

A DESKTOP SPECIALIST ARCHAEOLOGICAL STUDY OF THE REMAINDER ERF 1056 GREEN POINT: CAPE TOWN STADIUM AND GRANGER BAY PRECINCT

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

Prepared for

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1. EXECUTIVE SUMMARY

ACO Associates cc was requested to undertake a desktop Archaeological study of the potential impacts of the proposed development of the Granger Bay Precinct. The archaeological Study will form part of the HIA being undertaken by Vidamemoria Heritage Consultants.

Based on the results of previous archaeological work at the Stadium and Granger Bay Boulevard sites, there is not, in our opinion, any immediately identifiable, archaeological reasons to exclude the use of any of the proposed site..

2. INTRODUCTION

ACO Associates cc were requested to undertake a desktop Archaeological study of Remainder Erf 1056 Green Point, Cape Town also known as the Stadium Precinct (Figure 1). The specific components of the site that are the subject of this study, namely the Stadium Precinct (SP) and the Granger Bay Boulevard (GBB) site are shown in Figure 2. The archaeological study will form part of the stand-alone HIA being undertaken by Vidamemoria Heritage Consultants.

Vidamemoria submitted a NID for Remainder Erf 1056 Green Point: Cape Town Stadium to HWC and included recommendation for an AIA to be conducted (further to input from Mary Patrick of CAS). Heritage Western Cape responded to the NID requesting an HIA which was to include a desktop archaeological study with particular reference to Fort Wynyard.

Further to discussion with the case officer the following was confirmed with regard to archaeological requirements:

- No trial pits are required;
- The purpose of the AIA would be to map the risks of archaeological material that could possibly be impacted e.g. risks to Fort Wynyard and / or archaeological material associated with the Fort amongst other heritage resources to be identified;
- The study is to consider all aspects of proposed intervention i.e. impact of sub-division and impact of proposed development of B and C fields etc;
- The report is to provide assessment and recommendations.

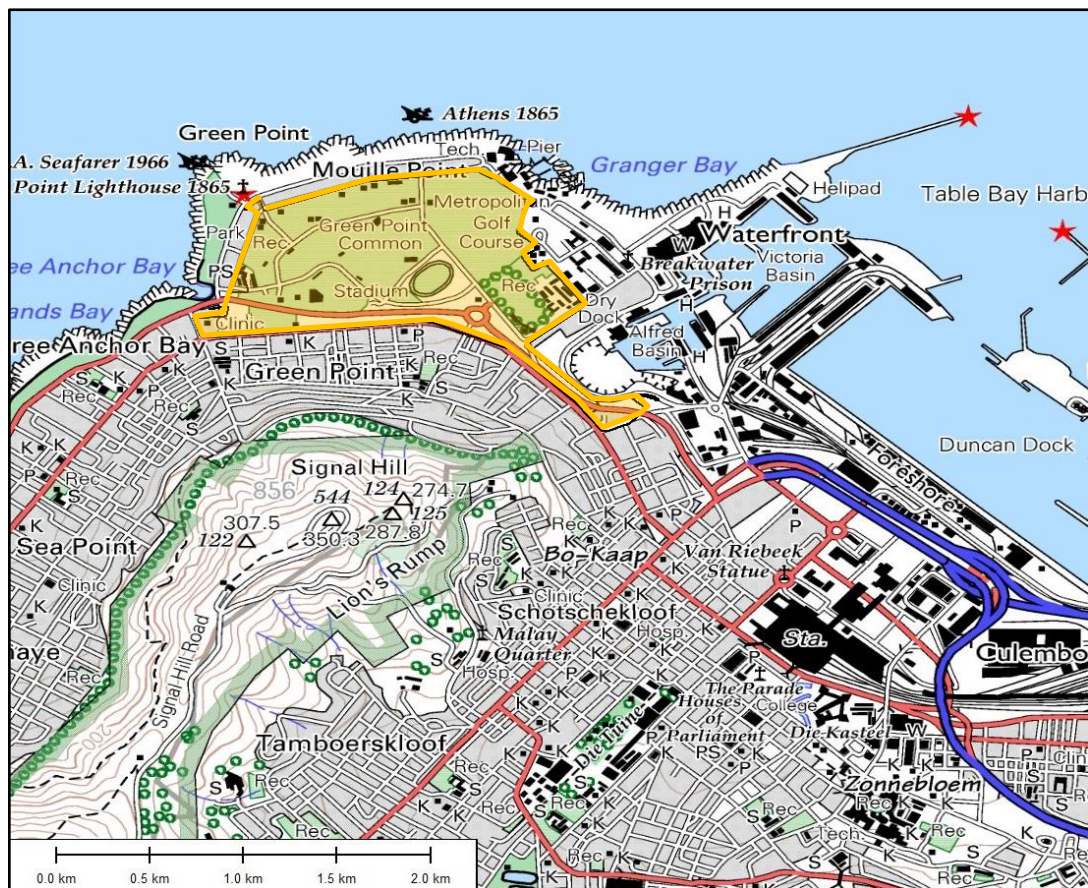


Figure 1: Location and geographical context of the broader Erf 1056 shown by the shaded yellow polygon. Only small sections (Figure 2) are the subject of this assessment (3318CD Cape Town : Chief Director of surveys and Mapping).

We will refer below to a number of earlier projects undertaken in the area that have identified the range of possible heritage resources that are present in the area. As the Stadium Precinct has

already been significantly developed, it is really the Granger Bay Boulevard Precinct where heritage resources may still survive.

2.1 Brief stadium development history

The stadium was commissioned for the 2010 FIFA World Cup. Construction began in March 2007¹ and it was completed in 33 months ready for hand over on the 14th December 2009. Granger Bay Boulevard, was constructed as an important feeder road for vehicular access to the stadium and was initially assessed in 2002 (Hart 2002) while the actual Engineering works took place between May 2008 and May 2009. Due to its configuration, the Boulevard crossed the historic Cycle Track precinct, and resulted in the isolation of parts of the site used as sports fields (known as the B and C fields), from the section containing the old Cycle Track. The upgraded Fritz Sonnenberg road was the other important access road.

2.2 Project description

It is proposed to optimise opportunities and marketability of the stadium to ensure and secure an income stream for economic and environmental sustainability. This is to be achieved through amending existing planning and environmental statutory conditions pertaining to the stadium. Proposals include potential in-stadium hospitality such as corporate suits, business clubs, hospitality lounges, kitchens, internal office and commercial space, liquor and beverage distribution centre, public kiosks, conferencing and banqueting, stand-alone restaurants, bars and parking.

It is proposed to transform Granger Bay Boulevard site from public open space to a commercial structure (Plates 1-6). Various alternatives will be considered by the design team and assessed within the heritage, environmental and planning processes. Alternatives thus far include a 4 storey structure, an 8 storey structure, a 12 storey structure and the no-go alternative.

The formal application includes the following (see Figure 2 for the various sites discussed below):

Environmental aspects:

- Application for amendment to RoD for the stadium in terms of NEMA Regulations;
- Basic Assessment Report according to Regulation 544 of NEMA (107 of 1998);

Planning aspects:

- Application to amend Cape Town Spatial Development Framework in terms of Land Use Planning Ordinance (LUPO, 15 of 1985) and Municipal Systems Act as both Stadium site and Granger Bay Boulevard site are classified as Open Space;
- Application to subdivide Stadium site from Remainder 1056 in terms of Section 24 of LUPO;
- Closure of a portion of Fritz Sonnenberg Road as a public street in terms of the Municipal Ordinance and Land Survey Act. Conditions of servitude will form part of subdivision application;
- Subdivision of Granger Bay Boulevard site in terms of LUPO;
- Rezoning of the Stadium site from Community Zone 2 to General Business Sub Zone GB7;
- Consent uses for the stadium site;
- Rezoning of the Granger Bay Boulevard site from Open Space 2 to General Business Sub Zone GB 5;
- Also: Departures to standard provisions of GB7 and GB5 zones, amendment to Site Development Plan for the Common and access servitude over Erven 1536 and 1253 Green Point.

¹ wikipedia.org/wiki/Cape_Town_Stadium



Plate 1 & 2: Looking north across the parking area that is the present configuration of the Granger Bay Boulevard Precinct.



Plate 3: Looking to the north west across the parking. **Plate 4:** Looking north east towards Fort Wynyard.

