

CULTURAL HERITAGE IMPACT ASSESSMENT OF THE PROPOSED NEWCASTLE BYPASS, MANDENI MUNICIPALITY



ACTIVE HERITAGE cc.

For: Nemaï Consulting

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LIST OF ABBREVIATIONS AND ACRONYMS

EIA	Early Iron Age
ESA	Early Stone Age
HISTORIC PERIOD	Since the arrival of the white settlers - c. AD 1820 in this part of the country
IRON AGE	Early Iron Age AD 200 - AD 1000 Late Iron Age AD 1000 - AD 1830
LIA	Late Iron Age
LSA	Late Stone Age
MSA	Middle Stone Age
NEMA	National Environmental Management Act, 1998 (Act No. 107 of 1998 and associated regulations (2006).
NHRA	National Heritage Resources Act, 1999 (Act No. 25 of 1999) and associated regulations (2000)
SAHRA	South African Heritage Resources Agency
STONE AGE	Early Stone Age 2 000 000 - 250 000 BP Middle Stone Age 250 000 - 25 000 BP Late Stone Age 30 000 - until c. AD 200

EXECUTIVE SUMMARY

A cultural heritage survey of the proposed Newcastle Bypass identified two heritage sites on the footprint. These sites include two unmarked graves and a Later Iron Age Stone Circle. The two unmarked graves are situated within 7m from the Alternative Layout 1 Bypass Route. The Iron Age Site is situated more than 250m from the proposed Bypass Routes and will not be affected by any of the proposed developments. Given the close proximity of the two unmarked graves to Alternative Layouts 1 and 0 it is proposed Layout Alternatives 4a and 4b rather be considered from a heritage perspective. There is no archaeological reason why the proposed development may not proceed on these alternative routes as planned. However, attention is drawn to the South African Heritage Resources Act, 1999 (Act No. 25 of 1999) and the KwaZulu-Natal Heritage Act (Act no 4 of 2008) which, requires that operations that expose archaeological or historical remains, including other potential grave sites, should cease immediately, pending evaluation by the provincial heritage agency.

1 BACKGROUND INFORMATION ON THE PROJECT

Table 1. Background information

Consultant:	Frans Prins (Active Heritage) for Nemaï Consulting
Type of development:	<p>The South African National Roads Agency Limited (SANRAL) proposes to re-align, rehabilitate and upgrade the National Route 11 (N11), Newcastle Bypass, KwaZulu Natal. The project is located on N11 Section 3, which is also known as the Newcastle Bypass (Figure 1). Due to concerns over safety along this section of N11, it was deemed necessary that the existing portion be realigned to improve the current operating conditions. A section of the N11 will be realigned with the new road interchanges at Ladysmith Drive (Allen Street) and Albert Wessels Drive. A number of route alternatives are being investigated. These alternative routes are described below:</p> <ul style="list-style-type: none"> • Layout Alternative 0 – existing or current alignment of the N11 • Layout Alternative 1 – the initial layout proposed in 2012 • Layout Alternative 4a and 4b – the new layout for the proposed alignment.
Rezoning or subdivision:	n.a
Terms of reference	To carry out a Heritage Impact Assessment
Legislative requirements:	The Heritage Impact Assessment was carried out in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA) and following the requirements of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA) and the KwaZulu-Natal Heritage Act, 1997 (Act No. 4 of 2008)

1.1. Details of the area surveyed:

The study area is located in the N11 Newcastle, KwaZulu Natal, within the Newcastle Local Municipality. The GPS coordinates for the proposed starting point of the Bypass is given as 27°45'17.15" S 29° 57' 53.39" E. The GPS coordinates for the end point of the Bypass is 27° 47'24.179" S 29° 57'12.3.2" E. However, three alternative routes, namely Route 0, Route 1 and Route 3 have been proposed within these spatial points. These are illustrated in Figures 2, 3, and 4 alternatively. In addition, the footprint also includes three borrow pits that will be utilised for the construction of the roads (Figure 5). These are located adjacent to the existing route (Alternative Route 0) opposite Albert Wessels Drive (Fig 4). The GPS coordinates of the borrow pits are given as:

