

# **HERITAGE STATEMENT FOR A PROPOSED PIPELINE ALONG MAIN ROAD 191 (R45) IN SIMONDIUM, PAARL MAGISTERIAL DISTRICT, WESTERN CAPE**

(Assessment conducted under Section 38 (8) of the  
National Heritage Resources Act (No. 25 of 1999) as part of an EIA)

Prepared for

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## EXECUTIVE SUMMARY

The Archaeology Contracts Office was requested by Aurecon South Africa (Pty) Ltd to assess an approximately 1.5 km long water supply pipeline route along Main Road 191 (R45) in Simondium, Paarl Magisterial District. Part of the subsurface pipeline will be entirely new, while the remainder will replace a portion of an existing pipeline and be placed in the same trench. The entire length will be located within road reserves.

The affected ground is either paved or in a highly disturbed state, the latter being due to earlier installation of the existing pipeline. The route was surveyed on 5<sup>th</sup> June 2009. A comprehensive foot survey was pointless given the state of disturbance and only sections where soil was visible could be checked in detail. These limitations are believed to have had no effect on the results of this study.

A very sparse exposure of Early Stone Age artefacts was located in a disturbed pile of gravel associated with the earlier pipe trench. One good flake and a few suspect ones were seen supporting at least a low-density presence. A very minor visual impact will occur during construction but this will be transient.

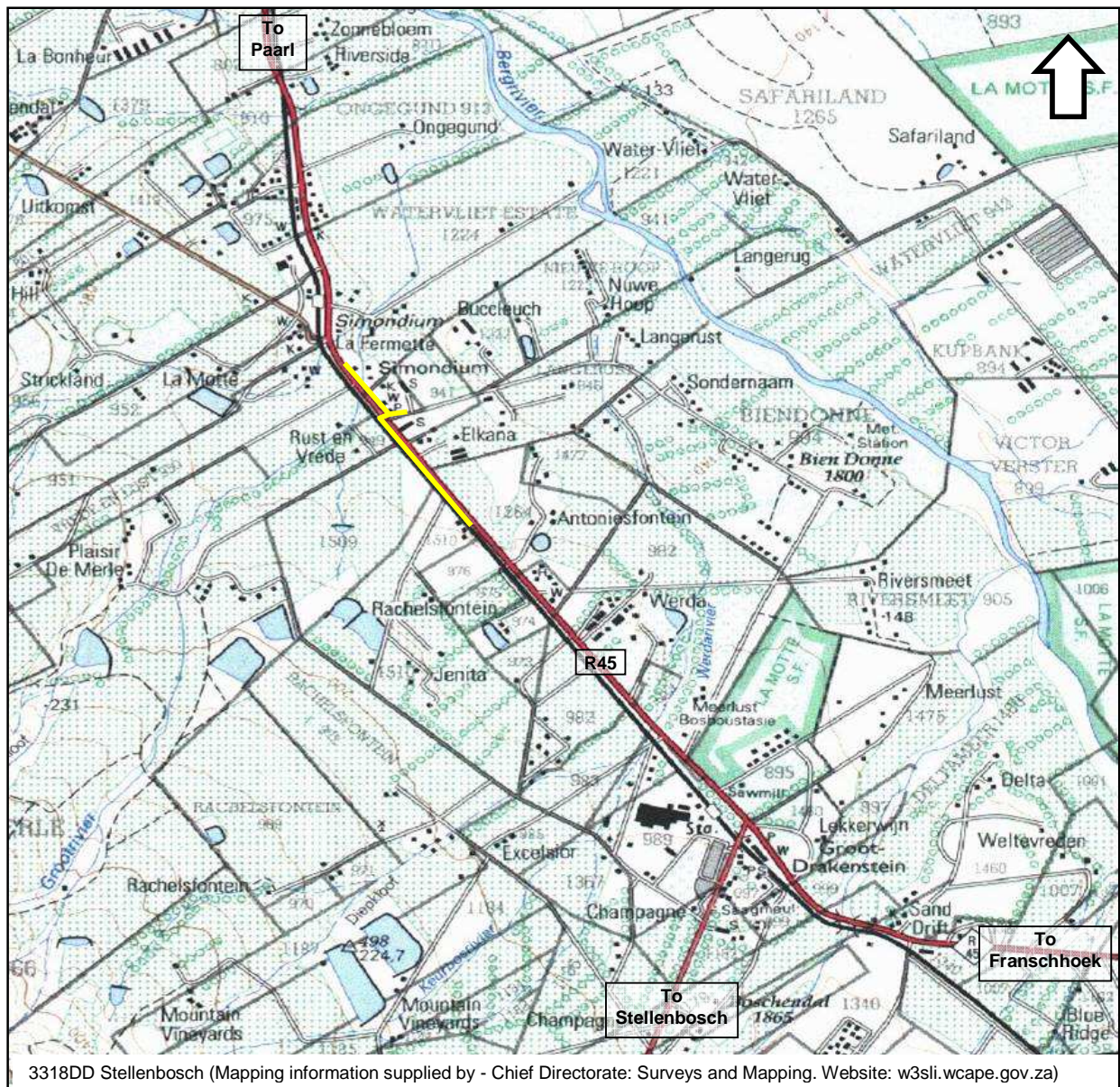
It is concluded that only a very minor impact to heritage resources will occur and that, subject to the approval of Heritage Western Cape, the project should be allowed to proceed with no further heritage work required. Although an unlikely occurrence, if human remains are uncovered at any stage, work in their immediate vicinity should be halted and the find reported to Heritage Western Cape on (021) 483 9685.

