Application submitted to the South African Heritage Resources Agency (SAHRA) in terms Section 34 and Section 38 of the National Heritage Resources Act (No 25 of 1999) for the demolition of an Old Railway Building on the Farm Driehoekspan 435 near Glosam in the Tsantsabane Local Municipality, Northern Cape

Prepared by

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Thursday, 14 July 2022

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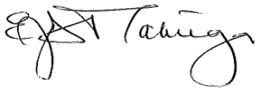
DOCUMENTS CONTROL

APPLICANT	ENVIRONMENTAL CONSULTANT
PMG Mining (Pty) Ltd	Wadala Mining and Consulting (Pty) Ltd

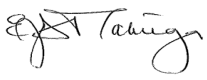
	Name	Signature	Date
FIELD WORK & REPORT	E. Matenga		11 July 2022
ARCHITECTURAL FIELD ASSESSMENT	G. Manana		11 July 2022

DECLARATION OF INDEPENDENCE

AHSA (Pty) Ltd is an independent consultancy: I hereby declare that I have no interest, be it business, financial, personal or other vested interest in the undertaking of the proposed activity, other than remuneration for work performed in terms the National Heritage Resources Act (No 25 of 1999).

DISCLAIMER

All possible care was taken to identify and document heritage associated with the Old Railway Building on the farm Driehoekspan 435 in accordance with best practices in archaeology and heritage management. However, it is always possible that some aspects of the building were overlooked during a survey. AHSA will not be held liable for such oversights and additional costs thereof.



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EXECUTIVE SUMMARY

1. The subject of this report is an old building called the Old Railway Building situated close to an electrical substation on the Farm Driehoekspan 435 near Glosam in the Tsantsabane Local Municipality, Northern Cape Province.

2. PMG Mining intends to expand the substation in order to increase power supply capacity for mining operations in the area. This entails demolition of the building for which a permit is required in terms Section 34 of the National Heritage Resources Act automatically protects buildings and structures more than 60 years and places an onus on the developer to carry out investigations to inform decisions whether to retain or dispose of the building.

3. As a further precaution a Phase 1 Heritage Impact Assessment in terms of Section 38 of the National Heritage Resources was undertaken to ensure that community stakeholders were involved in determining its heritage value and decision-making on the future of the building.

4. The Old Railway Building is an example of a low cost residential building which probably housed the caretaker at the siding and later resettled farmers. When the Maremane Community Property Association won the land claim in 1997, they inherited the building and accommodated families tending livestock on the farm.

5. The building is not associated with any event or persons of significance in the history of South Africa. Furthermore, as the architectural assessment will attest, the building does not represent an outstanding architectural design that can warrant its preservation. It is in a derelict state.

6. Since the building is of low heritage significance and is in poor state, it can be demolished to pave way for the proposed development.

7. An Architectural Assessment Report is appended to this Heritage Impact Assessment Report.

1. INTRODUCTION

The subject of this report is an old building situated close to an electrical substation on the Farm Driehoekspan 435 near Glosam in the Tsantsabane Local Municipality, Northern Cape Province. PMG Mining intends to expand the substation in order to increase power supply capacity for mining operations in the area. This entails demolition of the building. The building was associated with a railway siding called Palingspan and dates back to the period between 1928 and 1970. Section 34 of the National Heritage Resources Act automatically protects buildings and structures older than 60 years and places an onus on the developer to carry out investigations to inform decisions whether to retain or dispose of the building. As a further precaution a Phase 1 Heritage Impact Assessment in terms of Section 38 of the National Heritage Resources was undertaken to ensure that community stakeholders were involved in determining its heritage value and decision – making on the future of the building.

1.1. Nature of Proposed Development

PMG Mining working in collaboration with Eskom intends to expand an existing substation and the old building stands on the piece of land next to the substation which has been allocated for the expanded substation. The proposed development entails that the building is demolished.

1.2. Location and physical setting

The building is located on the farm Driehoekspan 435 on the west side of the R325 linking Postmasburg to Kathu in the Tsantsabane Local Municipality, Northern Cape Province (Lat: 28° 9'14.37"S, Long: 23° 2'33.41"E; Figure 1). It is located on the west side of the railway line from Postmasburg to Kathu, a few metres from the southern perimeter of an electrical substation. On a large scale the railway line is roughly running parallel with the north-south ridge trending from Kathu through Glosam to Postmasburg hosting the manganese ore body which is the target of mining activities in the area The ridge lies on the west side of the house and railway line.

