

**DESKTOP HERITAGE SURVEY OF THE DIMFI AND  
SIGUBUDWINI ROAD UPGRADES**

**FOR ENVIROPRO**

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## INTRODUCTION

Umlando cc was originally requested by Enviropro to quote for the Dimfi and Sigubudwini road upgrades in the Eastern Cape. Umlando replied that they would not quote for this contract, as they did not have the time to undertake the survey. Umlando also noted that they thought a heritage survey for this type of project in this area was unnecessary, as it was highly unlikely to yield heritage sites as defined by the National Heritage Act. Umlando also noted that the only types of heritage sites that may occur in the area would be isolated stone tools and recent graves.

Enviropro acknowledged my email; however, they had forwarded it to SAHRA. SAHRA in return stated that if Enviropro could obtain a letter from a heritage company stating the above, then they would reconsider their decision. Umlando was requested to undertake to write this letter; however, I stated that I would like to undertake a thorough desktop survey before making this decision, and that I could not guarantee that heritage sites would not occur. Umlando was subsequently contracted to undertake this desktop survey.

The development occurs at Dimfi and Sigubudwini in the Eastern Cape (fig. 1). Dimfi occurs ~25km ENE of Lusikisiki. Sigubudwini is located ~2km south of Flagstaff. Both areas have seen little development, except in terms of subsistence-based agriculture.

Dimfi falls under the Inguza Hill municipality. . Inguza Hill Local Municipality propose to implement 4 km of gravel road in the Dimfi Settlement, 2km of the road will be an upgrade of an existing gravel road and the other 2km will be the construction of virgin gravel roads. This will include gravelling the road surface and the implementation of a formalised stormwater system.

Sigubudwini falls under the Ingquza Hill Local Municipality. The Ingquza Hill Local Municipality propose to construct 7km of virgin gravel roads within the Sigubudwini Settlement. This will include the upgrading of the existing dirt roads to formal gravel roads as well as implementing a formal stormwater system.

By “virgin gravel roads” it is understood that existing roads/tracks will be upgraded to a gravel road. It is also understood that the roads will not be widened by more than 1m on each side.

### **NATIONAL HERITAGE RESOURCES ACT OF 1999**

The National Heritage Resources Act of 1999 (pp 12-14) protects a variety of heritage resources. These resources are defined as follows:

“3. (1) For the purposes of this Act, those heritage resources of South Africa which are of cultural significance or other special value for the present community and for future generations must be considered part of the national estate and fall within the sphere of operations of heritage resources authorities.

(2) Without limiting the generality of subsection (1), the national estate may include—

- (a) Places, buildings, structures and equipment of cultural significance;
- (b) Places to which oral traditions are attached or which are associated with living heritage;
- (c) Historical settlements and townscapes;
- (d) Landscapes and natural features of cultural significance;
- (e) Geological sites of scientific or cultural importance;
- (f) Archaeological and palaeontological sites;
- (g) Graves and burial grounds, including—
  - (i) Ancestral graves;
  - (ii) Royal graves and graves of traditional leaders;
  - (iii) Graves of victims of conflict;

- (iv) Graves of individuals designated by the Minister by notice in the Gazette;
  - (v) Historical graves and cemeteries; and
  - (vi) Other human remains which are not covered in terms of the Human Tissue Act, 1983 (Act No. 65 of 1983);
  - (h) Sites of significance relating to the history of slavery in South Africa;
  - (i) Movable objects, including—
    - (i) Objects recovered from the soil or waters of South Africa, including archaeological and palaeontological objects and material, meteorites and rare geological specimens;
    - (ii) Objects to which oral traditions are attached or which are associated with living heritage;
    - (iii) Ethnographic art and objects;
    - (iv) Military objects;
    - (v) objects of decorative or fine art;
    - (vi) Objects of scientific or technological interest; and
    - (vii) books, records, documents, photographic positives and negatives, graphic, film or video material or sound recordings, excluding those that are public records as defined in section 1(xiv) of the National Archives of South Africa Act, 1996 (Act No. 43 of 1996).
- (3) Without limiting the generality of subsections (1) and (2), a place or object is to be considered part of the national estate if it has cultural significance or other special value because of—
- (a) Its importance in the community, or pattern of South Africa's history;
  - (b) Its possession of uncommon, rare or endangered aspects of South Africa's natural or cultural heritage;
  - (c) Its potential to yield information that will contribute to an understanding of South Africa's natural or cultural heritage;
  - (d) Its importance in demonstrating the principal characteristics of a particular class of South Africa's natural or cultural places or objects;
  - (e) Its importance in exhibiting particular aesthetic characteristics valued by a community or cultural group;

- (f) Its importance in demonstrating a high degree of creative or technical achievement at a particular period;
- (g) Its strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;
- (h) Its strong or special association with the life or work of a person, group or organisation of importance in the history of South Africa; and
- (i) sites of significance relating to the history of slavery in South Africa”

## METHOD

The method for the desktop heritage assessment consists of consulting a database, maps, and possible literature. The database consists of all known monuments and formal cemeteries in southern Africa, as well as heritage sites recorded by Umlando.

The maps consists of consulting 1<sup>st</sup> edition 1:50 000 topographical maps. Where these maps are not available, we consult the oldest version available from the Surveyor General’s office (Cape Town). I also use 1937 aerial photographs. These maps are transferred onto Google Earth as an image overlay, so that the outlines of the proposed development remains constant for the different maps. It is difficult to obtain 100% accuracy with these overlays for the older maps; however, they are only out by a few meters, and are dependent on the accuracy of the image itself.

