

**HERITAGE IMPACT ASSESSMENT REPORT FOR THE PROPOSED
DEVELOPMENT ON THE ZONK'IZIZWE PROPERTY,
MIDRAND, GAUTENG PROVINCE**

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EXECUTIVE SUMMARY

HERITAGE IMPACT ASSESSMENT REPORT FOR THE PROPOSED DEVELOPMENT ON THE ZONK'IZIZWE PROPERTY, MIDRAND, GAUTENG PROVINCE

The aim of the survey was to determine the potential of cultural heritage resources found within the boundaries of the area that is to be impacted on by the developed a large, phased mixed-use development on the Zonk'izizwe property located to the west of the Grand Central Airport in Midrand.

No sites dating to the pre-colonial period were identified.

During historic times, the site was first used for farming activities, which might account for the identified graves. After that, it was used as motor racing venue and elements of the track and what might have been the foundations of structures such as seating stands, pits/garages, etc. can be identified. However, it seems as if an effort at rehabilitation was made and, as it has not been used for racing activities since at least the early 1960s, very little of this remain. Based on publications and even information obtained from the internet, it seems as if there are sufficient information available to view the remains as of low significance.

Motor racing will never return to the Grand Central racetrack. For that, the Kayalami circuit is to prominent and a new F1 track is already on the cards for development in Cape Town. We therefore recommend that development can continue, on acceptance of the following

- Some form of commemoration should be done on the site – a small exhibit highlighting the past events and people.
- The identified graves should either be relocated, after following of the correct procedures and obtaining of the necessary permits. Alternatively, they can be retained, in which case the area must be fenced off, with suitable access for descendants to visit the site.
- If archaeological sites or graves are exposed during construction work, it should immediately be reported to a museum, preferably one at which an archaeologist is available, so that an investigation and evaluation of the finds can be made.

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GLOSSARY OF TERMS

Study area: Refers to the entire study area as indicated by the client in the accompanying Fig. 1.

Stone Age: The first and longest part of human history is the Stone Age, which began with the appearance of early humans between 3-2 million years ago. Stone Age people were hunters, gatherers and scavengers who did not live in permanently settled communities. Their stone tools preserve well and are found in most places in South Africa and elsewhere.

Early Stone Age	2 000 000 - 150 000 Before Present
Middle Stone Age	150 000 - 30 000 BP
Late Stone Age	30 000 - until c. AD 200

Iron Age: Period covering the last 1800 years, when new people brought a new way of life to southern Africa. They established settled villages, cultivated domestic crops such as sorghum, millet and beans, and they herded cattle as well as sheep and goats. These people, according to archaeological evidence, spoke early variations of the Bantu Language. Because they produced their own iron tools, archaeologists call this the Iron Age.

Early Iron Age	AD 200 - AD 1000
Late Iron Age	AD 1000 - AD 1830

Historical Period: Since the arrival of the white settlers - c. AD 1840 - in this part of the country

LIST OF ABBREVIATIONS

ADRC	Archaeological Data Recording Centre
EIA	Early Iron Age
ESA	Early Stone Age
LIA	Late Iron Age
LSA	Late Stone Age
MSA	Middle Stone Age
PHRA	Provincial Heritage Resources Agency
SAHRA	South African Heritage Resources Agency

HERITAGE IMPACT ASSESSMENT REPORT FOR THE PROPOSED DEVELOPMENT ON THE ZONK'IZIZWE PROPERTY, MIDRAND, GAUTENG PROVINCE

1. INTRODUCTION

The National Cultural History Museum¹ was contracted by **Environmental Impacts Management Services** to review and area in which it is proposed to develop a large, phased mixed-use development on the Zonk'izizwe property surrounding the Grand Central Airport in Midrand. The aim of the survey was to determine the potential of cultural heritage resources found within the boundaries of the area that is to be impacted by the developed.

Cultural heritage resources are broadly defined as all non-physical and physical human-made occurrences, as well as natural occurrences that are associated with human activity. These include all sites, structures and artefacts of importance, either individually or in groups, in the history, architecture and archaeology of human (cultural) development.

2. BACKGROUND AND BRIEF

The scope of work consisted of conducting a Phase 1 archaeological survey of the site in accordance with the requirements of Section 38(3) of the National Heritage Resources Act (Act 25 of 1999).

This include:

- Conducting a desk-top investigation of the area;
- A visit to the proposed development site.

The objectives were to

- Identify possible archaeological, cultural and historic sites within the proposed development areas;
- Evaluate the potential impacts of construction, operation and maintenance of the proposed development on archaeological, cultural and historical resources;
- Recommend mitigation measures to ameliorate any negative impacts on areas of archaeological, cultural or historical importance.

