

**Heritage Impact Assessment of the full alignment for the  
proposed Msunduzi Integrated Rapid Public Transport  
Network, Pietermaritzburg – PHASE I SURVEY**



**Prepared for: Strategic Environmental Focus (Pty.) Ltd  
KwaZulu-Natal  
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All buildings over the age of 60 years are automatically protected by legislation. In terms of the National Heritage Act no 25 of 1999, provision for the automatic protection of buildings over the age of 60 years is made in clause 34.1 which stipulates that *'No person may alter or demolish any structure or part of a structure which is older than 60 years without a permit issued by the relevant provincial heritage resources authority.'* Application for demolition or alteration of these structures would have to be directed to the Provincial Heritage Resources Agency for KwaZulu - Natal, *Amafa aKwaZulu – Natali* in Pietermaritzburg and scrutinized in terms of the KwaZulu – Natal Provincial Heritage Resources Act no 4 of 2008.

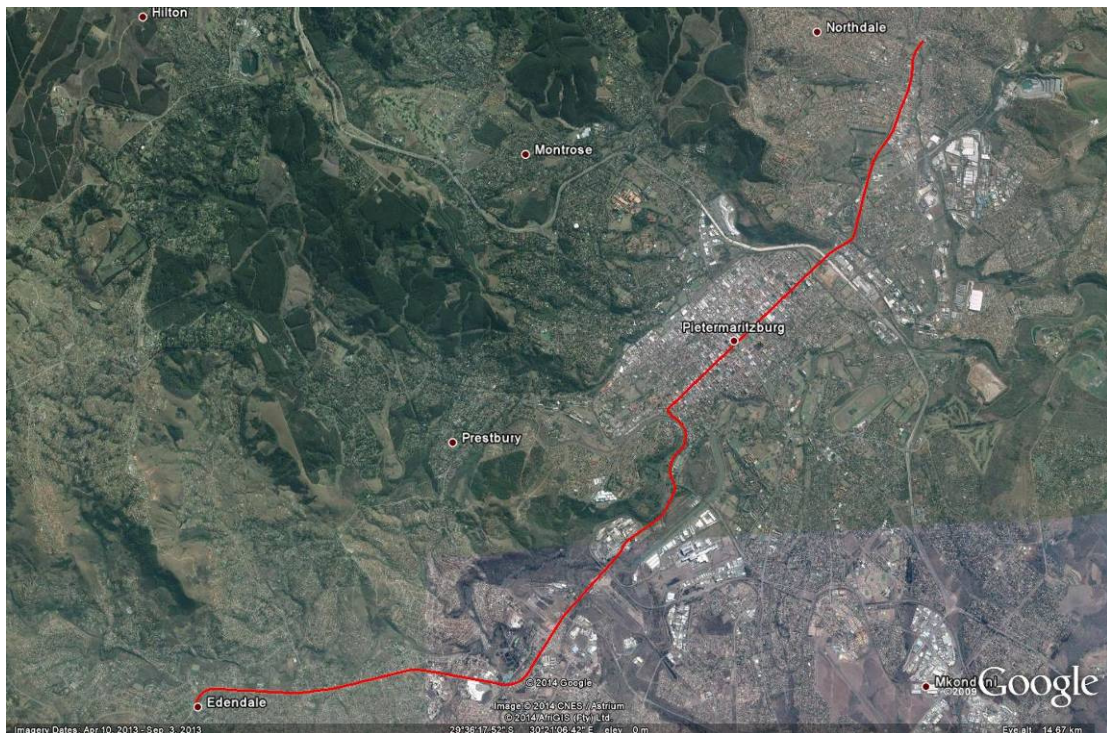
Please note also that whilst this heritage report has certain recommendations, they may or may not be upheld by the adjudicators in the appropriate Heritage Authority, when it comes to assessment. This is part of the process, and once that first level of adjudication has been completed, then the appropriate steps for a second phase can be assessed. Much can be achieved / mitigated in the design process, given correct briefing by the client and sufficient dexterity by the architects involved.

## 1. Introduction

Debbie Whelan of Archaic Consulting was requested by Ms. Mamo Seliane from Strategic Environmental Focus (Pty) Ltd. to carry out a built environment and heritage assessment of the intended route of the Integrated Rapid Transport Network in Pietermaritzburg. This network is intended to facilitate high speed bus transport through the city, which currently is bottlenecked through inscrutable access in the one way road system, as well as in the manner of travel which, for most commuters, is mainly minibus taxi. It must also be noted that, within the precinct covered by the greater Church Street sector, there are perhaps, over 100 buildings that fall within the age limit of 60 years as prescribed by the KwaZulu – Natal Provincial Heritage Act no 4 of 2008 and therefore subject to general protection in terms of their heritage value.



**Fig 1: Schematic diagram of route showing entrance from Edendale (left) and ending at Raisethorpe (right) moving down Church Street in the centre**



**Fig 2: Google Earth image showing the extent of the route from south to north**

The intention is to largely pedestrianize Church Street, which will expedite travel across town, as well as reduce the traffic and parking load directly in the centre.

Whilst the author is of the opinion that this project is vital in the enlivening of the centre of the city, as well as connecting the different zones of Church Street in a more systematic, obvious and meaningful manner, it must be noted that, at the same time, the unique heritage of the

only really Victorian city on the continent will not be totally obliterated. At the same time, it is an ideal opportunity to take stock of the extant heritage and can, in fact, aid as a tool to protect the heritage resources of the city.



**Fig 3: Church Street looking east, early 20<sup>th</sup> century (From Gordon 1981:120)**

It is also vital to stress at the outset that the Msunduzi Municipality lacks a committed, long term urban planning strategy, despite the number of different options presented in the last 20 years. This is evident in the lack of coherence in the arrangement of buildings in the central market area, the lack of discourse between such structures, and the random elements of urban planning executed in the street between the City Hall and the Tatham Art Gallery.

Certainly, this project is a massive opportunity to redress this lack of cognizance for the built environments, both historic and contemporary, and is also a platform for the interjection of creative, progressive thinking in reworking the centre of the city from a planning point of view, ultimately making the city more user friendly and manipulating urban interventions in order to rework public sense of space and place.

The intention of this report is to provide an understanding as to the complexity of the heritage of the sites affected by the Msunduzi Integrated Rapid Public Transport Network (MIRPTN) and to provide some design guidelines in order to be able to inform the best practice in the implementation of the project, which both highlights the heritage as well as dramatically improves the sense of place in inner city Pietermaritzburg.

## **2. Methodology and statement of expertise**

Debbie Whelan of Archaic Consulting is an experienced researcher working in the historic built environment field. She has nearly two decades of experience in working in the historic built environment, including both national and international experience.

This report will discuss the impact of the proposed alignment on the most densely constructed part of the route, namely Church Street, as well as discuss the impacts on the different depot sites and the impact on the heritage of the route alignments.

