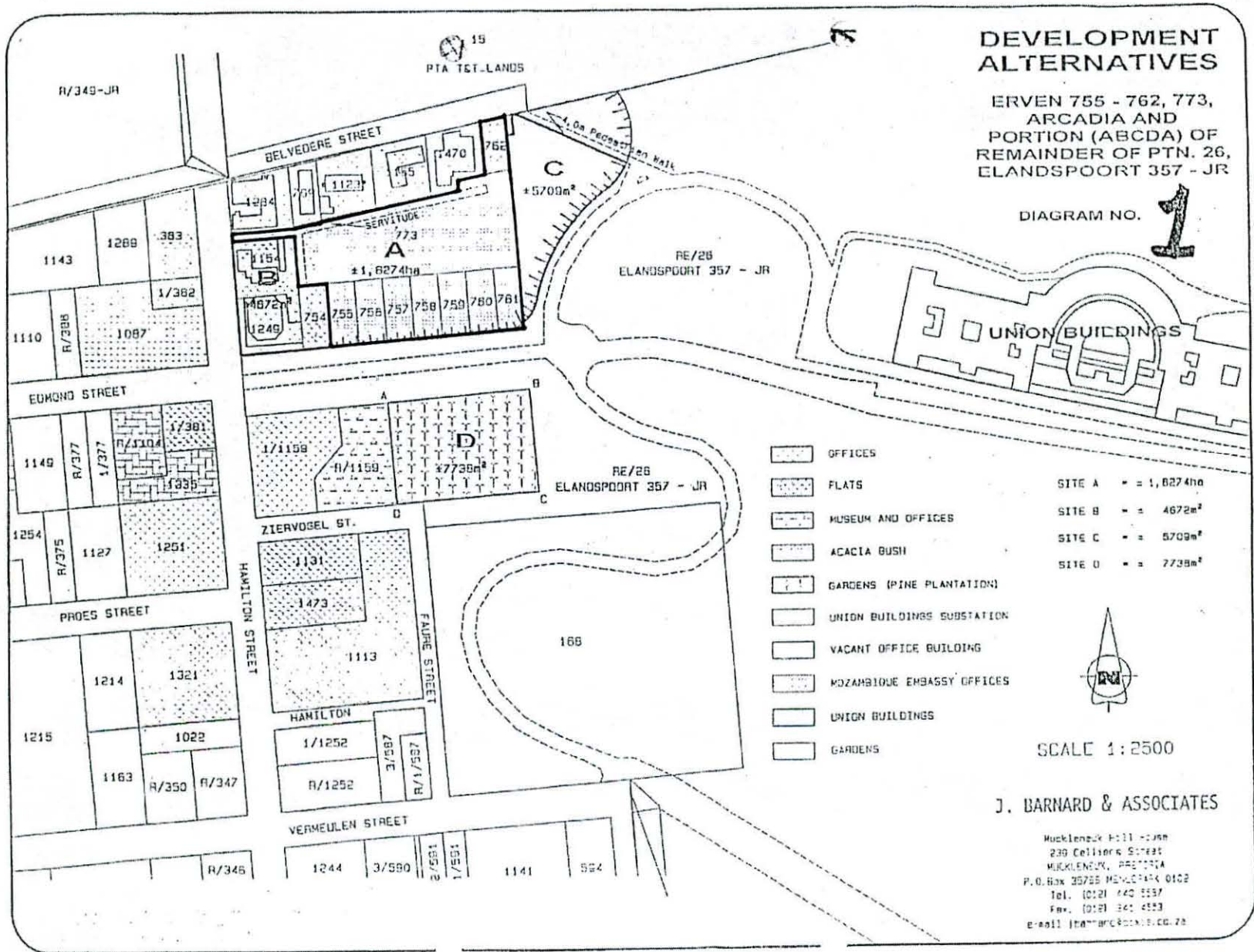


# DEVELOPMENT ALTERNATIVES

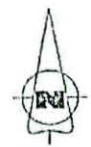
ERVEN 755 - 762, 773, ARCADIA AND PORTION (ABCD) OF REMAINDER OF PTN. 26, ELANDSPOORT 357 - JR

DIAGRAM NO. **1**



- OFFICES
- FLATS
- MUSEUM AND OFFICES
- ACACIA BUSH
- GARDENS (PINE PLANTATION)
- UNION BUILDINGS SUBSTATION
- VACANT OFFICE BUILDING
- MOZAMBIQUE EMBASSY OFFICES
- UNION BUILDINGS
- GARDENS

- SITE A = 1,6274ha
- SITE B = 4672m<sup>2</sup>
- SITE C = 5709m<sup>2</sup>
- SITE D = 7738m<sup>2</sup>



SCALE 1:2500

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Annexure A

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**HERITAGE IMPACT ASSESSMENT:**