The literature review involves consulting the reports for any known heritage site that occurs in the general area of the development. Umlando has undertaken several surveys in these areas

## RESULTS

The literature review suggests that these areas are unlikely to yield any significant heritage site. Umlando has undertaken several surveys within 100km of both studies areas, and further afield and further afield, in a 200km radius (Anderson 2009a-g, 2010a-d).

Both areas are situated on the top of hills that appear to have been recently occupied (i.e. from late 19<sup>th</sup> century onwards). The surveys at similar types of sites suggest that while Stone Age material does exist, they tend to be isolated scatters/artefacts in a secondary context. These types of artefacts occur all over the Eastern Cape and KwaZulu-Natal and have low significance. The impact on upgrading the road, on an existing road, will thus be negligible on any artefacts that may occur.

Overhangs and shelters with rock art and archaeological deposits do occur in the general area, but not in the affected areas.

## DIMFI

No known heritage sites occur in the Dimfi affected area. The maps (fig.'s 2 - 4) indicated that the road upgrade does not go through any settlement. Two settlements do occur on the 1937 aerial photograph and possible graves are indicated by a red cross. The white arrow on fig.'s 2 – 4 indicates the location of a settlement that has been in use from (at least) 1937 – 2010. The recent topographical map (of 1982) indicates that only the one area has been occupied.

The roads used today are mostly the same as those used in 1937.

FIG. 1 GENERAL LOCATION OF THE DIMFI AND SIGUBUDWINI SETTLEMENTS

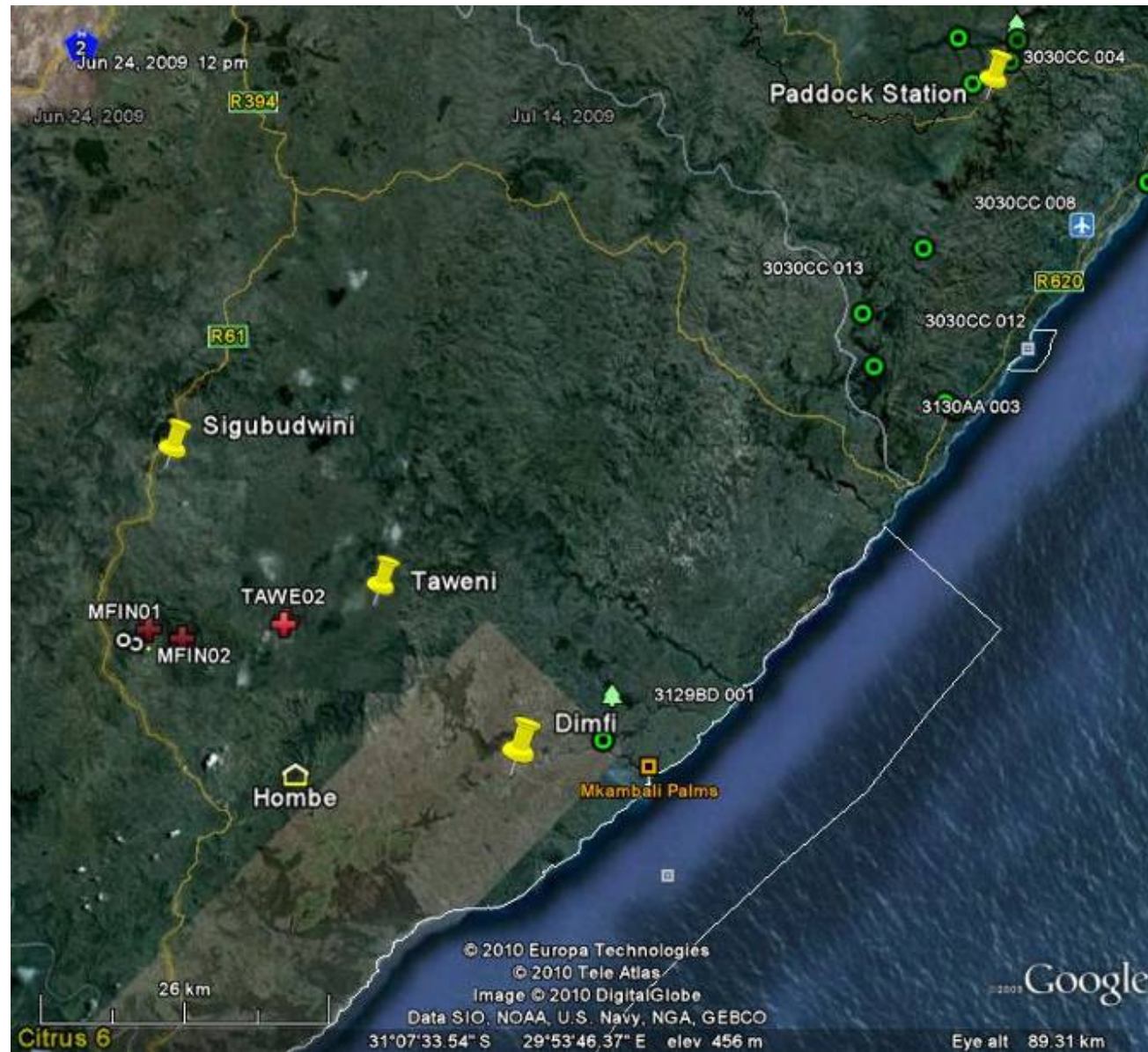
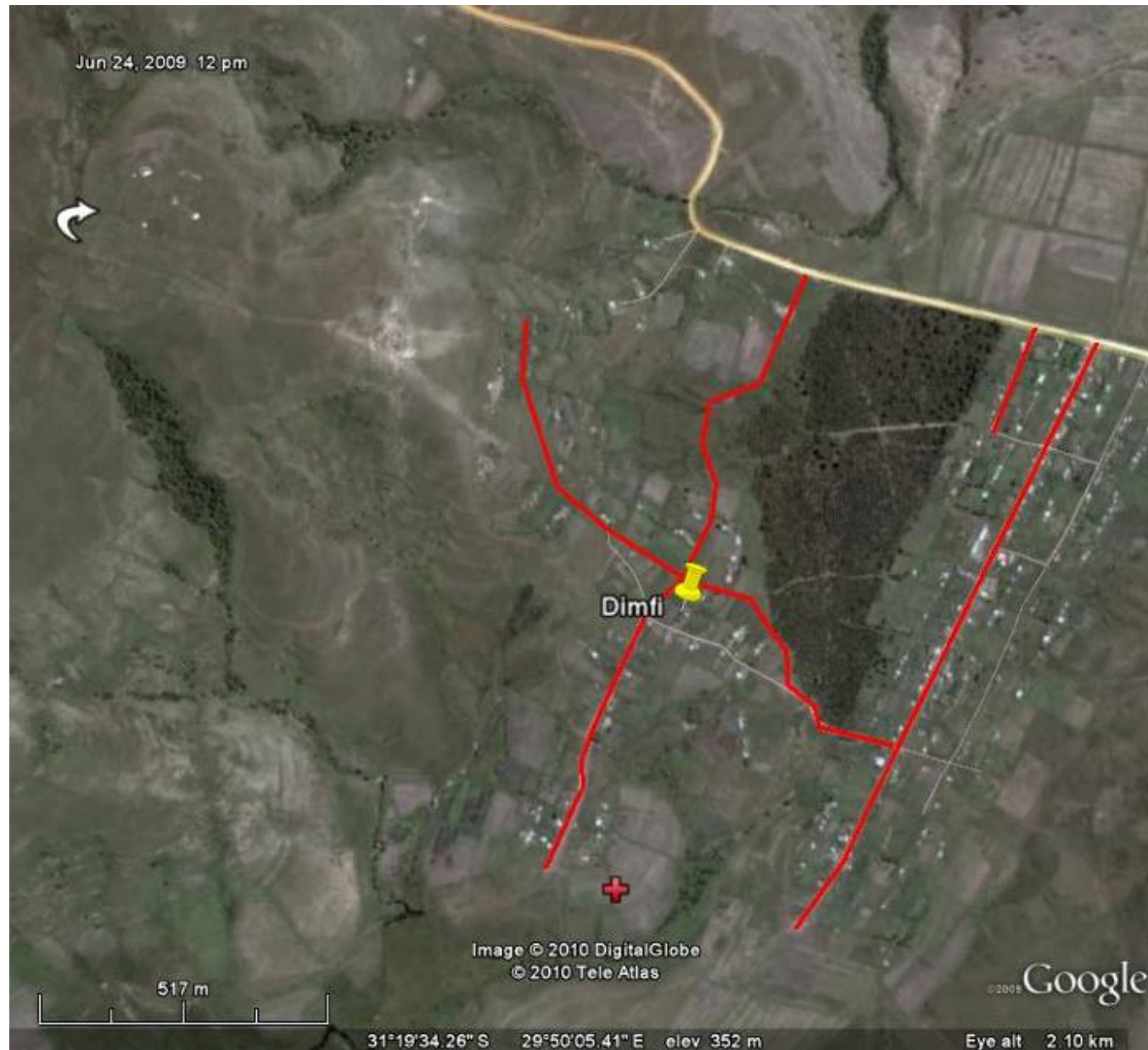




