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Archaeo-Info Northern Province

# **Heritage Impact Assessment for upgrading of 10km of road**

*Evaluation of the heritage component of  
the Environmental Impact Assessment for  
the upgrading of 10km of road west of  
Bochum, Limpopo Province*

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# Bochum road upgrading

## *Evaluation of the Heritage Potential of the Project*

### **Executive Summary**

Site name and location: Bochum road upgrading, Limpopo Province

Magisterial district: Bochum

Developer:

Consultant: AINP, PO Box 7296, Thohoyandou, 0950, South Africa

Date development was mooted: February, 2002

Date of Report: 18 March 2002

Proposed date of commencement of development: End of March 2002

Findings: Provided the recommendations outlined in the report are followed the upgrading of the road can continue.

## **Introduction**

Archaeo-Info Northern Province (AINP) was contracted by Tekplan Environmental to conduct a Heritage Impact Assessment (HIA) on the proposed upgrading of 10km of road running west from the village of Bochum to the Malabogo area in the Limpopo province.

This HIA forms part of the Environmental Impact Assessment (EIA) as required by the Environmental Conservation Act (ECA) 73 of 1989, the Minerals Act, 50 of 1991 and the Development Facilitation Act (DFA), 67 of 1995. The HIA is performed in accordance with section 38 of the National Heritage Resources Act (NHRA), 25 of 1999 and is intended for submission to the South African Heritage Resources Agency (SAHRA).

## **Location**

The proposed road to be upgraded is located in the Limpopo province close to the Blouberg area. The road runs from the town of Bochum to the west and is the main connecting road between Bochum and the Malabogo area.

The whole survey included the upgrading and surfacing of 10km of the gravel road running west from Bochum as well as the development of two new borrow pits as well as eight new bus stops. The borrow pits will be extensions of existing borrow areas and the bus stops will only affect areas within the surveyed road reserve.

## **Fieldwork**

Members of AINP met with Mr. Theo Kotze on Tuesday 12 March 2002 on site. Following this a professional archaeologist assisted by a fieldworker performed the survey.

The extent of the site was determined as well as the extent of the areas to be affected by secondary activities during the construction of the m. Sites were plotted with GPS readings and photographed using colour prints in 100 ASA format. All sites apart from those directly beside the road were surveyed on foot.

## **Methodology**

The area was surveyed using standard archaeological surveying methods. The area was surveyed using directional parameters supplied by the GPS and surveyed by foot because of the inaccessibility of the area due to the undulating terrain. This technique has proven to result in the maximum coverage of an area.

Standard archaeological documentation formats were employed in the description of sites. Using standard site documentation forms as comparable medium, it enabled the surveyors to evaluate the relative importance of sites found. Furthermore GPS (Global Positioning System) readings of all finds and sites were taken. This information was then plotted using a *Magellan 2000 XL* GPS (*Cape datum*).

Indicators such as surface finds, plant growth anomalies, local information and topography were used in identifying sites of possible archaeological importance. Test probes were done at intervals to determine sub-surface occurrence of archaeological material. The importance of sites was assessed by comparisons with published information as well as comparative collections. All sites or possible sites found were classified using a hierarchical system wherein sites are assessed using a scale of zero to four according to their importance. These categories are as follows:

Degree of significance	Justification	Score
Exceptional significance	Rare or outstanding, high degree of intactness. Can be interpreted easily.	4
High significance	*High degree of original fabric. Demonstrates a key element of item's significance. Alterations do not detract from significance.	3
Moderate significance	Altered or modified elements. Element with little heritage value, but which contribute to the overall significance.	2
Little significance	Alterations detract from significance. One of many. Alterations detract from significance.	1
Intrusive	Damaging to the item's heritage significance.	0

## Cultural Importance and Oral History

The investigation of site for heritage components should not only look at the material remains that are found on sites, but there should also be looked at the intangible aspects of cultural importance for the local communities. Furthermore there should also be looked at the possibility of culturally important areas being found in the study area. These could include graves, places of power or initiation schools and any other area that is seen as culturally sensitive to the local communities.

For this reason the investigators arranged a meeting with the cultural leaders to determine the possibility of such sites being present within the study area. Members of the local Kgota and were met and given two weeks to identify any such sites within the area.

### The Sites

All sites of cultural or historical importance in the study area were identified and classified as per the section on methodology. Sites will be listed using an abbreviation of the project name (*Bochum Road Upgrading*) BRU and a numerical indicator.

