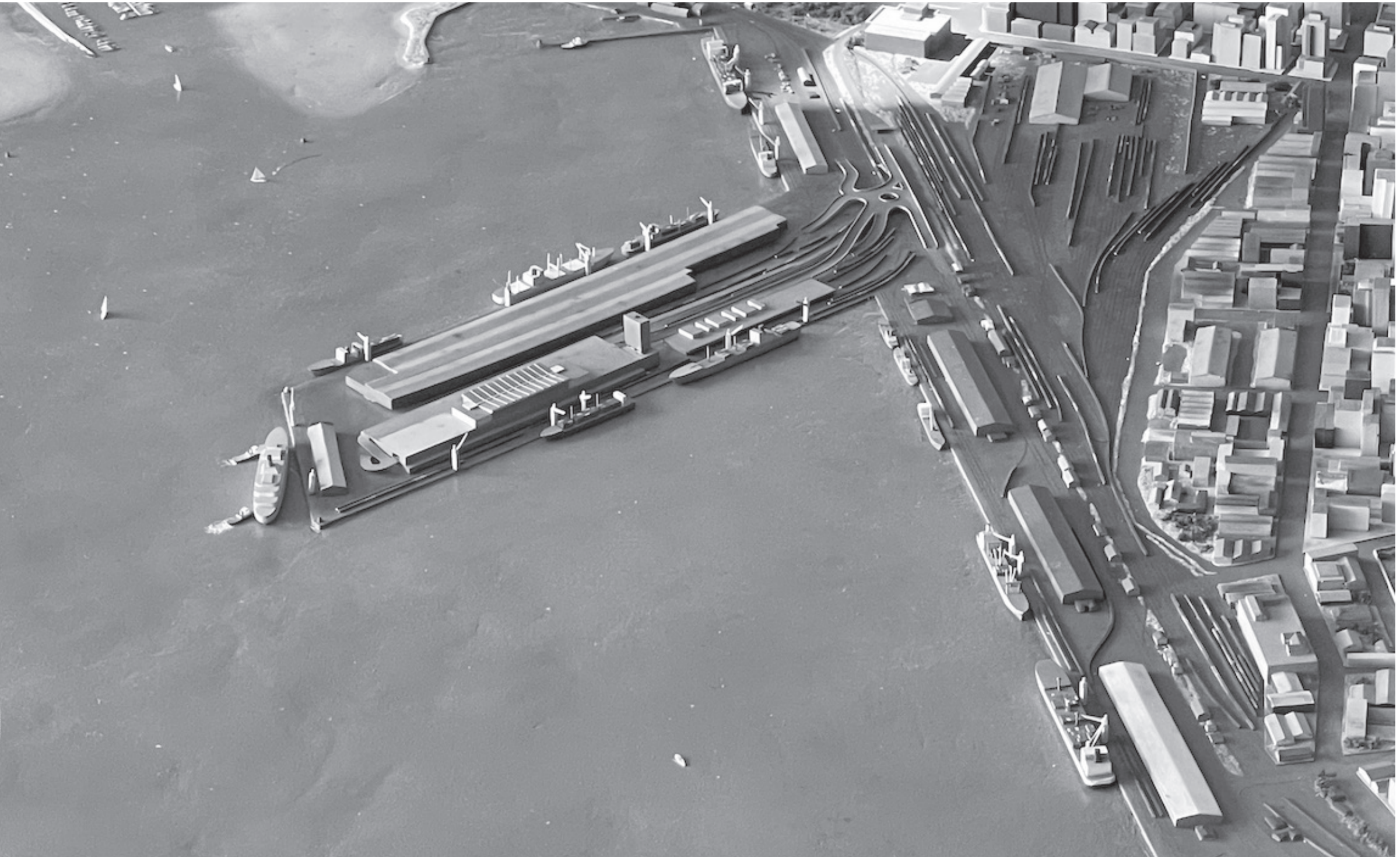