Figure 1: Google Earth map shows the location of the Old Railway Building between the railway line and the north-south trending ridge from which manganese is being mined

Figure 2: View of the east and north elevation of the building shows a room with two walls which have collapsed

2. LEGAL FRAMEWORK

In this section reference is made to legal provisions for the protection of buildings and structures of heritage significance. The following a sections of the National Heritage Resources Act (No 25 / 1999) (NHRA) apply:

2.1. Protection of buildings and structures

Section 34 of NHRA is a precautionary statutory provision to protect all buildings at least 60 years old in case it is found that they are worth retaining as landmarks of cultural heritage significance. It reads as follows:

(1) No person may alter or demolish any structure or part of a structure which is older than 60 years without a permit issued by the relevant provincial heritage resources authority.

2.2. Prescription of heritage impact assessments

Heritage Impact Assessments are prescribed when the scale of a development proposal crosses thresholds as set out in Section 38 of the National Heritage Resources Act (No 25 of 1999) as follows:

38. (1) …. any person who intends to undertake a development categorised as—

(a) the construction of a road, wall, power line, pipeline, canal or other similar form of linear development or barrier exceeding 300m in length;

(b) the construction of a bridge or similar structure exceeding 50m in length;

(c) any development or other activity which will change the character of a site—

(i) exceeding 5 000m² in extent; or

(ii) involving three or more existing erven or subdivisions thereof; or

(iii) involving three or more erven or divisions thereof which have been consolidated within the past five years; or

(iv) the costs of which will exceed a sum set in terms of regulations by

SAHRA or a provincial heritage resources authority;

(d) the re-zoning of a site exceeding 10 000 m2 in extent; or

(e) any other category of development provided for in regulations by SAHRA or a provincial heritage resources authority.

Other pieces of legislation which are of relevant application are:

2.2. The National Environmental Management Act (No 107of 1998)

The Act recognizes heritage as part of the environment people live. It stipulates that a survey and evaluation of cultural resources must be done in areas where development projects that will affect the environment will be undertaken. The impact of the development on these resources should be determined and proposals for the mitigation thereof are made. Environmental management is a much broader undertaking to cater for cultural and social needs of people. Any disturbance of landscapes and sites that constitute the nation's cultural heritage should be avoided as far as possible and where this is not possible the disturbance should be minimized and remedied.

2.3. The Burra Charter on Conservation of Places of Cultural Significance

Generic principles and standards for the protection of heritage resources in South Africa are drawn from international charters and conventions. In particular South Africa has adopted the **ICOMOS Australia Charter for the Conservation of Places of Cultural Significance (the Burra Charter 1999)** as a benchmark for best practice in heritage management.

3. APPROACH AND METHODOLOGY

3.1. Literature Survey

It was difficult to come by any literature concerned specifically about the Old Railway Building. This was apparently not the principal building at the railway siding. Important leads were found in a Heritage Impact Assessment report by PGS (2015): *Remainder of the farm Driehoekspan 435 located north of Postmasburg in the Northern Cape Province*. The report concerned a mining permit application on the ridge to the west of the building under study. As part of the stakeholder engagement process, we also obtained information from Mr. Boniface Mashiame, the Chairman of the Maremane Community Property Association (CPA), which holds title to the land on which the building is situated through a land claim which was approved in 1997. The farm Driehoekspan 435 awarded to the CPA as compensation for forced removals in 1976 from Lohatlha (15 km to the northeast) to give way for the establishment of military training base.

3.2. Ground Survey

A site visit and condition survey of the building was undertaken on 19 May 2022 in the company of a conservation architect. See below a map of the track log (Figure 3).

