

**DRAFT HERITAGE IMPACT ASSESSMENT
PROPOSED AERODROME ROAD EXTENSION, THORNTON MATLAND**

Prepared for
Western Cape Government Dept. of Transport and Public Works

Submitted in terms of s38(4) of the NHRA
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Prepared by Cindy Postlethway, Professional Heritage Practitioner

7 Ritchie Ave Kenilworth Cape Town 7708 ~ E: cindy@cpheritage.co.za P: 021 797 1005 ~ C: 084 354 0096

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Cindy Postlethway

Town Planning - Policy & Strategy - Heritage

Tim Hart, Archaeologist



Larissa Heyns, Landscape Architect



T.E. MacKenzie Hoy, Pr. Eng

machoy

Mackenzie Hoy Consulting
Acoustics Engineers

1. **Site Name:** proposed Aerodrome Road
2. **Location:** The proposed Aerodrome Road links Forest Drive extension (Pinelands) to Voortrekker Road (Maitland).
3. **Locality Plan:**



Figure 1: Transport study Area

4. Description of Proposed Development

The intended development of the former Conradie Hospital site, Pinelands is a Provincial Government of the Western Cape Department of Transport and Public Works project. The phased development thereof precipitates the requirement for the partial construction of Aerodrome Road, from Pinelands/Thornton to Voortrekker Road, Maitland. In terms of the City of Cape Town's (CCT) Integrated Public Transport Network (IPTN), Aerodrome road would ultimately link to the proposed Frans Conradie Extension through Wingfield.

The new road link is located north of the Elsie's Kraal River Canal. Three alternative alignments have been identified for a truncated Aerodrome Road link between Forest Drive Extension and Voortrekker Road, one of which passes through the Jewish Cemetery 2; and

all three of which pass through the Maitland Cemetery, with an elevated carriageway over the railway line.

5. Heritage Resources Identified.



Summary Map of Heritage Resources (IIIA red; IIIC yellow). The Conradie Gateway Precinct was graded IIIB in the Conradie HIA (Pentz 2016), with individual structures therein as follows: the old Hall: IIIB; old Nursing Administration Building: IIIC; and the gateway structures including the porter's lodge IIIB.

Given the extensive transformation of the project area indications are that archaeological issues are not a significant concern. The primary heritage resource that needs addressing in terms of the HIA are matters relating to cemeteries and the sense of place associated with them.

6. Anticipated Impacts on Heritage Resources:

The assessment of heritage impacts and recommendation for preferred alternative/s rest on an analysis of project considerations that relate to a number of factors. These include aspects pertaining to overall heritage resources; and archaeological; visual; and noise aspects. Cost considerations, traffic impacts, and land constraints also need to be taken into consideration. These impacts in turn need to be measured against the positive social and economic benefits of constructing Aerodrome Road.

Taking into consideration all these factors, it is recommended that whilst all alternatives are feasible, with mitigation, the impact of Alternative 1 has undoubtedly the highest negative impact upon heritage resources, particularly in so far as the Jewish Cemetery 2 is concerned. Alternatives 2 and 3 are regarded as having equally low impacts upon heritage resources and the ultimate decision as to the preferred alternative (between 2 and 3) must rest on the consideration of non-heritage related factors, such as the impacts upon local residents and traffic impacts.

7. Recommendations:

On the basis of this assessment, it is recommended that, in terms of section 38(4) of the NHRA, HWC approve Alternatives 2 and 3 as options for the proposed construction of Aerodrome Road and allow the development to proceed to the next phase.

This approval should be subject to:

1. The implementation in full, and in all important respects, of the relevant mitigation measures described in the Visual Impact Assessment appended to this Report.
2. In the event of human bone being encountered the find-site must be cordoned off immediately and Heritage Western Cape and SA Police Services informed. If it is determined that foul play is involved, the remains will be moved by SAPS. If the remains are deemed to be archaeological, and archaeologist must apply for an emergency permit and complete the removal.
3. Other finds of archaeological material are not expected, however in the event of an un-anticipated find, Heritage Western Cape and/or an archaeologist must be informed in order to inspect and mitigate the find.

8. Author/s and Date: This HIA (March 2017) has been prepared by Cindy Postlethwayt. The Project Team comprises, inter alia:

- HIA Practitioner: Cindy Postlethwayt
- Archaeologist: ACO Associates
- Visual Impact Assessor: Square 1 Landscape Architects
- Noise Impact Assessment: Mackenzie Hoy Consulting Acoustic Engineers
- Preliminary road design and Traffic Impact Assessment: HHO Africa
- Public Participation: Chand Environmental & Sustainability Consultants

9. Procedures followed: Approval for the proposed development is required in terms of s38(4) of the NHRA. This report is designed to meet the requirements of s38(3) of the NHRA and the additional requirements of HWC.