Please note the following:

- Whilst the ideal result is a 'best fit for all', the impact on the historic built environment and amenity in Pietermaritzburg is of prime concern. Thus, all flagged areas and recommendations are made with the longevity of the city and its unique history in mind, as well as minimizing the impacts of immediate short term planning, and rather encouraging a longer term, more distant view of the city and its future plan.
- The author is concerned that much of the work on the planning of the MIRPTN has been completed, ignoring the various legislations that underpin development planning in the province. For this reason, as much as it is desirable that the elements of this report suture with the work already carried out, for the good of the historic built environment, flags and recommendations will be carried out as per usual process.
- The author has identified errors in the documentation submitted, namely that which highlights Macrorie House Museum (at the upper end of Langalibalele Street) as expropriated land.
- Archaic Consulting was furnished with an amount of hard copy documentation which was supplied by Iyer and Associates, regarding the intended designs for the central area. Whilst these have been kept in mind, and, to some degree, used in the interpretation of the potential of the route, this report intends to present as much of an independent response as possible.

Archaic Consulting was provided with the following documentation by Strategic Environmental Focus (Pty) Ltd. Viz, *inter alia*

Kmz files for:

- Encroachments along the route
- Expropriations along the route
- Depot sites 1 through 9
- The general design layout showing the feeder routes as well as the main routes into the city.

A site inspection was carried out, and the methodology developed in order to be able to expedite the Amafa approval process. Given the complexity of this portion of the project, and the limited capacity of the authorities to be able to process the information, this process has to be carefully crafted in order that it provide the maximum information, provide clear recommendations and at the same time make the information gathering requirements and the contents of the Phase II application quite clear to all, which will limit the potential of referrals by Amafa.

In addition, a number of meetings have been held with the professional team which has helped clarify the manner in which this will be approached.

It is important to note that most of the inspections of Church Street were undertaken on a Sunday afternoon, which in itself was telling in that particular sections of the street were very active from both a business and pedestrian point of view.

Whilst the brief determines that this report investigate the impacts on the historic built environments particularly in the Church Street Zone (for the centre of town), it is important to note that whilst the choice of this route may be perceptively easier, from an heritage point of view;

***It is highly recommended that this central city section of the MIRPTN be relocated to Pietermaritz Street, which has much fewer buildings of historic import, and at the same time is much wider and able to accommodate more easily the spatial requirements for the MIRPTN.***

***Should the above relocation not be deemed possible, then a detailed Phase II Survey of the individual buildings will be necessary. This is both time consuming, and labour intensive.***

### 3. Church Street



**Fig 4: Church Street zone**

Church Street, being one of the oldest streets in the city, is understandably, in itself, a heritage resource. Founded in late 1838, the city was laid out in a grid pattern, with the long streets first, and the cross streets only by about 1844 (Laband & Haswell 1988:26).

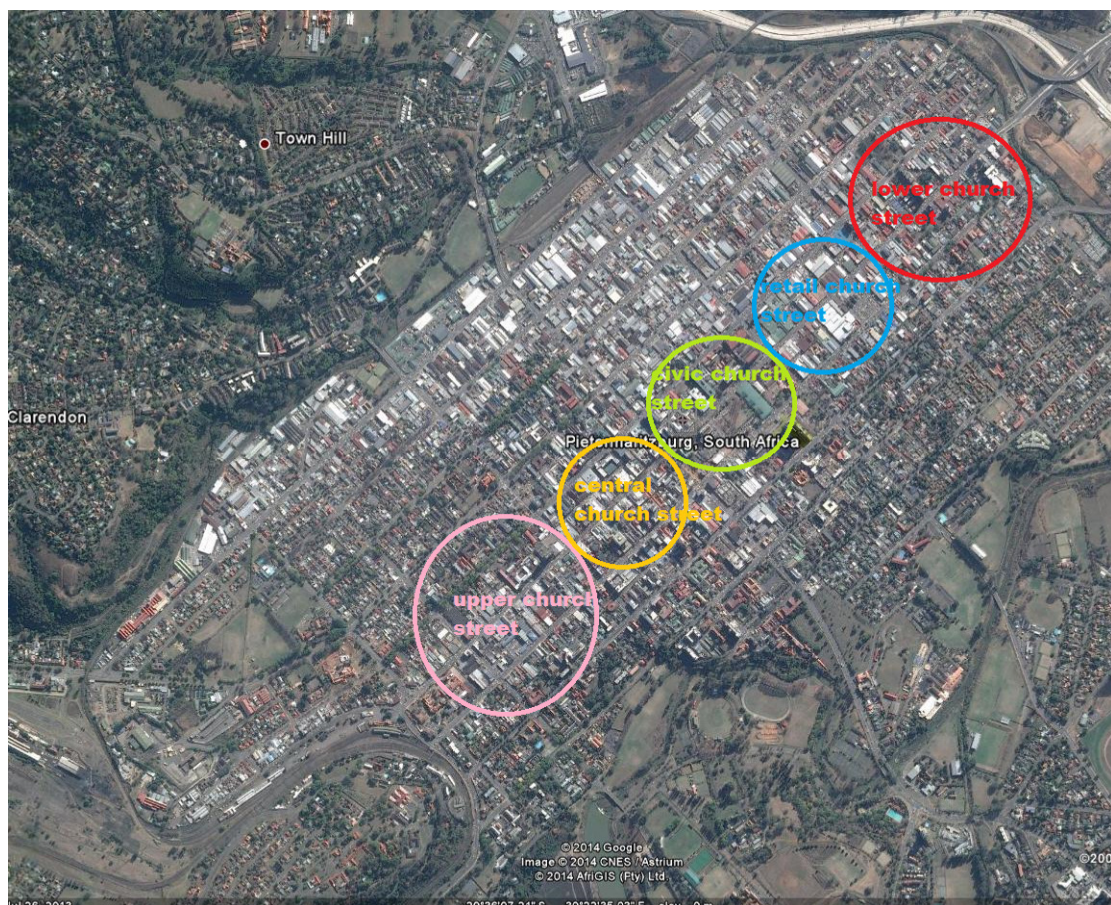


**Fig 5: The Mair Map, 1870, showing the dominance of the long streets and the density of development in upper Church Street, in particular (Laband & Haswell 1988:34)**

The layout of the city was placed in such a manner as to take advantage of the slope of the land to maximize the efficacy of the water furrows running alongside the streets to flow into the adjacent erven, supplying water. Importantly the articles of grant noted that different erven owners contributed towards the cost of irrigation, that each erf be cultivated, and that 'Dwelling houses should be built in a single line, as would be pointed out by a qualified person, at the front of the erf' (Laband & Haswell 1988:25). This is important, as it sets out historically the manner in which the street front was treated, and, in particular, the manner in which the buildings together contributed as a coherent and united streetscape.

### 3.1 Zoning

Even though it originated as a single, coherent street, Church Street currently consists of a number of different zones, which have developed their own specific character largely due to their inhabitants and users over the years. Some of this may have been entrenched through official interference such as Group Areas in the lower end of Church Street, around East Street and Retief Streets.



**Fig 6: Different zoning opportunities in Church Street**

Importantly, working with individual zones with individual characters means that the possibility of Church Street becoming a chasm of space can be alleviated. The author has identified specific zones as such:

### 3.1.1 Upper Church Street

From Moses Mabhida Road through to Peter Kerchhoff Street, this part of Church Street has scattered heritage resources, which make it a little incoherent to plan, with much street trading and informal street use. There are some older buildings, such as Cassimjee, Allison's, and a number of structures with cast iron columns to the street, but there is also a strong incursion of Modernism, whether early, such as the Land Bank, or later, such as the Lager Centre.



