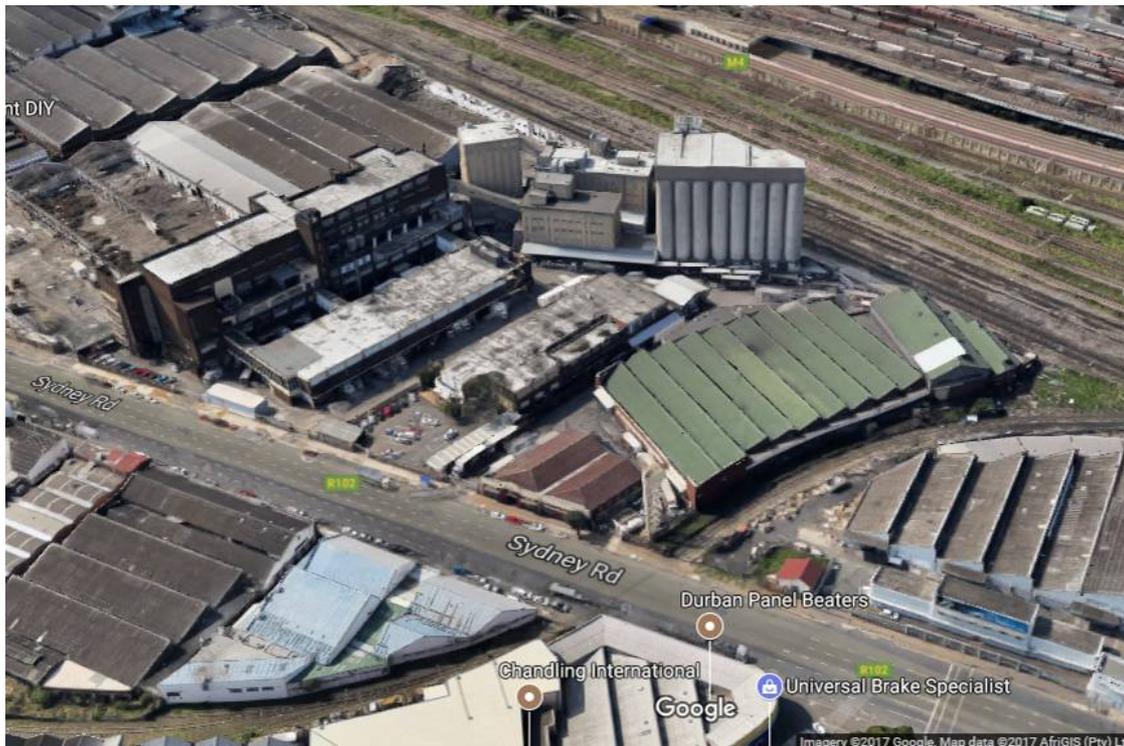


# HERITAGE IMPACT ASSESSMENT

## Assessment of Structures

341-403 Sydney road, Congella, Durban

Ethekwini, KwaZulu Natal



November 2017

**PREPARED FOR:**

Redefine Properties Ltd/ Premier Foods

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## 1. BACKGROUND INFORMATION

Lindsay Napier Architect was appointed by the Arkus Architectural Practice to prepare a Heritage Impact Assessment of 341-403 Sydney road, Durban, as a requirement of a part demolition and alterations application to Amafa in November 2017.

The requirement of Amafa was to assess the structures on the site and advise of the possible demolition thereof and development of the site.

## 2. TERMS OF REFERENCE

The report refers to the Provincial Heritage Resources (Amafa aKwaZulu Natali) Act, no 4 of 2008, which aims to protect heritage resources in Kwa Zulu Natal.

Chapter 8, Clause 33(1a) : General Protection : “Structures – No structure which is, or which may reasonably be expected to be older than 60 years, may be demolished, altered or added to without prior written approval of the Council having been obtained on written application to the Council.”

An **Heritage Impact Assessment Report** of the development site generally covers the following:

1. The identification and mapping of all heritage resources in the development site and in the surrounding area
2. An assessment of the significance of the resources,
3. An assessment of the impact of the development on the resources,
4. An evaluation of the impact of the development on heritage resources relative to the sustainable social and economic benefits to be derived from the development,
5. Public consultation
6. Possible alternatives if the development adversely affects the heritage resources.

