

**Heritage impact assessment report:
PROPOSED NEW LEBOMBO PORT OF ENTRY AND UPGRADE OF
KOMATIPOORT RAILWAY STATION, MPUMALANGA
(SOUTH AFRICA) AND MOZAMBIQUE**

THE PROJECT:

Upgrading of the Lebobo/Ressano Garcia Border Post

THIS REPORT:

HERITAGE IMPACT ASSESSMENT REPORT: PROPOSED NEW LEBOMBO PORT OF ENTRY AND UPGRADE OF KOMATIPOORT RAILWAY STATION, MPUMALANGA (SOUTH AFRICA) AND MOZAMBIQUE

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EXECUTIVE SUMMARY

HERITAGE IMPACT ASSESSMENT REPORT: PROPOSED NEW LEBOMBO PORT OF ENTRY AND UPGRADE OF KOMATIPOORT RAILWAY STATION, MPUMALANGA (SOUTH AFRICA) AND MOZAMBIQUE

This report fulfils the requirements for a full Heritage Impact Assessment (HIA) as provided for in Section 38 of the National Heritage Resources Act (NHRA) (Act 25 of 1999), which lists certain activities for which an HIA is necessary. This HIA was part of the statutory EIA for the development.

This report also fulfils the requirements for an EIA in terms of Mozambican environmental legislation (*Lei do Ambiente 20/97*) (LA), which considers protection and mitigation measures regarding cultural heritage (Article 11). This act must be read and interpreted together with Mozambican heritage legislation (*Lei da Protecção do Património Cultural 10/88*) (LPPC)

The project entails the development of new facilities at the Lebombo port of entry on both sides of the international border between South Africa and Mozambique, involving:

- The construction of temporary border facilities on both sides of the border, entailing the demolition of most of the staff houses on the South African side;
- The construction of new facilities on the South African side, entailing the demolition of the buildings north of the present border post office buildings
- The construction of new facilities on the Mozambican side, entailing the demolition of the original border post office buildings, an old pump station, sheds, dwellings and the ruin of a market site
- The upgrade of the Komatipoort railway station

The “triggers” for the HIA are:

- Development larger than 5000 sq m (Section 38 of the NHRA)
- Presence of historic buildings and structures protected in terms of Section 34 of the NHRA and possibly also protected in terms of the LPPC
- Location in an environment known for its heritage resources associated with colonial and Anglo-Boer War history
- Consideration of heritage issues in terms of NEMA and the LA

The investigation was carried out by the following specialist consultant:

- Dr JA van Schalkwyk (Principal Investigator)
- Dr RC de Jong (generalist heritage practitioner, Cultmatrix)

The site for the proposed project consists of the Komatipoort railway station and of the Lebombo port of entry. The Komatipoort railway station is located on the north-eastern side of the town of the same name. The port of entry facilities are located on the southern slopes of the Lebombo Mountains overlooking the poort through which the Komati River flows, and border on the town of Ressano Garcia.

Historically, the development sites are mainly associated with the history of colonial infrastructure (historic railway line, railway stations, roads, power lines) and border traffic control and have no known heritage resources associated with pre-colonial eras.

The aim of the full HIA investigation was to identify and analyse impacts on heritage resources and to recommend heritage conservation and mitigation measures.

The objectives were to identify and analyse heritage issues, to research the chronology of the site and its role in the broader context, to undertake a comprehensive assessment of heritage significance, to analyse the nature and scale of the proposed development, to establish the

compatibility of the proposed development with heritage and other statutory frameworks and to assess alternatives in order to promote heritage conservation issues.

This report complies as follows with the provisions of Section 38 (3) of the *National Heritage Resources Act*:

- (a) Identification and mapping of heritage resources
- (b) Significance
- (c) Impacts
- (f) Mitigation before construction

See below summarising table – the numbers LB 1 etc refer to heritage resources on the South African side, RG 1 etc refer to heritage resources on the Mozambican side.

S 3(2) NHRA heritage resource	(a)	(b)		(c)	(d)		
		Tangible	Intangible		Issues	Recommended responses	Status
Buildings, structures, places and equipment of cultural significance	Buildings north of border post offices (LB 1)	Low	Low	Low negative	Modern buildings occupied by SAPS and officials – to be demolished	Photo documentation	-
Buildings, structures, places and equipment of cultural significance	Old rondavel staff houses south of existing toilet building (LB 2)	Medium	Medium	Medium	Original staff houses older than 60 years – one to be demolished	Full documentation	Completed
Buildings, structures, places and equipment of cultural significance	Modern border post offices (LB 3)	Low	Medium	Neutral	Will be retained	-	-
Buildings, structures, places and equipment of cultural significance	Original border post offices (LB 4)	High	High	Neutral	Will be retained – alterations subject to permit application in terms of Section 34	As-built documentation	-
Buildings, structures, places and equipment of cultural significance	Modern staff houses (LB 5)	Low	Low	Low negative	To be demolished for temporary border facility	Full documentation	Completed
Buildings, structures, places and equipment of cultural significance	Komatipoort railway station (LB 6)	Medium to high	Medium	Impact and extent of upgrade unknown	Station buildings, staff houses, goods shed protected through Section 34	Avoid if possible and re-use, otherwise full documentation before demolition	-
Areas to which oral traditions are attached or which are associated with intangible heritage	Entire area	Medium	High	Low negative	Will be altered completely	Full documentation and photo survey. Preserve, relocate and interpret De Kuiper plaques to new facility.	Completed. Plaques still need attention.
Objects to which oral traditions are	None	-	-	-	-	-	-

S 3(2) NHRA heritage resource	(a)	(b)		(c)	(d)		
		Tangible	Intangible		Issues	Recommended responses	Status
attached or which are associated with intangible heritage							
Areas of significance related to labour history	None	-	-	-	-	-	-
Historical settlements and townscapes	None	-	-	-	-	-	-
Landscapes and natural features of cultural significance	None	-	-	-	-	-	-
Geological sites of scientific or cultural importance	None	-	-	-	-	-	-
Archaeological and palaeontological sites	None	-	-	-	-	-	-
Objects recovered from the soil or waters of South Africa, including archaeological and palaeontological objects and material, meteorites and rare geological specimens	None	-	-	-	-	-	-
Ethnographic art and objects	None	-	-	-	-	-	-
Military objects	None	-	-	-	-	-	-
Objects of decorative or fine art	None	-	-	-	-	-	-
Objects of scientific or technological interest	None	-	-	-	-	-	-
Books, records, documents, photographic positives and negatives, graphic, film or video material or sound recordings	None on site	-	-	-	-	-	-

This report complies as follows with the provisions of Article 3 of the *Lei da Protecção do Património Cultural*:

- (a) Identification and mapping of heritage resources
- (b) Significance
- (c) Impacts
- (f) Mitigation before construction

See below summarising table.

A 3 LPPC heritage resource	(a)	(b)		(c)	(d)		
		Tangible	Intangible		Issues	Recommended responses	Status
Buildings, structures, places and equipment of cultural significance	Original border post offices (RG 1), old pump station (RG 2), market ruin (RG 3), other buildings (RG 4)	Medium	Medium	Low negative	To be demolished	Photo documentation	-
Buildings, structures, places and equipment of cultural significance	Ressano Garcia railway station (RG 5)	Medium to high	Medium	Extent and impact of upgrade unknown	Some buildings are historic	Avoid if possible and re-use, otherwise full documentation before demolition	-
Areas to which oral traditions are attached or which are associated with intangible heritage	Entire area	Medium	High	Low negative	Will be altered completely	Photo survey	-
Objects to which oral traditions are attached or which are associated with intangible heritage	None	-	-	-	-	-	-
Areas of significance related to labour history	WNLA labour compound	Medium	High	Outside proposed development	-	Retain labour history memory through interpretation at new facility	-
Historical settlements and townscapes	None	-	-	-	-	-	-
Landscapes and natural features of cultural significance	None	-	-	-	-	-	-
Geological sites of scientific or cultural importance	None	-	-	-	-	-	-
Archaeological and palaeontological sites	None	-	-	-	-	-	-
Objects recovered from the soil or waters of South Africa, including archaeological and palaeontological objects and material, meteorites and rare geological specimens	None	-	-	-	-	-	-
Ethnographic	None	-	-	-	-	-	-

A 3 LPPC heritage resource	(a)	(b)		(c)	(d)		
		Tangible	Intangible		Issues	Recommended responses	Status
art and objects							
Military objects	None	-	-	-	-	-	-
Objects of decorative or fine art	None	-	-	-	-	-	-
Objects of scientific or technological interest	None	-	-	-	-	-	-
Books, records, documents, photographic positives and negatives, graphic, film or video material or sound recordings	None on site	-	-	-	-	-	-

(d) Social and economic benefits

The development will have direct benefits related to heritage conservation insofar as the preservation of tangible heritage resources (original staff house and border post offices on the South African side) and intangible memory of the port of entry (site interpretation, plaques) is concerned.

The development will also benefit the handling of increased border traffic (especially during the FIFA Football World Cup) and the associated creation of temporary and permanent jobs.

(e) Public consultation

This is part of the EIA process.

(g) Mitigation during and after construction


- Preserved places must be marked and monitored during construction
- The memory of demolished places and intangible heritage must be preserved through site interpretation (plaques etc)

Recommendation:

Based on the above findings, it is recommended that SAHRA and the *Conselho Nacional de Património Cultural* (or any other appropriate Mozambican organ of state) takes note of and authorises the proposed development with the understanding that:

1. Vegetation clearing, bulk earthworks and excavations operations must be monitored during the site preparation and construction phases of the project. Should any archaeological remains be uncovered during these operations (hidden foundations, old waste dumps, and other chance finds), these must be brought to the attention of a heritage specialist. Test excavations (and possibly) systematic archaeological sampling may be required subject to the issuing of a permit by SAHRA or the Mozambican authorities before construction will be allowed to proceed. This will be a new and separate project.
2. Should any other human remains be disturbed, exposed or uncovered during excavations for the proposed project, these should immediately be reported to heritage specialist. Burial remains should not be disturbed or removed until inspected by the archaeologist.

3. Memorialisation of the history of the port of entry (de Kuiper expedition, WNLA labour history etc) will be done through small site displays (plaques etc) on both sides of the border.
4. Buildings older than 60 years and other significant heritage resources have been fully documented for the border area (e.g. see Part 6 below).
5. A Conservation Management Plan for preserved heritage resources has been submitted.



