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ARCHAEOLOGICAL AND CULTURE HISTORICAL INVESTIGATION OF THE PROPOSED UPGRADING OF THE DITHAKWANENG (D3462) - N14 ROAD BETWEEN VRYBURG AND KURUMAN, NORTHERN CAPE

EXECUTIVE SUMMARY

It is planned to upgrade the first 10km of the gravel road from the N14 main road between Kuruman to Vryburg, Northern Cape to the Dithakwaneng Reserve.

Two new borrow pits are planned and an existing source along the road will be further exploited.

No archaeological and cultural remains were found either in the proposed areas of borrow pit development or along the road earmarked to be upgraded.

I recommend that the proposed planning and development of the road and borrow pit sites may proceed.

INTRODUCTION AND DESCRIPTION

INVESTIGATION

The first 10km of the D3462 secondary road from the N14 main road between Kuruman to Vryburg, Northern Cape (Map 1) to Dithakwaneng Reserve, was visited and investigated on 26 October 2007. Dr Johan du Preez of MDA Environmental Consultants, Bloemfontein, accompanied me to the sites.

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 first 10km of gravel road from Dithakwaneng Reserve (cf. Breutz 1959, 1963) up to the junction with N14 main road between Kuruman and Vryburg, Northern Cape (Map 1) is planned to be upgraded (Maps 2&3).

The soil in the area is sandy (Fig.1) and in certain parts the surface is very stony (Fig.4). Vegetation consists of elaborate bush and brush cover (Figs.3&6).

The roads as well the proposed borrow pit sites were inspected.

The following GPS coordinates were taken (Cape scale).

BP 1	2,5km	27°01'57"S. 024°34'26"E. Altitude 1264m) (Fig.1).
BP 2	4,9km	27°03'08"S. 024°33'47"E. Altitude 1264m (Figs.2&3).
BP 3	(Existing)	27°05'58"S. 024°31'45"E. Altitude 1269m (Figs.4&5).
Dithakwaneng		27°04'34"S. 024°32'53"E. Altitude 1243m (Figs.8&9).
N 14		27°00'52"S. 024°34'27"E. Altitude 1262m (Figs.10&11).

RESULTS

FINDS

No indication of any archaeological or historical material was found in the proposed areas of development.

The area along the route for the proposed road upgrading is sterile and completely bare of any cultural or historical material. This is also the case at the borrow pit sites.

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

BP 1 Consists of natural grass and shrub covered land (Fig.1)

BP 2 Consists of natural grass and shrub covered land with a scatter of young Erioloba (Figs.2&3).

BP 3 Existing borrow pit which had been extensively exploited in the past. (Figs.4&5). Various scatters of Erioloba trees have been noticed along the road in the vicinity of BP3 (Figs.6&7).

Dithakwaneng The upgrading of the D3462 existing road at Dithakwaneng (Figs.8&9) will have no obvious effect on the immediate area.

N14 junction with the D3462 existing road at Dithakwaneng will have no obvious effect on the immediate area (Figs.10&11).

RECOMMENDATIONS

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

I recommended that the proposed developments may proceed.

MITIGATION

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

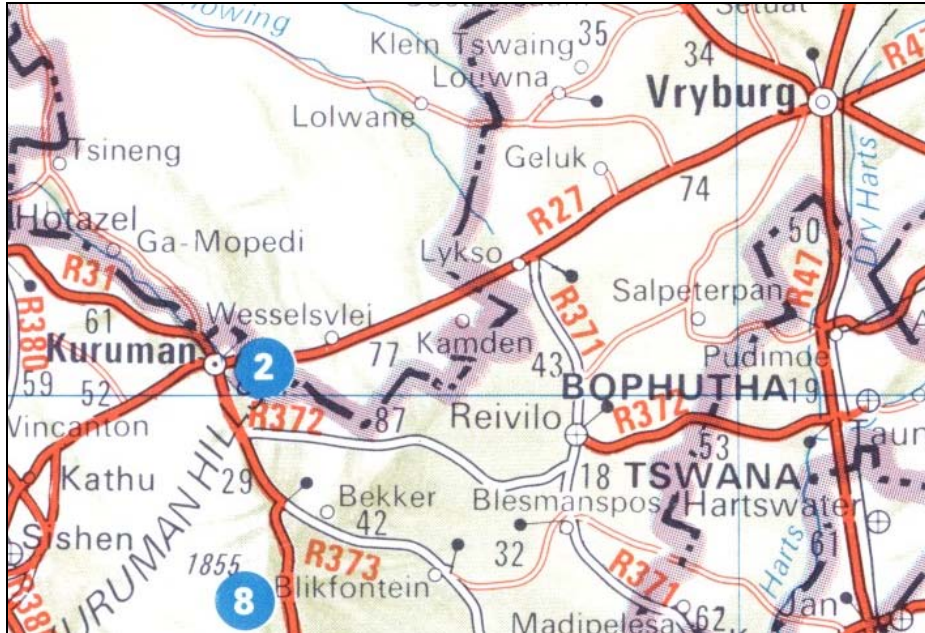
ACKNOWLEDGEMENTS

I thank Dr Johan du Preez from MDA Environmental Consultants, Bloemfontein, for taking me to the site.

