APPENDIX 14

ARCHAEOLOGICAL REPORT FOR SCOPING

ARCHAEOLOGICAL SCOPING REPORT
REDEVELOPMENT OF THE CAPE WINELANDS AIPORT

Portion 4 of Farm 474 Joostenbergs Kloof, Portion 10 of Farm 724 Joostenbergs Vlakte, Rem of Farm 724 Joostenbergs Vlakte, Portion 23 of Farm 724 Joostenbergs Vlakte, Portion 7 of Farm 942 Kliprug, Re of Farm 474 Joostenbergs Kloof, A portion of Portion 3 of Farm 474 Joostenbergs Kloof

HWC CASE 22042101

Assessment conducted under Section 38 (3) of the National Heritage Resource Act (No. 25 of 1999)

Prepared for

PHS Consulting
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On behalf of

CAPE WINELANDS AIRPORT LTD

ACRM
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OCTOBER 2023

Executive summary

1. *Introduction*

ACRM was appointed by Capex Projects on behalf of Cape Winelands Airport Ltd to conduct an Archaeological Scoping Report for the proposed redevelopment, and extension of the Cape Winelands Airport near Durbanville in the Western Cape .

Previously known as the Fisantekraal Airfield, the Cape Winelands Airport is located in the suburb of Fisantekraal, north of the R312/Lichtenburg Road and east of the R302/Klipheuwel Road, in the Cape Metropole.

The Scoping Report forms part of a wider Heritage Impact Assessment (HIA) that will be conducted by Henry Aikman of Aikman Associates.

PHS Consulting is the independent Environmental Assessment Practitioner (EAP) responsible for facilitating environmental authorization for the proposed development.

2. The development proposal

The proposal entails an application to redevelop the old Fisantekraal Airfield into a new domestic airport for the region. The Cape Winelands Airport will ultimately act as a reliever/diversion airport for Cape Town International Airport. The development will be phased, with the site planned to be operational by mid-2027.

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.

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

• Landside infrastructure to evolve with Phase 1 & 2 to include but not limited to terminals, hotel, aircraft hangers and services, airport facilities, bulk fuel storage facility, internal and external road infrastructure, potable water and sewerage infrastructure, petrol filling station, Bio-digester, solar PV, and stormwater management infrastructure.

• Construction of airside infrastructure to evolve with Phase 1 & 2 to include airside lounge cargo airside facility, runways, aircraft parking aprons and service roads

• 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 ± 470ha in extent.

3. Aim of the study

The overall purpose of the study is to assess the sensitivity of the Stone Age archaeological landscape in the proposed development area, and to determine the potential impact of the development on Stone Age heritage resources.

4. Constraints and limitations

Large portions of the study area adjacent the existing airfield and runway are covered in impenetrable, invasive alien vegetation (mostly Port Jackson), resulting in very low archaeological visibility.

5. Results

A field assessment was conducted by ACRM on 21 September 2023, in which the following observations were made:

- A small number of Early Stone Age (ESA) tools (flakes, chunks, & cores) were recorded in a gravel farm road in the far northern portion of the study site, while several isolated ESA resources were encountered in transformed agricultural land across the remainder of the site.

The small numbers, isolated and disturbed context in which they were found, means that the remains have been graded as Not Conservation Worthy (NCW).

- An outcrop of silcrete (a source of raw material for making stone tools) was recorded on a small kopje on the edge of the proposed 3.5km long runway, in the northwestern portion of the study site. A broken flake and chunk were also found.

The `site' has been graded as having Low (IIIC) archaeological significance due to the very small number of remains recorded.

6. Anticipated constraints

Isolated Early Stone Age resources (of Low archaeological importance) may be impacted during the Construction Phase of the project.

7. Conclusion

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.

8. Recommendations

Regarding the proposed development and expansion of the Cape Winelands Airport near Durbanville, the following recommendations are made

1. No archaeological mitigation is needed prior to construction excavations commencing.

2. No further archaeological mitigation is required.

Table of contents

1. INTRODUCTION

ACRM was appointed by Capex Projects on behalf of Cape Winelands Airport Ltd to conduct an Archaeological Scoping Report for the proposed upgrading, development, and extension of the Cape Winelands Airport near Durbanville in the Western Cape (Figures 1 & 2).