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HERITAGE IMPACT ASSESSMENT REPORT: PROPOSED NEW LEBOMBO PORT OF ENTRY AND UPGRADE OF KOMATIPOORT RAILWAY STATION, MPUMALANGA (SOUTH AFRICA) AND MOZAMBIQUE

PART 1: DEVELOPMENT CONTEXT

The structure of this report is based on:

- SOUTH AFRICAN HERITAGE RESOURCES AGENCY, Heritage Impact Assessment: Notification of intent to develop (form)
- DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING, PROVINCIAL GOVERNMENT OF THE WESTERN CAPE, 2005, Guideline for involving heritage specialists in EIA processes (document)
- DEPARTMENT OF ENVIRONMENT AFFAIRS AND TOURISM, Integrated Environmental Management Guidelines
- SOUTH AFRICAN HERITAGE RESOURCES AGENCY, 2006, *Minimum standards: Archaeological and palaeontological components of impact assessment reports* (unpublished).
- WORLD BANK, *Environmental Assessment Sourcebook Update No 8, September 1994: Cultural Heritage in Environmental Assessment*.
- Best-practice HIA reports submitted by Cultmatrix and other heritage consultants

1.1 Background

1.1.1 General

The broader study entails the required environmental impact assessment investigations for the construction of temporary port of entry facilities at the Lebombo border post, the construction of new port of entry facilities at both Lebombo and Ressano Garcia and the upgrade of the Komatipoort and Ressano Garcia stations.

This is an area with a long history of human use and occupation, initiated by Stone and Iron Age communities and culminating in permanent colonial settlement in the 1890s. It includes a range of heritage resources as defined in the *National Heritage Resources Act* (Act 25 of 1999):

- Places, buildings and structures and equipment of cultural significance;
- Places to which oral traditions are attached or that are associated with living heritage (ceremonies, festivals, economic use etc);
- Historical settlements and townscapes;
- Landscapes and natural features of cultural significance;
- Geological sites of scientific or cultural importance;
- Graves and burial grounds;
- Sites related to the history of labour.

This project is of an infra-structural nature.

1.1.2 Purpose and status of this report

This report is a HIA report for purposes of:

- Consideration as part of any public participation process associated with the EIA
- Consideration by the developers
- Comments and authorisation by SAHRA's Nelspruit office

- Comments and authorisation by SAHRA's Palaeontology, Archaeology and Meteorites Unit, Cape Town
- Comments and authorisation by the Mozambican heritage authorities

Inputs from the above need to be acknowledged and consolidated into this report to submit a final HIA report to SAHRA and the Mozambican authorities for authorisation. The final report should also include the results of any public participation processes and final site development plan.

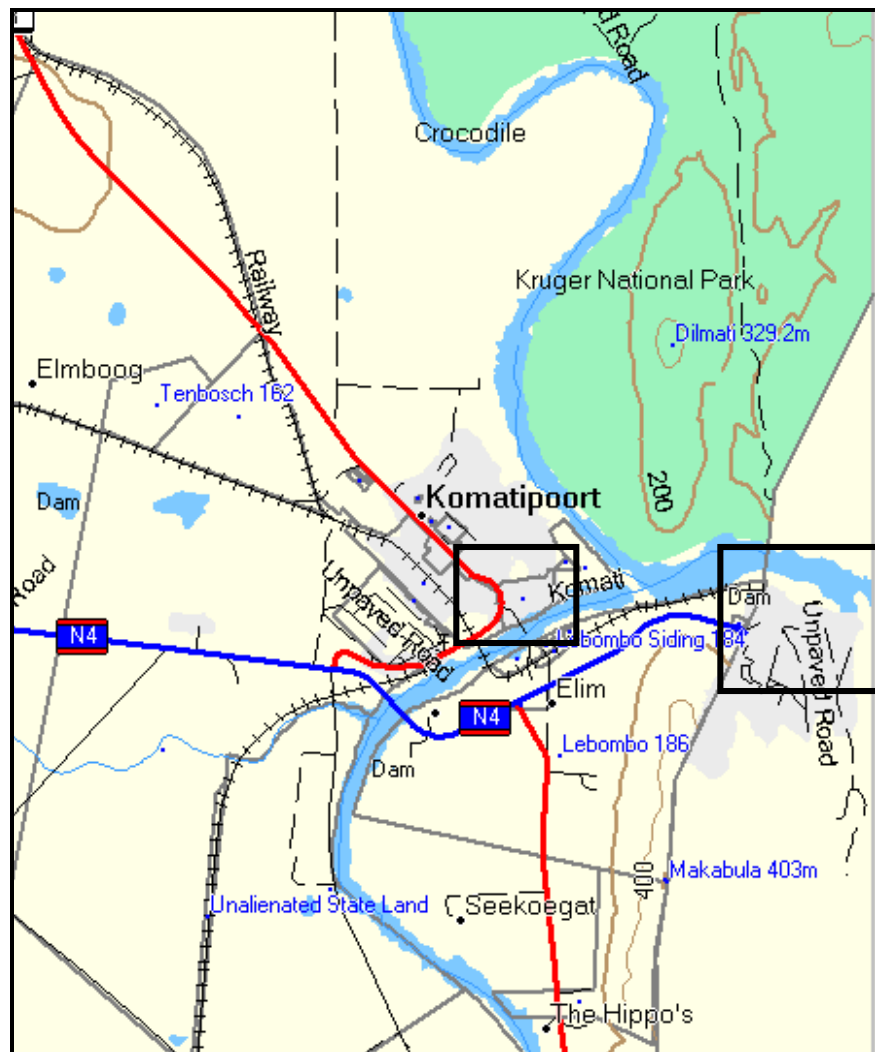


FIGURE 1: Location of development areas

1.1.3 Terms of reference

This report is a full heritage impact assessment concerning the proposed development in accordance with the requirements of Section 38 of the National Heritage Resources Act (Act 25 of 1999), which is intended to facilitate an authorisation by SAHRA.

This report is a full heritage impact assessment concerning the proposed development in accordance with the requirements of Article 11 of the Mozambican environment act and the provisions of the Mozambican heritage act, which is intended to facilitate an authorisation by the Mozambican environmental and heritage authorities.

The general aim of the full HIA investigation is to analyse and recommend heritage management mitigation measures and monitoring programmes.

The general objectives are to analyse heritage issues, to research the chronology of the site and its role in the broader context, to undertake a comprehensive assessment of heritage significance, to analyse the nature and scale of the proposed development, to establish the compatibility of the proposed development with heritage and other statutory frameworks and to assess alternatives in order to promote heritage conservation issues.

1.2 Study approach

1.2.1 Definitions and assumptions

The following aspects have a direct bearing on the investigation and the resulting report:

- *Cultural (heritage) resources* are all non-physical and physical human-made occurrences, as well as natural occurrences that are associated with human activity. These include all sites, structures and artefacts of importance, either individually or in groups, in the history, architecture and archaeology of human (cultural) development.
- The *significance* of the sites and artefacts is determined by means of their historical, social, aesthetic, technological and scientific value in relation to their 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.
- The *value* is related to concepts such as *worth*, *merit*, *attraction* or *appeal*, concepts that are associated with the (current) usefulness and condition of a place or an object. Hence, in the development area, there are instances where elements of the place have a high level of significance but a lower level of value.
- It must be kept in mind that significance and value are not mutually exclusive, and that the evaluation of any feature is based on a combination or balance between the two.
- Isolated occurrences: findings of artefacts or other remains located apart from archaeological sites. Although these are noted and samples are collected, it is not used in impact assessment and therefore do not feature in the report.
- Traditional cultural use: resources which are culturally important to people.
- All archaeological remains, artificial features and structures older than 100 years and historic structures older than 60 years are protected by the relevant legislation, in this case the National Heritage Resources Act (NHRA) (Act No. 25 of 1999). No archaeological artefact, assemblage or settlement (site) and no historical building or structure older than 60 years may be altered, moved or destroyed without the necessary authorisation from the South African Heritage Resources Agency (SAHRA) or a provincial heritage resources authority. Full cognisance is taken of this Act in making recommendations in this report.
- The Mozambican heritage act also provides for the protection of movable and immovable heritage resources with cultural significance.
- The guidelines as provided by the NHRA (Act No. 25 of 1999) in Section 3, with special reference to subsection 3, Articles 3 and 7 of the Mozambican heritage act and the Australian ICOMOS Charter (also known as the Burra Charter) are used when determining the cultural significance or other special value of archaeological or historical sites.
- It should be kept in mind that archaeological deposits usually occur below ground level. Should artefacts or skeletal material be revealed at the site during construction, such

activities should be halted, and it would be required that the heritage consultants would be required to be notified in order for an investigation and evaluation of the find(s) to take place (cf. NHRA (Act No. 25 of 1999), Section 36 (6)).

1.2.2 Limiting/Restricting factors

The investigation has been influenced by the following factors related to the overall EIA:

- Availability and reliability of baseline information about the affected area;
- Unpredictability of buried archaeological/palaeontological remains (absence of evidence does not mean evidence of absence);
- Portions of the site are covered with dense and tall grass and weeds.

1.2.3 Field work

The approach used in the study entailed foot and vehicle surveys of the entire site, done in August 2008.

1.2.4 Desktop study

Information was obtained from published sources, cadastral diagrams, title deeds and historic maps and aerial images.

1.3 Need (trigger) for the HIA

1.3.1 Section 38 of the NHRA and Article 11 of the Mozambican environment Act

This study constitutes a heritage impact assessment (HIA) linked to the environmental impact assessment required for the development. The proposed development is a listed activity in terms of Section 38 (1) of the NHRA and Article 11 of the Mozambican environment act. Section 38 (2)(a) of the National Heritage Resources Act (Act 25 of 1999) requires the submission of a heritage impact assessment report for authorisation purposes to the responsible heritage resources agency, SAHRA.

Heritage conservation and management in South Africa (excluding KwaZulu Natal on a provincial level) is governed by the *National Heritage Resources Act* (Act 25 of 1999) (NHRA) and falls under the overall jurisdiction of the *South African Heritage Resources Agency* (SAHRA) and its provincial offices and counterparts.