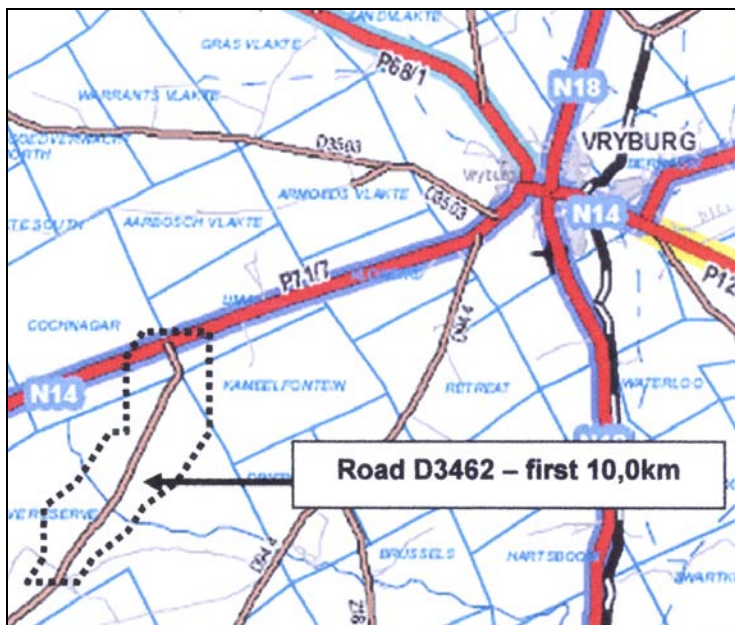
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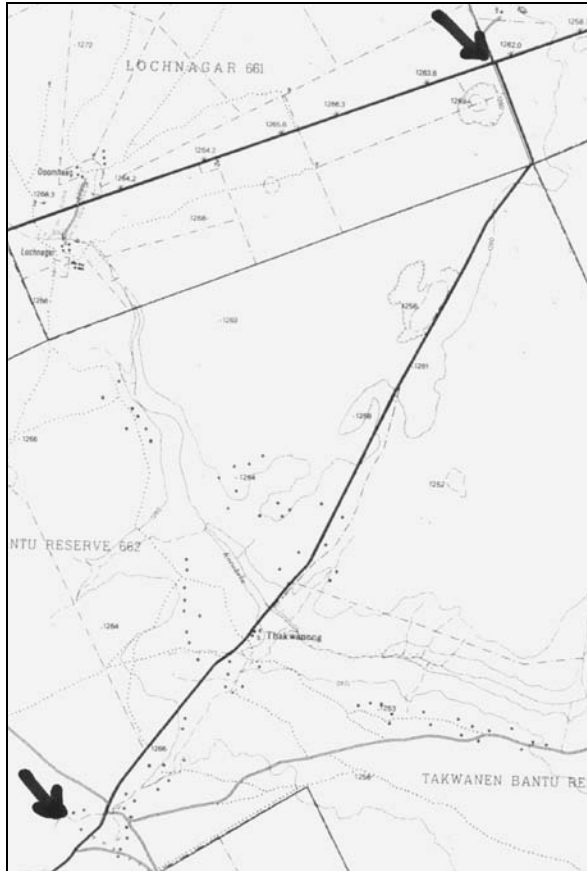
LIST OF ILLUSTRATIONS:



Map 1 The N14 road between Kuruman and Vryburg, North West Province.



Map 2 Placing of the first 10km of the D3462 road from the N14 to Dithakwanene near Vryburg, Northern Cape.



Map 3 Details of the first 10km of the D3462 road from the N14 past Dithakwaneng.



Fig.1 Position of BP1 on the D3462 road at 2,5km from the N14.



Fig.2 Position of BP2 on the D3462 road at 4,9km from the N14. Note the Erioloba tree.



Fig.3 Another view of BP2.



Fig.4 Existing BP3.



Fig.5 Another view of BP3.



Fig.6 The road at existing Borrow Pit 3.



Fig.7 The road at existing Borrow Pit 3.
There are several Erioloba trees of varying sizes along the road.



Fig.8 Cattle at Dithakwaneng.



Fig.9 The D3462 road at Dithakwaneng.



Fig.10 The D3462 road to Dithakwaneng at the N14 Kuruman and Vryburg junction.



Fig.11 The D3462 road to Dithakwaneng at the N14 Kuruman and Vryburg junction.