



THE TAUNG SKULL WORLD HERITAGE SITE

PUBLIC WALKWAY PROPOSAL - REV A

3RD FEBRUARY 2016



MASHABANE ROSE ASSOCIATES architects and urban designers

PREPARED FOR



READ (RURAL, ENVIRONMENT & AGRICULTURE DEVELOPEMENT)

NORTHWEST PROVINCIAL GOVERNMENT

MASHABANE ROSE ASSOCIATES architects and urban designers

BACKGROUND

THE TAUNG SKULL WORLD HERITAGE SITE WAS ORIGINALLY A LIMESTONE QUARRY WHERE THE FAMOUS TAUNG SKULL WAS DISCOVERED BY A MINE WORKER IN 1924. THE MINE WAS CLOSED IN THE 1970'S LEAVING A SCARRED LANDSCAPE SCATTERED WITH INDUSTRIAL BUILDINGS.

THIS WORLD CLASS MUSEUM LIES HIDDEN WITHIN THESE EXISTING HERITAGE BUILDINGS. A VISITOR FOLLOWS THE OLD RAILWAY ROUTE ALONG A JOURNEY OF DISCOVERY, WHERE EACH BUILDING UNPACKS SOMETHING NEW OF THE TAUNG SKULL STORY.

THE TAUNG SKULL WORLD HERITAGE SITE INCLUDES MUCH MORE THAN JUST THE SITE OF THE SKULL FIND ITSELF. IT HAS A FASCINATING GEOLOGICAL AND GEOMORPHOLOGICAL HISTORY THAT PREDATES THE SKULL SITE AND CONTAINS SEVERAL DEPOSITS THAT ENCAPSULATE EVIDENCE OF SPORADIC OCCUPATION BY EMERGING MAN AND ANIMALS FOR OVER THREE MILLION YEARS. IT THUS CHRONICLES A BROAD TIME-SPECTRUM OF EVENTS FROM PRECAMBRIAN TO PRESENT, INCLUDING SITES OF PALEONTOLOGICAL, ARCHAEOLOGICAL, HISTORICAL, ECONOMIC, CULTURAL AND NATURAL HERITAGE SIGNIFICANCE.

DUE TO ITS INTERNATIONAL CULTURAL VALUE THE TAUNG SKULL SITE WAS DECLARED A WORLD HERITAGE SITE IN 1999.



BEFORE

BUXTON LIME MINE, 1970'S



AFTER

TAUNG WORLD HERITAGE SITE, 2015



PUBLIC WALKWAY PROPOSAL

THE PLAN DIAGRAM FOLLOWING (PG 7) SHOWS THE THREE MAJOR SITE COMPLEXES, EACH INCLUDE MULTIPLE BUILDINGS. FOR EASE OF REFERENCE WE HAVE NAMED THE FIRST COMPLEX THE “**POWERHOUSE COMPLEX**”, THE SECOND THE “**MINE COMPLEX**” AND THE THIRD THE “**MINERS COMPOUND COMPLEX**”.

DUE TO THE PLURALITY OF NARRATIVE OF THE SITE THE ARCHITECTS FELT A VISITOR NEEDS TO BE LED BY A VERY CLEAR MOVEMENT DEVICE. THIS DEVICE SHOULD BOTH BE SENSITIVE TO LANDSCAPE, CLEAR ENOUGH TO FOLLOW AND INTRODUCE THE SITE’S STORYLINES IN A WAY THAT IS SIMPLE TO UNDERSTAND.

WE DISCOVERED THAT A HISTORICAL MOVEMENT ROUTE EXISTED ON-SITE, NAMELY THE **OLD RAILWAY LINE (SEE RED LINE IN DIAGRAMS)**. DUE TO THEFT THE OLD RAILWAY LINE HAS BEEN REMOVED, LEAVING NO PHYSICAL PRESENCE OF IT ON - SITE.

WHAT DOES EXIST HOWEVER ARE A NUMBER OF RAILWAY “OBJECTS” AND BUILDINGS WHICH WERE SERVICED BY THE LINE. ADDITIONALLY THERE IS A CLEAR “SCARRING” OF THE LANDSCAPE WHERE THE TRAINS USED TO RUN.