The report is an independent view and makes recommendations to the Heritage authority based on its findings. The authority will consider the recommendations and make a decision based on conservation principles.

## 3. METHODS

Lindsay Napier is an architect experienced in assessment of protected buildings in KZN. She has previous experience in recording historic buildings, surveying townscapes and designing for protected buildings. The site was inspected by Lindsay Napier on 20 November 2017.

Satellite images from Google Maps and Ethekwini GIS were used to establish the development of the area. SG diagrams and building plan records were used to analyse the history of the property boundaries and age of structures.

Research was conducted at the KZN Deeds office and at UKZN Architecture Library.

I would like to thank Michelle Jacobs at the UKZN Barrie Biermann Library and Arthur Gammage for their assistance.

Publications, interviews and websites referenced:

1. “A Revised Listing of the Important Places and Buildings in Durban” – B.Kearney 1984
2. [www.artefacts.co.za](http://www.artefacts.co.za)
3. Durban: from the beginning to the Silver Jubilee of City Status, 1960, ed Felix Stark
4. UKZN Architectural Library records (Michelle Jacobs)
5. Historian : Arthur Gammage
6. “Durban – Architecture and History, A Guide” Itafa Amalinde Heritage Trust – formerly the Durban Heritage Trust May 2010

#### 4. HISTORICAL, CULTURAL AND SOCIAL SIGNIFICANCE

The site fell on the “edge” of the municipal boundaries, McDonald road had been newly extended to Maydon Wharf and a canal built to control the stormwater. The land was called “the Bay Foreshore”. Congella had become a developing industrial area served by rail and road, closely connected to the harbour. Early industries in this area were the flour mill, foundries, blacksmiths and the motor industry (the Dunlop factory was one block away built in 1934).

The property had the use of the railway sidings on two boundaries, the title deeds of 1946 explain the lease agreement with the municipality : R1.80 per linear yard of railway siding.  
Railway tracks exist within the site, built with the mill for despatching of flour by rail.

##### Cadastral History

<i>Street number</i>	<i>Current cadastral</i>	<i>Historical cadastral</i>	<i>dates</i>
341 Sydney rd	Erf 10033, (previously lot 8205)	Lot 171 Block Congella of bay Foreshore Lands no. 5350,	1930-
403 Sydney rd	Rem of erf 8204 Erf 8234	Lot 169 Block Congella of bay Foreshore Lands no. 5350,	1928-

##### 341 Sydney rd - Lot 1033

Originally the site of Bakers Limited Biscuits. A brief history of the development of the site :

The business started as Baumanns Bakery with the original bakery situated at 165 West st in 1884.

**1918** : Bakers became an associate of Baumann’s Selected Biscuits Ltd and built a factory in Brickhill rd.

During World War 1 the factory in West st was burnt down. The company became Bakers Ltd, losing the Baumann name to avoid anti-German sentiments.

**1932** : The first flour mill (Bldg 10)was built in Congella at 341 Sydney rd for Bakers Ltd.

**1933** (approx.) : The Bread Factory and Confectionery dpt. was built and an automatic bread and confectionery plant installed.

**1933-1946** : various siding roofs, ancillary buildings and coal stores were built around the mill and factory buildings – records of which are unavailable.

**1946** : The “Bakers building” and bread van delivery building was built on the Sydney rd boundary, designed by Frolich and Kass Architects. (Bldg 13 - current 6-storey bakery building).

**1949** : Extensions were made to the bread van delivery building

**1951** : Silos built (Bldg 9)– designed by Christiani & Nielsen engineers (SA) Pty Ltd

**1952** : extensions made to the Bakers Building building

**1953** : Storage and canopy to flour store added

**1956** : Workshops built (Bldg 6 - current admin and centre block) designed by Payne and Peyton Architects

**1965** : First floor added to workshops. (Bldg 14-current bread factory)

**199\_?** : B.B.Cereals (Pty)Ltd

## **403 Sydney road**

Historically owned and developed by Massey-Harris Company (Pty)Ltd, the property was sold to OK Bazaars in 1946. It later became the Coca Cola depot.