FIG. 2: 2010 AERIAL OVERVIEW OF THE DIMFI VILLAGE<sup>1</sup>



<sup>1</sup> White arrow = existing settlement; red cross = possible grave

FIG. 3: 1982 TOPOGRAPHICAL MAP OF THE DIMFI VILLAGE

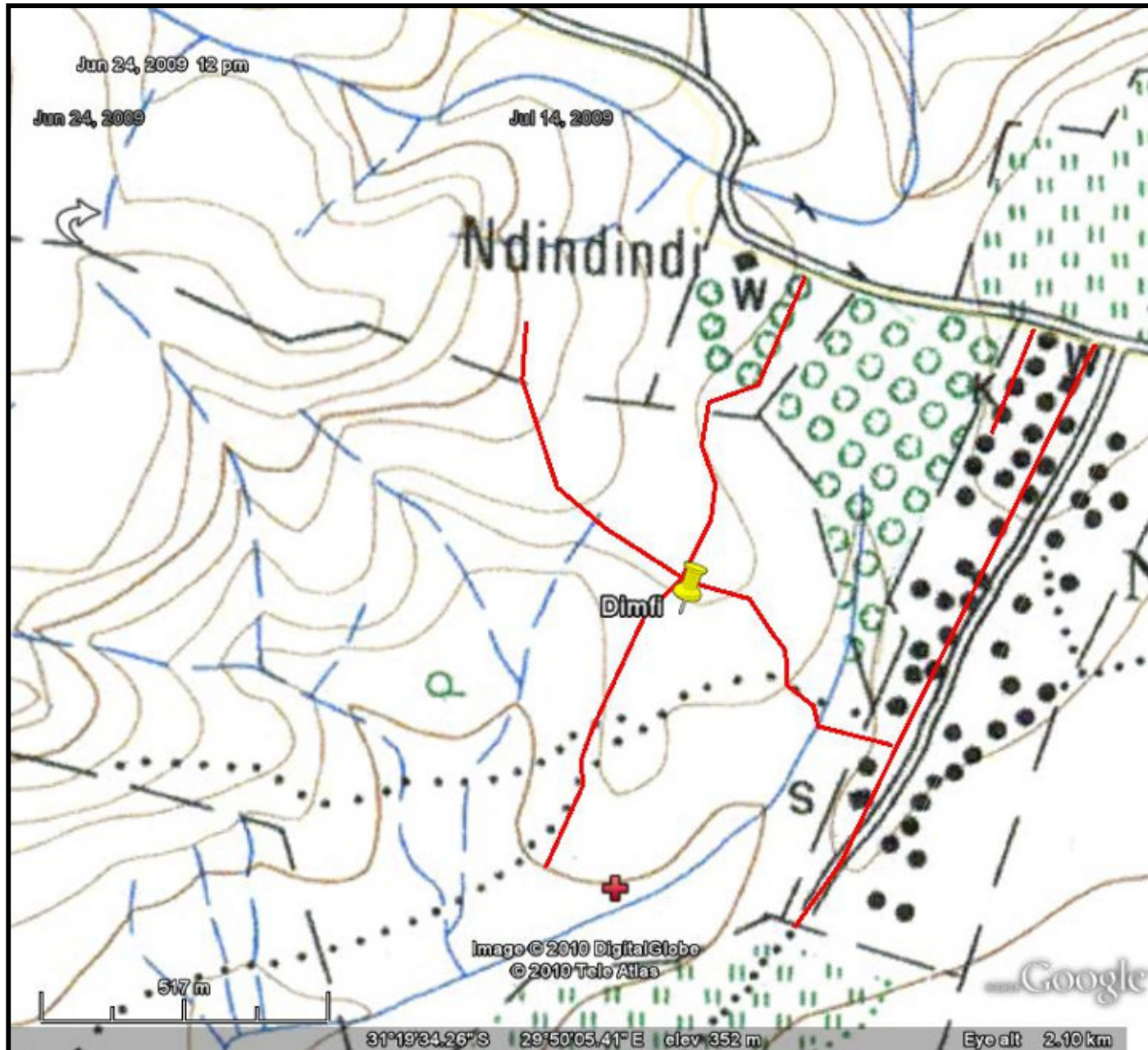
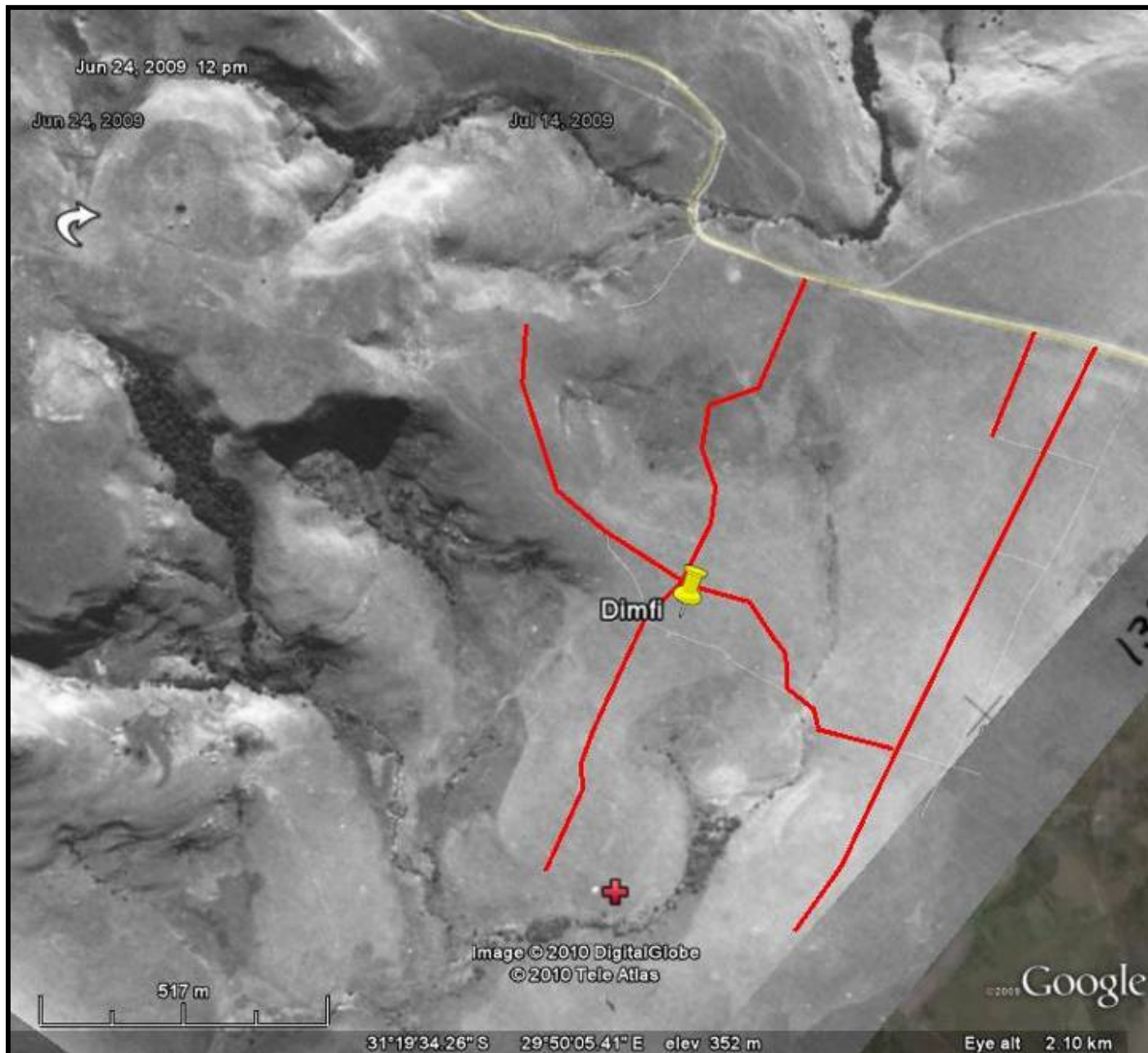


