



Final Comment

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

Attention: Mr Ron Harmse
South African National Road Agency Limited
PO Box 415
Pretoria
0001

Upgrade of the N2 from the Gonubie Interchange (East London) to the Isipingo Interchange (Durban), Eastern Cape and Kwa-Zulu Natal

A. Meyer, December 2012. N2 Wild Coast Toll Highway - Supplementary archaeological survey. Field survey conducted from 24 to 28 October 2011. Final Report.

Two separate archaeological impact assessments for the establishment of the N2 Wild Coast Toll Highway were undertaken in 2002 by Johan Binneman and in 2008 by eThembeni respectively. In its assessment SAHRA reported that, given the size of the project, the agency was not satisfied with the quality of the two reports. For this reason the heritage agency requested that a walk through be undertaken by an archaeologist once the final layout of the highway was approved.

For this reason CCA Environmental commissioned Prof. Andrie Meyer to undertake a supplementary archaeological survey in October 2012. The report was received by SAHRA in March 2013. This is a joint response since all heritage management functions were transferred from SAHRA to the Eastern Cape PHRA in August 2012.

Prof. Meyer undertook a walk through of sections from 5 to 9, the greenfield areas, as requested by SAHRA, along the final proposed route for the N2. Dr Meyer assessed the data collected during the walk through with aerial photographs, satellite images and the information included in the previous two impact assessments.

Besides the heritage sites already identified by Dr Binneman and eThembeni, Prof Meyer did not identify any new heritage resources, but pointed out some areas which may be archaeologically sensitive, although no material had been found here yet. The only two sections that reported some cultural materials were 5 and 9.

Section 5

Along section 5 between the Ndwalane Interchange and the Mzimvubu River Bridge, Prof Meyer recorded a farmhouse (called Retreat in the report) which may be older than 60 years, at least in its original core, along with a few other homesteads identified during the Land Audit process. While the author does not specify the age of these homesteads, if they are older than 60 years, SANRAL will need to apply for a permit under s. 34 of the National Heritage Resources Act before any alterations are undertaken. The age of other industrial





buildings in close proximity to the Retreat must also be ascertain before demolition may possibly occur. Prof. Meyer indicated a few areas where, although not visible, may during construction uncover Iron Age settlements. These areas are at Ntili Neck, Mntafufu River Bridge, the alluvial floodplains at the north west of the Mntafufu River bend, the adjacent higher grounds at the northern bend of the Mzimvubu River and the confluence of the Mntafufu River and Mngugwane Creek.

Section 9

In section 9 Prof. Meyer recorded four small stone mounds and two modern graves between Kulumbi River Bridge and Mphalane River Bridge; the mounds are most likely stockpiles for construction purposes and the two graves most likely post date 2003 and as such are not protected by the National Heritage Resources Act. None of the mounds or of the graves are expected to be affected by construction activities since they are located outside of the road reserve.

It is expected that all rock shelters and caves identified by Dr Binneman in 2002 along section 9 between the Mtentu River Bridge and the Mtamvuna River Bridge will not be affected by the construction of the highway. It is recommended that during construction access to the archaeological rockshelters should be discouraged. Possible archaeological sites may be present at the red soil deposit close to the proposed new Casino Interchange (possible Stone Age material) and close to the Mnyameni River Bridge (possible Iron Age site settlement).

All graves older than 60 years identified within the road reserve or in close proximity (10m) of the road reserve it is advised that they are avoided and re-routing be considered as an option. If this option proves unworkable grave relocation may be considered as last resort. Before relocation of burials may occur, a permit issued under s. 36 of the National Heritage Resources Act must be received from the ECPHRA. The compulsory 60 day public participation process will also need to be followed.

Most of section 5 from Ndwalane Interchange to Ntafufu Interchange could not be inspected because of the dense vegetation. This must be borne in mind and an ECO, trained by an archaeologist, must be present on site during all vegetation clearing activities.

It is recommended that during construction access to the archaeological rockshelters identified by Dr Binneman in section 9 be discouraged.

If any new evidence of archaeological sites or artefacts, palaeontological fossils, graves or other heritage resources are found during construction then ECPHRA (Sello Mokhanya Tel: 043 6422811) and a professional archaeologist or palaeontologist according to the nature of the findings must be alerted immediately.

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





Enquiries: Sello Mokhanya

Date: Monday June 03, 2013

Email: smokhanya@ecphra.org.za
CaseID: 219

Page No: 3

Yours faithfully

A handwritten signature in black ink, appearing to read 'Sello Mokhanya'.

Sello Mokhanya
Heritage Officer
Eastern Cape Provincial Heritage Resources Authority

ADMIN:

Direct URL to case: <http://www.sahra.org.za/node/44940>
(DEA, Ref: 12/12/20/701)

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 ECPHRA immediately.
3. ECPHRA reserves the right to request additional information as required.