Section 38 of the NHRA requires a Heritage Impact Assessment (HIA), to be conducted by an independent heritage management consultant, for the following development categories:

- Construction of a road, wall, power line, pipeline, canal or other linear form of development or barrier exceeding 300m in length
- Construction of bridge or similar structure exceeding 50m in length
- Development or other activity that will change the character of a site -
 - Exceeding 5000 sq m
 - Involving three or more existing erven or subdivisions
 - Involving three or more erven or divisions that have been consolidated within past five years
 - Rezoning of site exceeding 10 000 sq m
 - The costs of which will exceed a sum set in terms of regulations by SAHRA or a provincial heritage resources authority
- Any other development category, public open space, squares, parks, recreation grounds

The proposed development covers an area larger than 5000 sq m (it is 110 ha) and is therefore a listed activity in terms of the NHRA.

In addition, the new EIA Regulations promulgated in terms of NEMA determine that any environmental reports will include cultural (heritage) issues.

The end purpose of this report (in its final form) is to alert the developer, the environmental consultants, the South African and Mozambican environmental authorities and SAHRA and the Mozambican heritage authorities about existing heritage resources that may be affected by the proposed development, and to recommend mitigatory measures aimed at reducing the risks of any adverse impacts on these heritage resources. Such measures could include the recording of any significant heritage buildings and structures prior to demolition, in terms of Section 34 of the NHRA and also other Sections of this act dealing with archaeological sites, buildings and graves; also in terms of the Mozambican heritage act. The implementation of these interventions constitutes separate, follow-up projects with separate permits. Heritage resources on the South African side, that will be demolished, have already been documented.

Because of the size of the development, authorisation will be given or facilitated by SAHRA's Mpumalanga office. Final reports should therefore be submitted by the client to these offices for authorisation.

In terms of the ECA, Section 38(1) of the NHRA is also applicable – thus any person undertaking any development in the categories of Section 38 (1) a-e, must at the very earliest stages of initiating such a development, notify the responsible heritage resources authority and furnish it with details regarding the location, nature and extent of the proposed development. In the case of an EIA, comments from the responsible heritage resources agency based on a heritage scoping report are required.

The NHRA Section 2 (xvi) states that a “heritage resource” means any place or object of cultural significance, and in Section 2 (vi) that “cultural significance” means aesthetic, architectural, historical, scientific, social, spiritual, linguistic or technological value or significance.

This HIA forms part of an EIA for the site.

Based on the HIA report, SAHRA will be able to authorise the proposed development with certain conditions. These conditions have been included in this report (see Recommendations).

Apart from a heritage report assisting a client to make informed development decisions, it also serves to provide the relevant heritage resources authority with the necessary data to perform their statutory duties under the NHRA. After evaluating the heritage scoping report, the relevant heritage resources authority will decide on the status of the resource, whether the development may proceed as proposed or whether mitigation is acceptable, and whether the heritage resources require formal protection, i.e. as a Grade I, II or III resource, with relevant parties having to comply with all aspects pertaining to such Grading.

1.3.2 Section 35 of the NHRA

Section 35 (4) of the NHRA stipulates that no person may, without a permit issued by SAHRA to destroy, damage, excavate, alter or remove from its original position, or collect, any archaeological material or object. This section would apply in the case of chance finds of hidden foundations, waste dumps and similar archaeological features. This section also applies in the case of the Middle Stone Age artefacts found at places in the donga.

The Mozambican heritage act contains a similar provision.

1.3.3 Section 36 of the NHRA

Section 36 (3) of the NHRA stipulates that no person may, without a permit issued by the South African Heritage Resources Agency (SAHRA), destroy, damage, alter, exhume or remove from its original position or otherwise disturb any grave or burial ground older than 60 years, which is situated outside a formal cemetery administered by a local authority. This section would apply in the case of the discovery of hidden burial sites.

The Mozambican heritage act contains a similar provision.

1.3.4 Section 34 of the NHRA

Section 34 of the NHRA stipulates that no person may, without a permit issued by SAHRA and/or its provincial counterparts, alter, destroy, damage, relocate etc any building or structure older than 60 years. There are buildings and structures but these ones date back to the 1950s; hence, this section does not apply.

The Mozambican heritage act does not contain the 60-year clause but deals in more general terms with cultural significance.

1.3.5 Heritage context (significance) of the area

The area is known for its places associated with pre-colonial and early colonial trade routes; the construction of the Pretoria-Maputo railway line in the 1880s and 1890s, the Anglo-Boer War of 1899-1902, the history of border control and the history of labour recruitment in Mozambique, and the chance of any associations between the development site and these historical events are therefore high.

1.4 Development criteria in terms of Section 38(1) of the NHRA

1.4	Development criteria in terms of Section 38(1)	Yes/No details
1.4.1	Construction of road, wall, power line, pipeline, canal or other linear form of development or barrier exceeding 300m in length	Yes
1.4.2	Construction of bridge or similar structure exceeding 50m in length	No
1.4.3	Development exceeding 5000 sq m	Yes
1.4.4	Development involving three or more existing erven or subdivisions	No
1.4.5	Development involving three or more erven or divisions that have been consolidated within past five years	No
1.4.6	Rezoning of site exceeding 10 000 sq m	Yes
1.4.7	Any other development category, public open space, squares, parks, recreation grounds	No
1.4.8	Costs of which will exceed a sum set in terms of regulations set by SAHRA and the PHRA	No

1.5 Development criteria in terms of Article 11 of the Mozambican environment act

The government should ensure that environmental assets, especially the historical and cultural, should be afforded permanent measures of protection and recovery, with the appropriate involvement of communities, particularly in associations with environmental protection.

1.6 Heritage impact assessment specialists

Specialist 1		
1.8.1	Name and contact address	Dr JA van Schalkwyk, 62 Coetzer Avenue, Monument Park, 0181
1.8.2	Qualifications and field of expertise	DLitt et Phil (UNISA), Post-Graduate Museology Diploma UP, general heritage management specialist with experience in museums and heritage, anthropologist and archaeologist
1.8.3	Relevant experience in study area	Numerous archaeological studies in the area
1.8.4	Telephone number	076 790 6777
1.8.5	Fax number	(012) 347 7270
1.8.6	E-mail	jvschalkwyk@mweb.co.za

Specialist 2		
1	Name and contact address	Dr RC de Jong (Principal Member: Cultmatrix cc), PO Box 12013, Queenswood 0121, Pretoria
2	Qualifications and field of expertise	PhD (Cultural History) UP (1990), Post-Graduate Museology Diploma UP (1979), general heritage management specialist with experience in museums and heritage since 1983
3	Relevant experience in study area	Expert of railway history
4	Telephone number	(082) 577-4741
5	Fax number	(0866) 127383
6	E-mail	cultmat@iafrica.com

1.7 Development description

1.7	Development description	
1.7.1	Nature of proposed development	Construction of temporary South African port of entry, construction of new port of entry facilities at Lebombo and Ressano Garcia, upgrade of Komatipoort and Ressano Garcia stations
1.7.2	Siting, orientation, height and footprint of new structures	See layout plan
1.7.3	Location and treatment of access roads to site, internal roads, parking	See layout plan
1.7.4	Intended extent of cut/fill on steep slopes	Not available
1.7.5	Intended demolition/alteration of existing structures	Yes
1.7.6	Intended removal/retention of existing vegetation	No
1.7.7	Type and height of new signage	Not available
1.7.9	Nature and height of boundary treatments	Not available
1.7.10	Location of construction facilities	On site
1.7.11	Traffic within, to and from site	Yes
1.7.12	Architectural treatment and use of materials	Not available yet
1.7.13	Extent of proposed demolitions and new additions to existing structures	Existing buildings
1.7.14	Phasing of project and nature and extent of future expansion	n/a
1.7.15	Project alternatives (proposed)	None
1.7.16	History of application	First

PART 2: HERITAGE RESOURCES AND HISTORICAL CONTEXT

2.1 Cultural significance, issues and environmental concerns of site and context

2.1	Cultural significance, issues, concerns	
2.1.1	Environmental and heritage context	See 2.2 below
2.1.2	Cultural significance of adjoining properties relating to property	Komatipoort town and railway bridge, Crocodile and Komati rivers, Kruger National Park (north of Komati), WNLA compound and other buildings in Ressano Garcia
2.1.3	Archaeological remains	Possible
2.1.4	Palaeontological remains	No
2.1.5	Structures older than 60 years	Yes
2.1.6	Graves or burial sites	No
2.1.7	Formally protected heritage sites (Grade 1, 2, 3)	No
2.1.8	Is affected area part of proclaimed special area, conservation area, heritage area, protected area	No, but adjoins Kruger National Park
2.1.9	Places or objects of cultural significance, listed heritage resources	No
2.1.10	Places with oral traditions	Yes
2.1.11	Part of historical settlement or townscape	Yes
2.1.12	Part of landscape of cultural significance	Yes: Lebombo mountains, Crocodile and Komati rivers, the Komatipoort itself
2.1.13	Geological sites of cultural importance	No
2.1.14	Places or objects related to history of slavery	No
2.1.15	History of property	See 2.2
2.1.16	Association with important person, event, groups, activities, public memory	Yes
2.1.17	Sea frontage or water source	Yes: Komati River
2.1.18	Rocky outcrops	No
2.1.19	Rock shelters	No
2.1.20	Part of coastal dune system	No
2.1.21	Geological features	Yes: Lebombo mountains
2.1.22	Located on land reclaimed from sea	No
2.1.23	Situated adjacent to or within scenic route	Yes
2.1.24	Previously cultivated	No

2.2 General history of the affected environment

2.2.1 Stone Age occupation

Human occupation of the region started at least during the Early Stone Age and continued through to the Later Stone Age. In the case of the earlier periods, these sites are usually open sites, occurring near watercourses. During the Later Stone Age, people become more settled and occupied sites over long period of time. A number of rock shelters containing San rock art

are known to exist in the region. These usually occur in shelters located on the granite outcrops.

2.2.2 Iron Age occupation

Iron Age people moved into southern Africa by c. AD 200, entering the area either by moving down the coastal plains, or by using a more central route. It seems more likely that the first option was what brought people into the study area. From the coast they followed the various rivers inland. One of the earliest dated sites are located near Tzaneen (Silver Leaves). Some sites dating to this and a slightly later period, were identified at Plaston (Evers 1977) and still closer at Vergenoeg and The Curlews (Van Schalkwyk & Teichert 2007). One site, dating to AD 980, is found south of the study area in the region of Mbuzini (Van Schalkwyk 2001).

