

Agency for Cultural Resource Management

Specialists in Archaeological Studies and Heritage Resource Management

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22 August, 2009

Att : Mr Nick Wiltshire
Heritage Western Cape
Private Bag X 9067
Cape Town
8000

Dear Mr Wiltshire,

ARCHAEOLOGICAL IMPACT ASSESSMENT PROPOSED ACCESS ROAD ERF 283 HERMANUS

Heritage Western Cape (HWC) requested that an Archaeological Impact Assessment of the proposed construction of an access road on Erf 283 Hermanus in the Western Cape (Figure 1) be undertaken. The possible historical status of the proposed upgrading of an existing municipal service road has also been established¹.

A Notice of Intent to Develop (NID) checklist was completed by the lead environmental consultant (EnviroAfrica cc) and submitted to HWC for comment.

The current owner² of Erf 283 has no vehicle access to their property. A new, gravel access road, about 100 m long will have to be constructed in order to gain access to the property. The proposed access road will be constructed over municipal-owned land.

The proposed project also entails the upgrading of an existing servitude, to allow for easier access to Erf 283.

2. Terms of reference

The Terms of Reference for the archaeological assessment were to:

- Identify and map any heritage resources with the proposed access road and the existing municipal service road;
- Determine the importance of heritage resources within the proposed access road and the existing municipal service;

¹ HWC letter dated 12 December, 2008. Ref: HM/OVERSTRAND/HERMANUS/ERF 283 ACCESS ROAD

² Erf 283 Hermanus is registered in the name of Redbuild Trust PO Box 1415 Hermanus, 7200

- Determine and assess the potential impacts of the proposed project on the heritage resources, and
- Recommend mitigation measures to minimise impacts associated with the proposed project.

3. The study site

Erf 283 is located to the west of the Hemel en Aarde valley road immediately opposite the Preekstoel Waterworks (Figure 2). The proposed access road is illustrated in Figures 3-5. The receiving environment is very well vegetated with mostly alien trees and thick Fynbos. Floor litter is thick on the ground, resulting in very poor archaeological visibility.

The existing municipal service road follows a meandering route more or less alongside the scenic Hemel en Aarde Road and immediately alongside the Onrus River (Figures 6-10 and refer to Figure 2). The service road is not visible from the Hemel en Aarde road.

4. Approach to the study

The proposed access road and the existing service road were searched for archaeological remains.

A GPS track path of the archaeological study was created. This track path has been saved to CD and submitted with a digital copy of this report.

The site visit took place on 19th August, 2009.

5. Findings

No pre-colonial archaeological remains were documented during a search of the proposed access road, or the existing municipal service road.

The existing municipal service road is not considered to be an historical track or road. According to the owner of Erf 283, Mr John Makepeace (pers. comm.), the one section of the existing service road was built on top of a pipeline that runs from the De Bos Dam to the Preekstoel Water Purification Plant. The dam was constructed in 1976 and the pipeline and the road over it soon thereafter. A small concrete weir and fibre cement pipeline (with cast iron unions) was later constructed in a small stream that drains into the Onrus River. The purpose of the remainder of the road was to service the weir and pipeline. Water was drawn from the small stream for use on the farm Onrustvler 581 which is situated further downstream. In about 1993, Farm 581 was incorporated into the Onrus River Municipality. The then owner no longer drew water from the stream, but rather from the municipal supply. According to Mr Makepeace (the owner of Penny Pinchers in Hermanus), the maximum age of the pipeline and cast iron unions would be not older than 30 years. An older pipeline would have been steel and not fibre cement.

6. Impact statement

The Archaeological Impact Assessment has identified no significant impacts to pre-colonial archaeological material that will need to be mitigated prior to proposed development activities.

7. Recommendations

The project should be allowed to proceed.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Jonathan Kaplan', written in a cursive style.

Jonathan Kaplan



Figure 2. Aerial photograph of the study site and the approximate location of the proposed access road and existing municipal service road



Figure 3. Proposed access road facing south east



Figure 4. Proposed access road facing south west



Figure 5. Proposed access road facing south east



Figure 8. Existing service road facing north



Figure 6. Existing service road facing south



Figure 9. Existing service road facing south



Figure 7. Existing service road facing north



Figure 10. Existing service road facing south