

ARCHAEOLOGICAL AND HERITAGE ASSESSMENT OF ROAD ALIGNMENTS IN THE PIKETBERG MAGISTERIAL DISTRICT, WESTERN CAPE

(Assessment conducted under Section 38 (8) of the
National Heritage Resources Act as part of an EIA.)

Prepared for

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EXECUTIVE SUMMARY

The Archaeology Contracts Office was appointed by CCA Environmental (Pty) Ltd to do an archaeological and heritage assessment for the upgrading of two roads, The MR531 and MR534, in the vicinity of Aurora and Redelinghuys in the Clanwilliam Magisterial District. The assessment is part of a Basic Assessment to be submitted to the Department of Environmental Affairs and Development Planning.

The project entails the tarring and general upgrading of 19 km of the MR531, this being the only remaining section of the road that is still gravel. Safety railings, gabions, culverts and drains will be installed as necessary. The MR534 will only be regravelled but material from the road reserves will probably be brought back into the road and reused. The intersection of the minor road DR2180 with MR531 will be upgraded and realigned and the entrance road to Redelinghuys that leads from the MR531 will also be tarred. Minor expropriation will need to occur for the intersection realignment but most other work should be contained within the road reserves.

The Sandveld area, through which these roads run, is a mixture of cultivated and uncultivated land and is generally fairly flat and sandy. Parts of the MR531 that runs along the Verlorenvlei River are steeper and have a rocky substrate. Historic buildings and ruins are common in the area with many being alongside the two roads in question. One national monument commemorating the position of the Maclear Beacon is present on the roadside just north of Aurora. Large parts of the road reserves within which most of the impact will be contained are already heavily disturbed due to previous road works.

The survey was mostly conducted from the car but with areas of possible significance examined on foot. All historical buildings and ruins lying within some 25 m of the road were recorded. The selection of areas for detailed examination was guided by the experience gained during the borrow pit survey for the same project (Orton 2007) and also the work of Manhire (1987) who documented many sites across the Sandveld. Aside from the heavily disturbed road reserves, there were no physical limitations to the study.

Several historical structures and ruins alongside the two roads were recorded. These include the Maclear Beacon national monument. The structures vary in condition from very poorly preserved to well restored and looked after. Aside from a single flake, no palaeontology or prehistoric archaeology was encountered. Impacts to these structures and ruins should not occur although three are very close to or within the road reserve areas.

The cultural landscape is generally rural and agricultural and a single tree line along the MR534 road reserve was the only specific cultural landscape element identified during the study. The primary general heritage concerns relate to the loss of the sense of remoteness that will occur with the tarring of access roads to the Sandveld and its towns. Traffic and tourist volumes are likely to increase which could also result in an increase in insensitive development in the Sandveld towns, particularly at the coast. This impact is tempered somewhat by the fact that the southern access road to Elandsbaai and the majority of the MR531 have already been tarred in recent years. Impacts from the tarring of the entrance to Redelinghuys are also offset by the existence of tarred roads within the town. The tarring of the MR531 will have one positive impact in that the dust that results from the gravel road will now cease and the historical structures will no longer receive coats of dust. This improves the general qualities of the environment and structures.

Two road side crosses in memory of an accident victim are present within the road reserve of the MR534. In consideration for the deceased and the next of kin, these crosses should be retained after the completion of the upgrade.

Several recommendations are provided to guide the work and one mitigatory action is advised. Care should be taken to avoid damage to any of the historical structures and ruins and to ensure that cuttings will not result in destabilisation of ground near one of the ruins along the MR534. Concrete should be coloured to blend with the natural substrate as this will slightly reduce the impact on the sense of remoteness of the area. Although not protected by heritage legislation, it is recommended that the two memorial crosses alongside the MR534 be replaced as close as possible to their original location.

Contents

1. INTRODUCTION	5
2. PROJECT DESCRIPTION	6
3. DESCRIPTION OF THE AFFECTED ENVIRONMENT	6
4. METHODS	11
4.1. Limitations	11
5. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND	11
6. FINDINGS	12
6.1. Palaeontology	12
6.2. Prehistoric archaeology	12
6.3. Built environment and historic ruins.....	12
6.3.1. Late 18th/early 19th C house and associated outbuildings (MR531/1).....	12
6.3.2. Klarefontein Complex (MR531/2).....	13
6.3.3. Late 18 th /early 19 th century house (MR531/3).....	14
6.3.4. Late 19th/early 20th century ruin (MR531/4)	14
6.3.5. Early 20th century house (MR531/5)	15
6.3.6. Late 19th/early 20th century house (MR534/1).....	15
6.3.7. 19th century ruin complex (MR534/2).....	16
6.3.8. Maclear Beacon (MR534/3).....	18
6.4. Cultural landscapes and general heritage concerns	19
6.4.1. Tree line (MR534/4).....	20
6.5. Other	20
6.5.1. Road-side memorial crosses (MR534/5)	20
7. DISCUSSION AND CONCLUSIONS	21
7.1. Palaeontology	21
7.2. Prehistoric archaeology	21
7.3. Built environment and historic ruins.....	21
7.4. Cultural landscapes and general heritage concerns	21
7.5. Other	22
8. RECOMMENDATIONS	25
9. REFERENCES	25

1. INTRODUCTION

The Archaeology Contracts Office was appointed by CCA Environmental (Pty) Ltd to conduct an assessment of two road upgrades in the vicinity of Aurora and Redelinghuys in the Piketberg Magisterial District (Figure 1). The roads are the MR531 which links Piketberg and Elandsbaai and MR534 which links Aurora and Redelinghuys. The assessment is being undertaken as part of a Basic Assessment to be submitted to the Department of Environmental Affairs and Development Planning.

