PROPOSED UPGRADING OF THE N2 PREEWAY BETWEEN RAAPENBERG INTERCHANGE AND RHODES DRIVE: ARCHAEOLOGICAL AND HISTORICAL STUDY

DRAFT REPORT

Prepared for

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Executive summary

No arch Z Drive. archaeological freeway during between Raapenberg Φ study and historical 0 the proposed Interchange S + + 0 S 0 parading features a D C Rhodes of the Were

construction project for the The proposed upgrading ha 200 2004 Olympic the been improvement identified Bid. of as the F priority he public

networks has establishment after 17th century. Liesboock urbanisation 1933, River and the construction of fr severely modified the study ver valley, and the co of early and Freeburgher recreational Ch @ canalisation farms development freeway area L' 0 the since the : t 50 0 Tiver the

Raapenborg Intorchange and Rhodes considered to be low to negligible. significance archacological probability during the upgrading 0 locating upgrading Rhodes the Offi Drive, 0 cultural-historical the N. Z N therefore between

beyond adjacent impact proposed upgrading the On ď the n...to Liesbeeck Current historic storic farm Koornhoop (1678) situated beeck Parkway, should widening extend road reserve of the fracus.

prior to closely detailed technical drawings and plans assessed by the NMC prior to final appr potential 4 assessed by technical Yue construction OL envisaged the National activities impact Monuments approval. would should nts Council (NMC)
commencing. All
should be closely need to

However, complex. Mostert's Somo rehabilitation adj concern occur ît Valkenberg 5 has been 80 unlikely р. 10 the acent expressed that that any severe negative impacts result of these activities. cemetery wi to Settlers Way may within the red National planned landscaping Valkenberg impact Monument

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1.1 Background and brief

proposed upgrading of the NZ Interchange and Rhodes Drive. undertake been requested an archaeological and historical study of the upgrading of the N2 freeway between Raapenberg for Cultural λq Crowther Resource and historical study of Campbell Management Associates (ACRM) has

The proposed upgrading has been identiconstruction project for the improve transport system for the 2004 Olympic upgrading has improvement lympic Bid. identified as mprovement of けたの D) priority

implementation of the proposed project measures to mitigate against the impact. that identify may O S D O of impacted by the qua archaeological archaeological oposed project 20 study historical construction and N H do đ propose remains Locate and

Terns 0, reference

historical terms study Of reference WOTO: TOT the archaeological and

- cultural history of the đ provide a brief description of area; 470 archaeology and
- archaeological or historical the areas to be disturbed by determine whether th there t o o aspects proposed upgrading; Of likely to we of significance any
- HOT the 88000 proposed the upgrading; significance and of any impacts resulting
- significance of any impacts. c† O identify mitigatory measures 0 というこうもん the

Study approach

upgraded. standard physical approach procedure fleld used for a Survey in the study of O th archaeological strady of this nature. the proposed study Sites 1 entalls ÇQ g Che aq

area source Contracts addition, e-BOUTCO affooted reviewed material for area', we etudies has not j University of Cape Town within muchan', were also reviewed, and have soh of the historical background of this been undertaken report. reviewed by Primary ACRM. Archaeology hin much of secondary been

African Museum the records o study Centre, examination area. DO archaeological sites Of (SAM) was 0 the the S N existing also Archaeological sites have been undertaken. records been recorded in the נו According South

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. The study site

freeway for seway between Raapenberg Interchange and Allows fillustrated in Figures 1 and 2 respectively. The r the archaeological and historical study include: study Site 101 the proposed Interchange upgrading of t unge and Rhodes The sites the Drive Z N

- Z 2 Raapenberg Road to the M5 Interchanges;
- 2. N2: M5 to Rhodes Drive Interchanges.

5. Historic background

importance. granted Freeburgher settlement Liesbeeck shortly considered River after 3000 the mid d One the Cape. The first mid-17th century. To be of general of the earliest first farms v The area is historic were

According Liesbeeck banks the have early River been 0 farms and inuu---n the subject of research. Hart Valley n (1996), no ey has been precise written although structures history along Rayeral 0 the 148