Many Iron Age communities on both sides of the later border did not live in isolation but were connected through various trails with Maputo and Inhambane for conducting trade in ivory, iron, gold, copper and other commodities. No direct trail went through the Komatipoort. The closest route was between Maputo and the Pretoriuskop area via Matlala Poort in the Lebombo mountains south of Komatipoort. The Voortrekkers followed some of these trails in their quest to reach the Indian Ocean (Pienaar 2007).

2.2.3 Colonial exploration

In 1725 Jan van de Capelle, in charge of the Dutch fortification and trading post *Fort Lijdzaamheid* at Delagoa Bay (Maputo), sent an expedition to explore an inland route to the fabled land of Monomotapa. It was a military expedition of 31 men, commanded by Francois de Kuiper. On 5 July 1725 Sergeant Johannes Monna and 6 men reconnoitred a route through the Komatipoort to reach Iron Age communities to the west. They were the first Europeans to enter the present-day Mpumalanga.



FIGURE 2: Plaque commemorating the De Kuiper expedition, mounted against the old Lebombo border post offices

The old Lebombo border post offices (erected in the 1940s), now used as toilets, has bronze plaques in English, Afrikaans and Portuguese commemorating the de Kuiper expedition. These plaques are not in a very visible spot and it is recommended that they should be relocated to the new port of entry facilities, together with background information.

In the 1830s various Voortrekker groups led by Louis Tregard, Karel Tregard, Andries Potgieter and Hans van Rensburg penetrated Mozambique but they did not use the Komatipoort route.

The tropical climate, malaria, bilharzia, nagana, sleeping-sickness and other human and animal diseases prevented widespread colonial occupation. The rinderpest of the 1890s (which decimated large numbers of wild animals and cut down the distribution of tsetse flies), the advent of the railways, planned land settlement of white farmers, the development of agriculture and the establishment of nature conservation areas changed this situation and resulted in increasing numbers of colonists settling in the Komatipoort area.

During the 1840s until the 1880s, the Komatipoort area was visited sporadically by prospectors, scientists, hunters and other explorers, most notably St Vincent Whitshed Erskine (1868 and 1871) and Karl Mauch (1870).

2.2.4 Railway construction

Most of the railways in the *Zuid-Afrikaansche Republiek* (Transvaal Boer republic) were constructed and operated by the *Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij* (Netherlands South African Railway Company, or NZASM), a shareholder company with German and Dutch capital. Founded in Amsterdam in 1887, the NZASM's main objective was the establishment of a railway line between Pretoria and Komatipoort, known together with the Komatipoort-Maputo railway of the Portuguese colony of Mozambique as the Eastern Line. However, the NZASM was also granted permission to develop and work other railway lines, such as the *Rand Tram* from Springs to Krugersdorp via Johannesburg and Germiston (1889-1891), the Pretoria-Germiston-Vereeniging line (1890-1893), the Barberton branch line (1894-1896), the Elsburg-Volksrust line (1894-1896) and the Krugersdorp-Klerksdorp line (1895-1897).

The main objective behind the founding of the NZASM in June 1887 in Amsterdam was the construction and working of a railway line between Pretoria and Komatipoort on the Mozambique border, where it would join a line from Maputo, to be constructed and worked by the Mozambican colonial government. The motives behind the Pretoria-Maputo line, known as the *Oosterlijn* (Eastern Line) were economical and political. Maputo was the harbour closest to Pretoria and the Witwatersrand, and the line would promote development on the Eastern Highveld and in the Lowveld. A link with this port would also make the Transvaal Boer republic less vulnerable to interference with its imports and exports at the ports of Natal and the Cape, both of which were colonies controlled by the British government which, in the minds of many Transvalers, posed a threat to their independence.

Although the route was surveyed as early as 1875 by Richard Thomas Hall and Major Joachim Machado in 1883, these were preliminary inspections. However, the Machado route used Komatipoort and much of his entire route was adopted by the NZASM's surveyors who started detailed survey work from Komatipoort in November 1887.

In 1878-1879 the Mozambican sections of the line were surveyed and in 1883 the Lisbon cabinet granted to Colonel Edward McMurdo, an American citizen, a concession - which took the place of others which had lapsed - for the building of a railway from Lourenco Marques to the Transvaal frontier, the Boer government having agreed (1883) to continue the line to Pretoria. Under this concession Colonel McMurdo formed in London in 1887 a company - the Delagoa Bay and East African Railway Company - to construct the line. Meantime a secret agreement had been come to between President Kruger and Portugal for the concession to the Transvaal of a "steam tramway" parallel to the projected railway, should the company not complete the line in the time specified. The company, however, built the line to the frontier shown on the Portuguese maps of 1883 within the time limit, the railway being opened on the 14th of December 1887. The frontier by this date had been fixed at Komati Poort. Portugal had previously agreed to grant the company "a reasonable extension of time" to complete the

line if the frontier should be traced farther inland than shown on the 1883 maps. The Lisbon government required the extension to Komati Poort to be completed in eight months (five of which were in the rainy season), an impossible stipulation. The railway not being finished, the Portuguese seized the line on the 25th of June 1889 and cancelled the concession. Portugal in so doing acted, to all appearance, under pressure from the Transvaal. Great Britain and America at once protested, Portugal admitted the illegality of her act and consented to refer the amount of compensation to the decision of three Swiss jurists.

Construction in a westerly direction started at Komatipoort in 1890, and by 1892 the railway reached Nelspruit. After the completion of the railway line from Vereeniging to Pretoria in 1893, construction materials could now also be brought up to the Eastern Line's western terminus (Pretoria). In that year a start was made with construction work in an easterly direction, and in October 1894 the sections from Pretoria and Nelspruit were connected at Wilge River station. The inauguration of the Eastern Line in July 1895 was a festive event in Pretoria.

On the Mozambican side of the border a station was established, named *Ressano Garcia* after one of the most respected Portuguese railway engineers of the time, who also was involved with the planning and construction of the Mozambican railway. This station was laid out on the flats adjoining the Komati River. The station attracted human settlement and eventually a town grew around it.

On the Transvaal side of the border, a station was established at Komatipoort, named after the poort (gap) in the Lebombo Mountains. Due to unsuitable terrain, Komatipoort was laid out further west of the border on higher land overlooking the Komati River. As in the case of *Ressano Garcia*, the station rapidly evolved into a small town.



FIGURE 3: Ressano Garcia station in the early days. The main building, though changed, still exists.

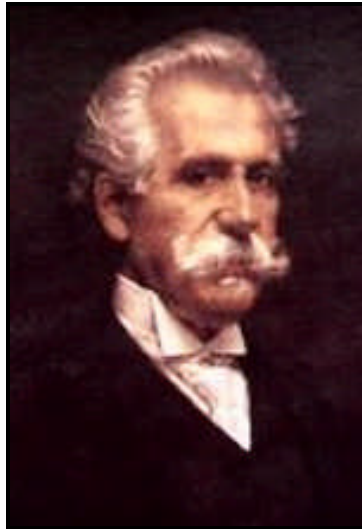


FIGURE 4: Frederico Ressano Garcia, a Portuguese railway engineer after whom the border station was named



FIGURE 5: Komatipoort station, 1890s. None of these buildings exist anymore.

Some elements of the original Ressano Garcia station are still extant. In contrast, none of the original structures at Komatipoort exist and the oldest date back to the 1920s, 1930s and 1940s, implying that they have general protection in terms of the NHRA.

2.2.5 Fixing the border

The exact geographical location of the Mozambique-Transvaal border at Komatipoort caused confusion and problems for the NZASM and McMurdo's company. The Mozambican and Transvaal governments disputed the positions of the border beacons erected by major Machado on behalf of the Portuguese government and by GR von Wielligh on behalf of the Transvaal government. In October 1888 the Portuguese eventually agreed to accept the position of the Von Wielligh beacon, which was in fact about one km east of the Machado beacon (the correct beacon) and thus technically speaking in Mozambique territory.



FIGURE 6: Historic image of the border beacon with the Lebombo Mountains and the Komati Rive in the background

2.2.6 The Anglo-Boer War

For the landlocked Transvaal, Delagoa Bay in the Portuguese colony of Mozambique was its only link with the sea outside British control, the port of Lourenço Marques having been formally connected with Pretoria by rail on 8 July 1895 - the Eastern Line. Since the outbreak of the 2nd Anglo-Boer War, the British had attempted to control the flow of supplies through the port with varying degrees of success, but faced a constant haemorrhage through the long, unguarded frontier with the Transvaal and Swaziland along the Lubombo Range.

When previous attempts to destroy the vital Komati railway bridge failed, Gen Buller raised his own special unit to make another attempt. This corps was commanded by Baron Francis Christian Ludwig von Steinaecker. Known as Steinaecker's Horse, the corps also failed and was then enlarged and given the task of patrolling the Transvaal-Mozambique border, gathering intelligence and harassing Boer forces. Its headquarters were at Komatipoort. It was disbanded after the end of the war but various members settled in the area or found employment at the Sabi Game Reserve managed by Stevenson-Hamilton.



FIGURE 7: British blockhouse at Komatipoort manned by members of Steinaecker's Horse

2.2.7 Establishing ports of entry

It appears as if the railway line was the main entry and exit point on the border for a number of years. In 1906 the Transvaal colonial government created a Customs and Excise Department that established a proper port of entry on the border. A year later the Portuguese authorities established a similar facility at Ressano Garcia. The two rondavel-type houses (Buildings 114 and 115) already existed in the mid-1930s as accommodation for customs officials and between 1936 and 1946 a new border control office was erected (now used as a toilet facility). Further office buildings and staff houses have been added since the 1950s to date. Most of these buildings are earmarked for demolition to make way for a temporary border post facility.

On the Ressano Garcia side of the border, a small border control office existed in the late 1930s (RG 1). Water was provided to the border post and the town via a pump station and water tower (RG 2). Close to the border post an open-air market with stalls, toilet facilities and children's playground was built (RG 3). All these structures will be demolished. In the 1970s or 1980s the present border control office was erected which will continue to function.