**1928** : Sydney rd building (Bldg 1) built for Massey–Harris, designed by Chick Bartholomew and Poole Architects.

**1928-1932** : warehouse (now demolished and replaced) built behind the Massey-Harris building along the siding – can be seen in 1931 photo.

**1932-1946** : End warehouse added (Bldg 2 -steel structure) – possibly by Chick Bartholomew and Poole?

**1946** : property sold to OK Bazaars for the sum of 120 200 Pounds

**1957** : New warehouse (Bldg 8) replaced the original warehouse, one bay of the Massey-Harris building on Sydney rd demolished. The new warehouse was designed by Clement R.Fridjhon and Fulford Architects (end warehouse remained)

**1960** : OK Bazaars water Tower built (Bldg 5)– designed by Fridjhon and Fulford

**19\_\_?** :Coca-cola warehouses

### **Historical Significance :**

The two sites and original Bakers buildings are significant as one of the first factories of their kind in Durban and for the role it played in the development of the industry and job-creation.

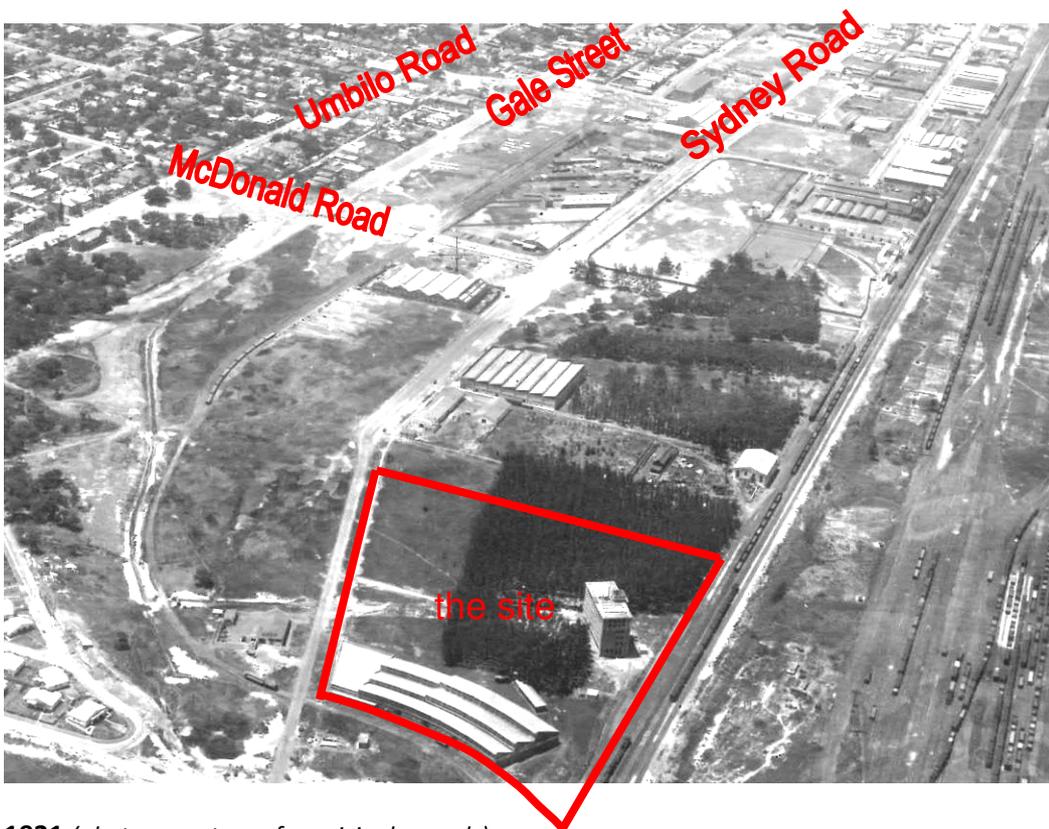
### **Cultural Significance :**

The site and structures have no cultural significance.

