



COBUS DREYER

Pr.Archaeologist/Heritage Specialist

P.O. Box 12910
Brandhof
9324
dreyerc.HUM@mail.uovs.ac.za

Tel: 051 - 444 1187
Fax: 051 - 444 4395
Cell: 083 357 7982

16 September 2005

ARCHAEOLOGICAL AND CULTURAL HISTORICAL ASSESSMENT OF THE PROPOSED UPGRADING OF THE ROAD (R59) BETWEEN PARYS & N1, FREE STATE

INVESTIGATION

The borrow pits and road adjustments for the proposed upgrading of the R59 road between Parys and the N1 main road, Free State (Map1), was inspected on 6 September 2005 in the company of Dr Johan du Preez of Cebo Environmental Consultants, Bloemfontein.

The area was examined for possible archaeological and historical remains 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 upgrading of the R59 road between Parys and the N1 main road will commence soon. Certain borrow pits will be used and intersection will be altered for safety and other reasons (Maps 2-5).

The different sites where work is planned is limited to borrow pits and intersections of connecting roads with the R59 and are indicated and identified by the following GPS co-ordinates (Cape scale):

BP 19 FEESGRONDE, PARYS

26°53'10"S. 027°29'22"E. Altitude 1416m (Map2 2627CD).

Existing borrow pit (Figs.1&2).
 Surface damaged during previous road building.
 Grass cover on surface.

BP 26/62 ABEL 52, PARYS

26°52'39"S. 027°34'21"E. Altitude 1525m.
 Existing borrow pit (Figs.3&4).
 Surface damaged during previous road building.
 Grass cover on surface.

WOLWEHOEK INTERSECTION

26°52'26"S. 027°34'03"E. Altitude 1494m.
 Existing interchange (Fig.5).
 Grass cover on both sides of gravel road. There is an abundance of Aloe species.
 Grave 26°52'27"S. 027°33'59"E. Altitude 1486m (Fig.6).
 Heap of stones 26°52'25"S. 027°33'56"E. Altitude 1482m (Fig.7).

BP 22/00 BOOMPLAAS 221, PARYS

26°52'59"S. 027°31'25"E. Altitude 1444m (Map 3 2627DC).
 New borrow pit (Figs.9-10).
 Soil surface covered with cultivated grazing.

BP 2B BOOMPLAAS 221, PARYS

26°52'59"S. 027°31'25"E. Altitude 1444m (Figs.9-10).

BP 31/00 LADIESFONTEIN, PARYS

26°51'28"S. 027°36'32"E. Altitude 1483m (Map 5 2627DC).
 Existing borrow pit (Figs.11-12).
 Surface damaged during previous road building.
 Grass cover on surface.

UPGRADING OF LEFT LANE LADIESFONTEIN, PARYS

26°51'03"S. 027°37'20"E. Altitude 1483m (Map 5 2627DC).
 Extension of existing road (Fig.13).
 Grass cover on both sides of gravel road.
 About 25 graves next to road 26°51'04"S. 027°37'18"E. Altitude 1480m (Fig.14).

BP 32/64 (P56/50) KLEIN SMALDEEL, PARYS

26°51'03"S. 027°37'22"E. Altitude 1463m (Map 5 2627DC)..
 Existing borrow pit (Figs.15-16).
 Surface partly damaged during previous road building.
 Grass cover on surface.

EASTERN CORNER OF BORROW PIT ON KLEIN SMALDEEL, PARYS

26°51'00"S. 027°37'34"E. Altitude 1458m (Map 5 2627DC).

FINDS

As indicated, a grave and heap of stones (which is possibly also a grave), near the Wolwehoek turn-off and about 25 graves were discovered at Ladiesfontein.

MITIGATION & RECOMMENDATION

The existing gravel road intersections with the R59 road between Parys and the N1 main road have been in use for many years. The different areas had clearly been exploited during previous road building activities, resulting in the disturbance of the soil surface of the immediate areas.

The grave and heap of stones near the Wolwehoek turn-off and the graves at Ladiesfontein, should be avoided. I recommend that these features should be fenced off and should be brought to the attention of the labourers and operators at the site. Care should be taken not to disturb or damage the graves in any way, especially during the construction phase of the road building.

Mitigation measures will therefore, only be needed in the case of the graves as described above.

It is recommended that the road alterations should be planned to by-pass the stone structures. Care should be taken to limit the disturbance of the environment near these features.

