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## **ARCHAEOLOGICAL AND HISTORICAL INVESTIGATION OF THE PROPOSED NEW ROAD FROM VERGENOEG TO MARUPING (MOROPENG), KURUMAN DISTRICT, NORTHERN CAPE**

### **INVESTIGATION**

The route for the new road from Vergenoeg to Maruping (Moropeng), Kuruman district, Northern Cape (Map 1) was visited and inspected on 3 and 15 June 2005. Dr Johan du Preez of Cebo Environmental Consultants, Bloemfontein, accompanied me to the site on both occasions.

The area was examined for possible archaeological and historical material and to establish the potential impact on any cultural material that might be found. The Heritage Impact Assessment (HIA) is done in terms of the National Heritage Resources Act (NHRA), (25 of 1999) and under the Environmental Conservation Act, (73 of 1989).

### **LOCALITY**

The route for the proposed road was inspected on 3 June 2005, while the borrow pit sites were visited on 15 June 2005.

The road is planned from Vergenoeg (27°21'28"S. 023°17'43"E. Altitude 1277m) (Fig.1) to Maruping (Moropeng) (27°21'04"S. 023°21'24"E. Altitude 1275m) (Fig.10). Deviations in the route occur at point E (27°20'11"S. 023°19'01"E. Altitude 1250m) and at 27°20'50"S. 023°20'29"E. Altitude 1270m.

The soil in the area is sandy and in certain parts the surface is very stony (Fig.1&2). Vegetation consists of elaborate bush and brush cover (Figs.3-5).

The following borrow pit sites were inspected. (GPS coordinates are given in Cape scale).

BP 1	(27°20'09"S. 023°18'46"E. Altitude 1245m) (Fig.6).
BP 1(3)	27°20'08"S. 023°18'47"E. Altitude 1246m (Fig.7).
BP 1(4)	27°20'09"S. 023°18'49"E. Altitude 1247m.
BP 2 (1)	27°20'41"S. 023°20'10"E. Altitude 1259m (Fig.8).
BP 2(3)	27°20'40"S. 023°20'08"E. Altitude 1260m.
BP 3 (Existing)	27°19'56"S. 023°18'59"E. Altitude 1233m (Fig.9).

## **FINDS**

The area along the route for the proposed new road is sterile and completely bare of any cultural or historical material. This is also the case at the places indicated to develop the borrow pits.

No indication of any archaeological or historical remnants was found in the inspected area.

## **RECOMMENDATIONS**

No obvious reasons could be found to delay the commencement of further planning and building of the road.

After examination by the archaeologist, it is recommended that the proposed developments may proceed.

## **MITIGATION**

Concerning the area for the proposed development, no mitigation is needed.

## **ACKNOWLEDGEMENTS**

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Map 1.

**LIST OF ILLUSTRATIONS:**

Fig.1 The soil surface is very stony at Vergenoeg.



Fig.2 Existing road from Vergenoeg.



Fig.3 Further along the road to Maruping the soil becomes very sandy.



Fig.4 The route cleared for the new road between Vergenoeg and Maruping near Kuruman.



Fig.5 Large trees along the route.



Fig.6 Borrow Pit 1.



Fig.7 Borrow Pit 1(3).



Fig.8 Borrow Pit 2.



Fig.9 Borrow Pit 3 (Existing borrow pit).



Fig.10 View of the area in the vicinity of Maruping.