Previously known as Fisantekraal Airfield, the Cape Winelands Airport is located in the suburb of Fisantekraal, north of the R312/Lichtenburg Road and east of the R302/Klipheuwel Road.

The site comprises the following farm portions:

- Portion 4 of Farm 474 Joostenbergs Kloof
- Portion 10 of Farm 474 Joostenberg Vlakte
- Remainder of Farm 724 Joostenbergs Vlakte
- Portion 23 of Farm 724 Joostenbergs Vlakte
- Portion 7 of Farm 942 Kliprug
- Remainder of Farm 474 Joostenbergs Kloof
- A Portion of Portion 3 of Farm 474 Joostenbergs Kloof

Apart from Farm 474/3 which is zoned Transport Zoning (Airport), all the other farm portions are currently zoned Agriculture.

The Scoping Report forms part of a wider Heritage Impact Assessment (HIA) that will be conducted by heritage practitioner Aikman Associates.

PHS Environmental Consulting is the independent Environmental Assessment Practitioner (EAP) responsible for facilitating environmental authorization for the proposed development.

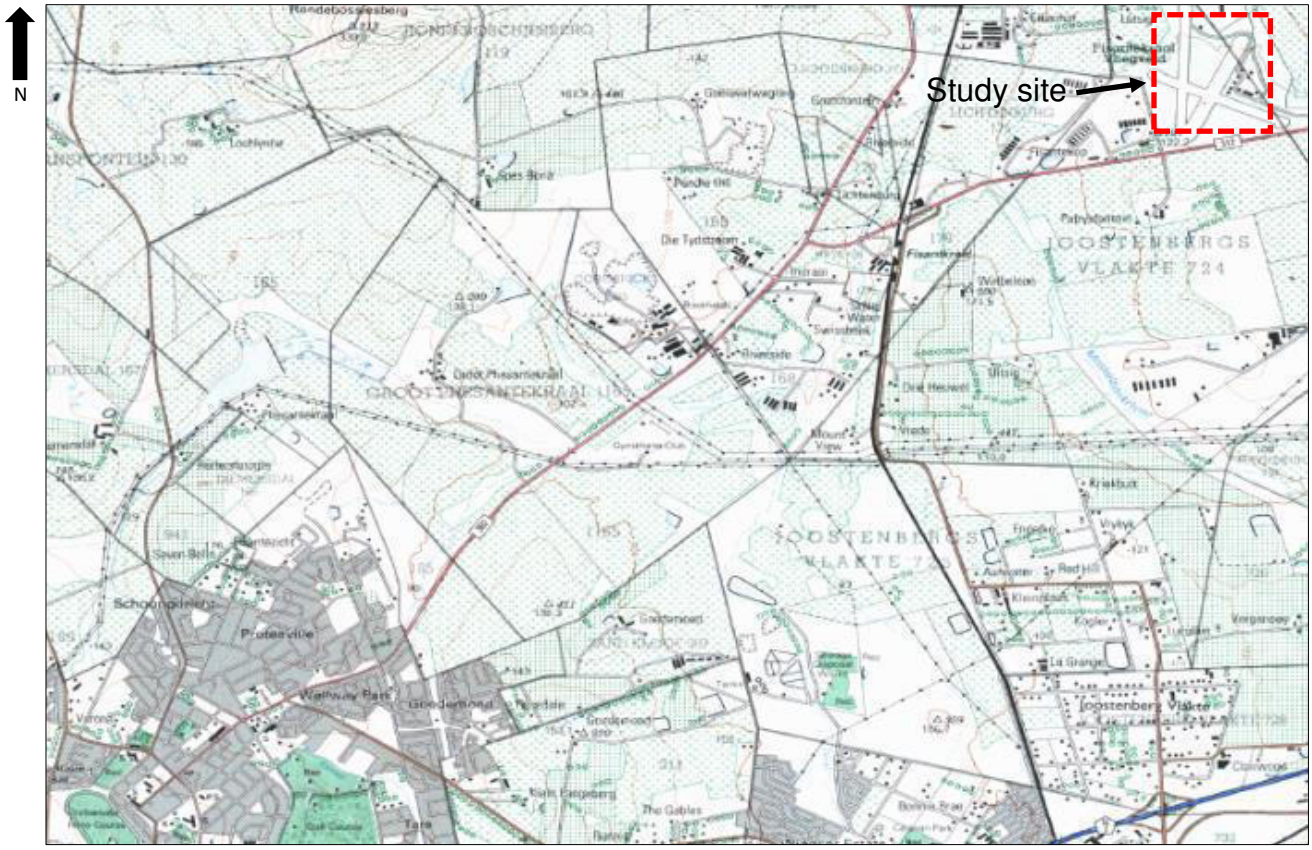

Figure 1. Locality map (3318DC Bellville). Red polygon indicates the location of the Cape Winelands Airport