It is important to keep in mind that every archaeological and historical site is unique and should be treated as a non-renewable commodity. All efforts should be made to avoid any unnecessary disturbance or destruction of the features or the environment.

I stress that in case of the discovery of any historical remnants or archaeological finds in the form of stone tools, pottery and other archaeological material of

significance during the course of the work, all activities should temporarily be stopped for inspection by the present archaeologist and other specialists from the University of the Free State, Bloemfontein.

No obvious reason could be found to delay the commencement of the work and it is recommended that the proposed development may proceed.

ACKNOWLEDGEMENTS

Dr Johan du Preez of CEBO Environmental Consultants, Bloemfontein, took me to the site and supplied information on this investigation.

SELECT BIBLIOGRAPHY:

DEACON, J. 1992. Archaeology for Planners, Developers and Local Authorities. Cape Town: National Monuments Council.

DREYER, J.J.B. 1992. The Iron Age Archaeology of Doornpoort, Winburg, Orange Free State. Navorsing van die Nasionale Museum, Bloemfontein, Vol.8(7):262-390.

DREYER, J. 1996. Introduction to Free State Iron Age Archaeology. In: Guide to archaeological sites in the Free State and Lesotho. Southern African Association of Archaeologists (SA3), 14th Biennial Conference, Bloemfontein, Post-conference tour 5-8 July 1996. Bloemfontein: National Museum.

DREYER, J. 2000. Mountains and Rivers of the Free State - Manual for field research / Berge en Riviere van die Vrystaat – Handleiding vir veldnavorsing. Bloemfontein: University of the Free State, Department of Anthropology, Occasional Paper No. 2.

HUMPHREYS, A.J.B. 1986. Searching for the past. Cape Town: David Philip.

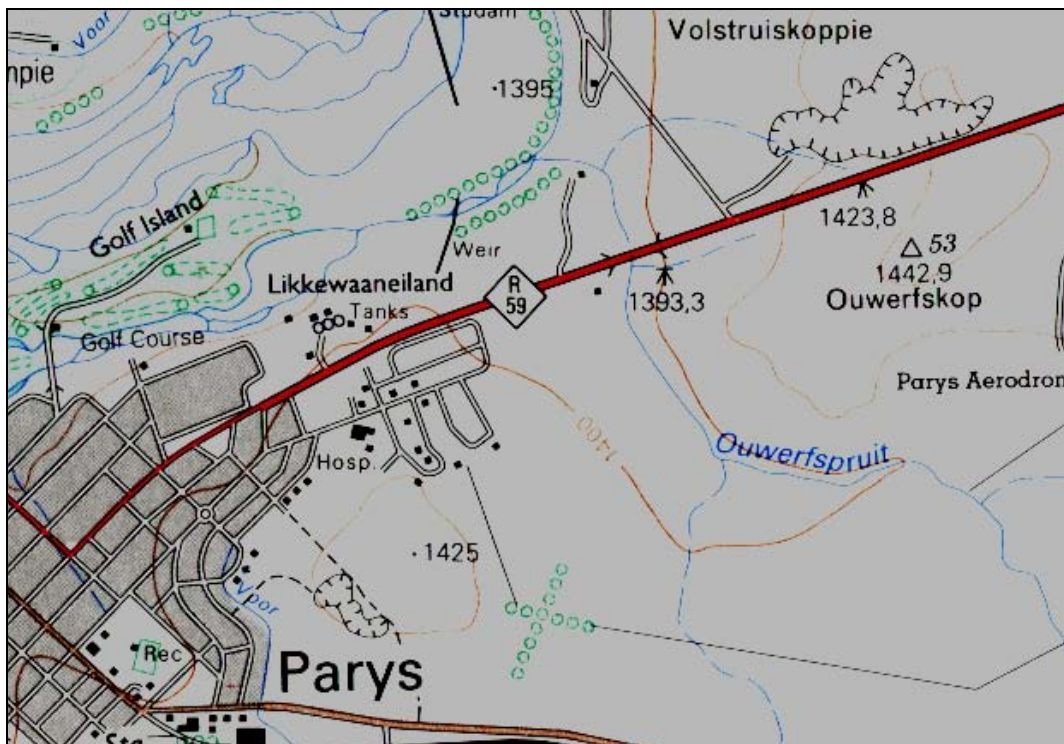
MAGGS, T.M. 1976. Iron Age Communities of the Southern Highveld. Pietermaritzburg: Natal Museum.