1996). けばの 450 over dred NI OI times Black River Liesbecck, large estuarine mountain Black River Constantia stretching the ehipe thic first estuary was which were then fast through sottlers Nek from Rondebosch (where the Obs flowed together e system with sa flowing S U this covered by deep enough to bring in careened on the mud flats DOATIAN forest and Observatory is the her with the Salt at the Cape through to C indigenous forest. ran off the slope and eventually jo off the slopes eventually join Constant and بر ح today). The lakes. fairly joined (Har and the O Fh

and Of Raapenborg (1 the Liebeek Within confluence watered Company) the timber Liesbeeg (Figure 3). The farm Koornhoop the opposite bank of the Liesbeeck River. these soils of the Liesbeeck Kiver value, hese were Valkenberg (1661), Koornhoop (1678), hese were Valkenberg (1661), Koornhoop (1678), cry (1671). Two farms occupied land to the east occupied River in the triangle that made upnoce with the Black River. These were Valkenberg with the Black River. about arriving and farms were (16 30 C† years the Cape, the there established vac farm Koornhoop forests ed along the Valley (Hart (Dutch Were East Valkenberg the cleared 1966). wel India and

had e いったか Elesbeeck River. during catchment the established. By a insive cultivated encroached contury. character this Late remained time. 19th century Valkenberg was 2 0 ВУ On Shortly semi-agricultural until d50 0 Chis the lands rocently as previously **EOS** but part after converted into a t still functions on side, 0 this Valkenberg the 1937, , suburban cultivated functioned as the 0885 there I,lesbeeck well 87.00 development land (Hart reformatory Mere into Hospital O DE SET River t n the

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was largel adversely Georges Gr the Observ Seasonal Council The result Valley, the tawater drainage stages supporting being ges Grammar School sports ground and the entrance to Obscrvatory is one of the few non-canalised areas orting fish and a variety of fowl (Hart 1996). largely 000 with the section between Rondebosch and Mowbray canalised and straightened between 1955 and 1960. sult of this was that although the flooding problem argely solved, the bio-diversity of the river was sely affected. The portion of the river between the Grammar School sports. the river began flooding system. after urbanisation or citizens petitioned 1996). This process con Ht to was canalised to assume of the the role Liesbeeck of a cope storm sith River

Koornhoop werf still exist in the to Liesbeeck Parkway (Hart 1996). suburban Although (Blocmendal). Buildin (Valkenberg) still many many ... development, st. and st the Buildings that were once pure lexist in the suburban areas structures adjacent Georges Grammar are located areas relating were once part of 9 370 School boarding the ¢, covered the early courtyard the adjacent

6. Results of the impact assessment

between Raapenberg Interchange and Rhodes Drive. result significant of the archaeological proposed upgrading impact C will Che occur N₂ freeway ω Ø

however, with the proposed widening Drive Interchange. The historic farm as Molenvliet or the Kotzes is Liesbeeck Parkway significant cultural-historical (Settlers Way) (Figure impact of the M5 to Rhou Koornhoop also known Tocated adjacent to located of

the The Z 400 (3) Cooke portion of beyond the current prison construction of Set ortion of the farm building Hart 1996). đ Settlers Way road reserve may buildings the south Any substantial at Koornhoop as of Valkenberg (F after 1968 has impact further widening (Fransen destroyed Well the S

- 1 Impact description and assessment
- a) Extent: limited to site.
- b) Duration: short term.
- c) Intensity: low-negligible.
- d) Probability of occurrence: low.
- 0 0 1969). Legal requirements: National Monuments Act (Act No.
- f) significance of impact: low
- g) Status of impact: negative.
- Degree of confidence in predictions: high.

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. Impact statement

Liesbeeck after 193 establishment 17th century. networks 1933, urbanisation has River sation and recreation of the river valley, the canalisation of the river valley, the canalisation of the river valley, the canalisation of the said and roseverely modified the study area since the mid recreational development 0 river the

The 0 significance Raapenberg I archaeological low to probability negligible. se during the upgrading of the Interchange and Rhodes Drive, is 1 sites, or during the 0 locating features of the of the N2 harmal congldered

impact on adjacent to beyond the proposed upgrading of act on the historic to Liesbeeck the historic farm Koornhoop (1678) located to Liesbeeck Parkway, should widening extended to the control of the freeway. located extend

Any assessed by the NMC prior prior to any detailed tech closely potential assessed by technical sed by the National Monument construction activities comm 20 drawings and plans shou prior to final approval. envisaged impact commencing, and all should be closely would Council need nd all d

Monument. However negative impacts and Valkenborg activities. impact rehabilitation concern 0 Mostert's However, complex. has been x. Valkenberg adjacent Grave a expressed that ve and the ce kenberg is a is unlikely 0 (S) hat planned landscaping settlers Way (N2) may cemetery declared Nati that result Way Yur 0 National SAVATA these

Recommended management actions

between R regard to Raapenberg rd to the proposed upgrading of th Raaponborg Interchange and Rhodes recommendations are made: the Drive, Z freeway