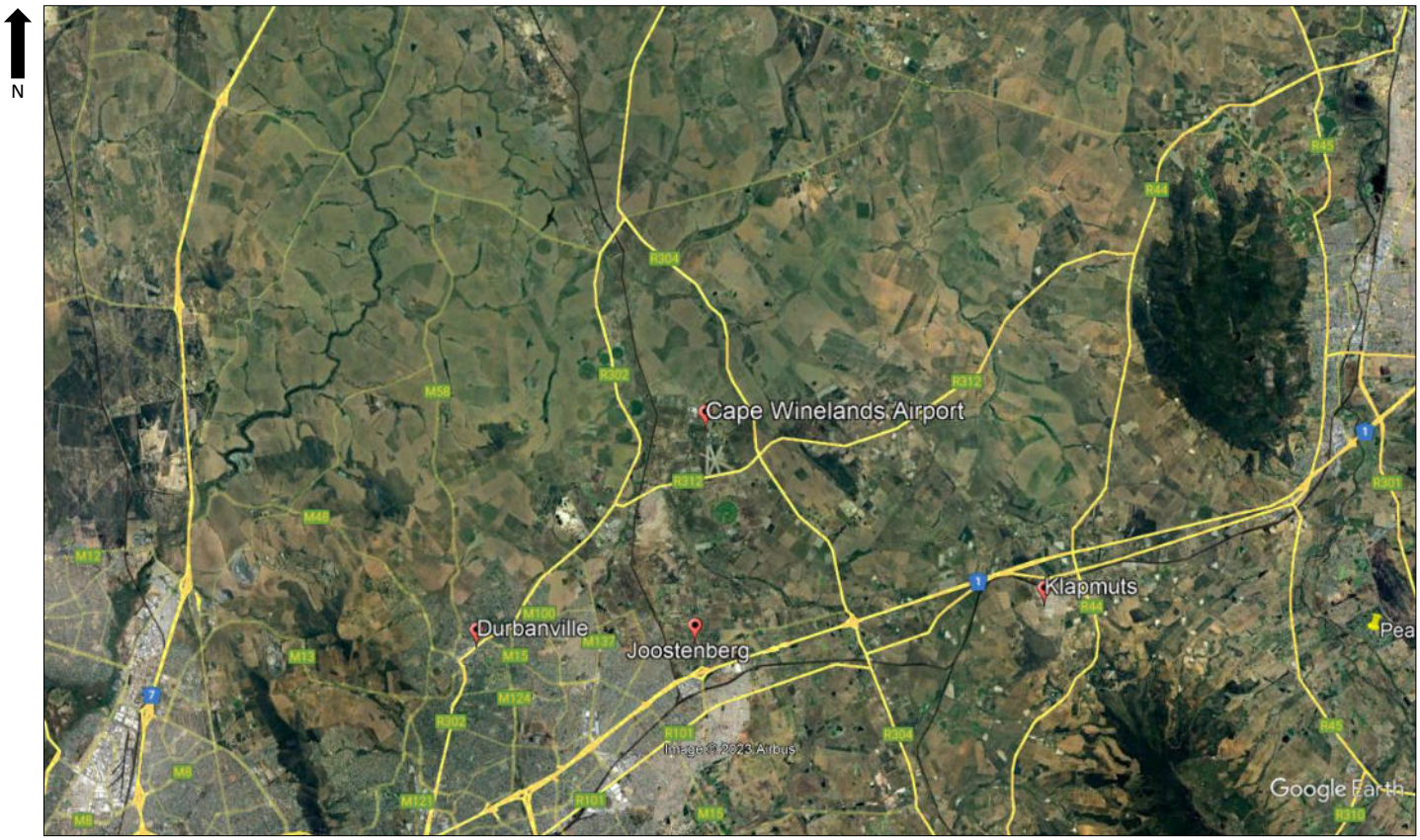

Figure 2. Google Earth Satellite Map indicating the location of the Cape Winelands Airport in relation to Durbanville, Joostenberg and Klapmuts east of the N7, and north of the N1, near Cape Town.