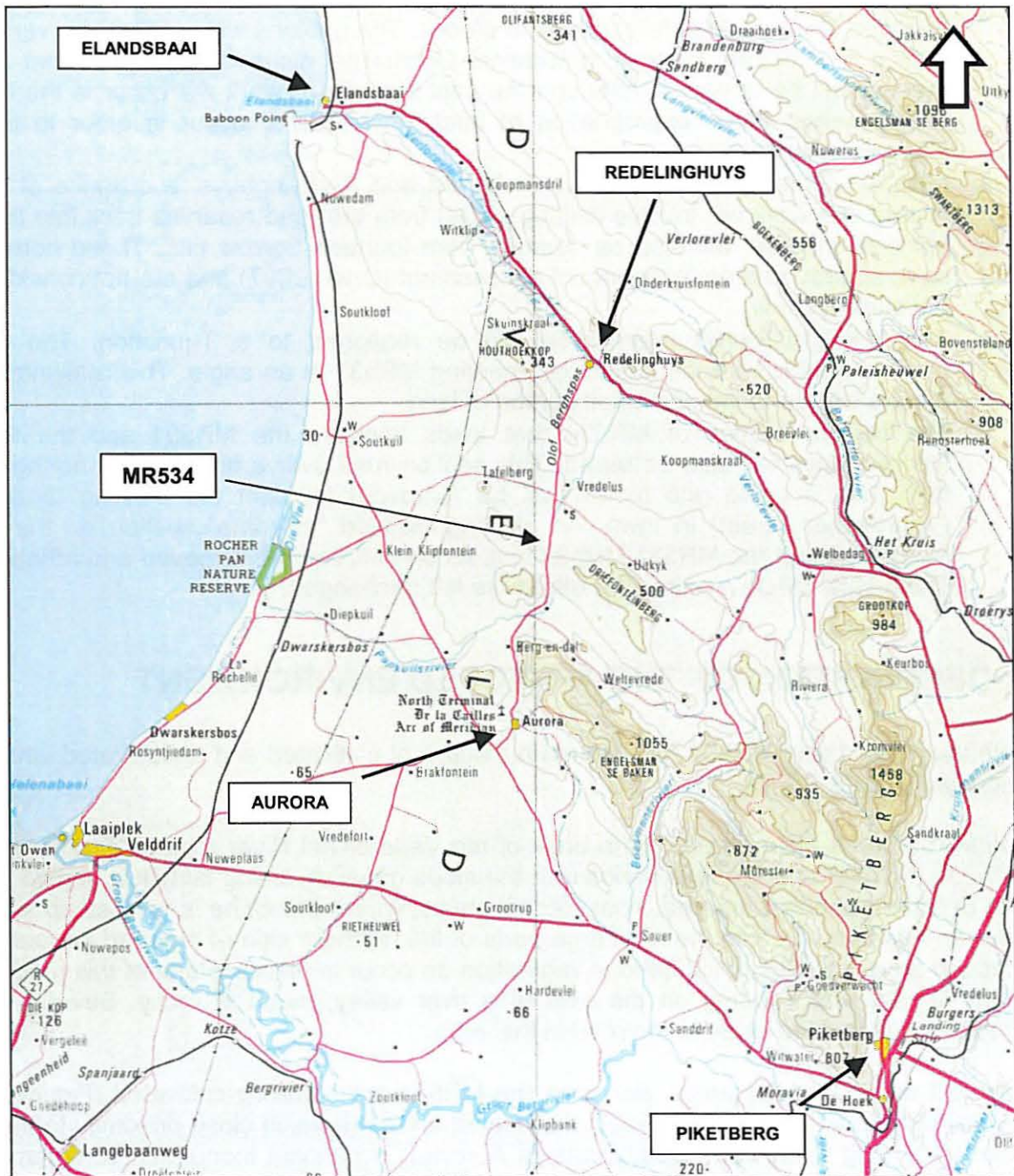


Figure 1: Location of the two roads under consideration.

2. PROJECT DESCRIPTION

In addition to the road upgrades, the intersection of MR531 and DR2180 (which leads to Graafwater) and the entrance road to Redelinghuys (part of the MR534) will also be upgraded. The upgrades will occur as follows:

- MR531 is currently tarred along most of its length but two sections near to Redelinghuys and totalling 19 km in length remain gravel. These sections will be tarred and the existing 2 km tarred surface between them will be repaired. Part of the upgrade requires the installation of concrete drainage culverts, gabions to protect exposed slopes and safety railings in places. The gabions will only require very minor cutting of substrate for their installation. Occasional disused cattle grids that are still present will be removed. Although the vast majority of work will occur in the existing road reserve, minor expropriation of land may need to occur in order to improve alignments in places.
- MR534 will be regravelled between Aurora and Redelinghuys, a distance of 28 km. Part of this work will involve shifting gravel from the road reserves back into the road but new material will also be sourced from fourteen borrow pits. These borrow pits have already had an independent assessment (Orton 2007) and are not considered in the current study.
- The MR531/DR2180 intersection will be realigned to a T-junction. The current arrangement is with the latter road meeting MR531 at an angle. This realignment will require expropriation of a small portion of land.
- The 800 m section of MR534 that leads between the MR531 and the town of Redelinghuys will also be tarred. This section runs over a bridge at its northern end, then past a cattle grid (which will be removed) to meet the existing tarred road (Voortrekker Street) in town. An existing disused "off-ramp" section on the south-eastern side of the MR531/MR534 intersection will also be removed and rehabilitated. The bridge will be repaired but otherwise left unchanged.

3. DESCRIPTION OF THE AFFECTED ENVIRONMENT

Both the MR531 and MR534 run through a mixture of cultivated and uncultivated land in the Sandveld (Figure 2 & 3).

The MR531 runs along the northern bank of the Verlorenvlei River (Figure 2). The distance between the river and the road varies with the slope generally being fairly low angled (Figure 3 to 5). There is only one area, near Redelinghuys, where the slope is very steep and here the road has been cut into the hill. Large parts of the northern side of the road are cultivated, although small patches of indigenous vegetation do occur in places. Parts of this road are on sandy substrate but, being on the side of a river valley, much is rocky. Several historic structures are located close to the road in this area.

The vast majority of the areas alongside the MR534 are currently cultivated (Figure 6) and several historic and recent structures are located on the farms in close proximity to the road. Included among those immediately outside Aurora is a national monument commemorating the position of the Maclear Beacon (1838). The road reserves on both sides of the road are extensively disturbed from previous road construction and maintenance activities over the years (e.g. Figure 3). The road runs through a hilly area (Figure 8) then across a wide, flat

section (Figure 9) before crossing another ridge into the Verlorenvlei Valley and the town of Redelinghuys. Little indigenous vegetation is present along this road and the surrounding substrate is almost entirely sandy.