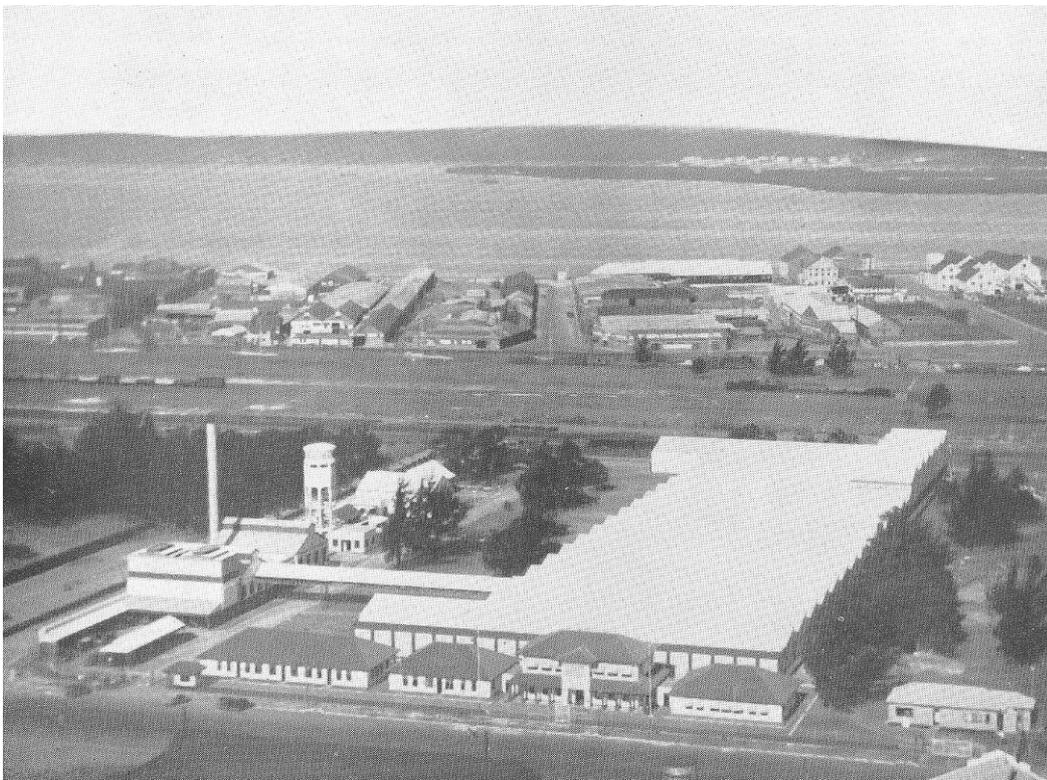
### **Social Significance :**

The site has low social significance, except for the provision of employment to a large number of Durban residents and migrant workers over the years.

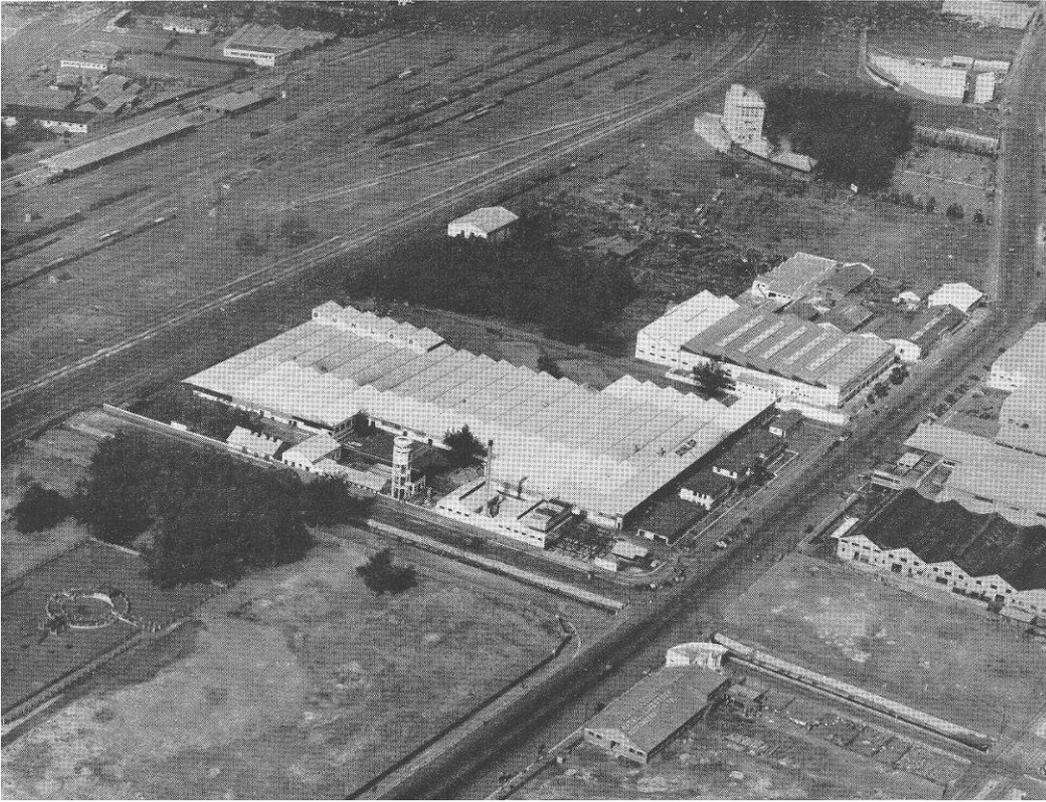
Historical Photographs :