***Figs 7 and 8: Upper Church Street***



***Figs 9 & 10: Historic buildings on Upper Church Street***

At this point, it is vital to point out the heritage value of buildings at the top end of Church Street, with its connection with Moses Mabhida Road. Government House, many of the newer structures along Moses Mabhida Road, and the facebrick wall surrounding the complex are all heritage resources, and protected by law. Furthermore, Government House is a declared Heritage Landmark, which increases its protection, and the wall is also from the nineteenth century. The likelihood of success of any application to Amafa to alter or destroy the wall or any part of the complex is low.





**Fig 11: Top end of Church Street showing Government House wall and buildings (right)**



**Fig 12: Upper section of Church Street, after the removal of furrows (Gordon 1981: 64)**

Furthermore, the Railway Station and its environs, and sundry buildings in Railway Street are also protected, and this must be kept in mind with the planning process.

This section of Church Street is dominated by vehicular traffic such as taxis, given the rank at the top of Church Street as well as the proximity of West Street Rank.

### 3.1.2 Central Church Street

This section of Church Street lies between Peter Kerchhoff and Chief Albert Luthuli and forms the core of the heritage sector.



**Fig 13: Central Church Street - Standard Bank Fig 14: Colonial building**

It was pedestrianised in the 1980s, and as noted elsewhere, is characterized by a nostalgic whimsy typical of the time. It was intended to reduce traffic as much as possible, by the deployment of bollards which were also used to control parking and how and where people parked. Hawker's stalls were introduced more recently, also following a whimsical mode. It is well treed, which gives it a specific sense of place within the city. This also has, perhaps, the greatest concentration of historic structures in the Church Street section, and it is highly recommended that the city put their efforts into retaining this section. Outside the Standard Bank building, are currently two fountains, installed in place of two trees which (were) named 'David' and 'Jonathan'. These trees were inextricably part of the centre of town in the past, and whilst the fountains do acknowledge their space, it is recommended that these be replaced. The current planning which creates a specific inner city node of constriction as opposed to the expansive space further up Church Street, works well in creating a vibrant, pedestrian space.<sup>1</sup>



**Fig 15: Central Church Street, 1924, showing Memorial Arch**

<sup>1</sup>Realisation that the currently historicist approach in the central portion of Church Street is enduring, and although no longer considered an appropriate way to handle historic environments in terms of the Burra Charter, it is present and will form the current layer onto which a new layer is added, meaning that work in this area has to be handled with care in terms of linking the memory of the old, with the imposition of the new.

### 3.1.3 Civic Church Street

The section of Church Street between Chief Albert Luthuli and Burger Street has a specific civic sense about it, given the gravity of the courts and the official city offices. It is also flanked by the remnant open space of the old Market Square. However, as public amenity this has limited value due to the fact that the urban space is fragmented by incoherent buildings as well as fenced off areas, namely the Councilor's Car Park, the Bessie Head Library, the Memorial Gardens and Freedom Square itself.



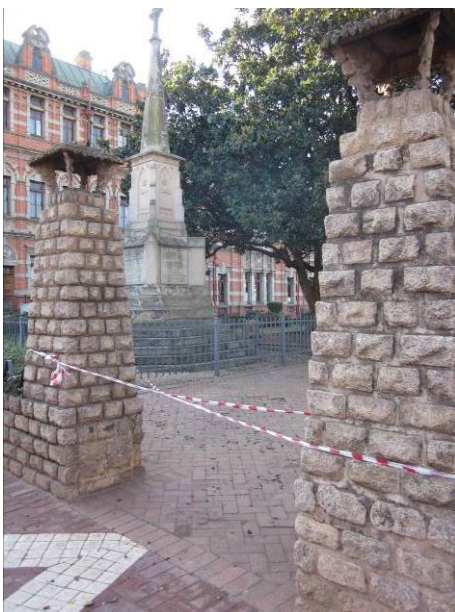
**Fig 16: Freedom Square behind fencing**



**Fig 17: Memorial Gardens behind fencing**



**Figs 18 & 19: Bessie Head Library behind fencing**



This section is intended to contain a station in its centre, which provides an ideal opportunity for configuring the urban space adjoining Freedom Square into one that is inclusive and meaningful, unlike the excluding space that it is at present.



**Fig 20: Obstructed access memorial gardens Fig 21: Civic Structures, Church Street**

### **3.2.4 Retail Church Street**

This section has the least ostensible heritage value in Church Street, having been subsumed into retail 'architecture' in recent years, which is highly supported by local residents and thus, forms a functional and vital part of the city landscape.



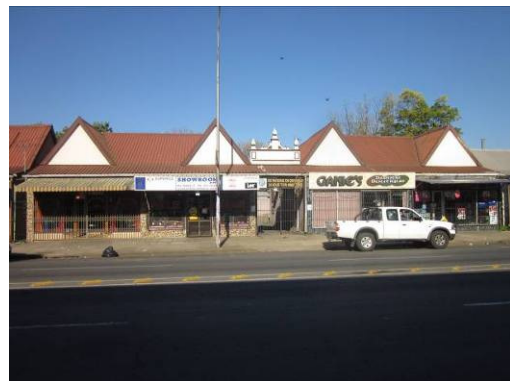
**Figs 22 & 23: Retail Church Street**

There is little that is immediately of any heritage value, and it is suggested that the focus on this section remain on the retail identity.

### **3.1.5 Lower Church Street**

This section is characterized by a mix of newer structures, as well as older ones which comprise buildings of various ages and architectural styles. Compared with the previous section, there are a larger number of heritage buildings which are mixed in with those of more recent construction.

This is also a section in which mixed retail and residential co-exists, suggesting that the design approach create both dynamic and serene spaces, with tree planting providing shade, distinguishing it from the retail section alongside between Retief Street and Burger Street.

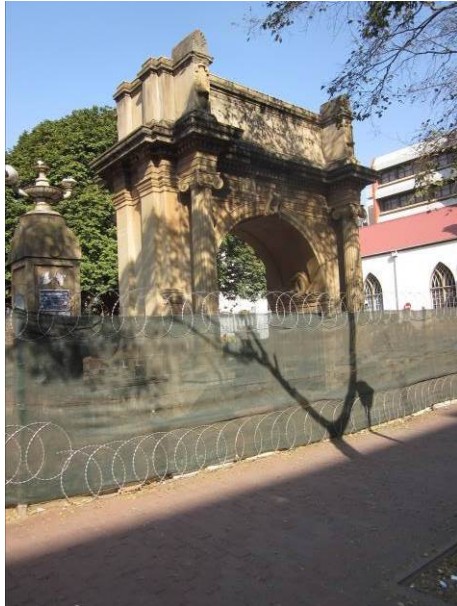


**Figs 24, 25 & 26: Lower Church Street – a mix of retail and residential, old and new.**



### 3.1.2 Monuments

Whilst many would consider the impact that the MIRPTN has on the Gandhi Statue, and its ultimate location, it is also important to consider the other monuments in the centre of the city, and in close proximity to the Gandhi Statue, from an holistic point of view.