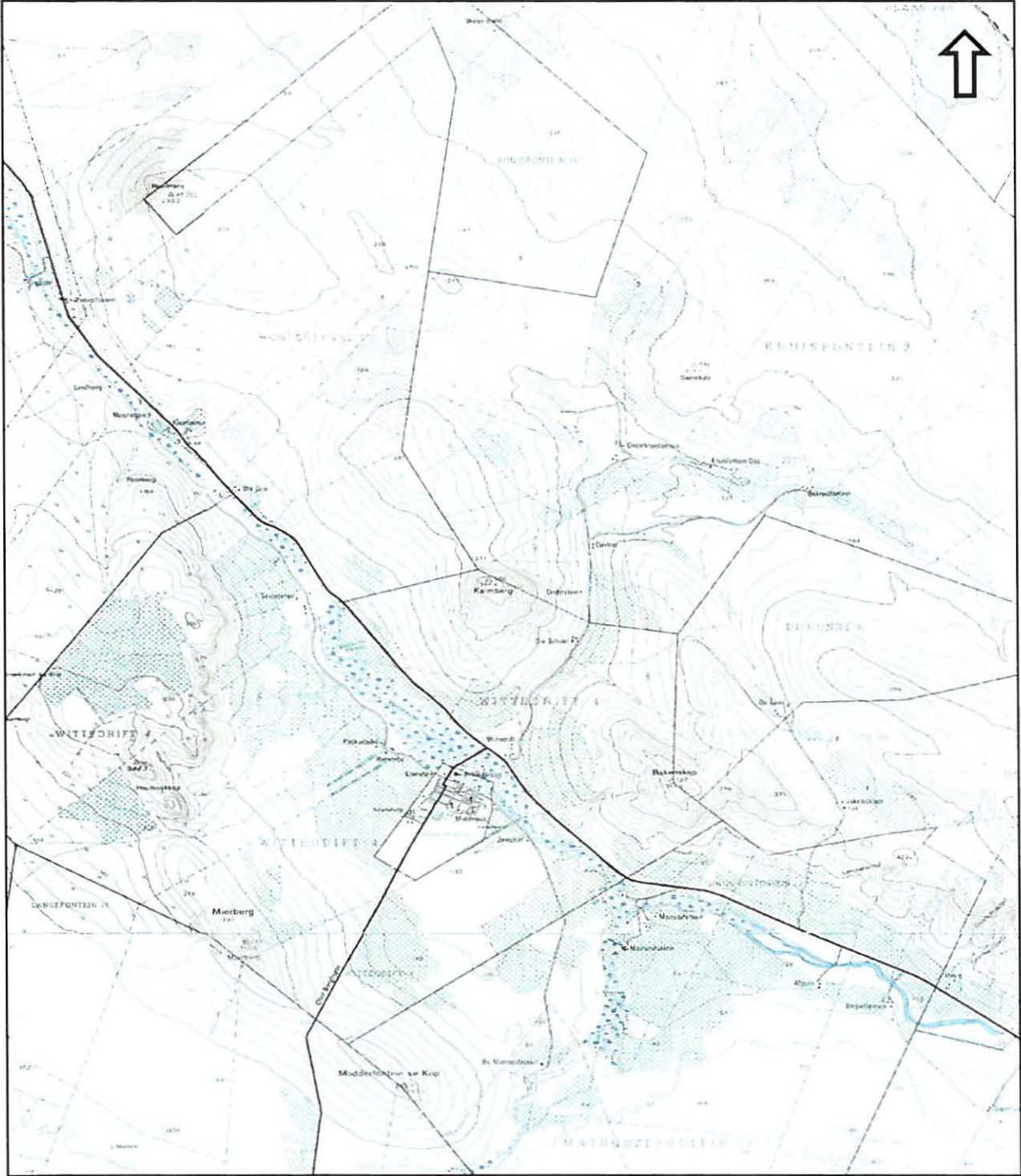


Figure 2: Composite map (3218AD Elandsbaai, 3218BC Redelinghuys, 3218CB&CA Aurora, 3218DA Goergap) indicating the approximate extent of agricultural land (green areas) and local topography along the part of MR534 to be upgraded.



Figure 3: View towards the northwest from near the south-eastern part of the section to be upgraded.

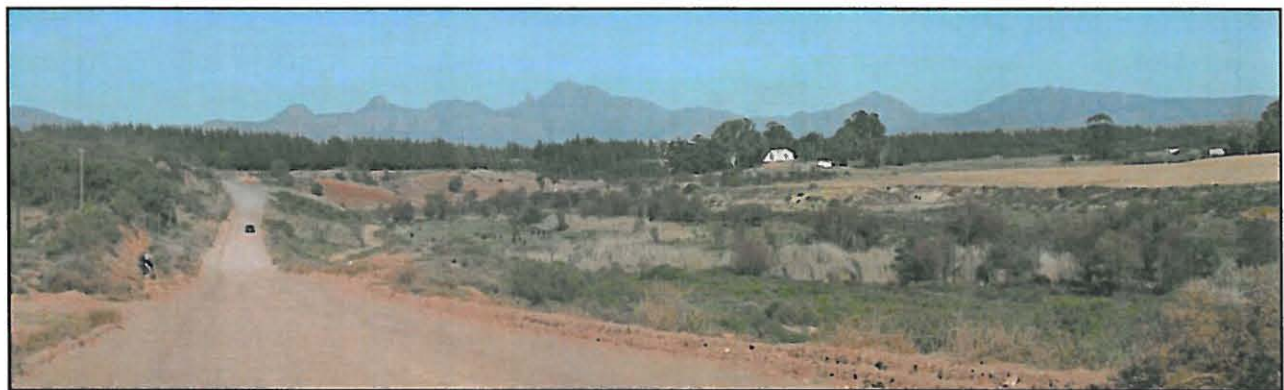


Figure 4: View down the MR531 towards the southeast showing the start of the short tar section between the gravel sections.