Borrow Pit 1: 27° 45' 36.81" S 29° 57' 35.16" E

Borrow Pit 2: 27° 45' 29.77" S 29° 57' 41.18" E

Borrow Pit 3: 27° 45' 19.38" S 29° 57' 50.78" E

BACKGROUND TO ARCHAEOLOGICAL HISTORY OF AREA

The greater Newcastle area has never been systematically surveyed for archaeological heritage sites. Only five sites are recorded in the data base of the KwaZulu-Natal Museum. These include two rock art sites with later Stone Age material and three Later Iron Age sites with characteristic stone walling. Oliver Davies, a pioneer archaeologist, has also recorded Middle Stone Age sites to the south of Newcastle. None of these sites occur in the close vicinity of the project area.

The San were the owners of the land for almost 30 000 years but the local demography started to change soon after 2000 years ago when the first Bantu-speaking farmers crossed the Limpopo River and arrived in South Africa. Around 800 years ago, if not earlier, Bantu-speaking farmers also settled in the greater Newcastle area. Although some of the sites constructed by these African farmers consisted of stone walling not all of them were made from stone. Sites located elsewhere in the KwaZulu-Natal Midlands show that many settlements just consisted of wattle and daub structures. These Later Iron Age sites were most probably inhabited by Nguni-speaking groups such as the amaBhele and others (Bryant 1965). However, by 1820 the original African farmers were dispersed from this area due to the expansionistic policies of the Zulu Kingdom of King Shaka. African refugee groups and individuals were given permission to settle in the area by the British colonial authorities after 1845 where most of them became farm

labourers. After the Anglo-Zulu war of 1879 and the Bambatha Rebellion of 1911 many of the African people in the study area adopted a Zulu ethnic identity.

European settlement of the area started soon after 1838 when the first Voortrekker settlers marked out large farms in the area. However, most of these farms were abandoned in the 1840's when Natal became a British colony only to be reoccupied again by British immigrants.

Newcastle started off life as Post Halt Two on the journey between Durban (then Port Natal) and the Zuid-Afrikaansche Republiek and Johannesburg. The city was strategically placed in 1854 by the Surveyor General of the Natal Colony, Dr PC Sutherland. The city was later known as the Waterfall River Township because of the Ncandu River. In 1864, the town of Newcastle was founded on the site, becoming the fourth settlement to be established in Natal after Durban, Weenen and Pietermaritzburg. Newcastle was named after the British Colonial Secretary, the Duke of Newcastle. In 1876 the Fort Amiel was built to ward off a possible Zulu attack (Derwent 2006). In 1873 Newcastle became a separate electoral division. To commemorate Queen Victoria's Diamond (60th) Jubilee a sandstone construction of a town hall started in 1897, being completed two years later. The town was used as a depot by the British during both the First and Second Boer War. Newcastle functioned as a major transport junction and popular stopover for wagons and post chaises during the late 19th century. British preparation work for the Pretoria Convention of 1881 was done at Newcastle. In 1890, the first train arrived in Newcastle and in 1891, Newcastle was declared a borough. The discovery of coal brought a new era of prosperity and several ambitious building projects were planned.

2 BACKGROUND INFORMATION OF THE SURVEY

2.1 Methodology

A desktop study was conducted of the archaeological databases housed in the KwaZulu-Natal Museum. The SAHRIS website was consulted for potential heritage site reports covering the area. Aerial photographs covering the study area has been scrutinised. In addition, the available archaeological literature covering the greater Newcastle area was also consulted.

A ground survey, following standard and accepted archaeological procedures, was conducted.

2.2 Restrictions encountered during the survey

2.2.1 *Visibility*

Visibility was good although dense grassland vegetation may have obscured visibility in some areas.

2.2.2 *Disturbance*

No disturbance of any potential heritage features was noted.

2.3 Details of equipment used in the survey

GPS: Garmin Etrek

Digital cameras: Canon Powershot A460

All readings were taken using the GPS. Accuracy was to a level of 5 m.

3 DESCRIPTION OF SITES AND MATERIAL OBSERVED

3.1 Locational data

Province: KwaZulu-Natal

Municipality: Newcastle Local Municipality

Towns: Newcastle

3.2 Description of the general area surveyed

The area surveyed consists predominantly of altered grasslands that occurs adjacent to all the alternative routes identified. A wetland occurs on the eastern section of the footprint. The routes identified runs adjacent to rural land as well as urban developments of the greater Newcastle area. The borrow pits occur opposite Wessels Drive in a near urban context. This area is highly disturbed with a low probability of any heritage features.