2. THE DEVELOPMENT PROPOSAL

The proposal entails an application to redevelop the old Fisantekraal Airfield into a new domestic airport for the region. The Cape Winelands Airport will ultimately act as a reliever/diversion airport for Cape Town International Airport. The development will be phased, with the site planned to be operational by mid-2027 (Phase 1).

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.

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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 ± 470ha in extent.

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 ± 470ha in extent.

A proposed Site Development Plan is illustrated in Figure 3 below.

Figure. 3. Proposed Site Development Plan

3. HERITAGE LEGISLATION

The National Heritage Resources Act (NHRA No. 25 of 1999) protects archaeological and palaeontological sites and materials, as well as graves/cemeteries, battlefield sites and buildings, structures and features over 60 years old. According to the Act Sect. 35), it is an offence to destroy, damage, excavate, alter of remove from its original place, or collect, any archaeological, palaeontological and historical material or object, without a permit issued by the applicable Provincial Heritage Resources Agency, *viz*. Heritage Western Cape (HWC).

Notification of HWC is required for proposed developments exceeding certain dimensions (Sect. 38), upon which they will decide whether or not the development must be assessed for heritage impacts (an HIA) that may include an assessment of archaeological (a AIA) or palaeontological heritage (a PIA).

4. THE STUDY SITE

The Cape Winelands Airport (formally Fisantekraal Airfield) is located about 13kms north east of Durbanville. 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 airfield was established by the State during WWII, from parts of two farms, namely Farm 474/4 Joostenberg Kloof, and Farm 724/10 Joostenberg Vlakte. Existing infrastructure includes concrete runways, small hangers, ancillary buildings, and parking. There are also four disused and derelict structures which were built during the 2nd World War as part of the airport's defences It's existing foot print covers approximately 150ha. Adjacent land parcels have since been secured by the new owners, taking the current scope of the development to approximately 850ha (Figure 4).

The newly acquired land parcels, comprise historically developed agricultural land (mostly dryland wheat & grazing). Associated infrastructure includes gravel farms roads, fencing, farm buildings, farm dwellings and related infrastructure such as storage sheds, feedlots, and barns (Figures 5-12). Farm 724/23 also includes a large quarry which may be used as a stormwater supply facility for the proposed development. Landholdings east and west of the existing airfield are infested with invasive alien vegetation, mostly Port Jackson (Figures 13-17) .

Surrounding land use comprises intensive agriculture (dryland wheat), centre pivots, livestock farming/grazing, poultry, recreational (speed track racing), horse stabling, roads (R312 & R304), residential, and the Fisantekraal Waste Water Treatment Works. Several proposed/planned new residential developments (Bela Riva & Greenville Garden City) area also planned, but construction has not yet started on these projects.