FIG. 4: 1937 AERIAL PHOTOGRAPH OF THE DIMFI VILLAGE



## **SIGUBUDWINI**

The maps for the Sigubudwini village indicate that there are five settlements predating 1937 near the road (fig.'s 5 – 9). These settlements probably have human graves. Only one site may be directly affected; however, the recent maps indicate that the road already passes through this site. In fact, the roads used today are on the same tracks/paths used in 1937. It is therefore highly unlikely that human graves will occur in the roads.

## **MANAGEMENT PLAN**

It is unlikely for graves to occur in those areas to be affected by the road upgrade. I do suggest that part of the public participation includes a section on community graves, and where they may occur. If any graves occur near the road, then the descendants of those buried should be consulted regarding the proximity of the road in relation to their graves. The heritage legislation suggests that there should be at least 15m boundary between a grave and a development.

## **CONCLUSION**

A desktop survey was undertaken for the proposed road upgrades in the Dimfi and Sigubudwini villages, of the Ingquza Hill Local Municipality. The desktop study consisted of a literature review of similar areas, and a study of various maps. The desktop indicated that it is highly unlikely to find heritage sites within the proposed affected area. Human graves may occur nearby the roads, but these are unlikely to be affected. The desktop study also noted that many of the current roads, have been in use from at least 1937, and thus more recent graves (i.e. from 1930 onwards) are unlikely to occur in the proposed road upgrade. This also suggests that any artefacts that may occur in the road will be in a secondary context. The study also noted that previous surveys tend to find isolated artefacts and not sites. The road upgrades are thus unlikely to affect heritage sites.

