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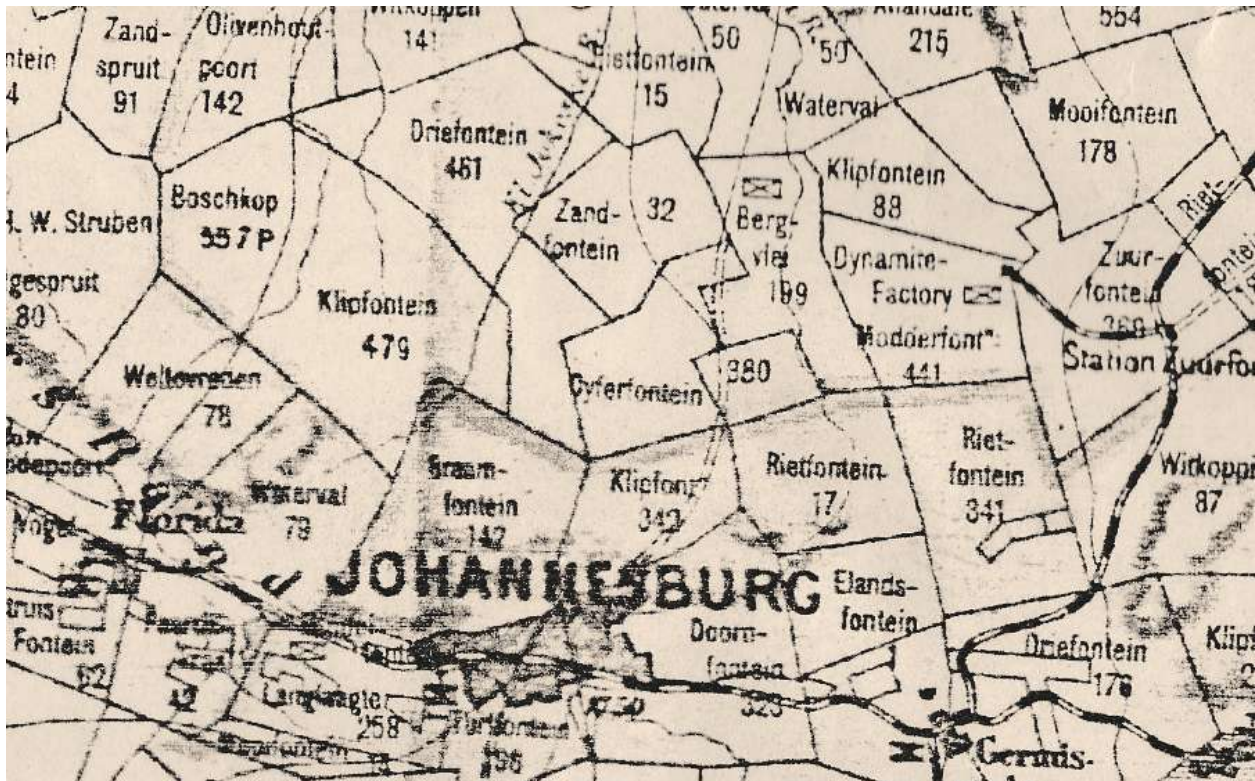
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1st phase heritage impact assessment along Louis Botha Avenue for the Johannesburg Metro's proposed Bus Rapid Transit System from WITS to Alexandra



Report compiled by Sidney Miller.

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PREAMBLE

This First Phase Heritage Impact Assessment provides an inventory of the heritage resources that may be impacted by the proposed new BRT route.

It has been recommended that a Second Phase Heritage Impact Assessment be conducted for the structures that will be affected by the proposed new BRT route. The objectives of the Second Phase Heritage Impact Assessment are to assess the significance of the heritage structures affected, assess the impact of the project on these structures and recommend appropriate mitigation measures to minimise negative impacts.

1. EXECUTIVE SUMMARY

African Heritage Consultants were tasked to undertake a first phase heritage survey for the proposed Bus Rapid Transit System along Louis Botha Avenue from WITS to Alexandra in the Johannesburg Metro. The purpose of this study was to evaluate the impact of the proposed system on the heritage estate along the route.¹

From a legal point of view the Bus Rapid Transit System can only impact on the heritage estate of the present route under investigation in three ways.

1. If it causes physical impact on buildings, sites or structures demanding the demolition or alteration to such buildings, sites or structures
2. If It causes serious conflicting impact on the appearance and milieu of heritage buildings, sites or structures
3. If excavations necessitated by the construction work uncovers heritage remains that exist underground.

African Heritage consultants investigated every building and site located along the route between Wits and Alexandra to estimate the possibility of negative impact by listing all protected sites and marginal sites, and found that at least 357 buildings had a status of either “protected” or “marginally protected”. This represents about 50 percent of the sites along the route. Although this is a very high percentage of protected buildings and sites, it is then also true that according to the present plans of the client none of these sites or buildings will be physically impacted upon.

The scale of the bus stations and the relative importance of the buildings in the areas where they are proposed to be located also appear to have no impact on the heritage value of such buildings.

Regarding the impact on streetscapes in general there is no part of the route that has unique elements that will be influenced by the proposed Bus Rapid Transit System.

It is accepted that archaeological historical and human remains that are located sub-surface along the route cannot be identified at present, for obvious reasons. If such remains are encountered during construction then the heritage authorities must be contacted so that mitigation may proceed.

According to the client a historic bus shelter has to be relocated from site 67 in Section JBRT/15/LP/02B. This relocation will have to be sanctioned by PHRA in a separate document to this one (*See page 26*)

It is therefore recommended that seen in the light of the information collected in the report, and the summary thereof, there are no specific reasons for the proposed construction to not proceed. The mitigation of the structure on site 67 as described above must be obtained through a separate second phase study.



¹ ***The reader is advised that it is possible to view the full length of the route on Google Earth Street View showing all streetscapes and elevations of all buildings.***

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INDEX

1. EXECUTIVE SUMMARY	02
2. DEFINITIONS	05
3. PROTECTED SITES IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (Act 107 of 1998)	05
4. METHODOLOGY	06
5. INTRODUCTION	07
6. ECOLOGY	
6.1. Geology	08
6.2. Vegetation	09
7. ARCHAEOLOGY AND EUROPEAN BACKGROUND	
7.1. Stone Age	11
7.2. Iron Age	
7.2.1. Early Iron Age remains	11
7.2.2. Later Iron Age remains	11
7.3. European settlement	11
7.3.1. The Great Trek	11
7.3.2. Johannesburg	13
7.3.3. Johannesburg's 125 th Anniversary	13
8. HISTORICAL LOCATION OF THE STUDY AREA	
8.1. Historical maps.	15
8.2. Historical information on specific suburbs.	16
8.2.1. Parktown	16
8.2.2. Killarney	18
8.2.3. Alexandra	18

9. FIELD RECORDING AND HERITAGE COMMENTS	19
9.1. Section JBRT/15/LP/01	20
9.2. Section JBRT/15/LP/02	24
9.3. Section JBRT/15/LP/03	28
9.4. Section JBRT/15/LP/04	32
9.5. Section JBRT/15/LP/05	36
9.6. Section JBRT/15/LP/06	40
9.7. Section JBRT/15/LP/07	44
9.8. Section JBRT/15/LP/08	48
9.9. Section JBRT/15/LP/09	52
9.10. Section JBRT/15/LP/10	56
9.11. Section JBRT/15/LP/11	60
9.12. Section JBRT/15/LP/12	64
9.13. Section JBRT/15/LP/13	68
10. SUMMARY	70
11. RECOMMENDATION.	70
12. BIBLIOGRAPHY	71
13. DECLARATION OF INDEPENDENCE	72
ADDENDUM ONE: Documentation Tables	
ADDENDUM TWO: Photo-documentation Tables	
ADDENDUM THREE: Bus Shelter on Louis Botha	
ADDENDUM FOUR: Issues and Responses Report	

2. DEFINITIONS

The broad generic term *Cultural Heritage Resources* refers to any physical and spiritual property associated with past and present human use or occupation of the environment, cultural activities and history. The term includes sites, structures, places, natural features and material of palaeontological, archaeological, historical, aesthetic, scientific, architectural, religious, symbolic or traditional importance to specific individuals or groups, traditional systems of cultural practice, belief or social interaction.

PROTECTED SITES IN TERMS OF THE NATIONAL HERITAGE ACT, Act. NO. 25 OF 1999

The following are the most important sites and objects protected by the **National Heritage Act: (see sections 4.1 and 4.2)**

- a. Structures or parts of structures older than 60 years**
- b. Archaeological sites and objects**
 - c. Palaeontological sites
 - d. Meteorites
 - e. Ship wrecks
 - f. Burial grounds
 - g. Graves of victims of conflict
- h. Public monuments and memorials**
- i. Structures, places and objects protected through the publication of notices in the Government Gazette and Provincial Gazette**
- j. Any other places or objects which are considered to be of interest or of historical or cultural significance**
- k. Geological sites of scientific or cultural importance
- l. Sites of significance relating to the history of slavery in South Africa
- m. Objects to which oral traditions are attached
- n. Sites of cultural significance or other value to a community or pattern of South African history**

We furthermore specifically refer to Act 25 of 1999:

Section 4.1.3. Heritage Impact Assessment.

Section 4.1.3.a. The construction of a linear development such as a road, exceeding 300 metres in length.

Section 4.1.3.e. Any other category provided for in the regulations of SAHRA or by PHRA.

Section 4.1.5. Archaeology, Palaeontology and Meteorites.

This section states clearly that archaeological material in any form may only **be disturbed** after receiving a permit from SAHRA. It also states clearly that in order **to destroy** such a disturbed site a second and separate permit is required.

3. PROTECTED SITES IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (Act 107 of 1998)

The environmental act requires that:

The disturbance of landscapes and sites that constitute a nation's cultural heritage should be avoided as far as possible and where this is not possible the disturbance should be minimized and remedied.

4. METHODOLOGY

African Heritage Consultants (*from now on A.H.C.*) were instructed by Iliso to undertake a first phase heritage impact assessment on the proposed new Bus Rapid Transit System for the Johannesburg Metro along Empire Road, Louis Botha Avenue and the Pretoria Main Road, from WITS to Alexandra.

To execute this mandate a number of specific working parameters were defined and specific actions taken.

4.1. Parameters.

4.1.1. Previous assessments done by A.H.C. on three similar lines in the Tshwane Metro are used in the compilation of this report.

4.1.2. Vehicles and traffic of the proposed Bus Rapid Transport System would have no negative impact on the Heritage Estate, as defined by Act 25 of 1999, along the route if the buildings or sites are not physically impacted upon by proposed demolition or alteration of such buildings or sites.

4.1.3. Any excavation along the proposed route of the Bus Rapid Transport System in any location older than 100 years will be perceived as possible impact on an archaeological site as defined by Act 25 of 1999.

4.1.4. If excavations described in 4.1.3 above are planned, then such proposed excavations will have to be evaluated by a second phase study on the appropriate areas.

4.1.5. If landscaping to sidewalks is planned in areas along the route that are considered to be protected by Act 25 of 1999, then such alterations must be evaluated in a second phase study on the appropriate areas.

4.1.6. Placement of bus terminuses. Where it is found that the structural presence of bus terminuses may have negative impact on heritage buildings or sites, then their location may have to be changed, or their design adapted to comply with the site and its historical environment.

4.1.7. Heritage buildings and sites are buildings and sites known to be older than 60 years.

4.1.8. Buildings and sites of interest are buildings and sites that are marginally younger than 60 years but have the potential to achieve the status of a heritage building or site if design, prominent architects, scientific innovation or political struggle issues are present.

4.1.9. The remarks and conclusions of A.H.C. are not finite, and will have to be approved by the Provincial Heritage Resources Authorities (PHRA) after perusal of the report and attached proposed design plans and diagrams.

4.1.10. The legal required public participation processes regarding heritage issues will be conducted by an independent consultant of the Johannesburg Metro.

4.1.11. It must be understood that no construction may proceed without the approval of PHRA

4.2. Working procedure of A.H.C.

4.2.1. All relevant maps and documents relating to the project and the proposed route were studied and considered by A.H.C.

4.2.2. The route was visited and photographed on several occasions.

4.2.3. The full extent of the route was evaluated and heritage buildings and sites as well as buildings and sites of interest were recorded.

4.2.4. As this is only a first phase study no DETAILED RECORDING of buildings and sites was undertaken.

4.2.5. DETAILED RECORDING of buildings and sites will only be undertaken if necessitated by the possible impact of the proposed Bus Rapid Transit System on certain buildings and sites.

4.2.6. For purposes of recording, the route was divided into sections already identified in the engineer's drawings, and photographs and discussion of the buildings and sites of importance were recorded in this context.

4.2.7. As it is not possible to predict the sub-surface condition of the route and any possible archaeological remains that may be present, the mitigation of such material will be an ongoing concern during construction.

5. INTRODUCTION.

African Heritage Consultants were instructed by Iliso to undertake a first phase heritage impact assessment on the proposed new Bus Rapid Transit System for the Johannesburg Metro along Empire Road, Louis Botha Avenue and the Pretoria Main Road, from WITS to Alexandra.

The purpose of this proposed Bus Rapid Transit System route is the continuation of a nation-wide project for the rolling out of an improved public transport system. The reason for this is that the Bus Rapid Transit Systems could alleviate traffic congestion, make medium distance transport more affordable and supplement the existing system of metro busses, taxis and rail transport.

The system has already become a reality in other cities, e.g. Cape Town, and from a heritage point of view has so far had little negative effect on historic buildings and sites. In certain cases, such as in Paul Kruger Street, the system, together with the landscaping, will show historic buildings to their best advantage, improve and protect historic sidewalks, and will transfer knowledge about the past to the general public.

The present proposed route that is being investigated will run as follows:

It commences at the intersection of Joubert Street and Empire Road and follows this road eastwards. It continues between Parktown and Braamfontein up to Claredon Place and Willie Street north of Berea, and on into Louis Botha Avenue north of Bellevue; then along Louis Botha Avenue south of Houghton and Fellside and north of Mountain View. Here Louis Botha Avenue turns northwards at Orange Grove, bisecting Orchards and Bagleyston and onwards to Highlands North Savoy estate and Griswold. From here it continues on between Bramley and Alexandra where Louis Botha Avenue becomes the Pretoria Main Road. The termination of the route is located at the intersection of Pretoria Main Road and Lees Street.

Johannesburg, at only 127 years, is one of the youngest cities in the world but the enormous impact of the discovery and mining of gold in its formative years led to an explosion in size and population between 1886 and the outbreak of the Second World War in 1939, by which time most of its suburbs were already defined.

The impact of gold is reflected in suburbs such as Parktown and Houghton but the working class suburbs like Yeoville and Orange Grove also reflect the footprint of less affluent architecture of the Victorian, Edwardian and Art Deco periods.

More importantly, Alexandra which is adjacent to the predominantly white suburbs has also survived into the twenty-first century, bringing along with it the baggage of the previous political dispensation but also the historical voice of its architecture that was made up of small dwellings and blocks of flats that were intended as one of the solutions for a black residential area near the central part of Johannesburg.

The proposed Bus Rapid Transit System will pass through all of the above and many other newer suburbs thus linking the past to the present with a common modern need, i.e. to alleviate the rising cost of energy and transportation.

Although for other reasons there are many voices that are raised against a nation-wide Bus Rapid Transit System its actual impact on historical buildings and sites will be minimal, **and for this reason it is necessary to mitigate any impact in a professional manner.**

6. ECOLOGY.

6.1. Geology. (See McCarthy & Rubidge, 2005, for full description.)

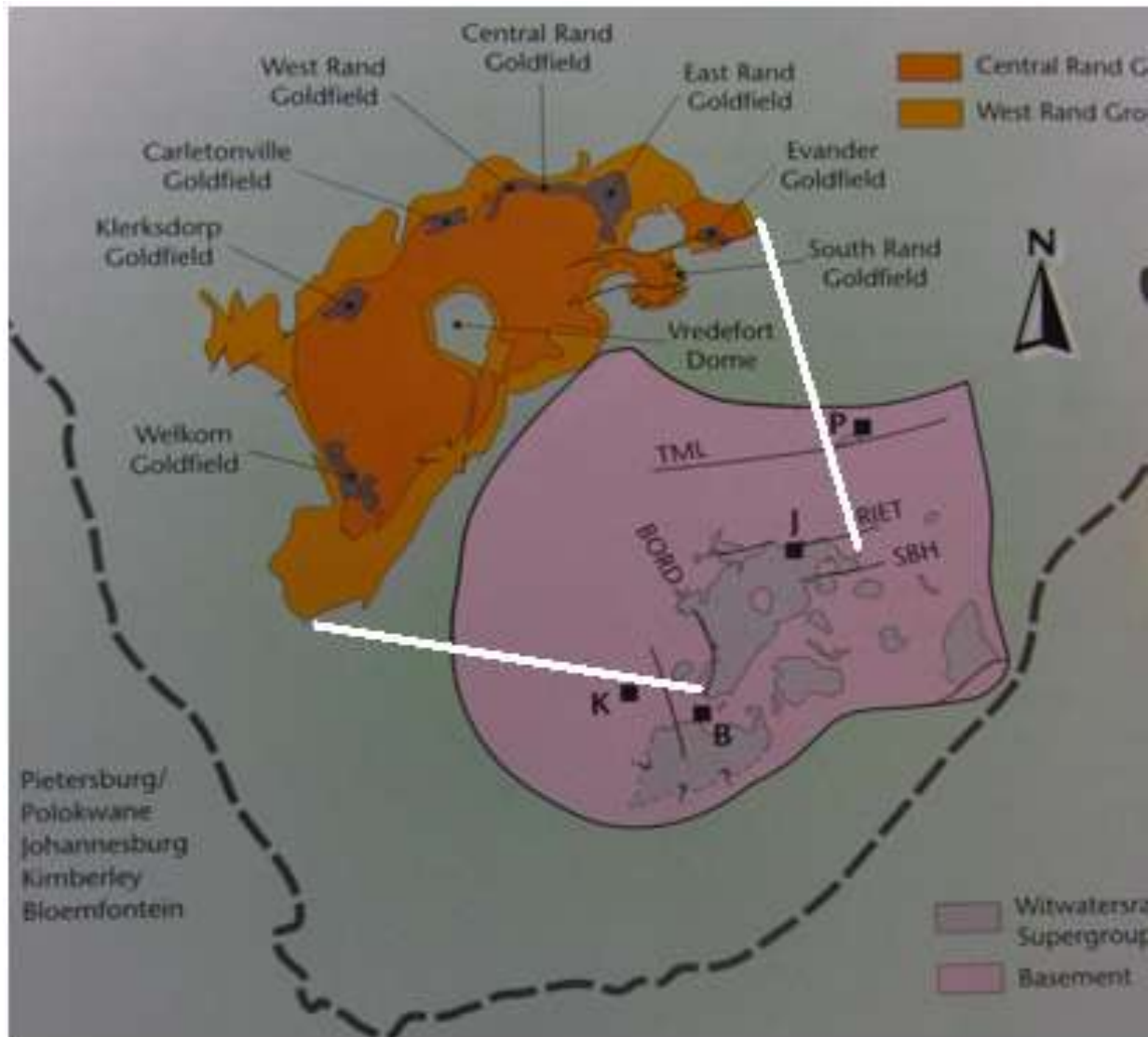


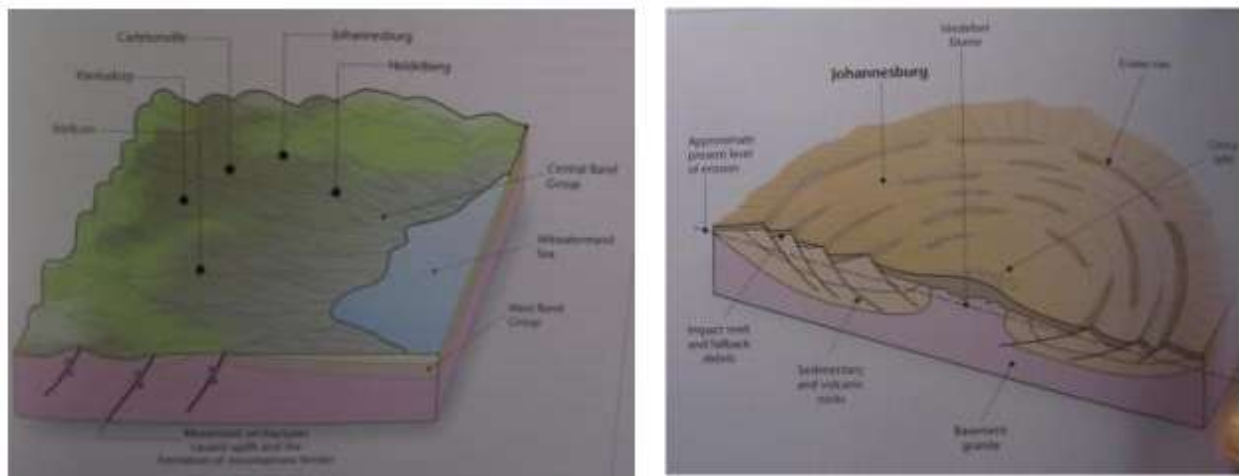
Fig. 01. The remains of two pre-Pangean continents, the Kaapvaal Craton and the Zimbabwean Craton, which collided some 2700 million years ago. This resulted in the tilting of the Kaapvaal Craton and the erosion and winnowing of heavy metals into a shallow sea. The area shaded pink is an estimated shape of the Transvaal Craton, while the orange area is an enlargement of the central goldfields. (McCarthy and Rubidge, p 102.)

