

HERITAGE IMPACT ASSESSMENT OF THE PROPOSED ETHEKWENI INTEGRATED RAPID PUBLIC TRANSPORT NETWORK, CORRIDOR 3



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LIST OF ABBREVIATIONS AND ACRONYMS

EIA	Early Iron Age
ESA	Early Stone Age
HISTORIC PERIOD	Since the arrival of the white settlers - c. AD 1820 in this part of the country
IRON AGE	Early Iron Age AD 200 - AD 1000 Late Iron Age AD 1000 - AD 1830
LIA	Late Iron Age
LSA	Late Stone Age
MSA	Middle Stone Age
NEMA	National Environmental Management Act, 1998 (Act No. 107 of 1998 and associated regulations (2006).
NHRA	National Heritage Resources Act, 1999 (Act No. 25 of 1999) and associated regulations (2000)
SAHRA	South African Heritage Resources Agency
STONE AGE	Early Stone Age 2 000 000 - 250 000 BP Middle Stone Age 250 000 - 25 000 BP Late Stone Age 30 000 - until c. AD 200

EXECUTIVE SUMMARY

A heritage survey of the proposed eThekweni Integrated Rapid Public Transport Network, Corridor 3 identified no heritage sites or features within the road reserve and within 30m on either side of the proposed corridor. There is no archaeological reason why the proposed corridor may not be constructed as planned. However, attention is drawn to the South African Heritage Resources Act, 1999 (Act No. 25 of 1999) and the KwaZulu-Natal Heritage Act (Act no 4 of 2008) which, requires that operations that expose archaeological or historical remains should cease immediately, pending evaluation by the provincial heritage agency.

1 BACKGROUND INFORMATION ON THE PROJECT

Table 1. Background information

Consultant:	Frans Prins (Active Heritage) cc for Sivest
Type of development:	The eThekweni Transport Authority (ETA) has just completed the wall to wall Integrated Rapid Public Transportation Network (IRPTN) Plan, in response to the National Public Transport Agenda which proposes a fully functional integrated public transport network plan which incorporates a range of models. The IRPTN is designed to replace the existing transport system with a high quality, high frequency, integrated, scheduled service. The IRPTN wall to wall plan has nine transport corridors of which eight are road based. Rail plays a significant role in the north-south corridor in terms of acting as the backbone of the system. Phase 1 of the Plan involves Corridors 1, 3 and 9; This notice refers to Trunk Route 3– Bridge City to Pinetown CBD. The proposed Trunk Route 3 links Bridge City via the M25 and MR577 to Pinetown CBD with a spur from Clermont.
Rezoning or subdivision:	Rezoning
Terms of reference	To carry out a Heritage Impact Assessment
Legislative requirements:	The Heritage Impact Assessment was carried out in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA) and following the requirements of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) (NHRA) and the KwaZulu-Natal Heritage Act, 1997 (Act No. 4 of 2008)

1.1. Details of the area surveyed:

The proposed trunk route (Corridor 3) links Bridge City via the M25 and MR577 to Pinetown CBD with a spur from Clermont (Fig 1). The footprint includes built-up urban (Fig 2) as well as peri-urban (Fig 4) areas. The proposed trunk route also crosses the Umgeni River at a section characterised by dense Valley Bushveld vegetation and impressive cliffs (Fig 5). The geographical coordinates of the proposed trunk route (Corridor 3) is given in Table 2.

Table 2. GPS coordinates of Corridor 3

Latitude /Longitude	Degrees	Minutes	Seconds
Start			
South	29	44	05.16
East	31	00	11.26
End			
South	29	48	25.58
East	30	52	17.26

BACKGROUND TO ARCHAEOLOGICAL HISTORY OF AREA

The greater Durban, including the study area, has been relatively well surveyed for archaeological heritage sites by the KwaZulu-Natal Museum and subsequently by private heritage consultants in the last few years. Prior to 1950, the archaeological site distribution of the area was poorly known.

The available evidence, as captured in the Amafa and KwaZulu-Natal Museum heritage site inventories, indicates that the greater Durban area contains a wide spectrum of archaeological sites covering different time-periods and cultural traditions. These range from Early Stone Age, Middle Stone Age, and Later Stone Age to Early Iron Age, Middle Iron Age, and Later Iron Age sites. Two notable Middle Stone Age sites, i.e. Umlatuzana near Marianhill and Segubudu near Stanger have been excavated in the last two decades and yielded impressive archaeological stratigraphies relating to the period associated with the origins of anatomically modern people. The Umhlatuzana shelter is situated approximately 15km to the south west of the study area. Apart from an impressive stone tool assemblage covering both Later and Middle Stone Age periods it has also yielded faunal remains of large mammals that became extinct during the early Holocene such as the giant buffalo (*Pelarovis* sp). Also notable is the Shongweni Later Stone Age shelter which was excavated in the 1970's. Shongweni is situated approximately 10km to the south of the footprint. This shelter yielded some of the earliest remains of domesticated cereals in South Africa. The same site also yielded some of the only San rock art in the greater Durban area (Mazel 1989; Mitchell 2002).