Only three heritage sites occur on the footprint. These include two grave sites that has been identified in an earlier survey of the area (Mngomezulu 2012)(Figure 6), and a

Later Iron Age that was located in the southern section of the footprint (Figure 7). The context of these are discussed in Table 2.

3.3 Heritage sites identified

Table 2. Heritage sites located during the ground survey.

No	Heritage category	Description	Significance	Type of Mitigation	GPS coordinates
1	Two unmarked grave sites (Figs 6, 8 & 9)	Two unmarked graves situated directly adjacent to each other. Each grave covers an area of approximately 1.8m. It is difficult to date these graves but they appear to be older than 60 years. The graves are situated 7m to the right of the proposed Bypass (Layout Alternatives 0 and 1).	Medium to high locally. (See table 3). All graves are protected by National and KZN provincial heritage legislation.	<p>A buffer of at least 10m must be maintained around these graves. That would imply that the present trajectory of the proposed Bypass (Layout alternatives 0 and 1) must shift a few metres to the west.</p> <p>Alternatively Layout 0 and 1 must be rejected by the developers and one of the other alternatives must be favoured for development.</p> <p>It is also possible that the developers may decide on a phase two heritage impact assessment, by a grave relocation expert, in order to apply for a permit and a grave relocation exercise (Appendix 1).</p>	S 27° 46' 57.0" E 29° 57' 25.1"
2	Later Iron Age stone circle (Figs 7 & 10)	Stone circle of approximately 10m diameter. This circle is most probably the remains of an ancient cattle byre. No pottery or other artefacts were noted on the site.	Medium to high locally. (See Table 3). This site is protected by National and KZN provincial heritage legislation.	Not applicable as this site is situated more than 250m to the east of the present trajectory. The site is not threatened by the proposed development. However, it is important to maintain a buffer x zone of at least 30m around this site. .	S 27°48' 34.09" E 29° 57' 26.84"

4 STATEMENT OF SIGNIFICANCE (HERITAGE VALUE)

4.1 Field Rating

- The grave sites are rated as locally significant (Table 3).
- The Later Iron Age Site is rated as locally significant (Table 3).

Table 3. Field rating and recommended grading of sites (SAHRA 2005)

Level	Details	Action
National (Grade I)	The site is considered to be of National Significance	Nominated to be declared by SAHRA
Provincial (Grade II)	This site is considered to be of Provincial significance	Nominated to be declared by Provincial Heritage Authority
Local Grade IIIA	This site is considered to be of HIGH significance locally	The site should be retained as a heritage site
Local Grade IIIB	This site is considered to be of HIGH significance locally	The site should be mitigated, and part retained as a heritage site
Generally Protected A	High to medium significance	Mitigation necessary before destruction
Generally Protected B	Medium significance	The site needs to be recorded before destruction
Generally Protected C	Low significance	No further recording is required before destruction

5 CONCLUSIONS

Only three heritage sites were located on the footprint. All of these appear to be older than 60 years. They are therefore protected by heritage legislation and may not be removed or altered without mitigation. The area is not part of any known cultural landscape. The proposed borrow pits harbour no heritage sites or features.

6 RECOMMENDATIONS

- Based on the known distribution of heritage sites on the footprint it is proposed that the developers avoid Bypass Alternative Layouts 0 and 1 and rather consider Alternative Layouts 4a and 4b.
- Alternatively the developers may consider a phase two heritage impact assessment, by a grave relocation expert, in order to investigate the possibility of grave exhumation and translocation (Appendix 1).
- Attention is drawn to the South African Heritage Resources Act, 1999 (Act No. 25 of 1999) and the KwaZulu-Natal Heritage Act (Act no 4 of 2008) which, requires that operations that expose archaeological or historical remains, including other potential grave sites, should cease immediately, pending evaluation by the provincial heritage agency.

