



AFRICAN HERITAGE CONSULTANTS CC

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**CULTURAL HERITAGE RESOURCES IMPACT ASSESSMENT FOR
PROPOSED UPGRADING OF THE LOW-LEVEL BRIDGE AT
CROCODILE BRIDGE, KRUGER NATIONAL PARK**

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DEFINITION

The broad generic term *Cultural Heritage Resources* refers to any physical and spiritual property associated with past and present human use or occupation of the environment, cultural activities and history. The term includes sites, structures, places, natural features and material of palaeontological, archaeological, historical, aesthetic, scientific, architectural, religious, symbolic or traditional importance to specific individuals or groups, traditional systems of cultural practice, belief or social interaction.

PROTECTED SITES IN TERMS OF THE NATIONAL HERITAGE ACT, Act. NO. 25 OF 1999

The following are the most important sites and objects protected by the National Heritage Act:

- a. Structures or parts of structures older than 60 years
- b. Archaeological sites and objects
- c. Palaeontological sites
- d. Meteorites
- e. Ship wrecks
- f. Burial grounds
- g. Graves of victims of conflict
- h. Public monuments and memorials
- i. Structures, places and objects protected through the publication of notices in the Gazette and Provincial Gazette
- j. Any other places or object which are considered to be of interest or of historical or cultural significance
- k. Geological sites of scientific or cultural importance
- l. Sites of significance relating to the history of slavery in South Africa
- m. Objects to which oral traditions are attached
- n. Sites of cultural significance or other value to a community or pattern of South African history

METHODOLOGY

All relevant maps and documents on the sites were studied. The sites were visited and evaluated. Visual inspection and evaluation gave rise to the results below. Google Earth was consulted for aerial information.

Special note:

1. Although the bridge was built in 1952 and is not protected by Act 25 of 1999 it is deemed necessary to refer this to SAHRA for decision. Low water bridges are one of the few important ways that South African

road infrastructure opened the country, and especially the Kruger Park for tourism and for local use. As the new bridge does not really increase capacity, either in vehicle numbers or in vehicle weight, for transport, but will only a marginally increase access during periods of flooding,¹ one would prefer to retain some of the earlier ways of access to the Park. A good example of such a heritage element is the train bridge only a few hundred yards downstream of the existing bridge.

2. From the engineering report it also appears that the real problem with the bridge is a weir/dam that was recently built in the vicinity of the bridge and is causing a build-up of silt and sand around the low-level bridge. Before this weir was in use the low-level bridge was of much less cause for problems. It is suggested that this problem be addressed and then one will not have to loose a bridge of important heritage value.

Comments

As consultants we refer this issue to the decision of SAHRA.

¹ In times of flooding this section of the Park is not isolated as access to the south is still available through Malelane gate and bridge.

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2. DEVELOPERS:

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3. CONSULTANTS:

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4. TYPE OF DEVELOPMENT

Upgrading of low-level bridge

5. ZONING OF SITE

No rezoning required

6. DESCRIPTION OF FARM, DISTRICT, PROVINCE

1. Kruger National Park

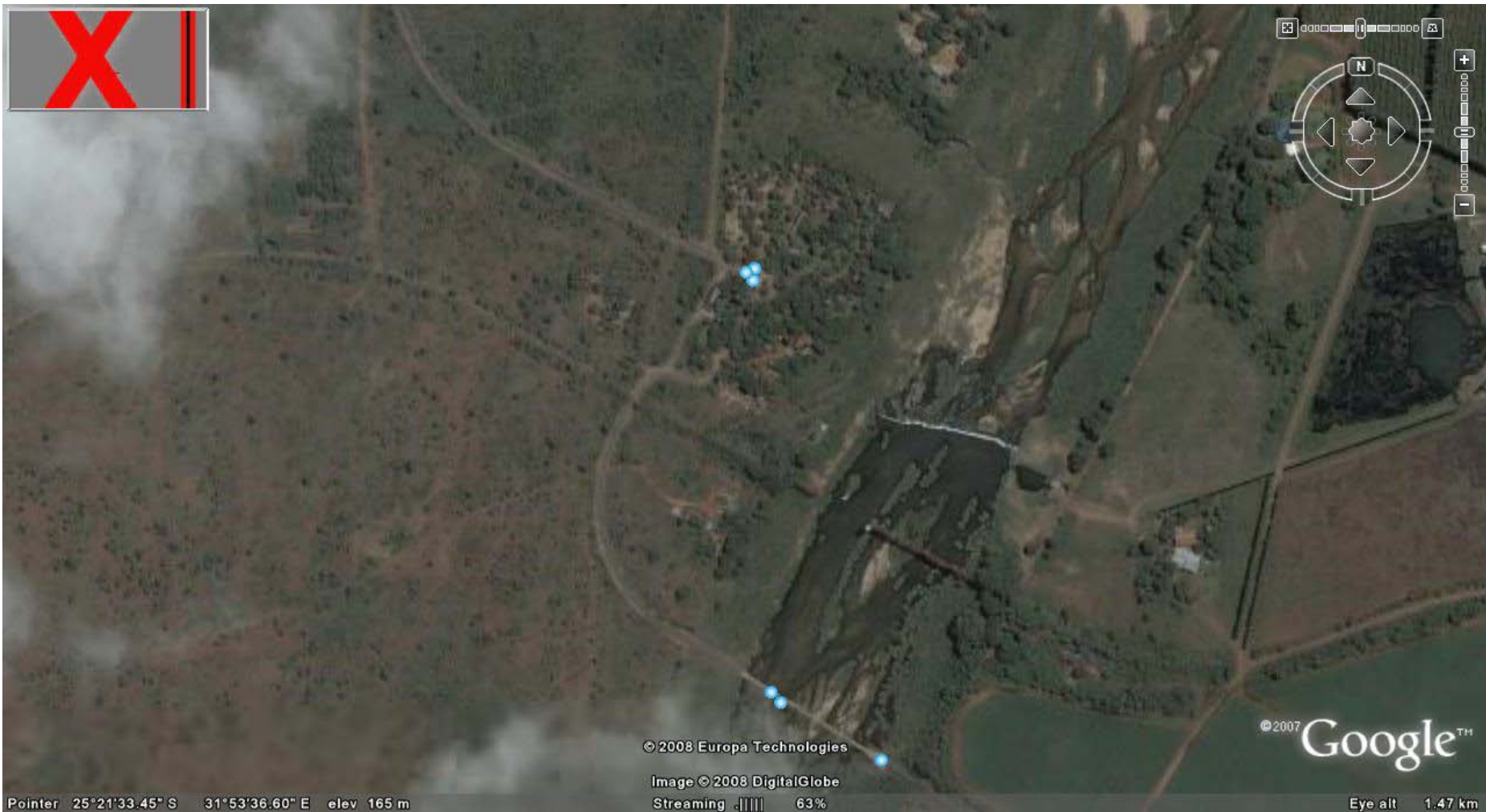
2. Malelane District.

3. Mpumalanga.

GPS Position of the property under investigation.

1 *25° 21' 33.45" South 31° 53' 36.60" East*

Location of bridge as per illustration in engineering design.



Position of bridge as per Google-Earth with eye-level at 1, 47 kilometres