

**BACKGROUND INFORMATION DOCUMENT TO NOTICE OF INTENT TO DEVELOP (NID) IN TERMS OF SECTION 38(8) OF THE NATIONAL HERITAGE RESOURCES ACT, 1999 (ACT 25 OF 1999)**

**PROPOSED KIBOKO AIRSTRIP ON A PORTION OF THE FARM HONIGKLIPSKLOOF 172/1, MOSSEL BAY DISTRICT AND MUNICIPALITY**



**ON BEHALF OF: MORNING TIDE INVESTMENTS 320 (PTY) LTD**

**FEBRUARY 2023**

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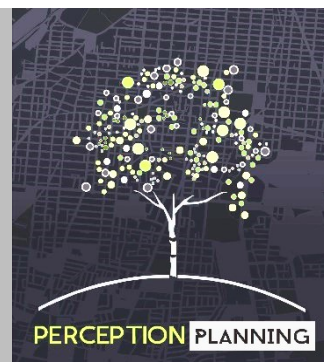
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URBAN & REGIONAL PLANNING- ENVIRONMENTAL PLANNING- HERITAGE IMPACT ASSESSMENT- URBAN DESIGN

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**ABBREVIATIONS**

1. DEADP –Department of Environmental Affairs & Development Planning
2. DTPW – Department of Transport and Public Works, WC
3. EA – Environmental Authorization
4. HIA – Heritage Impact Assessment
5. HWC – Heritage Western Cape
6. HWC – Heritage Western Cape
7. NGSi – National Geo-Spatial Information, Department of Rural Development and Land Reform, Mowbray
8. NHRA - National Heritage Resources Act, 1999 (Act 25 of 1999)
9. PHS – Provincial Heritage Site
10. SAHRIS – South African Heritage Resources Information System
11. VIA – Visual Impact Assessment
12. WCG – Western Cape Government

**COVER:** Collage of images of the study area, current state of the building complex (Author, 2023)

## 1. INTRODUCTION

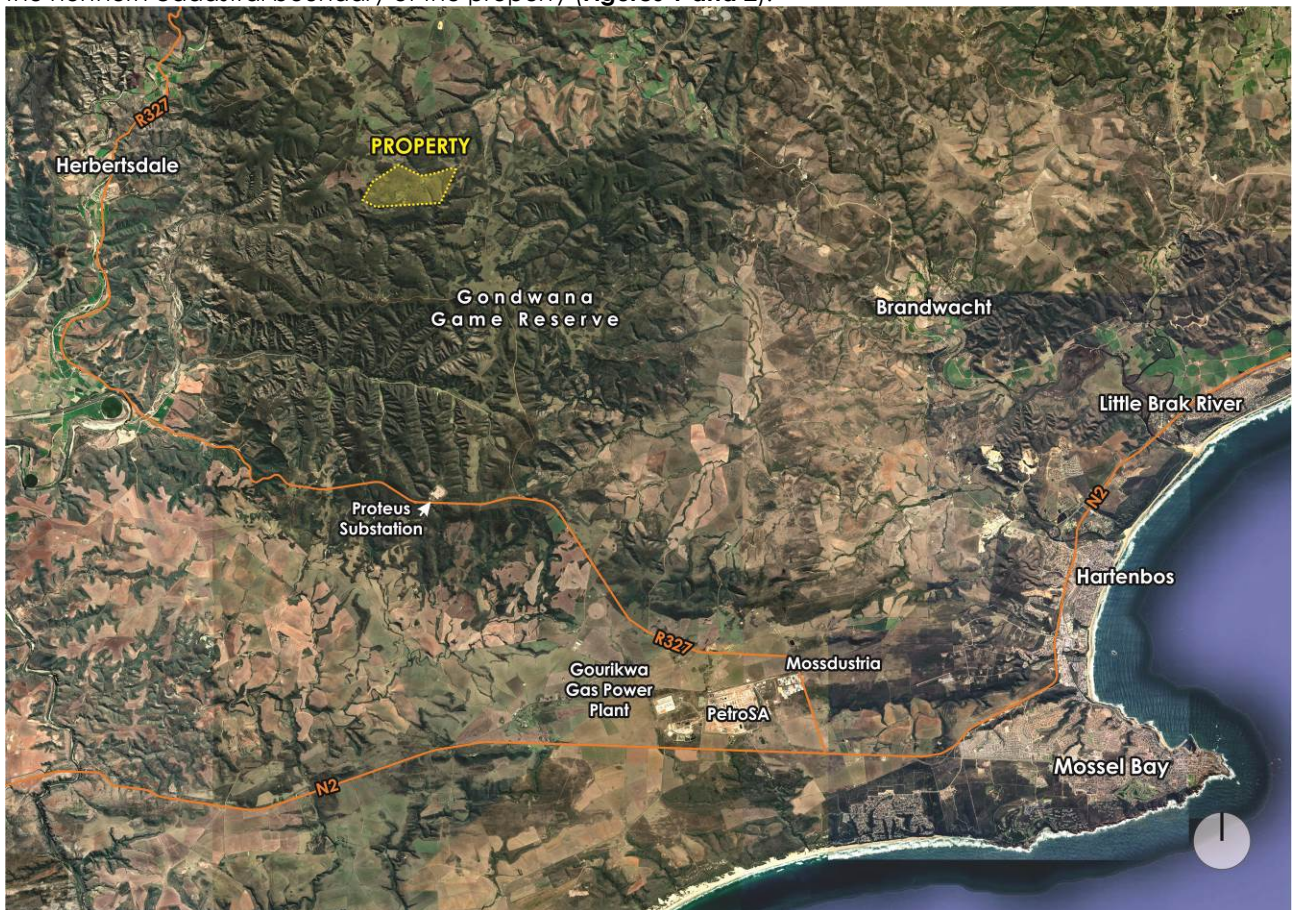
PERCEPTION Planning was appointed by Rein van der Horst (SA ID 6604076079188) holding proxy for Morning Tide Investments 320 (Pty) Ltd (being the current registered landowner) to submit to Heritage Western Cape (HWC) a Notice of Intent to Develop (NID) in terms of Section 38(8) of the National Heritage Resources Act, 1999 (Act 25 of 1999) in relation to the construction of an airstrip (anti-poaching and firefighting) on a portion of the subject property. Copies of the Power of Attorney, Title Deeds and SG Diagrams are attached as part of **Annexure 1**.