2.2.8 The WNLA

The Witwatersrand Native Labour Association (WNLA) was founded by the Chamber of Mines after World War I for purposes of recruiting black labour for the mines in South Africa. At Ressano Garcia the WNLA established a compound where workers were assembled and checked before going to South Africa. This compound is close to the new port of entry facility but will not be affected.



FIGURE 8: Scenes at the WNLA facilities at Ressano Garcia

PART 3: HERITAGE IMPACT ASSESSMENT AND RECOMMENDATIONS

3.1 Identification and mapping of significant heritage resources



FIGURE 9: LB 1 modern buildings at Lebombo Border Post used by the SAPS and SARS



FIGURE 10: LB 2 Original rondavel-type staff houses (1930s), known as Buildings 114 and 115 at Lebombo Border Post



FIGURE 11: LB 3 Modern Lebombo border post offices



FIGURE 12: LB 4 Historic (1940s) Lebombo border post offices now used as toilets



FIGURE 13: LB 5 Modern Lebombo border post staff quarters known as Buildings 116-156



FIGURE 14: LB 6(1) Railway cottage (1930s) at Komatipoort Station



FIGURE 15: LB 6(2) Signal cabin (1960s) at Komatipoort Station



FIGURE 16: LB 6(3) Komatipoort Station building (1945)



FIGURE 17: LB 6(4) Signal cabin (1950s) at Komatipoort Station



FIGURE 18: LB 6(5) 1940s building at Komatipoort Station



FIGURE 19: LB 6(6) Goods shed (early 20th century) at Komatipoort Station

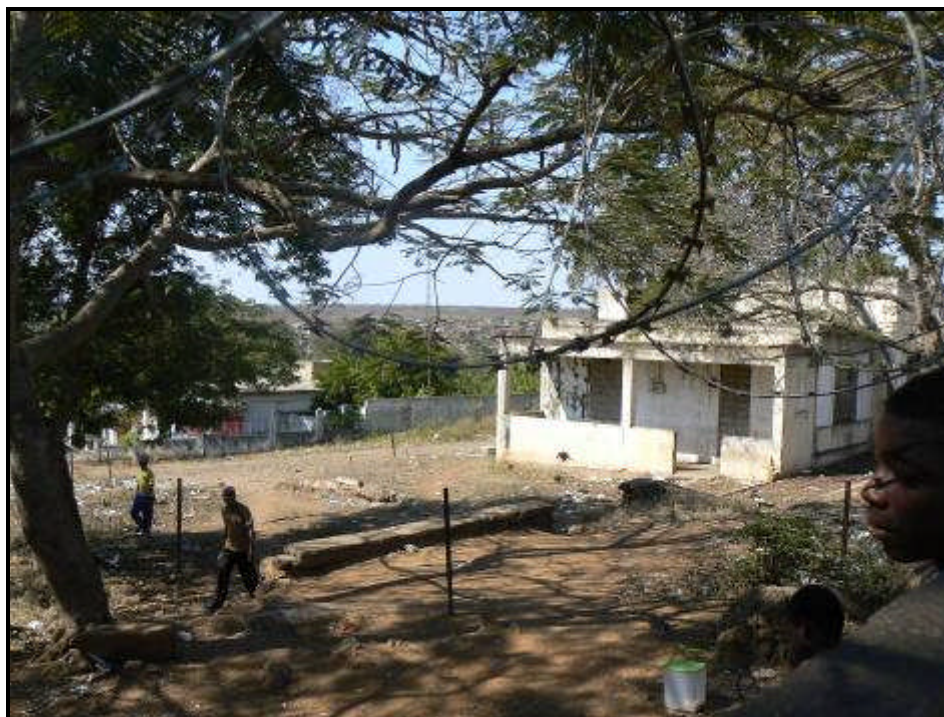


FIGURE 20: RG 1 Original border post office at Ressano Garcia



FIGURE 21: RG 2 Border fence, pumping station and water tower (extreme left) at Ressano Garcia



FIGURE 22: RG 3 Ruin of market with stalls and playground at Ressano Garcia



FIGURE 23: RG 4(1) Ressano Garcia border post offices



FIGURE 24: RG 4(2) Other buildings, mainly dwellings, sheds etc, may also be affected by the port of entry expansion at Ressano Garcia

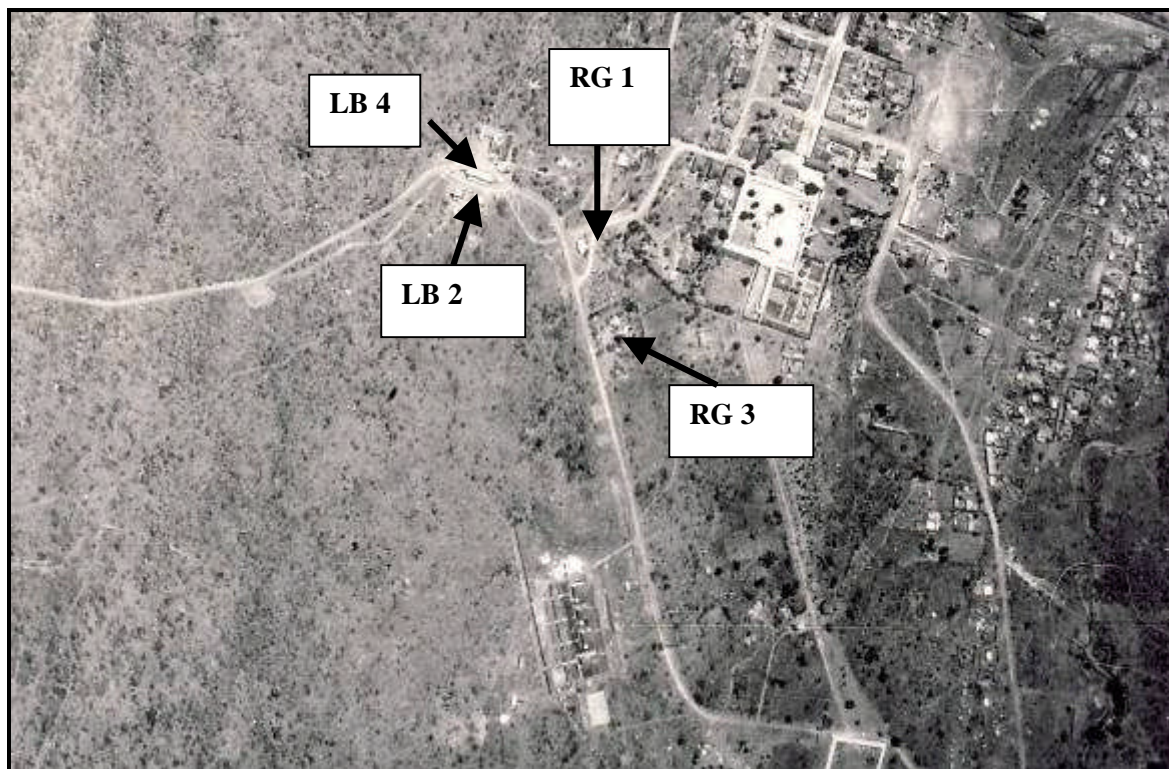


FIGURE 25: Aerial image (1939) of Lebombo Border Post and Ressano Garcia indicating significant heritage resources that existed at the time

3.2 Summary of cultural significance of the property or any part thereof (Section 3(3))

3.2.1 Description of the site

The site for the proposed project consists of the Komatipoort railway station and of the Lebombo port of entry. The Komatipoort railway station is located on the north-eastern side of the town of the same name. The port of entry facilities are located on the southern slopes of the Lebombo Mountains overlooking the poort through which the Komati River flows, and border on the town of Ressano Garcia.

3.2.2 Criteria of heritage value

	<i>(check box of all relevant categories)</i>	<i>Brief description/explanation</i>
X	Important in the community or pattern of South Africa's history .	Anglo-Boer War, railway construction, border determination, border traffic etc Rating: High
x	Associated with the life or work of a person, group or organisation of importance in history.	Engineer Ressano Garcia Rating: Medium
X	Associated with the history of slavery/labour	WNLA Rating: High
	Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons	None Rating: Low
x	Exhibits particular aesthetic characteristics valued by a community or cultural group	Lebombo border post building (1940s), Ressano Garcia border post building and market Rating: Medium
	Demonstrates a high degree of creative or technical achievement at a particular period	No Rating: Low

	Has potential to yield information that will contribute to an understanding of natural or cultural heritage	None Rating: Low
x	Typical: Demonstrates the principal characteristics of a particular class of natural or cultural places	1930s and 1940s station and border post buildings Rating: Medium
x	Rare: Possesses uncommon, rare or endangered aspects of natural or cultural heritage	Lebombo border post building Rating: High

3.2.3 Character-defining features

- LB 2: Rondavel-type staff houses
- LB 4: Original Lebombo border post offices
- LB 6: Komatipoort station buildings
- RG 1: Ressano Garcia border post office (old)
- RG 2: Ressano Garcia pump station
- RG 4: Ressano Garcia border post offices

3.3 Impact assessment

Refer to Figures 26-27 and impact assessment table below.