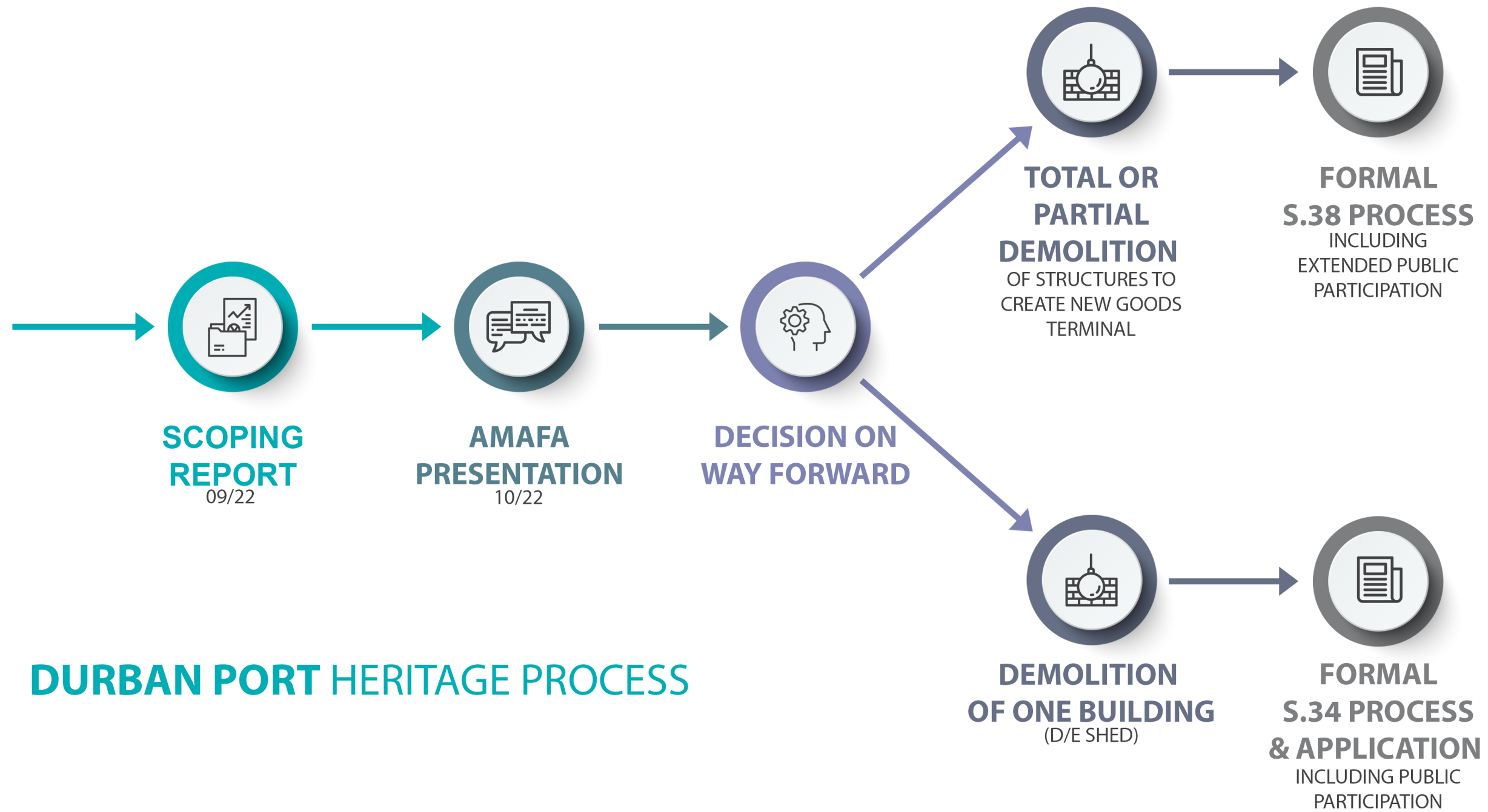