THE ARCHITECTS THUS PROPOSED THAT **A PUBLIC, RAISED, PEDESTRIAN WALKWAY** BE THE SITE’S MAJOR MOVEMENT ROUTE. THIS WALKWAY WOULD FOLLOW THE ROUTE OF THE OLD RAILWAY LINE AS A SIMPLE GESTURE, PROVIDING A STRONG AND LOGICAL LINK TO ALL THREE COMPLEXES. A VISITOR WOULD BE INTRODUCED TO THE PREVIOUS WORKINGS OF THE SITE THROUGH THIS REFERENCE.

THE WALKWAY WILL BE DESIGNED TO BE SENSITIVE TO EXISTING VEGETATION, FLOATING ABOVE THE GROUND AS WELL AS INCORPORATING EXISTING TREES AS SHADING DEVICES.

THIS WALKWAY WILL MARK A CLEAR PUBLIC AREA, KEEPING PEOPLE AWAY FROM VANDALIZING / COLLECTING FROM HERITAGE STRUCTURES, AS WELL AS AWAY FROM UNSAFE AREAS.

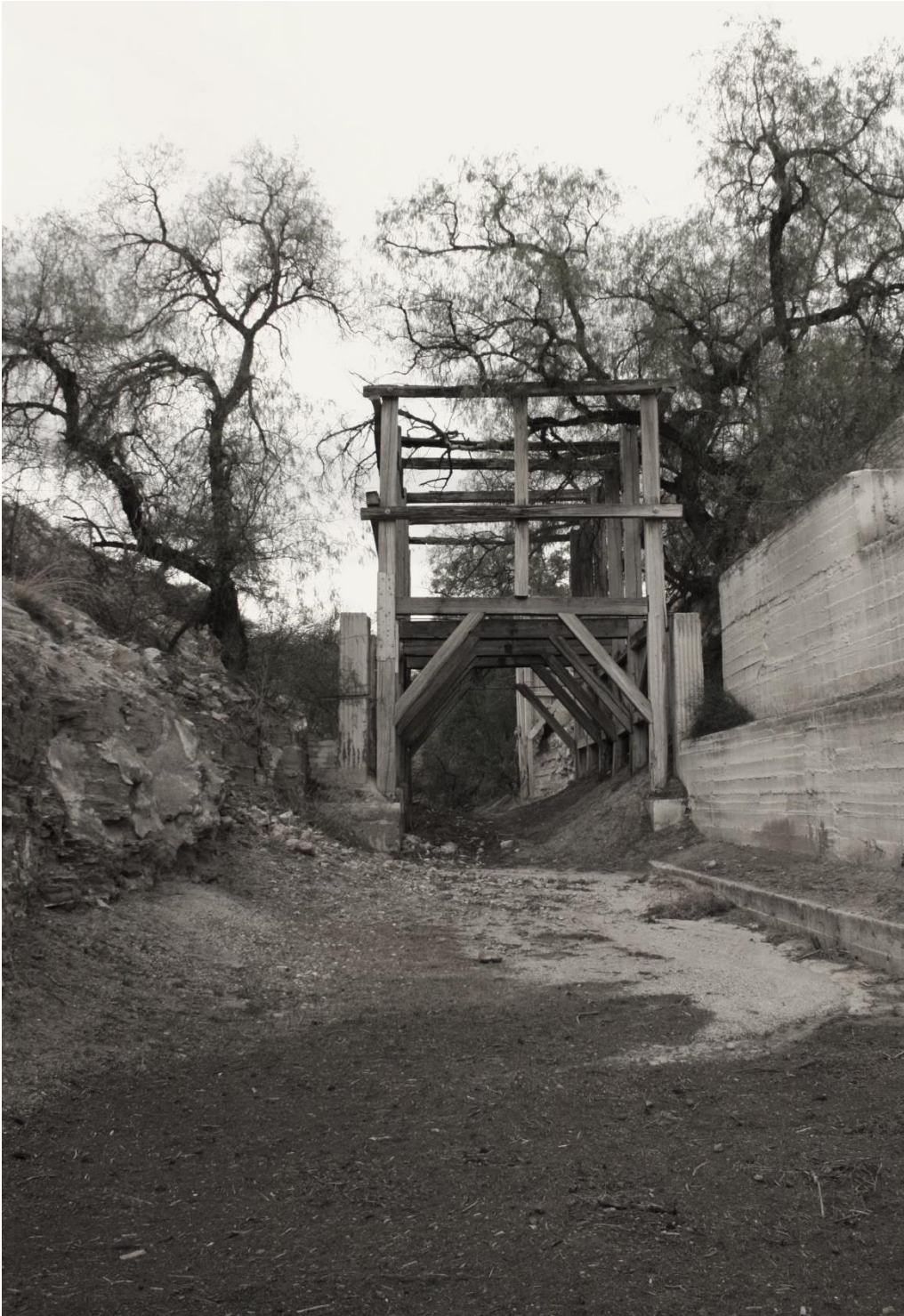
DUE TO THE FACT THAT MOST OF THE STEEL INFRASTRUCTURE HAS BEEN REMOVED FROM THE MINE THE ARCHITECTS PROPOSED GLASS INFORMATION PANELS BE INCORPORATED INTO WALKWAY.