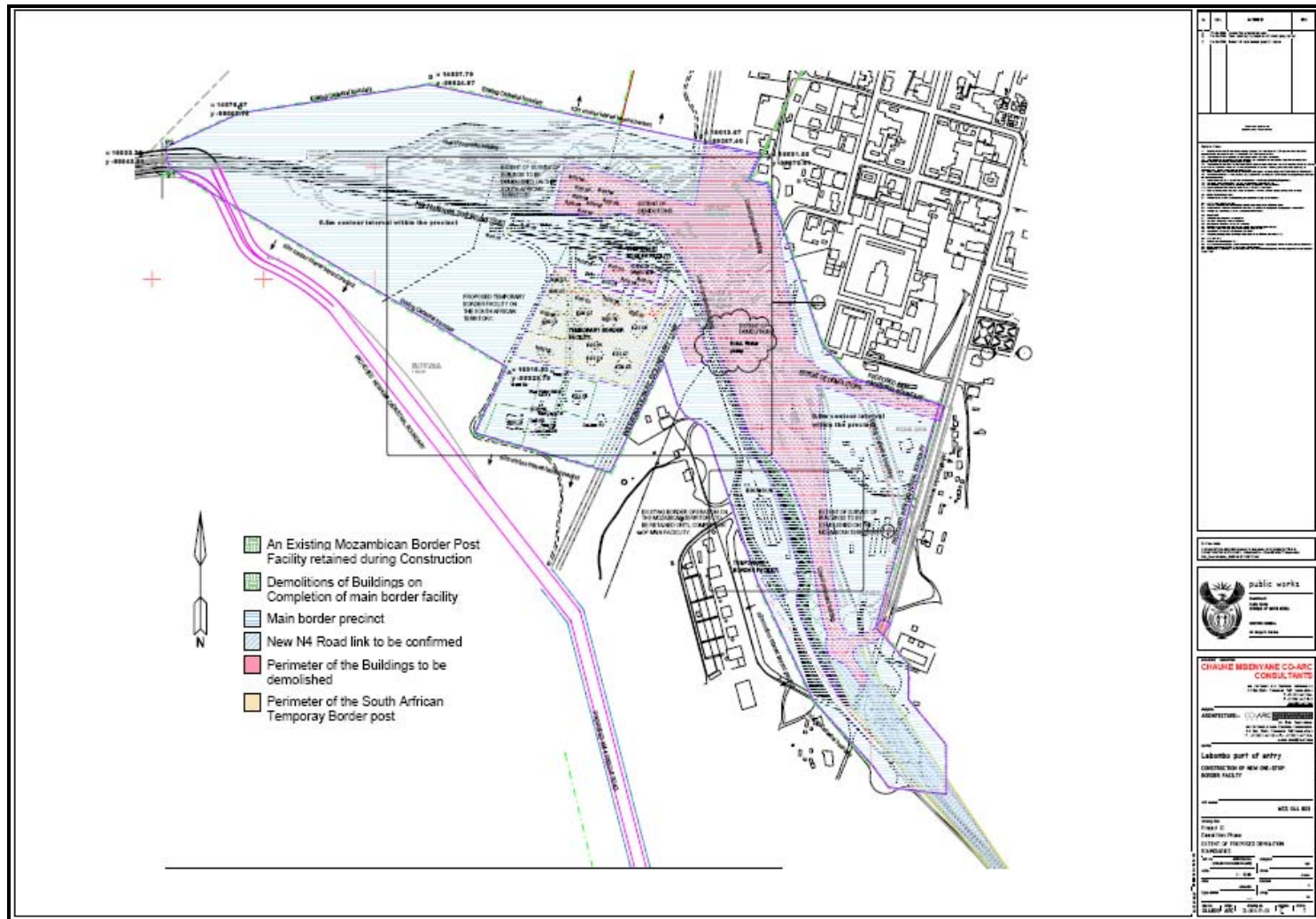


FIGURE 26: Layout of proposed development indicating extent of demolitions

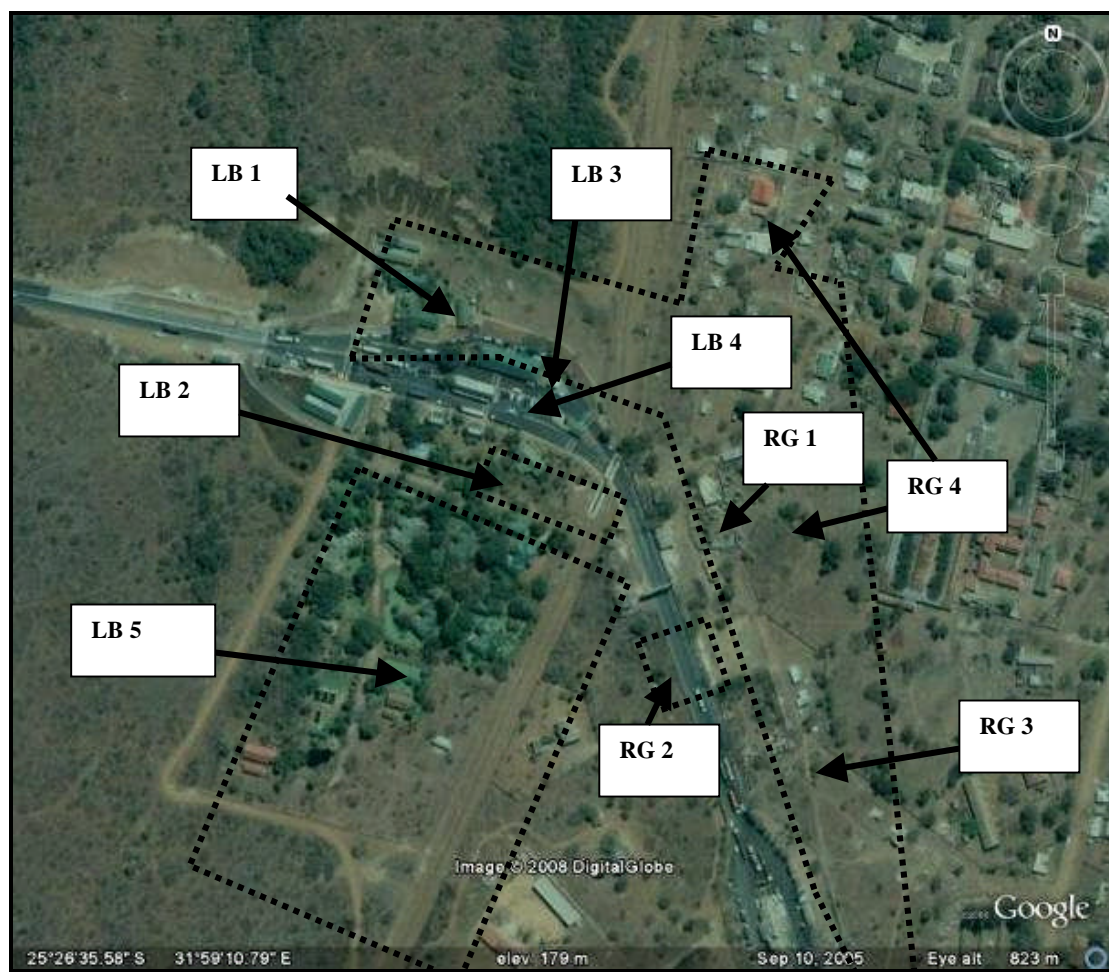


FIGURE 27: Google Earth image indicating extent of boundaries of demolition areas and location of identified heritage resources

S 3(2) NHRA heritage resource	Identity	Significance		Impact	Mitigation		
		Tangible	Intangible		Issues	Recommended responses	Status
Buildings, structures, places and equipment of cultural significance	Buildings north of border post offices (LB 1)	Low	Low	Low negative	Modern buildings occupied by SAPS and officials – to be demolished	Photo documentation	-
Buildings, structures, places and equipment of cultural significance	Old rondavel staff houses south of existing toilet building (LB 2)	Medium	Medium	Medium	Original staff houses older than 60 years – one to be demolished	Full documentation	Completed
Buildings, structures, places and equipment of cultural significance	Modern border post offices (LB 3)	Low	Medium	Neutral	Will be retained	-	-
Buildings, structures, places and equipment of cultural significance	Original border post offices (LB 4)	High	High	Neutral	Will be retained – alterations subject to permit application in terms of Section 34	As-built documentation	-
Buildings, structures, places and	Modern staff houses (LB 5)	Low	Low	Low negative	To be demolished for temporary border	Full documentation	Completed

S 3(2) NHRA heritage resource	Identity	Significance		Impact	Mitigation		
		Tangible	Intangible		Issues	Recommended responses	Status
equipment of cultural significance					facility		
Buildings, structures, places and equipment of cultural significance	Komatipoort railway station (LB 6)	Medium to high	Medium	Impact and extent of upgrade unknown	Station buildings, staff houses, goods shed protected through Section 34	Avoid if possible and re-use, otherwise full documentation before demolition	-
Areas to which oral traditions are attached or which are associated with intangible heritage	Entire area	Medium	High	Low negative	Will be altered completely	Full documentation and photo survey. Preserve, relocate and interpret De Kuiper plaques to new facility.	Completed . Plaques still need attention.
Objects to which oral traditions are attached or which are associated with intangible heritage	None	-	-	-	-	-	-
Areas of significance related to labour history	None	-	-	-	-	-	-
Historical settlements and townscapes	None	-	-	-	-	-	-
Landscapes and natural features of cultural significance	None	-	-	-	-	-	-
Geological sites of scientific or cultural importance	None	-	-	-	-	-	-
Archaeological and palaeontological sites	None	-	-	-	-	-	-
Objects recovered from the soil or waters of South Africa, including archaeological and palaeontological objects and material, meteorites and rare geological specimens	None	-	-	-	-	-	-
Ethnographic art and objects	None	-	-	-	-	-	-
Military objects	None	-	-	-	-	-	-
Objects of decorative or fine art	None	-	-	-	-	-	-

S 3(2) NHRA heritage resource	Identity	Significance		Impact	Mitigation		
		Tangible	Intangible		Issues	Recommended responses	Status
Objects of scientific or technological interest	None	-	-	-	-	-	-
Books, records, documents, photographic positives and negatives, graphic, film or video material or sound recordings	None on site	-	-	-	-	-	-

3.4 Social and economic benefits

The development will have direct benefits related to heritage conservation insofar as the preservation of tangible heritage resources (original staff house and border post offices on the South African side) and intangible memory of the port of entry (site interpretation, plaques) is concerned.

The development will also benefit the handling of increased border traffic (especially during the FIFA Football World Cup) and the associated creation of temporary and permanent jobs.

3.5 Consultation with affected communities

This process is part of the EIA.

3.6 Key mitigation and enhancement measures before construction

This will entail detailed documentation of significant heritage resources before demolition:

- LB 2: One of the rondavel-type staff houses (done)
- LB 5: Staff houses (done)
- RG 1: Ressano Garcia border office (not done)
- RG 2: Ressano Garcia pump station (not done)
- RG 3: Ressano Garcia market facility (not done)

The impact of the development on the Komatipoort and Ressano Garcia railway stations is not clear at this stage. If possible, significant buildings and structures should be avoided and used; otherwise detailed documentation before demolition is recommended.

3.7 Mitigation of adverse effects during and after construction

The following project actions may impact negatively on archaeological sites and other sites of cultural importance. The actions are most likely to occur during the construction phase of the proposed project.