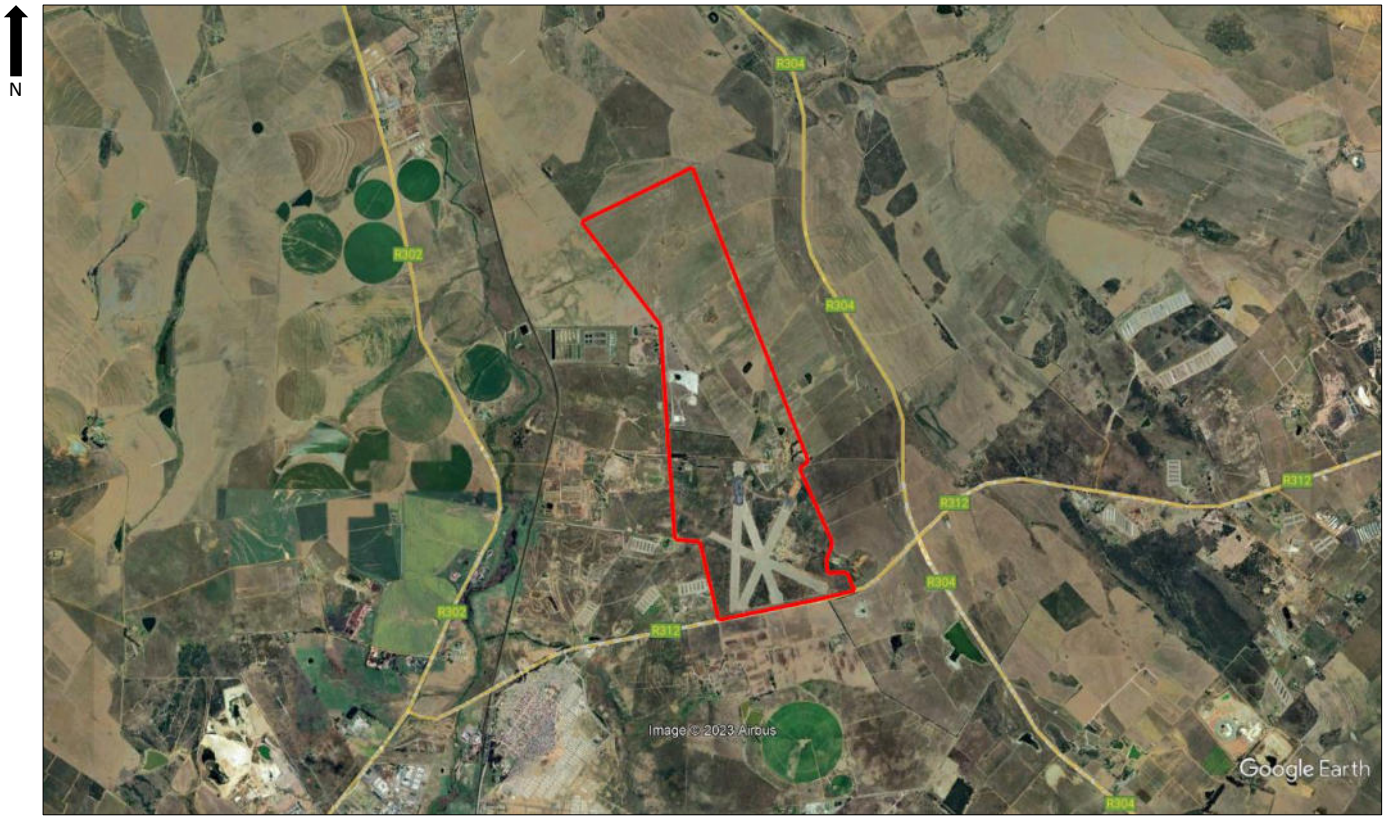

Figure 4. The proposed development area (red polygon), and the surrounding land use

Figure 5. Re Farm 474/3. View facing south

Figure 6. Re Farm 474. View facing northwest

Figure 7. Re Farm 942/7. View facing northeast

Figure 8. Re Farm 474. View facing northwest

Figure 9. Re Farm 474. View facing east

Figure 10. Re Farm 724. View facing south

Figure 11. Re Farm 724. View facing north

Figure 12. Re Farm 724/10. View facing south

Figure 13. Portion of Portion 3 of Farm 474, with the concrete runway visible to the right of the plate. View facing north

Figure 14. Portion of Portion 3 of Farm 474, with the concrete runway visible to the left of the plate. View facing south

Figure 15. Portion of Portion 3 of Farm 474. View facing north on the eastern boundary of the airfield property

Figure 16. Portion of Portion 3 of Farm 474 with existing airfield buildings to the left of the plate. View facing north

Figure 17. Portion of Portion 3 of Farm 474, with the concrete runway visible in the far right of the plate. View facing north from Lichtenburg Road.

5. STUDY APPROACH

5.1 Aim of the study

The overall purpose of the study is to assess the sensitivity of the Stone Age archaeological landscape in the proposed development area, and to determine the potential impact of the development on Stone Age heritage resources.

5.2 Method

A field assessment of the proposed development area (refer to Figure 4) was conducted by ACRM on 21 September 2023. Identified heritage resources were recorded using a hand-held GPS unit set on the map datum WGS 84. A desk top study was also undertaken to describe the heritage context of the surrounding area.

5.3 Constraints and limitations

Large portions of the study area adjacent the existing airfield and runway are covered in impenetrable, invasive alien vegetation (mostly Port Jackson), resulting in very low archaeological visibility.