Had it not been for the mineral composition of the geological under-build of the region it is very possible that this structure might have not existed, i.e. the gold deposits, and their associated minerals that were deposited along the MAIN REEF. The origins of these geological phenomena are rather complex, which possibly only a few geologists would understand. We quote from McCarthy and Rubidge, page 102....

'The rocks of the Witwatersrand Super group were originally widely distributed over the Kaapvaal Craton, but much has been removed by erosion, leaving only the scattered remains shown in figure 03. The enlarged inset shows the main area of preservation of the Witwatersrand Super group basin. The major goldfields occur in an arc around the western and northern sides of the basin. The locations of these goldfields were determined by earth movements along faults such as the Thabazimbi-Murchison (TML) Line, the Rietfontein (RIET) Fault, the Sugerbush (SHB) Fault and the Border (BORD) Fault.

According to the geologists crust tilted again, trapping the gold deposits on the side of the Transvaal basin between 2 700 and 2 000 million years ago. With the impact of the Vredefort meteorite, large portions of the gold-bearing geological structures were infolded by the impact phenomena, effectly shielding it against erosion and thus perserved large portions of the original deposits.

Although the gold of the Zimbabwe Craton was found and utilised by Africans more than a thousand years ago, the Central Goldfields were only discovered in 1886 after the Pilgrim's Rest, Baberton and Magaliesberg alluvial fields were identified in the 1870s.



Figs 02 and 03. *The two most important reasons for the central South African Goldfields: dilution of heavy minerals into ancient maritime environments and the Vredefort meteorite impact event. (McCarthy and Rubidge, pp 103 and 136.)*

6.2. Vegetation. (See Acocks, 1988)²

According to Acocks one may encounter three of his original veld types in and around Johannesburg. To the north of Johannesburg we find his veld type 61. This consist of three variations, the (a) Eastern, (b) Central and (c) Western categories. In and around Johannesburg it is Type 61b that concerns us. Apparently it is possible that this type is a derivative of an *Acacia caffra* savannah which it still is in parts. It is a sparse and tall tufted type with the forbs playing an important role, and is extremely sour. It is the veld type of the Witwatersrand and the high undulating country sloping down to the Magaliesberg. The rocks are mainly quartzite, shale, dolomite, chert and granite. The soils are poor and acidic, either stony or sandy with an altitude of 1450 to 1750 metres above sea level. Rainfall is in the region of 750 mm per annum and the winters are cold and frosty. Combined with continuous burning the veld is particularly sour and supports wiry grazing, not particularly suitable for livestock. At the Rietvlei research station though, it was shown that the veld was good for intensive farming.

² The author is aware of the updated version of Acocks' work by Mucina & Rutherford, 2010, but for the purposes of this publication Acocks' version is preferred.

Rocky ridges carry Bushveld vegetation dominated by *Protea caffra*, *Acacia caffra*, *Celtis africana* and sometimes *P. welwitschii* as well as a large number of south Bushveld shrubs in smaller quantity. A typical plant of the hills is *Xerophyta retinervis*. In sheltered valleys and sinkholes there are traces of temperate or transitional forest, with such species as *Celtis africana*, *Kiggelera africana*, *Halleria lucida*, *Leucosidea sericea*, *Buddleja salviifolia* and *Cassinopsis ilicifolia*, in the Fountains Valley in Pretoria for example, which is greatly in contrast with the traces of tropical forest a distance away in the kloofs on the northern slopes of the Magaliesberg. For the extremely long lists of grass species and succulent species see page 114 of Acocks.

Acocks describes his type 48 as *Cymbopogon-Themeda* grass veld. It also consists of two regions, north and south, the south being a moderately dense grass veld, and the north a sparser more tufted veld. Altitude varies between 1350 and 2000 metres above sea level with summer rainfall of between 450 and 750 mm per annum and severe frosty winters. Amongst the grasses that generally occur are *Setaria flabellate*, *Themeda triandra*, *Heteropogon contortus*, a number of *Eragrostis* species and others (Acocks p 100-101)

The greatest impact of this vegetation composition on the development of the goldfields was that there was no wood available for either shelter, construction work, heating or food preparation. This resulted in the transportation of wood from other parts of the region, the planting of trees on a large scale and the discovery and development of coal fields in the region.

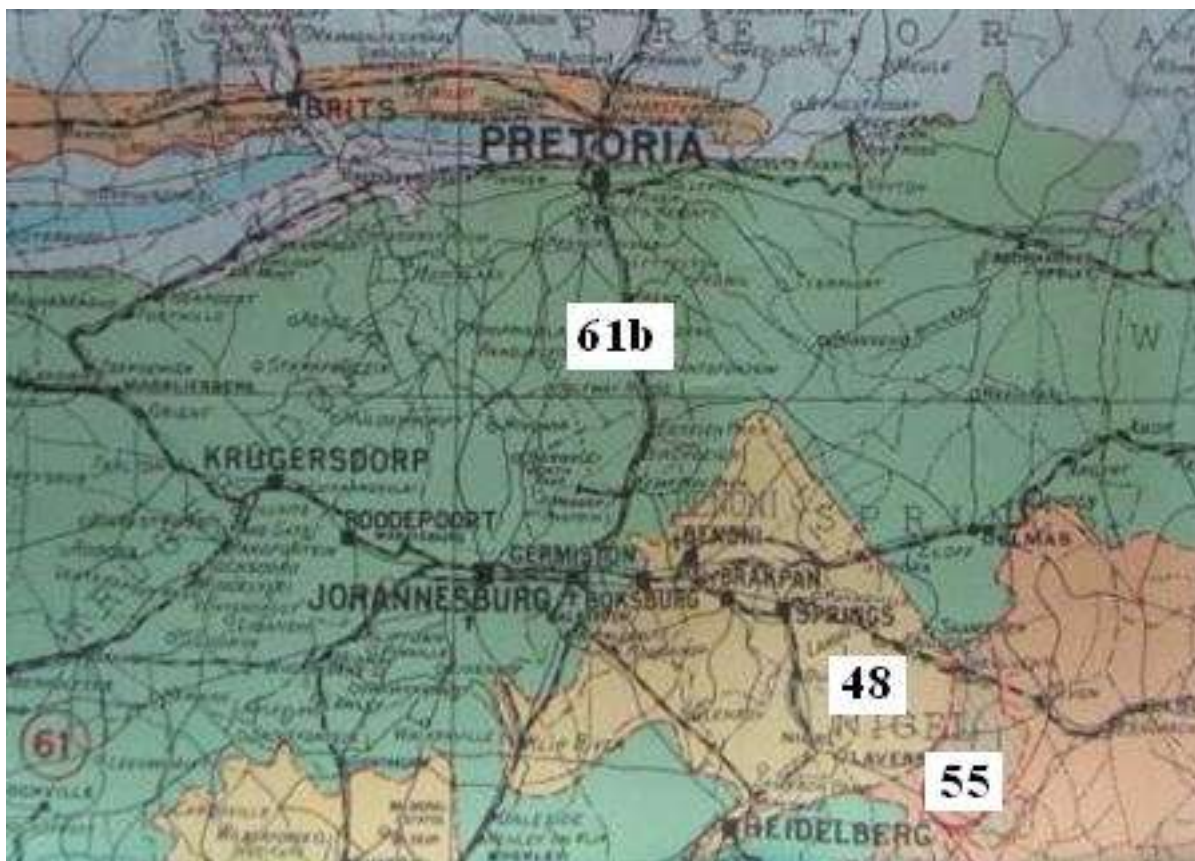


Fig. 04. Johannesburg is located at the intersection of two different veld type zones as illustrated above, with a third located towards Heidelberg. (Acocks map, *Veld Types of Southern Africa*.)

7. ARCHAEOLOGY AND EUROPEAN BACKGROUND

7.1. Stone Age

Although there are no well-known type sites located on or around the study area there is evidence of the use of the area during the early habitation by humankind along the Kliprivier³. During the 1920s Van Riet Lowe discovered extensive stone tool assemblages from the Early Stone Age at Vereeniging, in what at that time were protected national heritage sites.

In terms of the Later Stone Age there does not appear to be much evidence of hunter gatherers utilising the area except for engravings that occurred at Redan some sixty kilometres to the south, and several engraving sites along the Vaal River near Vereeniging and Vanderbijl Park that might have been utilised by pastoralists and/or hunter gatherers during the last five millennia.

Regarding the present study area, Stone Age remains will not be influence by the development.

7.2. Iron Age

7.2.1. Early Iron Age remains.

The only Early Iron Age remains known in the greater Johannesburg region are at the Broederstroom village site, and the Melville Koppies Smelting sites that were excavated by Professor Mason of the Department of Archaeology at WITS in the 1980s.

As these sites are extremely rare, it is unlikely that material from the same period will be encountered in the present study area.

7.2.2. Late Iron Age remains.

From the fifteenth century onwards we find a diverse population of Iron Age people utilizing the grasslands of the Highveld. Towards the northwest one finds first the ancestors of the Sotho/Tswana language groups and to the east the ancestors of Nguni/ Ndebele speakers. From the eighteenth century onwards stone-walled villages arise and cultural materials developed that distinguished the language groups from another. Owing to population pressure in the human landscape there were also shared landscapes that may have come about through either civil or hostile interaction. In the second and third decades of the nineteenth century the appearance of Mzilikazi in the landscape to the north brought an abrupt end to normal African life.

Many hundreds of remains from this period can be seen in non-urbanised areas between Parys and Heidelberg, a rather intensive occupation of the region, the best known being those excavated by Mason at Klipriviersberg.

As these sites are relatively rare, it is unlikely that material from the same period will be encountered in the present study area.

7.3. European settlement.

7.3.1. The Great Trek

The Great Trek is rather incorrectly named, as no more than between five percent and twenty percent of the Cape population in fact left British Authority, over a period of three to four years. With the split

³ The tools discovered by Van Riet Lowe were from the early and middle stone age periods

between the Maritz Group and the Pretorius group and the fragmentary nature of the ‘Northern Group’ there was little coherence in their ‘settlement plan’, and many were simply killed by indigenous people such as the Van Rensburg Trek, or by the rigorous and dangerous nature of Africa such as the Louis Trichardt Trek. Some prematurely settled in ‘towns’ such as De Clercq and only over a period of ten years were Potchefstroom, Lydenburg, Ohrigstad and Schoemansdal born. Although towns were founded, they were only functional as focal points for religious, political, governance and trade activities. Most of the populace were settled on farms and retained townhouses for periodical visits.

Shortly after the end of the Great Trek around 1840 a number of families settled in and around the warmer Bushveld hunting ground to the north. However, they soon became aware of the discomfort of the summer in the Lowveld regions, and the obvious advantages of the Highveld where it was cooler with good grazing. This resulted in the two-farm system with entire households and their livestock moving back and forth between the two farms.



Fig. 05. The remains of one of the Schutte family’s dwellings from the 1850s, on the farm Deelkraal southwest of Johannesburg, which is typical of the early pioneers’ architecture.)



Fig. 06. Willem Petrus Prinsloo (1820-1898) is one of the famous landowners in Johannesburg’s history. He owned the farm Modderfontein during the discovery of the Johannesburg goldfields that was only used for the movement of his livestock to and from the winter grazing areas in the Bushveld. A mining syndicate bought his farm for a ‘princely sum’. With this money he purchased a number of farms to the north, among them 699 hectares of land of the farm Elandsfontein from the Minnaars, old friends of his family, in 1896.

Modderfontein turned out to be the Brakpan and Benoni goldfields and Elandsfontein was the Cullinan diamond mine. (Helme 1974:35).

7.3.2. Johannesburg

The original population of the Z.A.R. (or the Transvaal) were Dutch pastoralists and their only wish was to be rid of the dominance of Britain, especially the laws related to slavery. The Dutch were also well aware of the British hunger for minerals and were doing their best to subdue and restrain any rumours concerning the presence of minerals in the Transvaal. This state of affairs is best illustrated by the way in which Carl Mauch was unceremoniously bundled out of the Z.A.R. in 1872 after three years of geological survey and his remarkable discoveries. As he was not allowed to return he committed suicide in Germany soon thereafter.

However, word got out of his work and soon the floodgates opened. On the back of the Kimberly diamond field's wealth it was not before the *Eersteling* gold, near modern day Polokwane, and the Magaliesberg gold was discovered in 1875. This was soon followed by the discovery of the gold fields at Pilgrim's Rest, and Barberton.

As with Kimberly, the gold was first mined by individuals working on claims, but as time went by the big players stepped in with expensive machinery and the consolidation of activities laying the base for the modern mining industry that we know today.

The South African War from 1899 to 1902 settled the ownership of the goldfields, but soon after the recovered ounces of gold per tonnage dropped to such a low level that the gold industry was on the verge of collapse. With the discovery of the cyanide reclamation process, the industry was revived, only to be confronted with the First World War, the miners' strikes in the early 1920s, the depression of the 1930s, the Second World War in 1939, the apartheid government of 1948, the independence of the Union of South Africa in 1960 and the new South Africa in 1994. Gold is still being extracted now in 2013 after 130 years.

From the above history it is clear that mining cannot continue without its most essential need, i.e. manpower. In addition there are the other elements such as energy, machines parts, food and equipment for workers, schools for the children, doctors, lawyers and a host of people to render support services.

All of these people were in need of accommodation and we then find that every era of the mining industry resulted in different architectural styles suited to different economic and other layers of society.

As buildings and infrastructure representing all periods from 1890 to modern times occur along the proposed Bus Rapid Transit Route it is imperative that care must be taken to prevent detrimental impact on these buildings and sites. Where any such negative impact is present mitigation through second phase studies must be requested from the Provincial Heritage Resources Authority.

7.3.3. 125th Anniversary of Johannesburg

The speech by the Executive Mayor of the City of Johannesburg, Clr Mpho Parks Tau, delivered at the Sci-Bono Discovery Centre, Newtown, Johannesburg, on the occasion of the 125th anniversary of the founding of Johannesburg is included here to exemplify the official position of the Johannesburg Metro regarding its heritage.

"Ladies and Gentlemen

*There are moments in history that require revisiting. When we do so we discover that a systematic and critical research on our past reveals an unusual wealth of information. As we do so, we discover knowledge and deep heroism that inspires us to do more. Johannesburg grew from tent town to wood and iron shanties to bricks and mortar buildings at the pace of an historical wink of an eye. **Within less than***

two decades since its formal proclamation the broad outlines of the City, as we know it today was already well established.

*This City has also continued to shape our history as it evolved over decades. One of the youngest major Cities in the world, Johannesburg marks its 125th anniversary this year. **Johannesburg was founded in 1886 as a result of the discovery of gold on the Witwatersrand.** So it is for a good reason that Johannesburg is known to many as "Egoli" (Zulu) or "Gauteng" (Sotho), both names meaning "the Place of Gold". Probably no City in the world has grown faster. Powered by the world's greatest gold-rush, Johannesburg soon grew into a bustling metropolis. **Before the discovery of gold the landscape of Johannesburg was dotted with a number of African homesteads and a few white-owned farmhouses.***

*Compared to what followed, Johannesburg's beginnings looked small and humble. **The mining camp of 1886 covered a few square kilometres and had a population of a few thousand people. Already in 1886 there were 14 liquor stores and one hotel – but no sanitation or health services.** Johannesburg was founded as a mining camp towards the end of 1886, a few months after the discovery of **the Main reef in Langlaagte.** Trying to fix a precise date for the founding of Johannesburg can be open to some interpretation and debate. Some argue that Johannesburg began in September, while others say it was founded in October. However, Johannesburg anniversary does not come down to a single date. The fact is that, a series of important events moved very quickly towards the end of 1886:*

- *In September President Paul Kruger declared the area as public diggings.*
- *Then on the 4th of October came the proclamation of **Randjeslaagte - the original residential area where Johannesburg was founded.***
- *In November, the first official Diggers Committee was sworn into office - representing the first local government structure (and arguably a forerunner of the Johannesburg City Council).*
- *December saw the first sale of stands (actually the sale of leases) in Johannesburg.*

Hot on the heels of the discovery of gold, Johannesburg attracted large numbers of gold prospectors, fortune-hunters and ordinary work-seekers. Arriving in their thousands, and coming from far and wide, there were a variety of people, including blacks and whites. This mix of humanity gave the young town a cosmopolitan character from the start. The government of Paul Kruger became increasingly fearful of the great influx of foreigners, many of them English-speaking – who they called "uitlanders" (aliens). Johannesburg, springing up as it did, suddenly, (very suddenly) in the midst of the Boer Republic in 1886, was to the Boers an alien city. President Kruger and his cabinet became increasingly unhappy and fearful about the influence of a growing population of foreigners, regarded as wild adventurers who knew only one god – gold. The authorities of the Boer Republic consoled themselves that the gold would run out, the town would not last, and then the "Uitlanders" – the aliens – would leave.

But Johannesburg did not go away.

Within six years of its birth, Johannesburg was already the biggest town in South Africa, with large buildings, street lighting, suburban mansions, and shops to rival those in Cape Town. By 1896 – when Johannesburg was just 10 years old – its population had risen to 100 000. Despite President Kruger, Johannesburg went on to become the most cosmopolitan place in Africa. No other place in Southern Africa contained such a varied cultural mix. It was this robust blend of nations, cultures and languages that gave Johannesburg its unique character. The energy that this generated – economic social and political energy - was to drive much of South Africa's subsequent history.....”