1931 (photo : courtesy of municipal records)



1935 : Dunlop factory -265 Sydney rd and "Bay and foreshore lands" beyond  
(photo : Arch Record Nov.1935 courtesy of UKZN Architectural Library)

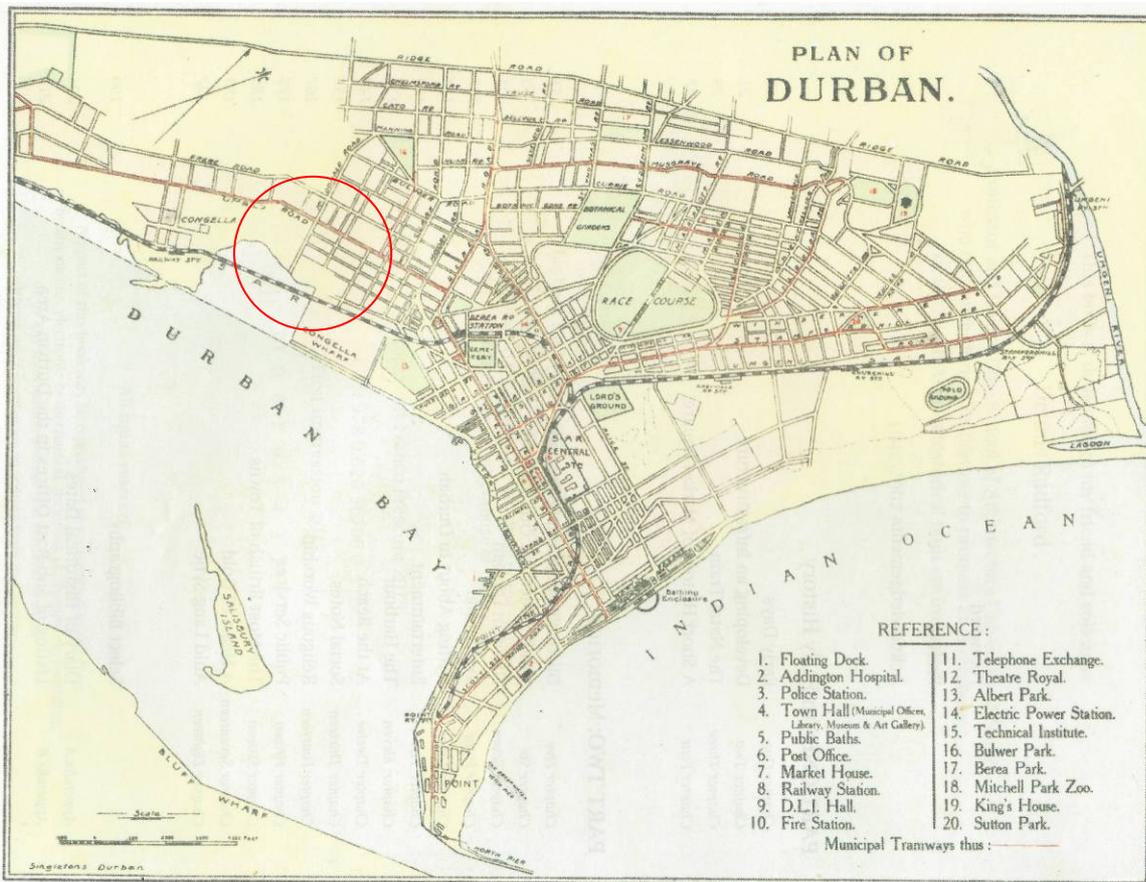


**1939** (photo : *The South African Architect*, Dec 1939 courtesy of UKZN Architecture Library)

## 5. CONTEXTUAL SIGNIFICANCE :

The site is located in the current light industrial context of Umbilo South with Sydney road as a main arterial from the CBD and harbour Southwards. Historically the mill was one of the first factory buildings on the East side of Sydney road and factories for related industries have been built up along Sydney road. The use of the railway sidings ceased when the roads developed and the road freight industry grew to accommodate the demand.

Key events in the development of the area were the opening of Maydon Wharf in 1910, the railwayline from the Point and the extension of Sydney road and McDonald road to the Wharf. Previously surveyed land was only available up to McDonald road and between Frere road and Umbilo Road (mainly residential).



MAP of DURBAN circa 1905-1910

### Contextual significance :

The Bakers building, the Massey-Harris facade and the OK-Bazaars tower contribute to the streetscape of Sydney road. The warehouse and factory buildings are set-back from the street and do not contribute to the streetscape, although the group of 1930's mill buildings and silos are a landmark, due to their height and massing.

They are notable for their engineering and architecture.

## 6. ARCHITECTURAL SIGNIFICANCE

### 341 Sydney road

The existing buildings on the site are from 3 eras : 1930's (pre-war), 1946-57 (post-war "modern") and 1970-90's, the latter being mainly alterations and industrial warehouses rather than buildings of a particular style.

The Mill and flour store (bldgs 10+11) were the first major structures, followed by the Bakers Building and the silos. (see History). Other roofed structures were added around the sidings and boiler room.