**Fig 27: World War I Memorial Arch**



**Fig 28: 1879 Memorial**



There are a number of monuments in the centre of the city, close to the intersection of Chief Albert Luthuli and Church Street, that require as much consideration as the buildings along the route. These are the First World War Memorial Arch (which can be totally reactivated given paving and planting guidelines in its proximity), as well as the Anglo – Zulu War Memorial, right on the corner, which should also actively be included in the town planning of the central spaces. The Tatham Gardens would also form part of this extended memorial space which provides rich opportunity for an holistic approach to planning in the centre of the city.

**Fig 29: Statue of Gandhi, erected**

**by public subscription**

From time to time various city plans have included the formalization of the urban space of the old Market Square, currently known as Freedom Square.<sup>2</sup> This is important, as it contextualizes the potential movement of the Gandhi statue from its present position outside the Colonial Buildings, to an as yet un – decided property. It is possibly of value for the designers / architects of the project to perhaps revisit some of these proposals in order to understand the discourse with regards to monument and its production and position in the city in history.

Whilst it would be most appropriate that the Gandhi Statue should be located on the station platform, which would, by default, draw more people up the top end of Church Street to the Station, the lack of participation from (the then) property owners could, perhaps, be strongly revisited. Furthermore, this issue is one to be picked up through the Public Participation process.

**The movement of the Gandhi Statue requires public participation, as well as detailed descriptions of *how* it will be taken down, *where* and *how* it will be stored, and *how* it will, ultimately be re- erected once Public Participation and the like has been fully resolved.**

**3.3 Nodal areas**

The intersectional spaces in which stations will be positioned creates nodal areas, which form the core of activity in that specific zone. In themselves, they act as both destination and 'place'. Although there is no specific system in which this will be implemented, it must be noted that again, each of these is an opportunity to enrich the surrounding urban space, and create specific, identifiable nodes.



**Fig 30: Node at top end of Church Street**



**Fig 31: Node at Peter Kerchhoff**

It is important that each of these nodal areas be individually designed, in order that the specific character of the street sector is taken into account and contextually approached.

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<sup>2</sup> In the past this was known as the Market Square and Ndlovu Square amongst others.

### 3.4 Urban coherence

As noted elsewhere in this document, urban coherence and a consistent sense of place and identity has been lacking in the city centre in recent years, due in large part perhaps to the random implementation of civic structures without the existence of a greater adopted and committed plan.



***Figs 32 & 33: lack of dialogue between buildings – Tourism Hub, Old Publicity House and Bessie Head Library and extensions***



***Fig 34 & 35: Lack of dialogue between buildings – New Tourism Hub and City Hall (right)***

Whilst the author is not opposed to the implementation of contemporary buildings within historic precincts, or even in urban areas, it is important that any new structure pay some sort of homage to the buildings extant on the site, deriving scale, proportion or elements from them in order to achieve an urban coherence.

Whilst the route itself will provide a certain amount of urban linkage, it is also an opportunity for the general accoutrements of the route to reinforce this, yet at the same time allow for variations in character as presented by the different sections of Church Street. This means that planters, street furniture, lighting and paving are the means to achieve this and thus need to be carefully contrived in order to achieve these ends.

### 3.5 Street furniture

Street furniture should be kept neutral and modest, whilst at the same time being serviceable and robust. At the moment, there is little coherence with the furniture within the city centre, with variant time periods being represented.



**Fig 36: Bollards, seating – Church Street** **Fig 37: New seating and bins outside City Hall**



Whilst nostalgic whimsy should be avoided (see Fig 38), the new seating outside the City Hall is considered to be an appropriate simple, and neutral approach, however the primary colour is perhaps a little too bold, and should be reconsidered.

**Fig 38: Post – Modern nostalgia –entrance to pedestrianized section**

### 3.6 Lighting

Lighting should be kept simple and modest, of contemporary materials but at the same time ones that are low maintenance and ambiguous. The new angled street lighting in the city centre between the City Hall and the Tatham Art Gallery is critiqued: whilst being modern, it is also not modest, stamping the design of the architect rather than responding to the environment of the city. Angled lighting should be avoided; simple monochromatic, vertical elements are more neutral and thus more fitting for application in the historic environment.



**Fig 39: Showing new lighting in Chief Albert Luthuli Street**



### 3.7 Paving

Paving must be complimentary to the buildings and simultaneously sympathetic. Whilst the idea of red brick (as is the new paving outside the City Hall) is tempting, it is noisy, labour intensive as well as certainly not maintenance free. In addition, red brick competes with the general building fabric, thus suggesting that a darker, more neutral colour be employed. This will also be a unifying mechanism within which variations of material and colour can occur in order to signify different events or places. At the same time, paving has to be hard wearing dependent on the usage of pedestrian and variant forms of vehicular traffic.

It is recommended that the paving create a neutral backdrop for the general activities along Church Street, and that striations and colour interventions are avoided in the main, these being used rather in areas that demand focus and attention through the paving.



**Fig 40: Current paving creating focus and space around the Gandhi Statue**

### 3.8 Design of stations

It must be realized that the currently pedestrianised section of Church Street was carried out in a time in which an historicist approach to buildings within an urban framework was considered appropriate. Whilst this did assist in retaining an architectural coherence within the centre of the city with many of the new builds, it also allowed for sentimental interpretation of the historic environment of Church Street.

Given the strong ethos of the employment of red face brick within the city fabric, it is important that deploying the same material with the new constructions for ancillary buildings such as stations will not detract from the extant urban environment and, rather, shift the focus.

Thus, it is recommended that the principles of the Burra Charter (1988) appended to this report are employed in the design and construction of new buildings: namely, that contemporary construction materials are used, that the forms are also modern, but that the scale of the building takes a clue from the historic built environment. Furthermore, it is important that the buildings are as light as possible, and also as transparent as possible.

It is also vital that the new buildings, whilst creating a specific identity themselves, and 'branding' the bus network, are carefully crafted to be modest and simple.

### 3.9 Direct impacts on heritage buildings

As noted earlier in this report, it is likely that over 100 buildings over the age of 60 years will be identified in the Phase II impact study of Church Street. Whilst the pavement space is road reserve belonging to the Msunduzi Municipality, the intentions to clear the paving and replace it with new surface means that the edges of the buildings will be affected in the process of removing old paving and replacing it with new; their thresholds, shopfronts, and in some cases, sub – floor lighting and ventilation are at risk. Others, particularly some of the older ones, have cast iron columns supporting canopies that extend across the road reserve.



**Fig 41: Old thresholds and shopfronts**



**Fig 42: Supporting columns of canopies**



**Fig 43: Canopies and posts**



**Fig 44: Old Shopfronts**

It is recommended that each building be identified, assessed, its street front footprint measured, drawn and photographed with detailed descriptions as to significance, rarity, materials, and potential impact. This document can then be submitted to Amafa for processing. Furthermore, given that Amafa has limited capacity in terms of staffing to adjudicate large batches of submissions, it is suggested that a methodology of submitting batches of 10 at a time be adopted. It is also recommended that, to expedite the construction process, the assessments are systematically carried out, from Moses Mabhidia Road down to Masukwana Street.

### 3.10 Planting and trees

Trees have formed a significant component of Church Street in the past, as the historical photographs earlier in this report show, as well as the documented existence of 'David' and 'Jonathan'. The trees that are found in the central section of Church Street at present, are, in the opinion of the author, of relatively recent planting and have limited historical value.