The following sites were identified in the study area.

**BRU 001**  
Score 2  
G.P.S. 23° 13' 49,4" S  
29° 03' 59 " E

Only one site of cultural significance was identified in the study area. In the area designated for the placement of the second borrow area one possible grave was identified (photo 1). The possible grave is indicated by the presence of a loose stone cairn next to an indigenous succulent.

### Recommendations

The following recommendations are given for the sites identified within the study areas.

**BRU 001**

The grave site identified was shown to a local representative of the Kgota (traditional authority). Although he did not know of the location of the grave he did indicate that people previously inhabited an area close to the grave and that it could possibly be connected with them.

Two options present themselves in this scenario;

- To move the location of the quarry area to go around the grave with at least 20 metres of undisturbed ground between it and the perimeter of the borrow area. The fencing of the area should also not inhibit the access to the grave.
- The grave is removed through a process of social consultation with the community and relocated (AINP can facilitate this) and the borrow area is placed in the original area.

## Conclusion

The upgrading of the road as well as the development of the borrow area as well as the placement of the bus stops can continue provided the recommendations given in this report is followed.

## References

1. Hammond-Tooke, W.D. 1981. *Boundaries and Belief: The structure of a Sotho worldview*. Johannesburg: Witwatersrand University press.
2. Huffman, T.N. and Steel, R.H. 1996. *Salvage excavations at Planknek, Potgietersrus, Northern Province*. Southern African Field Archaeology, 5: 45-58.
3. Loubser, J.H.N. 1994. *Ndebele archaeology of the Pietersburg area*. Navorsinge van die Nasionale Museum Bloemfontein. 10(2): 61-147.

