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A report to the;

Specifically with regards to the completion of an

ARCHAEOLOGICAL IMPACT ASSESSMENT

On

Inland Coal Terminal, Mpumalanga



ENVIRONMENTAL ASSURANCE (Pty)Ltd

ENVASS

“your partner in calculating environmental solutions”

Project Number: 273
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1) INTRODUCTION

ENVASS has been requested to undertake an Archaeological Impact Assessment (AIA) as part of an Environmental Impact Assessment Process for a proposed development at. The purpose of the AIA is aimed at the identification of any Archaeological Resources or areas of cultural relevance that may be impacted on by the proposed development. Such resources or areas are considered protected in terms of the National Heritage Act (no.25 of 1999), and any proposals that may disturb or destroy these heritage resources would therefore be subject to the necessary application processes or procedures as decided by the relevant heritage authorities. This report provides information with regard to possible Archaeological Resources and recommendations on the way forward.

A Phase 1 Archaeological Impact Assessment includes the completion of a surface survey, the identification of any Archaeological Resources that could be under threat due to the proposed development and the determination of any mitigation procedures necessary to protect Archaeological Resources that might be positioned at the site. For all Figures and Plates, see **Section 12: [Appendix A](#)**.

2) BACKGROUND SETTING (As per Environmental Background Information Document) (Figure 1 and 2)

The market focus will be aimed at empowerment in its broadest sense. It is aimed to open markets to producers with limited logistics support or expertise, this is achieved through communal and synergistic materials handling capability from source, through a multi product facility geared to collection and consolidation of smaller than "large loader" parcels to export capability geared to high bulk throughput.

At the other end of the scale, the expansion of the 200 wagon, heavy haul capability of the TFR network brings with it significant advantages, based on the economies of scale possible within a bulk operation as envisaged. The unique nexus of time and place utility provided by the location of the ICT is expected to achieve significant reductions in TAT, improving operational efficiencies and therefore coal supplier output and cost reduction possibilities among the "large loader" market..

3) HISTORICAL BACKGROUND

Mpumalanga is well known for the occurrence of stonewalled ruins and some of these settlement areas were used as symbols of pre-colonial independence during the 20th century. Stone wall settlements existent at the escarpment areas are evident at the Mpumalanga Region. Settlements are evident of the occurrences of terraces and cattle close of areas. In terms of historical resources is the proposed impacted and surrounding well known for the development of historical industrial resources. The site being investigated is an important infrastructure link between the mid land areas and Richards Bay. The area used to be mainly farmers and goods were transported between Mpumalanga and Durban via



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Ox wagon. The area is also known for its high intensity of coal resources. During the early 1800's it was mentioned that local residents used coal for fuel purposes. Coal used to be mined from the river beds and transported to the Witwatersrand. Originally the areas used to provide farming stock to travellers on their way to Pilgrims Rest and Baberton.

The proposed impacted area is also known for its history related to the missionaries that used to be operating in the early 1800's. Missionaries came from the Berlin Missionary Society that used to be living in Natal among the Zulu. Later they moved to Swaziland of which they decided to purchase a farm at Middelburg for 500 Prussian people were provided with shelter. On the farm developments commenced that included the development of brick house, stone fort and a small church.

4) PROPOSED DEVELOPMENT

The facility is proposed for the collection, consolidation and loading/unloading of coal for the inland and heavy haul export market. The purpose is to optimise the storage, loading and transport of coal in bulk, the creation of the best possible strategic links to Transnet heavy haul and General Freight rail networks.

5) METHODOLOGY

A site survey was undertaken on foot by Ms Elize Becker (Heritage Resources Practitioner) on the 26th of October 2010. The survey provided insight into the type of environment, position of the site, the surrounding activities and the possible living heritage resource problems that may occur if the proposed mining operation is undertaken. The following steps were taken to obtain a better understanding of the cultural heritage of the area and the receiving environment:

A project orientation process was undertaken at a desktop level to obtain a better understanding of the nature of the activity and the extent of the development proposal.

A review of the technical proposal was undertaken. Makoya Inland Coal Terminal provided information with regard to the extent of the site and information regarding the position of the development in terms of the impact it may have on the undisturbed area.

A desktop investigation into the history of the area was undertaken including a literature review, internet search and consultation with relevant authorities.

The compilation of the report and the determination of a way forward.

6) LEGISLATION

The South African Heritage Resources Act (No. 25 of 1999), 35 4(a) stipulates that no archaeological site may be destroyed, damaged, excavated, altered, defaced or otherwise disturbed without a permit from the Heritage Resources Authority.



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The National Heritage Act (No. 25 of 1999) stipulates according to clause 35 4(b) that no archaeological object may be destroyed, damaged, excavated, removed from its original position, collected or owned without a permit from the Heritage Resources Authority.

In terms of Section 38 (1(c)) (i) stipulated within the National Heritage Act (No. 25 of 1999) a Heritage Impact Assessment is required if any development or other activity is proposed which will change the character of a site that exceeds 5000 m² in extent.

7) POTENTIAL HERITAGE RESOURCES PREFERRED SITE (Plates 1 to 4)

Site Name and Co-Ordinates

Site Name: Broodsnyersplaas

Co-ordinates: S 26° 03' 27.3"
E 29° 29' 56.2"

Map Sheet 1:50 000 indication the Location of the Site/s

See Figure 1

Site Type (Plate 1+ 2)

Merits of Conservation, Salvage, Research

The site is existing agricultural land and as a result the area is highly disturbed.

8) RECOMMENDATIONS AND MITIGATION PROCEDURES

It is recommended that the development may commence if the following conditions are met:

Industrial activities stay within the developed footprint area as indicated by Appendix 10.

If a change of scope occurs during the development operation, a Heritage Practitioner and the South African Heritage Resources Agency must be informed immediately for further decision making.

If any Heritage Objects are identified during construction, a Heritage Practitioner and the South African Heritage Agency must be informed immediately for further decision making.

9) CONCLUSIONS

The development footprint area consists of no heritage resources that could be destroyed or altered during the development phases. The area is characteristic of agricultural farming that resulted in the destruction of



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archaeological resources at the property Broodsnyersplaas. It is emphasised, if any heritage objects of significance is identified during the construction phases, that the heritage practitioner and the South African Resources Agency is informed immediately. The area is of low significance and as a result a no-objection is provided.

10) REFERENCES

National Heritage Resources Act (Act no. 25 of 1999)

<http://mannbarry.net/Witbank-Old/WHistory.htm>

Swanepoel N, Esterhuysen A, Bonner P, 2007, *Fivehundred Years Rediscovered, Southern African Precedents and Prospects*, Wits University Press, pp 55 – 85



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11) APPENDIX A: FIGURES AND PLATES