

HERITAGE IMPACT ASSESSMENT OF PROPOSED FIBRE OPTIC DUCTS ALONG SECTIONS OF SOMERSET ROAD, CHIAPPINI AND HOSPITAL STREETS, GREEN POINT (W51P77)

Case number 130812GT20

(In terms of Section 38 of the NHRA of 1999)

Prepared for

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On behalf of

Dark Fibre Africa

September 2013



Prepared by

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of Hospital and Alfred Streets. Prestwich Street will be crossed in the course of the main trench, while Somerset Road will be crossed to link up with existing fibre optic network nodes in Hudson Street. The trench across Chiappini Street will connect the new route to an existing node on the corner of Chiappini Str & Hospital Rd.

3. ASSESSMENT

3.1 Archaeology

ACO Associates has examined the proposed route for the cable at a desktop level to make a heritage risk assessment. There have been numerous reports compiled for the area, many of which deal with human remains, and so there is an existing body of knowledge about the likelihood of impacting such material. I have included a number (though not all) of references which are of particular relevance to the current project (Dewar & Hart 2006, Halkett et al 2005, Halkett et al 2008, Halkett 2010, Hart 2003a, Hart et al 2012, Morris 1992, Patrick et al 2005a,b,c, Seeman 2005)

Broadly we note that many of the roads and pavements are already considerably disturbed by existing services and building activities over the years, and that human remains and a variety of other artefacts have been observed and sometimes recovered from these events. For example, Morris (1992:24-27) lists a number of human skeletal remains (partial and whole) from the general area. Precise geospatial information is in most of these cases however not possible due to the circumstances of their recovery. Halkett (2010) recovered human remains from spoil heaps following the installation of water pipes in Chiappini Street adjacent to the Salesian Institute. Chance finds of human remains or other significant heritage remains below (i.e north east of Somerset Rd) are highly likely. We have never observed human remains in any trenches in Somerset Road itself and activities there are less sensitive.

While drilling beneath Prestwich and Chiappini Streets is logical from a traffic flow point of view, it might disturb human remains. We unfortunately have no way of gauging the extent or likelihood, although we have recovered human remains from Chiappini Street close to the corner with Prestwich. The likelihood at Prestwich Street is probably higher than at the lower end of Chiappini. We find it difficult to judge if the drilling may be less of an impact than trenching and possible exhumation? We marginally favour the drilling, but it will be up to the authorities to make a decision on this matter.

It is also likely that derived artefactual material may be encountered in the form of a range of colonial artefacts including ceramics, glass and bone, pipe stems etc much of which will not be in primary context.

3.1.1 Other archaeological studies

Other studies are numerous and only the most relevant are listed in this report (see references).

4. CONCLUSIONS AND RECOMMENDATIONS

Although there have been significant modifications to the receiving environment over the years, we believe that the impacts on heritage are likely to be high. The Chiappini and Hospital Street sections of the trench pass through an area where human remains are known to occur at relatively shallow depths. Human remains are likely to occur as undisturbed burials, and also as disarticulated elements due to previous disturbances.

Given these conclusions we recommend:

1. The archaeologist must obtain a permit from HWC (and from SAHRA – depending on the status of the agency agreement for burials) before any test pits or trenching are commenced on this section of the fibre optic network. These must be in place given the high likelihood of identifying human remains. Any remains recovered will be housed at the Prestwich Memorial

in Somerset Road. A letter of consent will be required from the city's Heritage Department in that respect;

2. The archaeologist should monitor the excavation of any test pits dug prior to the main trenching to determine the nature of the sub-surface deposits. In this way we may be able to identify any archaeological issues that are likely to arise in the course of digging along the route;
3. The relevant Heritage Authority must decide if crossing Prestwich and Chiappini Streets using the "horizontal directional drilling" option can be sanctioned. The similar method of crossing Somerset Road is not an issue as no human remains have ever been recovered there.
4. All trenching is to be monitored full time. The archaeologist may use discretion to relax this requirement if it becomes clear in the course of monitoring that no impacts are occurring;
5. If any human remains are identified anywhere along the route, work at that location must cease until the forensic assessment and removal thereof is completed to HWC/SAHRA specifications;
6. Any other significant heritage which is uncovered along the routes that requires mitigation may also require permits from Heritage Western Cape in order to carry out the mitigation.

5. REFERENCES

Dewar, G. & Hart, T.J. 2006. Phase 1 Archaeological Assessment of Alfred Street and Prestwich Street, Green Point, Cape Town. An unpublished report by the Archaeology Contracts Office.

Halkett, D.J. 1996. Second Report on the Archaeological Monitoring of Earthmoving on Parts of the Victoria Junction Site, Somerset Road. An unpublished report by the Archaeology Contracts Office.

Halkett, D., Hart, T. and Malan, A. 2005. Bones of Contention: Archaeology and the Green Point burial grounds. South African Museums Association Bulletin. 30: 25-31

Halkett, D., Hart, T., Schietecatte, L., Finnegan E., & Smuts, K. 2008. The landscape of early colonial burial in Cape Town: A walking tour of excavation sites and buildings of interest in Green Point. Unpublished booklet compiled for the mid-conference excursion, Association of South African Professional Archaeologists, 26th March 2008. Archaeology Contracts Office, UCT.

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Hart, T.J. 2003b. Phase 1 Heritage Impact Assessment of West Street and Erf 4721 Green Point, Cape Town. An unpublished report by the Archaeology Contracts Office.

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Patrick, M., Blackenberg, J., & Manhire, T. 2005a. 34 Prestwich Street. Historical Background and Trial Excavations Erf 760 Cape Town. An unpublished report by Cape Archaeological Survey cc.

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Patrick, M. & Clift, H. 2005c. Report of a Monitoring Brief at 29 Chiappini Street Erf 741. An unpublished report by Cape Archaeological Survey cc.

Seemann, U.A. 2005. Phase 1 Exploration Excavation Report 31 Mechau Street, Cape Town, Erf 742. An unpublished report.

Annexure 1: Responses to Nid

Our Ref: HMICAPE TOWN METROPOLITANIGREEN POINTW51P77 NID



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Date:

04 September 2013

Case No:

130823GT20

Auto IDs:

2285 - 2581

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP
In terms of section 38(8) of the National Heritage Resources Act (Act 25 of 1999)
and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

Attention: Ms Ilse Hunsinger
Private Bag X2
Durbanville
7551

CASE NUMBER: 130823GT20

**NID: PROPOSED W51P77 ALONG SOMERSET CHIAPPINI, HOSPITAL AND ALBERT AND SHORT MARKET RD,
GREEN POINT, CAPE TOWN**

The matter above has reference.

Your NID received on 23 August 2013 was tabled and the following was discussed:

1. The trench will be excavated to a depth of 1m with a width of 45 cm. The trench will be 395.8m.
2. The trench will run through an area of green point with known skeletal remains.

Requirement:

1. Since there is reason to believe that heritage resources will be impacted upon, HWC requires an HIA in terms of S. 38(3) of the NHRA (Act 25 of 1999) assessing the impacts on the following heritage resources which it has identified;
2. An HIA is required consisting of an archaeological study.

Terms and Conditions:

Heritage Western Cape reserves the right to request additional information as required. This letter does not constitute conclusion of processes under the National Heritage Resources Act (Act 25 of 1999). These processes may only proceed further *once* the contents of this letter have been adhered to. Please note that no final documentation may be submitted to the Environmental Authority until the process under the NHRA has been concluded.

Should you have any further queries, please contact the official above and quote the case number above.

Yours faithfully

Andrew B Hall
Chief Executive Officer
Heritage Western Cape