The cadastral land unit subject to this application is:

- Portion 1 of the farm Honigklipskloof 172, measuring 274,5327 ha, registered to Morning Tide Investments 320 (Pty) Ltd, held under Title Deed T45604/2021, and situated within the Mossel Bay District and Municipality, Western Cape.

## 2. DESCRIPTION OF STUDY AREA

The subject property is situated  $\pm 32\text{km}^1$  northwest of the Mossel Bay historic town centre,  $\pm 10.5\text{km}$  east of the rural village Herbertsdale,  $\pm 20$  northwest of the Mossdustralia industrial area/ PetroSA facility/ Gourikwa Gas Power Plant and directly north of the Gondwana Private Game Reserve. Vehicular access to the property/ study area is off an unnamed gravel road via the main (gravel) road traversing the Gondwana Reserve, the R327 (connecting Herbertsdale and Mossel Bay) and the N2 National Road. The study area is located along the northern cadastral boundary of the property (**Figures 1 and 2**).



**Figure 1:** Study area location within sub-regional context (GoogleEarth© 2022, as edited)

The property forms part of a higher-lying undulating rural landscape that has been transformed through agriculture/ cultivation for an extended period of time. Existing land use within the direct proximity of the property includes the Gondwana Reserve to the south and agricultural farms (mostly grazing) to the north.

Fieldwork was undertaken on 22<sup>nd</sup> February 2022. The property is enclosed with game fencing for security reasons, the study area was accessed via the main farm gate off an unnamed gravel farm road. The linear study area forms part of a gentle sloping portion of the property, located within close proximity to said farm road to allow ease of accessibility, particularly during potential emergency situations (i.e. fire hazards or animal poaching threats). The Gondwana Reserve Anti-Poaching Training Facility/ Unit ("Camp Charleston") is located  $\pm 2.8\text{km}$  southeast of the study area.

<sup>1</sup> Approx distance, direct line of sight

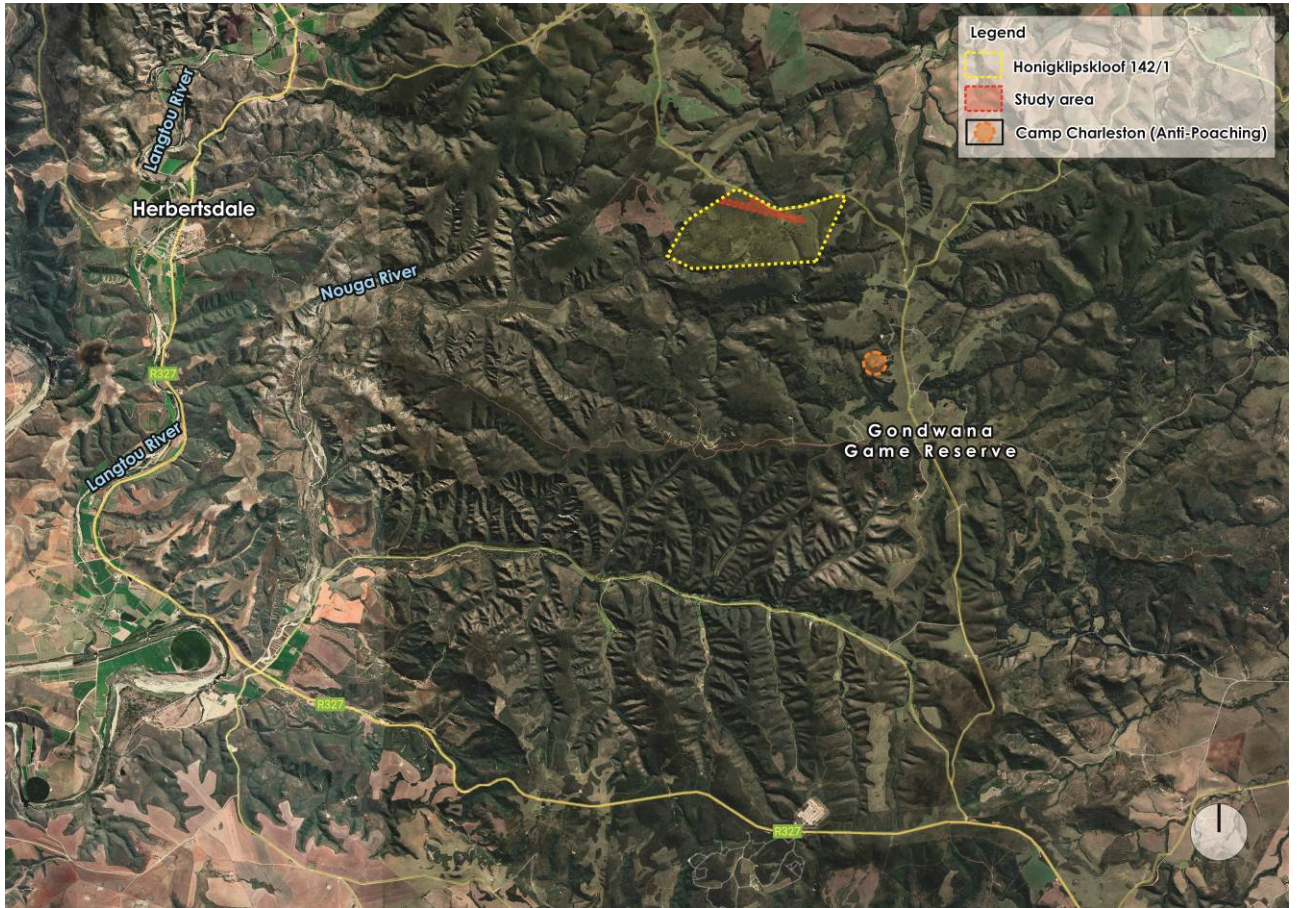


Figure 2: Recent (2022) aerial view of the study area within surrounding context (GoogleEarth© 2022, as edited)