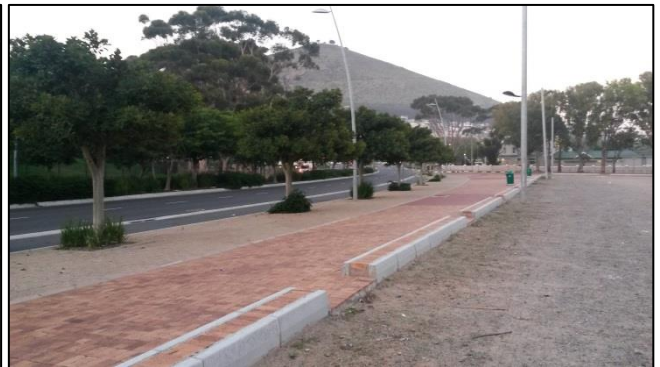
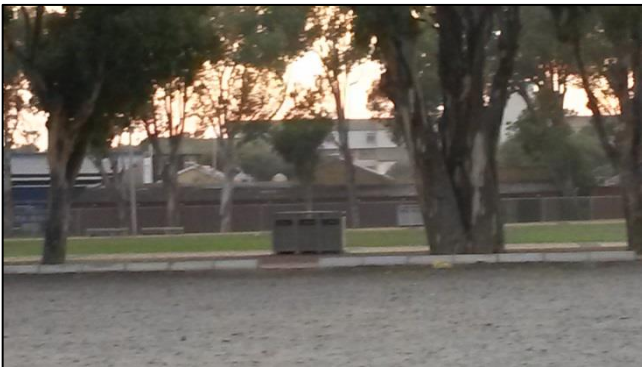


Plate 5: Zoomed in on the Laboratory at Fort Wynyard. **Plate 6:** Looking south west along Granger Bay Boulevard with Signal Hill in the background. The Cycle Track site is at diagonal left.

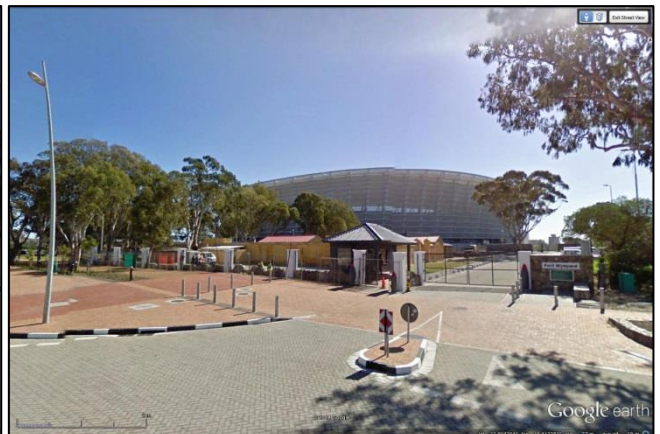


Plate 7: Looking north across the grass at the north western end of the GBB Precinct (Google Street View). The Laboratory and Fort Wynyard are immediately to the right. **Plate 8:** The entrance to Fort Wynyard. The remaining Laboratory buildings can be seen behind the guardhouse with red roofs (Google Street View).



Figure 2: The outline of the broader Erf 1056 and the various sub-components.

3. METHOD

This is a desktop specialist archaeological study that relies heavily on existing documentary material from previous studies compiled for projects in the area. We have used archival material presented in some of the reports to graphically represent historical features in relation to the present urban landscape and to understand possible archaeological impacts. As requested by HWC, we focus to some degree on possible impacts to the broader Fort Wynyard Precinct. Patrick's reports (2009a, b), on the monitoring of construction work at both the stadium site and Granger Bay Boulevard are of particular significance to this assessment.

4. HISTORICAL BACKGROUND

I refer extensively to Hart (2002, 2006) and Patrick (2006, 2009a, b). I have used the convention of other researchers to describe the development of the area in historical periods and similarly present a number of maps and plans at the end of this section, that indicate the development over time and show a number of landmark buildings. We have overlaid the outlines of the Stadium and Granger Bay Boulevard Precincts on those maps and plans for reference purposes.

4.1 The 17th century

Green Point consisted of a flat coastal plain in front of Signal Hill, punctuated by some prominent dunes. A large vlei existed close to the present site of Green Point Stadium, while seasonal swamps characterized much of the Common (Plate 9). The granite and malmsbury shale geological substrates of the area would have provided trace elements necessary for the raising of domestic animals. Early maps describe Green Point as being the location of a "hottentot village" on the outskirts of Cape Town². These people were probably the remnants of indigenous groups who would have grazed their herds on the Common before being displaced by European settlement. In 1997 the remains of 4 human individuals displaying Khoi Khoi characteristics were found buried in traditional style (with pot and broken grindstones) under 19th century houses in Cobern Street, Green Point (Cox 1999). Dated to about 1000 years before present, these archaeological finds testify to a long history of use of the area.

According to Picard (1969), Green Point Common was the grazing area of the Dutch East India Company cattle herds and the area was referred to as the Waterplaats or Waterfront by the Dutch. By the end of the 17th century there appears to have been no permanent structures or settlement in the area.



Plate 9: A photograph c1889 showing the vlei and surrounding houses along Beach Road in the background and Main Road in the foreground (CA Dr J 250).

² The journal of Robert Jacob Gordon, 1777 - 1786, Cape Travels.

4.2 The 18th century

During the early 18th century Green Point was undeveloped, the closest permanent structures being the Chavonnes Battery (built in 1715) and the execution ground (Gallows Hill) situated behind where the Victoria and Alfred Waterfront is today. In 1743, the Dutch attempted to build a mole (hence the name Mouille point) out into Table Bay to protect the anchorage. Funding was supplied through extra tax levies and labour provided by convicts, slaves and Dutch East India Company employees. The mole was not a success and quickly destroyed by the Atlantic storms (Malan 1993).

A part Green Point, just west of the city and close to where Somerset Road is today was a bleak area characterized by the graveyards of the Dutch Reformed Church and the informal graveyards of slaves, paupers, criminals and smallpox victims. The gallows and place of torture (situated on a prominent sand dune) was an ever-present reminder of the brutal justice system of the time (Hart 2001). It was not until 1795 that further development of the area took place. When the British fleet landed in Simonstown heralding the commencement of hostilities, the Dutch hastily built a small Gun Battery on a prominent hill on Green Point. Commonly known as Kyk in die Pot Battery, this small irregular redoubt was armed with 4 x 24 pounder brass cannons (De Vries and Hall, 2001). After the British took over the Cape, the Battery was abandoned for almost 60 years. A number of these features are shown on Grey's map of c1836 (Figure 3).

4.3 The 19th-20th Centuries

The British occupation of the Cape in 1806 saw expansion of the city towards Green Point as result of the development of the harbour, increased commerce and population. It is this period that has left the greatest imprint on the landscape along with a range of heritage sites that could be impacted by development activities.

4.3.1 Burial grounds

The precedent set by the Dutch East India Company for using the north west side of the city as a burial area was continued. This initially took the form of expansion of multi-denominational burial grounds along Somerset Road, which were later closed, or exhumed and moved to Maitland shortly after 1900 (Halkett 1995a,b). There were no formal burial grounds in the Stadium or Granger Bay Precincts or the broader commonage. A mass grave was located at the BP Headquarters site at the top of Portswood Road (Halkett 2003). Our research of the circumstances suggests that the remains that were uncovered had originally been buried in the Paupers Burial Ground to the north west of Gallows Hill. These had to be relocated when the new harbour basins were excavated. The Wilson town plan of c1870 (Jordan 2003) showed a number of proposed cemeteries on the commonage that would replace those in Somerset Road. These were however rejected in favour of the cemetery in Maitland. Despite occasional finds of human remains at Somerset Hospital and in the Stadium precinct, these are not formal burials and the origin of the material cannot be precisely determined.

4.3.2 Defences

In 1812-13 a laboratory (ordnance magazine) was built on the flats to the south west of the Kyk in die Pot Battery. Although the Battery was ordered to be dismantled in 1827, it was re-commissioned in 1861 when the American Civil War broke out. In 1862, Kyk in die Pot Battery was upgraded using convict labour from the nearby Breakwater Prison and armed with 68 pounder muzzle loaders and renamed Fort Wynyard after the then Lieutenant Governor of the Cape Colony, Lieutenant General R.H. Wynyard. It was remodelled and re-armed in 1889, and again in 1900 and achieved its present configuration by the end of the First World War. For much of the 20th century it served as the Examination Battery for ships entering Table Bay. It fell out of active service in 1958 with the closure of the coastal artillery batteries (Winter & Bauman 2006, Bisset n.d.). Fort Wynyard (also incorporating the 1813 laboratory) has remained the property of the South African National Defence Force. The South African Navy converted the facility into a museum in the early 1980's but this was not sustained. Fort Wynyard is a Provincial Heritage Site and is currently the home of the Cape

Garrison Artillery³. Kyk in de Pot and the remodelled Fort Wynyard are shown on various maps and plans i.e. Figures 3, 4, 6, 7 (also Plate 13) and 8.

