EXECUTIVE SUMMARY

HERITAGE IMPACT ASSESSMENT FOR THE PROPOSED UPGRADE OF A SECTION OF THE N11 NATIONAL ROUTE NORTH OF MOKOPANE, LIMPOPO PROVINCE

SANRAL to undertake the Basic Assessment for the rehabilitation of the N11 Section 13 from Mokopane (KM 0.0) to (KM 24.1), ground.

In accordance with Section 38 of the NHRA, an independent heritage consultant was appointed by **SSI Environmental Consultants** to conduct a Heritage Impact Assessment (HIA) to determine if any sites, features or objects of cultural heritage significance occur within the boundaries of the area where it is planned to upgrade the section of the road, as well as the various borrow pit areas, to evaluate the potential impacts of the proposed development on these resources and to recommend mitigation measures to ameliorate any negative impacts.

Based on current knowledge, the sites, features and objects known to exist or that are expected to exist in the study area, are judged to have Grade III significance and therefore would not prevent the project from continuing.

However, the following recommendations are made:

- One large cemetery was identified to occur adjacent to the road servitude. It therefore would not be impacted on directly. It is recommended that the area facing the N11 is demarcated with danger tape in order that accidental damage can be minimised.

- The four identified bridges show no interesting or unique technological or engineering features and no significant event or person could be linked to them. As they will soon be 60 years old, they will enjoy general protection status under the Heritage Act. It is therefore recommended that they are documented (mapped and photographed) by a heritage specialist before they are upgraded.

Therefore, from a heritage point of view it is recommended that the proposed development be allowed to continue. It is requested that should archaeological sites or graves be exposed during construction work, it must immediately be reported to a heritage practitioner so that an investigation and evaluation of the finds can be made.

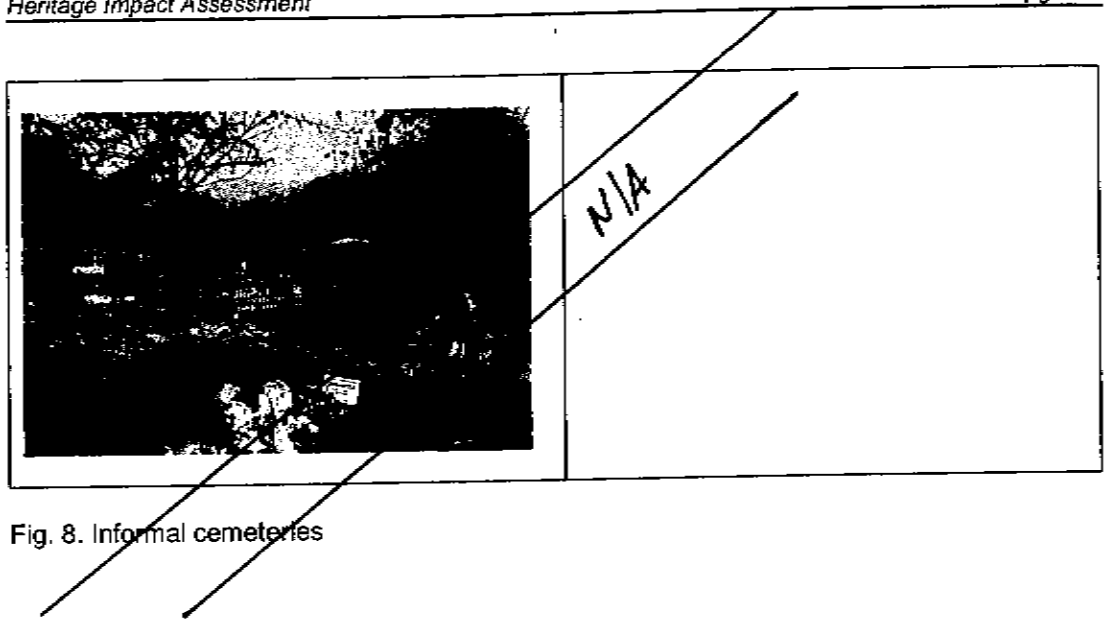


Fig. 8. Informal cemeteries

- Infrastructure and industrial heritage

Four bridges were identified along the section of the road that is to be upgraded. All of them date to the early 1950s, and would therefore soon have general protection under the Heritage Act.

NHRA Category	Buildings, structures, places and equipment of cultural significance
Protection status	
General Protection - Section 34: Structures older than 60 years	

Location	No. 1 - Dorpsrivier	S 24.17251	E 28.98650
Description			
A single span bridge of cast concrete. The bridge deck is supported by a single concrete column. The abutment and wing walls are all of concrete. The original railings are still in place and are now supported by Armco barriers. According to a panel on the bridge it dates to 1958.			

Significance	Medium on a regional level – Grade III
Mitigation	
This bridge shows no interesting or unique technological or engineering features and no significant event or person could be linked to it. However, as it will soon be 60 years old, it will enjoy general protection status under the Heritage Act. It is therefore recommended that it is documented (mapped and photographed) by a heritage specialist before it is upgraded.	