- Road making, construction and rehabilitation activities and development of services may expose as yet unknown heritage resources;
- Occupation of the area would bring in curious visitors, who might destroy or remove objects from the identified sites;

We recommend that:

- Construction work is monitored for the uncovering of any archaeological and historical sites, structures and objects through excavation and demolition activities;

- This recommendation must be included in construction tender documents.
- Identified sites should be properly documented and protected.
- There should be a Conservation Management Plan for preserved heritage buildings.

3.8 Key uncertainties and risks that may influence accuracy and confidence of investigation

It is possible that new information, which could change the recommendations, will be generated through the following activities:

- Archaeological and historical sites and objects that are hidden or are buried

3.9 Final recommendations

Based on the above findings, it is recommended that SAHRA and the *Conselho Nacional de Património Cultural* (or any other appropriate Mozambican organ of state) takes note of and authorises the proposed development with the understanding that:

1. Vegetation clearing, bulk earthworks and excavations operations must be monitored during the site preparation and construction phases of the project. Should any archaeological remains be uncovered during these operations (hidden foundations, old waste dumps, and other chance finds), these must be brought to the attention of a heritage consultant. Test excavations (and possibly) systematic archaeological sampling may be required subject to the issuing of a permit by SAHRA or the Mozambican authorities before construction will be allowed to proceed. This will be a new and separate project.
2. Should any other human remains be disturbed, exposed or uncovered during excavations for the proposed project, these should immediately be reported to a heritage consultant. Burial remains should not be disturbed or removed until inspected by the archaeologist.
3. Memorialisation of the history of the port of entry (de Kuiper expedition, WNLA labour history etc) will be done through small site displays (plaques etc) on both sides of the border.
4. Buildings older than 60 years and other significant heritage resources have been fully documented for the border post area (e.g. see Part 6 below).
5. A Conservation Management Plan for preserved heritage resources has been submitted.

PART 4: INFORMATION SOURCES USED IN THIS REPORT

4.1 Archival sources

DEPOT SAB
SR/SN 000/00
SOURCE PWD
TYPE LEER
VOLUME_NO 273
SYSTEM 01
REFERENCE 669

PART 2
DESCRIPTION KOMATIPOORT CUSTOMS
DEPARTMENT. PURCHASE AND ADAPTATION
OF HOUSE
STARTING 1935
ENDING 1939

DEPOT SAB
SR/SN 000/00
SOURCE PWD
TYPE LEER
VOLUME_NO 273
SYSTEM 01
REFERENCE 2/669

PART 2
DESCRIPTION KOMATIPOORT CUSTOMS
DEPARTMENT . REPAIRS, REQUIREMENTS AND
MINOR WORKS
STARTING 1937
ENDING 1940

DEPOT SAB
SR/SN 000/00
SOURCE PWD
TYPE LEER
VOLUME_NO 273
SYSTEM 01
REFERENCE 2/669

PART 3
DESCRIPTION KOMATIPOORT CUSTOMS
DEPARTMENT . REPAIRS , REQUIREMENTS
AND MINOR
WORKS
STARTING 1941
ENDING 1949

DEPOT SAB
SR/SN 000/00
SOURCE PWD
TYPE LEER
VOLUME_NO 274
SYSTEM 01
REFERENCE 2/669

PART 4
DESCRIPTION KOMATIPOORT CUSTOMS
DEPARTMENT . REPAIRS , REQUIREMENTS
AND MINOR WORKS
STARTING 1950
ENDING 1955

DEPOT SAB
SR/SN 000/00
SOURCE PWD
TYPE LEER
VOLUME_NO 274
SYSTEM 01

REFERENCE 3/669

PART 1
DESCRIPTION LEBOMBO. KOMATIPOORT NEW
CUSTOMS AND IMMIGRATION STATION
ERECTION
STARTING 1936
ENDING 1941

DEPOT SAB
SR/SN 000/00
SOURCE PWD
TYPE LEER
VOLUME_NO 275
SYSTEM 01
REFERENCE 3/669

PART 2
DESCRIPTION LEBOMBO . KOMATIPOORT
CUSTOMS AND IRRIGATION STATION .
ERECTION
STARTING 1942
ENDING 1946

DEPOT SAB
SR/SN 000/00
SOURCE PWD
TYPE LEER
VOLUME_NO 307
SYSTEM 01
REFERENCE 774

PART 1
DESCRIPTION KOMATIPOORT : IMMIGRATION
OFFICE . REPAIRS AND MINOR WORKS
STARTING 1921
ENDING 1935

DEPOT SAB
SOURCE TES
TYPE LEER
VOLUME_NO 6069
SYSTEM 01
REFERENCE F48/42
PART 1

DESCRIPTION DEPARTMENT OF IMMIGRATION.
FURNITURE: FOR IMMIGRATION OFFICERS'
QUARTERS AT LEBOMBO, KOMATIPOORT.
STARTING 1935
ENDING 1936

DEPOT SAB
SOURCE GMO
TYPE LEER
VOLUME_NO 1/369
SYSTEM 01
REFERENCE 3

PART 1
DESCRIPTION BEPLANNING. INDIVIDUELE
PLEKKE. DORPSTIGTING EN UITBREIDING.
STARTING 19660000
ENDING 19760000
REMARKS KOMATIPOORT.

DEPOT SAB
SR/SN 000/00

SOURCE GEM
TYPE LEER
VOLUME_NO 2157
SYSTEM 01
REFERENCE SB34/69
PART 1
DESCRIPTION KOMATIPOORT WONINGS VIR
 SUID-AFRIKAANSE POLISIE ERWE 89 - 91.
STARTING 1969
ENDING 1971
REMARKS 31/8/1031/4.

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 255
SYSTEM 01
REFERENCE A15/1/11
PART 1
DESCRIPTION WORK OF THE PORT.
 KOMATIPOORT AND LEBOMBO.
STARTING 19060000
ENDING 19250000

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 255
SYSTEM 01
REFERENCE A15/1/11
PART 2
DESCRIPTION WORK OF THE PORT.
 KOMATIPOORT AND LEBOMBO.
STARTING 19250000
ENDING 19270000

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 255
SYSTEM 01
REFERENCE A15/1/11
PART 3
DESCRIPTION WORK OF THE PORT.
 KOMATIPOORT AND LEBOMBO.
STARTING 19270000
ENDING 19290000

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 256
SYSTEM 01
REFERENCE A15/1/11
PART 4
DESCRIPTION WORK OF THE PORT.
 KOMATIPOORT AND LEBOMBO.
STARTING 19290000
ENDING 19300000

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 256
SYSTEM 01
REFERENCE A15/1/11
PART 6
DESCRIPTION WORK OF THE PORTS.
 KOMATIPOORT AND LEBOMBO.

STARTING 19340000
ENDING 19350000

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 257
SYSTEM 01
REFERENCE A15/1/11
PART 7
DESCRIPTION WORK OF THE PORTS.
 KOMATIPOORT AND LEBOMBO.
STARTING 19350000
ENDING 19400000

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 257
SYSTEM 01
REFERENCE A15/1/11
PART 8
DESCRIPTION WORK OF THE PORT.
 KOMATIPOORT AND LEBOMBO.
STARTING 19410000
ENDING 19460000

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 257
SYSTEM 01
REFERENCE A15/1/11
PART 9
DESCRIPTION WORK OF THE PORT.
 KOMATIPOORT AND LEBOMBO.
STARTING 19460000
ENDING 19500000

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 257
SYSTEM 01
REFERENCE A15/1/11
PART 10
DESCRIPTION WORK OF THE PORTS.
 KOMATIPOORT AND LEBOMBO.
STARTING 19500000
ENDING 19580000

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 258
SYSTEM 01
REFERENCE A15/1/11
PART 11
DESCRIPTION WORK OF THE PORT.
 KOMATIPOORT AND LEBOMBO.
STARTING 19580000
ENDING 19640000

DEPOT SAB
SOURCE DEA
TYPE LEER
VOLUME_NO 258
SYSTEM 01
REFERENCE A15/1/11

PART 12
DESCRIPTION WORK OF THE PORT.
KOMATIPOORT AND LEBOMBO.
STARTING 19640000
ENDING 19660000

DEPOT SAB
SOURCE GG
TYPE LEER
VOLUME_NO 1549
SYSTEM 01
REFERENCE 50/764
PART 1
DESCRIPTION NATIVES: LABOUR ON MINES.
 SUSPENSION OF REPATRIATION OF NATIVES
 FROM TRANSVAAL TO MOZAMBIQUE: MEDICAL
 INSPECTION OF COMPOUNDS **RESSANO**
GARCIA AS PREVENTATIVE MEASURE.
STARTING 19190000
ENDING 19190000
REMARKS 50/762 PREVIOUS PAPERS.

DEPOT TAB
SOURCE SS
TYPE LEER
VOLUME_NO 3043
SYSTEM 01
REFERENCE R12268/91
PART 1
DESCRIPTION POTT, LORENCO MARQUES. RE
 AANKOMST TE **RESSANO GARCIA** VAN
 HEEREN VOOR DE GRENSPARAMIDE.
STARTING 18910928
ENDING 18910928
REMARKS BY R17409/90.