¹ The National Cultural History Museum is affiliated to the Northern Flagship Institution, which act as parent body for a number of museums, all of which resorts under the Department of Arts and Culture.

3. STUDY APPROACH

3.1 Information base (sources)

A number of surveys have been done in the larger region specifically and the study area by association. A few general sources, dealing with topics and events on a regional basis, are available – see list of references below.

3.2 Methodology

3.2.1 Preliminary investigation

3.2.1.1 Survey of the literature

A survey of the relevant literature was conducted with the aim of reviewing the previous research done and determining the potential of the area. In this regard, various reports, anthropological, archaeological and historical sources were consulted - see the list of references below.

3.2.1.2 Data bases

The *Heritage Sites Database* and the *Environmental Potential Atlas* was consulted.

3.2.1.3 Other sources

Topocadastral and other maps were also studied - see the list of references below.

3.2.2 Field survey

The area was divided into blocks by using natural (e.g. streams) as well as manmade (e.g. roads, fences) boundaries, and each block was surveyed walking a number of transects across it. Fences obviously necessitated a deviation from this strategy.

3.2.3 Documentation

Sites, objects and structures that are identified are documented according to the general minimum standards accepted by the archaeological profession. Coordinates of individual localities are determined by means of the *Global Positioning System (GPS)*² and plotted on a map. This information is added to the description in order to facilitate the identification of each locality.

Map datum used: Hartebeeshoek 94 (WGS84).

² According to the manufacturer a certain deviation may be expected for each reading. Care was, however, taken to obtain as accurate a reading as possible, and then to correlate it with reference to the physical environment before plotting it on the map.

3.3 Limitations

Dense vegetation encountered during the survey period, made it difficult to identify sites, as well as to establish their extent (size).

4. STUDY AREA

4.1 Location of the study area

The area under discussion is located on part of the remainder of portion 3 of the farm Randjiesfontein 405JR, in the Midrand area of Gauteng Province (Fig. 1). It centres around the following coordinate: S -25.98497; E 28.13550.