Baker House (Bldg 1) is a notable "Modern Movement" building, designed by Frolich and Kass Architects, that incorporated the latest in air-conditioning technology as well as being passively designed to reduce heat gain. Materials and detailing were robust and commonly used in the modernist era, these suited the industrial environment in which it was designed. (see appendix A) *ref. Achitect and Builder Journal 1951.* It has references to Geoffery Le Sueur's Dunlop Offices at 265 Sydney rd.

ARCHITECTS : FROLICH AND KASS : *Arne Gunnar Frolich, an architect who practised in Durban from around 1930 and was at one time in partnership with LT OBEL (cf OBEL & FROLICH), in 1939 R OPPENHEIM worked in partnership with them. Frolich was born in Norway and trained at the State School for Arts and Crafts in Oslo from 1923 to 1925. He was chief assistant architect to Nordviken Bruk Hamar in Norway from 1925 to 1927. He then attended the Glasgow School of Art (1927-1929) before coming to South Africa. He was employed as a draughtsman with AAR McKINLAY in Durban from 1929 to 1930 and left McKinlay's office to work for G LE SUEUR, who had also been working for McKinlay. He remained with Le Sueur from 1930 to 1933. For a year (1933-1934) he continued his architectural studies in Durban before taking up the post as chief assistant to LT OBEL in 1934. He was admitted ARIBA on 4 April 1938, his proposers being Ernest Marston POWERS, James Wallace PATON and Godfrey Thomas HURST. He was in partnership with F KASS (cf FROLICH & KASS) and in 1969 with DW GOLDING.*

*(no records available on KASS)*

*Hans Hallen was employed by the firm in Durban between 1948 and 1950.*

*Ref: [www.artefacts.co.za](http://www.artefacts.co.za)*

The workshops (admin block) were designed by Payne and Peyton Architects as a single storied structure. A first floor was later added to the workshops and the building converted to offices. The centreblock workshops also had a first floor addition.

