

**The archaeological survey of the P15-1 and P50-2
roads, KwaZulu-Natal**

For GAEA Projects

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Gaea projects contracted Umlando to undertake the archaeological survey of the P15-1 and P50-2 road upgrades, on behalf of the KwaZulu-Natal Department of Transport. The roads already exist and are marked for an upgrade. Several areas of these roads are currently being upgraded; however, I do not know if an heritage assessment has been undertaken for these sections. This is especially important for the P15, where it occurs near very important archaeological sites. Amafa KwaZulu-Natal should ensure that at least this area has been previously surveyed.

P50-2

The P50 occurs westwards of Eshowe, and between points B – C on the provided map. Much of this road is gravel road with some areas of tarring. No archaeological sites were observed along this section of the P50. I did notice that the next section of the P50 has large-scale road construction, and KwaZulu-Natal Heritage should ensure that this section has been though their system.

P15-1

This part of the road lies westwards of Middledrift, specifically between the iWoshe River Bridge and the top of the road leading to the Kop of Kranskop. Much of this road undulates uphill and does not pass any archaeological sites.

I am somewhat concerned that there has been a substantial road upgrade between the iWoshe River bridge and the Middledrift crossing on the Thukela River. This area is of high archaeological sensitivity with several sites having been previously recorded. These sites are of high significance. A similarly road upgrade occurs from the Thukela River for approximately 7 km towards the Koma turnoff. I noted a few stone tools at some of these areas. I did not investigate these two areas, as it was not part of the terms of reference for my

survey. I suggest that a post-impact survey be undertaken if no pre-impact survey was conducted.

No further mitigation is required for these two sections of the road upgrade.