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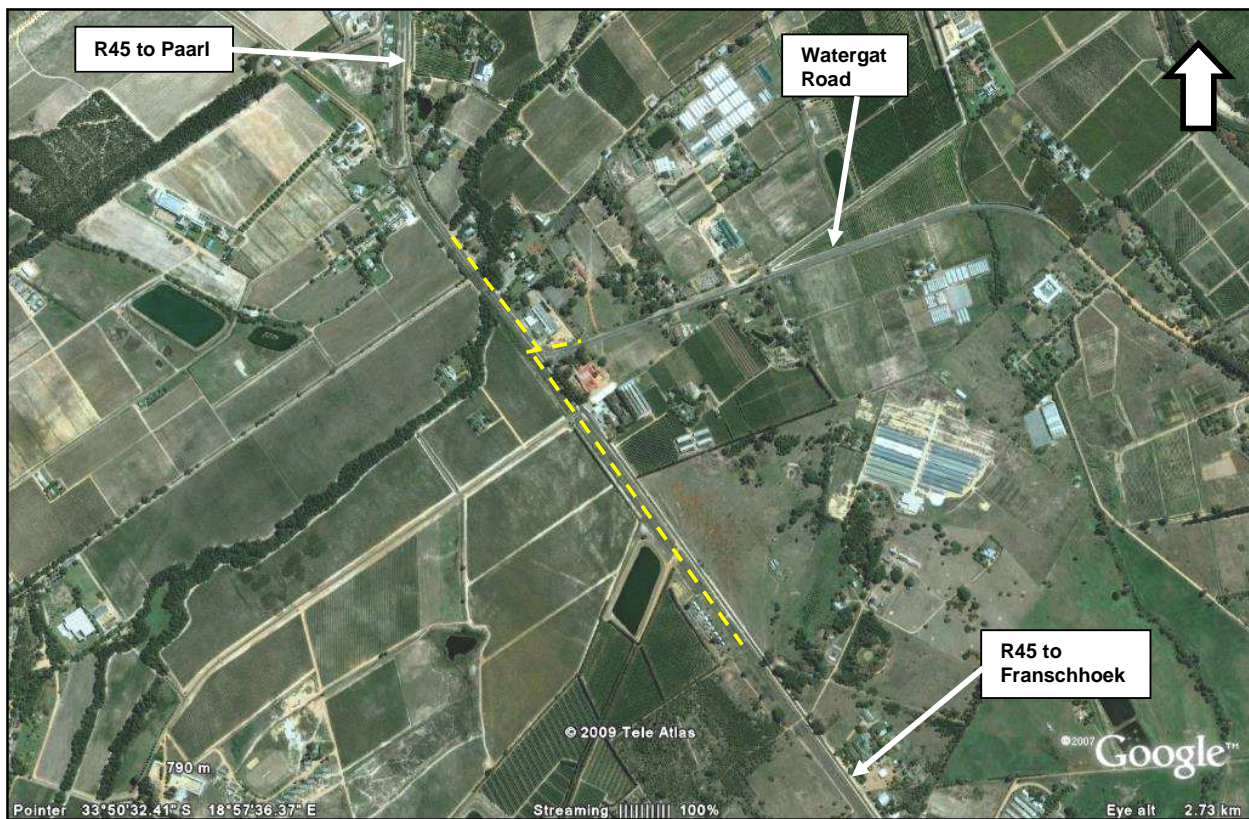
# 1. INTRODUCTION

The Archaeology Contracts Office was requested by Aurecon South Africa (Pty) Ltd to assess an approximately 1.5 km long pipeline route along the Main Road 191 (R45) in Simondium, Paarl Magisterial District (Figures 1 & 2). Part of the subsurface pipeline will be entirely new, while the remainder will replace a portion of an existing pipeline and be placed in the same trench. The rest of the existing pipeline will be decommissioned and abandoned underground. The two sections will be 110 mm and 200 mm in diameter respectively. The routes will be entirely within the road reserves. A short section will run away from the Main Road 191 (R45) along Watergat Road (Figure 2). The pipeline is intended to augment the water supply infrastructure in the area.



**Figure 1:** Map showing the location of the study area.





**Figure 2:** Aerial photograph from Google Earth showing the location of the proposed new section of pipeline.

## 2. HERITAGE LEGISLATION

The National Heritage Resources Act (NHRA) No. 25 of 1999 protects a variety of heritage resources including palaeontological, prehistoric and historical material (including ruins) more than 100 years old (Section 35), human remains (Section 36) and non-ruined structures older than 60 years (Section 34). Landscapes with cultural significance are also protected under the definition of the National Estate (Section 3 (3.2d)). Under Section 38 (1) of the act the affected project requires a heritage assessment based on the length of the pipeline being greater than 300 metres.