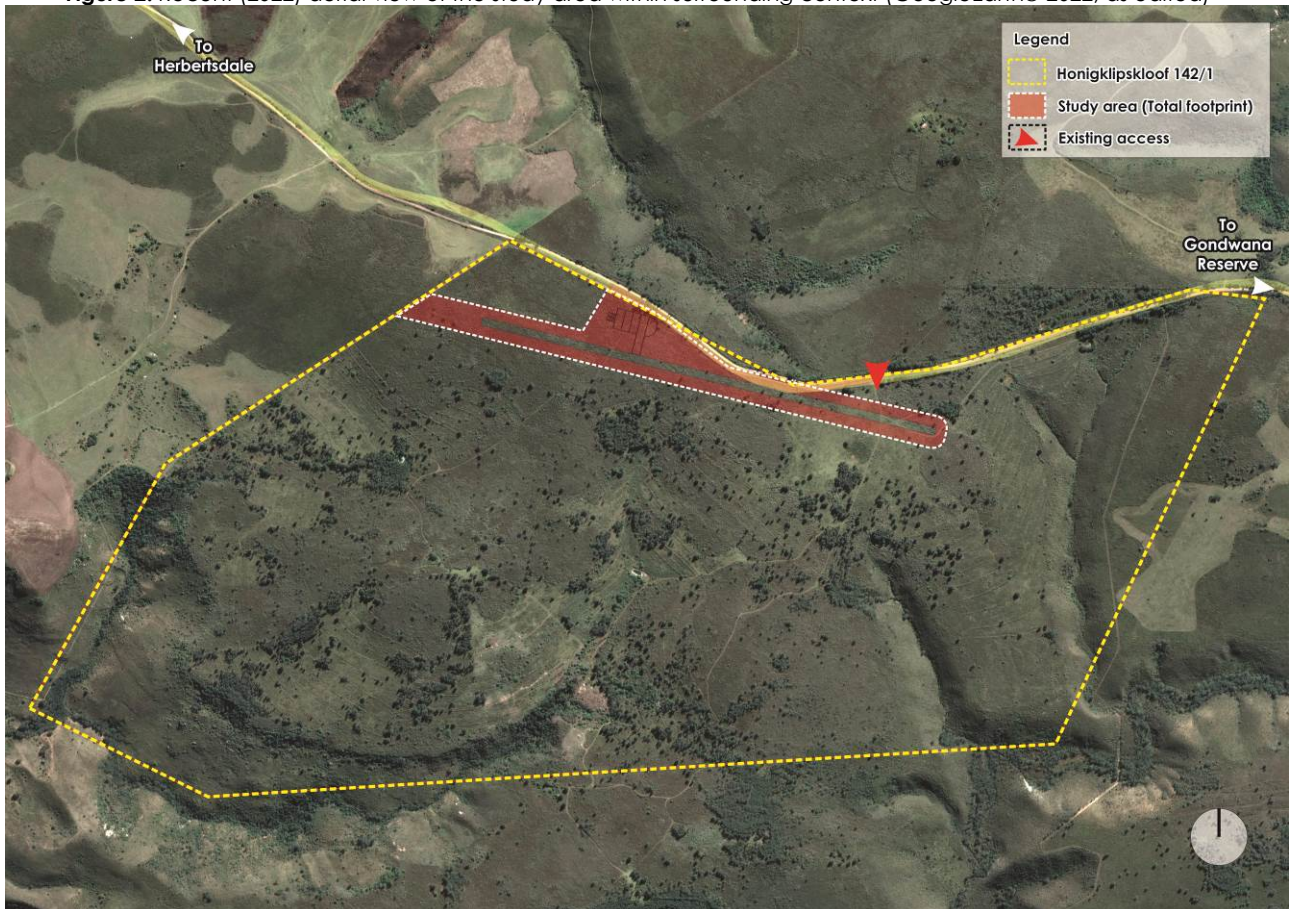


Figure 3: Proposed study area within context of property boundaries (GoogleEarth© 2022, as edited)

The study area is densely overgrown with a mix of pioneer vegetation species (typical of land formerly cultivated), as well as indigenous fynbos, interspersed by semi-mature alien invasive trees (*Acacia mearnsii*) which also occur along the gravel road boundary. A long-term alien eradication programme has been

implemented for many years. No buildings and/or ruins were noted during fieldwork and no known gravesites occur on or within the direct proximity of the property. Photographs of the study area and its direct environs are attached to this report as **Annexure 2**.