8. HISTORICAL LOCATION OF THE STUDY AREA

8.1. Historical map.

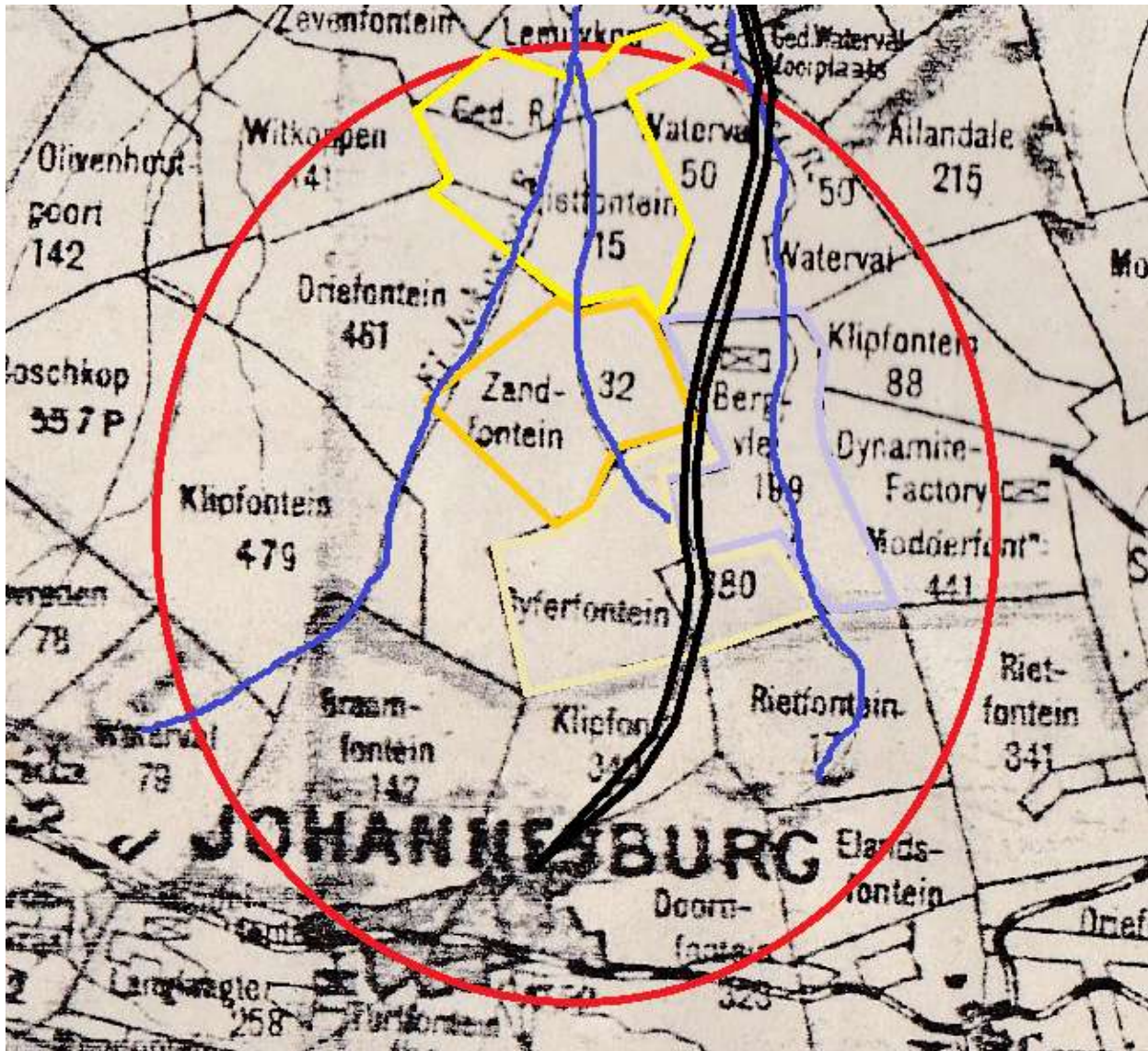


Fig.07. Greater study area as defined by Jeppe's 1899 Map of the Transvaal.

This is one of the few published diagrams that shows the definition of the original properties surrounding the farm Randjeslaagte on which the first proclaimed residential area of Johannesburg was founded, with Langlaagte to its west, where the first gold was discovered and mined.

Note the farms Zandfontein and Rietfontein on which Sandton was established and Bergvlei on which Alexandra was established with the three drainage lines that still exist today.

Also note the original wagon route past Bergvlei homestead/post office, which was the route to Pretoria and developed into what is today the Pretoria Main Road. It is along the same route which another part of the proposed Johannesburg Metro Bus Rapid Transport System along Louis Botha Avenue is proposed, further enhancing the continuation of an historical transport corridor.

If Jeppe's 1899 map is studied to the West and East one will see that the new accent on development in the region already focused on the axis of the MAIN REEF, as well as bringing into play the coal fields of the southern and eastern Transvaal.

For the purpose of the present studies it maybe said that the route involves heritage in one way or another. The law and the heritage authorities require the developers to respect these origins, even if in terms of European-type development Gauteng is still in its infancy. With the necessary knowledge and guidance from elsewhere we may therefore proceed with modern additions to the history of Gauteng as long as a sense of the past and the future is interwoven in respect of the people that will still live here.

8.2. Historical information on specific suburbs.

To illustrate the importance of heritage impact studies short extracts from the historical background of Park Town, as it is indicated on the map, and Killarney are include here to illustrate the historical underlay of Johannesburg suburbs which need to be acknowledged in the course of any development, and which might often be ignored if focus is placed on specific developments while the bigger picture is disregarded. This more often than not leads to frustration on the part of the developer if he regards heritage as an impediment rather than an asset.

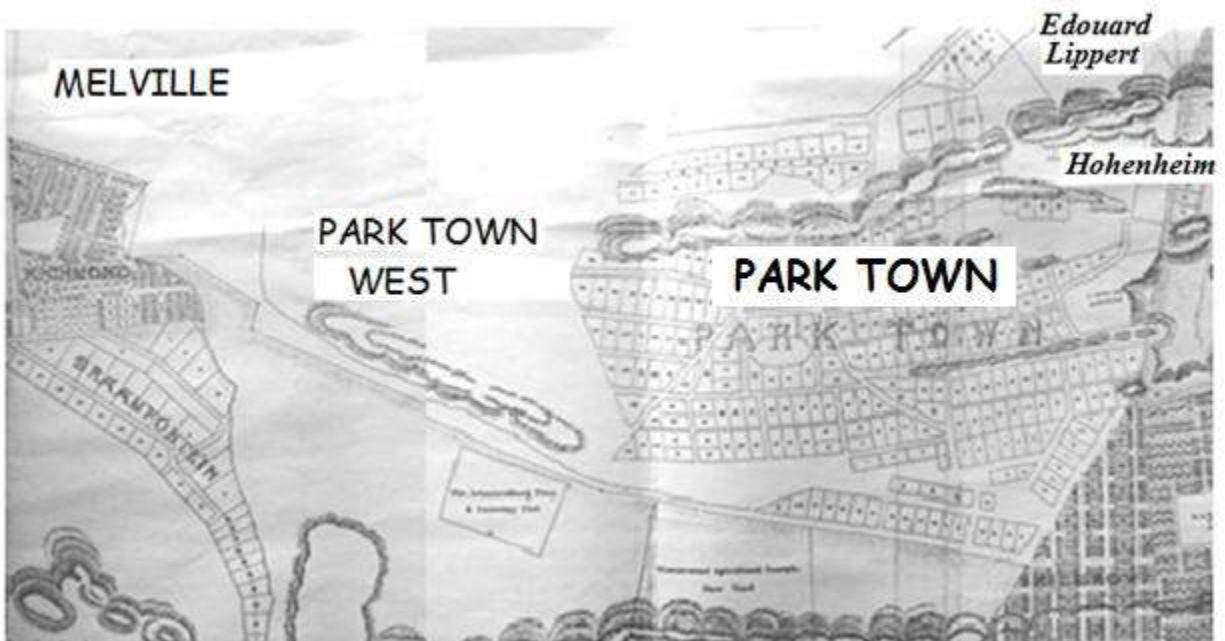


Fig. 08. The suburb of Park Town in 1899 on Jeppe's Map of the Transvaal. The extension of Park Town West commenced circa 1903 and later in the early 1920s

8.2.1. Parktown is the first suburb north of the inner-city. It is known as one of the **Parks**, others being **Parkview, Parkwood, Westcliff, Parktown North, Parkhurst,** and **Forrest Town**. Parktown is one of Johannesburg's largest suburbs, with neighbouring Braamfontein, Hillbrow, and Milpark lying to the south; Berea and Houghton to the east; Killarney and Forrest Town to the north, and Westcliff, Melville and Richmond to the west. **Originally established by the Randlords in the 1890s**, Parktown is now home to many businesses, hospitals, schools, churches and restaurants, while still maintaining quiet residential areas. It is also home to three of the five campuses of WITS, including the education campus, medical school and Wits Business School. Parktown is divided into Parktown and Parktown West with Jan Smuts Avenue forming the dividing line.

In 1890 **Edouard Lippert** bought a substantial tract of the farm Braamfontein. He rebuilt the farmhouse which was located on a ridge and named it **Marienhof** after his wife Marie. The ridge overlooked a large plain and on this he planted the **Sachsenwald Forest** to supply in the needs of the mines and fast developing city. He saw the promise that the ridge had for development as a township and divided the land up into plots. In 1892, **Lady Florence Phillips** rode north from the dusty mining town of early Johannesburg and found the ridge. The view extended from Sachsenwald forest in the west to the Magaliesberg and Pretoria in the north. She persuaded her husband to build a house there and **Frank Emley** was commissioned to build their mansion **Hohenheim**. Parktown quickly became the new elite suburb. Soon many wealthy entrepreneurs were building mansions along the ridge. Parktown was where many conspirators of the **Jameson Raid** were based. Today there are still many Victorian and Edwardian homes here, some of them designed by **Sir Herbert Baker**.

In addition to Sir Herbert Baker, many other architects were active in the design and building of homes in this historical suburb and they included **Frank Emley, J.A. Cope Christie, Francis Fleming** and **Charles Aburrow**. Baker's Parktown homes drew inspiration from the **Cape Dutch revival style**, which he had mastered in the Cape and combined with stonework using local sandstone which was quarried in the area, often from the grounds of the houses that he built. **James Cope Christie's** style is eclectic, drawing on influences from **Victorian styles** and **art nouveau**. **Charles Aburrow's** designs were mostly Victorian while **Frank Emley** favoured the **Edwardian** style. Although there are a number of mansions still standing in Parktown today, many were demolished during the late 1960s when 56 of the stately homes were pulled down to make way for the Johannesburg College of Education (now the Wits education campus). In 1975 many more were demolished and properties re-used for the construction of the M1 motorway. **Remaining Baker** mansions in Parktown include **Northwards, Villa Arcadia, Bishopskop, The Stonehouse and Brenthurst**. Other important mansions are **Dolobran** designed by **J.A. Cope Christie** and **North Lodge** designed by **J.H. Aldwyncle**.

Schools in the area include **Parktown Boys' High School** built in 1922, the **Deutche Schule Johannesburg** that opened in Hillbrow in 1890 and moved to Parktown in 1969, **Helpmekaar Kollege**, Johannesburg's first Afrikaans school built 1921, **The Key School**, a school dedicated to the education of autistic children, **Holy Family College (Parktown Convent)** built in 1905 by James F. Beardwood, **Rand Meisieskool, Parktown Public School** and **Roedean School** all built 1903 and designed by Baker and Masey.

Parktown is also home to a diverse range of churches including a **Dutch Reform Church**, a beautiful 1904 Baker and Masey **Anglican church, St. Georges and the Temple of the Church of the Jesus Christ of the Latter Day Saints. Temple Emanuel**, one of Johannesburg's last remaining **Jewish Reform Synagogues** is also located in Parktown. The Johannesburg Freemasons' Hall, home to many of Johannesburg oldest Masonic lodges is also in Parktown.

Parktown West is almost entirely residential and famous for its beautiful avenues lined with jacaranda and plane trees, also known as the 'itchy ball tree'. Commerce is only permitted along the western side of Jan Smuts Avenue. **Parktown West was being developed as early as 1903** with a significant increase in popularity in the **1920s and 1930s**.

8.2.2. Killarney is a relatively wealthy area, located west of the M1 freeway with neighbouring suburbs that include Houghton Estate, Riviera and Parktown. Killarney is a densely built-up area, with numerous apartment blocks dating from the 1930s up to the present. The first shopping mall in Johannesburg was built on the site of the **Killarney film studios** that covered news for the South African film industry for over half a century. Killarney is currently home to consulates, tall residential buildings (**including some of Johannesburg's best examples of art deco architecture**) and a golf course. The modern Killarney Mall

now stands on the portion of land *formerly known as Cooks Farm*. A short wagon or horse cart trip only a few hours north of Johannesburg at the turn of the 19th century, it was a favourite picnic spot on weekends for people who visited the farm. In 1913 a legendary insurance, real estate and financial tycoon, *Isidore William Schlesinger*, bought the site of 103 acres for £60,000. Schlesinger decided that the new entertainment medium, *the bioscope*, had a future in South Africa. Under Schlesinger's guidance, the *African Theatres Trust* was formed in 1913 in association with a number of leading entrepreneurs of that time. In 1915, when American film makers moved into Hollywood, California, it was decided to set up a South African company under the title *African Film Productions* and the studios were built, almost exactly where Killarney Mall stands today. In later years, the African Film Studios made way for the new motorway, the relocation of the Automobile Club and the growing need of Killarney residents for a neighbourhood shopping centre. This was developed by Town View Estates, a company owned by Schlesinger and designed *by Monte Sack*, and ultimately completed in 1972.

8.2.3. Alexandra was established in 1912, on land originally owned by a farmer, a Mr Papenfus, who tried to establish a white residential township there, naming it after his wife Alexandra. However, because it was then a considerable distance from the centre of Johannesburg, it was not a great success.

Consequently Alexandra was proclaimed as a so-called native township. Because the township was proclaimed before the South African 1913 Land Act, it was one of the few urban areas in South Africa where black people could own land under freehold title. By 1916, the population of Alexandra had grown to 30,000 people and the Alexandra Health Committee was established to manage the township. However, the Committee was not allowed to collect local taxes, nor was the Johannesburg City Council willing to take responsibility for an area that it claimed fell outside its jurisdiction, resulting in a lack of resources and proper management.

When the National Party came into power in 1948 and started to implement the policy of separate development, Alexandra was put under the direct control of the Department of Native Affairs. In the early 1960s the government decided to demolish all family accommodation in Alexandra and replace it with hostels restricted to either men or women, which led to widespread resistance and protest. Owing to the high costs, lack of alternative housing for the people that would have to be removed and the escalating opposition led by the Rev. Sam Buti's Save Alexandra Party, only two hostels were actually completed, and so the original scheme was cancelled in 1979.

The riots that started in Soweto in June 1976 quickly spread to other areas in South Africa, such as Alexandra, where 19 people died. As a result of these riots, evictions, forced removals and the expropriation of black property were stopped; urban black people were no longer regarded as temporary residents and their permanent status was recognized. Finally, in 1982, Alexandra was given the official status of a residential area as opposed to a native township and the then Alexandra Liaison Committee, led by Rev. Buti, was instituted to run the township.

In 1980 a Master Plan for Alexandra was introduced, with the aim of transforming Alexandra into a garden city with a completely new layout. However, only a fraction of this plan was ever implemented; the Master Plan was permanently stopped by the Alex Six Days uprising in February 1986, during which 40 people died. By May of that year the council fell apart followed by the resignation of the councillors which saw the emergence of street committees and peoples' courts. After the imposition of the nationwide state of emergency in June, the South African Defence Force moved in to keep the peace. In its place, the government introduced the Urban Renewal Plan as part of its strategy during the state of emergency. However, this plan led to considerable demolitions, disruptions and displacement in the community as well as two treason trials that involved 13 leaders of Alexandra.

This, combined with the considerable number of additional people moving into Alexandra during this time, led to the building of a new area known as East Bank. Because of the insufficient capacity and difficult maintenance of the newly built infrastructure, the situation quickly deteriorated and thus the Urban Renewal Plan was shelved in 1990. During the communal and political conflicts that took place during 1991-1992 many people died, were injured or displaced. This led to several peace initiatives, which were greatly assisted by the first fully democratic South African elections in April 1994.

9. FIELD RECORDING AND HERITAGE COMMENT

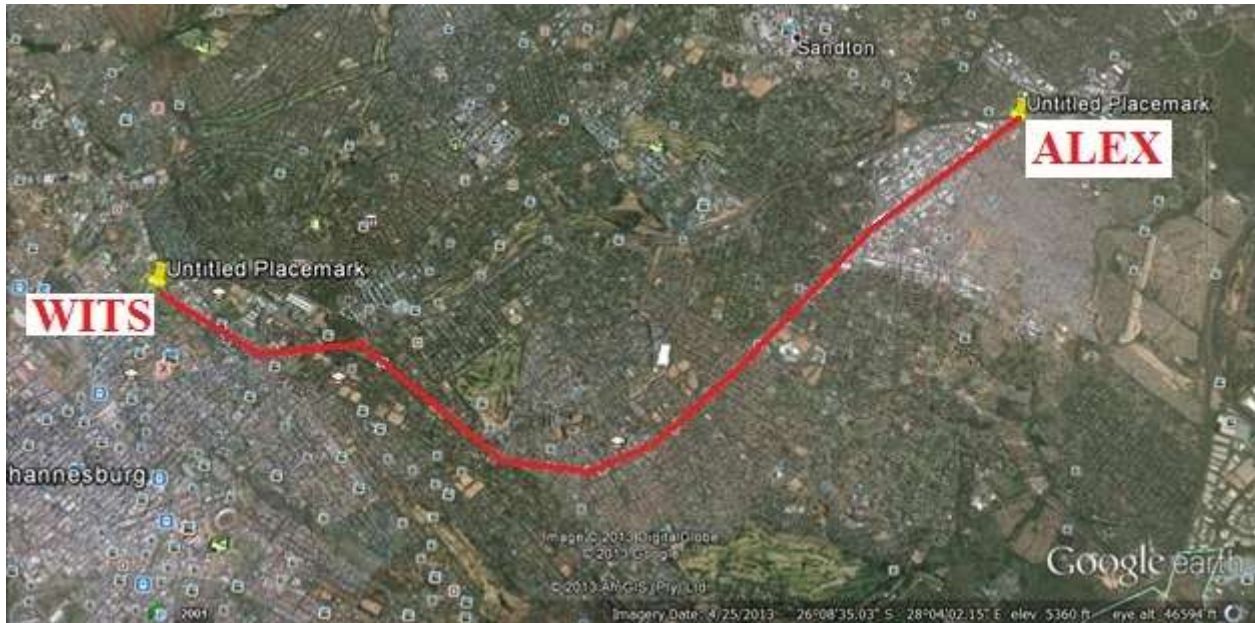


Fig. 09. The basic route as defined by the client.

Special note: *Owing to the bulk of the data and photographs, it is presented as an addendum to this report.*

The first of the addendums is a tabulation of the status of sites, the use of the land, photographs taken and the numbering of the photographs.

The second addendum consists of the photographs that were taken.

Below are Google Earth images of the land according to section, the random numbering of the properties and comments on various aspects.

9.1. SECTION JBRT/15/LP/01

9.1.1. Section JBRT/15/LP/01A

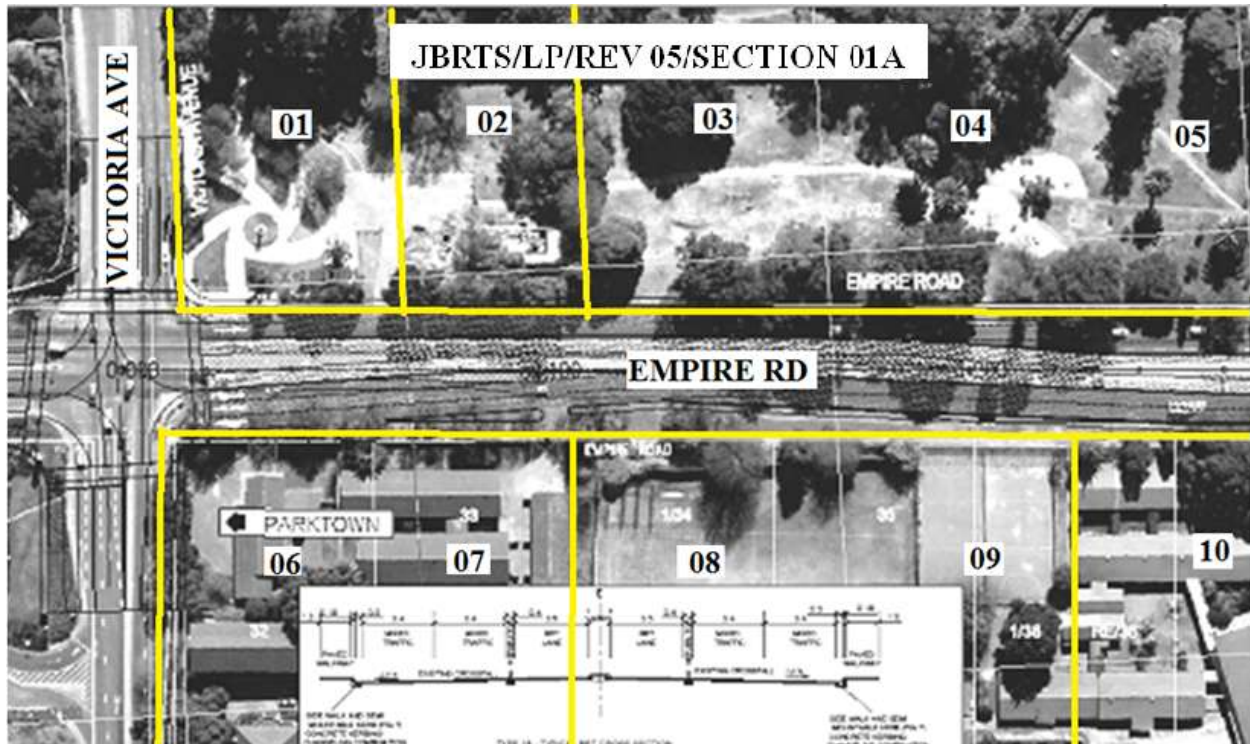


Fig. 10. Section JBRT/15/LP/01A.