DEPOT TAB
SR/SN 000/00
SOURCE CT
TYPE LEER
VOLUME_NO 106
SYSTEM 01
REFERENCE T10/46
PART 1
DESCRIPTION CUSTOMS. ESTABLISHMENT OF
 A PORTUGEUSE CUSTOMS HOUSE AT
RESSANO GARCIA.
STARTING 1907
ENDING 1909

DEPOT TAB
SOURCE PWD
TYPE LEER
VOLUME_NO 124
SYSTEM 01
REFERENCE 5430/03
PART 1
DESCRIPTION WITWATERSRAND NATIVE
 LABOUR ASSOCIATION. WISH TO PURCHASE
 HOUSE, SITUATED ON TRANSVAAL SIDE OF
 BORDER, ABOVE **RESSANO GARCIA**.
STARTING 19030000
ENDING 19030000

DEPOT TAB
SOURCE SNA
TYPE LEER
VOLUME_NO 61
SYSTEM 01

REFERENCE NA2131/02
PART 1
DESCRIPTION IMPERIAL SECRETARY - CONSUL
 GENERAL LOURENCO MARQUES REPORTS
 THAT THERE ARE 49 NATIVES IN
 WITWATERSRAND NATIVE LABOUR
 ASSOCIATION COMPOUND AT **RESSANO**
GARCIA WHO COME FROM MAGUDA IN WHICH
 VILLAGE PLAGUE IS REPORTED.
STARTING 19020000
ENDING 19020000

4.2 Literature

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4.3 Maps

2531 BD and 2532 AC Komatipoort (1965)
General Plan showing extent of demolitions
Detailed Plan showing extent of demolitions on SA side of border

4.4 Aerial photographs

Job 150/1939 strip 11 Nos 27317, 27319, 27321
Google Earth

PART 5: TERMINOLOGY USED IN THIS REPORT

Cultural significance (Burra Charter)

Aesthetic, historic, scientific, social or spiritual importance, meaning or noteworthiness for past, present or future generations

Cultural significance is embodied in the place itself (intrinsic significance), its fabric, setting, use, associations, meanings, records, related places and related objects

Heritage resources/features (NHRA)

Any place or object of cultural significance, including:

- (a) places, buildings, structures and equipment of cultural significance;
- (b) places to which oral traditions are attached or which are associated with living heritage;
- (c) historical settlements and townscapes;
- (d) landscapes and natural features of cultural significance;
- (e) geological sites of scientific or cultural importance;
- (f) archaeological and palaeontological sites;
- (g) graves and burial grounds, including—
 - (i) ancestral graves;
 - (ii) royal graves and graves of traditional leaders;
 - (iii) graves of victims of conflict;
 - (iv) graves of individuals designated by the Minister by notice in the *Gazette*;
 - (v) historical graves and cemeteries; and
 - (vi) other human remains which are not covered in terms of the Human Tissue Act, 1983 (Act No. 65 of 1983);
- (h) sites of significance relating to the history of slavery in South Africa;
- (i) movable objects, including—
 - (i) objects recovered from the soil or waters of South Africa, including archaeological and palaeontological objects and material, meteorites and rare geological specimens;
 - (ii) objects to which oral traditions are attached or which are associated with living heritage;
 - (iii) ethnographic art and objects;
 - (iv) military objects;
 - (v) objects of decorative or fine art;
 - (vi) objects of scientific or technological interest; and
 - (vii) books, records, documents, photographic positives and negatives, graphic, film or video material or sound recordings, excluding those that are public records as defined in section 1(xiv) of the National Archives of South Africa Act, 1996 (Act No. 43 of 1996).

Heritage significance (NHRA)

- (a) its importance in the community, or pattern of South Africa's history;
- (b) its possession of uncommon, rare or endangered aspects of South Africa's natural or cultural heritage;
- (c) its potential to yield information that will contribute to an understanding of South Africa's natural or cultural heritage;
- (d) its importance in demonstrating the principal characteristics of a particular class of South Africa's natural or cultural places or objects;
- (e) its importance in exhibiting particular aesthetic characteristics valued by a community or cultural group;
- (f) its importance in demonstrating a high degree of creative or technical achievement at a particular period;
- (g) its strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;
- (h) its strong or special association with the life or work of a person, group or organisation of importance in the history of South Africa; and

(i) sites of significance relating to the history of slavery in South Africa.

Historic period

Since the arrival of the white settlers - c. AD 1840 in this part of the country

Impact

A description of the effect of an aspect of the development on a specified component of the biophysical, social or economic environment within a defined time and space

Impacts are generally classified as:

- Direct/Primary: Occurring at the same time and in the same space
- Indirect/Secondary: Occurring at a later time and a different place
- Cumulative: Collective effect created by a combination of primary or secondary impacts

Impact assessment

Issues that cannot be resolved during screening (Level 1) and scoping (Level 2) and thus require further investigation

Iron age

Early Iron Age	AD 200 - AD 900
Middle Iron Age	AD 900 - AD 1300
Late Iron Age	AD 1300 - AD 1830

Issue

A question that asks what the impact of the proposed development will be on some element of the environment

Maintenance

Keeping something in good health or repair

Management actions

Actions that enhance benefits associated with a proposed development or avoid, mitigate, restore, rehabilitate or compensate for the negative impacts

Preservation

Conservation activities that consolidate and maintain the existing form, material and integrity of a cultural resource

Reconstruction

Re-erecting a structure on its original site using original components.

Rehabilitation

Re-using an original building or structure for its historic purpose or placing it in a new use that requires minimal change to the building or structure characteristics and its site and environment.

Restoration

Returning the existing fabric of a place to a known earlier state by removing additions or by reassembling existing components.

SAHRA - South African Heritage Resources Agency

Stone Age

Early Stone Age (ESA)	2 000 000 - 150 000 Before Present
Middle Stone Age (MSA)	150 000 - 30 000 BP
Late Stone Age (LSA)	30 000 - until c. AD 200

Value

Worth, conservation utility, desirability to conserve etc in terms of physical condition, level of significance (importance), economy (feasibility), possible new uses and associations/comparisons with similar features elsewhere

PART 6: ADDITIONAL ILLUSTRATIONS

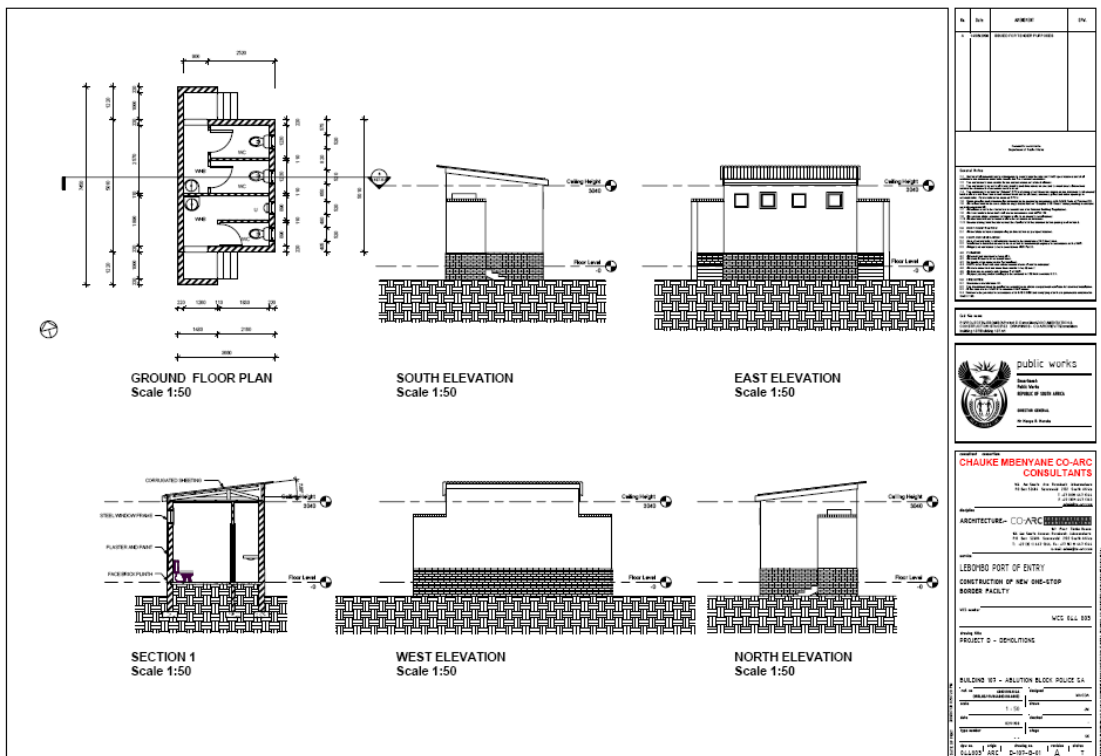
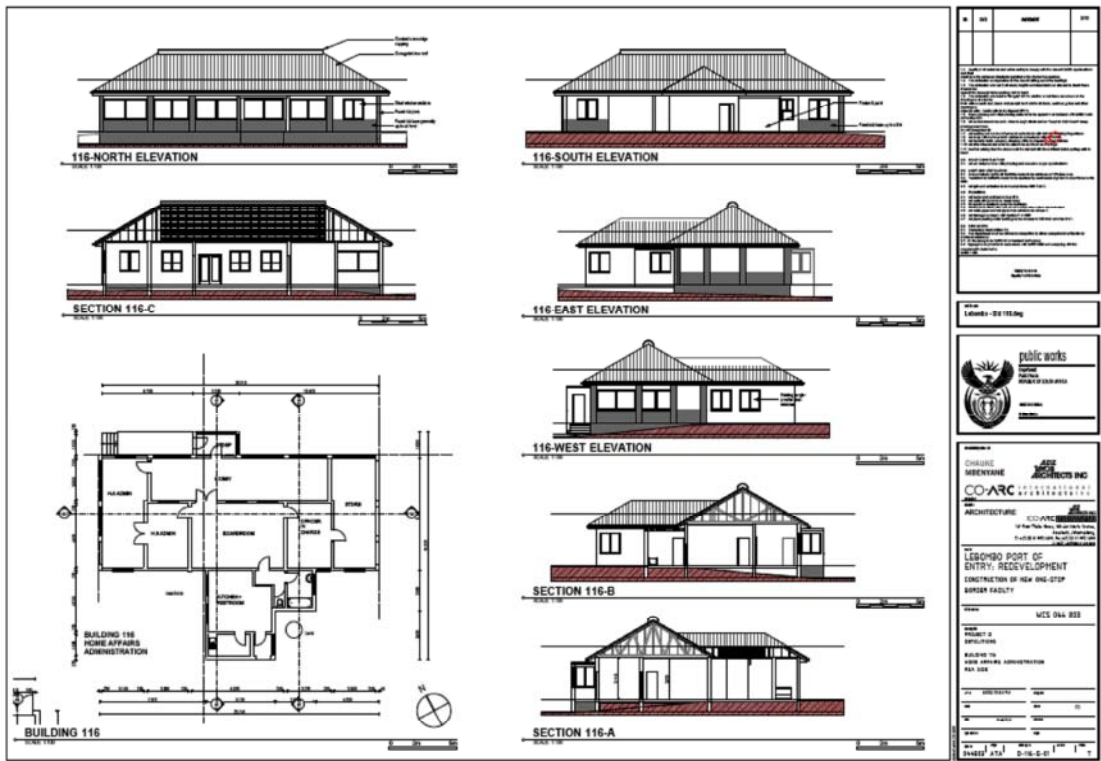




FIGURE 28-31. The type of documentation that has been done for all structures on the South African side of the border.