ADDENDUM A



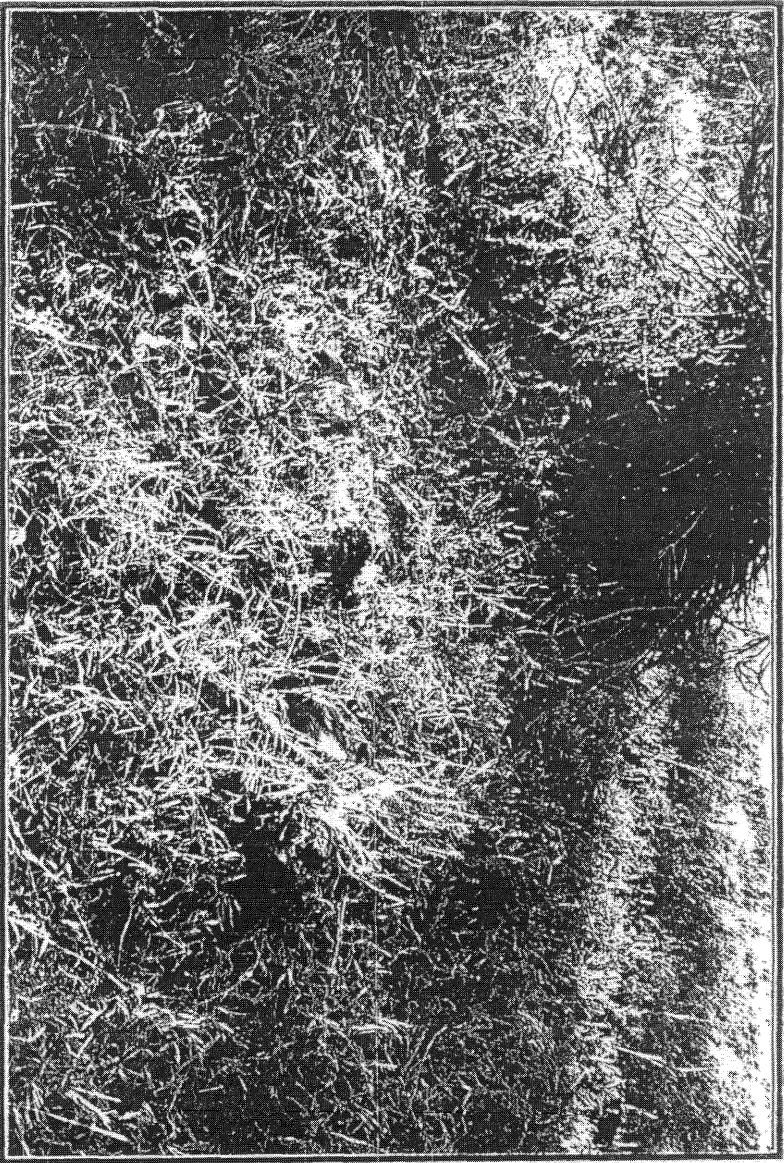
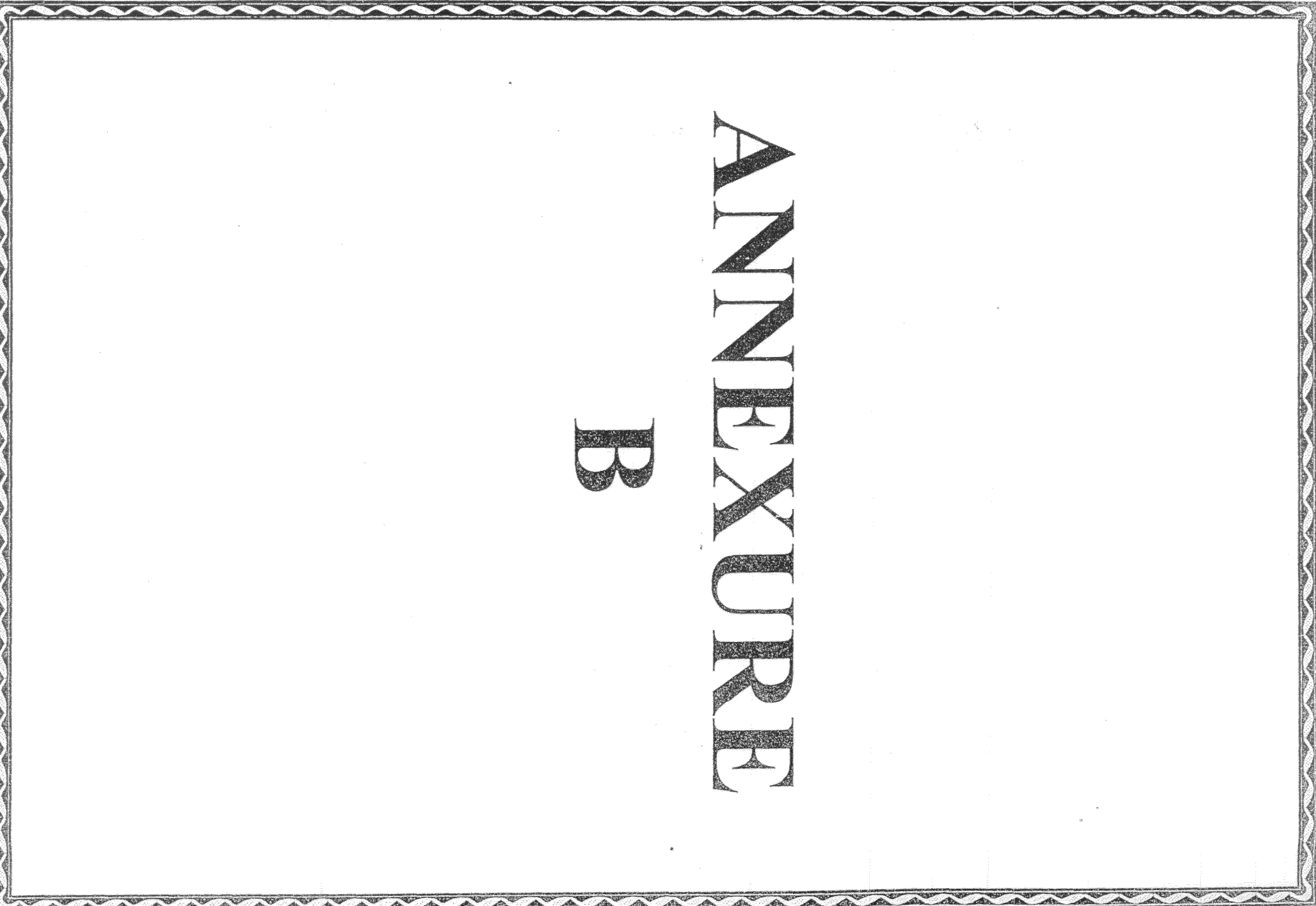


Photo. 1. Possible grave at site BRU001

# ANNEXURE

## A





# ANNEXURE B