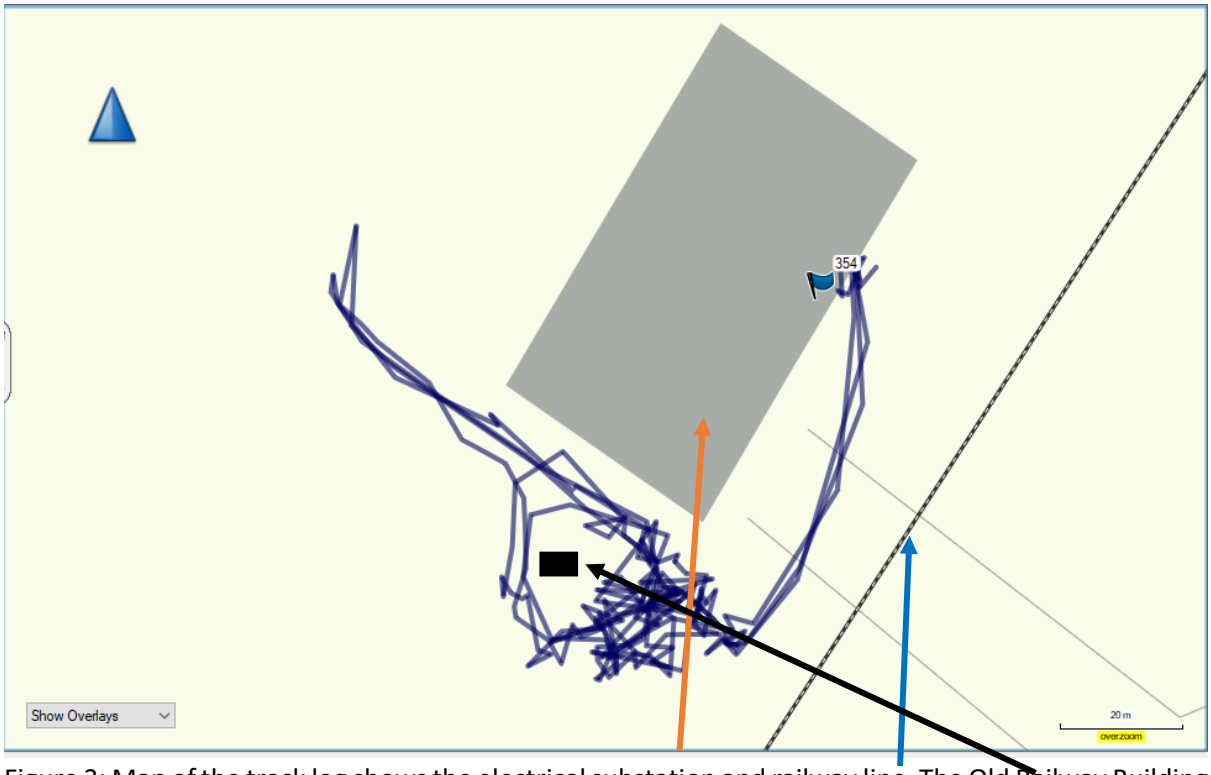

Figure 3: Map of the track log shows the electrical substation and railway line. The Old Railway Building is located south of the electrical substation

4. BRIEF DESCRIPTION OF THE BUILDING AND ITS SETTING

A detailed description of the building is given in the architectural assessment report which is appended to the report. It suffices here to the building represents two construction phases. In the first phase a simple gabled structure was constructed using simple burnt clay bricks and the building was not plastered on the outside. A veranda faced to the west. Later the building was extended on the eastern side by the addition of two rooms. The added portion was plastered on the outside and a whitewash applied over the whole building, i.e. it was also applied over the un-plastered bricks in the older section of the building (Figures 4 – 5). Other features associated with the building include a circular cement floor 2 m in diameter close to the northeast corner of the building, which was probably a water tank. South of the building close to boundary of the yard, there is a 1 m x 1 m square pavement of stones (Figure 7). Southwest of the building there is a broken trough for feeding animals. A straight

setting of bricks 10 m south of the building was probably a screening wall marking the boundary of the domestic area around the house (Figure 8).

North and northeast of the building exposures of flat dolomite formed patches of natural pavement in the yard (Figure 9). The substation on the east side of the building was established recently (Figures10-11). The Old Railway Building was apparently not the principal building at the railway siding as there are the remains of another house possibly occupied by the master of the siding 160 m to the northeast at Lat: 28° 9'10.25"S, Long: 23° 2'37.14"E (Figure 12).