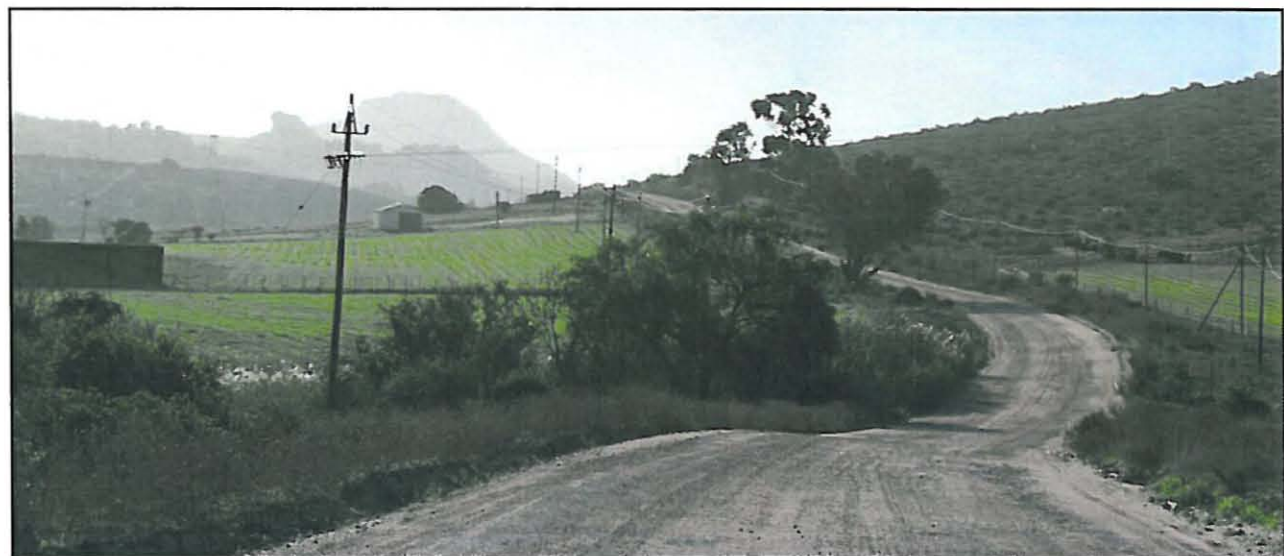


Figure 5: View towards the northwest near the north-western end of the section to be upgraded. The small peak just left of the pole houses the site of Diepkloof.

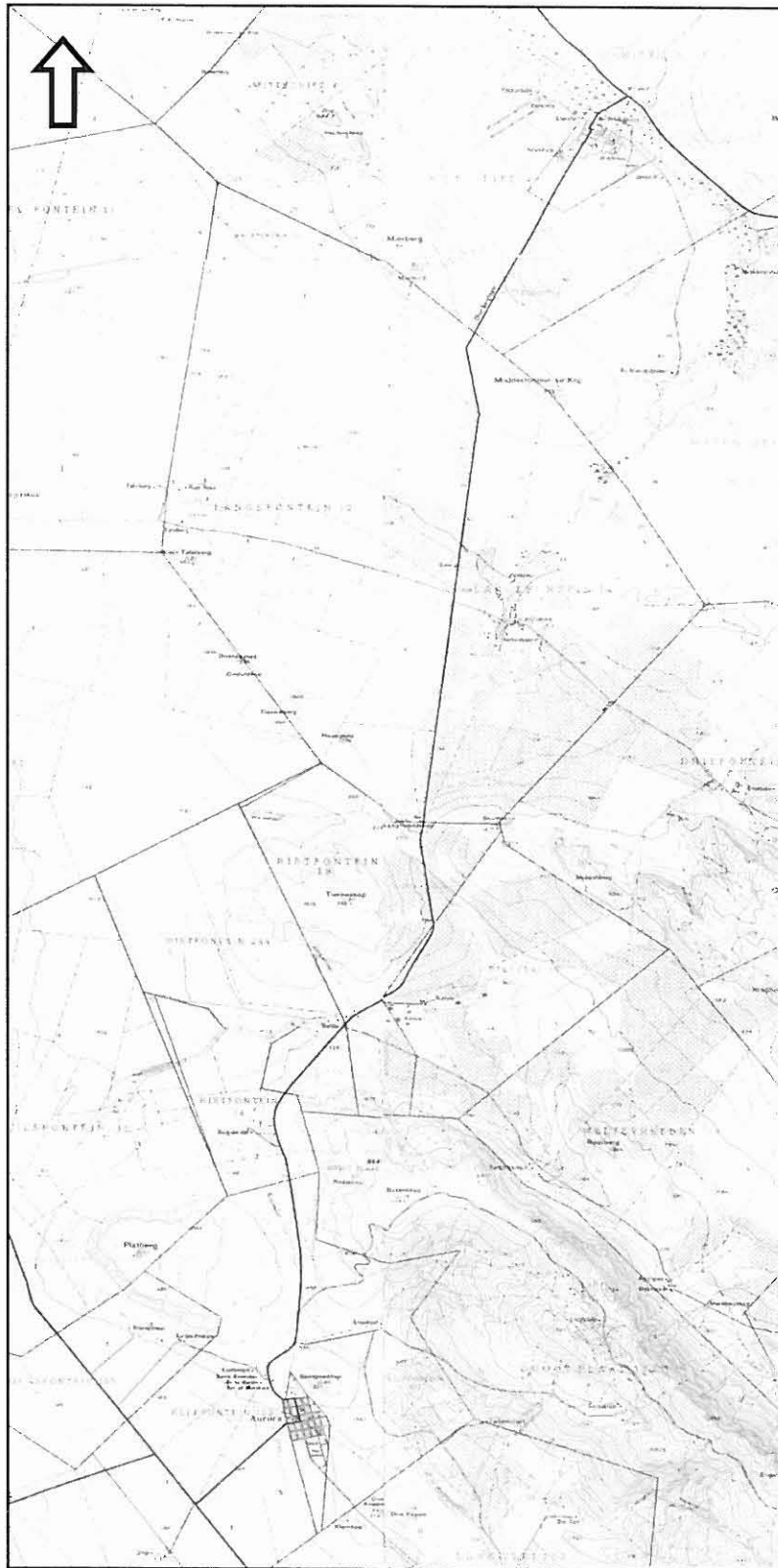


Figure 6: Composite map (3218AD Elandsbaai, 3218BC Redelinghuys, 3218CB&CA Aurora, 3218DA Goergap) indicating extent of agricultural land (green areas) and local topography along the part of the MR534 to be upgraded.