Since the project is subject to an Environmental Impact Assessment, Heritage Western Cape (HWC) is required to provide comment on the proposed project in order to facilitate final decision making by the Department of Environmental Affairs and Development Planning (DEA&DP).

## 3. DESCRIPTION OF THE AFFECTED ENVIRONMENT

The pipeline will be laid alongside existing roads and a railway line, but entirely within the Main Road 191 (R45) and Watergat road reserves. The ground in these areas is quite variable with tar, gravel, grass and bush all being present in various areas. The pipe will cross two streams but neither river bed will be impacted. Figures 4 to 14 show the route and the photographs are keyed to Figure 3.



**Figure 3:** Aerial photograph from Google Earth showing the positions and directions from which the photographs in Figures 4 to 14 were taken. Each picture was taken looking along the alignment of the proposed pipeline. The yellow triangle indicates the position of the Early Stone Age artefacts discussed in Section 6.1 below.



**Figure 4:** Looking SE from NW end of route.



**Figure 5:** Looking SE across river foot bridge.



**Figure 6:** Looking NW from near Watrgat Road.





**Figure 7:** Looking east from the entrance of Watergat Road



**Figure 8:** Looking west in Watergat Road.



**Figure 9:** Looking southeast along servitude.



**Figure 10:** Looking north across R44/Watergat intersection.



**Figure 11:** Looking southeast along servitude.



**Figure 12:** Looking southeast along servitude.



**Figure 13:** Looking northwest along servitude.



**Figure 14:** Looking northwest along servitude.

## 4. HERITAGE CONTEXT

The Berg River valley has been farmed for more than three centuries with the first farms in the area being granted in the late 1680s to early 1690s (De Wet 1987; Fransen 2004). Many of the old farm buildings in the close vicinity date back into the 1800s and some are even older. However, all are set well back from the road and are not within the immediate context of the pipeline.

The valley is primarily used for vineyards and wine making, but, starting in the late 1880s and due to the *Phylloxera* epidemic that afflicted grape vines, much of the valley's agricultural land was converted to deciduous fruit orchards. A significant event was the beginning of the Rhodes Fruit Farms empire from 1897. Many farms in the Drakenstein Valley, including several around the Simondium area were purchased by Rhodes in conjunction with De Beers (Van Zyl 1987). However, some time afterwards, vineyards once more graced the majority of the valley's farms.

Potentially of more concern are Early Stone Age (ESA) artefacts which are known to occur in the vicinity, although do not seem to be all that common. Although Péringuey (1911) noted ESA artefacts at the Simondium just north of the study area, none were observed at a site a little further to the north (Orton 2008). Péringuey (1911) also recorded an exposure of ESA material to the west of the present study area. To the southeast at Delta they are present but uncommon (personal observation). Significantly, though, a disturbed Later Stone Age (LSA) site has also been found there (J. Orton, in prep.) with artefacts thought to date primarily to the mid-Holocene.

## 5. METHODS

The pipeline route was surveyed on the 5<sup>th</sup> June 2009. I did not survey the entire length on foot since it was almost entirely disturbed or surfaced. Where feasible, the ground surface was examined in detail although these areas were all disturbed.



## 5.1. Limitations

Extensive disturbance has occurred along the road servitude and an existing pipeline lies along the same alignment for much of the length (the same trench will be used for the new pipe). Paved surfaces prevented examination of the ground in parts of the study area. These limitations are believed to have no bearing on the findings of this report.

## 6. FINDINGS

### 6.1. ESA artefacts

One ESA flake and a few suspect artefacts were noted along some 20m of disturbed material from the earlier pipe trench near its south-eastern end (Figure 3). These artefacts were associated with a deep orange, ferruginous gravel (Figure 15) at 33°50' 49.5" S 18°57' 46.3" E. The artefact density is extremely low and the occurrence is of very low significance.



**Figure 15:** Ferruginous gravel containing ESA material.



**Figure 16:** Two sides of the only good ESA flake found.

### 6.2. Visual impact

The Main Road 191 (R45) can be considered a scenic route. A minor visual impact will occur during the construction phase only and is deemed to be of very low significance. This impact is transient.

## 7. CONCLUSIONS

This project will impart only very minor and insignificant impacts to heritage resources.

## **8. RECOMMENDATIONS**

Subject to the approval of Heritage Western Cape, the proposed pipeline project should be allowed to proceed with no further heritage work required. Although considered extremely unlikely, the chance of intersecting human burial does exist and should be borne in mind during construction. In the event that human remains are uncovered, work in the immediate vicinity should be stopped and the find reported to the archaeologist at Heritage Western Cape on (021) 483 9685.

## **9. REFERENCES**

- De Wet, G.C. 1987. White settlement in the Drakenstein Valley up to 1700. In: Oberholster, A.G. (ed.) Paarl Valley: 13-22. Pretoria : Human Sciences Research Council.
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