6. ARCHAEOLOGICAL CONTEXT

Early Stone Age (ESA) and some Middle Stone Age (MSA) archaeological resources have been recorded within a 10km radius of the Cape Winelands Airport, at Fisantekraal, Durbanville, Joostenburg, and Klipheuwel (Halkett & Hine 2008; Kaplan 2019a, b, 2012, 2006a, b, c, 2005, 2004, 2003a, b, 2004, 2002a, b, 2001, 2000, 1999; Lavin 2019). The surrounding Cultural Landscape is dominated by ESA resources, such as handaxes, cleavers, choppers, cores, large flakes and cutting tools, occasionally recorded in larger numbers, but mostly as isolated finds. However, no evidence of any human settlement or occupation has been found, due to the highly transformed and disturbed context in which they have been found (e. g. farm roads, agricultural land, diggings, old quarries and slope & colluvial washes).

Rare Stone Age quarry sites (sources of raw material targeted by Stone Age people) have also been recorded alongside MR174 Klipheuwel Road (Hart 1998; Kaplan 2003a, b), on the Farm Phisantekraal alongside the R302 (Kaplan 2006) and near Klein Joostenburg (Kaplan 2019b). These `sites' are associated with large numbers of LSA flake debris and tools (Phisantekraal & Klein Joostenberg), and ESA handaxes Large Cutting Tools (LCTs), cores, cleavers, and chunks (Klipheuwel).

7. RESULTS

A spreadsheet of waypoints and description of archaeological finds is presented in Table 1.

A small number of weathered ESA flakes, chunks, a worked out core, and a miscellaneous retouched flake were recorded in a gravel farm road on Farm 942/7, in the far northern portion of the proposed development area (Figures 18-21). An ESA silcrete core and flake were also found in fields covered in grazing land and weeds on Farm 724/23 (Figure 22 & refer to Figures 10 & 11). All the material, save for Points 123 & 133, are in colluvial quartzite. The small numbers, isolated and disturbed context in which they were found, means that the remains have been graded as Not Conservation Worthy (NCW).

A. outcrop of silcrete (Point 043) was recorded on a kopje on the edge of the proposed runway, on Re Farm 474 (Figure 23). A broken silcrete flake and chunk were also found, but no other remains were found despite a detailed search of the surrounding area, where some scraped gravel and surface koffie klip was also noted. Once thought to be quite rate, outcroppings of silcrete, as a source of raw material for making tools have also been recorded in Fisantekraal, Klipheuwel, Klein Joostenberg, Vissershok and Philadelphia (Hart 1998; Kaplan 2019b, 2006a, 2003a, 2002c). Site 043 has been graded as having Low (IIIC) archaeological significance due to the very small number of remains recorded.