ARCHITECTS : PAYNE AND PEYTON : W.S.PAYNE and L.A.PEYTON

*Peyton worked in the office of Payne and Payne Architects from 1930 and later formed a partnership with W.S.Payne.*

*Ref: [www.artefacts.co.za](http://www.artefacts.co.za)*

### 403 Sydney road

The "Massey-Harris" building that fronts onto Sydney road was designed by Chick, Bartholomew and Poole. It has characteristic features of the "Union Period", arched and pediment over entrance, projecting overhangs with corbel detail, plaster and facebrick facade. Large steel windows break up the facade and a large double timber door marks the old entrance. The North bay is designed symmetrically. The building was designed as three bays, two remain.

The facade is built on the boundary with one remaining corner detail (other demolished). The hipped roofs are low-pitched and extend away from the parapet, barely visible behind the facade. Exposed trusses and box gutters are timber with heavy steel connectors and straps.

ARCHITECTS : CHICK, BARTHOLOMEW & POOLE.

*A partnership between H.E.CHICK and B.V.BARTHOLOMEW in Durban from 1912 until 1939, after which the firm became CHICK, BARTHOLOMEW & POOLE. The practice became one of the largest and among the best known in Natal. Most of the firm's work was built after 1940.*

*The partners, in consultation with the engineering firm of AS Joffe, executed the well-known Sugar Stores for CG Smith between 1925 and 1926. Herbert (1975:75) notes this building for pioneering the use of the mushroom column and flat slab in South Africa.*

Ref: [www.artefacts.co.za](http://www.artefacts.co.za)

The water tower is a later era, designed by Clement Fridjhon for OK Bazaars, it has angular supports and ladder-type structure between, specifically designed for signage as well as rainwater harvesting.

ARCHITECTS : CLEMENT R FRIDJHON & FULFORD. *Clement Raymond Fridjhon was born in Ireland and educated in Cape Town. He set up practice on his own in Durban in 1940 until 1951 when the partnership with RG FULFORD, CLEMENT R FRIDJHON & FULFORD was formed. The firm became Fridjhon, Fulford and Partners and operated in Durban until early 2000. Ref: [www.artefacts.co.za](http://www.artefacts.co.za)*

The warehouses(bldg 8) have saw-tooth roofs and clerestorey lights, they are accurately and solidly built. Unusually the roofs are of concrete.

The earlier remaining warehouse (bldg 2) on the East end of the site, is a steel structure characteristic of the 1930-40's, also solidly built and detailed internally, but no external features.

#### **Architectural Significance :**

The Massey-Harris building is a fine example of its period and its facade is in good condition. Most of the original industrial "office" buildings in Sydney rd that were the front-of-house for the first industries in the area have been lost. It offers a hint to what was there before.

The warehouse is both functional and well detailed, it is sustainable and worth re-using.

The older warehouse has steel engineering detail that is noteworthy.

## 7. ASSESSMENT AND RECOMMENDATIONS

The following table is a summary of the significance statements in the report, measured on Local, regional, national and international importance :

341 Sydney road

Significance	Importance			
	Local	Regional	National	International
Architectural	medium	Low	low	low
Historical	high	low	medium	low
Technical	medium	low	low	Low
Scientific	medium	low	Low	low
Contextual	medium	low	low	low
Social	low	low	low	low

### RECOMMENDATIONS :

All buildings are between 60 and 86 years old, therefore protected by the Heritage Act and requiring a permit for alteration or demolition.

With reference to the statement of significance above for the property as a whole, it is recommended that the following be taken into account in the development proposal :

1. The Mill, flour store, silos and Bakers Building are of medium-high significance and should be retained in a new development.
2. The railway tracks and platforms are to be retained
3. Any alterations to the above buildings will need a permit from the heritage council.
4. All other structures are of low significance on the site can be motivated for alteration or demolition and will require a permit.

403 Sydney road

Significance	Importance			
	Local	Regional	National	International
Architectural	medium	Low	low	low
Historical	low	low	Low	low
Technical	medium	low	low	Low
Scientific	low	low	Low	low
Contextual	high	low	low	low
Social	low	low	low	low

### RECOMMENDATIONS :

All buildings are between 60 and 89 years old, therefore protected by the Heritage Act, requiring a permit for alteration or demolition.