FIG. 5: LOCATION OF THE SIGUBUDWINI VILLAGE

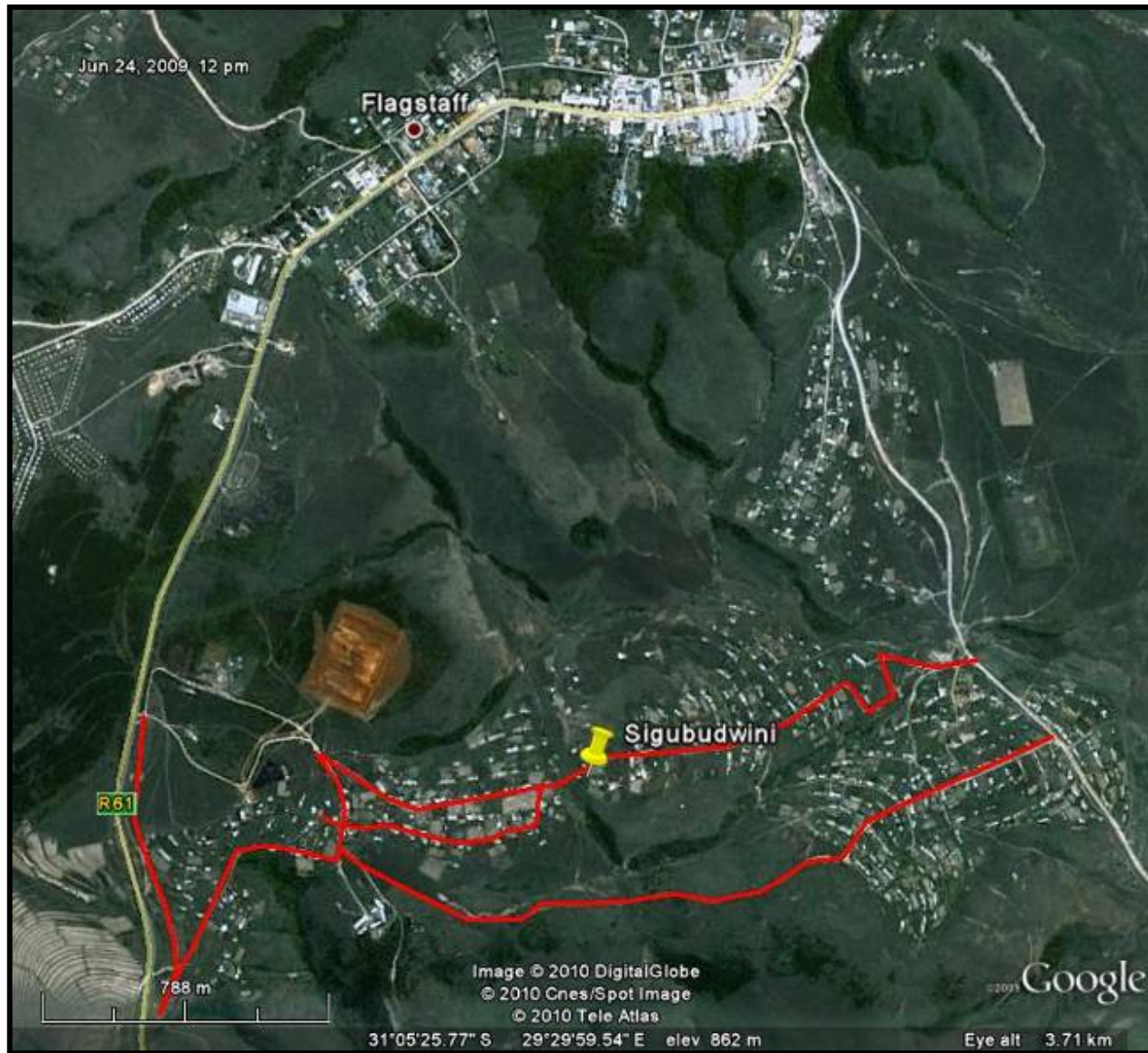
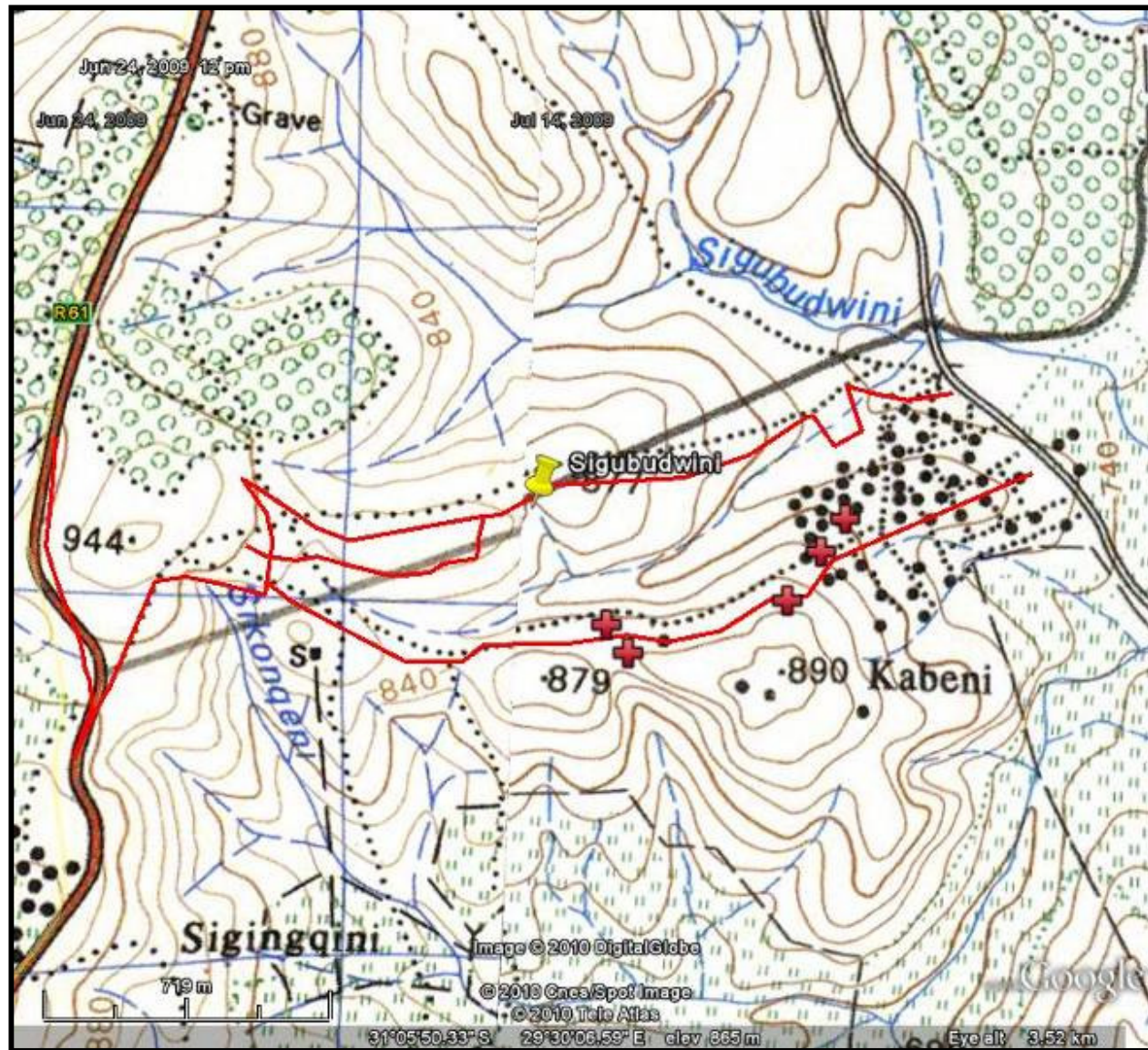