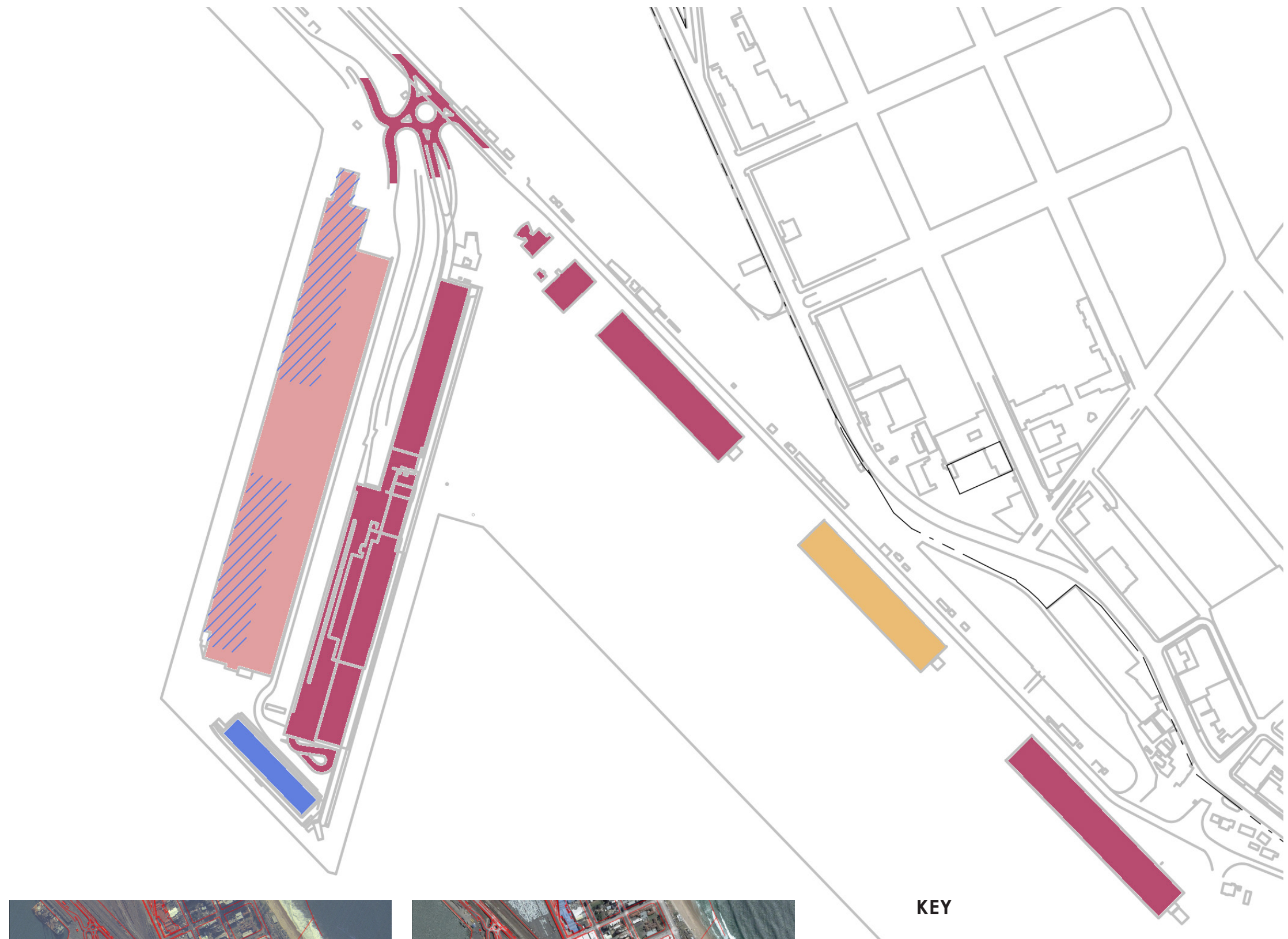
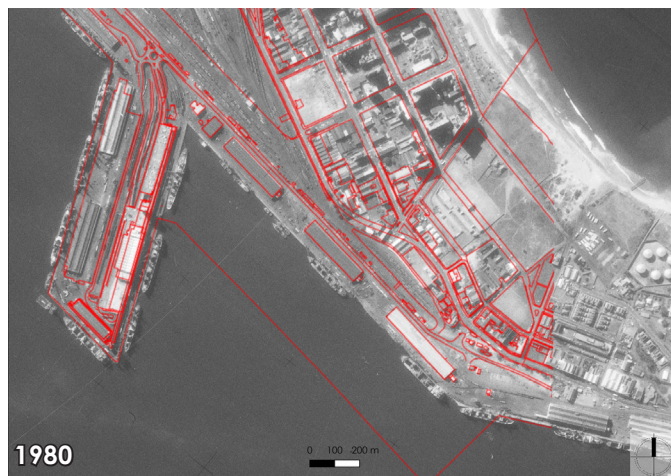
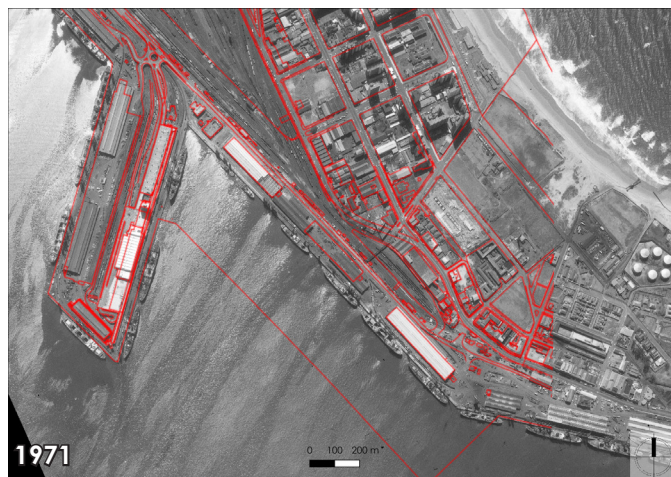
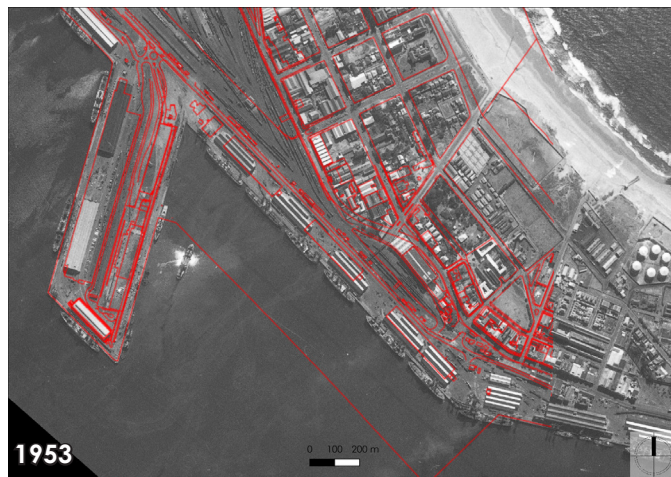
DURBAN HARBOUR HERITAGE SCOPING REPORT
AS A PRECURSOR TO
S.34 AND/OR S.38 SUBMISSIONS TO AMAFA