Tree planting is a vital factor in the creation of shaded urban space, and, indeed, a means of differentiating the different zones of Church Street through planting of different densities and different textures.

Trees chosen should have deep roots, have minimal fruits and thorns, and should be relatively fast growing.

Planting should form part of the street furniture, and should be integrated therein.

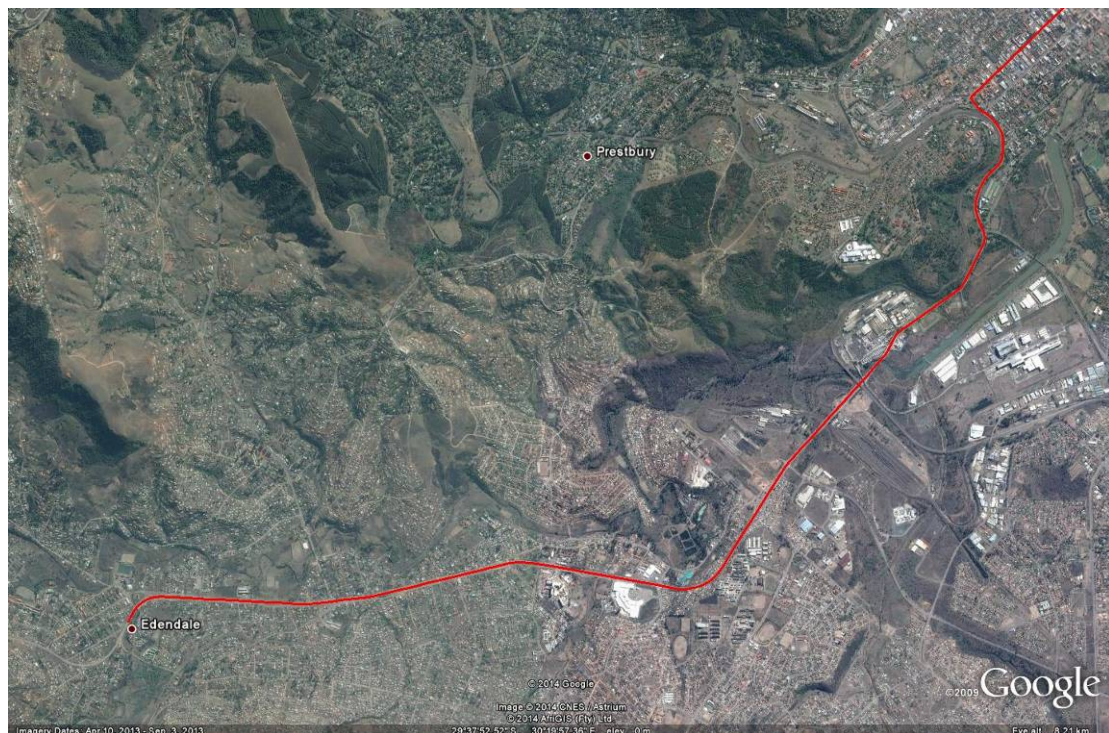
## 4. Impact of the Transport Hub

It is understood that the Transport Co-ordination Centre, or Transport Hub, will be situated in the centre of the city, on Freedom Square, at present location identified as being behind the Tourism building.

Whilst this Transport Hub does not form a key component of the current application, it is important to note that it is, in fact, a vital point in creating an urban coherence in the centre of the city, with reference to the potential to create discourses and linkages between the extant buildings, and at the same time display a keen respect for structures on the site and the manner in which they relate to each other.

Again, this begs the question as to the requirement for a coherent, committed and implementable urban plan for the centre of the city, which includes the layers of its history as well as responds to current day users and, hopefully their descendants.

## 5. Impact on the southern suburbs and the route into the city



**Fig 45: Alignment of the southern route into the city**



**Fig 46: Moses Mabhida towards Jabu Ndlovu Street Fig 47: Wall at Government House**

Whilst most of the route follows the main road through Edendale, and has little impact on heritage resources along its length, of grave concern is the impact on the Government House Precinct, its wall, as well as the impact on houses on Pine Street between Langalibalele Street and Jabu Ndlovu Street, which have already been negatively impacted upon by expropriations in the widening of the then Edendale Road.

- Government House, its surroundings, all buildings within the precinct and the wall are declared Provincial Heritage Sites, and as such, the likelihood of any alteration or demolition to the precinct and its walls is not likely to be sanctioned.
- The properties belonging to the Evangelical Seminary of South Africa) positioned adjacent to the Moses Mabhida Road have already been negatively impacted upon, and any further expropriation will render the properties useless. Furthermore, their removal will also negatively affect that buildings and sense of amenity for other properties such as the ESSA buildings and Macrorie House Museum on the lower end of Pine Street which will no longer have secure street frontage but face onto a busy road, drastically altering the sense of place.
- The intactness of the Voortrekker planning in the coherent grid with its long streets and its cross streets will also be negatively affected.

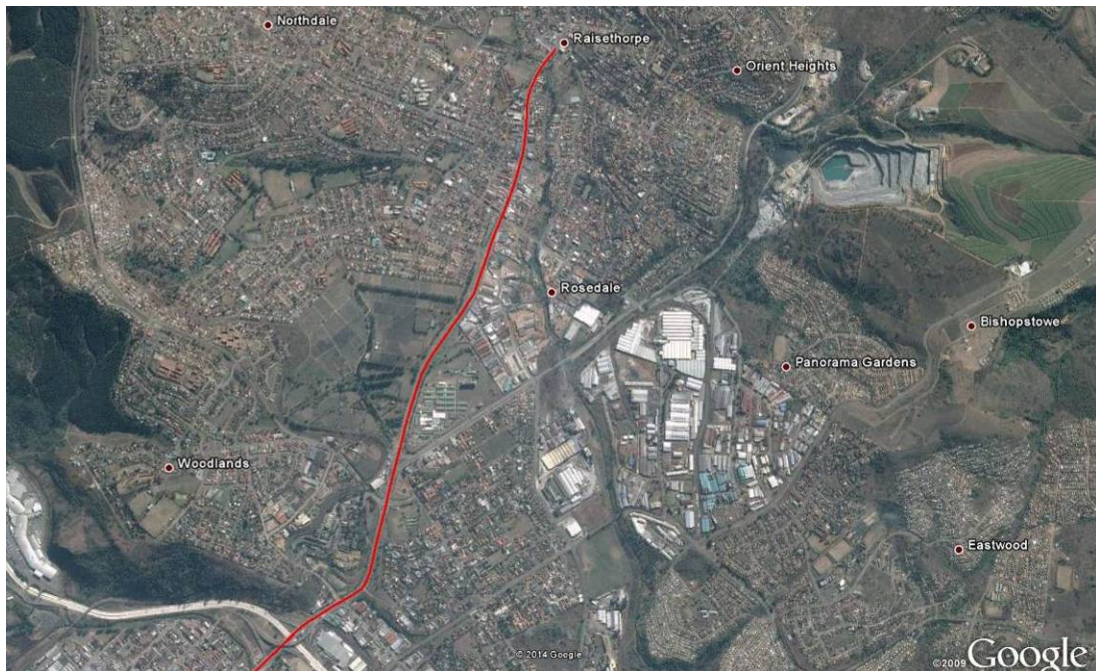


**Fig 48: Edges to be protected. Demolition is not an option.**

***In order to ameliorate this challenge, it is suggested that:***

- ***land be brokered with Spoornet, allowing the buses to run closer to the rails,***
- ***that this zone be a single carriageway, controlled with traffic lights which allow for traffic through the constricted area.***

## 6. Impact on the northern suburbs and the route into the city



**Fig 49: Alignment of route into the city from the north**

Having left the confines of Church Street, the route continues keeping to the current alignment of the Old Greytown Road (Dr Chota Motala). Despite its passing close to a number of heritage resources, such as the Mountain Rise Crematorium and cemetery, it has little impact on such resources.