FIG. 6: LOCATION OF THE SIGUBUDWINI VILLAGE <sup>2</sup>



<sup>2</sup> Red cross indicates possible graves from 1937 aerial photos

FIG. 7: 1937 AERIAL VIEW OF THE SIGUBUDWINI VILLAGE

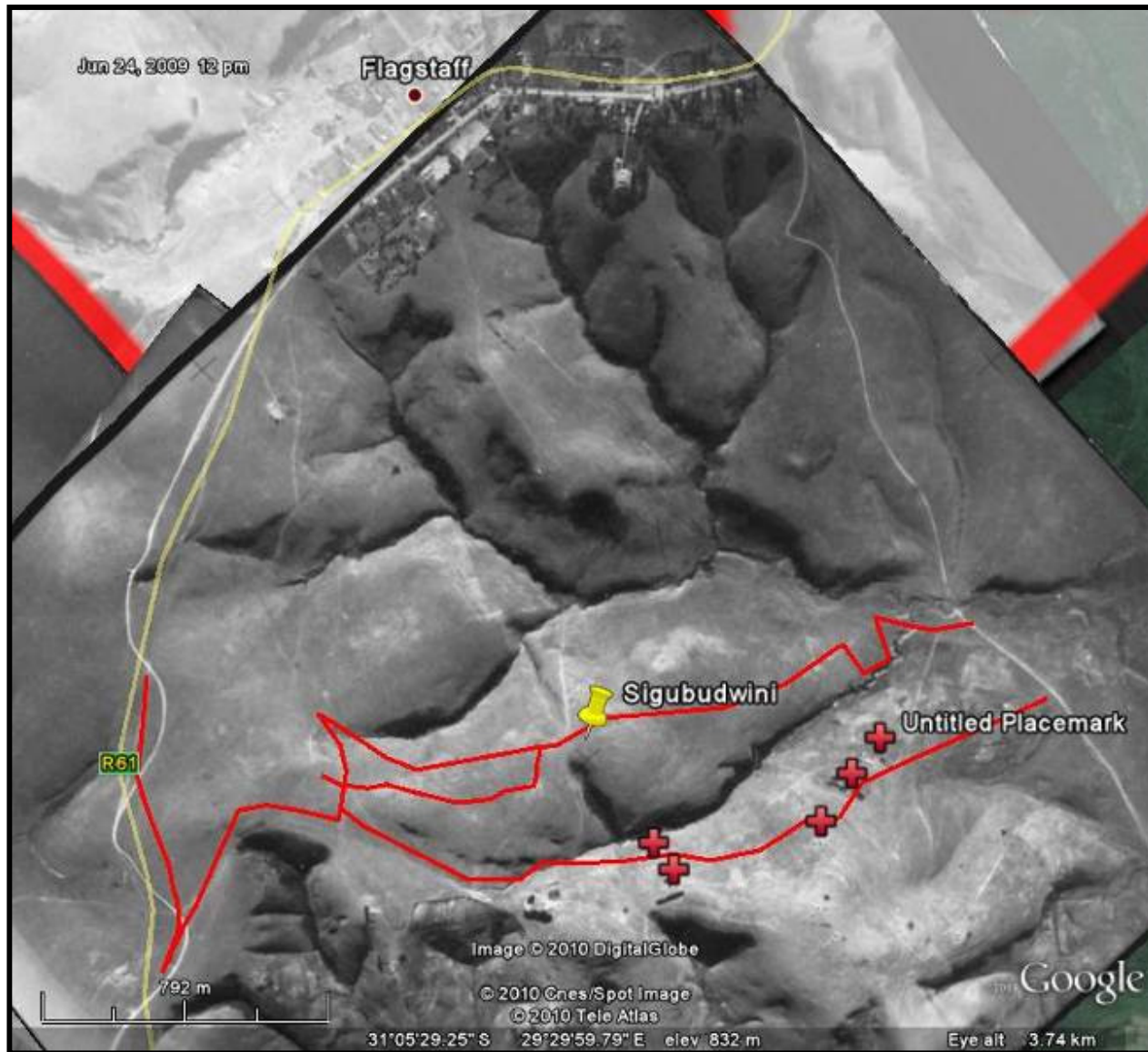