EXECUTIVE SUMMARY

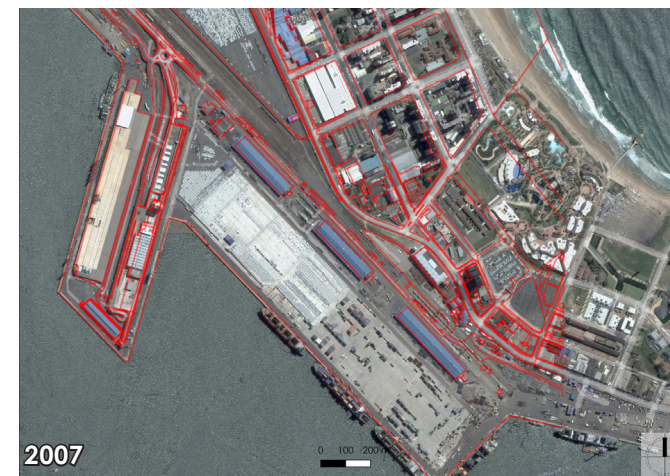
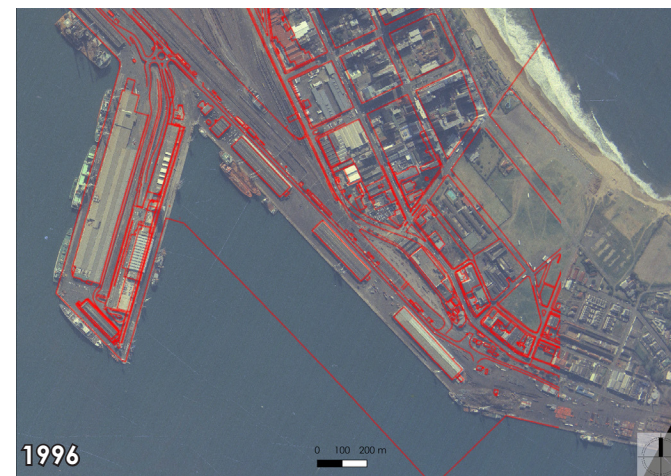


DIAGRAMMATIC REPRESENTATION OF AGE OF RELEVANT STRUCTURES AS DETERMINED FROM AERIALS (RSA, 2022)



KEY

	1937 - 1953
	Some earlier fabric persists
	1953 - 1971
	1971 - 1980
	1980 - 1996



STATEMENTS OF SIGNIFICANCE

D / E Shed (B2186) - IIIC S34

The D/E Shed is the oldest surviving though not original shed situated along the Point Road quay. It is representative of its function and type. No early sheds and warehouses from the C19th or very early C20th survive, so this (and the early N shed) represent the only surviving visible links to trade and warehousing in this area. As such, it has contextual significance and is worthy of a Grade IIIC grading.

F Shed - NCW

This warehouse is younger than 60 years old, has no intrinsic heritage significance although representative of the harbour warehouse typology.

G Shed - NCW

This warehouse is younger than 60 years old, has no intrinsic heritage significance although representative of the harbour warehouse typology.

MHA Building (B2233) - IIIB S34

This admin and service building is part of a grouping of buildings of high architectural and engineering merit from the very early 1960's. Sharing authorship with the Ocean Terminal Building, this new Servicing Garage building should be seen as part of the overall design intervention in this area. The building is worthy of at least Grade IIIB and possibilities for recovery of significance and enhancement of usage in an appropriate manner, exist.

MHA Garage - NCW

The structure is not conservation worthy.

L Shed - IIIA S34

Part of the highly significant Ocean Terminal Complex, an architectural and engineering complex of very high architectural significance with references to international design and theory of the time. The base of the building is worthy of at least a Grade IIIA grading.

M Shed (B2326, B2324, B2328, B2351) - IIIA S34

Part of the highly significant Ocean Terminal Complex, an architectural and engineering complex of very high architectural significance with references to international design and theory of the time. The base of the building is worthy of at least a Grade IIIA grading.

Durmarine (B2327) - II S34

The Durmarine tower rising above the L-shed below is an architectural tour-de-force and likely amongst the very best of its type in South Africa. The form is iconic and functional and stylistically references Brazilian modernism. The building has functionally designed sun-screen elements, and architectural detailing at both the macro and micro-scale. As a component of the overall complex, the Durmarine building is worthy of Grade II in its own right as part

of the overall IIIA grading. This ring-fenced grading can be ascribed because of the identifiable and separate nature of the Durmarine tower in addition to its overall embedded form and structure. The building is one of the modern movement master-pieces in South Africa.

Ocean Terminal (B2325A) - II S34

The Ocean Terminal complex is an architectural tour-de-force and likely amongst the very best of its type in South Africa. The major 1993 alterations has disrupted the interior expression but this is reversible/adaptable. The building is complemented by fine materials, detailing of art elements referencing maritime elements. The building is worthy of Grade II in its own right as part of the overall IIIA grading. This ring-fenced grading can be ascribed because of the identifiable separate nature of the terminal building in addition to its overall embedded form and structure. The building is one of the modern movement masterpieces in South Africa.

Q352022 Spiral Ramp - IIIA S34

Forms an integral part of the Ocean Terminal Complex design, configuration and access.

N Shed Terminal (B2322) - IIIA S34

The N Shed is the oldest extant warehouse in Point Precinct, and is associated with the Ocean Terminal Complex through its use as a passenger terminal. It holds authenticity and connection to maritime traffic and port activities.

Toilet Building (B2323) - NCW S34

The structure is not conservation worthy.

Fresh Produce Terminal - NCW S34

While some components of this structure are likely older than 60 years, it is not conservation worthy.