Location	No. 2 - Rooisloot	S 24.23650	E 28.96373
Description			
A single span bridge of cast concrete. The bridge deck is supported by a five concrete columns. The abutment and wing walls are all of concrete, although the upstream side of the walls have been strengthened with stone revetments that were cemented in. The railings are of prefabricated cement and were probably added at a later date. A date of 1953 was found on one of the pylons of the bridge.			

Significance	High on a regional level – Grade III
Mitigation	
This bridge shows no interesting or unique technological or engineering features and no significant event or person could be linked to it. However, as it will soon be 60 years old, it will enjoy general protection status under the Heritage Act. It is therefore recommended	

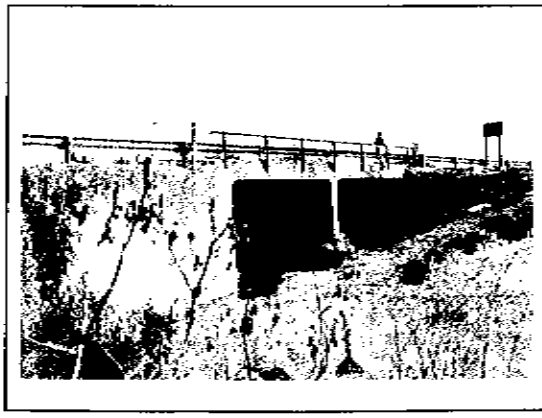
that it is documented (mapped and photographed) by a heritage specialist before it is upgraded.

Location	No. 3 - Dithokeng	S 24.06501	E 28.97309
Description			
A single span bridge of cast concrete. The bridge deck is supported by two concrete columns. The abutment and wing walls are all of concrete and some stone revetments were added to protect them from erosion. The original railings are still in place and are now supported by Armco barriers. A date of 1952 is painted on one of the abutment walls.			

Significance	High on a regional level – Grade III
Mitigation	
This bridge shows no interesting or unique technological or engineering features and no significant event or person could be linked to it. However, as it will soon be 60 years old, it will enjoy general protection status under the Heritage Act. It is therefore recommended that it is documented (mapped and photographed) by a heritage specialist before it is upgraded.	

Location	No. 4 - Groot Sandsloot	S 23.99312	E 28.95990
Description			
A single span bridge of cast concrete. The bridge deck is supported by a single concrete column. The abutment and wing walls are all of concrete. The original railings are still in place and are now supported by Armco barriers. No date could be found on this bridge, but it is assumed to be in the same time-frame (1950s) as that of the other bridges. However, it was extensively repaired in the recent past by the adding of large sections of gabions as revetments. In addition a very large crack was noted on the north-eastern wing wall.			

Significance	High on a regional level – Grade III
Mitigation	
This bridge shows no interesting or unique technological or engineering features and no significant event or person could be linked to it. However, as it will soon be 60 years old, it will enjoy general protection status under the Heritage Act. It is therefore recommended that it is documented (mapped and photographed) by a heritage specialist before it is upgraded.	



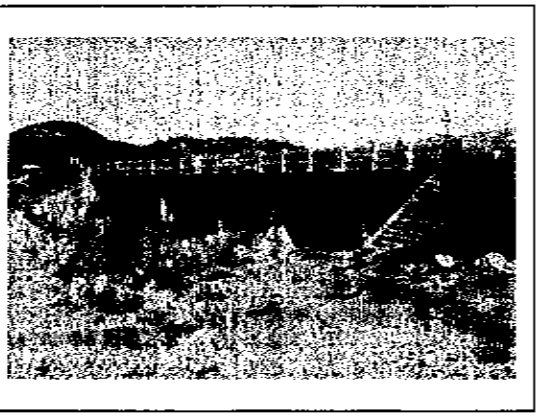


Fig. 9. The four bridges (clockwise from top left).

6. SITE SIGNIFICANCE AND ASSESSMENT

6.1 Heritage assessment criteria and grading

The NHRA stipulates the assessment criteria and grading of archaeological sites. The following categories are distinguished in Section 7 of the Act:

- **Grade I**: Heritage resources with qualities so exceptional that they are of special national significance;
- **Grade II**: Heritage resources which, although forming part of the national estate, can be considered to have special qualities which make them significant within the context of a province or a region; and
- **Grade III**: Other heritage resources worthy of conservation on a local authority level.

The occurrence of sites with a Grade I significance will demand that the development activities be drastically altered in order to retain these sites in their original state. For Grade II and Grade III sites, the application of mitigation measures would allow the development activities to continue.

N/A

6.2 Statement of significance

A matrix was developed whereby the above criteria, as set out in Sections 3(3) and 7 of the NHRA, No. 25 of 1999, were applied for each identified site (see Appendix 1). This allowed some form of control over the application of similar values for similar sites. Three categories of significance are recognized: low, medium and high.

Table 2. Summary of identified heritage resources in the study area.

Identified heritage resources	
Category according to NHRA	*Identification/Description*
Formal protections (NHRA)	
National heritage site (Section 27)	None