Figure 7: Looking back down the MR534 towards Aurora from just north of the town.



Figure 8: Looking north along the MR534 in the hilly area a few kilometres north of Aurora.

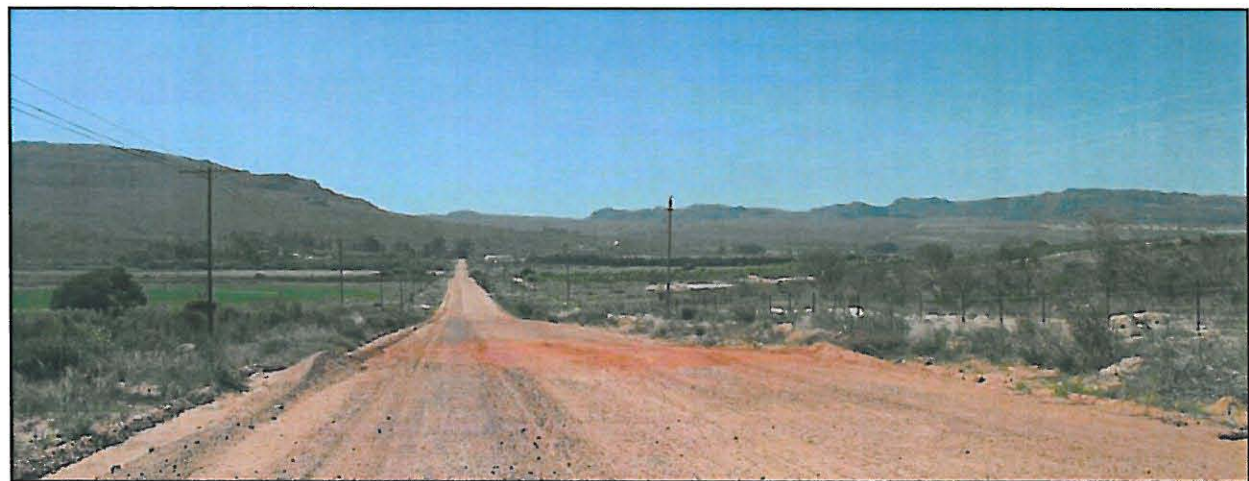


Figure 9: Looking along the MR534 over the flat terrain between the mountains.

4. METHODS

The road alignments were surveyed by one archaeologist on 11 May 2007. This was done by means of driving slowly along the roads concerned and examining the passing terrain. Given the highly disturbed nature of the road reserves, it was obviously impractical and meaningless to walk both sides of 47 km worth of road reserve. The visual search was thus conducted from the car but any particular areas that looked like possible locations for sites were searched on foot. I also examined areas with good potential that were located out of the road reserves so as to try and establish exactly the likelihood of finding archaeological material in the region. All these were areas close to rivers and rocky outcrops and also occasional deflated areas.

The borrow pit survey (Orton 2007) has contributed to my understanding of site distribution in the area, as has the work of Manhire (1987) which determined where prehistoric occupation of the Sandveld tended to be concentrated. This understanding guided my choice of areas for foot survey.

Any historic sites visible along the roadside were also examined and recorded. Recording was done by means of photography and verbal descriptions, and positions were taken using a hand-held GPS receiver on the WGS84 datum.

4.1. Limitations

The road reserves throughout most of the study area are heavily disturbed due to past road works and any archaeological material within these areas would have long since been obscured or, more likely, destroyed. Areas that were less disturbed had very little vegetation cover so there were no visibility issues in that regard.

5. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Southern Africa has been occupied by hominids for more than one million years. The earliest modern human occupations in the study area have been documented from two cave sites in the region. Diepkloof, at the south-eastern end of the open waters of Verlorenvlei, has been shown to contain Middle Stone Age (MSA) occupation horizons dating back to at least 63 000 years ago (Parkington 1999), while Elands Bay Cave contains a rich Later Stone Age (LSA) occupation with minimal MSA material occurring at the very base. This MSA component is thought to be about 150 – 200 000 years old (Parkington 1988; Volman 1984). Many other LSA sites occur in the coastal region (e.g. Parkington *et al.* 1988) as well as in deflation hollows, along rivers and on rocky hills in the Sandveld (Manhire 1987). Extensive research has been carried out on many of these sites by students of the University of Cape Town archaeology department. Both staff and students of the department have published articles relating to various aspects of the prehistory of the Elands Bay and Verlorenvlei area (e.g. Jerardino & Yates 1997; Manhire 1987; Orton, 2002, 2006; Orton & Compton 2006; Parkington 1980, 1988, 1990; Parkington *et al.* 1988, 1992; Poggenpoel 1987; Robey 1987).

Early European explorers in the area include Simon van der Stel who reached Verlorenvlei in 1679 and Olof Bergh who crossed the vlei in 1682 (Mossop 1931; Taylor 1990). Bergh

crossed the vlei at “Wittedrift” close to Redelinghuys and it is no doubt in commemoration of this that the pass from Redelinghuys to Aurora (the MR534 – Olof Bergh Pass) is named after this explorer. In terms of historical settlement, white farmers are likely to have employed Khoekhoe herders to herd cattle in the area from about 1720 onwards, but are only likely to have settled in the region themselves and begun building houses from the 1770s (Taylor 1990). The early dwellings were built in the typical Cape vernacular style with many of these long houses still in existence today, albeit frequently in ruin. These houses have also attracted study from University of Cape Town students (e.g. Gribble 1987, 1990; Swanepoel 1996; Taylor 1990; UCT School of Architecture 1980). In general, the Sandveld area preserves a large number of vernacular buildings in various states of repair.

6. FINDINGS

It should be noted that although ruined buildings greater than 100 years of age are regarded as archaeology in terms of the heritage legislation, I have listed them under built environment for the sake of easy reference.

6.1. Palaeontology

No palaeontological material was noted during the survey. Only one significant road cutting is present (on the MR531) and this is well vegetated.

6.2. Prehistoric archaeology

No Stone Age sites were located during the survey and only one artefact, a silcrete flake, was encountered (Figure 10). This artefact was in a deflated area of a field along the western side of the MR534 (32° 36' 36.3" S 18° 30' 25.8" E).