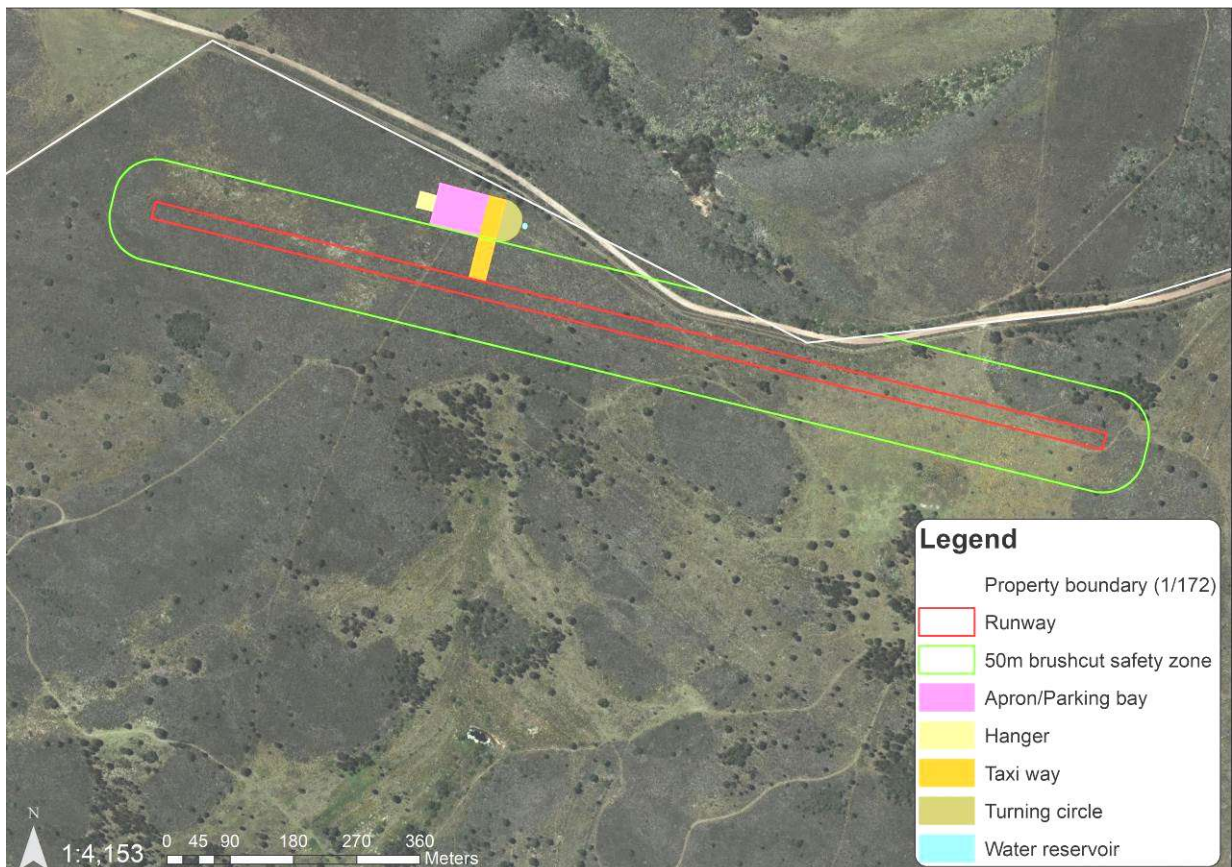
**3. DEVELOPMENT DESCRIPTION**

The proposal is for the establishment of an airstrip on the property to serve future anti-poaching and fire-fighting efforts within the Gondwana Reserve but also the surrounding rural area, including the components<sup>2</sup> outlined below. The site survey/ site development plan as well as ground floor plan is attached as **Annexure 3**.

- The airstrip will be a rolled (compacted) grass surface measuring 1,154.73m in length and 20m in width thus covering an area of 2.09ha. The compacted grass runway will be created by regularly mowing the existing vegetation and then compacted with a heavy roller until the surface complies with the required standards. Rocks that are located on the runway will be removed by hand to ensure the safe landing of aircraft (**Figure 4**).
- A 50m safe zone covering an area of approximately 12ha will be brush cut around the runway to allow pilots to observe any obstacles such as animals that might be moving towards the runway.
- A hanger building, a compacted grass apron/parking and a turning circle area, will be constructed next to the runway. A semi-permanent (corrugated iron) water reservoir with a 125 000 litre (125m<sup>3</sup>) capacity will be located next to the turning circle (**Figure 5/ Annexure 3**).
- The hanger building will cover an area of approximately 400m<sup>2</sup> and will contain one toilet, basin, shower, and kitchen sink that will be linked to a conservancy tank that will be emptied when required with a tanker truck and disposed of at an approved facility.
- The apron/parking area will cover approximately 3,000m<sup>2</sup>, the taxiway 2,000m<sup>2</sup> and the turning circle 1,427m<sup>2</sup>.

The estimated footprint breakdown of the proposed development footprint is therefore:

Description	Approx extent
Apron & Parking area for aircrafts also on rolled grass	3,000 m <sup>2</sup>
Taxiway on rolled grass	2,000 m <sup>2</sup>
Turning Circles on rolled grassed	1,427 m <sup>2</sup>
Hanger Building (resembling a typical farm shed structure)	400 m <sup>2</sup>
Compacted grass runway	2,09 ha
<b>Total Area (excluding the buffer area / safe zone)</b>	<b>2,7727 ha</b>
Buffer area / safe zone (brush cutting only)	12 ha



