

9/2/02/29

**ARCHAEOLOGICAL ASSESSMENT
UPGRADING OF THE ELANDS BAY – LAMBERTS BAY ROAD
CAPE WEST COAST**

Prepared for

MEGAN ANDERSON LANDSCAPE ARCHITECT

By

Agency for Cultural Resource Management
Specialists in Archaeological Studies & Heritage Resource Management
PO Box 159
Riebeeck West
7306
Ph/Fax: 022 461 2755
E-mail: acrm@mbury.new.co.za
Mobile: 082 321 0172

**DECEMBER
2000**

1. INTRODUCTION

1.1 Background and brief

Megan Anderson Landscape Architect has requested that the Agency for Cultural Resource Management comment on the likely impact that the upgrading of the Elands Bay – Lamberts Bay Road may have on archaeological sites.

Four routes have been proposed. These include:

1. the existing Orex route;
2. the existing public access road to Lamberts Bay;
3. the existing R540 and R538 routes; and
4. a central corridor through the Graauwe sand dunes

2. TERMS OF REFERENCE

The terms of reference for the archaeological study were:

1. to comment on the likely archaeological impact of the proposed upgrading of the Elands Bay – Lamberts Bay road;
2. to assess the archaeological sensitivity of the four routes;

3. THE STUDY SITE

The study site for the proposed development is illustrated in Figure 1.

The study area is situated between Elands Bay and Lamberts Bay on the Cape West coast.

4. STUDY APPROACH

The approach used in the archaeological assessment entailed driving the three existing routes, with brief stops along the route.

A limited desktop study was also undertaken.

5. RESULTS OF THE ARCHAEOLOGICAL ASSESSMENT

5.1 Route 1

A medium – low density scatter of Later Stone Age¹ (LSA) tools, including modified and unmodified flakes, chunks, two cores, two hammerstones, and one lower grindstone, in siltcrete, quartz and quartzite was located in a deflated sandy basin about 50 metres west of the fence line at Kreefbaai.

Significance of finds: **medium**

The occasional stone flake was also located in the existing road reserve.

Archaeological sensitivity of Route 1: **medium - low**

Any deviation from the existing Orex route, for example a link road, or underpass, may, however, impact on significant archaeological sites. Parkinson and Mahire (1988:4) note that there are very sensitive areas `within a kilometre or so` of the existing route.

Human burial remains may also be uncovered or disturbed during earthworks.

5.2 Route 2

No significant archaeological sites/remains are likely to be impacted by the proposed upgrading of the existing public access road to Lamberts Bay.

Archaeological sensitivity of Route 2: **low**

5.3 Route 3

No significant archaeological sites or remains are likely to be impacted by the proposed upgrading of the R540 and R538 routes

Archaeological sensitivity of Route 3: **low**

5.4 Route 4

A central corridor through the Graauwe sand dunes will very likely impact on significant archaeological sites/remains. Human burial remains may also be uncovered or exposed during earthworks.

The archaeological sensitivity of a central corridor (or more inland route) has already been emphasised by Parkinson and Manhire (1988:3). A large series of shell middens are aligned behind the fossil dune cordon east of the Orex road, and many open site

¹ A term referring to the last 20 000 years of precolonial history in southern Africa.

assemblages are located further inland in the shifting dune fields (Manhire 1987; Mazel 1978).

The entire coastal and inland region of Elands Bay is considered to be a very rich and sensitive cultural landscape (Kaplan 1993)

Archaeological sensitivity of Route 4: **high**

6. RECOMMENDATIONS

With regard to the proposed upgrading of the Elands Bay – Lamberts Bay road, the following archaeological recommendations are made.

1. Any deviation from the existing Orex route (Route 1), for example, a link road, or underpass, will require a detailed archaeological impact assessment.
2. A central corridor through the Graauwe sand dunes (Route 4) will require a detailed archaeological impact assessment.
3. All proposed construction camps, access roads, and sand, gravel and fill sites will require an archaeological assessment.
4. With regard to proposed Routes 2 and 3, no archaeological impact assessment is required, unless upgrading extends significantly beyond the existing road reserve.

7. REFERENCES

- Kaplan, J. 1993. The state of archaeological information in the coastal zone from the Orange River to Ponto do Oura. Report prepared for the Department of Environmental Affairs and Tourism. Agency for Cultural Resource Management
- Manhire, A. 1987. Sandveld deflation hollows: a study of open site assemblages in the Western Cape. In: Parkinson, J.E. & Hall, M (eds). Papers in the prehistory of the Western Cape, South Africa: 326-349. Oxford: BAR International Series 332.
- Mazel, A. D. 1978. Stories in stone: aspects of artefact distribution in the Clanwilliam District, southwestern Cape. Unpublished Honours Thesis, University of Cape Town.
- Parkington, J. & Manhire, A. 1988. Reconnaissance of the likely impact of the West Coast Highway on archaeological sites June/July 1988. Report prepared for Scott and de Waal Consulting Engineers. Spatial Archaeology Research Unit, University of Cape Town.