6.3. Built environment and historic ruins

Many historical buildings are located alongside both the MR531 and MR534. These are presented from northwest to southeast along the MR531 and from north to south along the MR534. None will be directly impacted by the proposed road upgrades and only those in very close proximity to the road are listed.

6.3.1. Late 18th/early 19th C house and associated outbuildings (MR531/1)

This house has been restored and is in good condition (Figure 11). It lies a few meters beyond the road reserve on the northern side of the MR534 at 32° 24' 08.6" S 18° 28' 38.4" E.

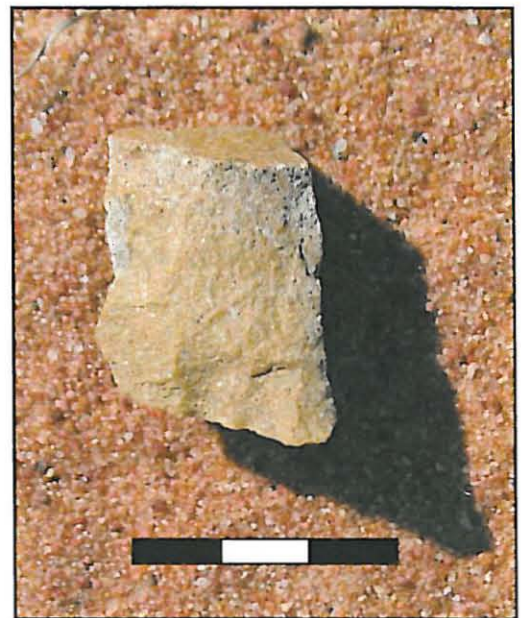


Figure 10: The single silcrete flake found alongside MR534.

6.3.2. Klarefontein Complex (MR531/2)

This 18th century complex has several buildings is in complete ruin (Figure 12). The complex is at 32° 25' 25.9" S 18° 29' 45.6" E with the nearest buildings to the road being some 8m beyond the road reserve. This complex serves as a good example of how quickly neglected historical buildings can decay. In 1996, when they were studied by Swanepoel, the buildings were still roofed (Swanepoel 1996: Fig.1.2) and they were last occupied in about 1988/1989 (Gribble 1990).



Figure 11: The late 18th/early 19th century house (MR531/1). The road is visible in the right foreground.



Figure 12: The 18th century Klarefontein complex (MR531/2)

6.3.3. Late 18th/early 19th century house (MR531/3)

This house lies to the south of MR531 and just southeast of Klarefontein at 32° 25' 30.0" S 18° 29' 49.4" E. It is still in serviceable condition (Figure 13) and is about 20 m from the road. A barn-type structure on the northern side of the road and lying some 100 m to the southeast of the Klarefontein complex quite likely belongs with this house.

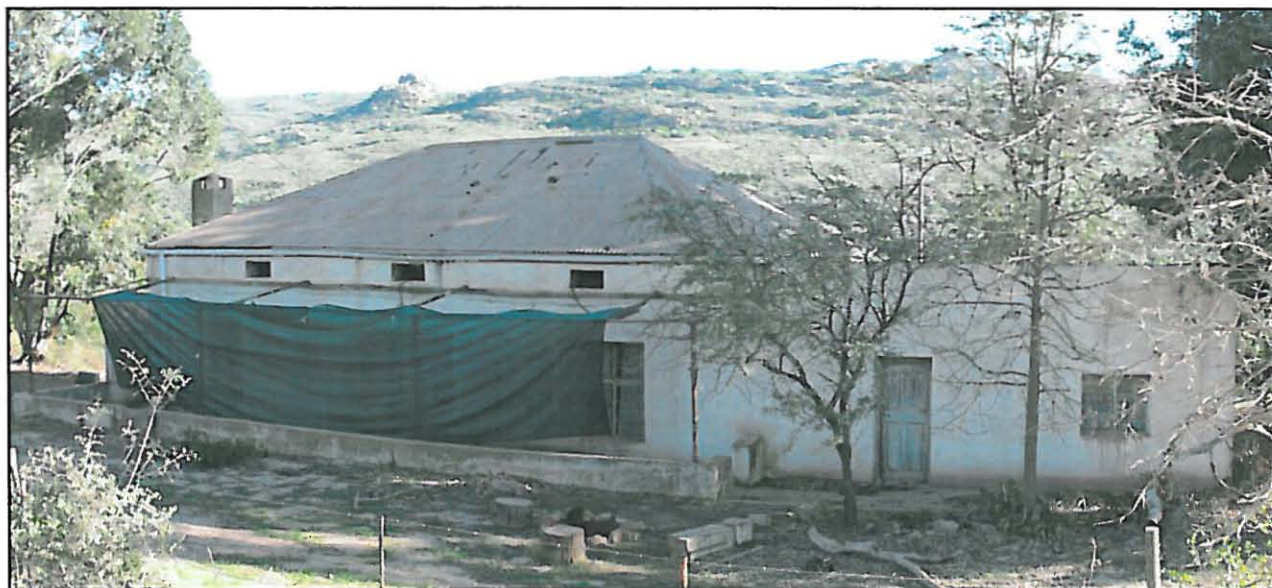


Figure 13: The late 18th/early 19th century house (MR531/3)



Figure 14: The barn-type structure (MR531/3).

6.3.4. Late 19th/early 20th century ruin (MR531/4)

This ruined house lies along the northern side of the MR 531 just southeast of the Redelinghuys turn-off at 32° 28' 30.4" S 18° 32' 46.0" E. It lies about 10 m from the road but, with no fence in place, it looks to be very close to the edge of the actual road reserve. It may

well have been constructed in several phases with a vernacular style building being the original core (Figure 15 & 16). Just northwest of this ruin, directly opposite the Redelinghuys intersection, lies a farm complex in good condition. It is well set back from the road though. None of these buildings are in the way of the realignment of the MR531/DR2180 intersection.



Figure 15: The rear (northern) side of the ruined house (MR531/4).



Figure 16: The front (southern) side of the ruined house (MR531/4).

6.3.5. Early 20th century house (MR531/5)

This is a double storey house with an addition to its eastern side. It lies about 8 m outside the road reserve at the foot of a low hill at $32^{\circ} 28' 38.7''$ S $18^{\circ} 32' 51.4''$ E. It is still in good condition (Figure 17).

