



an agency of the
Department of Arts and Culture

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South African Heritage Resources Agency | 111 Harrington Street | Cape Town
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CaseID: 8596

Date: Tuesday October 11, 2016
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Interim Comment

In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999)

Attention: Delta Built Environment Consultants

The proposed realignment, design and construction of the Free State/Lesotho Border Road and associated infrastructure, Free State Province

The proposed project entails the realignment, design and construction of the Free State/Lesotho border road and associated infrastructure over 224 farm portions within 4 towns (Fouriesburg, Ficksburg, Hobhouse and Wepener), 5 Local Municipalities (Dihlabeng, Setsoto, Mantsopa, Naledi and Mokohare) and 2 District Municipalities (Thabo Mofutsanyana and Xhariep) in the Free State Province. Development activities include the digging of storm water channels and trenches and removal of overburden. Recent structures are present such as bridges, as well as the Lesotho informal settlements and fences nearby.

A Palaeontological Specialist Scoping Report and Heritage Impact Assessment (HIA) were submitted to the application.

Fourie, H. February 2016. Palaeontological Impact Assessment: Phase 1 Report.

The area of the proposed development is underlain by rocks of the Molteno, Elliot, Clarens and Tarkastad Formations (Karoo Supergroup) that are known for their wealth of fossils (Dolerite of the Karoo Supergroup is present with the Tarkastad Subgroup between Hobhouse and Wepener, the Tarkastad Subgroup, the Molteno, Elliot and Clarens Formations are present in Ladybrand, and the Elliot and Molteno Formations are present between Ficksburg and Ladybrand. The Tarkastad Subgroup, and the Molteno and Elliot Formations are present in the Northern section of the route, close to Fouriesburg. The section between Fouriesburg and Clarens has additionally the Clarens Formation as well as the Drakensberg Basalt). Important fossil localities are known to occur near the Lesotho border road, for example Dewetsdorp and Rouxville. The sloping topography provides good bedrock exposure in rocky outcrops. Due to time constraints, the survey did not find any fossils; however sandstone outcrops are present in the southern section near Zastron. This type of outcrop will need mitigation as it is right on the shoulder of the road.

It is recommended that the outcrops, topsoil, subsoil and overburden must be surveyed for fossils and mitigation is needed for the fossiliferous layers.



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Van Schalkwyk, J. February 2015. Cultural Heritage Impact Assessment for the Proposed Eastern Free State, Lesotho Border Road Development, Free State Province.

The following heritage resources were found and recommendations were included:

- No. A 4.1.1: Mitigation (surface collection) is recommended for LSA material eroding out on Pietersdal 8.
- No. A 4.3.1: Sandstone built house on Braamhoek 345 should be avoided by rerouting the road more to the south. It should be fenced off. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.
- No. A 4.3.2: Ruins of farmstead on Riverland 935 should be avoided by rerouting the road more to the south. It should be fenced off. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.
- No. A 4.3.3: Farm labourer homestead on Frognaal 13 should be avoided by rerouting the road more to the east. It should be fenced off. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.
- No. A 4.3.4: Rectangular stone-packed structure on Frognaal 13 should be avoided by rerouting the road more to the south. It should be fenced off. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.
- No. A 4.4.5: Ruins of farmstead on Mombasa 419 should be avoided. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.
- No. A 4.3.6: Extensive farmstead on Kornetspruit 399 should be avoided by rerouting the road more to the east or west. It should be fenced off. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.
- No. A 4.3.7: Remains of a small house structure on Vincennes 353 should be avoided by rerouting the road more to the west. It should be fenced off. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.