7 MAPS AND FIGURES

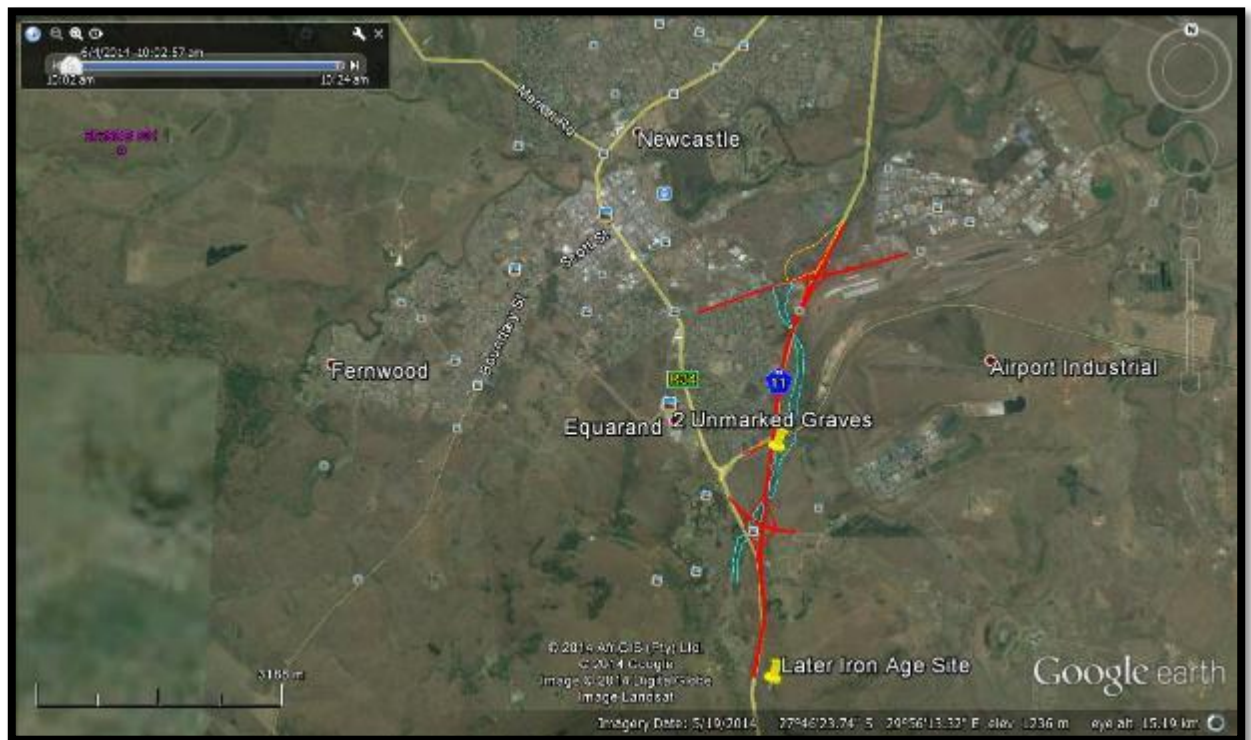
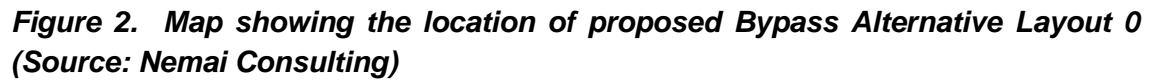


Figure 1. Google aerial photograph showing the location of the proposed Bypass relative to Newcastle.