Q352022 Schoeman's Bridge - NCW S34

Forms part of the overall Ocean Terminal Complex configuration and access, and a typical example 1960s road design. While an excellent example of functionalist and brutalist architecture, the prioritising of vehicular transport central to its design makes for a harsh and unwelcoming pedestrian environment, particularly at ground level.

The structure could be ascribed a Grade IIIC grading due to its linkages to the OTC however its isolated and harsh nature, and superfluous and overengineered traffic design suggests that NCW is more appropriate.






Miscellaneous Buildings - NCW Some S34

These structures are not conservation worthy.

GRADING SUMMARY: HERITAGE GRADING MAP FOR ALL STRUCTURES





KEY: SUGGESTED GRADINGS - BUILDINGS

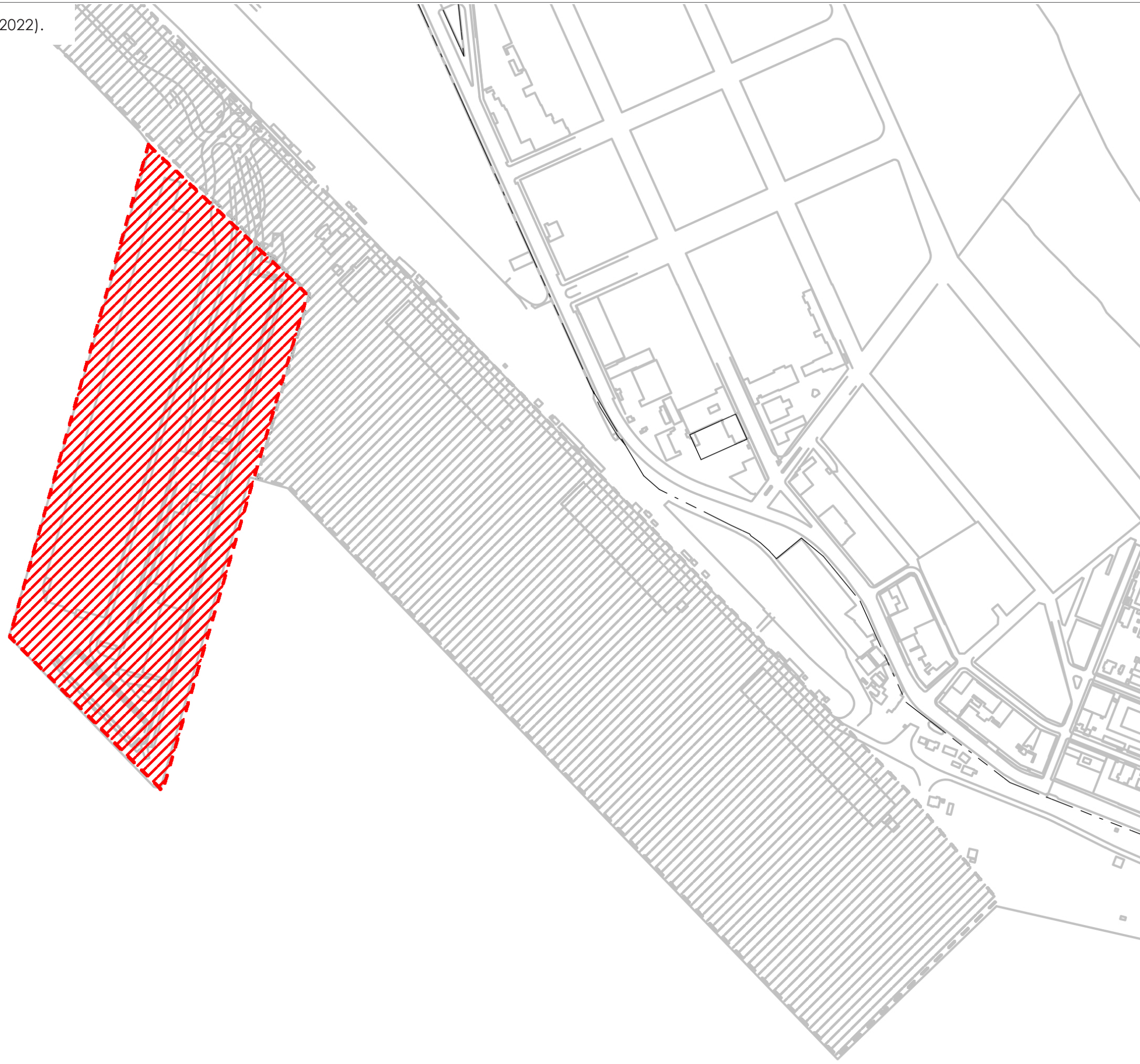
-  Grade II
-  Grade IIIA
-  Grade IIIB
-  Grade IIIC
-  NCW

CONTEXT AND PRECINCT

Key suggested gradings speak to individual structures, but the most highly significant of these should be understood to comprise a IIIA precinct.

KEY: SUGGESTED GRADINGS - PRECINCT

-  Grade IIIA
-  NCW



SUMMARY OF RECOMMENDATIONS IN TERMS OF PROPOSED DEMOLI- TIONS:



Scenario 1

Scenario 1 (Page 9) retains and repurposes all the buildings with medium and high heritage significance, and opens up the remaining area for container and cargo handling. This may not be the optimal solution in terms of numbers, but it represents a workable and integrated solution balancing heritage, architecture and likely environmental concerns.