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- No. A 4.3.8: Farmstead on Aloe Port 194 should be avoided by rerouting the road more to the west. It should be fenced off. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.
- No. A 4.3.9: Sandstone built farm house on Zamestroom 397 should be avoided by rerouting the road more to the south. It should be fenced off. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.
- No. A 4.4.1: Single grave on Boschfontein 934 should be avoided and fenced off. If it cannot be avoided a relocation permit must be obtained from SAHRA.
- No. A 4.4.2: Large informal burial place on Kromdraai 106 should be avoided and fenced off. If it cannot be avoided a relocation permit must be obtained from SAHRA.
- No. A 4.4.3: Single grave with stone wall on Kromdraai 106 should be avoided and fenced off. If it cannot be avoided a relocation permit must be obtained from SAHRA.
- No. A 4.4.4: Small informal burial site on Boomplaat 219 should be avoided and fenced off. If it cannot be avoided a relocation permit must be obtained from SAHRA.
- No. A 4.5.1: Cross indicating location of helicopter crash on Holywell 42 should be moved a few metres to the west and SANDF should be notified.
- No. A 4.6.1: Old bridge in state of disrepair on Beginsel 346. The impact is considered low.
- No. A 4.6.2: Peka Border bridge on Schuttes Draai South 768. The impact is considered low.
- No. A 4.6.2: Maghaleen Border bridge on Maghaleen 287. The impact is considered low.
- No. A 4.6.3: Old stamp mill on Beginsel 346 should be avoided by rerouting the road more to the west. It should be fenced off. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.
- No. A 4.6.4: Don Don Watermill on Don Don 52 should be avoided by rerouting the road more to the west. It should be fenced off. If it cannot be avoided it must be mapped and documented and a mitigation/destruction permit must be obtained from SAHRA.



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- No. A 4.6.4: Watermill on Maghaleen 287. No recommendations were provided.
- No. A 4.7.1: Old sandstone built church on Alpha 112. The impact is considered low.

Interim comment

With regard to palaeontology, the SAHRA Archaeology, Palaeontology and Meteorites (APM) Unit requires clarification about which locations are needed to be mitigated. These should be specific locations indicated in a map as the palaeontologist subsequently employed to mitigate cannot be expected to excavate an entire formation along the road as indicated for sites 2-5, 7-8, 10-13 and 15 -18. As no fossils were found during the field survey, the author of the PIA needs to motivate more strongly the need for mitigation of these roads and provide more details about how this should be done.

The SAHRA APM Unit reviewed the HIA and agrees with the recommendations made for archaeological resources found, in detail sites No. A 4.1.1: Mitigation (surface collection) is recommended for LSA material eroding out on Pietersdal 8; and No. A 4.3.4: Rectangular stone-packed structure on Frognaal 13 should be avoided by rerouting the road more to the south. It should be fenced off. If it cannot be avoided it must be mapped and documented. Mitigation permits must be obtained from SAHRA by the responsible, qualified archaeologist. However, SAHRA requires a larger map showing the identified heritage resources relative to the proposed road to be submitted.

Additionally, the Scoping and Environmental Impact Assessment must be submitted to the application before SAHRA will provide further comment.

Please note that for all buildings and built structures younger than 60 years a comment must be obtained from the Provincial Heritage Authority (Ms. Loudine Philip: loudine.philip@nasmus.co.za) and for graves and burial grounds from the SAHRA Burial Grounds and Graves Unit (Ms. Itumeleng Masiteng: imasiteng@sahra.org.za).

Should you have any further queries, please contact the designated official using the case number quoted above in the case header.

Yours faithfully

**Proposed realignment, design and construction of the Free State/Lesotho
Border Road**

Our Ref: 8596



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Ragna Redelstorff
Heritage Officer
South African Heritage Resources Agency

John Gribble
Manager: Maritime and Underwater Cultural Heritage Unit / Acting Manager: Archaeology, Palaeontology and
Meteorites Unit
South African Heritage Resources Agency

ADMIN:

Direct URL to case: <http://www.sahra.org.za/node/337733>

Terms & Conditions:

1. This approval does not exonerate the applicant from obtaining local authority approval or any other necessary approval for proposed work.
2. If any heritage resources, including graves or human remains, are encountered they must be reported to SAHRA immediately.
3. SAHRA reserves the right to request additional information as required.