¹

¹ The spirit or “sense of place” is that quality imparted by the aspects of scale, colour, texture, landform 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*

It is estimated that the properties that have been acquired have been irrevocably transformed by agricultural activity over the last 200 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.

In summary the landscape is of some significance.

8. THE PROPOSED DEVELOPMENT

The proposed expansion shown schematically below:

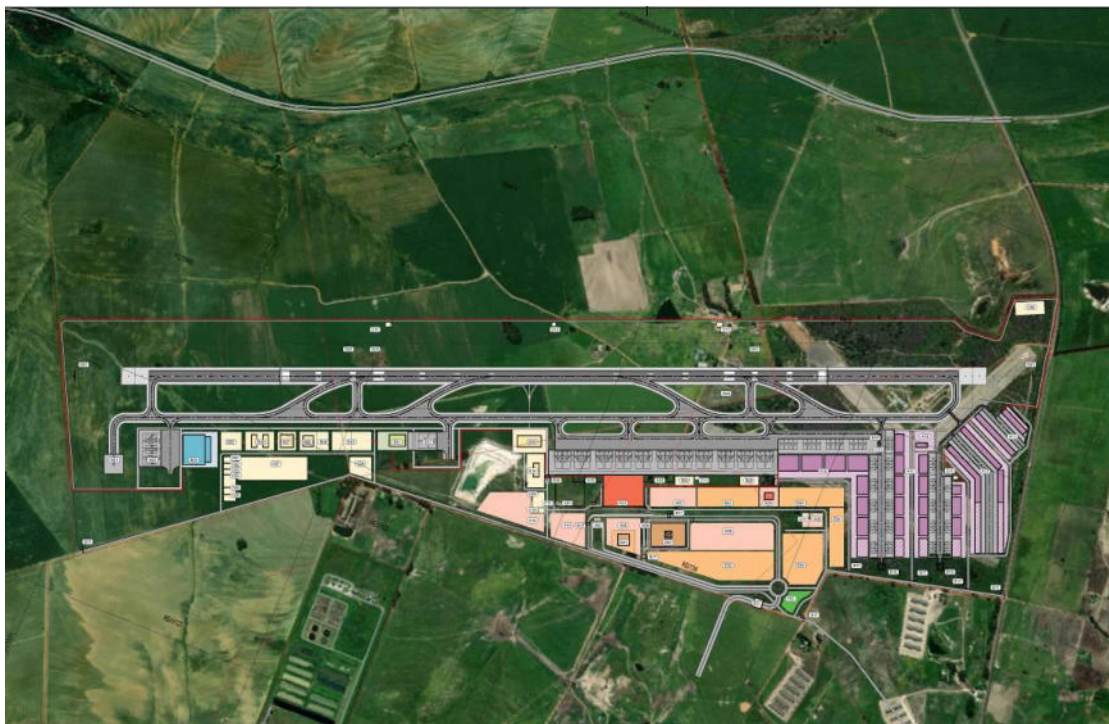


Figure 13: The proposed site development plan Picture courtesy PHS Consulting

The project entails developing the existing airfield and adjacent plots of land into a thriving 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

as being distinct from other places as having a vivid or unique, or, at least, a particular character of its own”.

and/or green hydrogen technology. Premium internet connectivity will be essential.

The proposed development includes the following:

The proposed project includes:

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



Figure 14: Architects impression of the site with hangars and other infrastructure

Image supplied by PHS Consulting

9. POTENTIAL 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.

The proposed expanded airport will have an impact on the landscape character which is of some significance. The EAP has appointed visual impact specialist Filia Visual to prepare a visual impact assessment (VIA). The attached VIA Scoping Report sets out the terms of the VIA to follow.

10. RECOMMENDATIONS

It is accordingly recommended that a Heritage Impact Assessment (HIA) is required; the focus being on the impact of the landscape character of the site.

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Henry Aikman is an architect and town planner and a graduate of the University of Cape Town. After working in the U.K. he spent 17 years in local government with the City of Cape Town and the Regional Services Council as an urban designer and planner working on projects such as St Georges Mall and the V & A Waterfront and helped to establish the City's urban conservation unit.

In 1996 he went into private practice and formed Aikman Associates specialising in planning, architectural conservation, environmental impact assessments and in heritage management projects. He has lived in Tulbagh since the beginning of 2006 and runs a heritage management practice from there. Heritage management is concerned with the protection primarily of the built environment but also all the broader aspects of heritage, including the cultural landscape.

He was a founder member of the Association of Professional Heritage Practitioners and served on the Executive Committee for two years. He is also a past member of the Cape Institute for Architecture's Heritage Committee.

In the 26 years since the practice was formed many assessments have been undertaken. These have ranged from assessments of historic buildings and building complexes carried out to fulfil the requirements of Sections 27 and 34 of the National Heritage Resources Act (NHRA) to broader studies of entire landscapes, Heritage Impact Assessments (HIAs) to fulfil the requirements of Section 38 of the NHRA. The firm will structure a project team of professionals to take on projects of any size.¹

A range of specialist studies have been undertaken required in terms of the National Environmental Management Act and Aikman Associates has worked with most of the major environmental consultancies in the Western Cape. Some of the projects handled in the last few years are set out below:

¹ The turnover of the firm is less than R1-million and is therefore BBBEE compliant

Section 27 and 34 assessments

This work involves the analysis and assessment of the heritage significance of structures older than 60 years or Provincial Heritage Sites and assessments of the impacts of proposed interventions on that significance:

- Restoration of the roof and joinery Tokai Manor House;
- Church of the Good Shepherd: Kirstenbosch;
- India House: Wynberg;
- Kronendal homestead: Hout Bay;
- North Station farmstead near Herold South Cape;
- Noetzie Castles: Knysna;
- Plaisir de Merle: Groot Drakenstein;
- Bot River Station;
- Klipfontein Farm: Tulbagh;
- Greenways Hotel Wynberg;
- Firwoods Paarl;
- Various Church Street Tulbagh interventions.

Section 38 Heritage Impact Assessments (HIA)

These include HIA's carried out as part of an EIA project and stand-alone HIA's:

- Basse Provence: Franschhoek: proposed residential development;
- Meerendal: Durbanville: proposed resort;
- De Draay: Kleinmond: proposed residential development;
- Steenberg Estate: Tokai: conversion of historic farmstead hotel complex;
- Cape Agulhas lighthouse precinct: proposed new road to Suiderstrand and tourist facilities;
- Main Road upgrading: M4: Muizenberg to Clovelly;
- Bains Kloof: upgrading of bridges;
- Upgrading of the Hemel-en-Aarde Road
- Hermanus Station Precinct: proposed retail centre;
- Hermanus Golf Estate;
- Ceres Golf Estate;
- Arabella II Golf Estate;
- Waverskroon: Tulbagh residential development;
- Lourensford: Somerset West: proposed residential development;
- Fancourt George retirement village;
- Stanford low-cost housing development;
- Kleinmond low-cost housing;
- ASLA low-cost housing Beaufort West and De Rust;
- Donkerhoek Simondium.

Spatial Development Frameworks

Aikman Associates was part of the multi-disciplinary teams involved in the preparation of SDFs for municipal areas as required in terms of the Municipal Systems Act and sections 29 and 30 of the NHR Act for the Overstrand and Cape Agulhas Municipalities.

Special Studies

Aikman Associates formed part of the consortium who prepared an inventory of the heritage resources within the Table Mountain National Park.