4.3.3 New Somerset Hospital

Sir George Gray laid down the foundation stones of the New Somerset Hospital in 1859. Designed to accommodate 100 patients it was completed by 1862. This hospital replaced the notorious “old” Somerset Hospital (South Africa’s first civil hospital) built further to the South East near Prestwich street in 1818 and introduced modern changes in medical care and sanitation brought about by Florence Nightingale’s ideas (Laidler & Gelfand 1971). The hospital was surrounded by a formal garden. Maps of the area do not indicate the presence of any burial grounds associated with the hospital.

4.3.4 Green Point Race Stand and track (Erf 1056)

Horse racing on the Common was made popular by the British. Soon after their occupation of the Cape in 1795, regular horse racing became an institution on the western end of the Common and by 1797 the African Turf Club was established (Kagan 1975). The Stand was built in 1851 for the South African Turf Club, after a design by G McDougall. It was reused as a club house in the early days of the Metropolitan Golf Club, and was also used as an art centre. It presently serves as a McDonalds outlet. According to Fransen (2004:78), although the building has been altered, the late Georgian two storey five-bay core is still intact and has been a familiar landmark on the Green Point Common since the mid-19th century.



Plate 10: C1895 showing the race stand, with the (new) Somerset Hospital in the background (CA Dr J 723).

4.3.5 Fever Hospital

Built in the latter half of the 19th century, buildings of the old fever hospital have survived in the City Hospital complex.

4.3.6 Green Point - Sea Point railway (Erf 1056)

In 1889 Cape Town and Sea Point were linked by a privately-owned railway, which reached Sea Point on 1 December 1905, and which was later in that year taken over by the Cape Government. It was eventually abandoned, and its lines were taken up in 1929⁴. The railway has been closed for many years and permanent way material removed. Remains of the rail alignment may present an archaeological signature along the edge of the undeveloped areas of the common. Part of the line is shown on the Harbour Board plan of c1891 (Figure 5).

³ <http://www.heritage-group.org/media-galleries/fort-wynyard/>

⁴ <http://www.sahistory.org.za/places/sea-point>

4.3.7 South African War Military Camp and POW camp

During the South African War, Green Point common was, due to its proximity to the Victoria and Alfred Basins, used as a military transit camp for British and Colonial troops who were housed in temporary bungalows⁵. Of particular interest is that the Green Point Track was used as a Prisoner of War Camp for Boer captives who were housed in tents⁶ while waiting to be shipped out to St Helena, Ceylon and Bermuda. Photographer Arthur Eliot's earliest images include several taken at the Green Point Camp⁷. The monitoring reports produced by Patrick and Mutti (2009a) and document a number of military artefacts that were found during the construction of the stadium that can be associated with the camp.



Plate 11: Military and Prisoner of War camp on the Common. The Cycle Track can be seen at right and the Race Stand at extreme left. (CA E9356)



Plate 12: Military and Prisoner of War camp on the Common. The Cycle Track is clearly visible. (CA E9342)

⁵ Cape Archives, J3431

⁶ Virtual Museum of the South African War

⁷ Cape Archives, Elliot collection.



Plate 13: The extent of the encampments on the Common during the Anglo Boer War are clear in this photo. The Boer prisoners were confined to the Green Point Track (CA R1443). This image is also presented in Figure 7 to show the positions of the Stadium and GBB precincts and the Laboratory and Fort Wynyard.

4.3.8 Metropolitan Golf Course (Erf 1056)

The Golf course dates to the end of the 19th century. The old race stand was used as the Golf Club house at the start of the 20th century.

4.3.9 Green Point Common (Erf 1056)

Historical use of the Common changed over time by the leasing of significant portions to the Metropolitan Golf Course and as sporting facilities for a number of clubs and schools to the extent that very little of it serves as “public common land” (Todeshini and Japha 1991). Despite this, it does represent an historic landscape that has been gradually eroded by change of use over time. It is expected that further subtractions from the Common will constitute a land use issue, which will require resolution.

5. MAPS AND PLANS

A series of maps and plans are presented below in temporal order. These graphically indicate the development of the Green Point area and have particular reference to the Stadium and Granger Bay Boulevard Precincts.

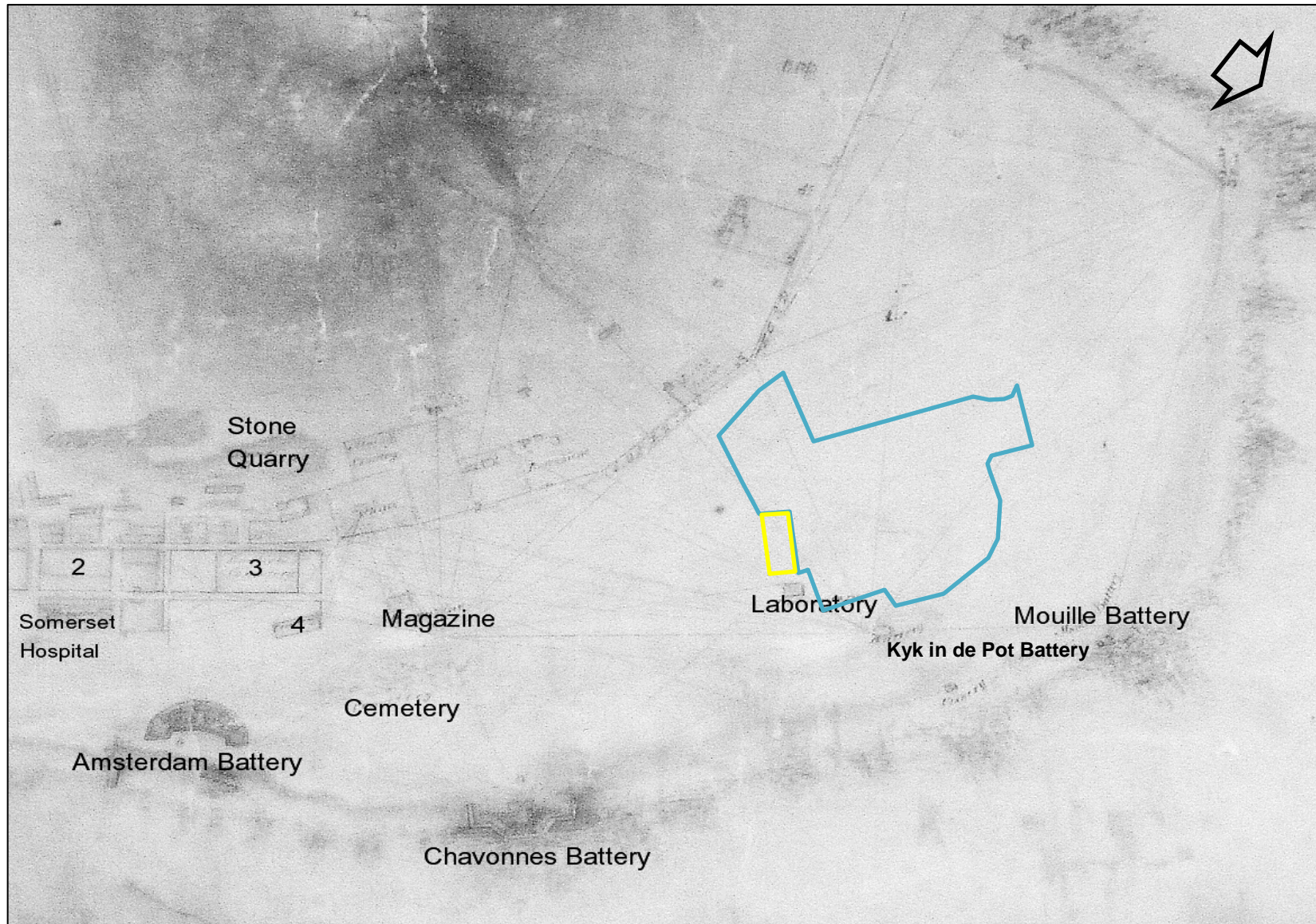


Figure 3: M1/571 Grey's map c1836. Apart from the Laboratory and the unlabelled Kyk in de Pot Battery to the north east, there are no developments in the area of the Stadium and Granger Bay precincts (approximately marked in blue and yellow polygons). The Laboratory is a key reference point when viewing later illustrations. (After Patrick 2006:21).