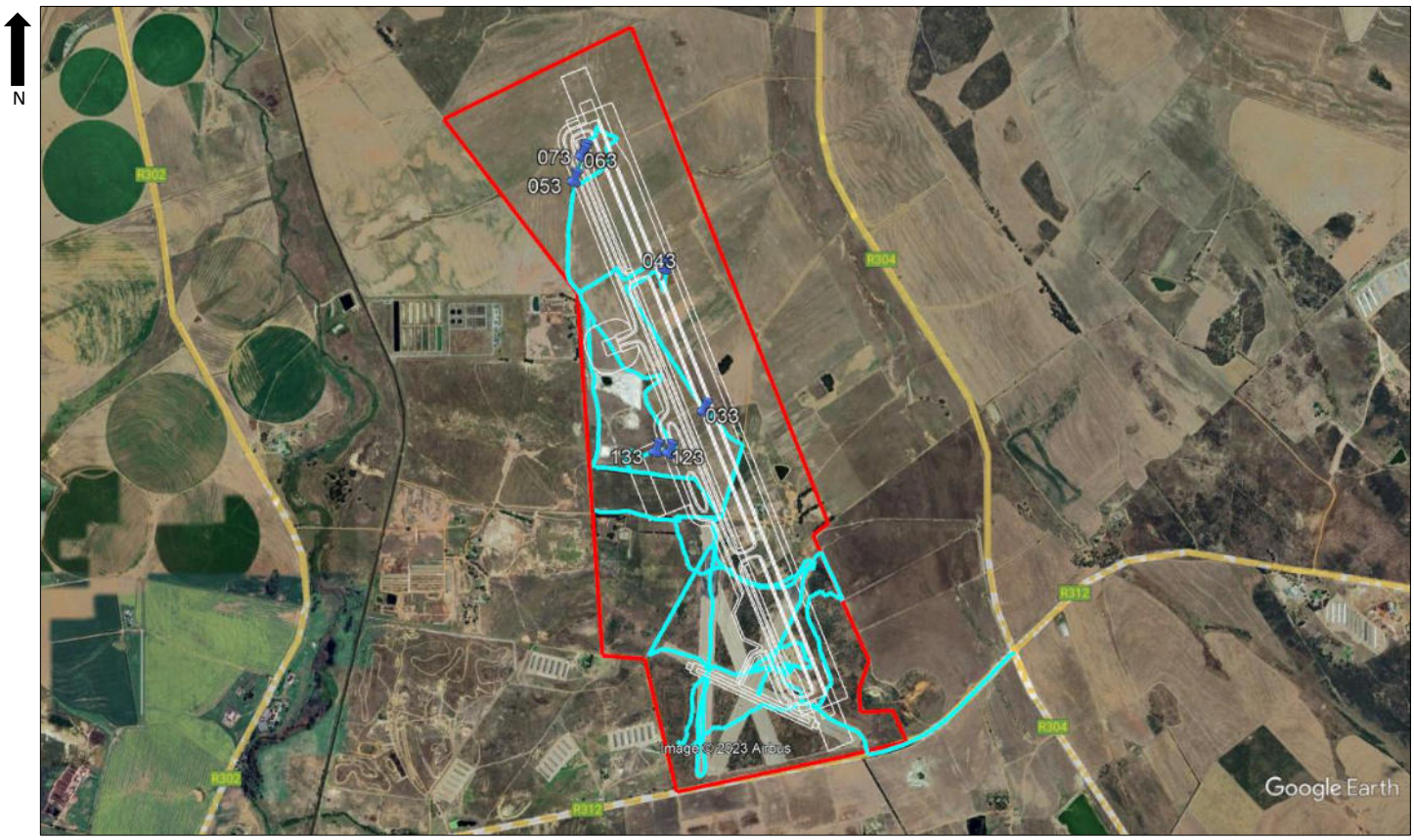

Figure 18. Track path in blue and waypoints of archaeological finds.

GPS Point	Name of Farm	Lat/long	Description of finds	Grading	Suggested mitigation
033	Re Farm 474	S33° 45.423' E18° 44.237'	Silcrete flake in farm road	NCW[1]	None required
043	Re Farm 474	S33° 44.988' E18° 44.091'	Silcrete outcrop + isolated broken flake & chunk	Low (IIIC)	Avoid if possible
053	Farm 942/7	S33° 44.722' E18° 43.757'	ESA flake in farm road	NCW	Non required
063	Farm 942/7	S33° 44.645' E18° 43.787'	ESA chunk in farm road	NCW	None required
073	Farm 942/7	S33° 44.634' E18° 43.792'	ESA retouched flake, worked out core, chunk in gravel farm road	NCW	None required
123	Farm 724/23	S33° 45.551' E18° 44.109'	ESA modified/miscellaneous retouched flake	NCW	None required
133	Farm 724/23	S33° 45.548' E18° 44.059'	ESA core	NCW	None required

Table 1. Spread sheet of waypoints and description of archaeological finds

Figure 19. ESA tools (Points 053-073). Ruler scale is in cm

Figure 20. ESA tools (Points 053-073). Ruler scale is in cm

[1] Not Conservation Worthy

Figure 21. ESA tools (Points 053-073). Ruler scale is in cm

Figure 22. ESA tools (Points 123 & 133). Ruler scale is in cm

Figure 23. Silcrete outcrop (Point 043) on Re Farm 474. View facing northwest

8. CONSTRAINTS STATEMENT

The results of the study have shown that, the proposed Cape Winelands Airport development will not impact on important Stone Age archaeological heritage resources.

9. CONCLUSION

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. On archaeological grounds, therefore, there are no objections to the development proceeding.

10. RECOMMENDATIONS

Regarding the proposed development and expansion of the Cape Winelands Airport near Durbanville, the following recommendations are made.