Around 1 700 years ago an initial wave of Early Iron Age People settled along the inland foot of the sand dunes on sandy but humus rich soils which would have ensured good crops for the first year or two after they had been cleared. These early agropastoralists produced a characteristic pottery style known as Matola. The Matola people also exploited the wild plant and animal resources of the forest and adjacent sea-shore. The communities seems to been small groups of perhaps a few dozen slash-and burn cultivators, moving into a landscape sparsely inhabited by Later Stone Age San hunter-gatherers.

By 1500 years ago another wave of Iron Age migrants entered the area. Their distinct ceramic pottery is classified to styles known as “Msuluzi” (AD 500-700), Ndongondwane (AD 700-800) and Ntshokane (AD 800-900). The majority of these sites occur inland along the major river valleys of KwaZulu-Natal below the 1000m contour (Maggs 1989:31; Huffman 2007:325-462). Various sites of this period have been recorded along the Umgeni River in the near vicinity of the study area, especially in the area close to Inanda Dam.

Some of the shell middens recorded along the coastline of KwaZulu-Natal belongs to the very first Nguni-speaking agropastoralists who settled in the province. These sites have been dated to approximately 1200 years ago. In addition, sites belonging to the immediate ancestors of the present Zulu-speaking communities in the area have been located in various locations in the greater Durban area. A large percentage of more recently recorded sites occur along the dune cordon and slightly inland in the form of shell middens which were mostly created by Iron Age shellfish gatherers although some of the stratigraphic layers may extend back to Later Stone Age periods (Anderson *pers.com*). Perhaps the most notable Later Iron Age shell midden, in the near vicinity of the study area, occurs at the mouth of the Umhlanga lagoon (Huffman 2007).

Various colonial era and historical period sites occur in the greater Durban area. These date from about 1840 and are usually associated with the first European settlers in the area. Various historical buildings occur at Clermont, Pinetown and New Germany, in the near vicinity of the study area. These include church buildings, and structures associated with the first German settlers in Kwa-Zulu Natal. These are older than 60 years and are therefore also protected by heritage legislation (Derwent 2006).

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2 BACKGROUND INFORMATION OF THE SURVEY

2.1 Methodology

A desktop study was conducted of the archaeological databases housed in the KwaZulu-Natal Museum. In addition, the available archaeological literature covering the greater Durban area was also consulted.

A ground survey, following standard and accepted archaeological procedures, was conducted. A cordon of 50m on either side of the proposed trunk road was surveyed for heritage sites and features.

2.2 Restrictions encountered during the survey

2.2.1 Visibility

The visibility along the proposed trunk road was good.

2.2.2 Disturbance

No disturbance of any potential heritage features was noted.

2.3 Details of equipment used in the survey

GPS: Garmin Etrek

Digital cameras: Canon Powershot A460

All readings were taken using the GPS. Accuracy was to a level of 5 m.

3 DESCRIPTION OF SITES AND MATERIAL OBSERVED

3.1 Locational data

Province: KwaZulu-Natal

Municipality: eThekweni Municipality

Town: Durban

3.2 Description of the general area surveyed

The proposed trunk road cuts through typical CBD areas characterised by urban developments, business districts, and residential housing at Pinetown and Clermont. Although this area contains historical buildings none of them occurs closer than 30m from the proposed trunk road development (Fig 3). The M25 and MR 577 sections of the study area are situated in urban and peri-urban township settings (Figs 4 – 6). No heritage sites were observed along these sections of the project area. Although Iron Age sites are a regular occurrence in the Umgeni River Valley none occur in the immediate vicinity of the footprint.

4 STATEMENT OF SIGNIFICANCE (HERITAGE VALUE)

4.1 Field Rating

As no heritage sites occur within 30m from the footprint none have been identified and rated in terms of its significance.

Table 3. Field rating and recommended grading of sites (SAHRA 2005)

Level	Details	Action
National (Grade I)	The site is considered to be of National Significance	Nominated to be declared by SAHRA
Provincial (Grade II)	This site is considered to be of Provincial significance	Nominated to be declared by Provincial Heritage Authority
Local Grade IIIA	This site is considered to be of HIGH significance locally	The site should be retained as a heritage site
Local Grade IIIB	This site is considered to be of HIGH significance locally	The site should be mitigated, and part retained as a heritage site
Generally Protected A	High to medium significance	Mitigation necessary before destruction
Generally Protected B	Medium significance	The site needs to be recorded before destruction
Generally Protected C	Low significance	No further recording is required before destruction

5 RECOMMENDATIONS

No heritage sites have been identified in the immediate vicinity of the proposed trunk road development or Corridor 3. There is no archaeological reason why the proposed development may not take place as planned. It should, however, be pointed out that the KwaZulu-Natal Heritage Act requires that operations exposing archaeological and historical residues should cease immediately pending an evaluation by the heritage authorities.