Scenario 2

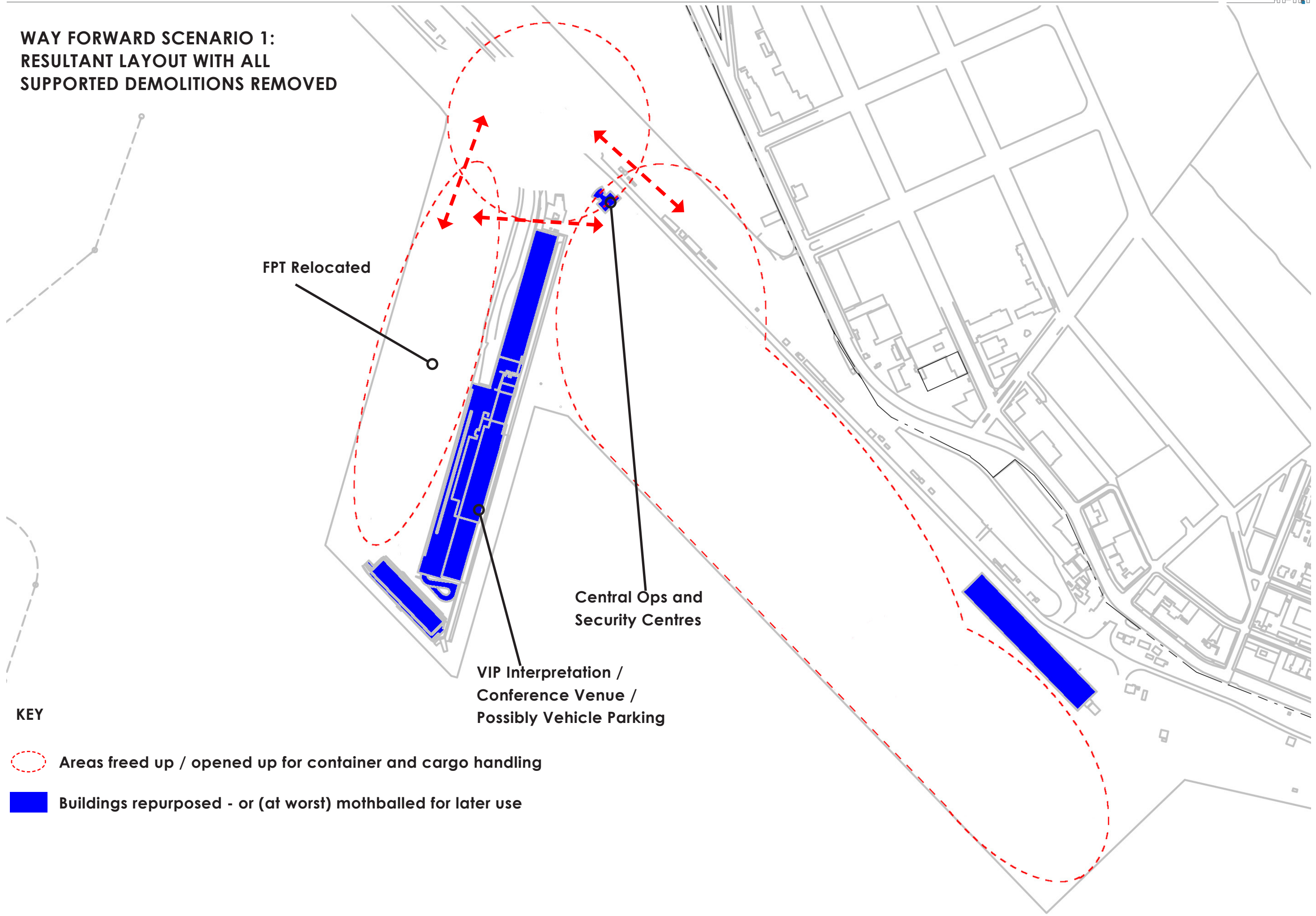
Scenario 2 (Page 10) removes D/E as well along with potentially curtailing L-shed, subject to further and more detailed studies. This is a less than ideal heritage and architectural solution, but it may represent the worst case option that can feasibly be considered.

Scenario 3



Scenario 3 – full demolition – is not supported by this study and is not mapped or further considered since it is Fatally Flawed. Similarly, demolition and reconstruction elsewhere is not considered a workable solution for the following reasons:

- Concrete construction technology would make reconstruction in effect a rebuild
- Very high cost
- Loss of context
- Loss of authenticity
- Lack of suitable site or location with meaning
- Embedded nature of art and detailing
- The complex is an overall composition and not something to be treated piece-meal