Comments on section JBRT/15/LP/01A	
Historical buildings	3 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.1.2. Section JBRT/15/LP/01B

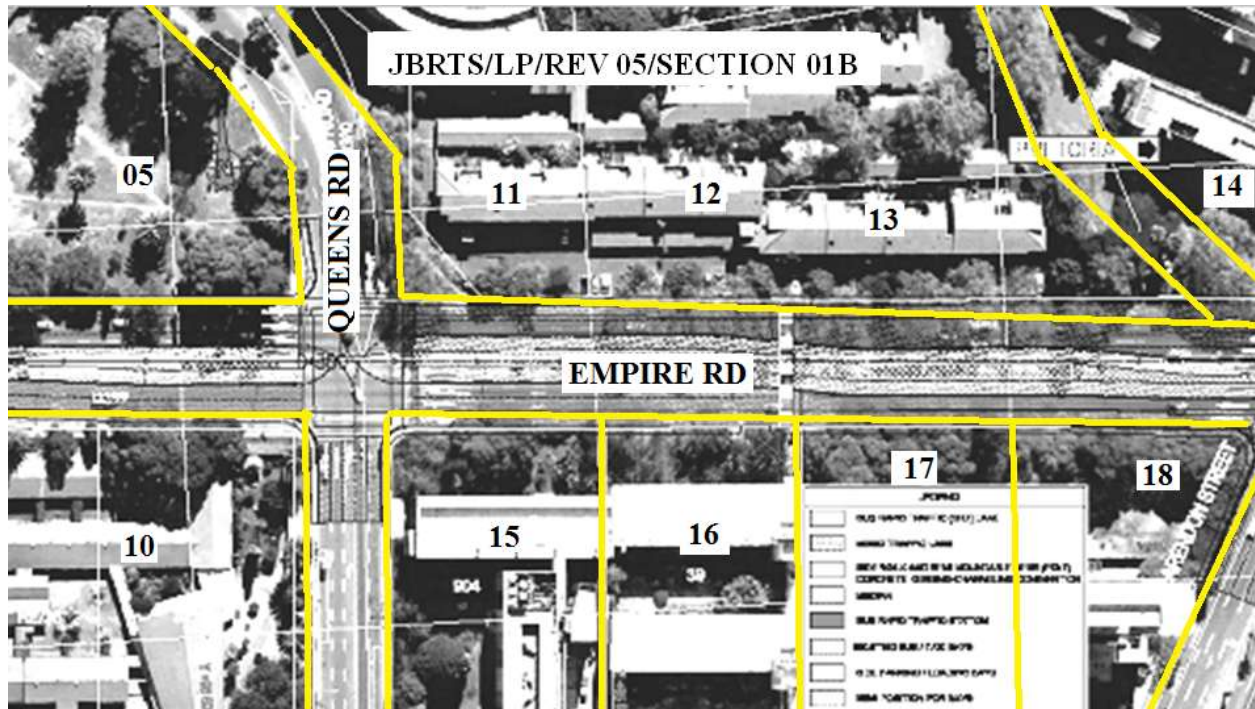


Fig. 11. Section JBRT/15/LP/01B.

Comments on section JBRT/15/LP/01B	
Historical buildings	4 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.1.3. Section JBRT/15/LP/01C

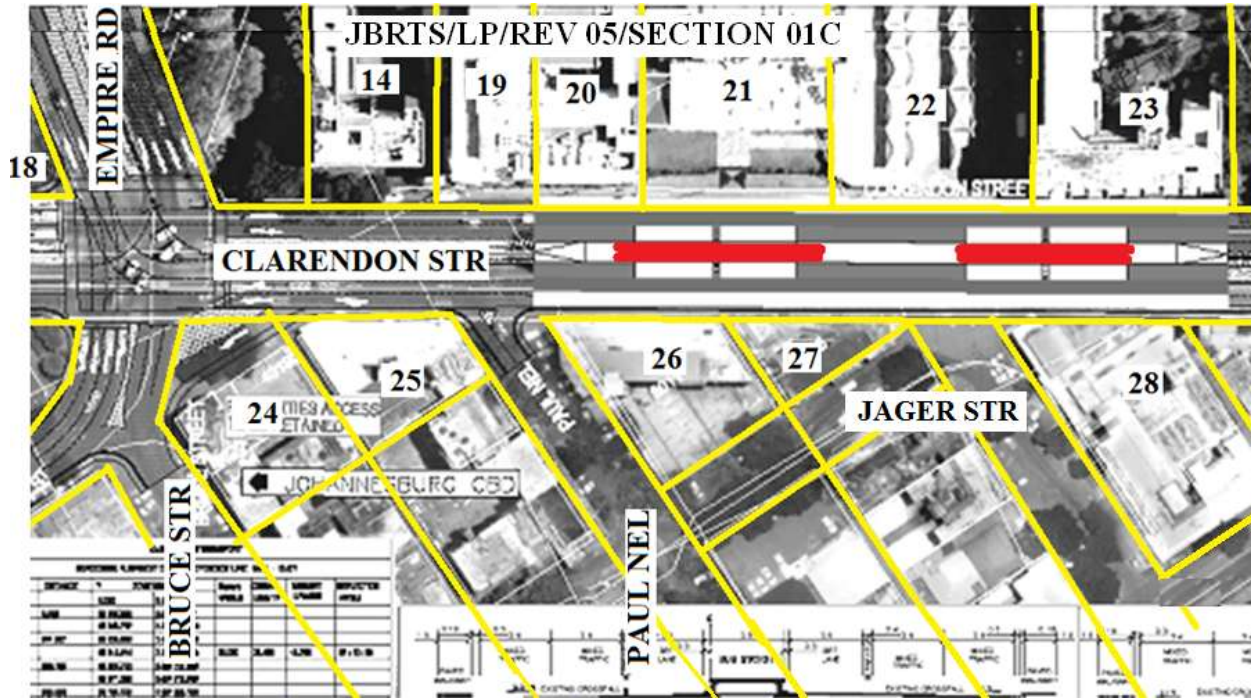


Fig.12. Section JBRT/15/LP/01C.

Comments on section JBRT/15/LP/01C	
Historical buildings	7 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.1.4. Section JBRT/15/LP/01D

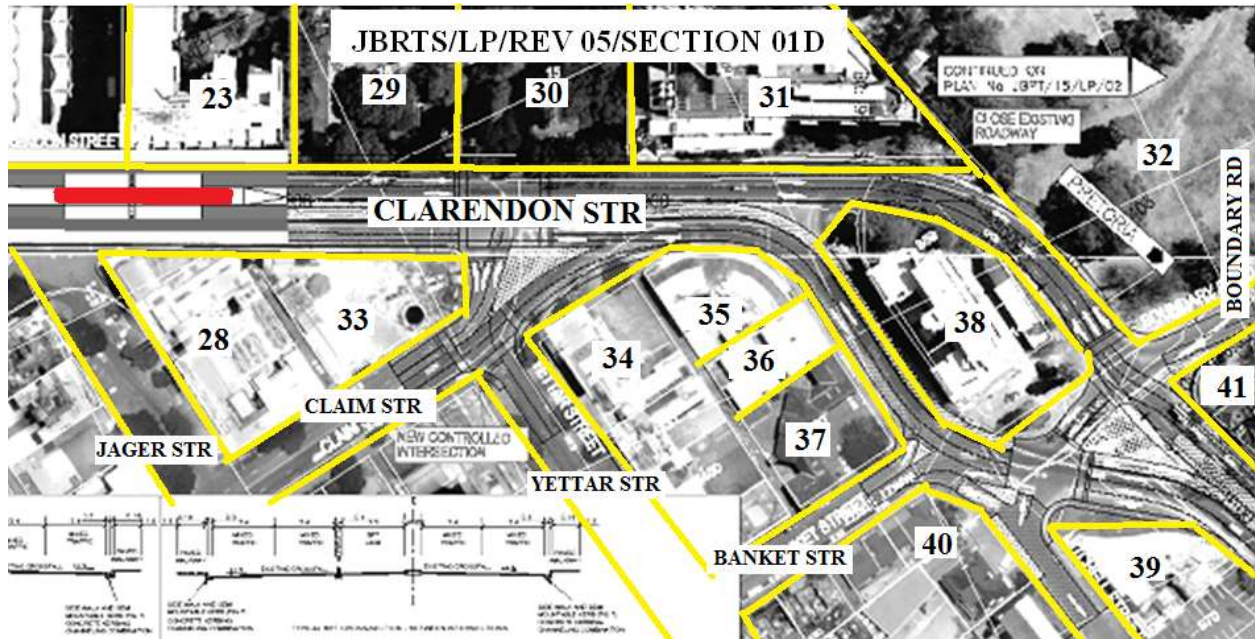


Fig. 13. Section JBRT/15/LP/01D.

Comments on section JBRT/15/LP/01D	
Historical buildings	11 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.2. SECTION JBRT/15/LP/02

9.2.1. Section JBRT/15/LP/02A

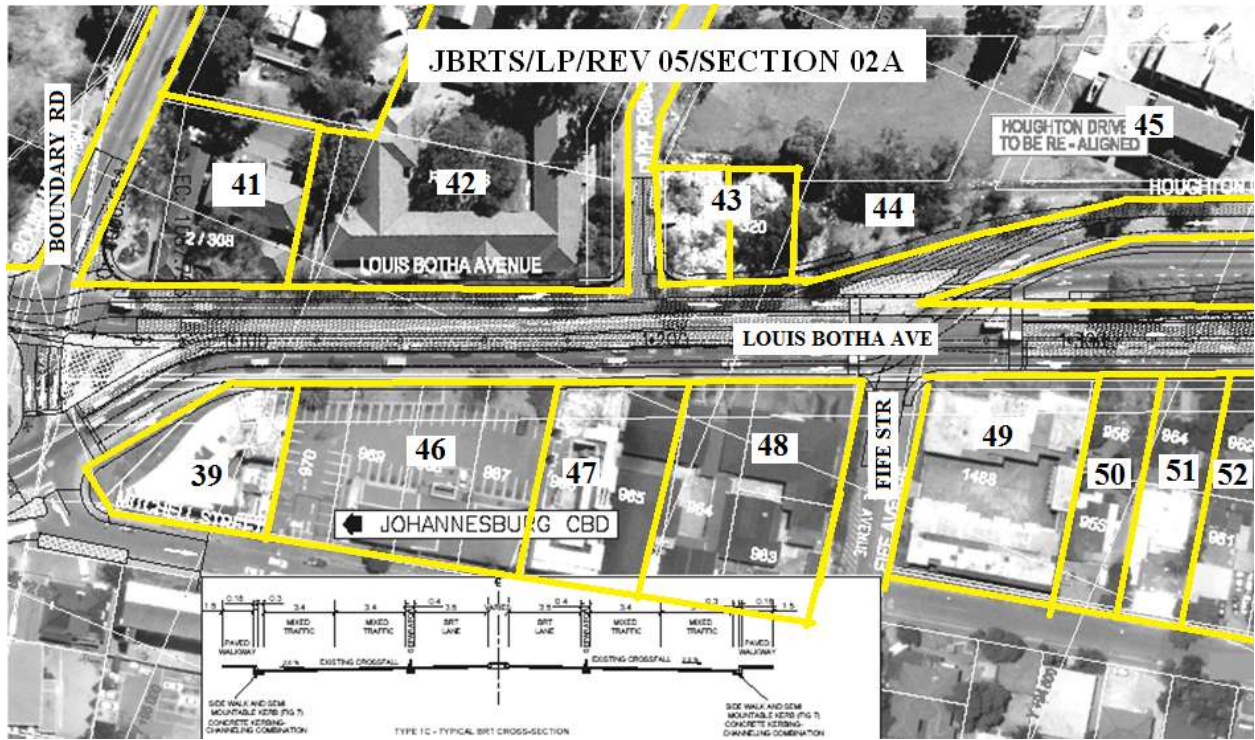


Fig. 14. Section JBRT/15/LP/02A.

Comments on section JBRT/15/LP/02A	
Historical buildings	6 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.2.2. Section JBRT/15/LP/02B

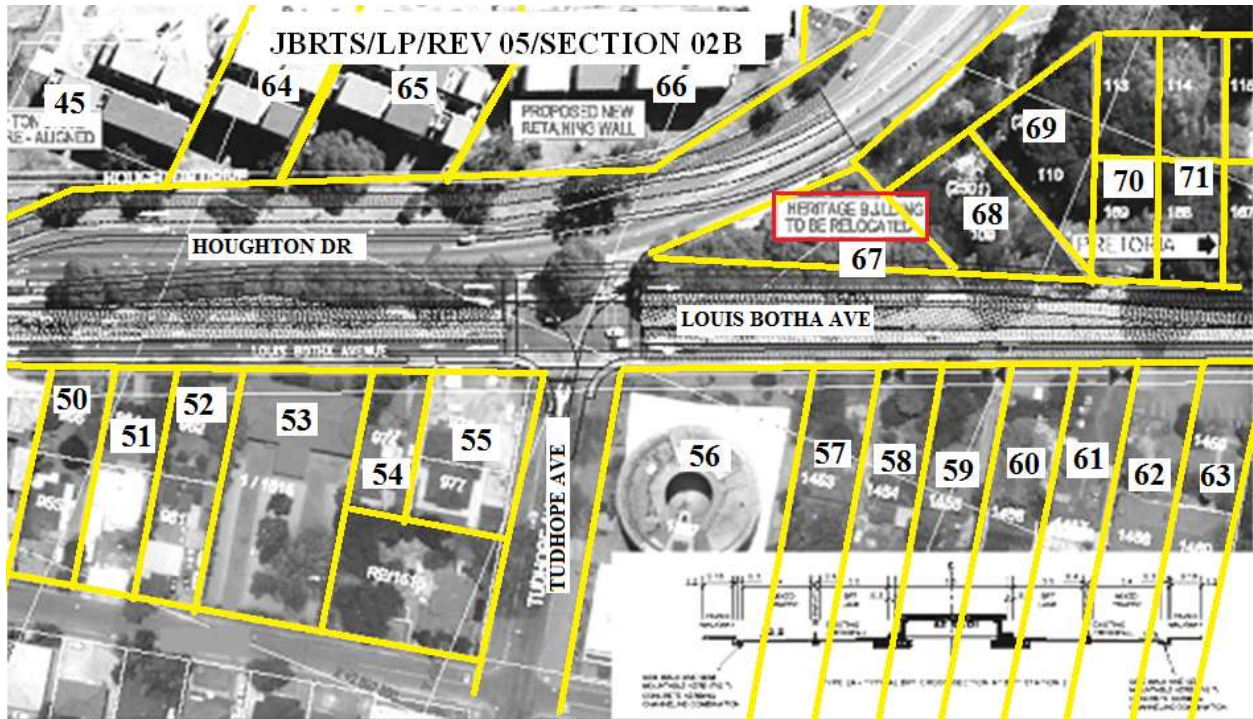


Fig. 15. Section JBRT/15/LP/02B.

Comments on section JBRT/15/LP/02B	
Historical buildings	9 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.2.3. Section JBRT/15/LP/02C



Fig. 16. Section JBRT/15/LP/02C.

Comments on section JBRT/15/LP/02C	
Historical buildings	17 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.2.4. Section JBRT/15/LP/02D

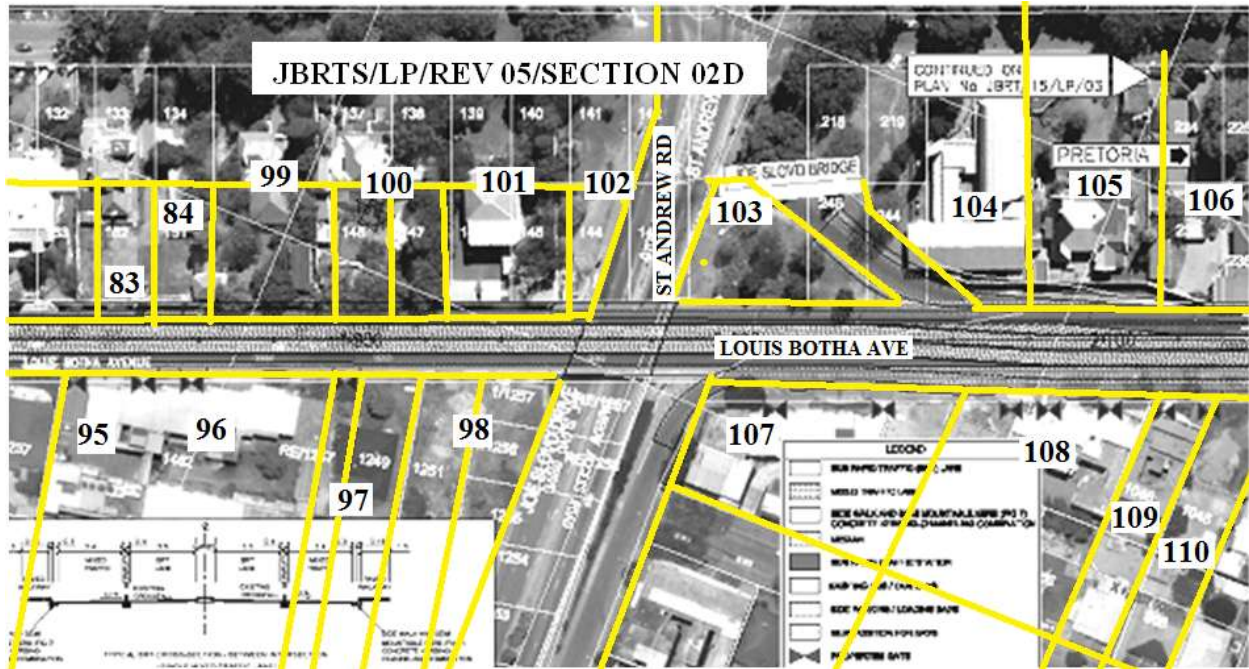


Fig. 17. Section JBRT/15/LP/02D.