**Figure 4:** Proposed site development plan (CapeEAPrac, 2023).

<sup>2</sup> CapeEAPrac, 2023

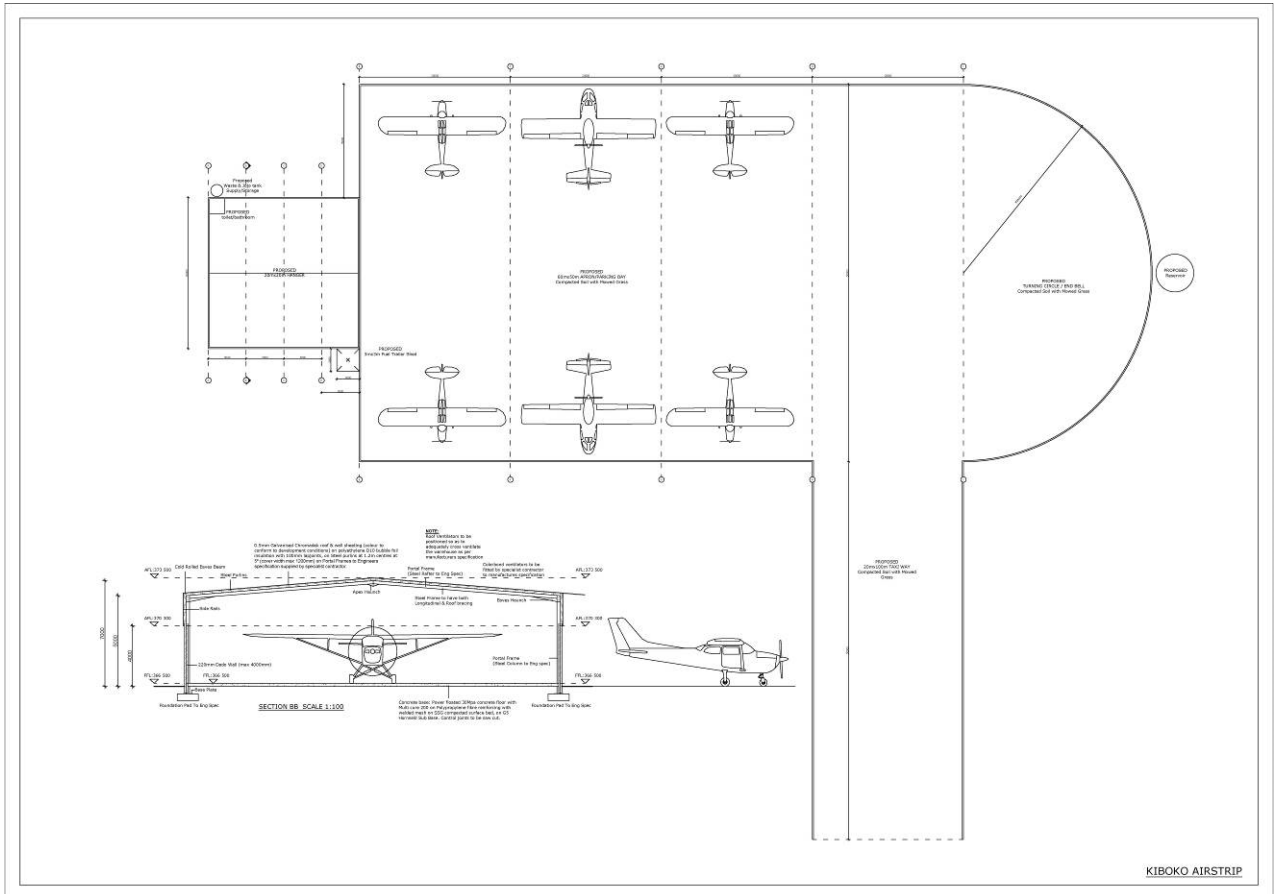


Figure 5: Ground floor plan of proposed hangar, apron, turning circle and water reservoir (Client).

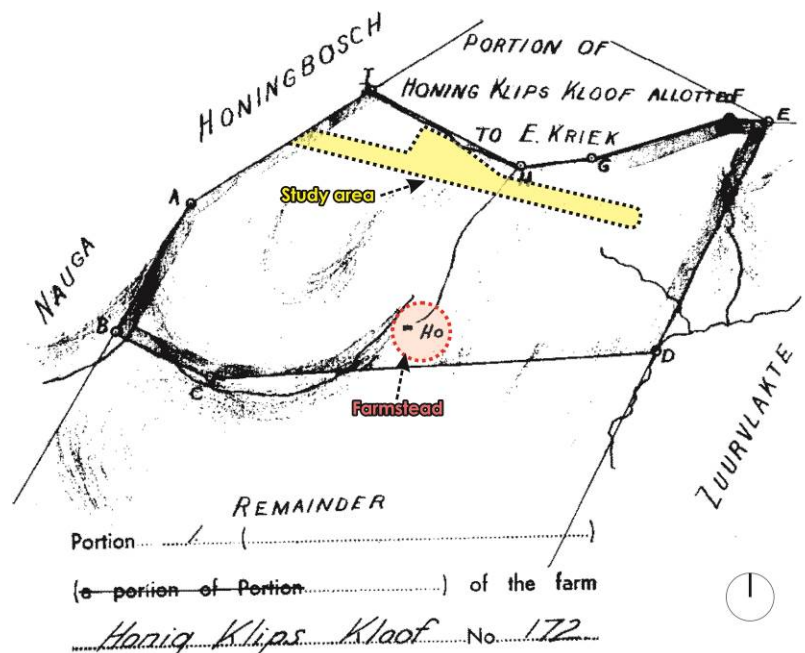
The South African Civil Aviation Authority (CAA) granted permission for a Category Z aerodrome on the site (Kiboko) (proof of CAA registration attached as **Annexure 4**).

**4. FOCUSED HISTORIC BACKGROUND**

From a colonial perspective the study area forms part of the early farm Honig Klips Kloof first surveyed and framed during 1844<sup>3</sup>. The farm was surveyed by Sgd. Petersen, the surveyor responsible for compiling the first (1811) layout for the town of George. The farm, originally 2,311 morgens (±1,980 ha) in extent, is recorded as first having been transferred to Johan Christiaan & Johan Jacobus Kriek on 31<sup>st</sup> August 1844 though occupation is likely to have preceded this date. Portion 1 of the farm, as in present day, was first surveyed and framed during 1873. The diagram shows the position of a farmstead on the southern portion of the property but does not describe early land use (Figure 6).

