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## **FIRST PHASE HERITAGE / ARCHAEOLOGICAL ASSESSMENT OF THE PROPOSED POWERLINE ROUTE AT PHAKISA MINE, WELKOM**

### **INVESTIGATION**

The proposed power line extensions located in the region of Phakisa Race Course at Welkom were visited on 27 February 2003. The power line will supply addition electricity to the Phakisa/Tsepong Mine and will also bring power supply to the existing vent shaft.

The different routes were inspected in the company of Gerrie van Schalkwyk, the Project Planner from ESKOM in Bloemfontein. The different sites where the proposed power lines are to be placed were examined for the possible presence of archaeological and historical material and to establish the potential impact on any cultural material. The Environmental Impact Assessment (EIA) 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 different sites were selected and submitted by the ESKOM.

The following sites along the proposed power line Options 1 & 2A, were visited and observations were made. For easy directions, please refer to the power line route maps supplied by ESKOM.

#### **SUB-STATION AT PHAKISA MINE (Fig.1)**

UTOPIA 108 (26°38'09"S. 026°43'41"E. Altitude 1347m)

Area disturbed around sub-station. Ploughed lands.

#### ROUTE OF THE LINE (Options 1 &2A) (Fig.2)

HESTERSRUST 92 Micro Station (27°54'10"S. 026°43'25"E. Altitude 1335m)

Ploughed lands and planted grazing.

The line is planned to run along the existing gravel road (27°54'10"S. 026°43'25"E. Altitude 1345m) on its way to the main power supply. It had been noted that there is a water pipe line (27°54'40"S. 026°42'50"E. Altitude 1356m) in this same position (Fig.), which might create problems during the installation and maintenance of the power line.

#### RAILWAY CROSSING AND WATER SUB-STATION (Fig.)

(27°54'49"S. 026°42'38"E. Altitude 1359m)

Area disturbed.

#### CONNECTION WITH MAIN POWER LINE (Fig.)

(27°55'15"S. 026°42'09"E. Altitude 1357m)

Ploughed lands and planted grazing.

#### SUB-STATION (NEW) AT VENTILATION SHAFT (Fig.)

(27°54'14"S. 026°41'58"E. Altitude 1349m)

Area totally disturbed.

#### RUINS INDICATED ON MAP (Fig.)

(27°54'08"S. 026°41'59"E. Altitude 1348m)

The area contains domestic ash heaps and dumps which does not seem to be of any significance.

Freddie's old sub-station in the vicinity (Fig.).

#### ALTERNATIVE ROUTE 2B

The route is planned along the main road past the Phakisa Racing Course.

This route is left out of any further investigation, because of the presence of the Odendaalsrus Grave Yard in its way (27°53'38"S. 026°43'11"E.

Altitude 1349m) (Fig.)

## **FINDS**

None of the sites inspected produced any archaeological or historical material. No stone tools or ceramics were recovered, neither were traces of rock art or graffiti of historical significance found at any of the sites.

## **DISCUSSION**

After examination and discussion by the archaeologist and the project planner, it has been agreed that no obvious reasons could be found to restrict any of the proposed developments in the Phakisa Mine area, or to delay the commencement of further planning in future.

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 such sites. It is stressed that in case of the discovery of any archaeological or historical material during the course of further work, all activities should temporarily be stopped in the specific area for inspection by the archaeologist or other specialists.

## **MITIGATION**

Concerning the areas of the planned developments, mitigation measures are not needed in any of the investigated cases.

## **RECOMMENDATIONS**

That the development of the Phakisa power line project at Welkom, should proceed as planned.

## **ACKNOWLEDGEMENTS**

Gerrie van Schalkwyk of ESKOM, Bloemfontein, arranged the visit to the sites and supplied information on this investigation.

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