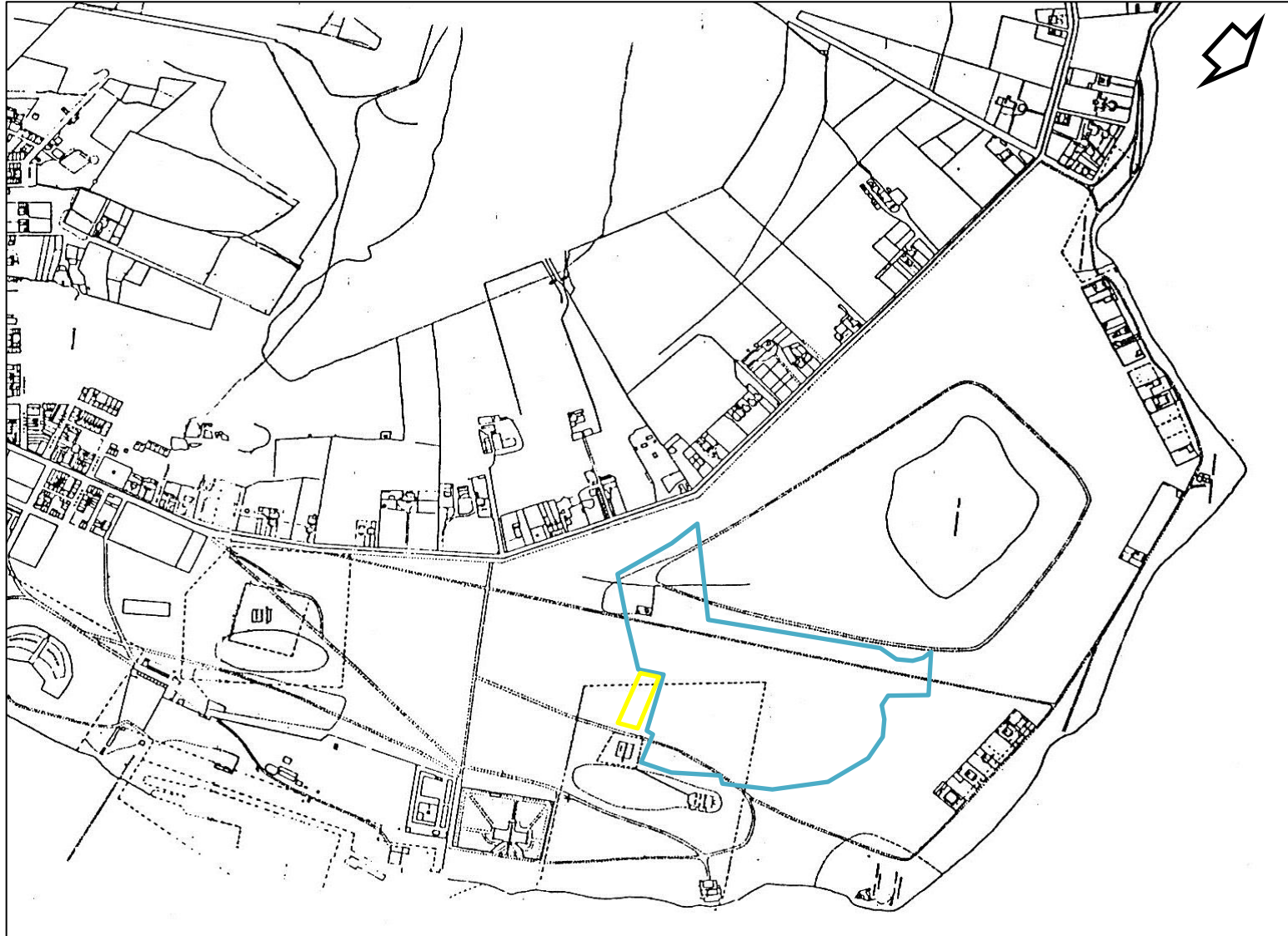


Figure 4: An excerpt from the Snow Survey c1860, with the approximate Stadium and Granger Bay precincts (blue and yellow polygons) (CoCT). The Laboratory and Fort Wynyard lie on the eastern edge of the Stadium precinct, while other new developments in the form of the race track (around the vlei) and clubhouse/stand (now the Macdonalds hamburger outlet) appears within the stadium precinct. According to Kagan (1975) the African Turf Club was founded in Cape Town in 1797 and their first race was held at Green Point race track.

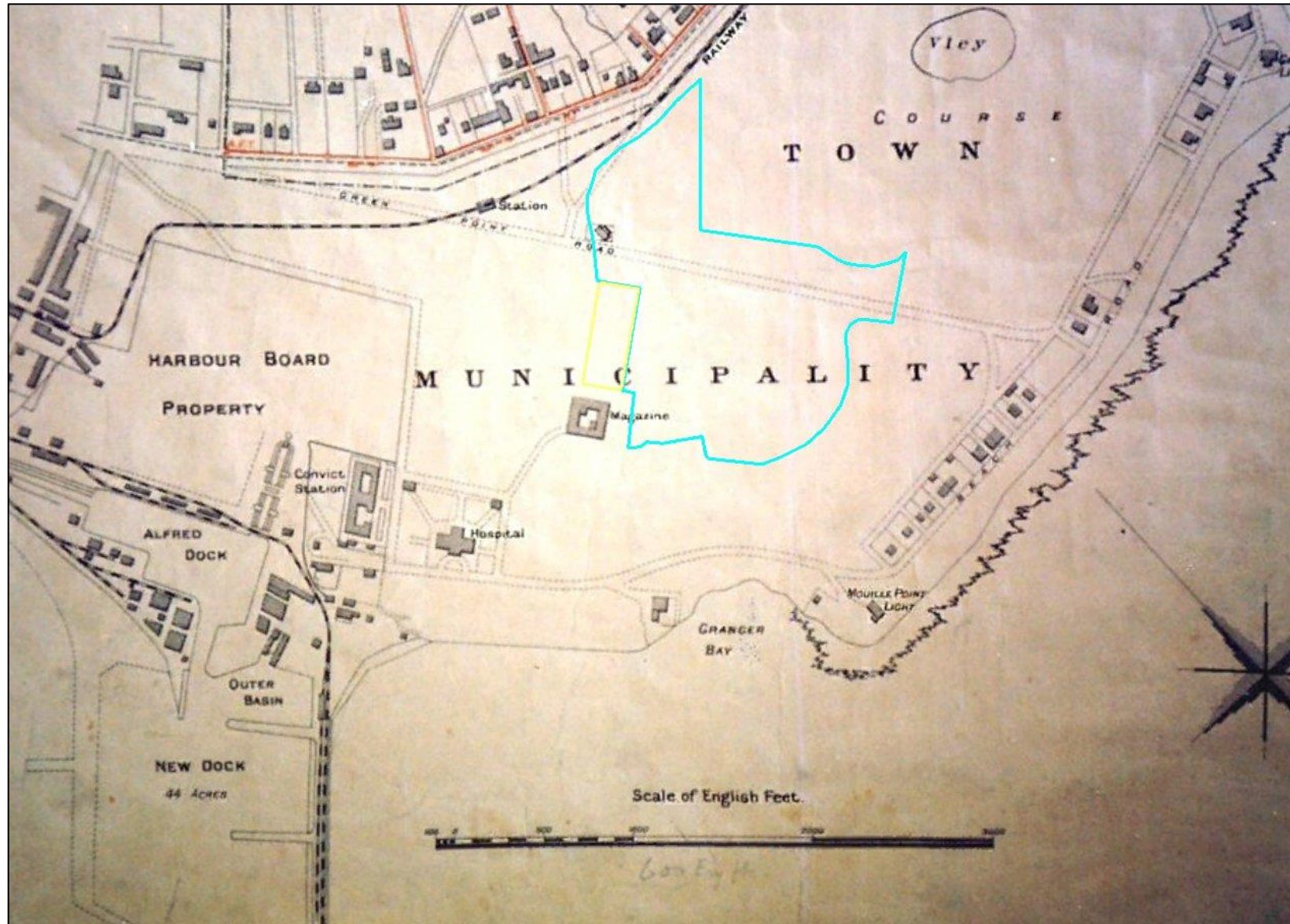


Figure 5: A harbour Board map including Green Point c 1891 with the affected areas marked. The location of the Green Point Railway line and station are noted outside the areas (Cape Archives M1/235).



Figure 6: Thom's map of Cape Town c1898 (Jordan 2003). The outlines of the Stadium and Granger Bay precincts are shown by the blue and yellow polygons. The Cycle Track is a new addition to the landscape while a football ground is indicated at a position which is now partially covered by the new stadium. The track, race stand, laboratory and Fort Wynyard are key landmarks which remain until today. Parts of the Cycle Track site extended into the Stadium and Granger Bay Boulevard precincts.