Comments on section JBRT/15/LP/02D	
Historical buildings	12 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.3. SECTION JBRT/15/LP/03

9.3.1. Section JBRT/15/LP/03A

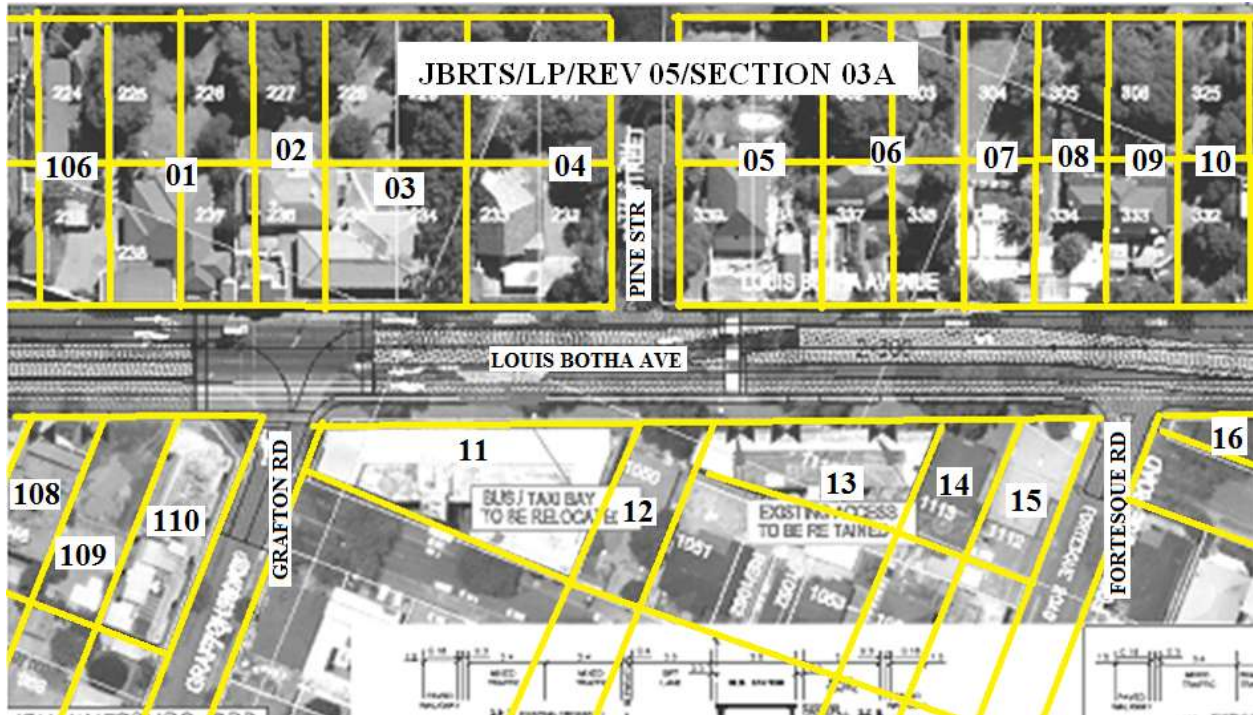


Fig.18. Section JBRT/15/LP/03A.

Comments on section JBRT/15/LP/03A	
Historical buildings	12 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.3.2. Section JBRT/15/LP/03B



Fig.19. Section JBRT/15/LP/03B.

Comments on section JBRT/15/LP/03B	
Historical buildings	15 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.3.3. Section JBRT/15/LP/03C

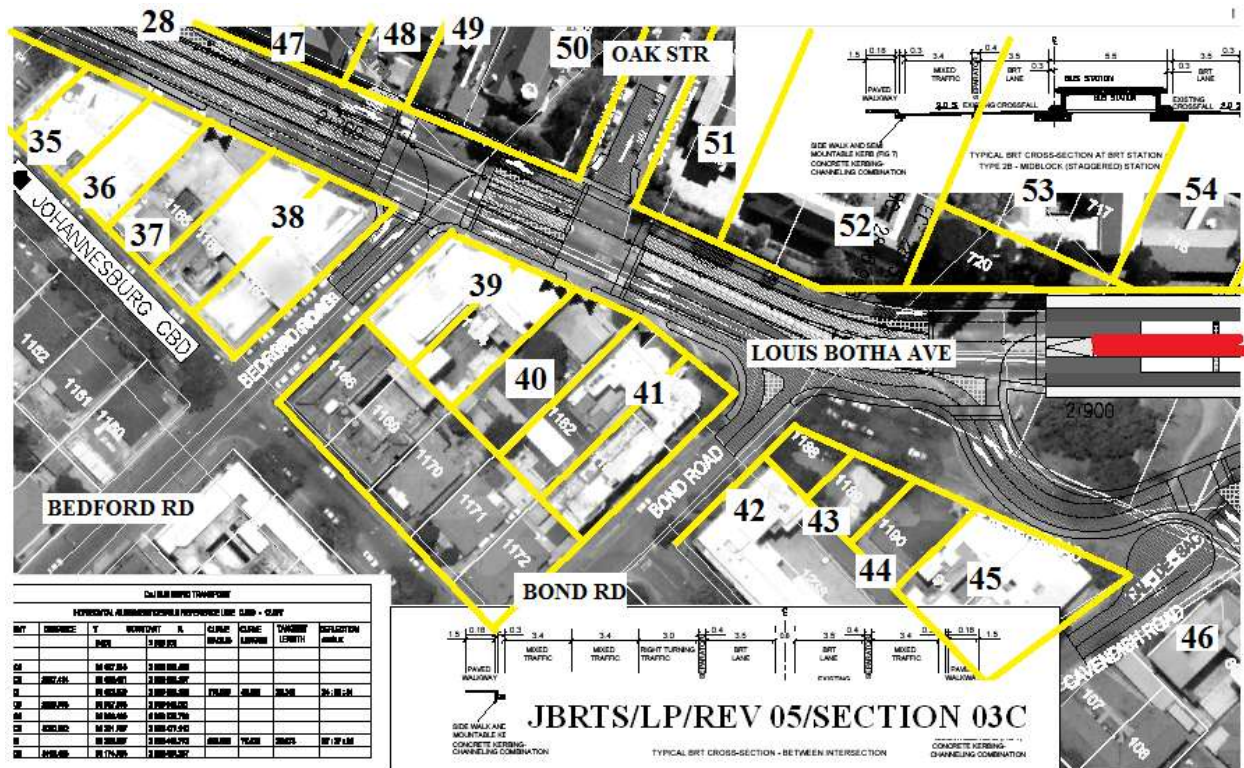


Fig. 20. Section JBRT/15/LP/03C.

Comments on section JBRT/15/LP/03C	
Historical buildings	12 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.3.4. Section JBRT/15/LP/03D

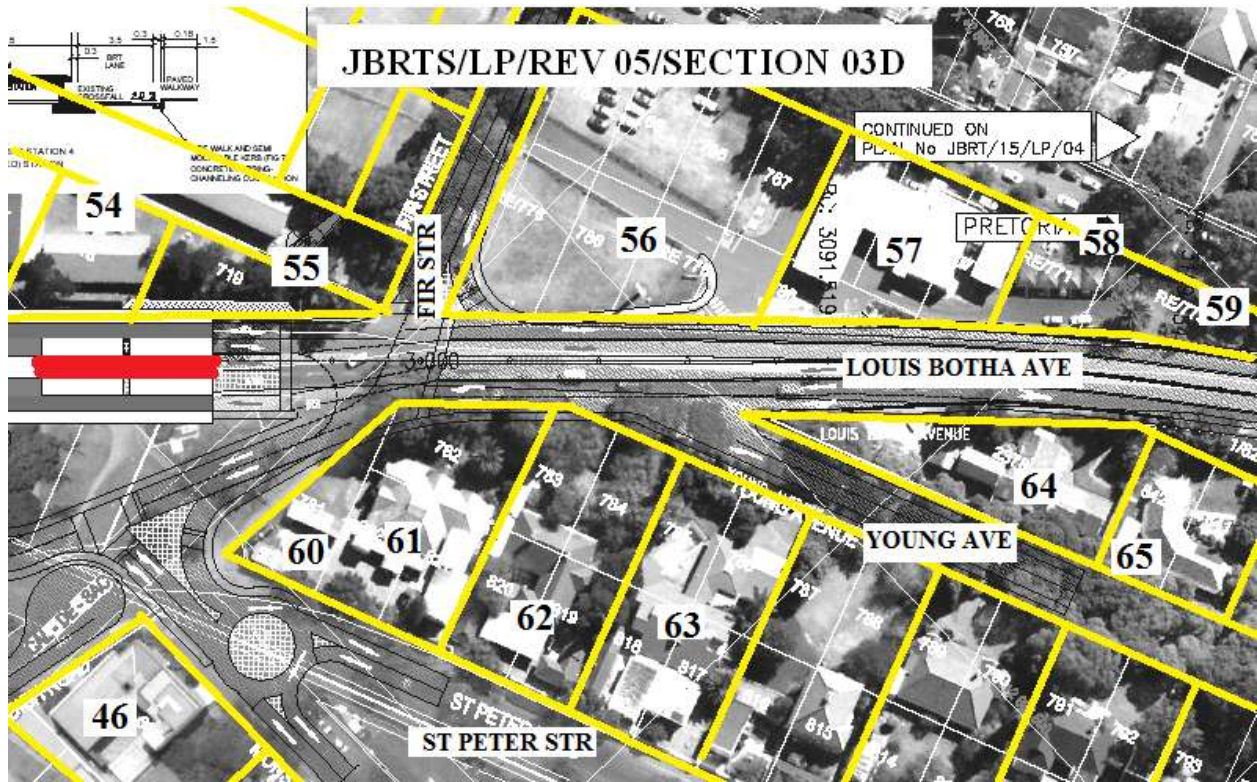


Fig.21. Section JBRT/15/LP/03D.

Comments on section JBRT/15/LP/03D	
Historical buildings	1 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.4. SECTION JBRT/15/LP/04

9.4.1. Section JBRT/15/LP/04A

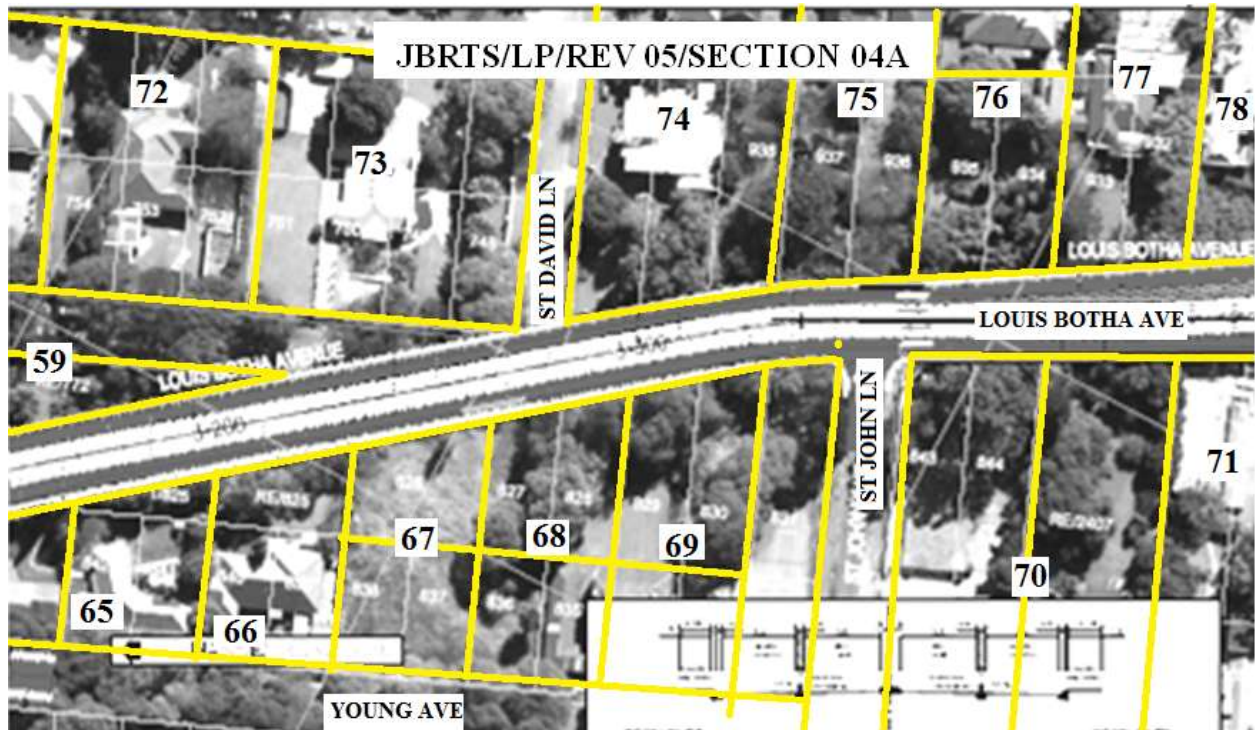


Fig. 22. Section JBRT/15/LP/04A.

Comments on section JBRT/15/LP/04A	
Historical buildings	10 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.4.2. Section JBRT/15/LP/04B

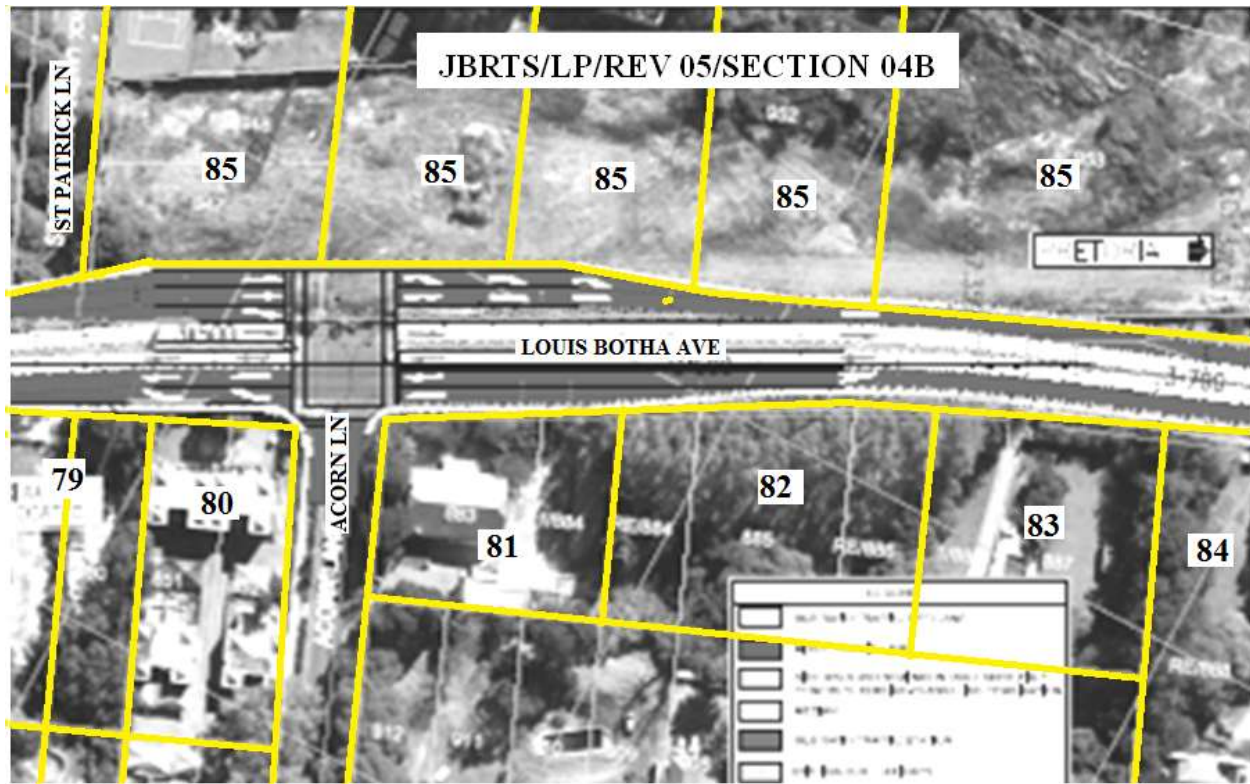


Fig. 23. Section JBRT/15/LP/04B.

Comments on section JBRT/15/LP/04B	
Historical buildings	4 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.4.3. Section JBRT/15/LP/04C

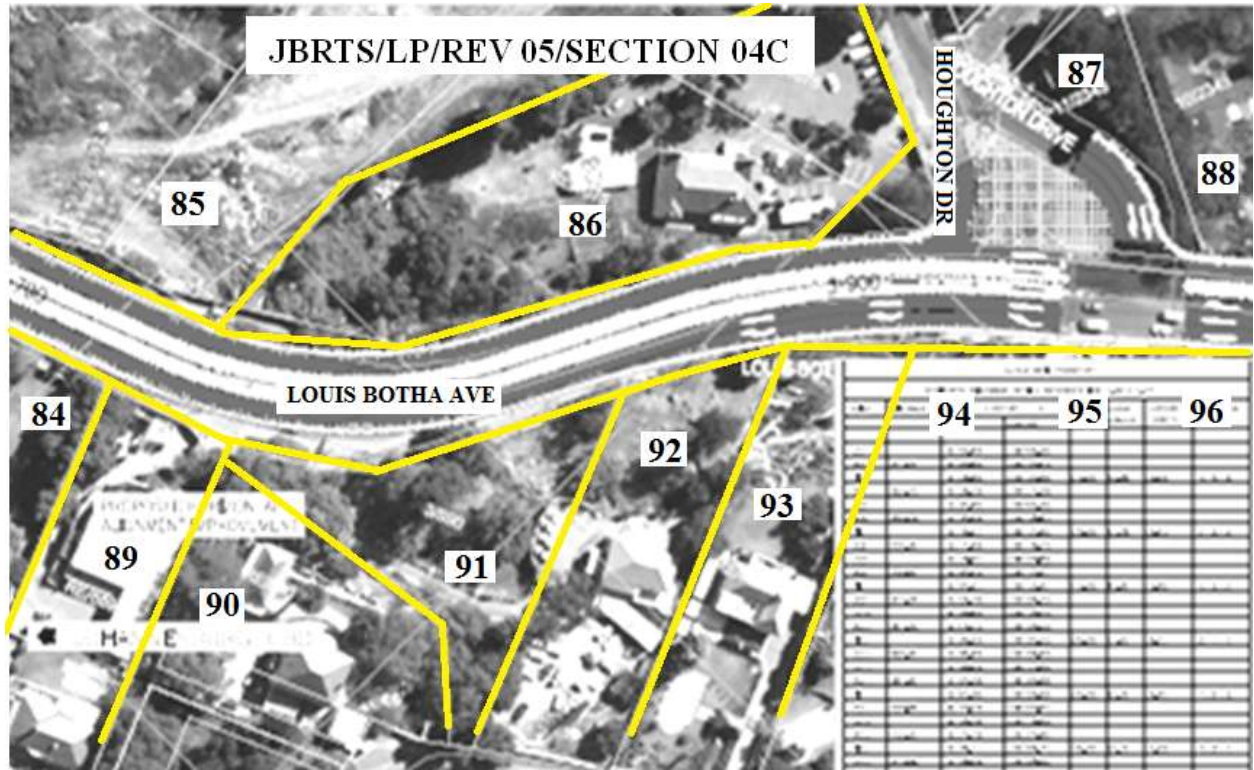


Fig. 24. Section JBRT/15/LP/04C.

Comments on section JBRT/15/LP/04C	
Historical buildings	2 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.4.4. Section JBRT/15/LP/04D

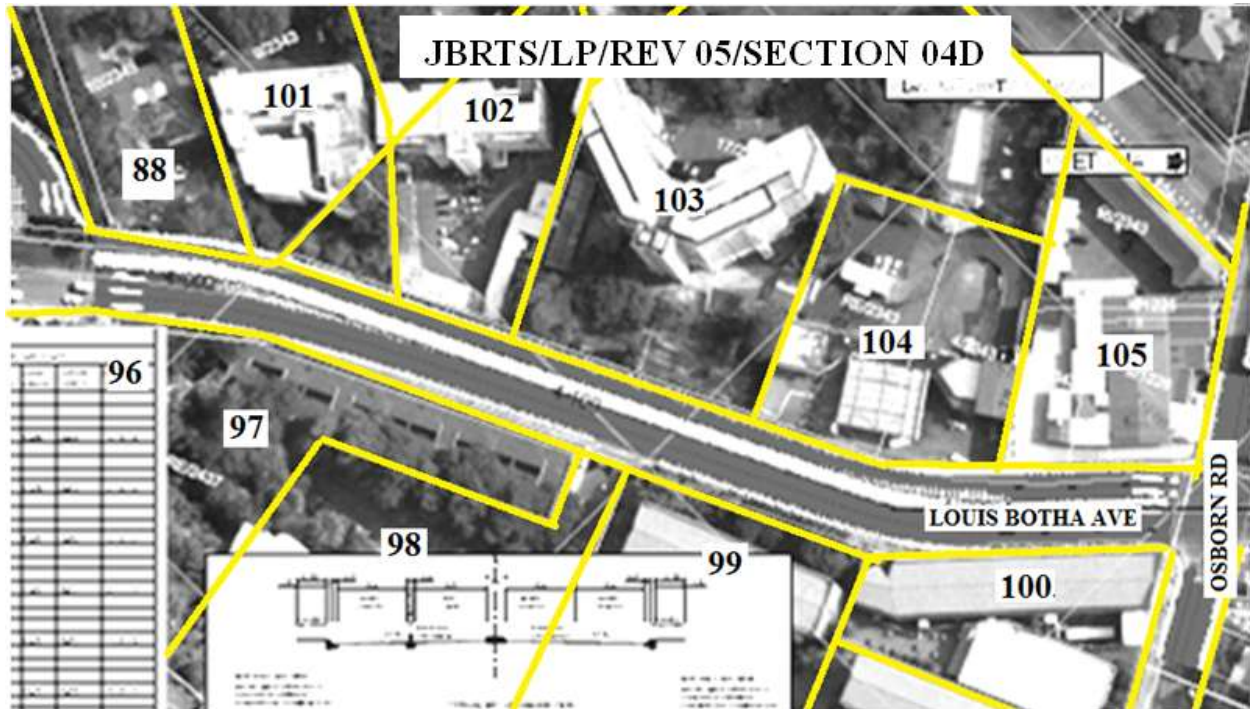


Fig.25. Section JBRT/15/LP/04D.