Figure 4: The Old Railway Building, view from the southeast shows the south and east elevation

Figure 5: Another view shows the west and south elevation of the building

Figure 6: Cement floor located close to the east corner of the building is possible the remains of a kitchen

Figure 7: A 1 m x 1m square pavement of stones located at the southern boundary of the yard

Figure 8. A straight arrangement of bricks probably marks the western boundary of the domestic area

Figure 9: Patches of natural dolomite pavement east of the building

Figure 10: The electrical substation seen from the east. It was built at the terminal of a short railway line. The main line is behind the camera running parallel with the perimeter fencing of the substation in front of the camera.

Figure 11: The old building, view west from a position behind the electrical substation

Figure 12: The two service buildings at the Palingspan railway siding. Left – the building under study; Right – the main building siuatated north of the substation.

5. HISTORICAL CONTEXT

As with most farms in the area, Driehoekspan 435 was established in the second half of the 19th century. There is no building on the farm in a geological map drawn in 1911, but in another map produced in 1927 there is a building which appears to be the farmhouse, the location of which is marked on the map below (Figure 13). The map has been examined to ascertain the position of the building in relation to the hills marked on the map, which are important for geographical reference (PGS Heritage 2015, p33). This house is located a considerable distance away from the hills, and as such it is not the Old Railway Building.

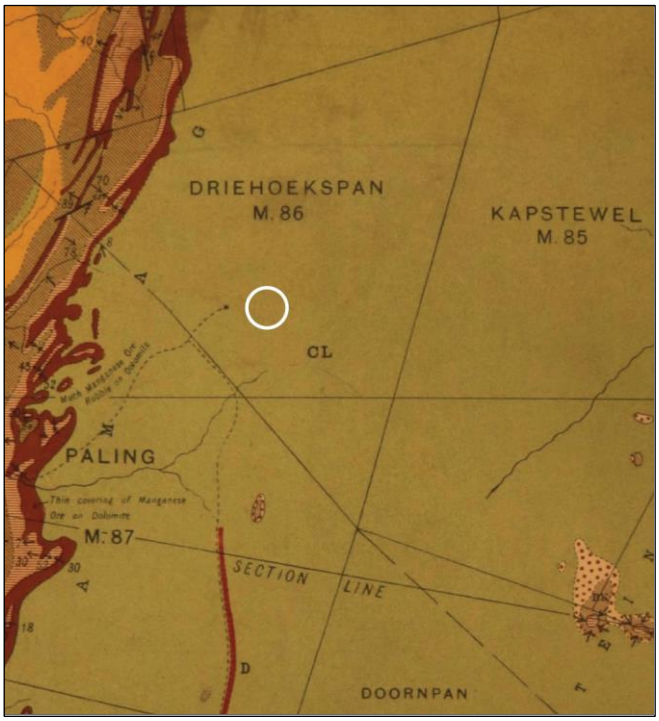

Figure 13. A geological map prepared in 1927 shows a farmhouse at the position marked by the white circle (PGS Heritage 2015, p33).

The railway line extension between Postmasburg and Lohatlha was constructed across the western end of the farm Driehoekspan during 1936. In the first edition of the 1:50 000 map series released in 1971, two buildings are depicted to the west of the railway line and are separated by a road. One of the buildings in question is the Old Railway building which is the subject of this study. The broken remains of the second building can be seen on the northern side of the substation. The railway line and a halt with the name Palingspan is also depicted. A railway siding also dating back to 1936 leads to Manganore on the farm Kapstewel to the east (Figure 14). This information suggests a relationship between the building under study and the railway line and hence the name Old Railway Building. It appears to have been a minor of the two buildings. The two buildings are therefore at least 51 years old, while it is possible that the buildings date back to the beginning of the railway siding, i.e. 1936. In other words the buildings date between 1928 and 1971. The electrical substation is not in the map of 1971; neither it is mentioned in the PGS report, suggesting that it is s recent development.