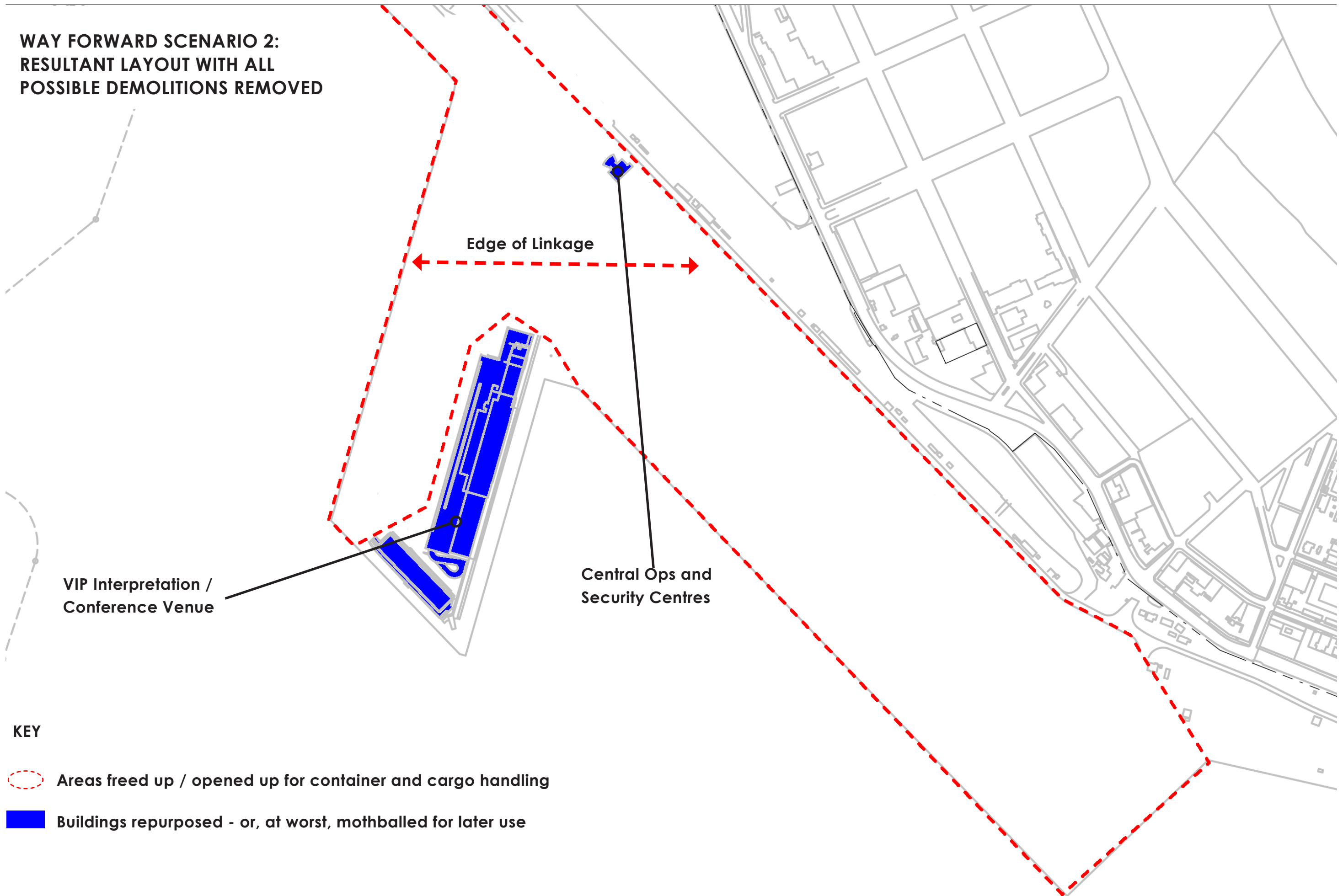
WAY FORWARD SCENARIO 1: RESULTANT LAYOUT WITH ALL SUPPORTED DEMOLITIONS REMOVED



KEY

-  Areas freed up / opened up for container and cargo handling
-  Buildings repurposed - or (at worst) mothballed for later use