THESE WOULD BE POSITIONED IN SUCH A WAY AS TO FUNCTION AS A “VISUAL INFORMATION OVERLAY” OF WHAT USED TO BE THERE.

OLD PHOTOGRAPHS OF THE MINE, DIAGRAMS AND TEXT WOULD BE PRINTED DIRECTLY ON THE GLASS TO DESCRIBE AND ILLUSTRATE HOW THE MINE USED TO WORKED.

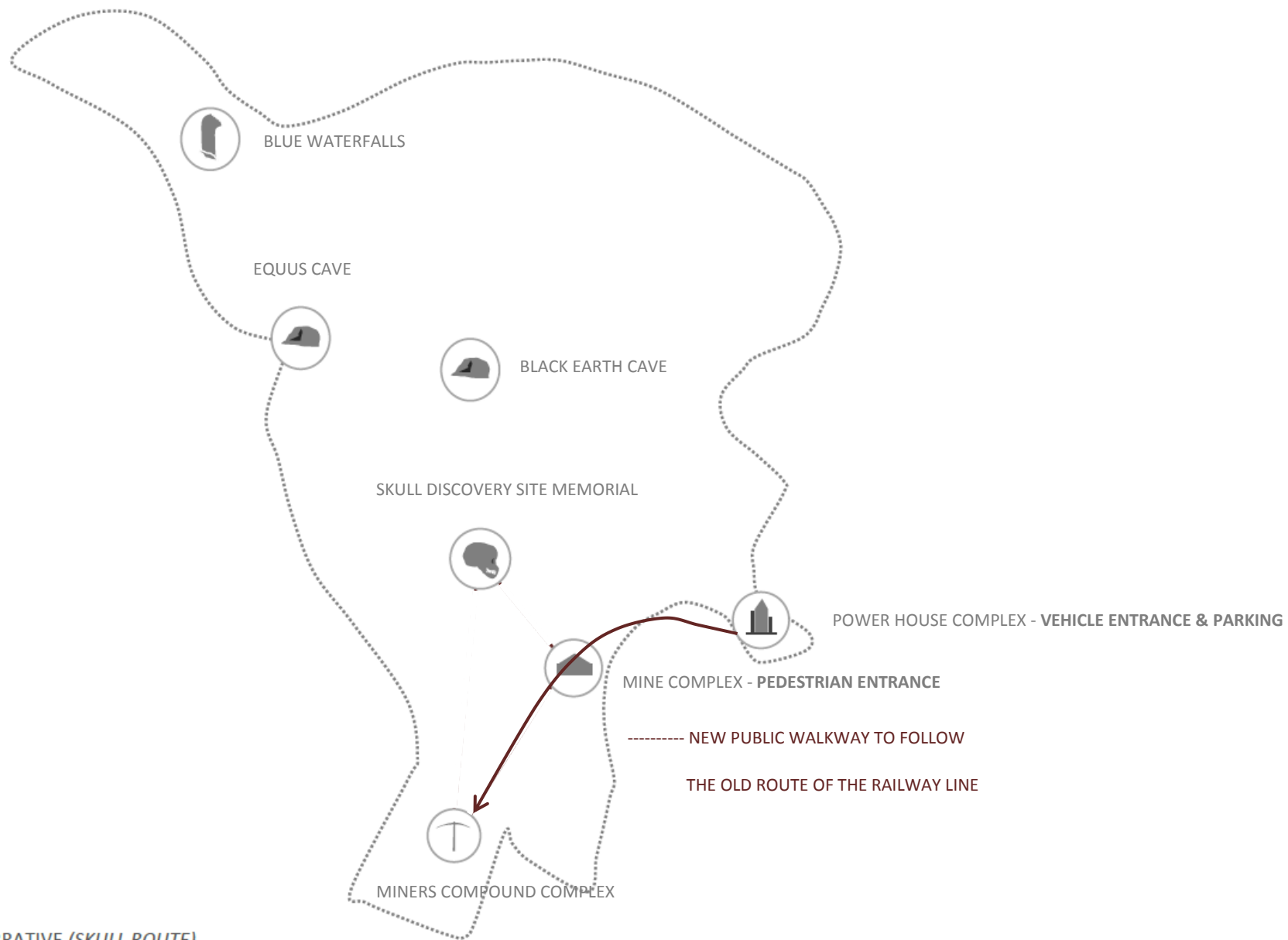
BY LOOKING THROUGH THE GLASS AT A PIECE OF DAMAGED INFRASTRUCTURE/BUILDING A DIAGRAM/PHOTOGRAPH WOULD GRAPHICALLY COMPLETE THE MISSING MINING EQUIPMENT.