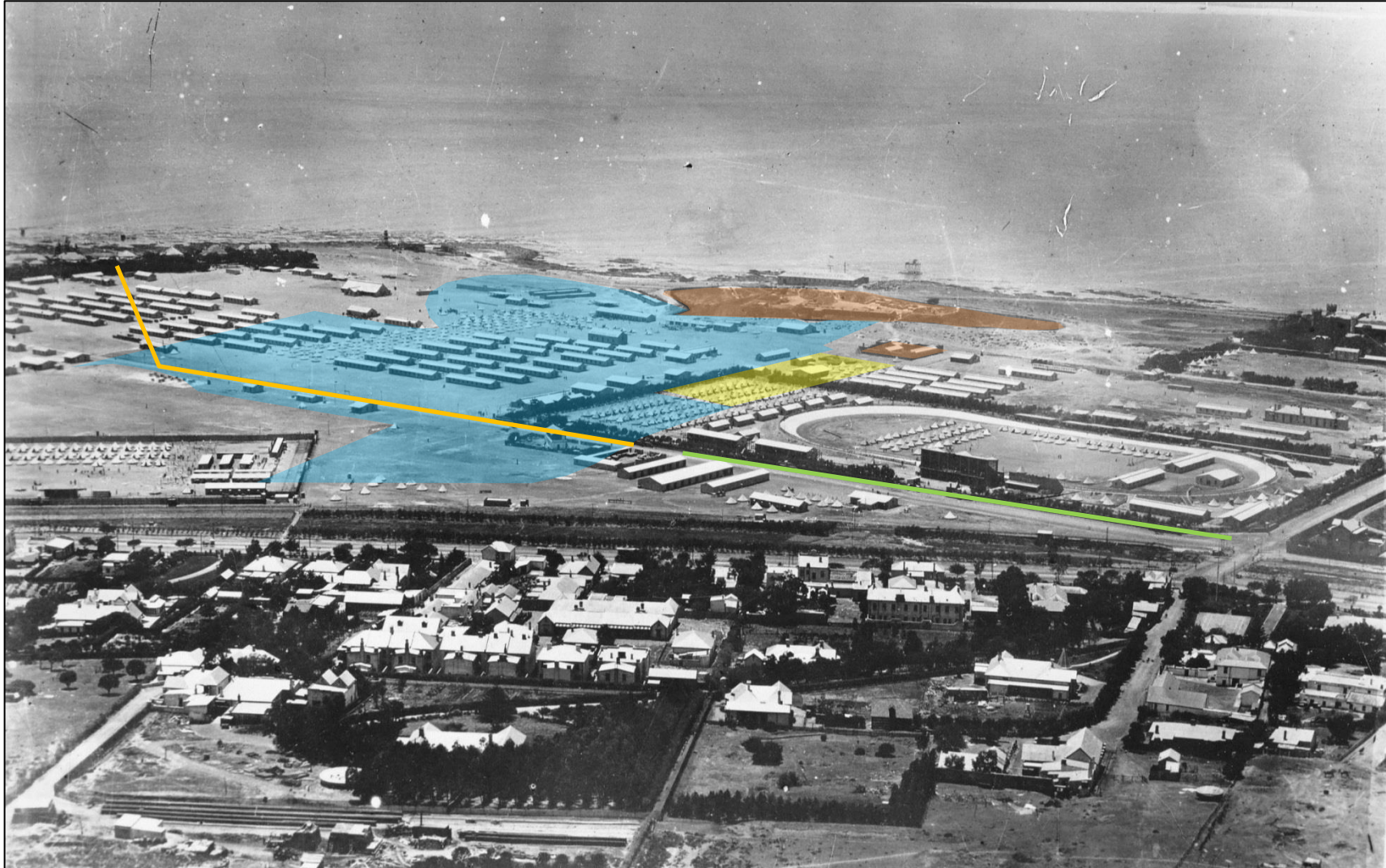


Figure 7: A photograph (CA R1443) showing the extent of the encampments on the Common during the Anglo Boer War. Boer prisoners were confined to the Green Point Cycle Track. The Stadium (blue) and Granger Bay Boulevard (yellow) precincts are superimposed for reference. Fort Wynyard and the associated Laboratory are shown in orange. The position of modern roads (Fritz Sonnenberg (yellow) and Portswood Road (green)) corresponds largely to those on the older layout (Green Point Road).

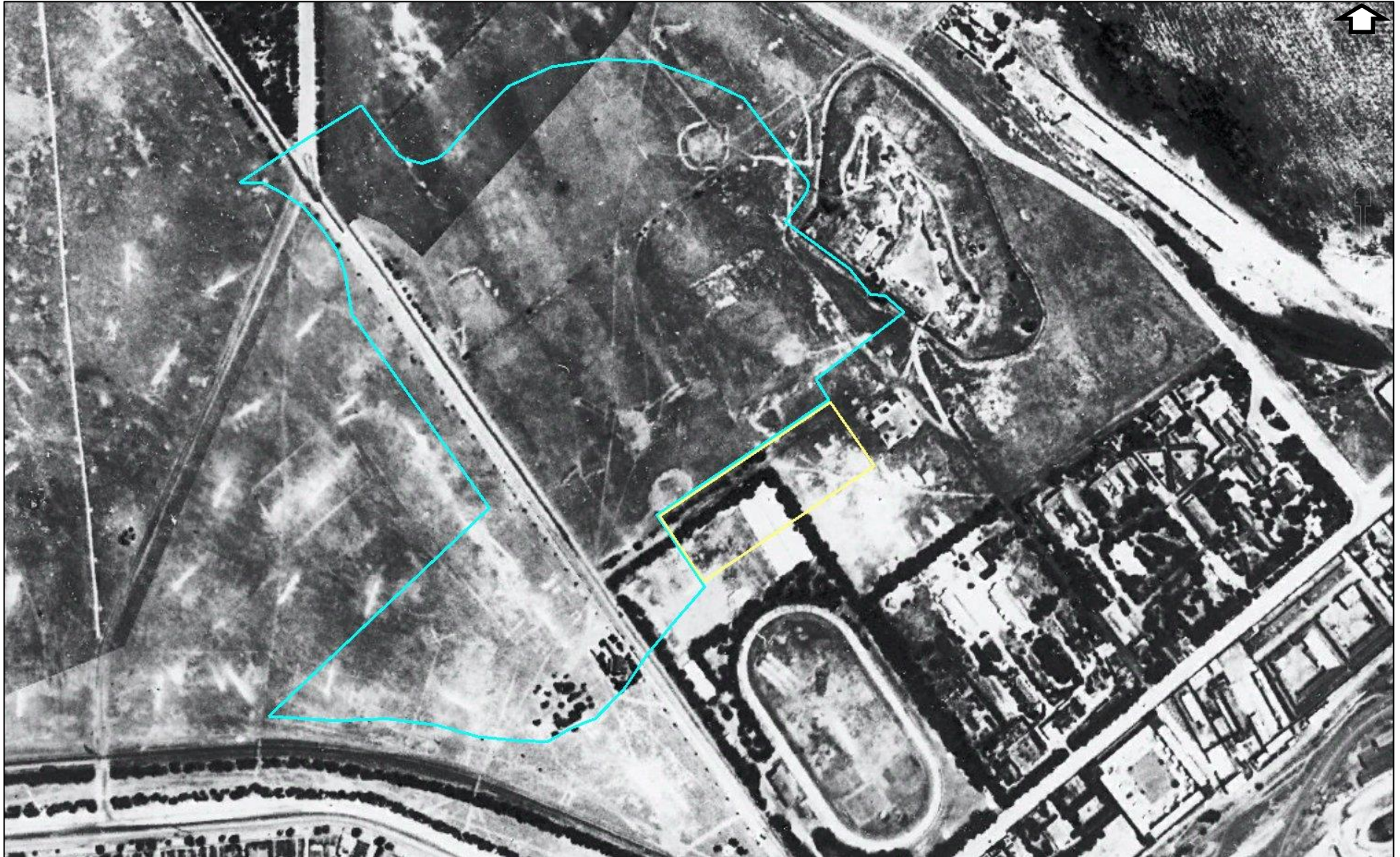


Figure 8: A portion of the 1926 aerial photograph showing development on the common at that time with the outlines of the Stadium and Granger Bay precincts shown by the blue and yellow polygons. Fort Wynyard, the Laboratory, Cycle Track and Race stand are all clearly visible (Jordan 2003).

6. PREVIOUS RELEVANT PROJECTS IN THE AREA

As we have said, we relied heavily on projects undertaken previously in the area. Four projects are of particular relevance and I have reproduced those Executive Summaries below to summarise the findings, which in turn place the current assessment of the Stadium and GBB Precincts in context. In some cases I have changed the layout of the summaries for better text flow.