FIG. 8: CLOSE UP OF THE 1937 AERIAL PHOTOGRAPH

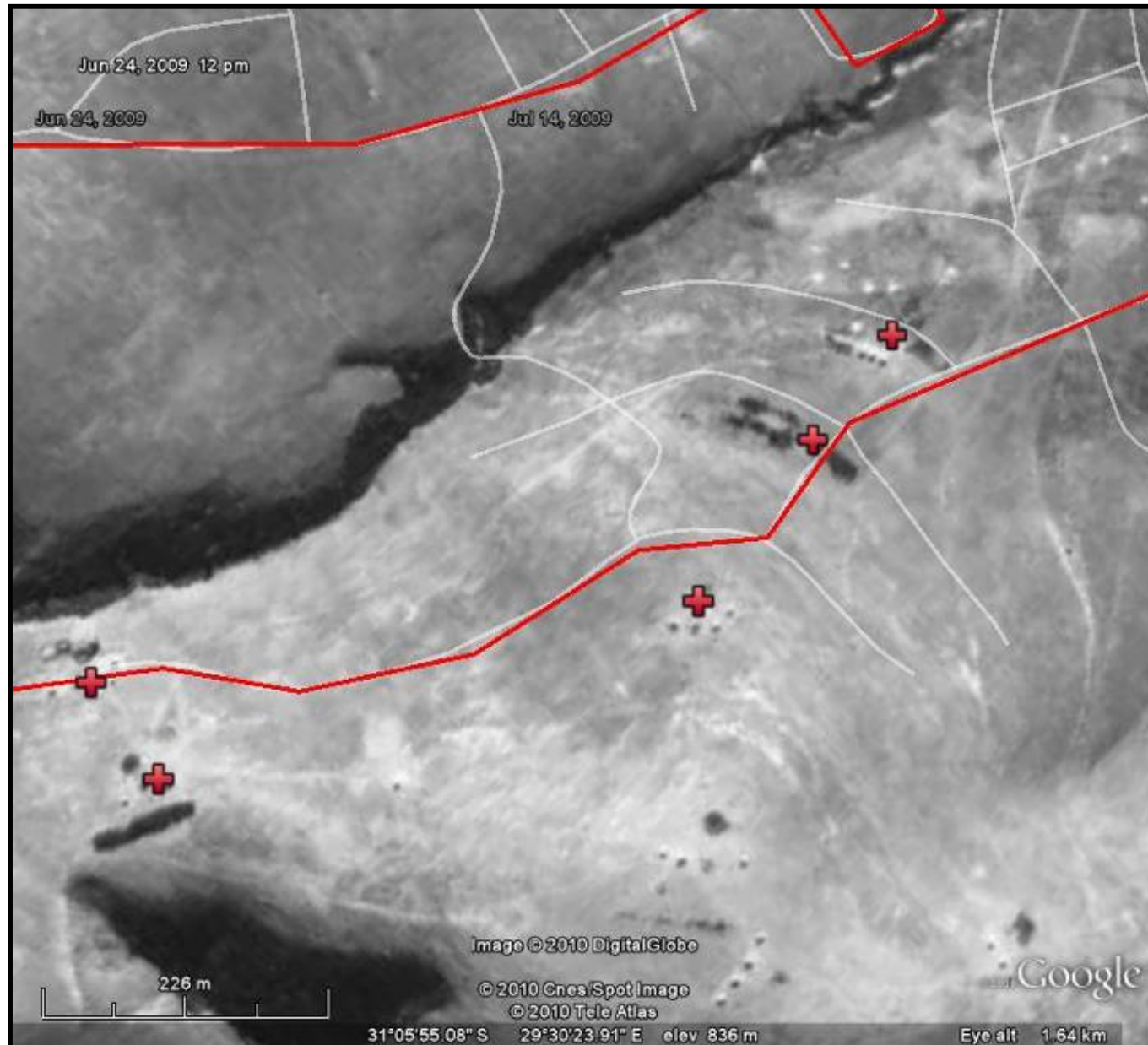
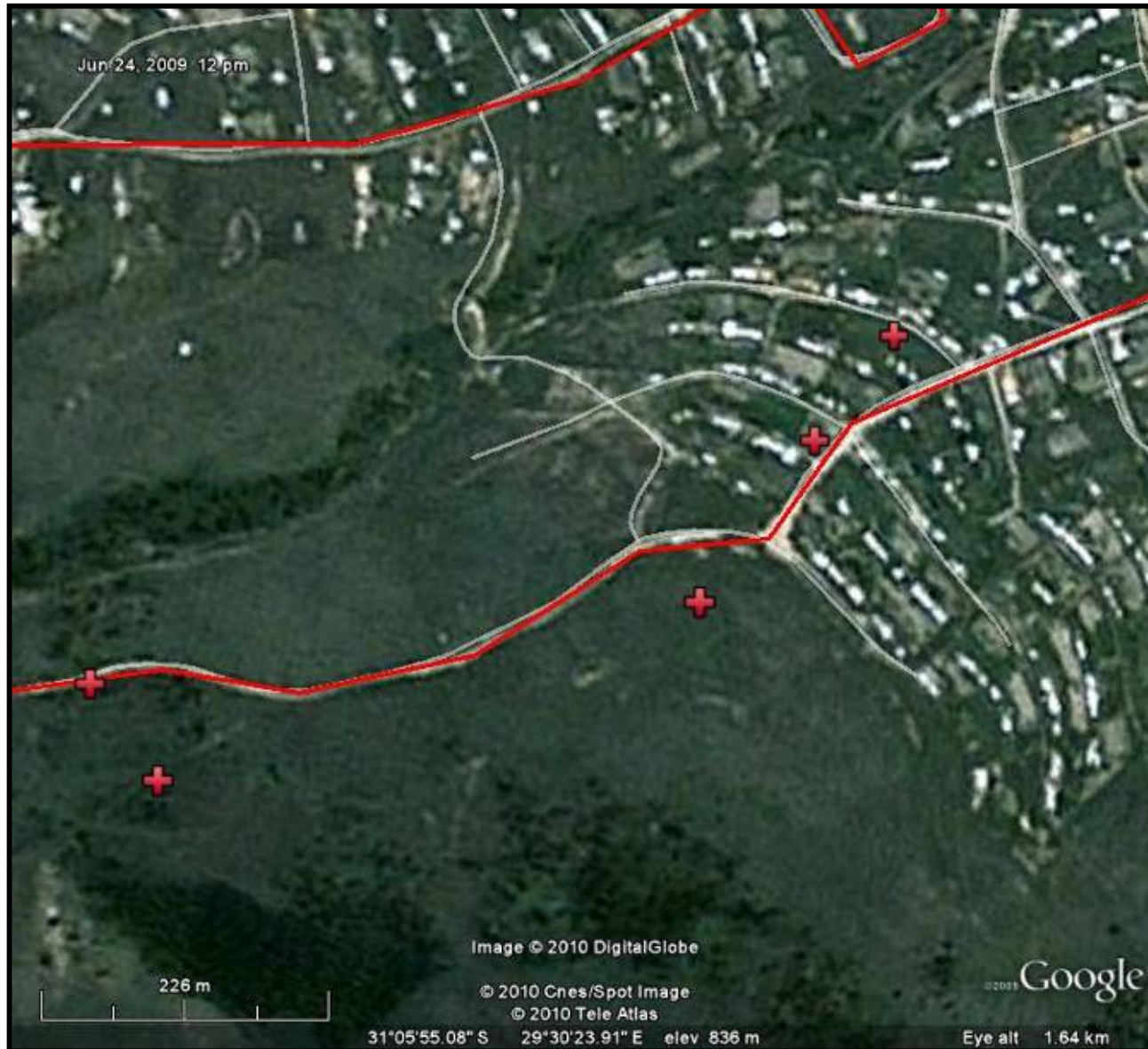




FIG. 9: CLOSE UP OF THE 2010 AERIAL PHOTOGRAPH WITH 1937 SETTLEMENTS INDICATED



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