With reference to the statement of significance above for the existing structures, it is recommended that the following be taken into account in the development proposal :

1. The Massey-Harris building contributes to the streetscape and is a notable for its architecture and should be retained and restored. Partial demolition and replacement of the roof structure may be considered with motivation.
2. The water tower contributes to the streetscape and should be retained and restored as a prominent feature of the site. Any alteration will need a permit.

3. The warehouse is notable for its structure and should be retained and reused – minimal alteration may be considered with motivation.

**RECOMMENDATIONS FOR SITE DEVELOPMENT :**

- Any new structure should not mimic or overshadow the existing buildings.
- Boundary walls, driveways and servitudes should be sensitive to the streetscape of the existing buildings.
- Development near the Massey-Harris building (bldg 1) should take into account any structural impact on the facade and building.
- Railway sidings and tracks should be retained wherever possible.

Building Number (ref. Plan)	Original date	Heritage significance
1	1928	high
2	1933-1946	Medium
3	1957	Low
4	?	Low
5	1960	High
6	1956	Low
7	?	Low
8	1956-57	Medium
9	1951	High
10	1931	High
11	1931-1946	High
12	?	Low
13	1946	High
14	1956	Low
15	?	low

**APPENDIX A: CONVENTIONS USED TO ASSESS THE IMPACT OF PROJECTS ON HERITAGE RESOURCES**

**Significance**

According to the NHRA, Section 2(vi) the significance of heritage sites and artefacts is determined by its aesthetic, architectural, historical, scientific, social, spiritual, linguistic or technical value in relation to the uniqueness, condition of preservation and research potential. It must be kept in mind that the various aspects are not mutually exclusive, and that the evaluation of any site is done with reference to any number of these.

Matrix used for assessing the significance of each identified site/feature

**1. Historic value**

- Is it important in the community, or pattern of history
- Does it have strong or special association with the life or work of a person, group or organisation of importance in history
- Does it have significance relating to the history of slavery

**2. Aesthetic value**

- It is important in exhibiting particular aesthetic characteristics valued by a community or cultural group

**3. Scientific value**

- Does it have potential to yield information that will contribute to an understanding of natural or cultural heritage
- Is it important in demonstrating a high degree of creative or technical achievement at a particular period

**4. Social value**

- Does it have strong or special association with a particular community or cultural group for social, cultural or spiritual reasons

**5. Rarity**

- Does it possess uncommon, rare or endangered aspects of natural or cultural heritage

**6. Representivity**

Is it important in demonstrating the principal characteristics of a particular class of natural or cultural places or objects

Importance in demonstrating the principal characteristics of a range of landscapes or environments, the attributes of which identify it as being characteristic of its class

Importance in demonstrating the principal characteristics of human activities (including way of life, philosophy, custom, process, land-use, function, design or technique) in the environment of the nation, province, region or locality.

**7. Sphere of Significance**

	International	National	Provincial	Regional	Local	Specific community
High						
Medium						
Low						

**8. Significance rating of feature**

1. Low
2. Medium
3. High

**Significance of impact:**

- low: where the impact will not have an influence on or require to be significantly accommodated in the project design
- medium: where the impact could have an influence which will require modification of the project design or alternative mitigation
- high: where it would have a “no-go” implication on the project regardless of any mitigation

**Certainty of prediction:**

- Definite: More than 90% sure of a particular fact. Substantial supportive data to verify assessment
- Probable: More than 70% sure of a particular fact, or of the likelihood of that impact occurring
- Possible: Only more than 40% sure of a particular fact, or of the likelihood of an impact occurring
- Unsure: Less than 40% sure of a particular fact, or the likelihood of an impact occurring

**Recommended management action:**

For each impact, the recommended practically attainable mitigation actions which would result in a measurable reduction of the impact, must be identified. This is expressed according to the following:

- 1 = no further investigation/action necessary
- 2 = controlled sampling and/or mapping of the site necessary
- 3 = preserve site if possible, otherwise extensive salvage excavation and/or mapping necessary
- 4 = preserve site at all costs
- 5 = retain graves

**Legal requirements:**

Identify and list the specific legislation and permit requirements which potentially could be infringed upon by the proposed project, if mitigation is necessary.