Hart (2002) in his earlier assessment of the Granger Bay Boulevard notes: "The Archaeology Contracts Office (ACO) of the University of Cape Town was appointed by The Environmental Partnership to undertake an initial heritage impact assessment of the proposed Granger Bay Boulevard in Green Point, Cape Town. The findings are that (1) The proposed Granger Bay Boulevard passes through a historically significant area containing two National Monuments, several protected buildings and the site of a South African War POW camp (2) The fabric of the two declared National Monuments, Fort Wynyard and Somerset Hospital will not be directly impacted by the proposed alignment (3) The planned route will impact the uncelebrated, yet historically important site of Green Point Track, a facility protected by the National Heritage Resources Act, also used as a POW camp during the South African War (4) The proposed alignment will impact the group value of the historic landscape as represented by elements such as Somerset Hospital and Fort Wynyard and Green Point Common."

Hart (2006) in his assessment of the Somerset Hospital Precinct notes: "The Archaeology Contracts Office (ACO) of the University of Cape Town was appointed by NM Associates to undertake a Phase 1 Archaeological Assessment of the Somerset Hospital Precinct in Green Point, Cape Town. The study was necessitated by the declaration of an area in Green Point as a special conservation area due to the possible presence of human remains. The area which is the subject of this study lies in the peripheral zone of the declared conservation area. The findings are that (1) The Somerset Hospital Precinct is a historically significant area containing grade II and grade III buildings. Besides being the site of the country's oldest surviving hospital, parts of the site were used as a South African War POW camp and military barrack (2) Exhaustive trial excavations (some 110 individual tests) throughout the study area have revealed that soils are shallow with hard malmsbury shale being present in most instances less than 1000 mm below surface (3) Archaeological material in the form of a deeply buried old wall footing was found at precinct 3H in a single trial excavation (4) Human remains consisting of a lone phalange and rib were found in one trial excavation behind the Medical Museum. They are considered to be out of context and in all likelihood relate to specimens disposed of by the hospital in the distant past (5) The entire precinct is considered to be archaeologically insignificant and mostly sterile. Very few archaeological restrictions are therefore presented to potential development activities."

Patrick (2009a) in her report on the findings of the monitoring of construction at the Cape Town stadium notes: "This report records the findings of an archaeological monitoring brief undertaken on behalf of BKS Engineers (Pty) Ltd for the City of Cape Town at the 2010 World cup Stadium in Green Point. The site has previously been the focus of a First and Second Phase Archaeological Investigation in 2006 and 2008 respectively. These investigations identified land use and ownership of the study erf and recorded the results of trial excavations undertaken at key positions within the stadium footprint prior to the development of the 48.6 hectare site. Monitoring of bulk earth moving was undertaken in April, May, July and August 2007 and the position of archaeological features recorded by quadrants and GPS co-ordinates. The north east and south east quadrants lying to the north of Fort Wynyard yielded the largest number of archaeological features and artefacts. An analysis of these finds indicates that cultural material associated with the Anglo Boer war (1880-1881, 1899-1902) remained in-situ under the current land surface. Several wheel rims and gun carriage artefacts associated with Prince Albert's Own Royal Artillery at the Cape were identified, as well as live ammunition associated with the same period. Pockets of ash, horse shoes and nails were found in the same location which suggests that a blacksmiths smiddy had been located in the area. An ephemeral scatter of shell and prehistoric stone tools was found in the south west quadrant, indicating a much earlier occupation of the landscape. Evidence of a human burial was also noted in the south east quadrant. The remains consisted of the fragmentary distal end of a single tibia. The area in which the burial was located was searched for evidence of a burial shaft but none was found. This

suggested that the burial was a secondary interment and may have been associated with the exhumation of burials from the Somerset Road burial grounds in the early 20th century. A second burial was explored which did not fall within the stadium footprint but was located at Camp One where the contractors site offices are positioned (opposite McDonalds restaurant). This burial also proved to be a secondary interment of a young woman of European origin dating to the same period. We conclude that monitoring of earth works on the footprint of the new stadium has provided an important insight into the military equipment used at the Cape in the Anglo Boer War. The position of secondary burials also adds to our general body of knowledge regarding the spatial distribution of secondary historic burials associated with the closure of the Somerset Road Burial grounds in. Finally, the presence of a prehistoric footprint, however ephemeral, confirms that the rocky promontory which became known as Green Point was occupied by the earliest inhabitants of the Cape who practiced a transhumance way of life". [The location of the human remains are shown on a plan in Patrick 2009a: Figure 5, which is reproduced later in the conclusion section of this report as Figure 12].

Patrick (2009b) in her report on the findings of the monitoring of construction of Granger Bay Boulevard notes: "Permanent monitoring was employed throughout the ground-works associated with Phase 2 as the GBB route was a green-field location; thus the likelihood of encountering undisturbed archaeological deposits was increased. The GBB route is also an area of specific historical interest due to its position adjacent to Fort Wynyard and the Somerset Hospital. Previous archaeological monitoring at the Green Point Stadium site identified the area surrounding Fort Wynyard as archaeologically sensitive due to the frequent finds associated with the Anglo-Boer War. The possibility of encountering human remains was also deemed to be high due to the location of the route adjacent to Portwood Road, where substantial dumps of disturbed human remains were found during monitoring of the new British Petroleum headquarters (Halkett 2003)⁸. The likelihood of uncovering human remains in this part of Cape Town was further demonstrated during the monitoring of the adjacent Green Point Stadium site (Patrick 2009a), where two individual fragments of human remains were identified in 2007 from secondary burial sites".

7. DETAILS OF PREVIOUS ARCHAEOLOGICAL MONITORING

7.1 Granger Bay Boulevard

This is a summary of the excavations undertaken by Patrick (2009b)

7.1.1 The storm-water trench

Between the 27th and 30th May, a 240 m long storm-water trench was excavated along the Granger Bay Boulevard, from Fritz Sonnenberg Road, north-east along the centre of the proposed route for the four-lane highway (Figure 9). The trench sloped up from the drainage sump ~5 m below ground surface at the south-west end, to ~0.4 m at the north-east end and measured between 1.5 and 1.7 m in width. Seven 12 m² square manholes were dug at regular intervals along the centre length of the storm-water trench. In addition, two 6 m long trenches were excavated at right angles from each manhole for drainage (Figure 9).

The trench provided an opportunity to observe the soil profile through the centre of the GBB route. The section drawings (Figure 10) show the varying soil profiles along the length of the trench at the positions labelled A-D on Figure 9. Over the initial 60 m of the south-west end of the trench, the upper part of the profile, consisted of late 20th-century dumps⁹ to a depth of ~1 m below the present ground level (Section A). Fragments of tarmac were visible at the base of these 'make-up'¹⁰ layers. Underneath these modern layers was a substantial, but discontinuous, 0.4 - 0.5 m thick gravel layer. This naturally deposited gravel varied in composition. Along some parts of the section it consisted entirely of angular fragments of

⁸ Comment by Halkett - The circumstances of the burials at the BP Headquarters are unrelated to the use of the commonage per se. Those mass burials were the result of secondary reburial of the human remains from the Paupers Burial ground that were disturbed during the construction of the Victoria and Alfred harbour Basins at the end of the 19th century. There is no direct documentary

⁹ Fill?

¹⁰ See footnote 10

sandstone ~0.15 m in length) (Section A), while elsewhere, the angular component was thinner and the lower half gradually graded into a rounded gravel ~0.03 m in diameter). Underneath the gravels, at a depth of 1.4 m below the present surface, was a bright yellow, sandy clay, which in turn lay on top of the bedrock, at between ~2 m and ~4.50 m in the south-western half of the trench. A dump of 19th century bottles was found ~40 m from the south-western end of the storm-water trench but was not visible in either of the section faces so must have been a localised occurrence. At the 60 m mark (moving north-east), there was the first sign of an undisturbed soil profile. The undisturbed profile was present for a further 40 m. A second series of modern levelling dumps [fill] was observed again at the 135 m mark (Section C). These most likely represent levelling layers [fill] for the construction of the recreation area.

7.1.2 The box-cut excavations

Between the 24th June and the 14th July, a CAS archaeologist was present on-site during all excavations associated with the foundation trench ('box-cut') for the Granger Bay Boulevard route. The excavations extended for 305 m between Fritz Sonnenberg Road and Fort Wynyard Street (Figure 9). The excavated area measured 20 m in width along most of its length, although between 40 m and 150 m, from the south-western end, the route included an extra lane for buses. The box-cut was deepest at the south-western end, measuring a maximum of ~1.20 m below the present ground surface. The base of the excavations became shallower as the works proceeded to the north-eastern end, measuring a minimum of ~0.40 m at the junction with Fort Wynyard Road. A narrow drainage trench measuring ~0.70 m in width was also excavated parallel to the box-cut alignment, along its south-eastern side.