BEFORE



AFTER





ROUTE ONE

TAUNG SKULL DISCOVERY NARRATIVE (SKULL ROUTE)

ROUTE ONE – TAUNG SKULL DISCOVERY NARRATIVE (SKULL ROUTE)



NEW PUBLIC WALKWAY TO FOLLOW THE OLD ROUTE OF THE RAILWAY LINE



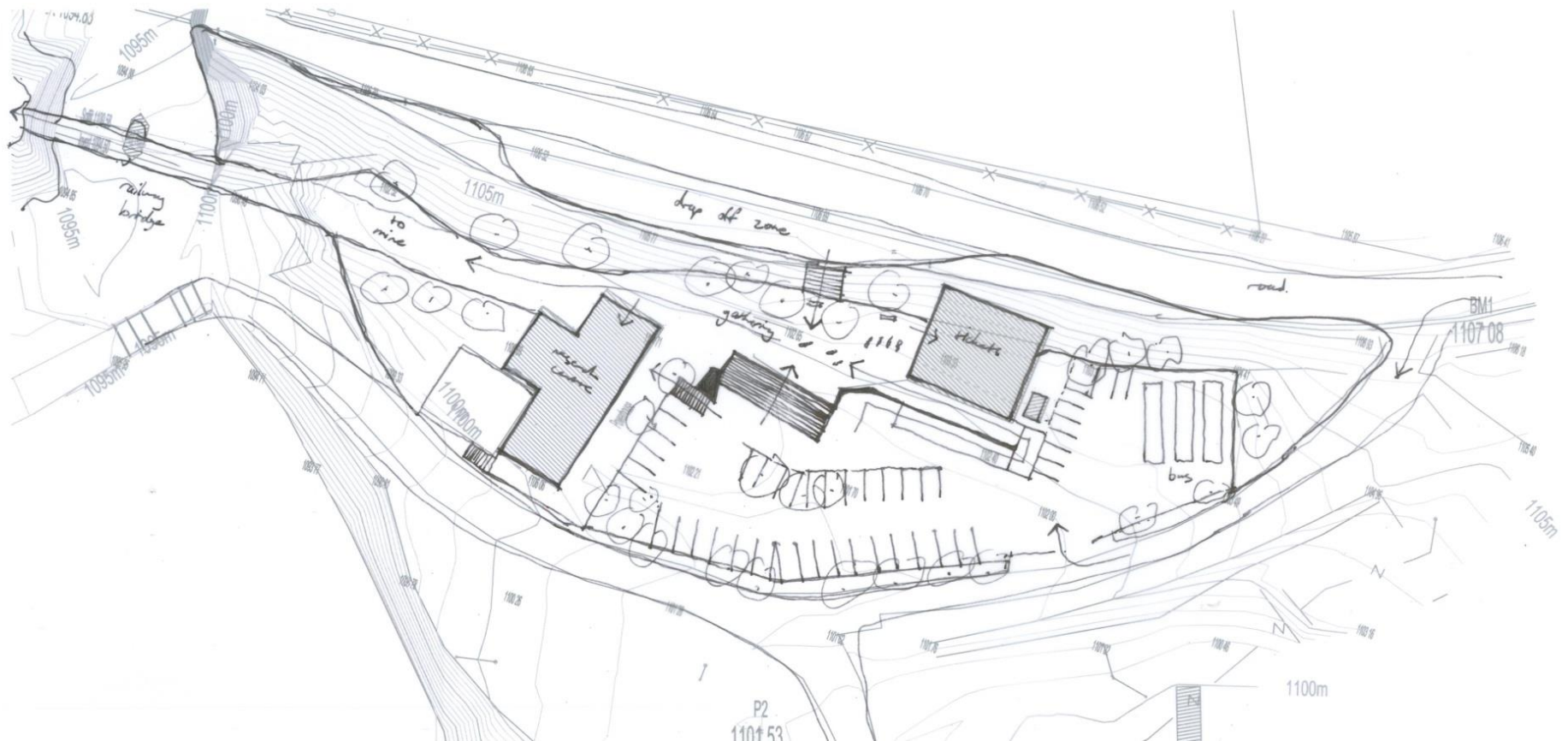


THE POWERHOUSE COMPLEX WOULD SERVE AS THE INITIAL ENTRY POINT TO THE NARRATIVE.