6 MAPS AND FIGURES

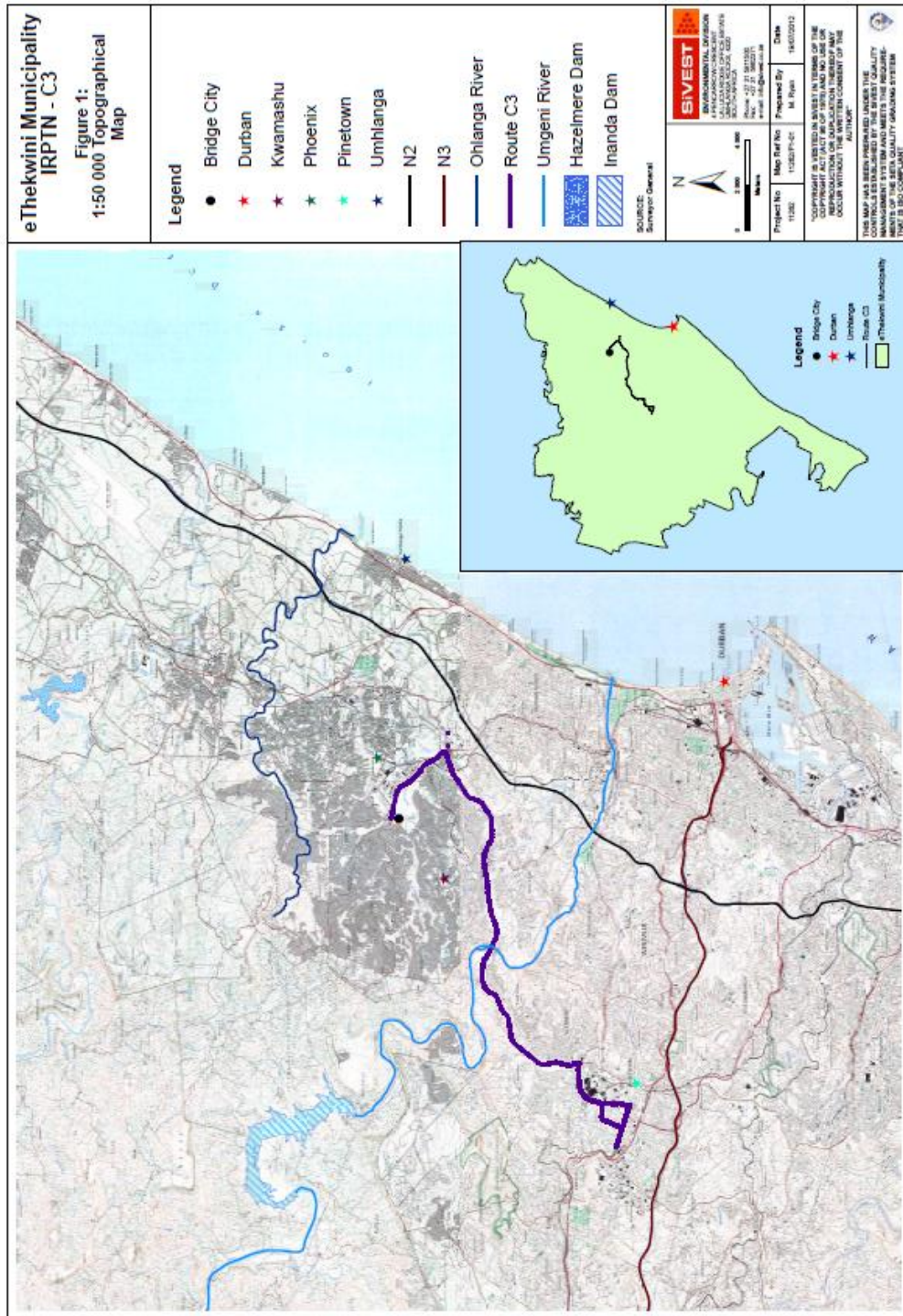


Figure 1. Map showing the location of the proposed Trunk Route or Corridor 3.



Figure 2. Section of the proposed trunk route linking the CBD of Pinetown with Clermont.



Figure 3. Although historical buildings occur in Pinetown none of them occur closer than 30m from the proposed C3 Trunk Road development. An old church building is seen in the distance.



Figure 4. *Photograph showing a section of the proposed trunk road development in the distance taken from Khululeka Drive. Notice the peri-urban residential developments on either side of the corridor.*



Figure 5. *Photograph showing the section of the proposed trunk road development crossing the Umgeni River. No heritage sites were located in the near vicinity of the road development.*

7 REFERENCES

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