Of grave concern, however, is the direct impact that this alignment will have, due to the creation of extra lanes, on the Forest Hill Primary School. Many of the buildings in the complex are over 100 years old, and the group of buildings has already been affected negatively in the recent exercise of widening the road. This has sliced off a large portion of land, and brought the current road very close to the oldest buildings on the site.

The current school has been on this site since 1963, prior to which it was located in Raisethorpe, having opened in 1953. As it happened to be located in an 'Indian' area, it was compelled to move to the site of the old Woodlands High School, being in a 'coloured' area, the buildings of which were erected in 1902.

In order to ameliorate this challenge, it is suggested that either land be brokered with Spoornet, allowing the buses to run closer to the rails, or else that this zone be a single carriageway, controlled with traffic lights which allow for traffic through the constricted area.



**Fig 50: Proximity to Dr. Chota Motala Road**



**Fig 51: Proximity of old building to fence**



**Fig 52: Entrance to Forest Hill Primary School**    **Fig 53: Building and road**

*In order to ameliorate this challenge, it is suggested that this zone be a single carriageway, controlled with traffic lights which allow for traffic through the constricted area.*

## **7. Impact of the depot sites**

Generally speaking, the Depot sites have been carefully selected. However, there are a number of the selection which will require a Phase II Impact Assessment from the perspective of heritage, in order to best advise the way forward.

### **7.1 Impact of Depot site 1**

Depot Site 1 lies at the intersection of the Richmond Road and Archie Gumede Drive. It is a greenfields site, and has no visible built environment evidence which flags it as being problematic from a built environment heritage perspective.



**Figs 54 & 55: View over site**

<b>Depot Site 1</b>	<b>Local</b>	<b>Regional</b>	<b>National</b>	<b>International</b>
<b>Architectural</b>	low	low	low	low
<b>Historical</b>	low	low	low	low
<b>Social</b>	low	low	low	low
<b>Technical</b>	low	low	low	low
<b>Scientific</b>	low	low	low	low

### **Statement of significance:**

*There is little significance on any level for Depot Site 1, and its development, should it be required is condoned from a Built Environment heritage perspective.*

## 7.2 Impact of Depot site 2: Dales Park

This proposed depot site is not only one of the last surviving outspans dating back to the Colonial period, but is also a vital outside space for many people in this part of the city. It is a point for buses to drop off people for marches into the city, is also constantly used as a football ground, as well as hosting at least 2 different sections of the Apostolic Church in their worship – many of these people come from north of the border, and it is thus a vital space for marginalized groups to gather. As public amenity, then, this site has significance, and from an historical point of view, it is important in the development of the city: both originally as outspan space, and then later as inner city polo grounds.



**Fig 56: Apostolic worship**



**Fig 57: Football at Dales Park**

Depot Site 2	Local	Regional	National	International
Architectural	low	low	low	low
Historical	medium	low	low	low
Social	high	low	low	low
Technical	low	low	low	low
Scientific	low	low	low	low

### Statement of significance:

**Recommendation:** *It is recommended that this site be avoided as a depot if possible, given its historical position and social function. That the investigations into the history of this site form part of a Phase II Impact Assessment with view to any important information being part of a display in the central Transport Hub on Freedom Square.*

## 7.3 Impact of Depot site 3: Masons Mill

This site is characterised by the remains of the racing track and associated ruined structures. Of these, there is not much of heritage value.



**Fig 58: Mason's Mill track**



**Fig 59: Mason's Mill pit**



**Fig 60: Ruined structures, Mason's Mill**



**Fig 61: Racetrack, Mason's Mill**

Depot Site 3	Local	Regional	National	International
<b>Architectural</b>	low	low	low	low
<b>Historical</b>	low	low	low	low
<b>Social</b>	low	low	low	low
<b>Technical</b>	low	low	low	low
<b>Scientific</b>	low	low	low	low

**Statement of significance:**

**Recommendation:** *There is little significance on any level for Depot Site 3, and its development, should it be required is condoned from a Built Environment heritage perspective. However, it is recommended that the investigations into the history of this site form part of a Phase II Impact Assessment with view to any important information being part of a display in the central Transport Hub on Freedom Square.*

**7.4 Impact of Depot Site 4: Dambuza**

This site is situated directly below the railway line, and below the old store once owned by Kothe. On the road edge are a number of ruins: aerial photographs reveal that this was once a substantial development. It is understood that a leatherworks factory operated from here.



**Fig 62: Site of Depot 4**



**Fig 63: Kothe's Store, Depot 4**



**Figs 64 & 65: Old Leatherworks, Dambuza**



Depot Site 4	Local	Regional	National	International
Architectural	low	low	low	low
Historical	medium	low	low	low
Social	medium	low	low	low
Technical	low	low	low	low
Scientific	low	low	low	low

**Statement of significance:**

*Recommendation: There is little significance on any level for Depot Site 4, and its development, should it be required is condoned from a Built Environment heritage perspective. However, it is recommended that the investigations into the history of this site form part of a Phase II Impact Assessment with view to any important information being part of a display in the central Transport Hub on Freedom Square.*

**7.5 Impact of Depot site 5: Imbali**

This site is also largely a greenfields site, with no overt built environment heritage. However, it must be noted that there is a Shembe Temple on the site, which must be taken into account of in the planning of the depot.



**Fig 66: Depot 5 with Shembe Temple to the right**

Depot Site 5	Local	Regional	National	International
Architectural	low	low	low	low
Historical	low	low	low	low
Social	low	low	low	low
Technical	low	low	low	low
Scientific	low	low	low	low

**Statement of significance:**

*There is little significance on any level for Depot Site 5, and its development, should it be required is condoned from a Built Environment heritage perspective. However, the space of the Shembe Temple should be negotiated.*

## 7.6 Impact of Depot Site 6: Mafakathini

The site is currently occupied by buildings of recent construction of vernacular<sup>3</sup> origin. There is little or no above ground heritage impact on this site.



**Fig 67: Greenfields site at Mafakathini with vernacular structures**

It may be considered of cultural or vernacular interest; however, these are examples of numerous buildings around the province and can be considered well represented.

Depot Site 6	Local	Regional	National	International
<b>Architectural</b>	low	low	low	low
<b>Historical</b>	low	low	low	low
<b>Social</b>	low	low	low	low
<b>Technical</b>	low	low	low	low
<b>Scientific</b>	low	low	low	low

### Statement of significance:

*There is little significance on any level for any of the buildings located on Depot Site 6, and their demolition, should it be required is condoned from an heritage perspective.*

## 7.7 Impact of Depot Site 7: Taylors Halt

This site is currently used as a bus depot, and has, in fact, served as such for quite some time, given the age and condition of the buildings. A large shed, in disrepair, a competent office building and sundry outbuildings comprise the complex all set within a concrete wall.