THE PARKING WOULD BE WELL HIDDEN DUE THE LOWER LEVEL AND FLATNESS OF THIS AREA.

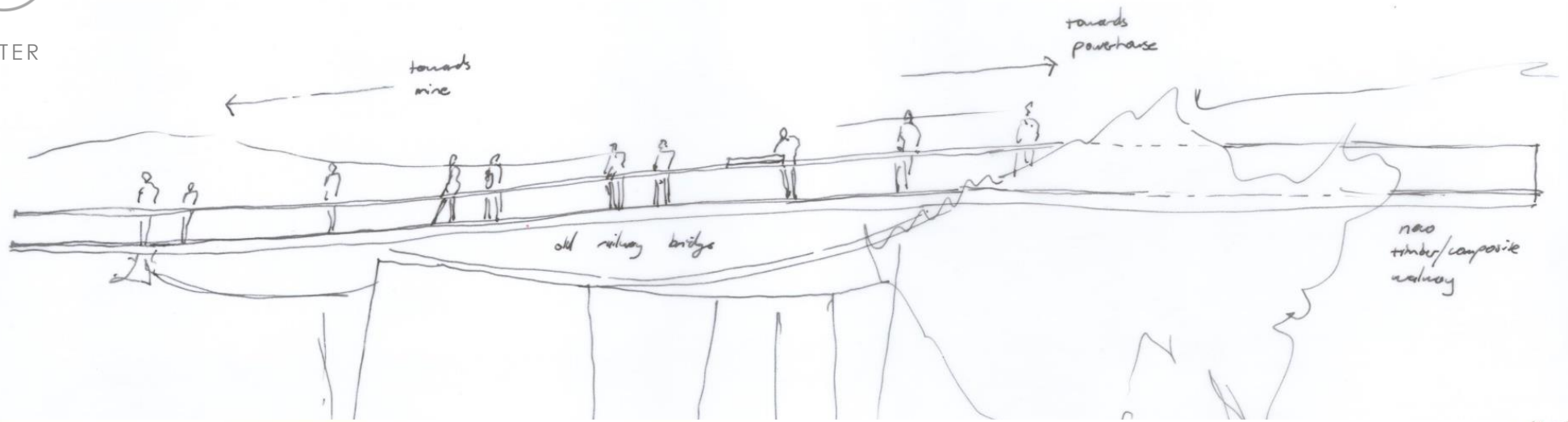
THE POWERHOUSE BUILDING WOULD FUNCTION AS ARCHEOLOGICAL RESEARCH FACILITY, WHILE THE OTHER EXISTING BUILDING BE SENSITIVELY RENOVATED AS A RECEPTION BUILDING, WHERE THE PUBLIC WOULD PURCHASE TICKETS ETC.