Comments on section JBRT/15/LP/04D	
Historical buildings	1 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.5. SECTION JBRT/15/LP/05

9.5.1. Section JBRT/15/LP/05A

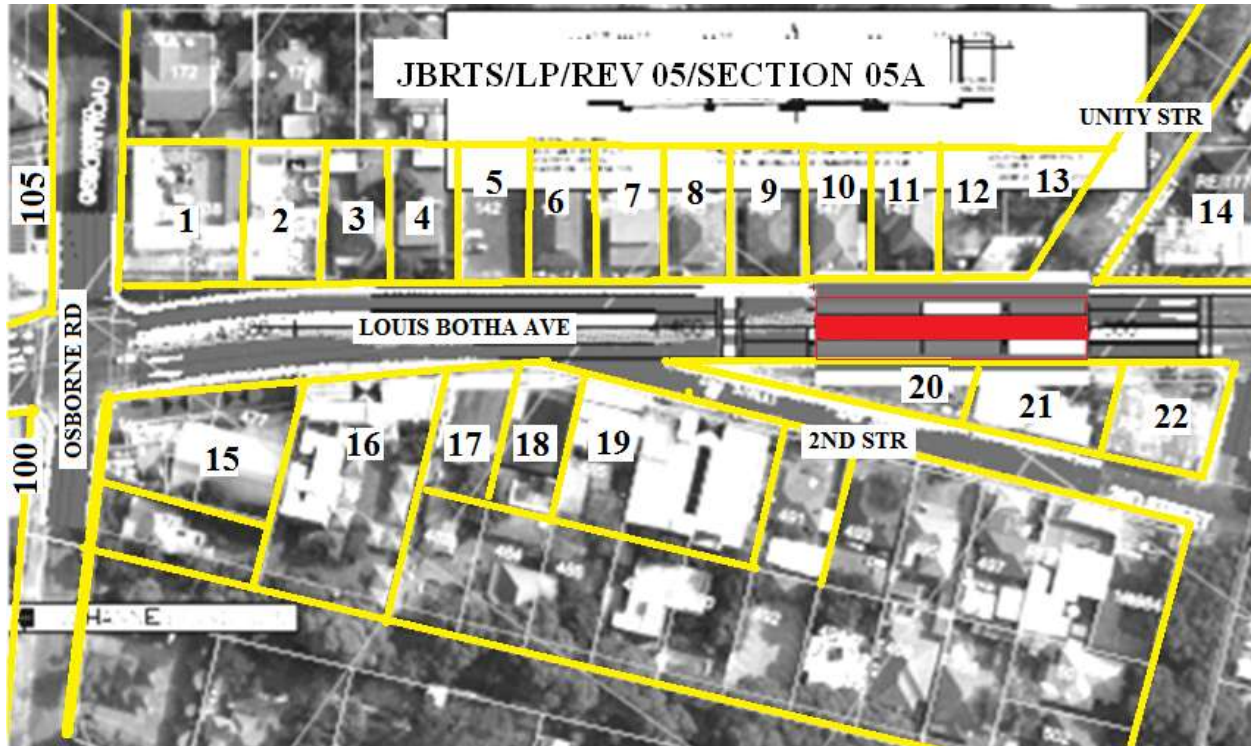


Fig. 26. Section JBRT/15/LP/05A.

Comments on section JBRT/15/LP/05A	
Historical buildings	15 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.5.2. Section JBRT/15/LP/05B

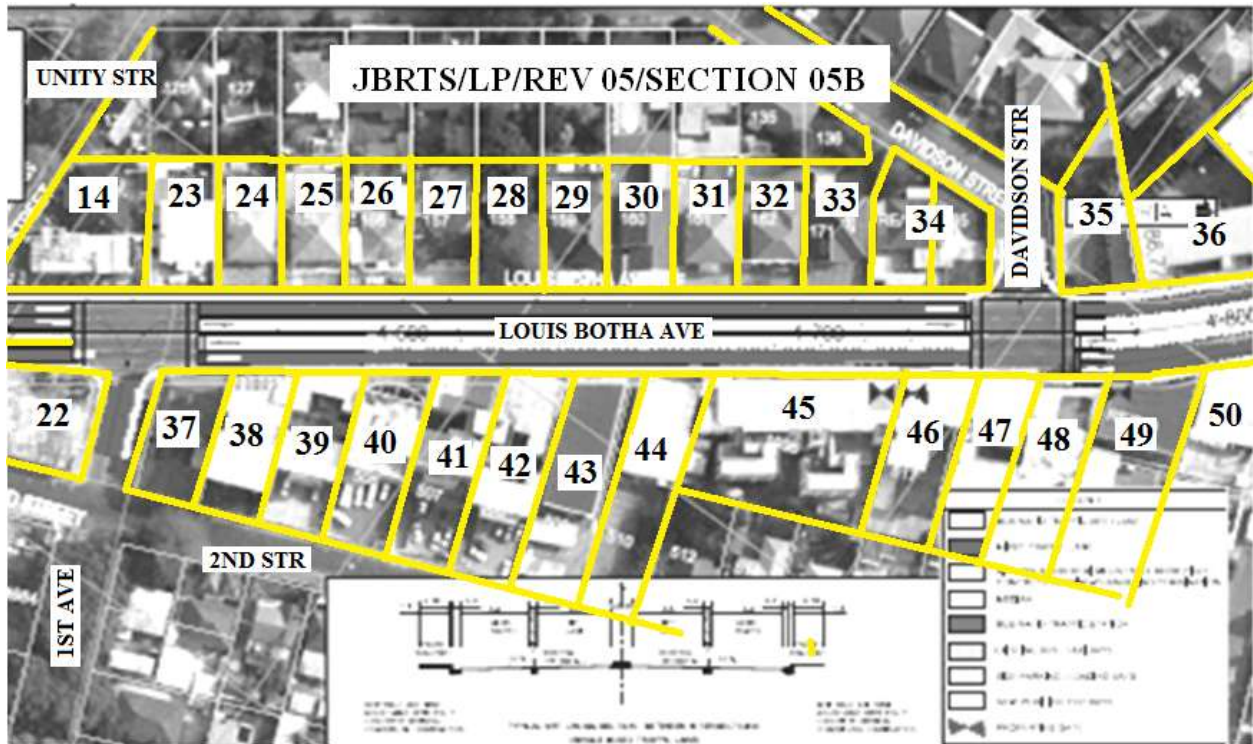


Fig. 27. Section JBRT/15/LP/05B.

Comments on section JBRT/15/LP/05B	
Historical buildings	19 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.5.3. Section JBRT/15/LP/05C

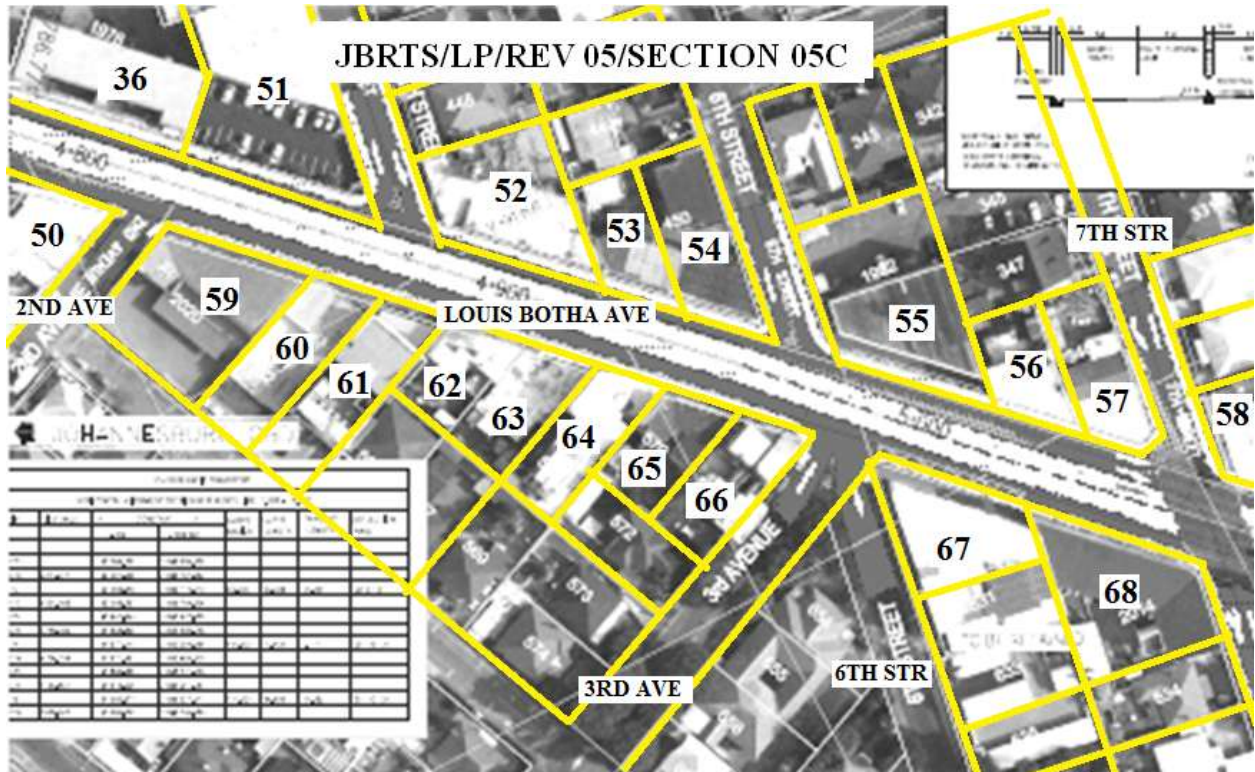


Fig. 28. Section JBRT/15/LP/05C.

Comments on section JBRT/15/LP/05C	
Historical buildings	11 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no bus stations in this section
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.5.4. Section JBRT/15/LP/05D

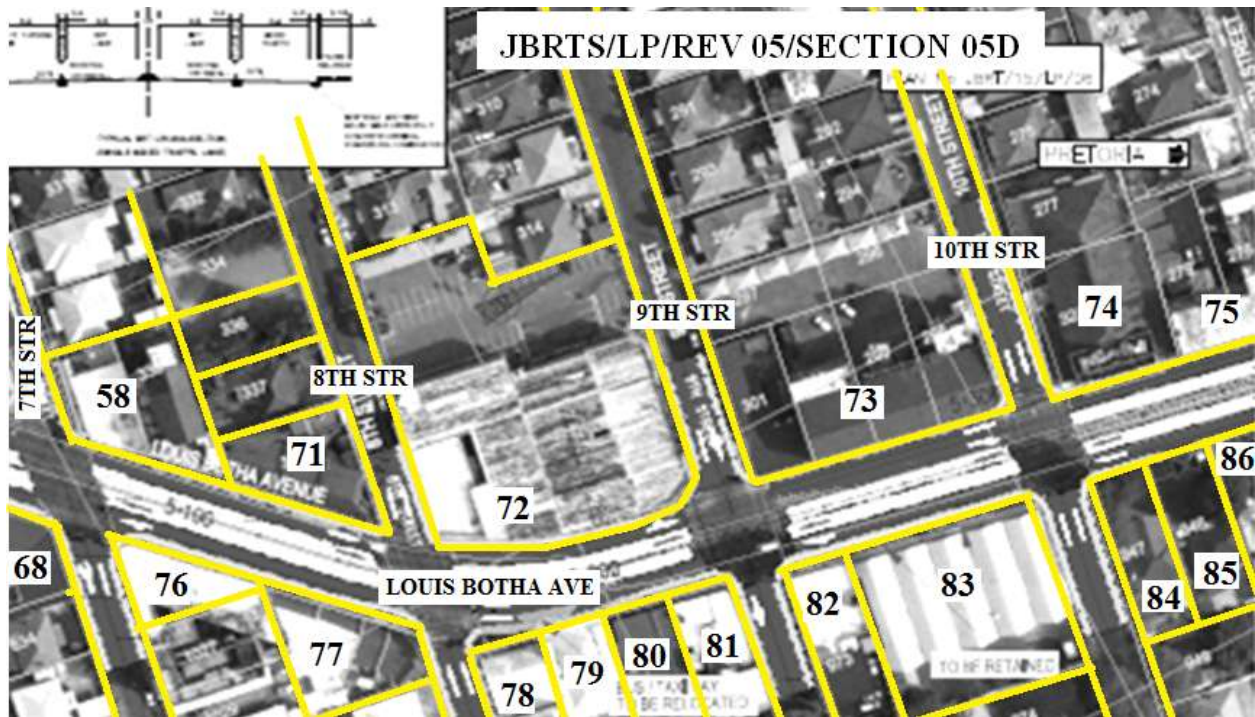


Fig. 29. Section JBRT/15/LP/05D.

Comments on section JBRT/15/LP/05D	
Historical buildings	13 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.6. SECTION JBRT/15/LP/06

9.6.1. Section JBRT/15/LP/06A

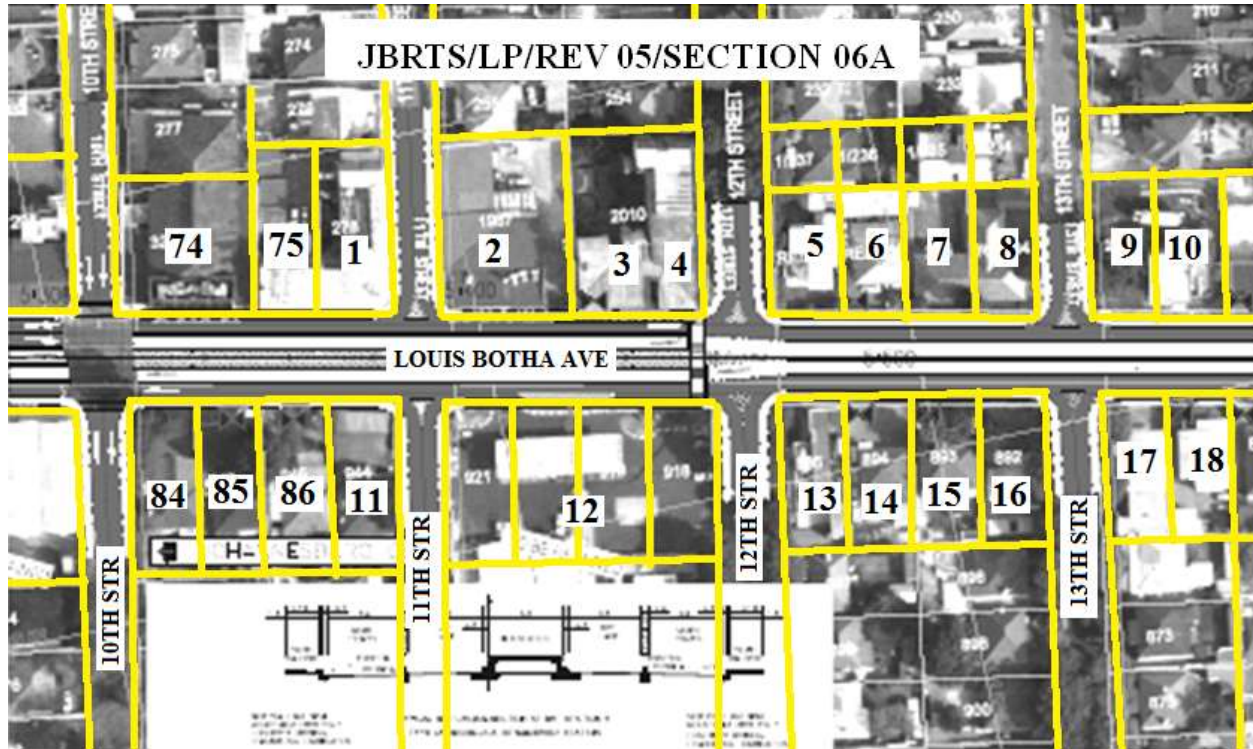


Fig. 30. Section JBRT/15/LP/06A.

Comments on section JBRT/15/LP/06A	
Historical buildings	14 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.6.2. Section JBRT/15/LP/06B

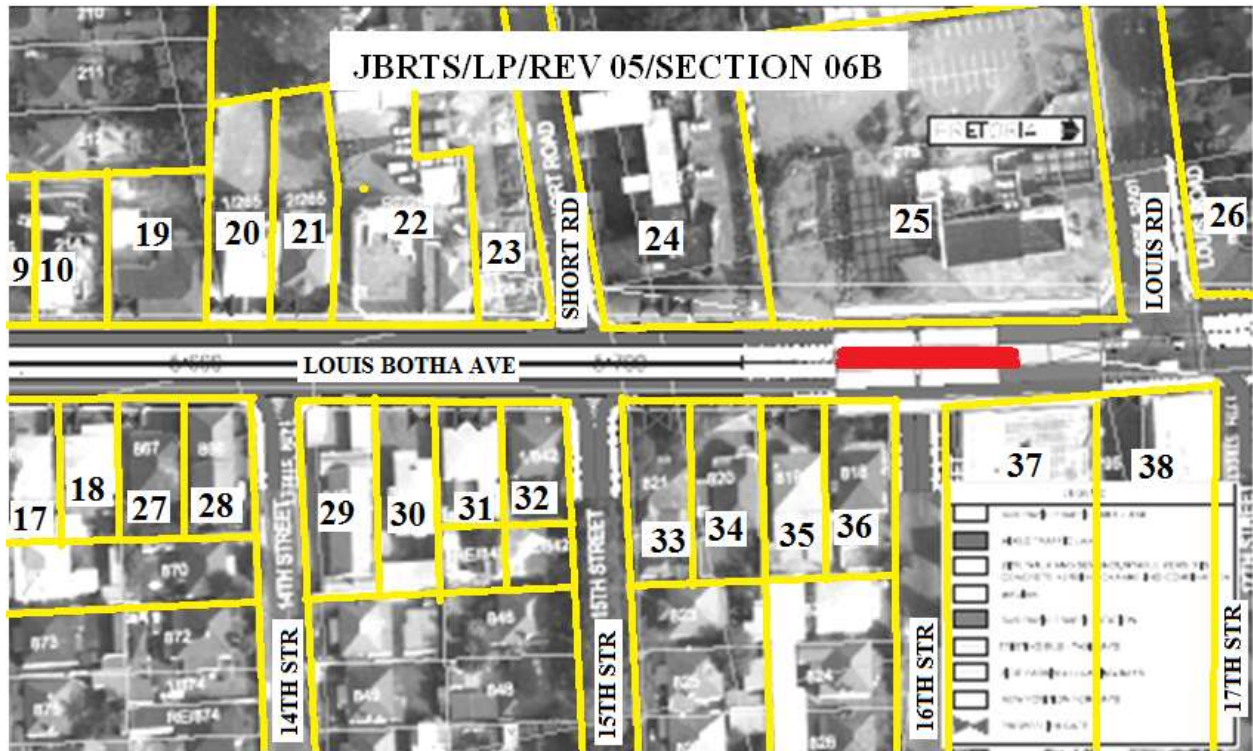


Fig. 31. Section JBRT/15/LP/06B.