PISTORIUS, J.C.C. 1994. Eskom Archaeological Site Identification Guide. Johannesburg: Eskom.

SURVEYOR-GENERAL O.F.S. 1973. Index of Orange Free State Farms. Bloemfontein.



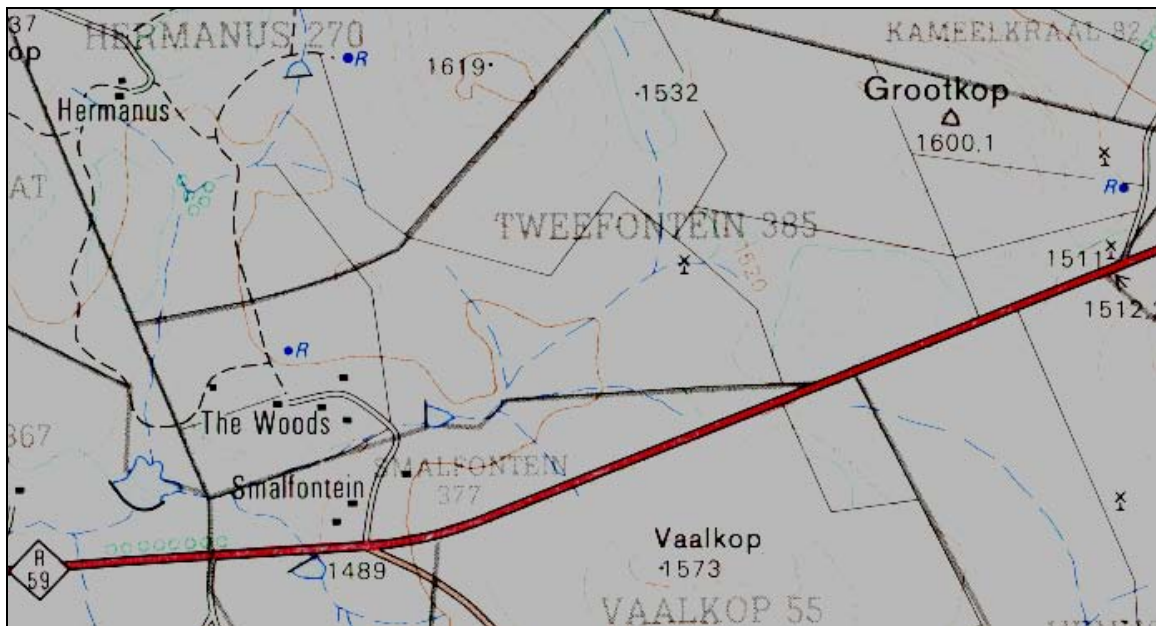
Map 1 Locality of the R59 road between Parys and N1.



Map 2 The R59 from Parys to Sasolburg (2627CD).



Map 3 The locality of Boomplaats 221 on the R59 from Parys to the N1 (2627DC).



Map 4 The R59 from Parys to the N1 and Sasolburg (2627DC).



Map 5 The locality of Ladiesfontein and Klein Smaldeel near the R59/N1 intersection (2627DC).

LIST OF ILLUSTRATIONS:

Fig.1 BP 19. Existing borrow pit at Feesgronde on the outskirts of Parys.



Fig.2 BP 19. Existing borrow pit at Feesgronde, Parys.



Fig.3 Borrow Pit 26/62 Abel 52, Parys.



Fig.4 Borrow Pit 26/62 Abel 52, Parys.



Fig.5 Wolwehoek road intersection with R59 near Parys.



Fig.6 Possible grave at the Wolwehoek intersection with R59, Parys.



Fig.7 Heap of stones at the Wolwehoek intersection with R59, Parys.



Fig.8 BP22/00 Proposed borrow pit at Boomplaas, Parys.



Fig.9 Test pit shows sandy soil at BP2B on Boomplaas, Parys.



Fig.10 BP2B Proposed borrow pit at Boomplaas, Parys.



Fig.11 BP 31/00 Ladiesfontein, Parys.



Fig.12 BP 31/00 Ladiesfontein, Parys.



Fig.13 Extension of the left lane at Ladiesfontein, Parys.



Fig.14 Graves near the proposed alterations at Ladiesfontein, Parys.



Fig.15 BP32/64 on Klein Smaldeel, Parys.



Fig.16 Existing borrow pit P56/50 in the eastern corner of Klein Smaldeel, Parys.