FROM THIS POINT A PUBLIC VISITOR WILL WALK TOWARDS THE MINE COMPLEX ACROSS THE OLD RAILWAY BRIDGE AS ILLUSTRATED ADJACENT.





AFTER



BEFORE

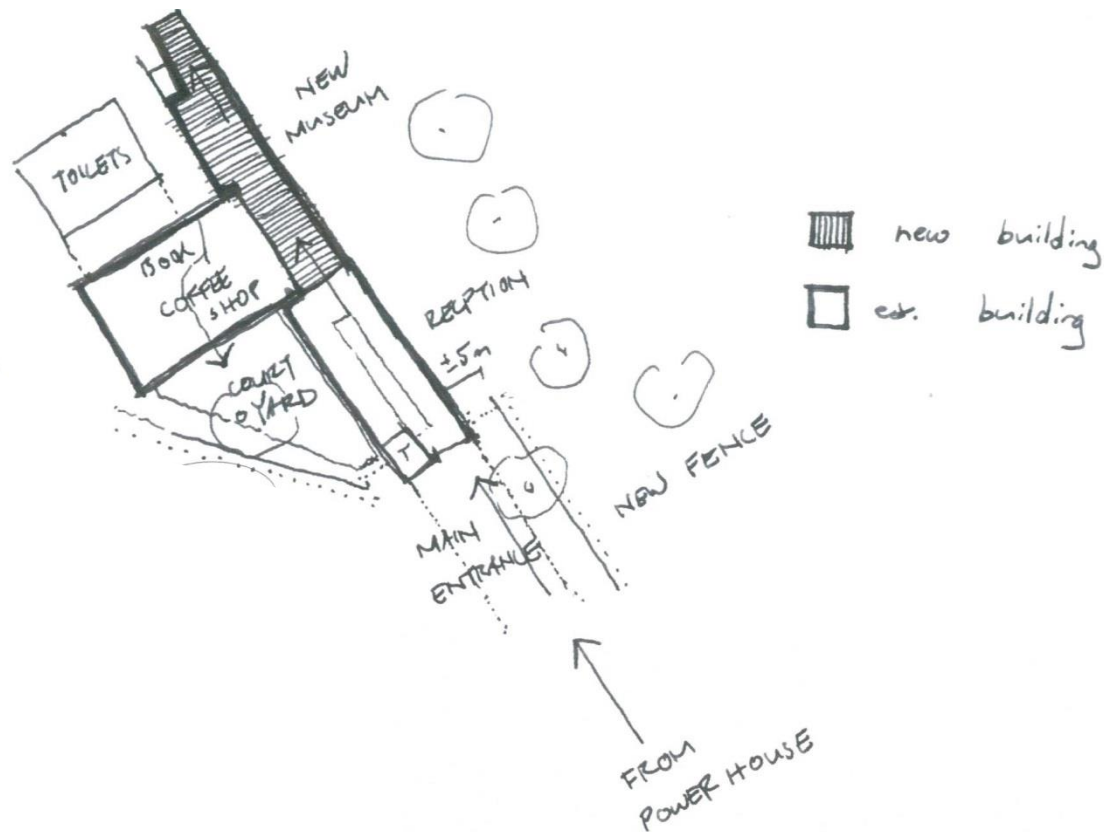




ONCE ACROSS THE ROAD THE RHYTHM OF THE CONCRETE FENCE WILL OPEN TO FRAME THE ENTRANCE TO THE OLD "TRAIN MAINTENANCE BUILDINGS". THIS WILL BE THE PRINCIPAL PEDESTRIAN ENTRANCE TO THE MINE COMPLEX.