**Figs 68 & 69: Office Building, Depot 7**

<sup>3</sup> Vernacular architecture is the buildings of the people that are built with available materials using the socio- cultural and religious framework as a guideline for their construction.



**Fig 70: Office Building, Depot 7**



**Fig 71: Bus Shed, Depot 7**



Of these buildings, of interest is the office building which is characterised by symmetrical steel section corner windows, quarry tile cills, and plastered and painted walls. It is suspected that this structure is over the age of 60 years.

**Fig 72: Sundry ancillary structures, Depot 7**

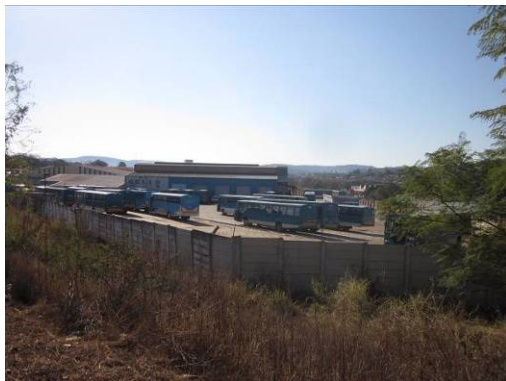
Depot Site 7	Local	Regional	National	International
<b>Architectural</b>	medium	low	low	low
<b>Historical</b>	low	low	low	low
<b>Social</b>	low	low	low	low
<b>Technical</b>	low	low	low	low
<b>Scientific</b>	low	low	low	low

**Statement of significance:**

**Recommendation:** *That the investigations into the history of this site form part of a Phase II Impact Assessment with view to any important information being part of a display in the central Transport Hub on Freedom Square.*

**7.8 Impact of Depot site 8: Sobantu**

This depot straddles two sites separated by a small stream, close to Sobantu Village. Currently the sites are both brownfields, much disturbed and work as holding depots occupied by trucks and buses. There is no built environment heritage on either. Of concern, however, is the old post and rail fence that crosses the road bridge across the stream.



**Fig 73: Depot site – buses**



**Fig 74: Depot site - trucks**



**Fig 75: Post and rail fence across bridge at Depot site 8**

Depot Site 8	Local	Regional	National	International
Architectural	low	low	low	low
Historical	low	low	low	low
Social	low	low	low	low
Technical	low	low	low	low
Scientific	low	low	low	low

**Statement of significance:**

*There is little significance on any level for any of the buildings located on Depot Site 8, and their demolition, should it be required is condoned from an heritage perspective. However, the Municipality should endeavor at all costs to retain and protect the post and rail fence across the river, as this is one of few left in the city.*

**7.9 Impact of Depot site 9: Raisethorpe Park**

This site forms the end of the northern line, and is situated in what was once a city park, marked by stout gateposts to the corner of the site, and flanking palm trees. Currently, it is overgrown and is the home to a number of informal houses.



**Fig 77: Palms to entrance way**



**Fig 76: Corner entrance posts**



**Fig 78: Informal settlement in park (right)**

Whilst there is little evident heritage, it should be investigated as part of the history of the local area, in order that some record of its existence is retained.

<b>Depot Site 9</b>	<b>Local</b>	<b>Regional</b>	<b>National</b>	<b>International</b>
<b>Architectural</b>	low	low	low	low
<b>Historical</b>	low	low	low	low
<b>Social</b>	medium	low	low	low
<b>Technical</b>	low	low	low	low
<b>Scientific</b>	low	low	low	low

### **Statement of significance:**

*There is little significance on any level for any of the remnant buildings located on Depot Site 9, and their demolition, should it be required is condoned from an heritage perspective. However, the investigations into the history of this site should form part of a Phase II Impact Assessment with view to any important information being part of a display in the central Transport Hub on Freedom Square.*

## **8. Final Conclusions and way forward**

### *Primary recommendation:*

- *That the least impact on the historic fabric of Pietermaritzburg will be if the route is channeled along Pietermaritz Street instead of Church Street.*
- *That if this is not possible, then a detailed Phase II Impact Assessment has to be carried out on every building over the age of 60 years, and that this will be submitted individually to Amafa for assessment.*

### *Secondary Recommendations based on the above default:*

- *That all urban design along Church Street be cognizant of improving the incoherent urban landscape as exists at present, and that this project be viewed as an opportunity to do so.*
- *That all urban design be considered within any distinct plan adopted by the city.*
- *That all designs of lighting, furniture and buildings be modest, contemporary and follow the guidelines of the Burra Charter as appended to this document. They should also take as many clues from the extant built environment as possible*
- *That separate sections of Church Street be identified as such, and handled in such a manner as to create distinctive neighbourhoods with a specific identity.*
- *That paving be neutral, and robust.*
- *That a Phase II Impact Assessment of each heritage building in Church Street be carried out, with individual assessments, footprints of street frontage measured, drawn and photographed, as well as detailed information captured regarding material, condition, and significance to establish the level of potential impact.*
- *That the impact on monuments in and around the Tatham Gardens be similarly assessed.*
- *That a system be developed with Amafa in order to systematically assess batches of such drawings to expedite the process.*
- *That the Phase II Assessment begin at Moses Mabhida Road and then systematically move down Church Street, in order that construction can follow suit.*
- *That the process involving the relocation of the Gandhi Statue be accompanied by method statements once Public Participation has been carried out, in order*

***to establish how the statue will be moved, where and how it will be stored, where it will be moved to, as well as the method of removal and erection.***

***It is recommended that a Phase II Impact Assessment be carried out on the sites at Raisethorpe, Dales Park, Masons Mill and Dambuza in order to flesh out the information and present the history of these sites.***

***It is strongly recommended that within the transport hub, interpretations of the sites at Dambuza, Masons Mill, Dales Park and Raisethorpe are displayed on the walls in the reception to memorialise some of the layers of history in Pietermaritzburg.***

***It is strongly recommended that the Shembe congregation at Depot Site no 5 be engaged with in order to implement best practice in terms of their relocation.***

## **9. References**

Basset, B. (ed) 1986. *The Buildings of Pietermaritzburg*. Pietermaritzburg: City Engineers Department

Camp, S. 2001. *Historic Pietermaritzburg*. Pietermaritzburg: Shuter & Shooter

Gordon, R. 1981. *The Place of the Elephant*. Pietermaritzburg: Shuter & Shooter and the Simon van der Stel Foundation

Laband, J & Haswell, R. 1988. *Pietermaritzburg 150 years 1838 – 1988*. Pietermaritzburg: Shuter & Shooter

## **10. Conservation Guidelines suggested in the Burra Charter (1988)**

These guidelines, which cover the development of conservation policy and strategy for implementation of that policy, were adopted by the Australian national committee of the International Council on Monuments and Sites (Australia ICOMOS) on 25 May 1985 and revised on 23 April 1988. They should be read in conjunction with the Burra Charter.

### **1.0 Preface**

#### **1.1 Intention of guidelines**

These guidelines are intended to clarify the nature of professional work done within the terms of the Burra Charter. They recommend a methodical procedure for development of the conservation policy for a place, for the statement of conservation policy and for the strategy for the implementation of that policy

#### **1.2 Cultural significance**

The establishment of cultural significance and the preparation of a statement of cultural significance are essential prerequisites to the development of a conservation policy (refer to Guidelines to the Burra Charter: Cultural Significance).