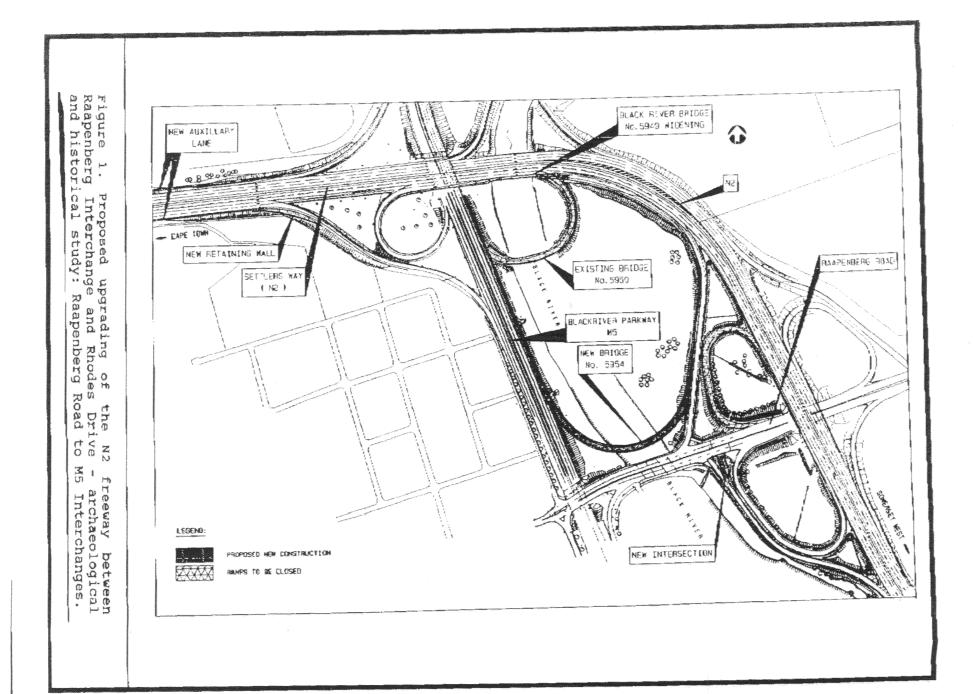
- impact on Liesbeeck | Council should ALL the detailed technical drawings and plans with respect O, upgrading prior Parkway. There is some concern that up the historic farm Koornhoop located Closely There to O Dfinal assessed the M5 approval concern the to Rhodes Λ̈́Q t D O that National Dive commencement upgrading n Interchanges Monuments may O.f.
- activities assessed Liesboock Planned Parkway Š commencing. landscaping and processing and processing the state of th けどの National rehabilitation Monuments Way (N2) should be prior adjacent closely

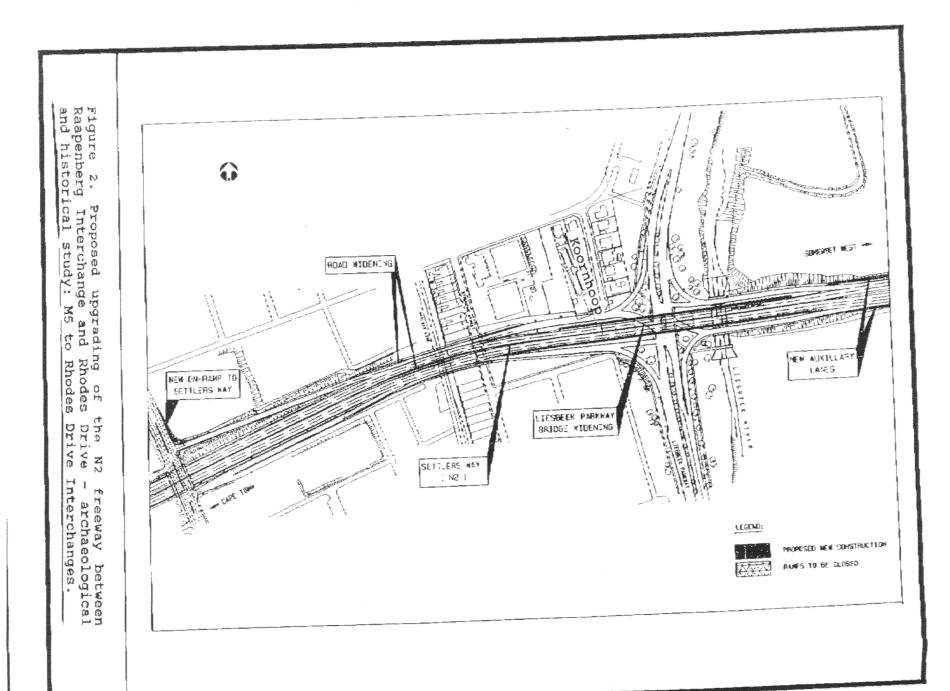
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References

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Hart, T. 1996. Investigation of the archaeological potential of a portion of the Rhodes High School sports field Mowbray. Report prepared for Rabie Property Developers: Archaeology Contracts Office: University of Cape Town.