**NEW HEADQUARTERS FOR THE  
DEPARTMENT OF FOREIGN AFFAIRS  
WEST OF THE UNION BUILDINGS  
NATIONAL HERITAGE SITE**

***DRAFT REPORT***

**SUBMITTED TO**

**J BARNARD & ASSOCIATES**

**SUBMITTED BY:**

**CULTMATRIX CC  
(CK 97/46119/23)**

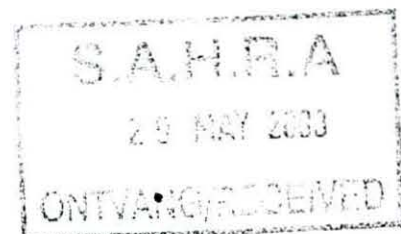
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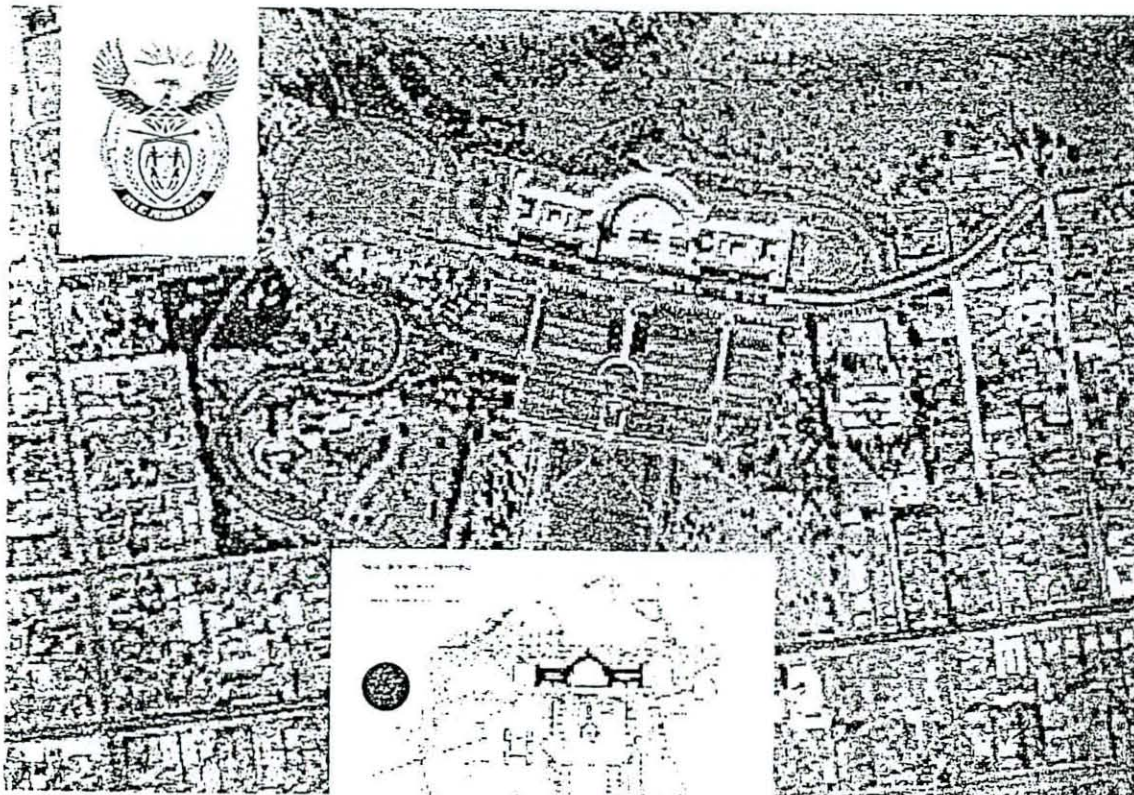
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**21 September 2001**



HERITAGE IMPACT ASSESSMENT  
NEW HEADQUARTERS FOR  
DEPARTMENT OF FOREIGN AFFAIRS  
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21 SEPTEMBER 2001



CULTMATRIX..

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## HERITAGE IMPACT ASSESSMENT - NEW HEADQUARTERS FOR THE DEPARTMENT OF FOREIGN AFFAIRS WEST OF THE UNION BUILDINGS NATIONAL HERITAGE SITE.

### EXECUTIVE SUMMARY

In terms of Section 38 (3) of the National Heritage Resources Act (Act 25 of 1999), a Heritage Impact Assessment (HIA) is required as part of the process of identifying, clearing and developing the four areas needed for the new DFA head office, for the following reasons:

- Areas A and B border on Edmond Street, which forms part of the Union Buildings grounds that has the status of a national heritage site;
- Areas C and D are within the boundaries of this national heritage site;
- The proposed DFA head office will as a whole impact on the tangible and intangible qualities of this national heritage site.

In order to comply with the provisions of Section 38(3), this report contains:

- A timeline of important historical events associated with the Union Buildings and the area to the west;
- Identification and mapping of the affected heritage resources;
- An assessment of the significance of these heritage resources;
- An overview of Herbert Baker's conceptual design intentions;
- An analysis of the affected areas and their relationship to the Union Buildings;
- An assessment of the impact of the proposed development on the identified heritage resources
- A list of Interested and Affected Parties that should be consulted.