Comments on section JBRT/15/LP/06B	
Historical buildings	16 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.6.3. Section JBRT/15/LP/06C

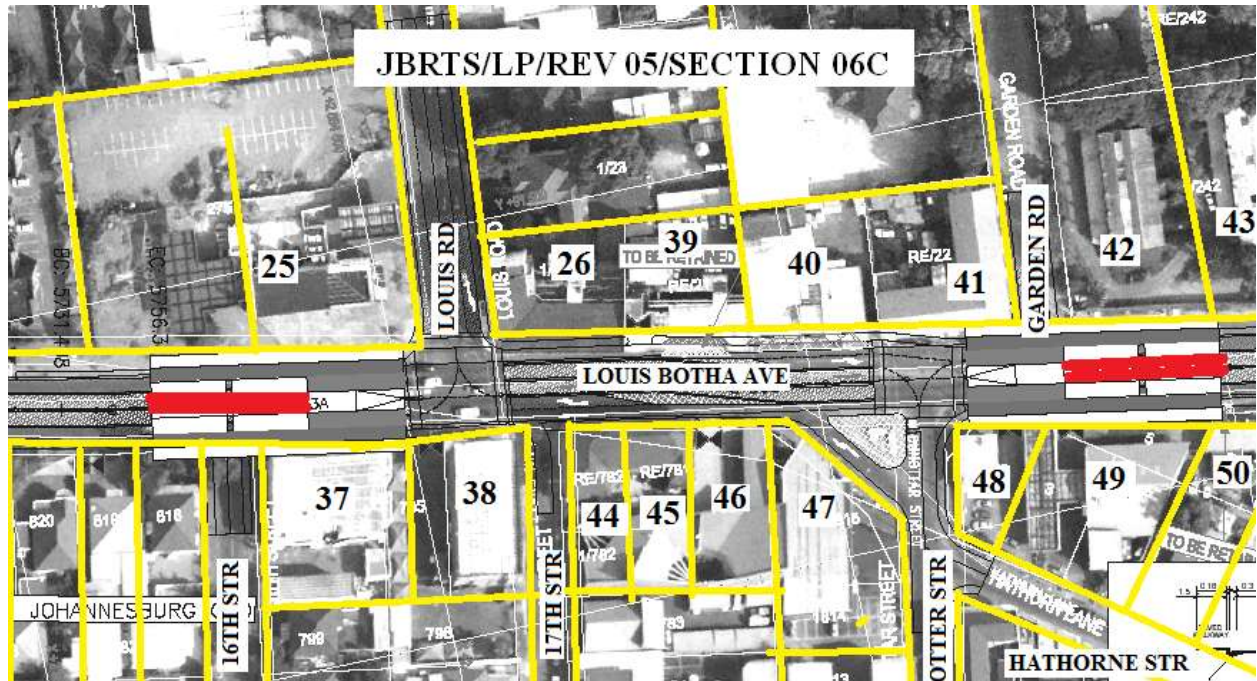


Fig. 32. Section JBRT/15/LP/06C.

Comments on section JBRT/15/LP/06C	
Historical buildings	5 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.6.4. Section JBRT/15/LP/06D

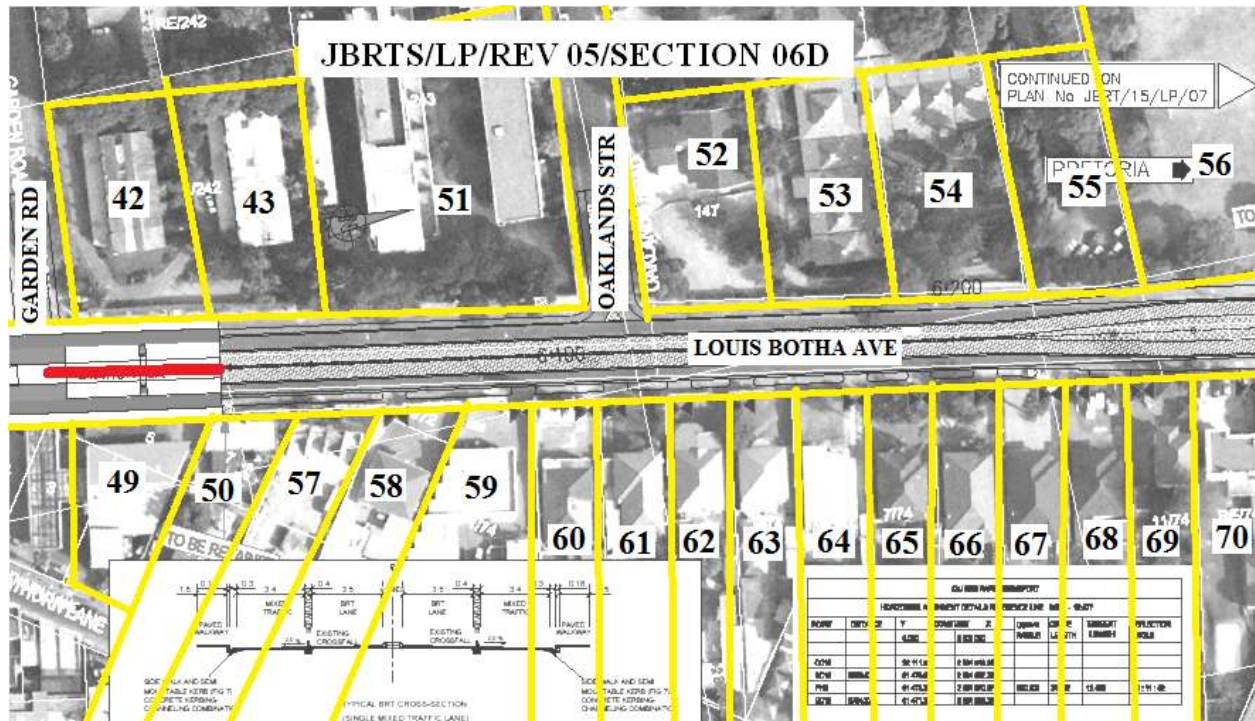


Fig. 33. Section JBRT/15/LP/06D.

Comments on section JBRT/15/LP/06D	
Historical buildings	17 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.7. SECTION JBRT/15/LP/07

9.7.1. Section JBRT/15/LP/07A

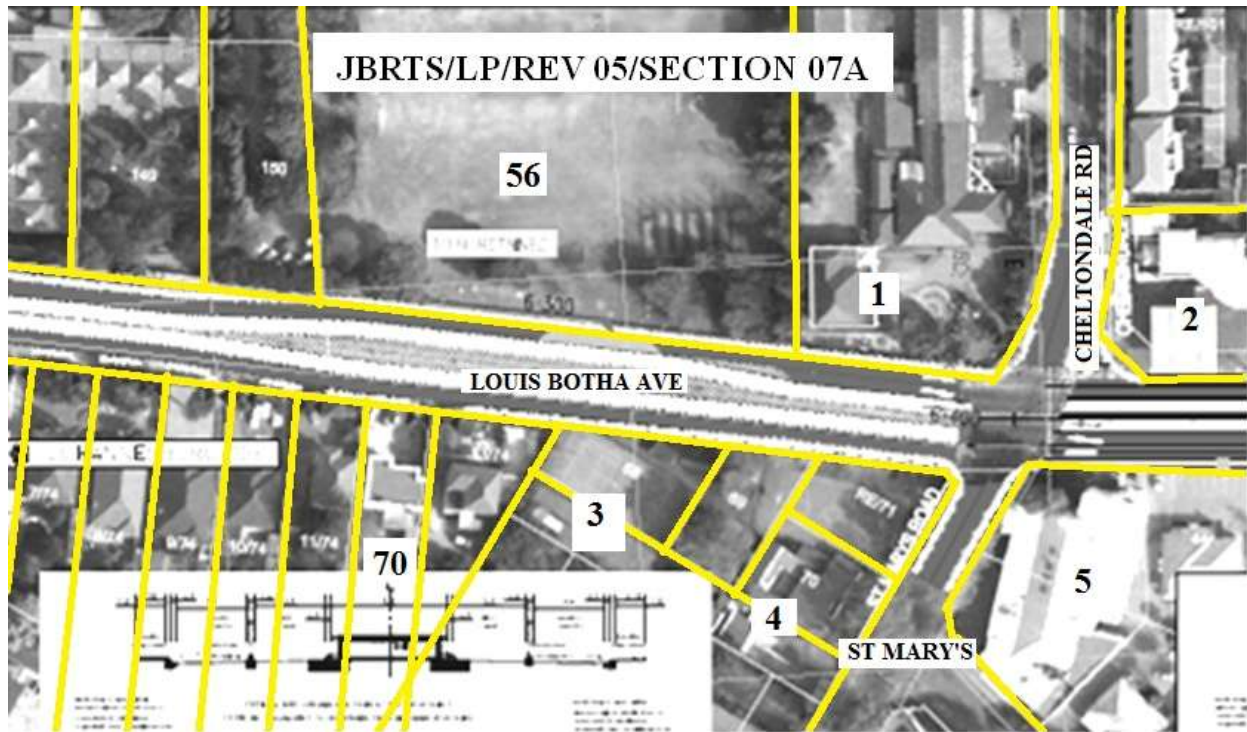


Fig. 34. Section JBRT/15/LP/07A.

Comments on section JBRT/15/LP/07A	
Historical buildings	1 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.7.2. Section JBRT/15/LP/07B

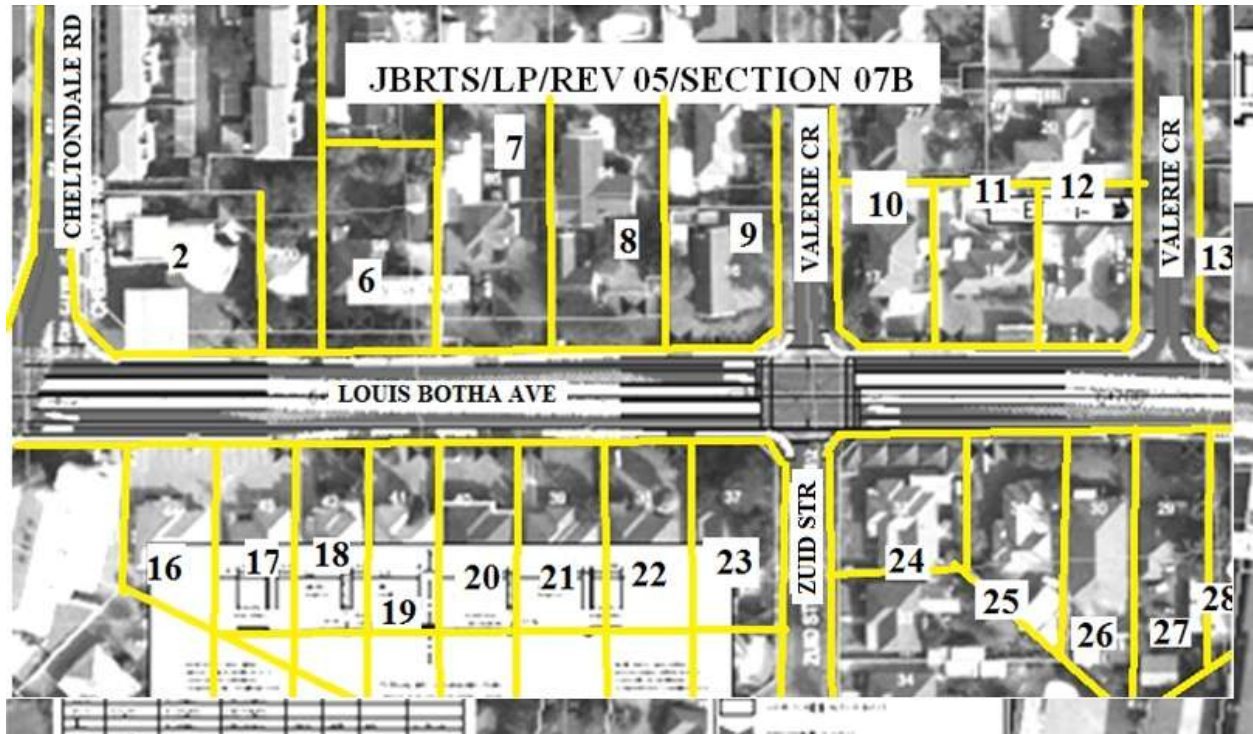


Fig. 35 Section JBRT/15/LP/07B.

Comments on section JBRT/15/LP/07B	
Historical buildings	16 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.7.3. Section JBRT/15/LP/07C



Fig. 36. Section JBRT/15/LP/07C.

Comments on section JBRT/15/LP/07C	
Historical buildings	7 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.7.4. Section JBRT/15/LP/04D

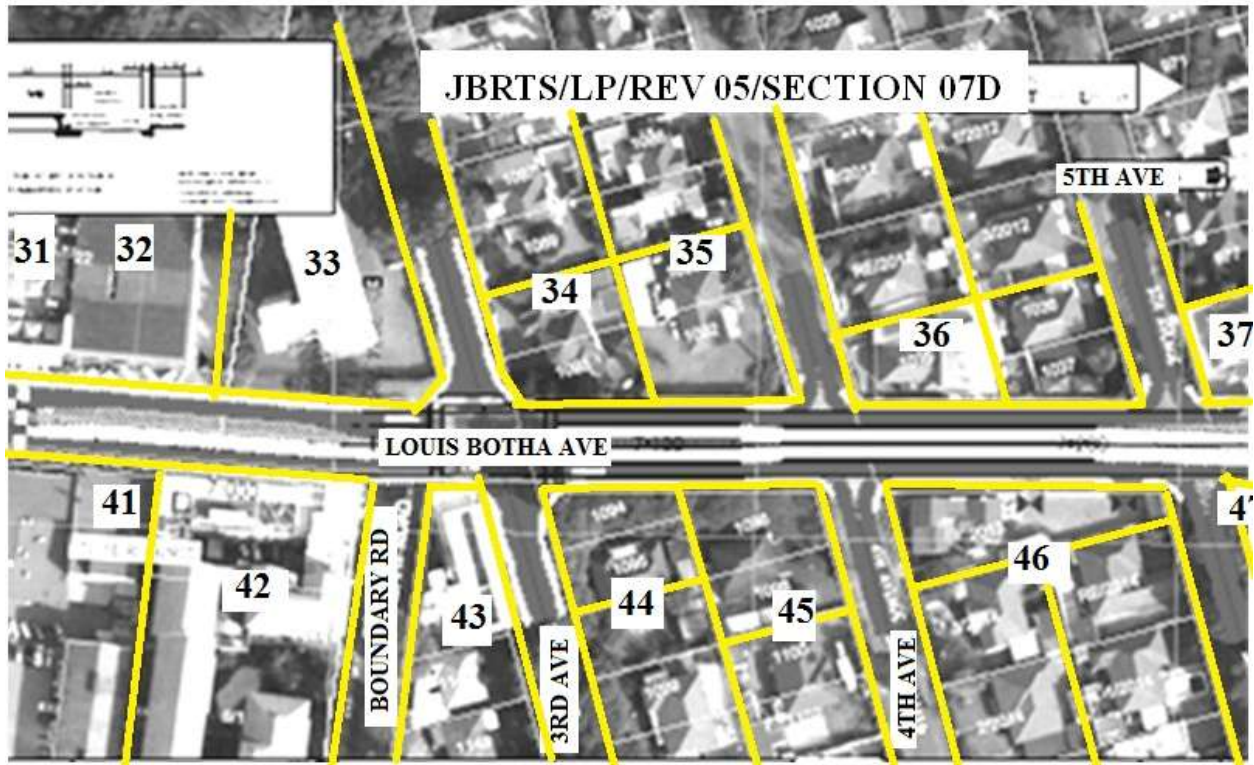


Fig. 37. Section JBRT/15/LP/07D.

Comments on section JBRT/15/LP/07D	
Historical buildings	10 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.8. SECTION JBRT/15/LP/08

9.8.1. Section JBRT/15/LP/08A

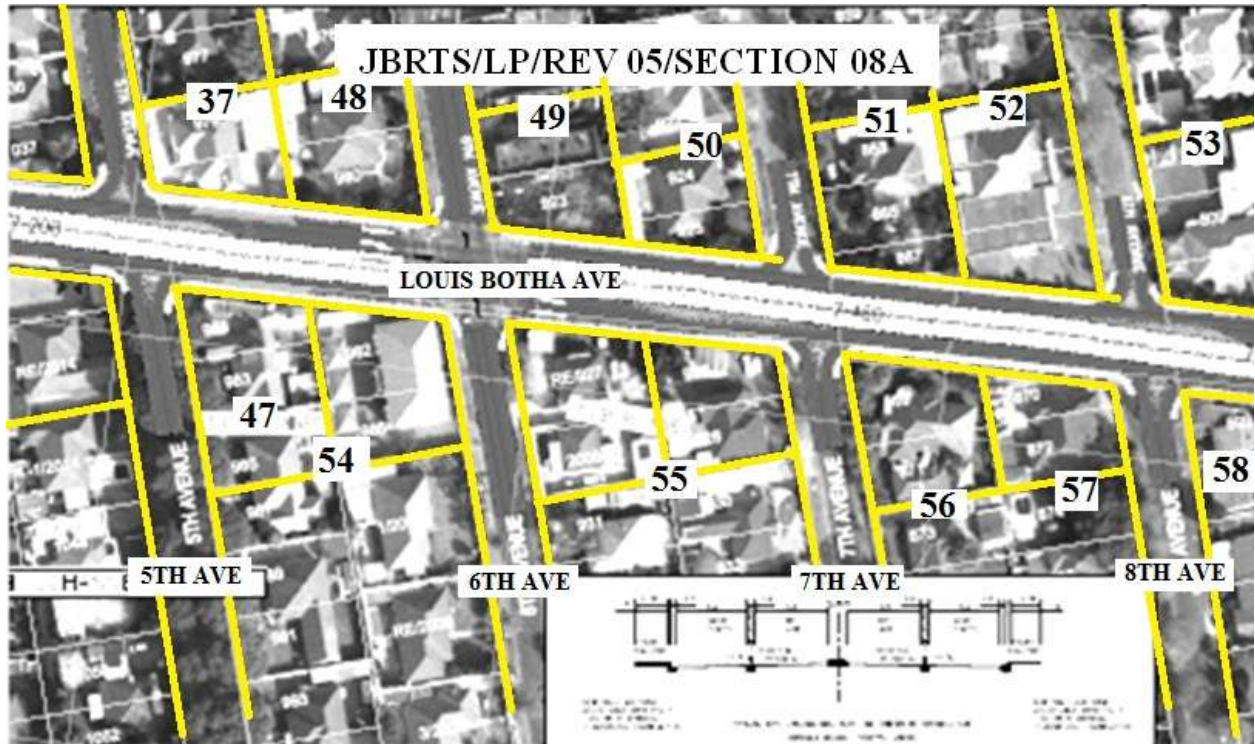


Fig. 38. Section JBRT/15/LP/08A.

Comments on section JBRT/15/LP/08A	
Historical buildings	11 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.8.2. Section JBRT/15/LP/08B

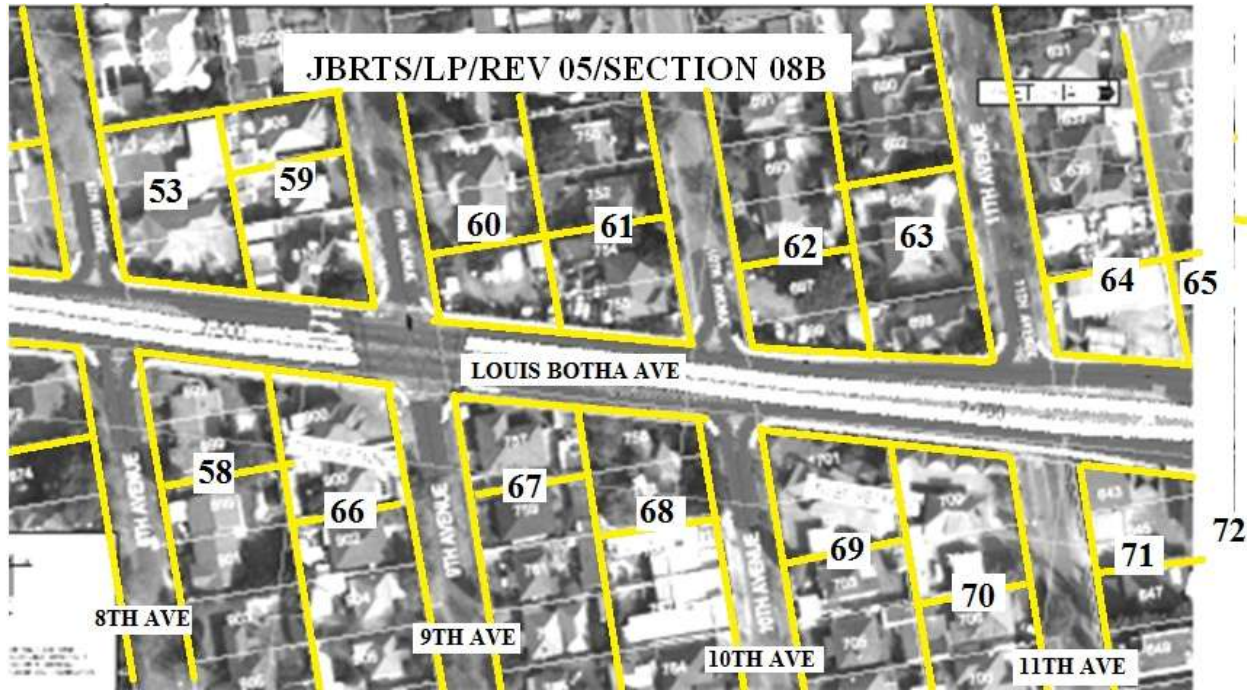


Fig. 39. Section JBRT/15/LP/08B.