While the storm-water trench provided a good look at the vertical sequence for the length of the GBB route, there was little opportunity to observe the horizontal extent of deposits encountered. In contrast, during the box-cut excavations it was possible to assess the archaeological sensitivity of the area in the horizontal dimension. For this reason, there was an increased possibility of identifying grave shaft cuts during this phase of monitoring. No grave shafts were identified and no human remains recovered. Large concentrations of iron objects were also expected, but, in contrast to the adjacent Green Point Stadium monitoring works, no such deposits were encountered. Very occasional adiaagnostic iron spikes or nails were recorded and one adiaagnostic circular sheet of iron. These items were not collected, but their positions are shown on Figure 9. One iron plough attachment was recovered during the removal of the eucalyptus trees on the south-western edge of the cricket pitch¹¹. Nearby, two unfired [.303] bullets of early 20th century appearance were located and are marked on Figure 9. Also in the same area, immediately south-west of the line of eucalyptus trees, the remains of a possible old road surface were also recorded. The surface consisted of alternate lenses of clay and crushed mortar/coarse sand, measuring between ~0.11 m and ~0.30 m in thickness and was visible for ~3.50 m. No finds were recovered during the limited amount of section cleaning that time permitted. The location of the surface on the south-western edge of the cricket pitch, alongside the line of trees, suggests that a track may have existed along this boundary at some point in the past. Indeed, the concentration of iron finds in this area may be a result of the increased use of this possible route-way or the dumping of material along the boundary.

Perhaps the most archaeologically important observation of the Phase 2 monitoring was the identification of an extensive area of burnt material at the north-eastern end of the box-cut and in the drainage trench, aligned parallel, and immediately to the south-east of the box-cut (Figure 9). The burnt material consisted of lenses containing varying concentrations of charcoal and clinker. Unfortunately, the box-cut was only excavated to ~0.40 m below the present surface and therefore not quite deep enough to expose the full extent of the burnt material, the top of which was between ~0.40 m and ~0.60 m below the surface. It was just visible at the very bottom of the north-eastern section of the box-cut ~8.20 m from the north-eastern corner of the excavated area, suggesting that it did, in fact, extend over this whole area. The topsoil exposed in section was quite disturbed, consisting of clayey sand with crushed brick.

¹¹ There were previously 2 cricket pitches on the GBB Precinct known as the B and C fields. They were removed during development of the Stadium

Underneath, between ~0.30 m and ~0.35 m below the surface was a mixed yellowish-brown fine sand with moderate amounts of charcoal and animal burrows. At ~0.55 m below the present surface, and extending for ~7.80 m in section, was a thin lens of dark brownish-grey sand with frequent charcoal and clinker inclusions. This layer of burnt material was lying on top of a ~0.05 m thick layer of brownish-yellow coarse sand that was almost devoid of evidence for burning, containing only occasional flecks of charcoal and small fragments of clinker. Next in the sequence was another layer of burnt material ~0.60 m below the surface. In the south-western end of the area of burnt material layer recorded as a thin ~0.04 m thick deposit with moderate clinker and charcoal inclusions lying on top of an old soil horizon. About halfway along its length, it was visible as a much more substantial layer ~0.10 m thick, and consisting of almost 100 percent charcoal.

One shard of refined earthenware (whiteware), dating from the late 19th/early 20th century, was collected from layer 021, the most intense layer of burning. Other finds consisted of small irregular lumps of iron measuring no larger than ~0.03 m in size, and one fragment of adiagnostic animal bone, a possible nail and a fragment of mortar, all from layer 019. All these finds were collected.

The size of this burnt deposit and the inclusion of industrial waste such as clinker and small iron fragments strongly suggests that these layers are the result of dumping of industrial waste associated with metal working. This correlates well with the results from the Green Point Stadium monitoring programme during which large dumps of iron were recorded. Due to the military nature of much of the iron material and the historical evidence for an army camp in the vicinity of Fort Wynyard from the late 19th century onwards, the nearby forge would almost certainly have been associated with the camp. Although it is difficult to prove beyond doubt from these limited findings, the available evidence strongly suggests that the area of burning identified during the GBB monitoring is related to a military forge. The identification of two substantial layers of burnt material separated by a cleaner layer of sand further raises the possibility of two phases of intense activity. Further investigation may well be able to link these two phases to the two periods of military activity known to have taken place in this area: the Anglo-Boer War and the First World War. The late 19th century/early 20th century ceramic fragment from layer 021 does not conflict with this interpretation.

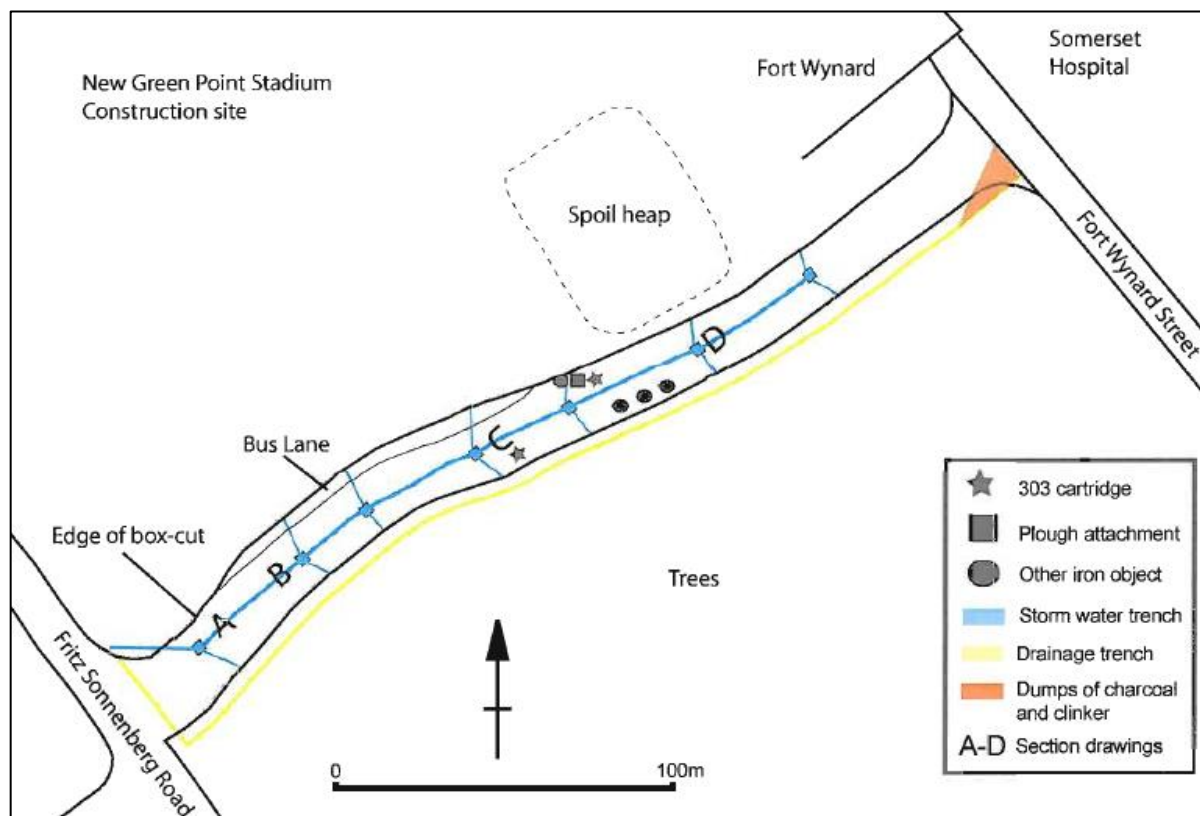


Figure 9: A plan of the GBB route with the storm-water and drainage trenches, showing the positions of section drawings A-B (Figure 10) and the positions of artefacts that were observed during monitoring. The GBB Precinct lies immediately to the north west.