This report concludes that:

- Area A is suitable for the construction of the envisaged new head office of the Department of Foreign Affairs within certain constraints. Hence, the new building must be in keeping with the dignified and holistic approach included in the design of the Union Buildings and its grounds, must not imitate any of its stylistic features, but may be a design of its own time. Green zones are required as buffers and to reflect certain historical landscape elements. Existing landscape features such as trees must be documented and retained if possible. Determined portions of the view of the ridges to the west must be retained from the Carriageway as well as from selected positions at and in the Union Buildings. The height and build-to lines of the development determined from in loco inspections will be finally determined after analysis of a proposed 3-dimensional simulation, and must form part of the new development guidelines for the project. The fence along Edmond Street must be removed and the building must provide an urban edge along the proposed build-to line, with point of maximum extent of the edge to the east pending the analysis. Ingress and egress in Hamilton Street is recommended, with a ceremonial entrance for VIP visitors in Edmond Street.
- Area B is suitable for the new head office facility with only few constraints. It must provide a sense of entrance to Edmond Street and must also provide a better architectural frame for the vista to the Union Buildings. Green buffer zones are required here too.
- Area C is the most significant heritage resource and must be treated with sensitivity when transformed for parking purposes. Its green character must be retained as much as possible. Green zones are required as buffers and as historical memories. The north and southeast paved footpaths and steps must be retained and re-used. The southern steps may be removed for achieving a level connected to the street. The introduction of single-level parking with retention of trees is advisable. If multi-story parking is unavoidable, this must be inserted with height, surface and positional restrictions, as well as design limitations. A single ingress/egress point at Belvedere Street is recommended. Encroachment over the circular path below the embankment may occur if the need is proven, but its memory must be retained according to set guidelines. All landscape elements must be documented before removal or alteration.
- Area D is equally sensitive. Limited parking is advisable. As many trees as possible in areas demarcated for parking must be retained, and also be retained on sloping levels between parking areas. New parking areas must be treed. New trees must be introduced into the open area just east of the eastern boundary of Area D. Portions of stone canals must be kept and working

canals on south border must be re-used. Trees on edges of tramway space, especially its northern portion, must be re-instated. The integrity of the historic tramway space must be negotiated through sensitive design of any vehicular crossing thereof, and should not prohibit possible future re-introduction of authentic historical tramway elements. Create planted berms on north and south aspects of site to specified requirements (parking on southern side min 15m north of boundary of plantation with designed berms to retain trees). Parking needs a landscape design rather than an engineered solution. The fence must be stepped back from the top of Edmond Street with the step in tree pattern to link trees and terraces on the northern side of Area D to Edmond Street. All landscape elements must be documented before removal or alteration. Ingress and egress at the corner of Ziervogel/Faure Street exclusively is recommended.

- Edmond Street, being part of the national heritage site, may be used as part of the Struben Street Boulevard development, but such development should take all heritage restrictions and guidelines into consideration. The existing tree-framed view of the Union Buildings from the west may not be compromised in any way, and should always terminate on the buildings rather than a newly introduced element. The view down Edmond St towards Struben St and the Dept of Home Affairs should not be compromised in any way. The intention of the new design should respect the street's various historical design intentions, and acknowledge that its newly proposed ceremonial and public nature goes beyond the pragmatic requirements of traffic control. If enlargement of the street at its western end is required for traffic flow purposes, the solution should be subject to aesthetic design criteria and the retention of the memory of the original width of the street and the historical quarry. The connection with the curved Carriageway is to be designed in such a way that the integrity and legibility of the latter does not disappear. The platform and terraces of the naval gun should be respected, although the current unauthentic surface may be re-designed to integrate with new developments. The position of the guardhouse and gates on the Carriageway are disturbing its historical flow and present a negative impact on the view to the proposed new development and towards the koppie from the crossing of Edmond St and the Carriageway. The historical terraces and flora should be re-instated and restored where necessary. These terraces must be respected in the positioning of access ways or other elements. The pattern of the lanes of trees should be retained in any new tree-planting programme, which if envisaged, should start as soon as possible. The fence on the south side should be re-positioned according to the guidelines to respect the historical space connected to the street, and the fence on the north side should be removed in order that the new building may connect to the historical space. There should be no parking on Edmond St, and motor vehicles in any envisaged parking in Area D should not be visible from eye level driving or walking up Edmond St. Street furniture alongside Edmond St must follow specific design guidelines – whilst Edmond St has a new envisaged role to play, street furniture should still be integrated with a wider conservation strategy for the heritage site, to be completed by the DPW as soon as possible.
- Proper control mechanisms should be included in the development process to assure compliance to these guidelines during the design and construction processes of both the DFA and Struben St Boulevard projects. The status of all existing heritage resources to be conserved should be monitored during the construction process to ensure their protection.
- The new developments of the DFA project and the Struben St Boulevard project in the national heritage site should be co-ordinated with a conservation strategy for the total heritage site. The lack of such a strategy is seen as an impediment to the conservation potential and the retention of the legibility and integrity of the heritage site.