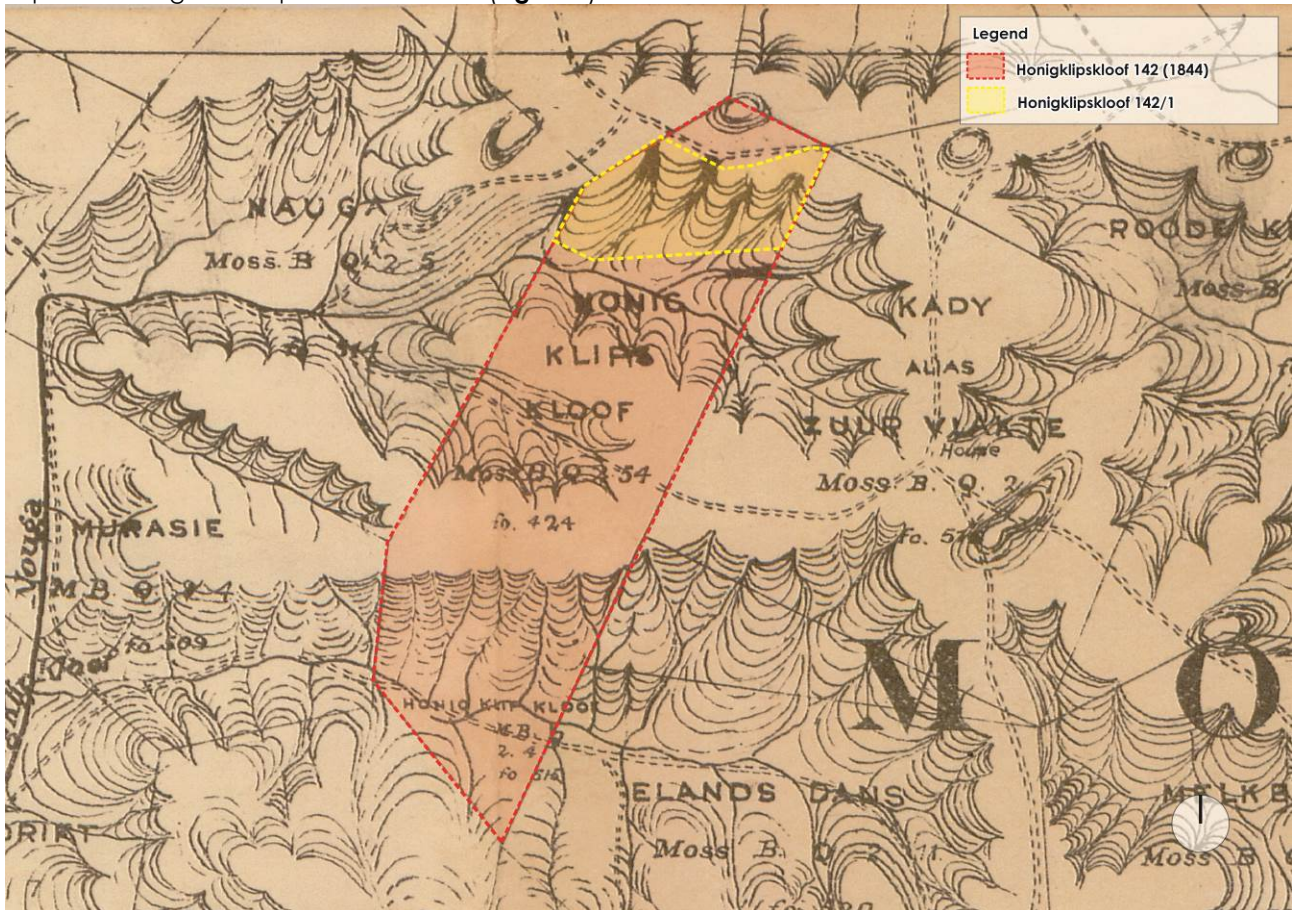
Figure 6: Study area transposed onto extract from early (1873) diagram for the farm Honigklipskloof 142/1 (SGO as edited).

Later (1880-1890) SG mapping for the area shows the original farm (1844) within the context of natural topography, subject property and early rural roads, the alignments of which remain virtually unchanged in present day. The unnamed gravel road providing access to the subject property is evident. This mapping



<sup>3</sup> SG Diagram 489/1844

does not show the early farmstead noted in the 1844 diagram which may be interpreted as it not being an important or significant place at the time (**Figure 7**).



**Figure 7:** Farm Honigklipskloof 142/1 in relation to the early (1844) farm boundaries (SGO, as edited).

Basic historical background research did not identify or highlight any other significant heritage-related aspects related to this particular portion of land. It is unlikely that detailed archival research would provide further meaningful insight into former use and/or broader understanding of heritage-related themes of the area.