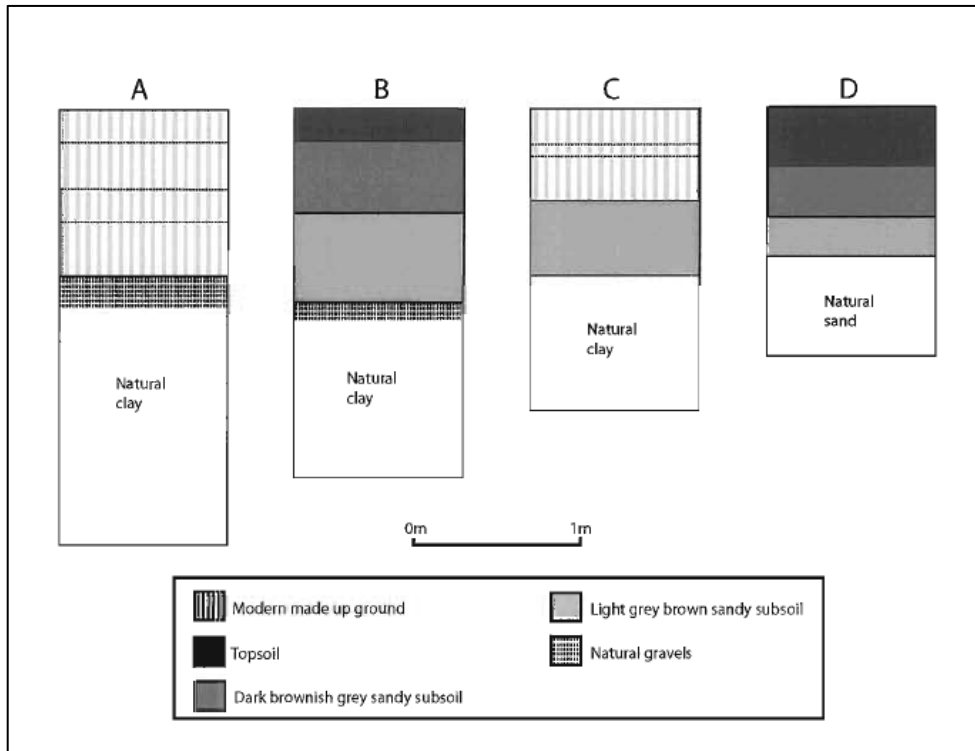


Figure 10: Sections A-D of the north-western (south-west-facing) section of the storm-water trench. See Figure 9 for exact locations of each section shown above.

7.1.3 Geo-technical trial excavations

A number of bore holes and test holes were undertaken in the broader Stadium Precinct (Figure 11). One of these (BH8) was drilled in the GBB Precinct and has some relevance here.

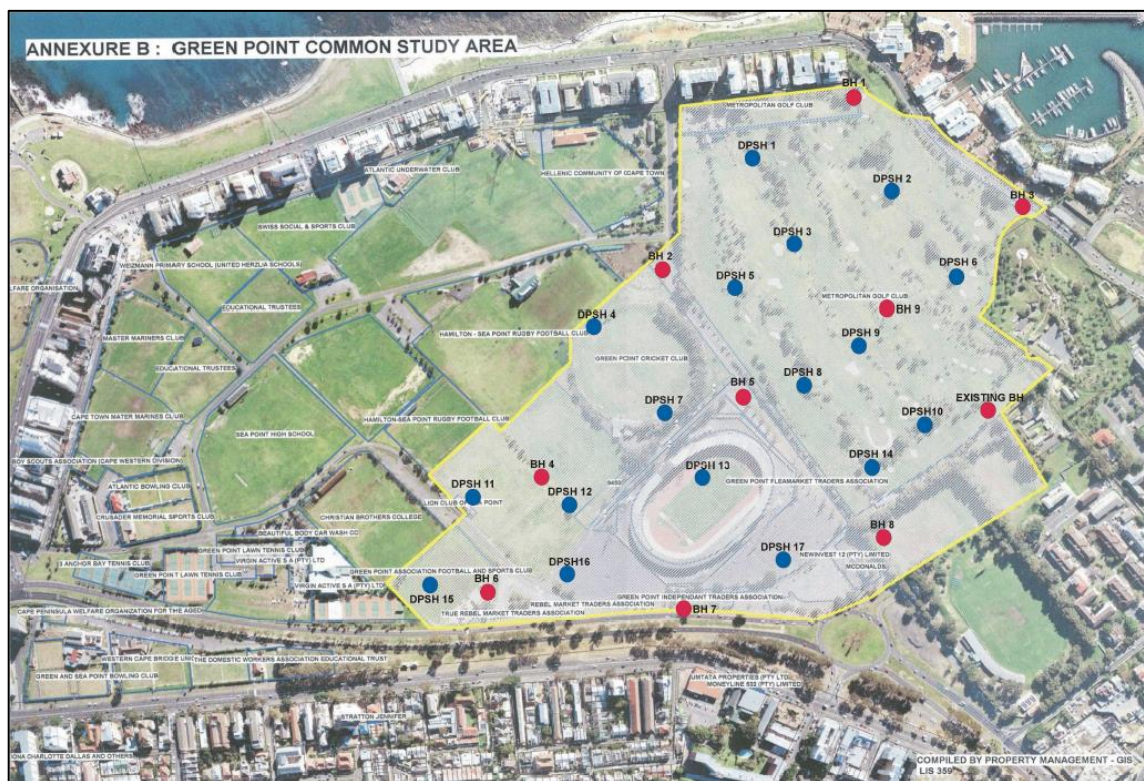


Figure 11: The positions of bore holes and test holes on the Stadium Precinct. BH8 is located immediately to the north east of the McDonalds outlet (After Patrick 2009a).

The description for BH 8 is as follows:

0 - 0.4 m: Dark grey brown slightly organic and clayey silty fine to medium sand with minor fine to medium sub-angular gravel. Origin uncertain, possibly transported.

0.4 – 0.85: Dark grey brown slightly organic silty fine to medium sand with minor fine to medium sub-angular gravel. Origin uncertain, possibly transported.

8. CONCLUSIONS

Put in GBB evidence of substrate, bones construction camp

According to Patrick, the north-east and south-east quadrants lying to the north of Fort Wynyard yielded the largest number of archaeological features and artefacts (Figure 12). An analysis of these finds indicates that cultural material associated with the Anglo Boer war (1880-1881, 1899-1902) remained in-situ under the current land surface. Several wheel rims and gun carriage artefacts associated with Prince Albert's Own Royal Artillery at the Cape were identified, as well as live ammunition associated with the same period. Pockets of ash, horse shoes and nails were found in the same location which suggests that a blacksmiths workshop had been located in the area. An ephemeral scatter of shell and prehistoric stone tools was found in the south west quadrant, indicating the presence of a prehistoric footprint, however ephemeral, confirms that the rocky promontory which became known as Green Point was occupied by the earliest inhabitants of the Cape.

Human remains consisting of the fragmentary distal end of a single tibia were noted in the south-east quadrant. The area in which the remains were located was searched for evidence of a burial shaft but none was found¹². This suggested that the burial was in secondary (possibly disturbed) context. Additional human remains including post-cranial and cranial elements were found outside the stadium footprint at the contractors site offices (Camp One) opposite McDonalds restaurant (Figure 12). This latter find is close to the GBB Precinct.

Given the extent of construction, disturbance is likely to have occurred in the periphery of the stadium during the construction, and it is unclear how much of the surface and sub-surface layers have remained unchanged.

The archaeological monitoring of the Granger Bay Boulevard has indicated what the broader layering and geology of the area is. Geological sections along the boulevard have indicated natural clays and bedrock at approximately 1 meter depth, with varying recent fills and possible natural soil remnants above. Some of the fills may have been introduced to adjust the ground levels of the cricket fields that once existed in that area. Occasional finds of metal and ceramics may be associated with the Anglo-Boer War period Military encampment that existed in the area.

The north-eastern end of the proposed GBB Precinct lies immediately adjacent to the old 1812-13 laboratory (ordinance magazine) which forms part of the Fort Wynyard Precinct. In as far as the potential archaeological impacts are concerned, the area did not form part of the monitoring program undertaken by Patrick and so we must infer from the findings of her monitoring and geotechnical bore holes what might be expected on the GBB Precinct site. No artefacts were recorded by Patrick immediately to the north-west of the Laboratory buildings (Figure 12), and very little was found in the development area of Granger Bay Boulevard despite the well documented presence of the Military Camp in that area.

Given these findings, it is possible that some occasional military artefactual material may be found in the GBB Precinct. It is not however clear from monitoring reports what the extent of disturbance may be resulting from the earlier preparation of the cricket fields, and subsequent stadium development.

¹² No location is indicated for these finds.



Figure 12: Position of identified archaeological features and artifacts (GIS work by Beuster, Clarke & Associates (2009) superimposed on 2001 aerial photograph) (After Patrick 2006a)

9. RECOMMENDATIONS

We are unable to find evidence of significant built environment having existed on the GBB Precinct site as indicated on a series of maps and plans of the area. The ephemeral traces of the tented POW and Military camp may not have left a durable footprint on the landscape. Associated artefacts may however be found in the area.

Should the development of the GBB Precinct site be approved, we recommend that the initial bulk earth works are monitored in the event that artefactual material is present on the site. The positions of any finds must be recorded and described in a subsequent report. If any in situ evidence of the old POW or military camp is found, such remains must be properly explored and recorded.

Caution is advised in the event that unexploded munitions are found on the site. In the event that such material is found, procedures need to be in place for the collection and disposal thereof. The appropriate units of either the South African Police or Defence Force must be identified and communicated to contractors and sub-contractors.

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