#### **1.3 Need to develop conservation policy**

The development of a conservation policy, embodied in a report as defined in Section 5.0, is an essential prerequisite to making decisions about the future of a place.

#### **1.4 Skills required**

In accordance with the Burra Charter, the study of a place should make use of all relevant disciplines. The professional skills required for such study are not common. It cannot be assumed that any one practitioner will have the full range of skills required to develop a conservation policy and prepare the appropriate report. In the course of the task it may be necessary to consult with other practitioners and organisations.

### **2.0 The Scope of the Conservation Policy**

#### **2.1 Introduction**

The purpose of the conservation policy is to state how the conservation of the place may best be achieved both in the long and short term. It will be specific to that place. The conservation policy will include the issues listed below.

## **2.2 Fabric and setting**

The conservation policy should identify the most appropriate way of caring for the fabric and setting of the place arising out of the statement of significance and other constraints. A specific combination of conservation actions should be identified. This may or may not involve changes to the fabric.

## **2.3 Use**

The conservation policy should identify a use or combination of uses, or constraints on use, that are compatible with the retention of the cultural significance of the place and that are feasible.

## **2.4 Interpretation**

The conservation policy should identify appropriate ways of making the significance of the place understood consistent with the retention of that significance. This may be a combination of the treatment of the fabric, the use of the place and the use of introduced interpretive material. In some instances the cultural significance and other constraints may preclude the introduction of such uses and material.

## **2.5 Management**

The conservation policy should identify a management structure through which the conservation policy is capable of being implemented. It should also identify:

- (a) those to be responsible for subsequent conservation and management decisions and for the day-to-day management of the place;
- (b) the mechanism by which these decisions are to be made and recorded;
- (c) the means of providing security and regular maintenance for the place.

## **2.6 Control of physical intervention in the fabric**

The conservation policy should include provisions for the control of physical intervention. It may:

- (a) specify unavoidable intervention;
- (b) identify the likely impact of any intervention on the cultural significance;
- (c) specify the degree and nature of intervention acceptable for non-conservation purposes;
- (d) specify explicit research proposals;
- (e) specify how research proposals will be assessed;
- (f) provide for the conservation of significant fabric and contents removed from the place;
- (g) provide for the analysis of material;
- (h) provide for the dissemination of the resultant information;
- (i) specify the treatment of the site when the intervention is complete.

## **2.7 Constraints on investigation**

The conservation policy should identify social, religious, legal or other cultural constraints which might limit the accessibility or investigation of the place.

## **2.8 Future developments**

The conservation policy should set guidelines for future developments resulting from changing needs.

## **2.9 Adoption and review**

The conservation policy should contain provision for adoption and review.

## **3.0 Development of Conservation Policy**

### **3.1 Introduction.**

In developing a conservation policy for the place it is necessary to assess all the information relevant to the future care of the place and its fabric. Central to this task is the statement of cultural significance. The task includes a report as set out in Section 5.0. The contents of the

report should be arranged to suit the place and the limitations of the task, but it will generally be in three sections:

- (a) the development of a conservation policy (see 3.2 and 3.3);
- (b) the statement of conservation policy (see 3.4 and 3.5);
- (c) the development of an appropriate strategy for implementation of the conservation policy (see 4.0).

### **3.2 Collection of Information**

In order to develop the conservation policy sufficient information relevant to the following should be collected:

#### **3.2.1 Significant fabric**

Establish or confirm the nature, extent, and degree of intactness of the significant fabric including contents (see Guidelines to the Burra Charter: Cultural Significance).

#### **3.2.2 Client, owner and user requirements and resources**

Investigate needs, aspirations, current proposals, available finances, etc., in respect of the place.

#### **3.2.3 Other requirements and concerns**

Investigate other requirements and concerns likely to affect the future of the place and its setting including:

- (a) federal, state and local government acts, ordinances and planning controls;
- (b) community needs and expectations;
- (c) locational and social context.

#### **3.2.4 Condition of fabric**

Survey the fabric sufficiently to establish how its physical state will affect options for the treatment of the fabric.

#### **3.2.5 Uses**

Collect information about uses, sufficient to determine whether or not such uses are compatible with the significance of the place and feasible.

#### **3.2.6 Comparative information**

Collect comparative information about the conservation of similar places (if appropriate).

#### **3.2.7 Unavailable information**

Identify information which has been sought and is unavailable and which may be critical to the determination of the conservation policy or to its implementation.

### **3.3 Assessment of information**

The information gathered above should now be assessed in relation to the constraints arising from the statement of cultural significance for the purpose of developing a conservation policy. In the course of the assessment it may be necessary to collect further information.

### **3.4 Statement of conservation policy**

The practitioner should prepare a statement of conservation policy that addresses each of the issues listed in 2.0, viz.:

- fabric and setting;
- use;
- interpretation;
- management;
- control of intervention in the fabric;
- constraints on investigation;
- future developments;
- adoption and review. The statement of conservation policy should be cross-referenced to sufficient documentary and graphic material to explain the issues considered.



### **3.5 Consequences of conservation policy**

The practitioner should set out the way in which the implementation of the conservation policy will or will not:

- (a) change the place including its setting;
- (b) affect its significance;
- (c) affect the locality and its amenity;
- (d) affect the client owner and user;
- (e) affect others involved.

### **4.0 Implementation of Conservation Policy**

Following the preparation of the conservation policy a strategy for its implementation should be prepared in consultation with the client. The strategy may include information about:

- (a) the financial resources to be used;
- (b) the technical and other staff to be used;
- (c) the sequence of events;
- (d) the timing of events;
- (e) the management structure.

The strategy should allow the implementation of the conservation policy under changing circumstances.

## **5.0 The Report**

### **5.1 Introduction**

The report is the vehicle through which the conservation policy is expressed, and upon which conservation action is based. See also Guidelines to the Burra Charter: Procedures for Undertaking Studies and Reports.

### **5.2 Written material**

Written material will include:

- (a) the statement of cultural significance;
- (b) the development of conservation policy;
- (c) the statement of conservation policy;
- (d) the strategy for implementation of conservation policy. It should also include:
  - (a) name of the client;
  - (b) names of all the practitioners engaged in the task, the work they undertook, and any separate reports they prepared;
  - (c) authorship of the report;
  - (d) date;
  - (e) brief or outline of brief;
  - (f) constraints on the task, for example, time, money, expertise;
  - (g) sources (see 5.4).

### **5.3 Graphic material**

Graphic material may include maps, plans, drawings, diagrams, sketches, photographs and tables, clearly reproduced. Material which does not serve a specific purpose should not be included.

### **5.4 Sources**

All sources used in the report must be cited with sufficient precision to enable others to locate them.

All sources of information, both documentary and oral, consulted during the task should be listed, whether or not they proved fruitful. In respect of source material privately held, the name and address of the owner should be given, but only with the owner's consent.

### **5.5 Exhibition and adoption**

The report should be exhibited and the statement of conservation policy adopted in accordance with

Guidelines to the Burra Charter: Procedures for Undertaking Studies and Reports