6.3.6. Late 19th/early 20th century house (MR534/1)

This house is still in relatively good condition and is set back some 30 m from the road reserve at $32^{\circ} 38' 00.5''$ S $18^{\circ} 29' 39.3''$ E (Figure 18).



Figure 17: The double story house (MR531/5).



Figure 18: Late 19th/early 20th century house (MR534/1).

6.3.7. 19th century ruin complex (MR534/2)

This complex consists of three associated structures with one being immediately along the road reserve fence line (Figure 19). The complex lies at 32° 41' 47.6" S 18° 28' 43.9" E. The ruins demonstrate the typical traditional construction methods with two stone skins filled by gravel and mud (Figure 20). The central structure is a very typical long house with three rooms and an external hearth and chimney-stack. The southernmost structure is smaller but also has a well-preserved hearth and chimney-stack, while the northern one is very poorly

preserved. A variety of artefacts, including broken bottles, plates and shoes, was found around the structures but most seemed fairly modern (Figure 21).



Figure 19: The 19th century ruin complex alongside MR534 (MR534/2).



Figure 20: Close-up of the walls of the central structure showing the traditional construction methods employed at this site (MR531/2). The remains of the northernmost structure are just visible in the background.



Figure 21: Some of the modern artefacts found around the ruin complex (MR534/2).

6.3.8. Maclear Beacon (MR534/3)

This site is a national monument and lies at 32° 41' 54.0" S 18° 28' 43.4" E. It commemorates the point on which a beacon was built for the purposes of calculating the radius of the earth. Originally the Abbé Nicolas de la Caille of France attempted the measurement in 1753, although with incorrect results. Sir Thomas Maclear then conducted further work between 1838 and 1847 to establish the real measurement (Anon. 2002). The memorial reflects the establishment of a beacon on the site by Maclear in 1838 (Figure 22). The inscription accompanying the monument reads as follows:

"This is the site of the Maclear Beacon positioned in 1838 near the original North Terminal of the Arc of Meridion positioned by Abbe de la Caille, the first surveyor to introduce Geodetic Surveying to South Africa."

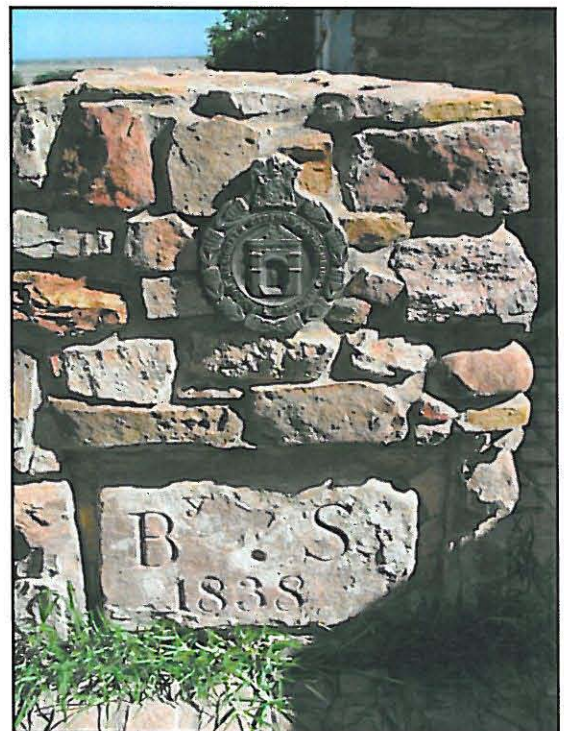


Figure 22: The commemorative monument to Sir Thomas Maclear, 1838 (MR534/3).

A variety of late 18th and early 19th century buildings are also present in the immediate vicinity (e.g. Figures 23 & 24) with part of a stone building being immediately alongside the edge of the road (Figure 23).



Figure 24: The house immediately across the MR534 from the Maclear Beacon site (MR534/3).



Figure 23: One of the structures located immediately alongside the MR534 and next to the Maclear Beacon site (MR534/3). The Beacon lies just beyond the left end of the stone building.

6.4. Cultural landscapes and general heritage concerns

In general the landscape of the entire area is rural in character with farmsteads, old cottages, agricultural fields and gravel roads dominating. Long stretches of the MR531 have, however, already been tarred.

The above features, and particularly the gravel roads which reduce traffic volumes and tourism, lend a distinct remoteness to the area which also needs to be considered.

The towns of Aurora and Redelinghuys, but especially the former, have high heritage significance due to the number of old buildings within them. Since the MR534 is only to be regravelled this will not change the character of the town at all. Redelinghuys already has tarred roads within the town but the provision of a tarred access road will alter the northern entrance to the town.

6.4.1. Tree line (MR534/4)

Only one particular cultural landscape element is threatened by road works. This is a section of a tree line along the MR534 at 32° 32' 48.5" S 18° 30' 48.3" E. Some of the trees fall within the road reserve.



Figure 24: The tree line which falls partly within the road reserve (MR534/4).

6.5. Other

6.5.1. Road-side memorial crosses (MR534/5)

Two wooden crosses marking the scene of a motor vehicle death in 2002 have been placed along the road at 32° 36' 36.6" S 18° 30' 25.8". The memorial consists of two wooden crosses placed on the embankment along the western edge of the road (Figure 25). Both relate to the same individual: Gert van Dyk (14/3/1969 – 27/7/02).

Being only five years old, these crosses are not protected under the National Heritage Resources Act and have been illegally erected. It seems that they are simply tolerated by the authorities. They should be given consideration, not on legal grounds, but out of sensitivity to next of kin to the deceased.



Figure 25: The two roadside memorial crosses on the MR534 (MR534/5).

7. DISCUSSION AND CONCLUSIONS

Issues related to each of the five categories described above are discussed in turn and a table of impacts and their significance in terms of heritage is included below (Table 1). I have also rated these impacts in terms of the significance ratings employed by environmental practitioners (Table 2).

7.1. Palaeontology

Given the nature of the substrate across which the roads run and the type of work that will be conducted in the course of their upgrading, no fossil material is likely to be encountered or impacted during the proposed project.