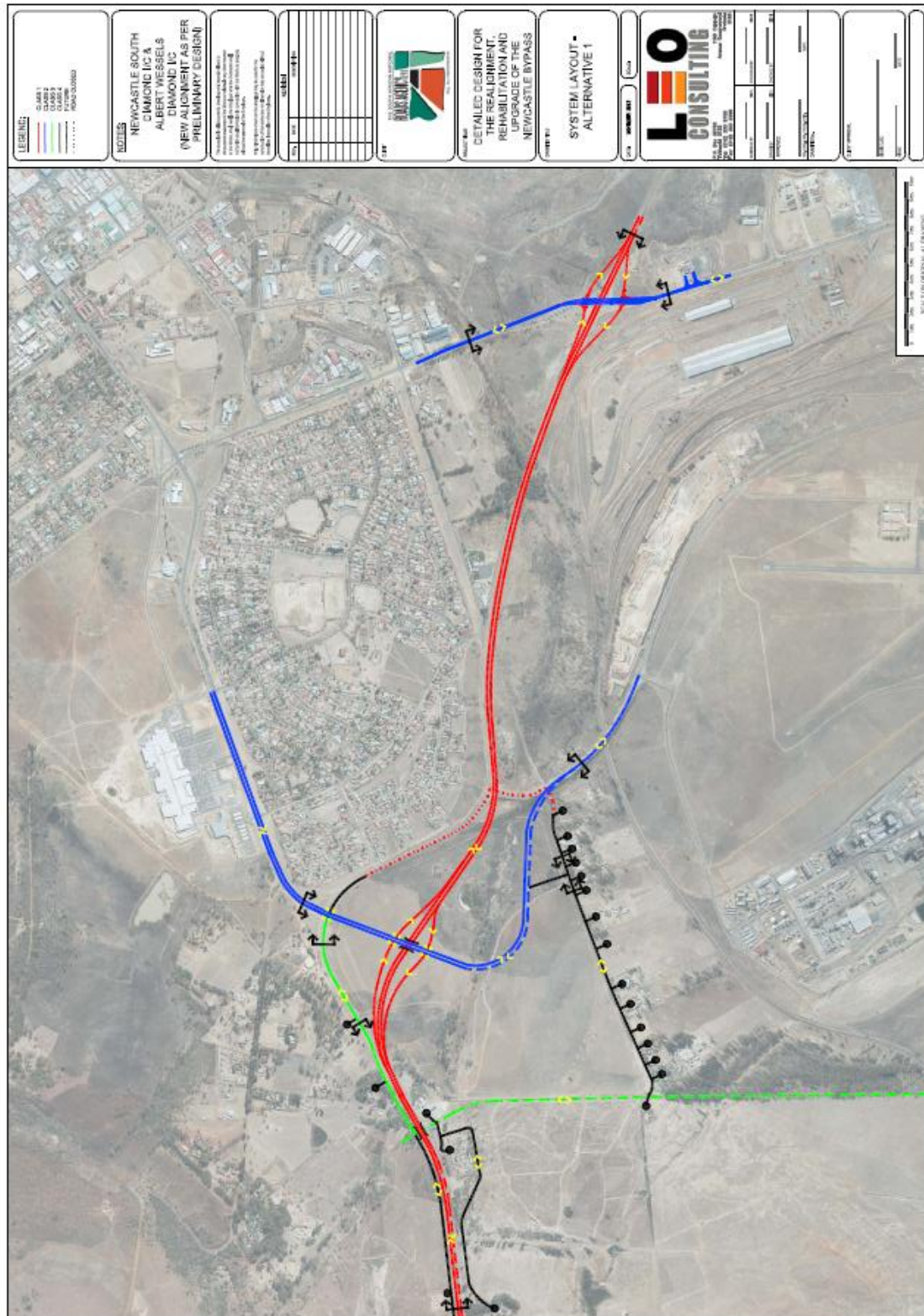


Figure 3. Map showing the locality of Bypass Alternative Layout 1 (Source: Nemai Consulting).

Figure 4. Map showing the location of Bypass Alternative Layout 4 (Source: Nemai Consulting)



Figure 5. Aerial photograph showing the location of Borrow Pits 1, 2, & 3 opposite Albert Wessels Drive (Source: Nemaï Consulting)



Figure 6. Google aerial photograph showing the location of the two unmarked graves situated adjacent to the proposed Newcastle Bypass.