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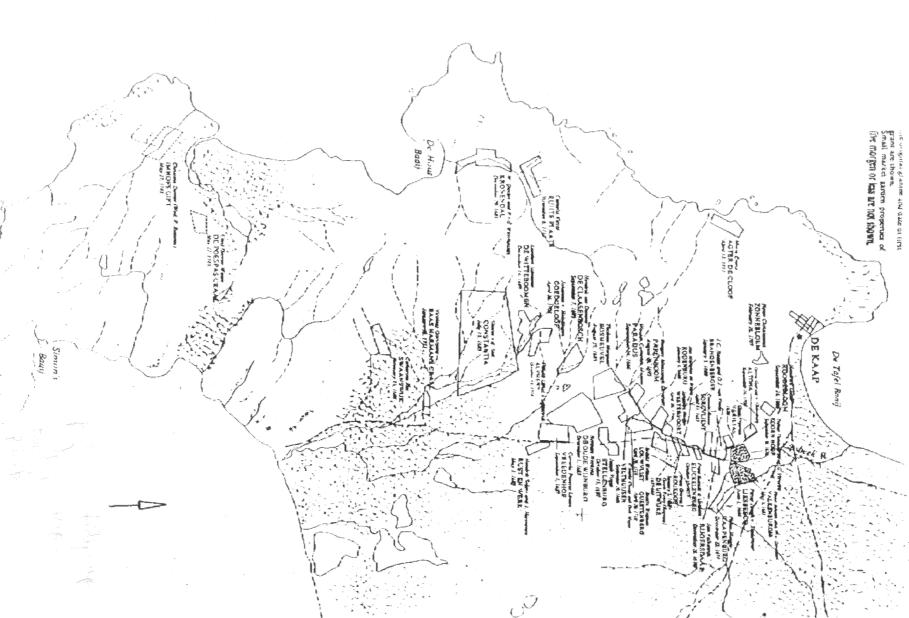


Figure 3. Proposed in Reapenberg Inte and historical established in Proposed Interchange study: the study area. upgrading Liesbeek and Rhodes 0 River けばの Drive Valley Z freeway archaeological between



Figure 3. Proposition Raapenberg Inte and historical established in Proposed Interchange and Rhodes Drive - cal study: Liesbeek River Valley in the study area. upgrading Of the N2 freeway freeway between archaeological y - early farms

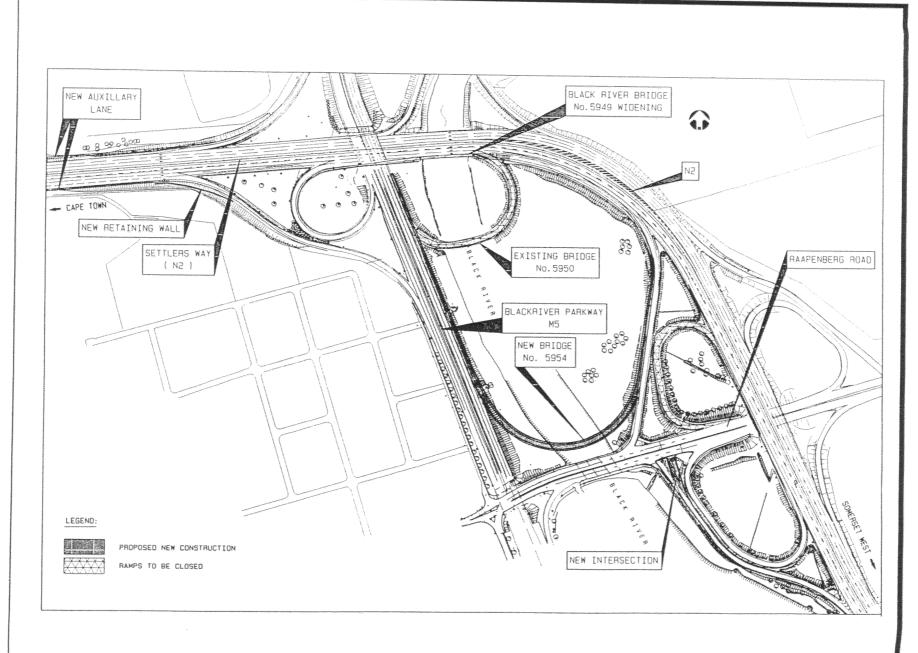


Figure 1. Proposed upgrading of the N2 Raapenberg Interchange and Rhodes Drive and historical study: Raapenberg Road to N₂ M5 freeway archaeological Interchanges