7.2. Prehistoric archaeology

Only one Stone Age artefact was noted during the entire survey, although several areas with a relatively high likelihood of containing Stone Age material were searched. These include a rock outcrop with a small shelter behind it and areas near the rivers. The single flake came from a deflated area.

Given the highly disturbed nature of almost all of the road reserve areas and the small area involved in the realignment of the MR531/DR2180 intersection, impacts to prehistoric archaeology are extremely unlikely.

7.3. Built environment and historic ruins

Only three historic structures are located within or extremely close to the road reserves. Although neither should be impacted by the proposed work, they need to be given special mention here.

Ruin MR531/4 lies immediately alongside the MR531 road reserve near Redelinghuys. There should be sufficient space in which the road upgrade can be carried out without damaging this structure but care should be taken if any activity occurs very close to it.

One of the buildings next to the Maclear Beacon (MR534/3) has a wall that protrudes right to the edge of the actual road. Work around this structure will need to be undertaken with great care to avoid and damage to it.

The ruin complex at MR534/2 also requires mention. This complex lies inside a gentle curve in the road and is slightly raised relative to the level of the road. The ruins are far enough from the road at present, but any expansion of the road cutting that came too close to the structure immediately alongside the fence could result in destabilisation of the substrate and possible damage to the ruin.

It should be noted that a permit would be required from Heritage Western Cape to disturb or alter any of the buildings or ruins described in this report.

7.4. Cultural landscapes and general heritage concerns

The regravelling of the MR534 road will have no direct impacts on the cultural landscape since the end product will look the same as the current road. This assessment assumes that the trees at MR534/4 will not be damaged or removed during the works.

The tarring of the remaining parts of the MR531 road relate primarily to the increased accessibility to the Sandveld and hence the loss of the great sense of remoteness that prevails in the area. This impact is, however, tempered a little by the fact that the majority of the length of this road has already been tarred during recent years and that the access road to Elandsbaai from the south has also been tarred. This fact is considered in the assessment of impact in Table 1. The tarring of the road will increase the volumes of tourists to the area which could lead to increased, and possibly insensitive development in the Sandveld towns, specifically the coastal town of Elandsbaai in this case. This issue has already raised its head with the controversial proposal to develop Baboon Point (Yeld 2007).

The addition of barriers, drainage culverts and gabions will also have an impact on the sense of remoteness of the Sandveld through the formalisation of access roads to and through the area.

The town of Redelinghuys is currently accessed via a gravel road from both the north and the south. The northern access, across the Verlorenvlei River, is the main access route and the tarring of this road will decrease the sense of remoteness of the town. This impact is also tempered by the fact that roads within the town are already tarred.

The tarring of the MR531 road will stop the dust that is raised each time a vehicle passes along the gravel roads. This can be seen as a positive impact on both the historical structures that line the road and the general landscape, since they will now no longer receive regular coatings of dust. This improves the general heritage qualities of the area.

7.5. Other

The road side crosses erected in memory of an accident victim are very recent and, in the opinion of Collette Scheermeyer of the South African Heritage Resources Agency, they are not covered by the heritage legislation. Given that they pertain to a deceased person, however, they should be respected and retained as close as possible to their original positions after the road upgrade is complete.

Table 1: General assessment of significance of heritage and impacts thereon in terms of the proposed upgrades to MR531 and MR534.

Heritage concern	Significance of heritage ¹	Impacts on heritage ²	Status of impact	Significance of impacts ¹
Palaeontology	very low	very low	negative	very low
Stone Age archaeology	very low	very low	neutral	very low
Built environment and historic ruins adjacent to MR531 road reserve ³	medium to high	low	neutral	low
Built environment and historic ruins adjacent to MR534 road reserve ⁴	medium to high	very low	neutral	very low
MR534/3 (Maclear Beacon National Monument)	very high	low	neutral	very low
Cultural landscape elements (including MR534/4)	medium	low	neutral	low
Sense of remoteness of Redelinghuys and Sandveld region	high	low to medium	negative	low to medium
Dust issues (MR531)	n/a	very low	positive	very low

¹ In the context of local heritage

² Assuming no damage to heritage will result during the upgrades

³ Includes MR531/1, MR531/2, MR531/3, MR531/4 & MR531/5

⁴ Includes MR534/1, MR534/2 & MR534/3 (but not the Maclear Beacon monument)

Table 2: Assessment of impacts on heritage.

Heritage concern	Extent	Duration	Intensity	Significance	Status of impact	Probability	Degree of confidence
Palaeontology	local	permanent	low	low	negative	improbable	high
Stone Age archaeology	local	permanent	low	low	neutral	improbable	high
Built environment and historic ruins adjacent to MR531 road reserve ³	local	permanent	low	low	neutral	definite	high
Built environment and historic ruins adjacent to MR534 road reserve ⁴	local	short term	low	very low	neutral	definite	high
MR534/3 (Maclear Beacon National Monument)	local	short term	low	very low	neutral	definite	high
Cultural landscape elements (including MR534/4)	local	short term	low	very low	neutral	improbable	high
Sense of remoteness of Redelinghuys and Sandveld region	local	permanent	medium	medium	negative	definite	high
Dust issues (MR531)	local	permanent	low	low	positive	definite	high

8. RECOMMENDATIONS

With the exception of point 5 below, there are no particular mitigation actions applicable to this project. However, several notes of caution and guidance are advised.

1. Those responsible for the work should be briefed as to the significance of all historical structures and ruins.
2. Care should be taken during all work to ensure that no damage is done to any historical structures or ruins alongside either of the roads.
3. Specific attention should be given to the historical structure to the north of the Maclear Beacon monument (site MR534/3), since this structure has a wall which protrudes right up to the edge of the current road.
4. Should any additional cutting into the curve alongside site MR534/2 be required, the project should consider some form of minor retentive structure along the resulting low embankment to prevent possible destabilisation of the ruined structure that lies against the road reserve fence.
5. Where concrete structures (drains, culverts, etc) will be visible it is recommended that earth coloured concrete be used to blend in with the surrounding landscape.
6. Expropriation of land for the purposes of improving the road alignment should be allowed to occur so long as this does not impinge on any historical structures or ruins alongside the road.
7. The two wooden crosses alongside the MR534 should be carefully removed if necessary during the upgrade and replaced in approximately the same position afterwards.

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