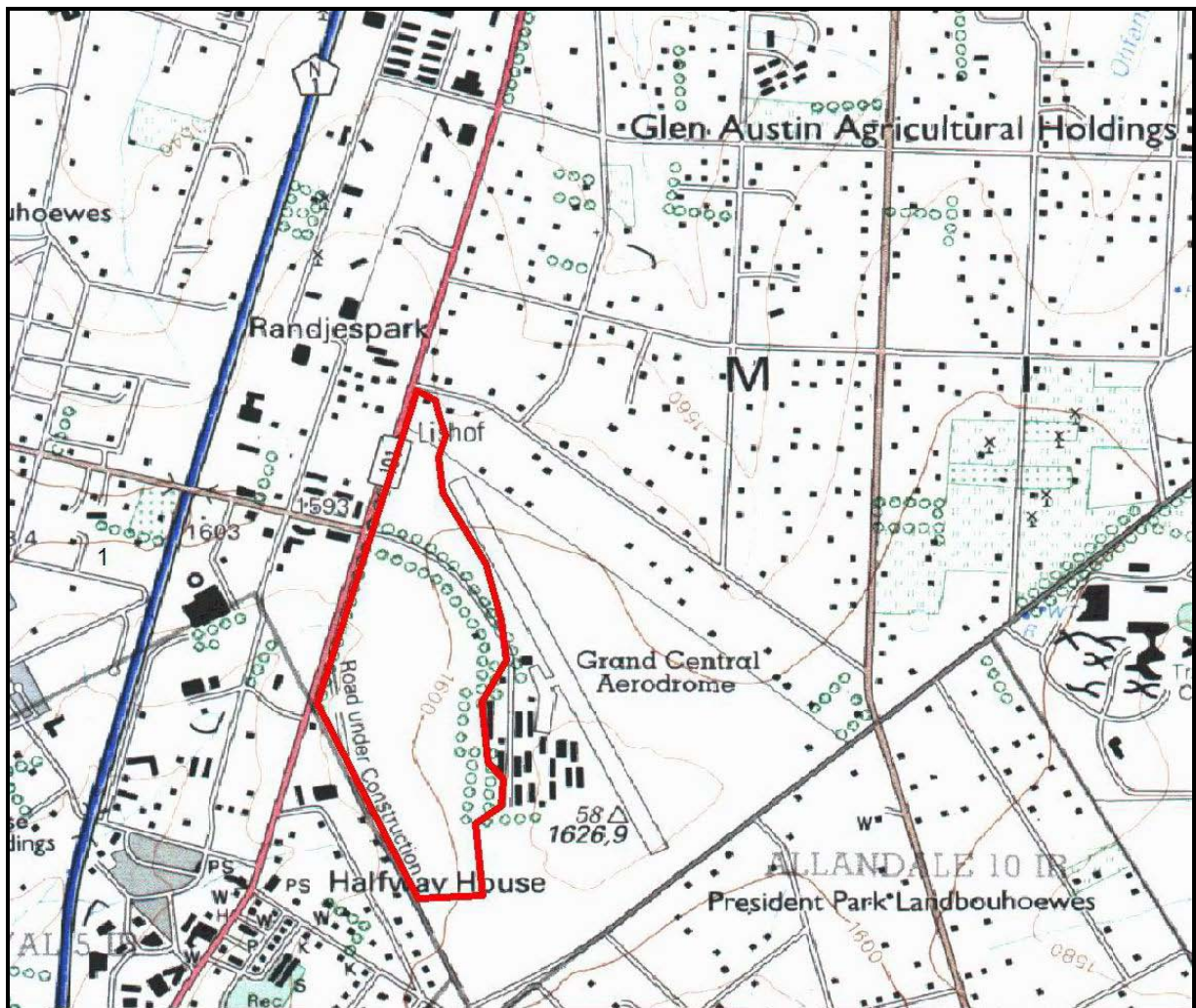


Fig. 1. Location of the study area.

The proposed development consists of the following extensions:

- Extension 24 which is approximately 48 ha;

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- Extension 25 which is approximately 7 ha;
 - Extension 26 which is approximately 15 ha;
 - Extension 27 which is approximately 16 ha; and
 - Extension 28.

It is bounded by the runway of Grand Central Airport in the East, in the west it is bounded by the K101 and in the South by Dale Road in Midrand.

4.2 Description of affected environment

The area is flat and has been part of a semi-urban set-up for a very long time. The geology is made up of granite and the original vegetation is classified as Rocky Highveld Grassland. The development will take place on open land, and would not have an impact on any built environment, including the hangars, landing strip, etc. of the airport.

Heritage resources in the area can be presented as follows:

- Two Middle Stone Age sites are known to occur in the region and have been excavated by Prof R Mason. One was located in what is now the Boulder Shopping Complex, with the second a few kilometres directly south of that. No sites are known from the study area.
- Similarly, sites dating to the Late Iron Age are known from the region. One is located at the Boulder Shopping Centre, with a second a few hundred metres to the east of that at the so-called Market Square development. No sites are known from the study area.
- During the late 1930s, Mr Harry Shires obtained land here and established what was to become the Grand Central Aerodrome. A few motor sport enthusiast got permission from him to use sections of the runways as racetrack. Unfortunately, there already was a Grand Prix circuit located in East London – the inaugural race in 1934 was won by Whitney Straight. Later events, also referred to as the Rand Grand Prix, were held at Grand Central (in contrast to the South African GP at East London).

The inaugural race in 1937 was won by Pat Fairfield, driving an ERA. During the Second World War, things slowed down, but soon after racing started again. Some of the great names that raced here were Dick Seaman, Henry Seagrave, D van Riet, Jim Clark and Graham Hill. However, because of the prominence of the track in East London, it never achieved much attention. That is, until the late 1950s. The need for a racetrack in the central part of the country grew very much and the racetrack was upgraded. It hosted the first 9-hour endurance race in 1958, which was won by the team of Fergusson and Fraser-Jones driving a Porsche Carrera. Unfortunately, again, it was

decided that the track was not suitable and the new Kyalami track was developed from 1961 onwards.



Fig. 2. Aerial photograph showing the remains of the old racing track to the west of the hangars. (Photo: Google Earth).



Fig. 3. A Lotus, similar to the one raced by the great Jim Clark at the Rand Grand Prix in 1961.

- An informal cemetery with approximately 27 graves was identified. None of the graves have formal headstones with names and dates. In only one case was grave goods that seem of recent origin identified. Most of the graves seem to be quite old, in all probability older than 60 years. It centres around the following coordinates: S25.99048; E 28.13334.



Fig. 4. Some of the more recognisable graves.

5. CONCLUSION

The aim of the survey was to determine the potential of cultural heritage resources found within the boundaries of the area that is to be impacted on by the developed a large, phased mixed-use development on the Zonk'izizwe property located to the west of the Grand Central Airport in Midrand.

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7. PROJECT TEAM

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