**WAY FORWARD SCENARIO 2:
RESULTANT LAYOUT WITH ALL
POSSIBLE DEMOLITIONS REMOVED**



VIP Interpretation /
Conference Venue

Central Ops and
Security Centres

KEY

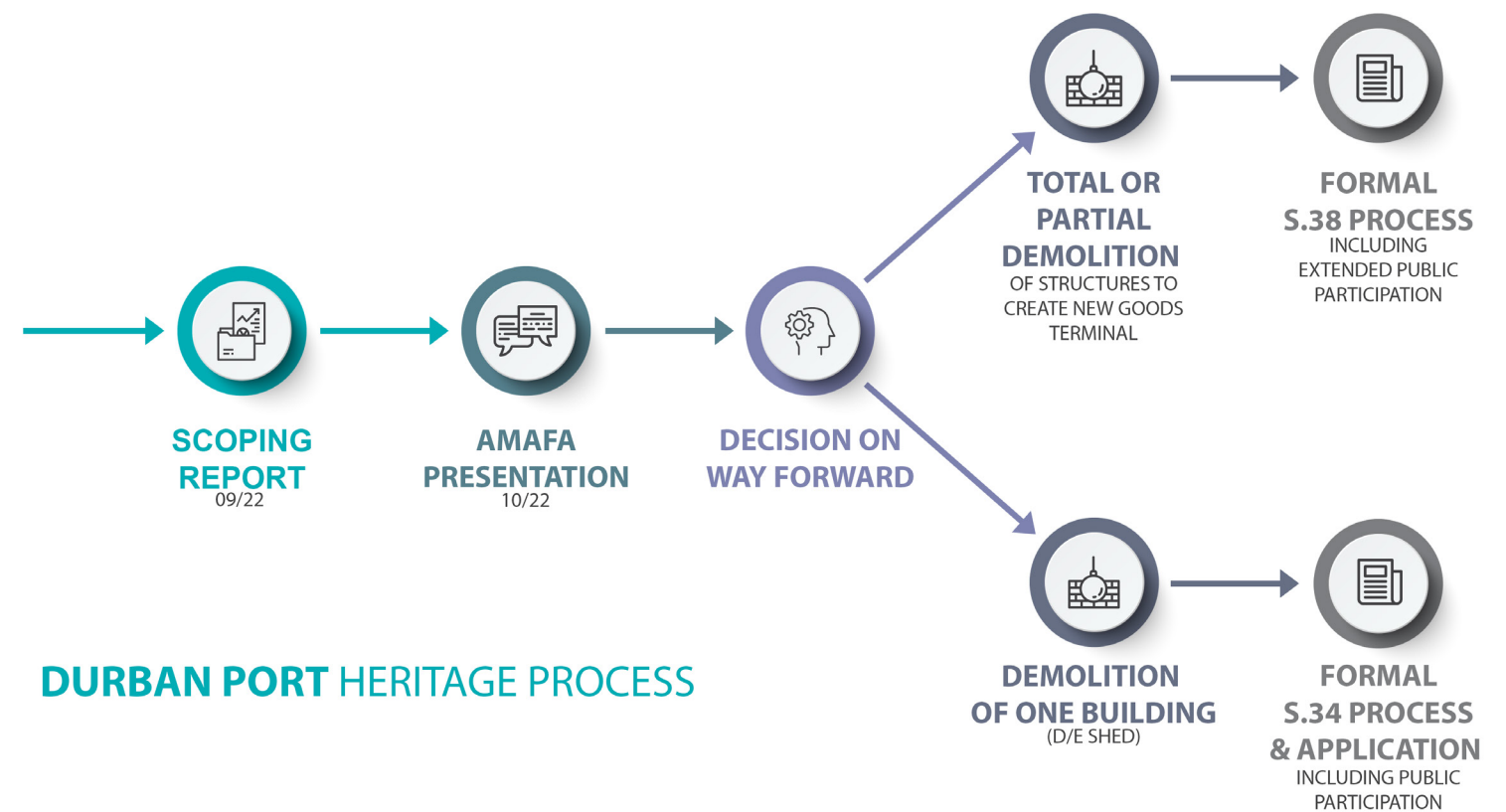
-  Areas freed up / opened up for container and cargo handling
-  Buildings repurposed - or, at worst, mothballed for later use

1.0 RECOMMENDATIONS

In terms of process going forward, the Conclusions can be summarised as follows:

- 8.1 An isolated, single building demolition can be approached through a Section 34 application if older than 60 years, but serial demolitions and/or the development of the jetty area into a Ro-Ro/ cargo area constitutes a change in character and a Section 38 Impact Assessment process is required.
- 8.2 A Section 38 Application in the NCW area may well be deemed not to affect heritage resources and it is possible that a Notification of Intent to Develop submitted potentially may not recommend further heritage studies in this area, i.e. no Impact Assessment. However, this can only be determined when submitting the Section 38 application.
- 8.3 Any action within the Grade IIIA area/ precinct is very likely to cause a change in character and Section 38 will be triggered. It is highly likely that an Impact Assessment will be recommended and required by the authorities. This in turn involves a wider study as well as a full public consultation process.
- 8.4 The highly significant Ocean Terminal Complex and Durmarine Building, along with the N Shed, all form an intact and highly significant precinct and complex of buildings. Demolition of these buildings cannot be supported in totality and should not be considered further. Despite this, some careful and isolated demolition and opening up, especially of the L shed portion to open up the area, can potentially be considered if (1) done in a way that does not detract from significance and (2) if it leads to the usage and survival of the building overall. Any alteration or further consideration of this portion of the site needs extensive public engagement and the formal involvement of docomomo SA and the Institute of Architects in particular is required at the very least.

8.5 The flow diagram below reflects likely paths forward.



8.6 Any further work beyond this initial grading report/ scoping study, would need to reflect on the following key issues:

- Involvement of and commenting by Interested and Affected Parties such as docomomo SA, the KZN Institute of Architects, local maritime interest groups etc.
- Balancing of any socio-economic benefits
- Potentially negative impacts arising from environmental, architectural, artistic, visual and cultural considerations
- In the case of considerations around the Durmarine and Ocean Terminal Building, this report finds that demolition cannot be supported and should not be considered further, at least not without further and much more detailed cultural, scientific and spatial studies. As one example, a current international study process being undertaken for the removal of the Soviet era VIP airport terminal in Almaty, Kazakhstan, may be insightful. Here the building is in the way of planned airport expansion but has deemed high significance despite its difficult history. A similar detailed and consultative process would be required here.

8.7 Overall, the potential for adaptive reuse and selective demolitions to create a balance between strategic development and retention of key heritage aspects while satisfying current needs and future possibilities, is certainly possible.