THE OLD "TRAIN MAINTENANCE BUILDINGS" WILL BE RENOVATED TO BECOME THE MAJOR MUSEUM COMPONENT THAT DESCRIBE THE **DISCOVERY OF THE TAUNG SKULL**. TO ACCOMPLISH THIS THE THREE SEPARATE EXISTING BUILDINGS WILL BE LINKED BY A NEW BUILDING.

THE PROGRAMME OF THIS MUSEUM WILL CONSIST OF TOILETS, A COFFEE/BOOK SHOP AND EXHIBITIONS OF THE SKULLS DISCOVERY NARRATIVE. AS THE PREVIOUS TRAINS MOVED, THE RAISED WALKWAY WILL CONTINUE STRAIGHT THROUGH THE MUSEUM AND CONTINUE ON ALONG THE OLD RAILWAY ROUTE TOWARDS THE MINERS COMPOUND COMPLEX.





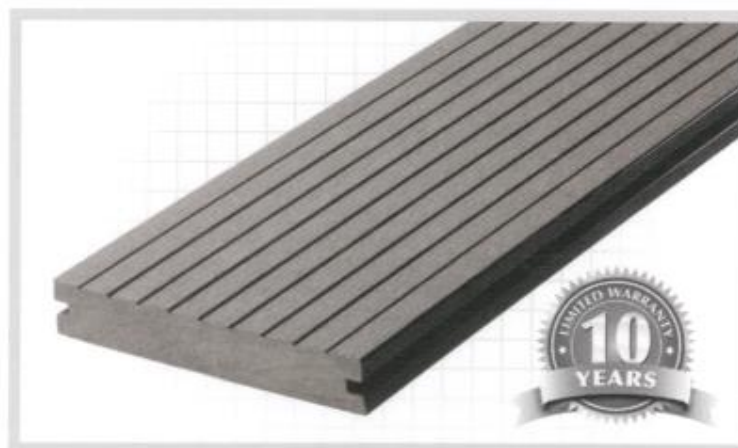
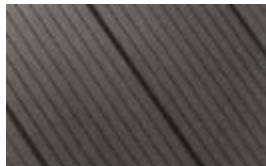
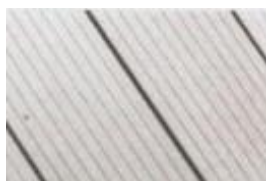


WALKWAY MATERIAL

MATERIAL CHOICE FOR THE WALKWAY TOOK INTO ACCOUNT THE FOLLOWING ASPECTS:

1. THE WALKWAY MUST NOT SEEK TO SUPERFICIALLY MIMIC THE REMOVED TRAIN LINES BUT RATHER BE A CONTEMPORARY ADDITION TO THE SITE. A VISITOR SHOULD BE ABLE TO CLEARLY SEE WHAT IS NEW AND WHAT IS OLD.
2. THE WALKWAY'S COLOUR MUST RESPOND TO THE EXISTING COLOURS OF THE SITE.
3. THE WALKWAY SHOULD BE DURABLE AND EASY TO MAINTAIN IN THE HARSH CLIMATE OF SITE.
4. THE WALKWAY SHOULD BE ABLE TO MANEUVER EASILY BETWEEN AND ALONG HERITAGE STRUCTURES SUCH AS BRIDGES AND BUILDINGS.
5. THE WALKWAY SHOULD PROVIDE A SAFE AND CLEAR PUBLIC REALM FROM WHICH TO EXPERIENCE THE SITE.

FOLLOWING THESE ABOVE CRITERIA TIMBER COMPOSITE DECKING WAS SEEN AS AN APPROPRIATE PRODUCT THAT SUITED THIS APPLICATION. WITH A TEN YEAR WARRANTY THIS MATERIAL HAS BEEN TESTED UNDER THE HARD AFRICAN SUN. ITS INSTALLATION FITS WELL WITH THE SENSITIVE HISTORICAL APPROACH OF THIS SCHEME WITH THE DECK RAISED OFF GROUND LEVEL. WE THEREFORE RECOMMEND THIS PRODUCT AND SYSTEM FOR APPROVAL ALONG WITH ITS ASSOCIATED COST.



Dimensions	24 x 146mm (5,8m lengths)
Weight	4,75kg / Lm
Joist spacing	400mm on centres
Clips	25 clips / Sqm