1. No archaeological mitigation is needed prior to construction excavations commencing.

2. No further archaeological mitigation is required.

11. REFERENCES

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Kaplan, J. 1999. Archaeological Impact Assessment proposed Voelvlei to Glen Garry Transfer Scheme. Report prepared for Crowther Campbell & Associates. Agency for Cultural Resource Management.

CURRICULUM VITAE

Name: Jonathan Michael Kaplan

Profession: Archaeologist/Heritage Practitioner

Date of Birth: 23-09-1961

Name of Company: Agency for Cultural Resource Management (ACRM)

Position: Director

Nationality: South African

ID Number: 6109235177089

Marital status: Married with two children

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Qualifications:
- MA (Archaeology) University of Cape Town, 1989.

Professional registration:
- Association of Southern African Professional Archaeologists (ASAPA) Membership No. 64
- Registered with the South African Heritage Resources Agency (SAHRA)

Publications:
- Orton, J., Avery, G. Halket, D., Hart, T. & Kaplan, J, 2020. Precolonial coastal archaeology between Table Bay and Yzerfontein, Western Cape, South Africa: a review of historical and recent observations. South African Journal of Humanities.
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Countries of work experience:
South Africa, Lesotho, Swaziland, Namibia, Botswana, Mozambique

Services offered:
- Archaeological Impact Assessments
- Heritage Impact Assessments
- Heritage Management Plans
- Heritage tourism
- Rock art recording
- Excavation and data analysis
- Monitoring of construction activities

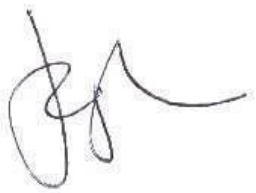
Company profile:
ACRM was founded by Jonathan Kaplan in 1992 and is one of the oldest heritage consultancies in the country. Jonathan has completed nearly 3000 Archaeological and Heritage Impact Assessments (HIA & AIAs), specialising in Stone Age, coastal shell middens, rock art and herder studies. He has undertaken baseline studies on large infrastructure projects, including the Lesotho Highlands Water Project, Maguga Dam (Swaziland), Namibia/Botswana Water Transfer Project, Sasol/ACO Gas Pipeline (South Africa & Mozambique), Corridor Sands (Mozambique) and numerous utility projects for Eskom, the Department of Transport and Public Works, local and provincial authorities, as well as private developers. Since 2010, ACRM has conducted baseline studies (Scoping and full EIA) on many alternative energy (wind and photo-voltaic) energy projects in the Western Cape, Northern Cape and Free State Provinces.

Jonathan is currently specialist consultant for archaeological collections for the Master Plan for the new Lesotho National Museum and Art Gallery, currently under construction in Maseru.

Jonathan has a MA degree in Archaeology (UCT 1989) and is an Association of Southern African Professional Archaeologists (ASAPA) accredited Cultural Resources Management (CRM) practitioner (Membership No 64).

Declaration:

I confirm that the above CV is an accurate description of my experience and qualifications.



Signature **Date**: 01 January 2023

DECLARATION OF INDEPENDENCE

ARCHAEOLOGICAL SCOPING ASSESSMENT

PROPOSED CAPE WINELANDS DEVELOMENT, NEAR FISANTEKRAAL

Declaration

I **Jonathan Kaplan** as the appointed independent specialist hereby declare that I:

- act/ed as the independent specialist in the compilation of the above report;
- regard the information contained in this report as it relates to my specialist input/study to be true and correct, and
- do not have and will not have any financial interest in the undertaking of the activity, other than remuneration for work performed in terms of the NEMA, the Environmental Impact Assessment Regulations, 2014 and any specific environmental management Act;
- have and will not have any vested interest in the proposed activity proceeding;
- have disclosed to the EAP any material information that has or may have the potential to influence the decision of the competent authority or the objectivity of any report, plan or document required in terms of the NEMA, the Environmental Impact Assessment Regulations, 2014 and any specific environmental management act;
- have provided the EAP with access to all information at my disposal regarding the application, whether such information is favourable to the applicant or not; and
- am aware that a false declaration is an offence in terms of regulation 48 of the 2014 NEMA EIA Regulations.

Signature of the specialist

Date: 20 October 2023