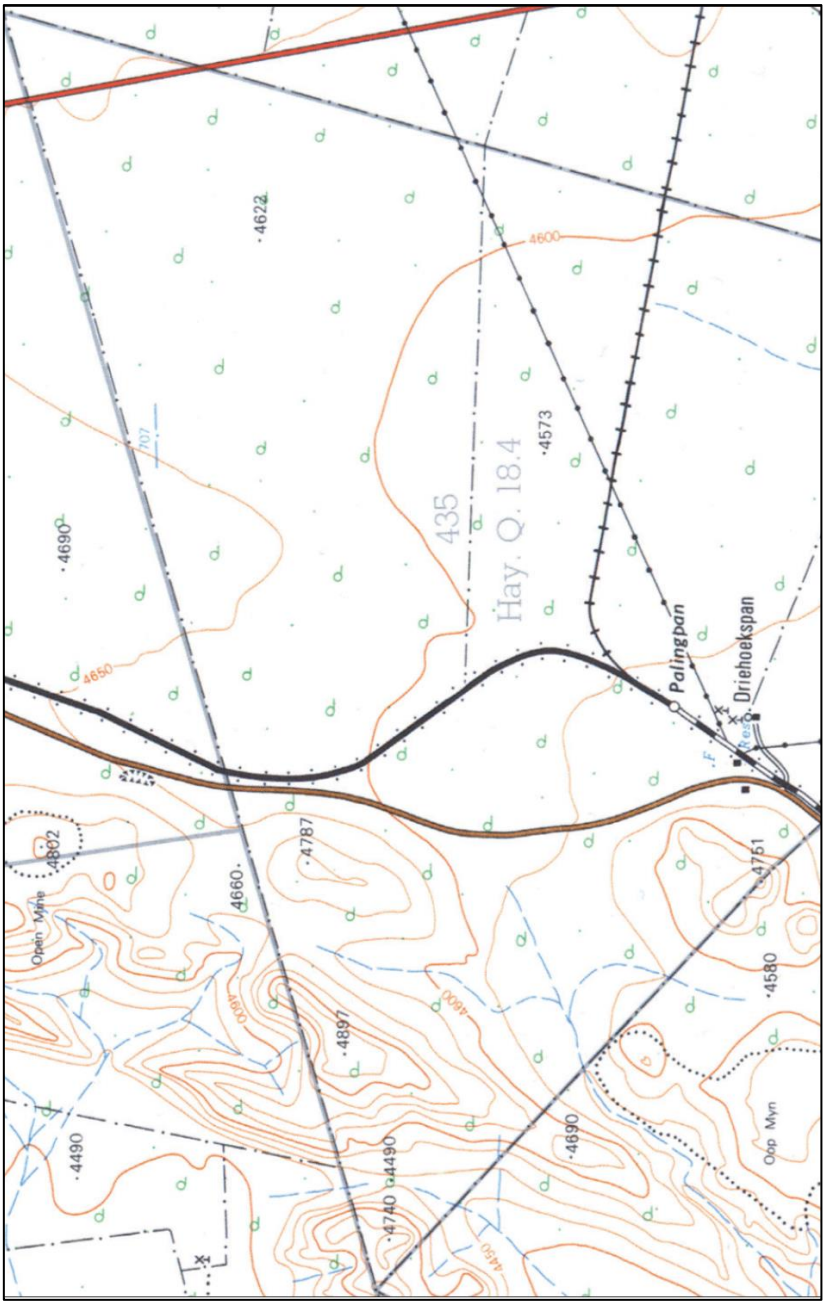

Figure 14: 1:50 000 map of the area shows the location of the Old Railway Building under study and another building which was the main building at the siding (PGS Heritage 2015, p35)

6. ARCHAEALOGICAL ASSESSMENT OF THE BUILDING

The Old Railway Building being obviously of a relatively recent date, we applied parameters of historical archaeology and the findings are presented in this section. There were number of farming and domestic objects found around the building which suggests it was a at some point a residential building. Old polythene piping leads to a borehole 100 m south of the

homestead (Figure 14). A broken concrete trough suggests that there was a watering site for livestock (Figure 15)

Figure 14: Polythene pipe for transportation of water

Figure 15: Broken concrete used for watering livestock

The table below is an inventory of domestic objects which were recorded.