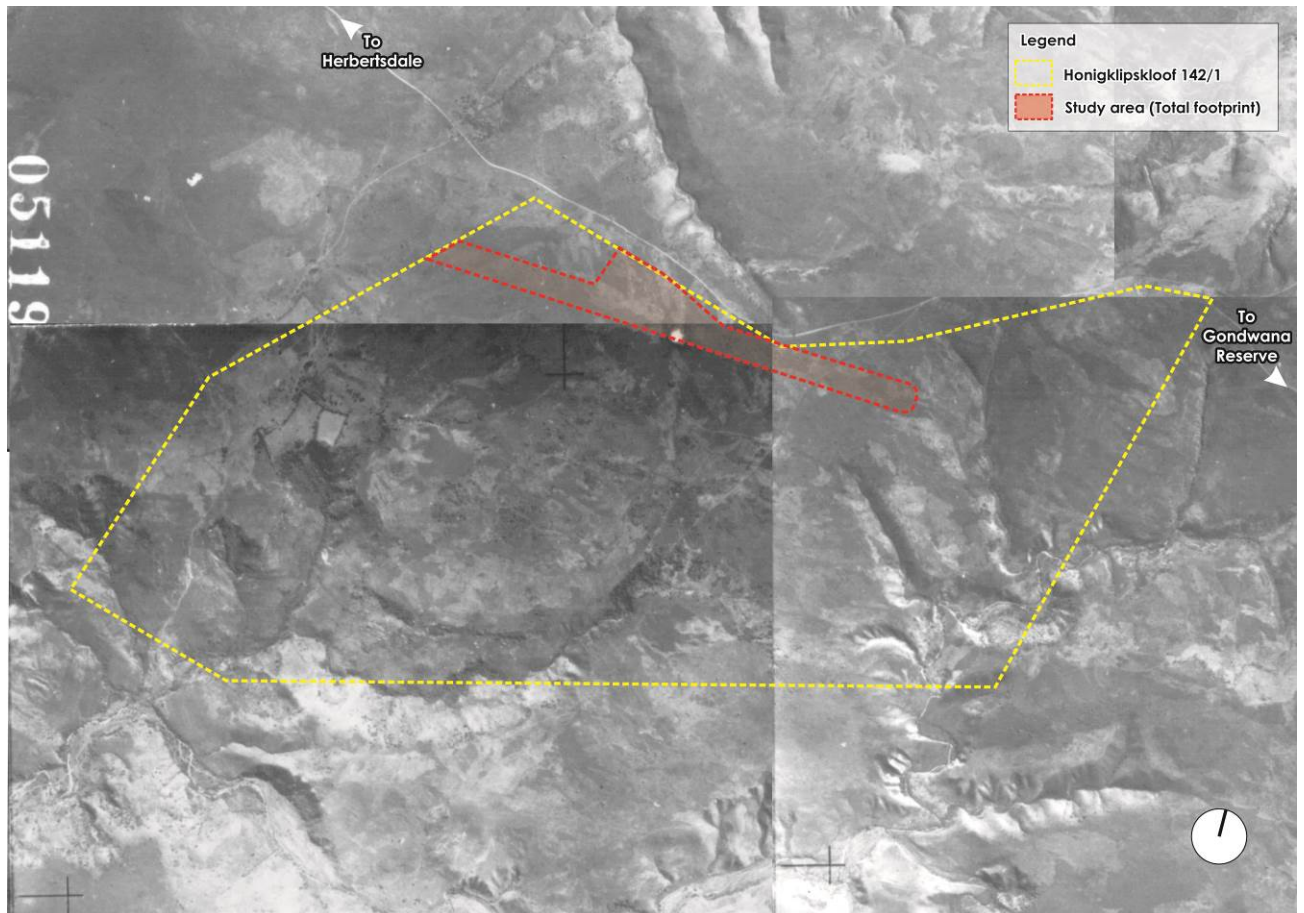
## 5. HERITAGE RESOURCES AND ISSUES

### 5.1 Cultural landscape context

Archival sources have shown how several early farms in the Mossel Bay area were in fact already occupied and worked during the 18<sup>th</sup> century. Some of these within the proximity of the subject property include e.g. early farms Hartenbosch, Elandsdans, Bartelsfontein, Zuurvlaakte, Nauga and several others. Furthermore, early SG diagrams and mapping allude to land use on the neighbouring farms Honigklipskloof and Elandsdans (directly south) as grazing grounds with limited cultivation along natural valleys. Available primary and/ or secondary archival sources pertinent to the subject study area are very limited. However, analysis of early aerial photography was found useful to inform an understanding of the evolution of this rural cultural landscape – if at least since the 19<sup>th</sup> century.

Basic analysis of early (1942) imagery enables us to identify the following land use and traditional (i.e. Pre-Modern) cultural landscape patterns within study area and its direct environs (**Figure 8**):

- Early road alignments within the proximity of the property the same as in current day. This also applies to the unnamed gravel road along the northern boundary of the property extending between the village of Herbertsdale, through the Gondwana Reserve and connecting with the DR 1563, R327 and N2 National Road;
- Given low resolution of the image no structures are clearly visible though an anomaly is evident at the same location as the farmstead denoted on the 1873 diagram (Figure 6);
- A narrow track from the “main” gravel road commences at the current entrance gate (noted on Figure 3) and continues southeast towards the farmstead;
- Some cultivation/ landscape transformation noted along northern portion of the property as well as two small, cultivated fields close to the western property boundary (high-definition version of the early imagery may possibly reveal further cultivated fields);
- Due to limited resolution of the imagery the number and position of former dams cannot be confirmed;
- The preliminary analysis does not reveal cultural landscape patterns of high local cultural significance.



**Figure 8:** Property boundaries transposed onto collage of early (1942) aerial imagery for the area (Survey 171, Flight Strips 1&2, Images 05117, 05119, 01576, 01574, as edited).

A former farmstead is said to remain in a ruined and overgrown state along the southern portion of the property (i.e. well outside the proposed development footprint). The southern portion of the property could not be accessed during fieldwork due to the occurrence of sensitive wildlife. The proposal will not impact on any structures of cultural significance.

The proposed hangar and associated infrastructure as well as sections of the airfield is likely to be visible from the unnamed gravel road directly north of the property, it would not be visible from the main gravel road through the Gondwana Reserve or other tourism routes.

## 5.2 Archaeology

Google Earth images (2005, 2013 etc) of the recent past show that up to 50% of the study area was under crop cultivation while much of the rest appears to have been used for livestock. The sloping terrain falls down sharply to the south-west where the land is carved into deep drainage channels by the Nauga River which is a tributary of the Gouritz River (3421BB Herbertsdale).

**Pre-colonial archaeology:** The study area is more than 30km from Mossel Bay and the coast with its highly significant archaeological sites such as Pinnacle Point. It is also more than 50km from the Oudtshoorn area. According to the SAHRIS database (2009), there are no archaeological impact studies in the immediate vicinity of the airstrip. General experience in the southern Cape has shown that Early Stone Age (ESA) material would be found on open terraces and alluvial gravels (MacFarlane 1949). Similar observations have been made by Webley and Orton (2009) in the Heidelberg and Riversdale areas.

Honigklipskloof 172 is located some 8km to the east of Herbertsdale. Orton (2012) has surveyed an area 9km to the south of Herbertsdale. Located on the upper reaches of the Gouriqua River, he noted that the area was predominantly agricultural and most of the flat lands were under crops. He recorded an exposure of ESA/MSA artefacts. The artefacts appeared to be spread widely across the landscape, in low density and appear to be associated with cobbles and gravel along the lower slopes of the mountain. The artefacts are mostly of quartzite, but silcrete and quartz also occur. They were graded of Low significance and no mitigation was proposed.

He also recorded a low-density scatter of Later Stone Age artefacts (LSA) in a ploughed field. They comprised flakes, chunks, cores and chips as well as a possible grindstone fragment. Orton (2012) did not consider the artefacts to be in situ and they were also observed to be of Low significance.



Some 9km to the south of the study area, Nilssen (2012) surveyed a large area for the Mossel Bay Wind Farm. He noted fifteen occurrences of ESA and MSA artefacts. While LSA material was observed, it was not common. Since he was undertaking a Scoping study, Nilssen (2012) did not describe any of the artefacts in his report, but he did provide photographs. They appear to be flakes on quartzite cobbles as well as cores (comprising flaked cobbles). There was one quartzite hammerstone. There was also one clearly identifiable ESA handaxe on quartzite suggesting a mixed assemblage.

Hart (2005) surveyed the proposed Open Gas Power Station facility next to PetroSA (20km to the south) and recorded that no significant material was found although he did illustrate a quartzite flake which he considered to be ESA.

**Historical Archaeology:** No historical archaeology has been undertaken in the area. However, Orton (2012) did observe some ruined properties (likely older than 60 years) during his survey. Nilssen (2012) noted no historical archaeological remains during his survey.

**Graves:** Neither Orton (2012) or Nilssen (2012) recorded any graves or cemeteries in the properties which they assessed. No graves are anticipated due to the absence of any nearby settlements or farmhouses.