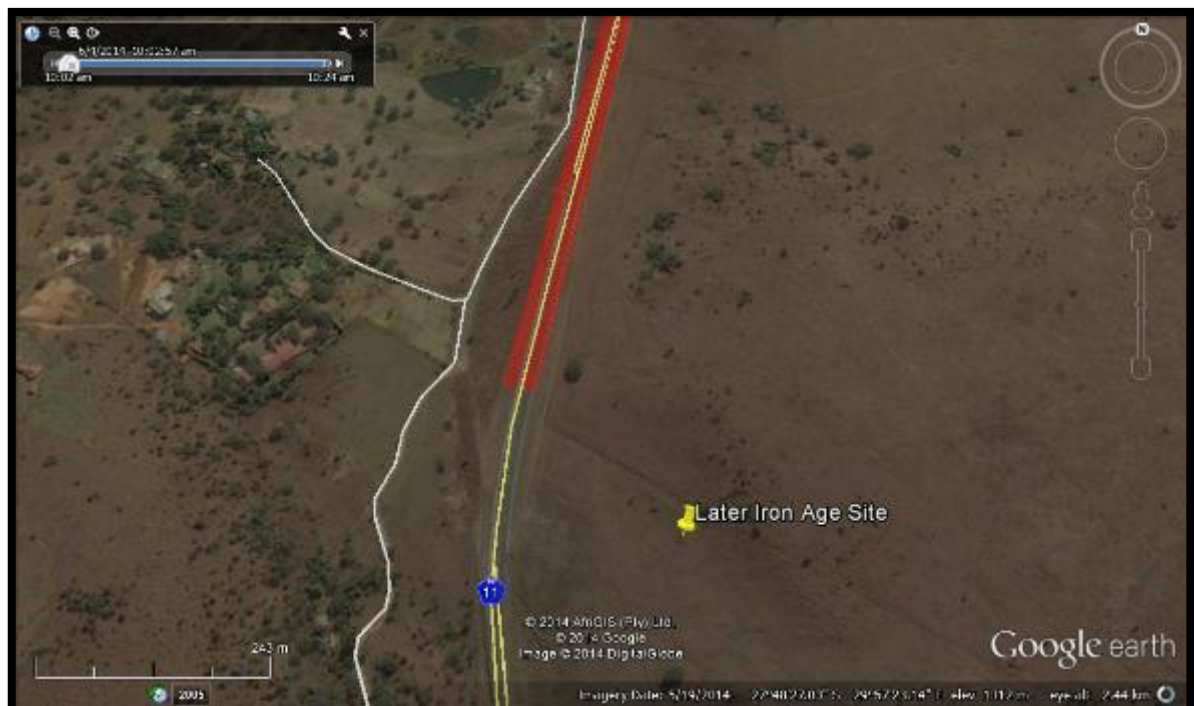


Figure 7. Google aerial photograph showing the location of the Later Iron Age Site to the immediate south east of the proposed Newcastle Bypass.



Figure 8. Unmarked grave 1



Figure 9. Unmarked grave 2



Figure 10. The remains of a Later Iron Age stone circle situated 250m to the south east of the proposed Newcastle Bypass.

8 REFERENCES

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APPENDIX 1

RELOCATION OF GRAVES

Burial grounds and graves are dealt with in Article 36 of the NHR Act, no 25 of 1999. Below follows a broad summary of how to deal with grave in the event of proposed development.

- If the graves are younger than 60 years, an undertaker can be contracted to deal with the exhumation and reburial. This will include public participation, organising cemeteries, coffins, etc. They need permits and have their own requirements that must be adhered to.
- If the graves are older than 60 years old or of undetermined age, an archaeologist must be in attendance to assist with the exhumation and documentation of the graves. This is a requirement by law.

Once it has been decided to relocate particular graves, the following steps should be taken:

- Notices of the intention to relocate the graves need to be put up at the burial site for a period of 60 days. This should contain information where communities and family members can contact the developer/archaeologist/public-relations officer/undertaker. All information pertaining to the identification of the graves needs to be documented for the application of a SAHRA permit. The notices need to be in at least 3 languages, English, and two other languages. This is a requirement by law.
- Notices of the intention needs to be placed in at least two local newspapers and have the same information as the above point. This is a requirement by law.
- Local radio stations can also be used to try contact family members. This is not required by law, but is helpful in trying to contact family members.
- During this time (60 days) a suitable cemetery need to be identified close to the development area or otherwise one specified by the family of the deceased.
- An open day for family members should be arranged after the period of 60 days so that they can gather to discuss the way forward, and to sort out any problems. The developer needs to take the families requirements into account. This is a requirement by law.
- Once the 60 days has passed and all the information from the family members have been received, a permit can be requested from SAHRA. This is a requirement by law.

- Once the permit has been received, the graves may be exhumed and relocated.
- All headstones must be relocated with the graves as well as any items found in the grave