Table 1: Items observed around the house

	Item	**Notes**
1	An iron bowl (utensil) with handles	Possibly dating back to the period after the land claim (1997)
2	Small rusted tins	Possibly dating back to the period after the land claim (1997)
3	Large tin	Possibly dating back to the period after the land claim (1997)
4	Sherds of green, white glass	Possibly dating back to the period after the land claim (1997)
5	2 x soles of a shoe	Dating to the period after the land claim (1997)
6	A small shoe	Dating to the period after the land claim (before 1997)
7	Broken trough	May be associated with commercial farming activities before the landclaim
8	Corrugated iron sheet measuring 70 cm x 46 cm	Appears to have been cut from the currugated sheets of the house suggesting this happened when the building fell into disuse in the last 20 to 30 years
9	Green and white bottle bases glass sherd	Possibly wine bottles
10	2 small tins	Similar to those for canning baked beans
11	Part of the chasis of a car	The make of the vehicle could not be ascertained
12	Steel spring	Matrres spring

Figure 16: Piece of corrugated iron sheet

Figure 17: Iron bowl with handles

Figure 18: Small tins for canning processed food

Figure 19: Bases of what are possibly wine bottles

Figure 20: Mattress spring

Figure 21: Pieces of a car chassis

Figure 22: A small shoe

Figure 23: Rusted large tin 30 cm diameter

Figure 24: Base of a large tin

7. RECENT HISTORY OF THE BUILDING

The Maremane Community belongs to the broader Tswana linguistic group with close affinities to the Tlharo and Tlhaping. In 1976 they were involuntarily removed from their ancestral land around Lohatlha to pave way for the development of one of the largest military training bases for the South Africa army. This SA Army Combat Training Centre is one of a few institutions in the world that provide exclusive and permanent facilities for landward warfare training.[1] Only two of these institutions are located in the Southern hemisphere, of which the SA Army Combat Training Centre is the largest, 158 000 hectares in total. At the time South Africa near these facilities as it was trying to fend off sporadic incursions by freedom fighters the majority of which were affiliated to the African National Congress (ANC). South African forces were deployed in Namibia and mounted an ambitious incursion into southern Angola in 1976.

The Maremane community were resettled in villages including Bendell, Cassel, Laxey all in the Joe Morolong Local Municipality. In 1994 they lodged a land claim which was approved in 1997 and seven farms were offered including Driehoekspan 435 as alternative compensation since it was not possible to reclaim the land on which the military base had been established. The Maremane CPA has signed surface lease agreements with mining

[1] Lohatlha. Found at: https://en.wikipedia.org/wiki/Lohatla Consulted in June 2022

companies for the extraction of manganese, iron and other minerals which occur on the ridge from Kathu to Postmasburg (Mr Boniface Masiame pers. communication June 2022).[2]

8. STATEMENT OF HISTORICAL SIGNIFICANCE OF THE OLD RAILWAY BUILDING

The Old Railway Building is an example of a low cost residential building which probably housed the caretaker of the siding and later resettled farmers. When the Maremane Community Property Association won the land claim in 1997, they inherited the building and accommodated families tending livestock on the farm. The building is not associated with any event or persons of significance in the history of South Africa. Furthermore, as the architectural assessment will attest, the building does not represent an outstanding architectural design that can warrant its preservation. It is in a derelict state.

5. RECOMMENDATIONS AND CONCLUSIONS

The recommendations of this report is that since the building is of low heritage significance and is in poor state, it can be demolished to pave way for the proposed development.

6. REFERENCES

PGS 2015. Heritage Impact assessment for a mining Permit Application on a Remainder of the Farm Driehoekspan 435 located north of Postmasburg in the Northern Cape Province (Coza Iron Ore Project)

Legislation and Policies

National Heritage Resources Act (No 25: 1999)

The Burra ICOMOS Australia Charter for Places of Cultural Significance (1999)

Websites

Lohatlha. Found at: https://en.wikipedia.org/wiki/Lohatla Researched June 2022.

Maremane community property association transparent. Found at: kathugazette.co.za/index.php/en/community-news/4214-maremane-community-property-association-transparent Researched June 2022.

[2] Maremane Community Property Association transparent. Found at: kathugazette.co.za/index.php/en/community-news/4214-maremane-community-property-association-transparent. Researched June 2022.

7. ACKNOWLEDGEMENTS

Mr Boniface Mashiame, Chairman of the Maremane Community Property Association.

8. APPENDIX A: ARCHITECTURAL ASSESSMENT REPORT