**Comments on Potential Archaeological Impacts:**

The only potentially interesting areas, from an archaeological perspective, are the deep drainage channels to the south-west of the property which have carved deep kloofs in the landscape by the Nauga River. However, this area is not impacted by the proposed airstrip and hanger. It seems unlikely that any significant artefact material will be identified in the area identified for the development. Scatters of ESA and/or MSA material are possible but are likely to be of low significance.

If any human remains or significant archaeological materials are exposed during development activities, then the find should be protected from further disturbance and work in the immediate area should be halted and Heritage Western Cape must be notified immediately. These heritage resources are protected by Section 36(3)(a) and Section 35(4) of the NHRA (Act 25 of 1999) respectively and may not be damaged or disturbed in any way without a permit from the heritage authorities. Any work in mitigation, if deemed appropriate, should be commissioned and completed before construction continues in the affected area and will be at the expense of the developer. The above recommendations should be included in the Environmental Management Program (EMPr) for the proposed airstrip (if applicable).

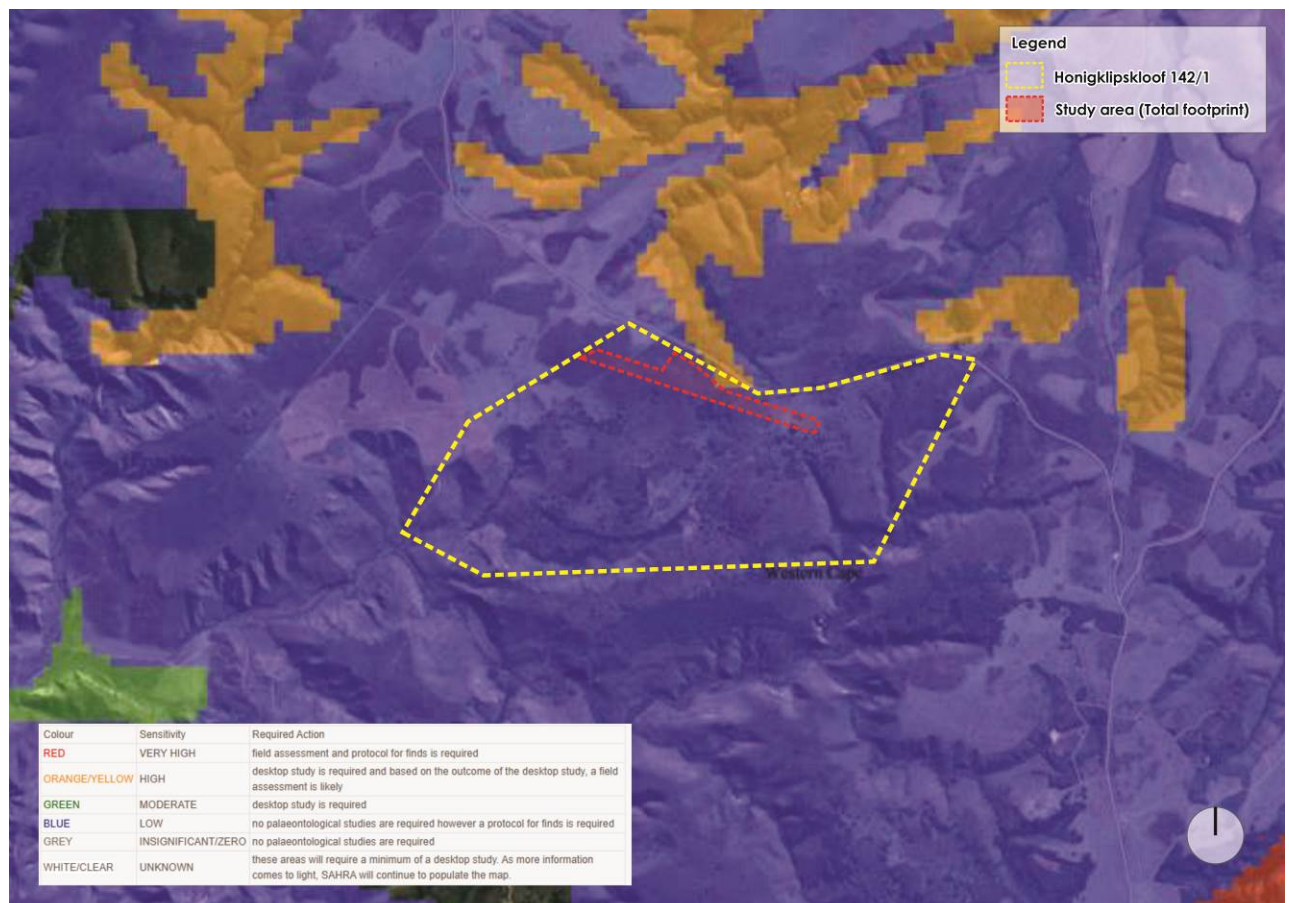


Figure 9: Paleo-sensitivity within the proximity of the study area (SAHRIS, 2023 as edited)

### 5.3 Palaeontology

According to SAHRIS **Palaeontological sensitivity** mapping, the study area forms part of an area highlighted as being of low palaeontological sensitivity (blue) where “no palaeontological studies are required although a protocol for possible finds is required”<sup>4</sup> (**Figure 9**).

### 5.4 Conclusion

The proposed development will not negatively impact built heritage of cultural significance. Brief analysis of the cultural landscape context did not reveal important traditional landscape patterns of cultural significance that may be negatively impacted through the proposal. The proposed development footprint forms part of an area indicated as being of no palaeontological significance and therefore no palaeontological study is required. According to an independent archaeological specialist it, “seems unlikely that any significant artefact material will be identified in the area identified for the development” (Webley, 2023).

By serving as a future base for anti-poaching activities the proposed airstrip will not only play a crucial role in the protection of endangered wildlife but also drastically improve firefighting measures in the area. The proposal would not materially detract from the existing rural landscape character of the surrounding area.

## 6. RECOMMENDATIONS

Having regard to the above assessment it is our view that the proposal would not impact on any heritage resource of cultural significance and that no further heritage-related studies would be warranted in this instance.

### PERCEPTION Planning

2<sup>nd</sup> March 2023



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<sup>4</sup> <https://sahris.sahra.org.za/map/palaeo>, accessed 24<sup>th</sup> February 2023

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