Comments on section JBRT/15/LP/08B	
Historical buildings	9 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks.	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.4.3. Section JBRT/15/LP/08C

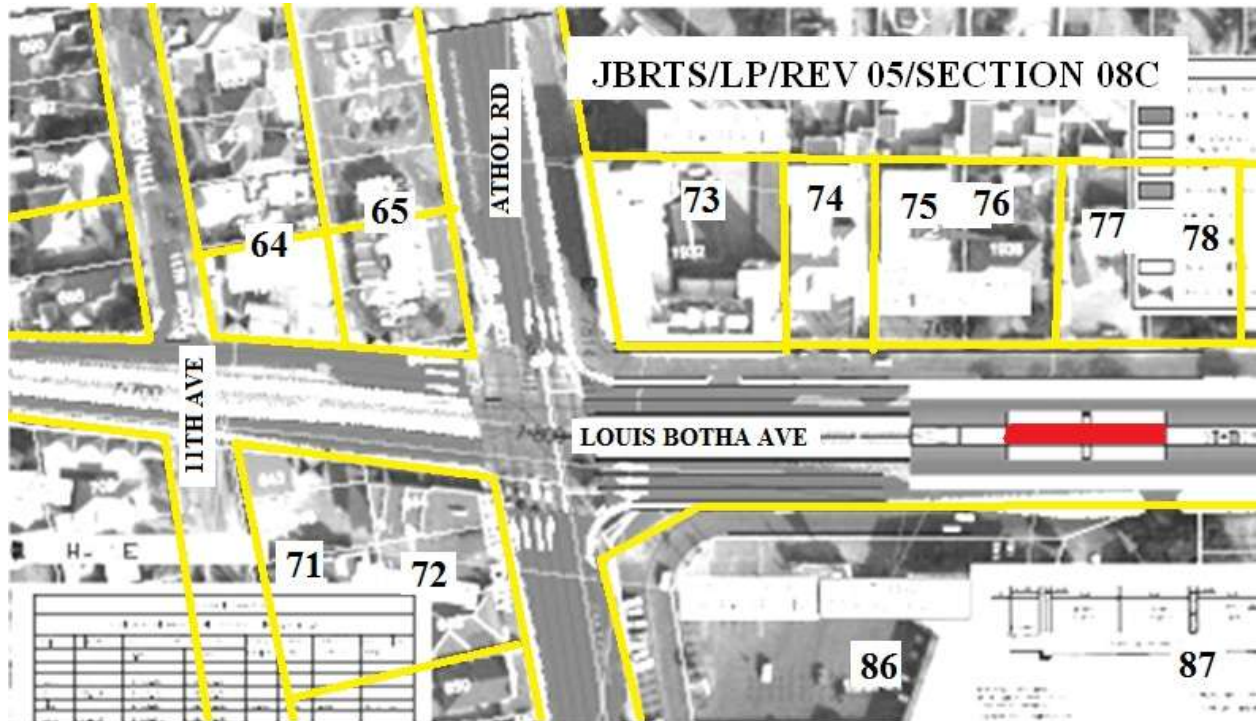


Fig. 40. Section JBRT/15/LP/08C.

Comments on section JBRT/15/LP/08C	
Historical buildings	6 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.8.4. Section JBRT/15/LP/08D

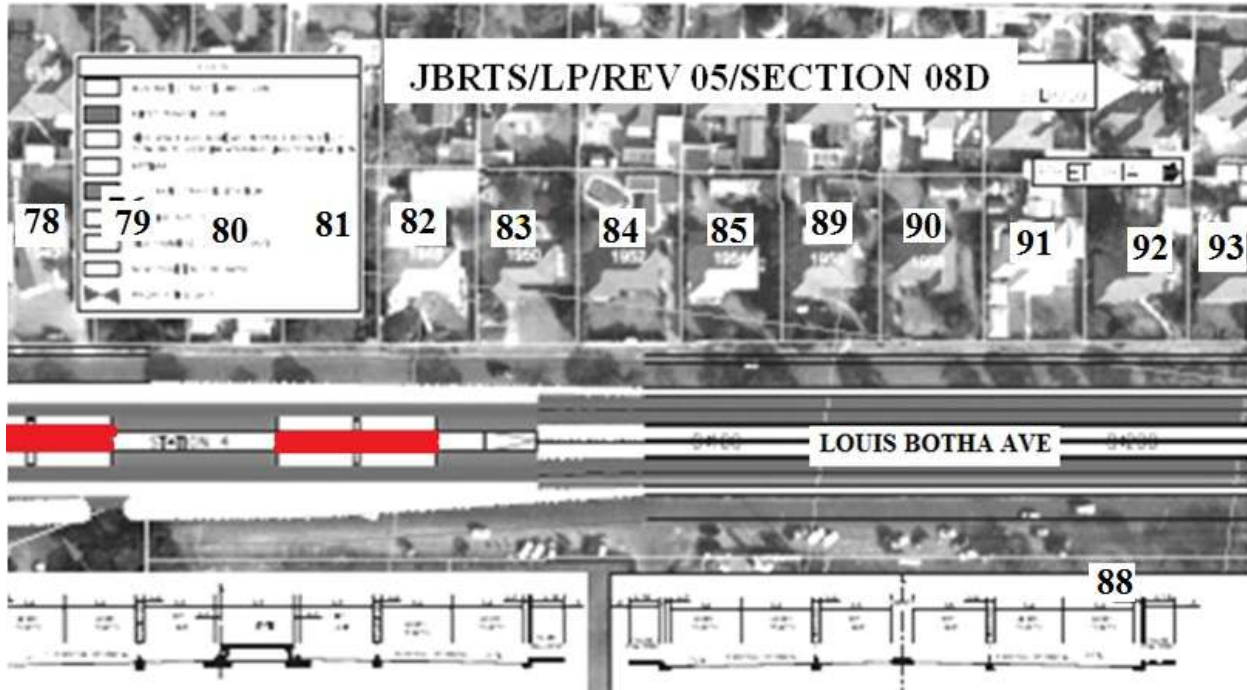


Fig. 41. Section JBRT/15/LP/08D.

Comments on section JBRT/15/LP/08D	
Historical buildings	12 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.9. SECTION JBRT/15/LP/09

9.9.1. Section JBRT/15/LP/09A

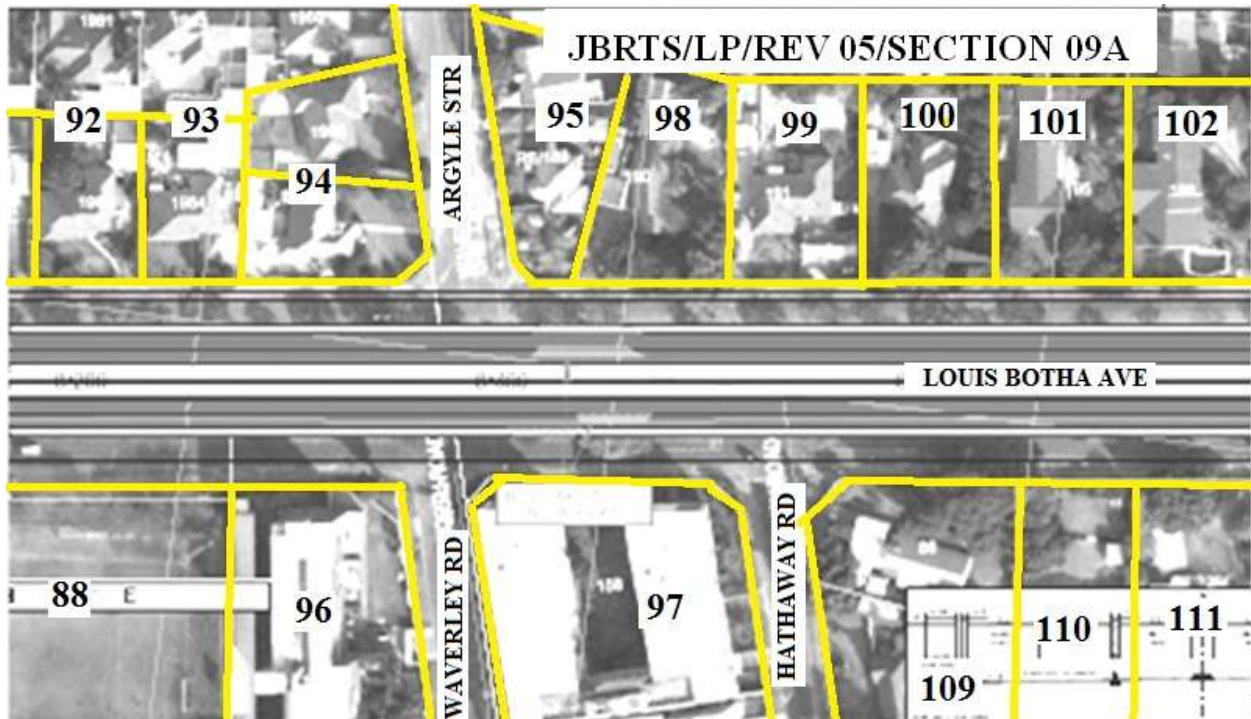


Fig.42. Section JBRT/15/LP/09A.

Comments on section JBRT/15/LP/09A	
Historical buildings	10 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.9.2. Section JBRT/15/LP/09B



Fig. 43. Section JBRT/15/LP/09B.

Comments on section JBRT/15/LP/09B	
Historical buildings	10 protected or marginal buildings remain
Streetscape	Much of the historic streetscape remains although modern impact is apparent
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.9.3. Section JBRT/15/LP/09C

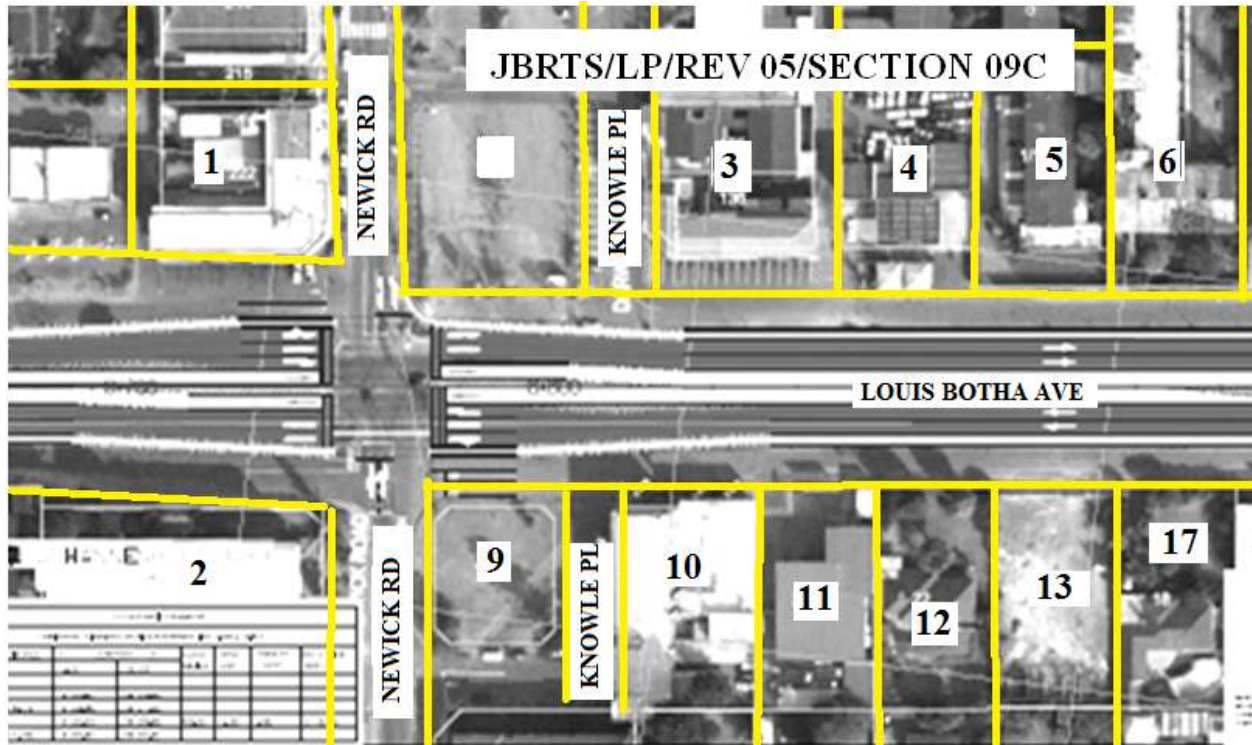


Fig. 44. Section JBRT/15/LP/09C.

Comments on section JBRT/15/LP/09C	
Historical buildings	3 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.9.4. Section JBRT/15/LP/09D

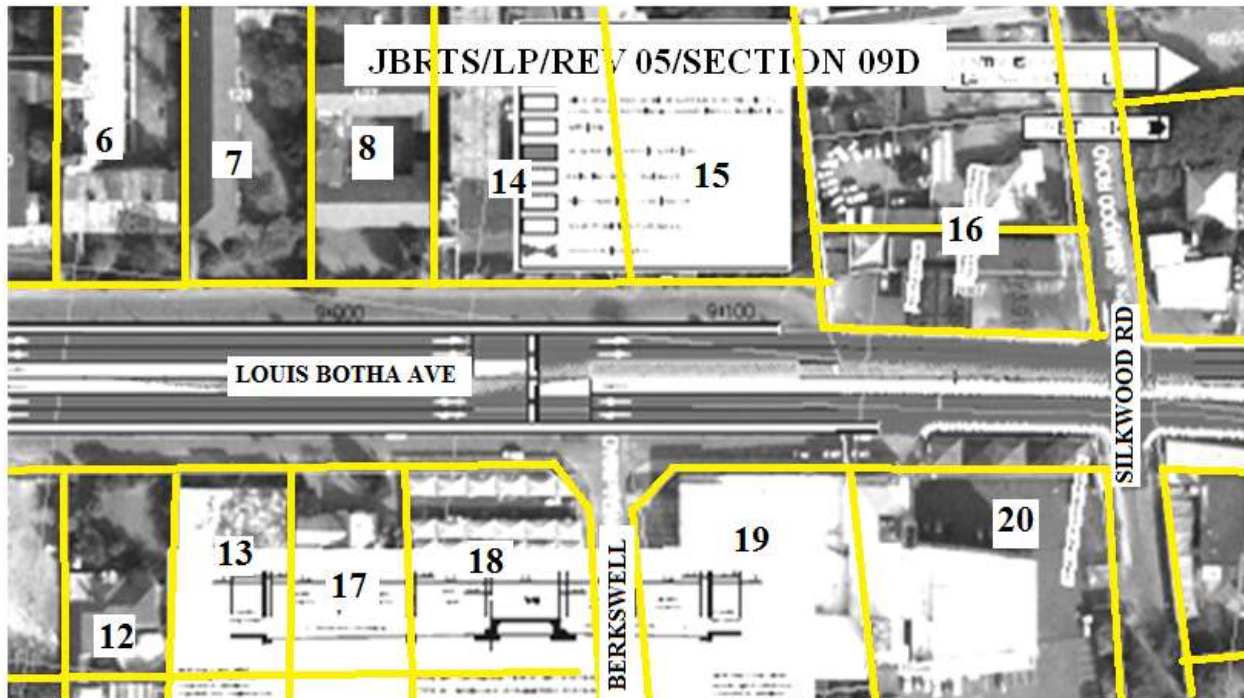


Fig. 45. Section JBRT/15/LP/09D.

Comments on section JBRT/15/LP/09D	
Historical buildings	4 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.10. SECTION JBRT/15/LP/10

9. 10.1. Section JBRT/15/LP/10A



Fig. 46. Section JBRT/15/LP/10A.

Comments on section JBRT/15/LP/10A	
Historical buildings	1 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9. 10.2. Section JBRT/15/LP/10B

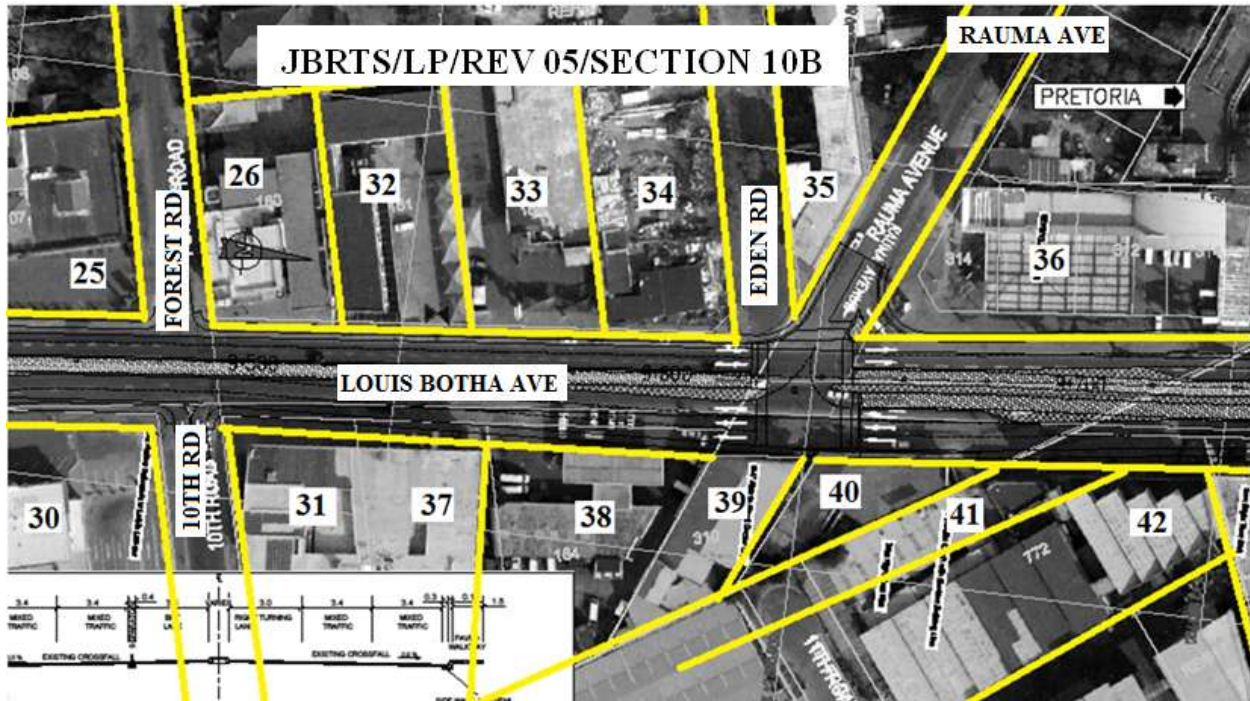


Fig. 47. Section JBRT/15/LP/10B.

Comments on section JBRT/15/LP/10B	
Historical buildings	1 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9. 10.3. Section JBRT/15/LP/10C

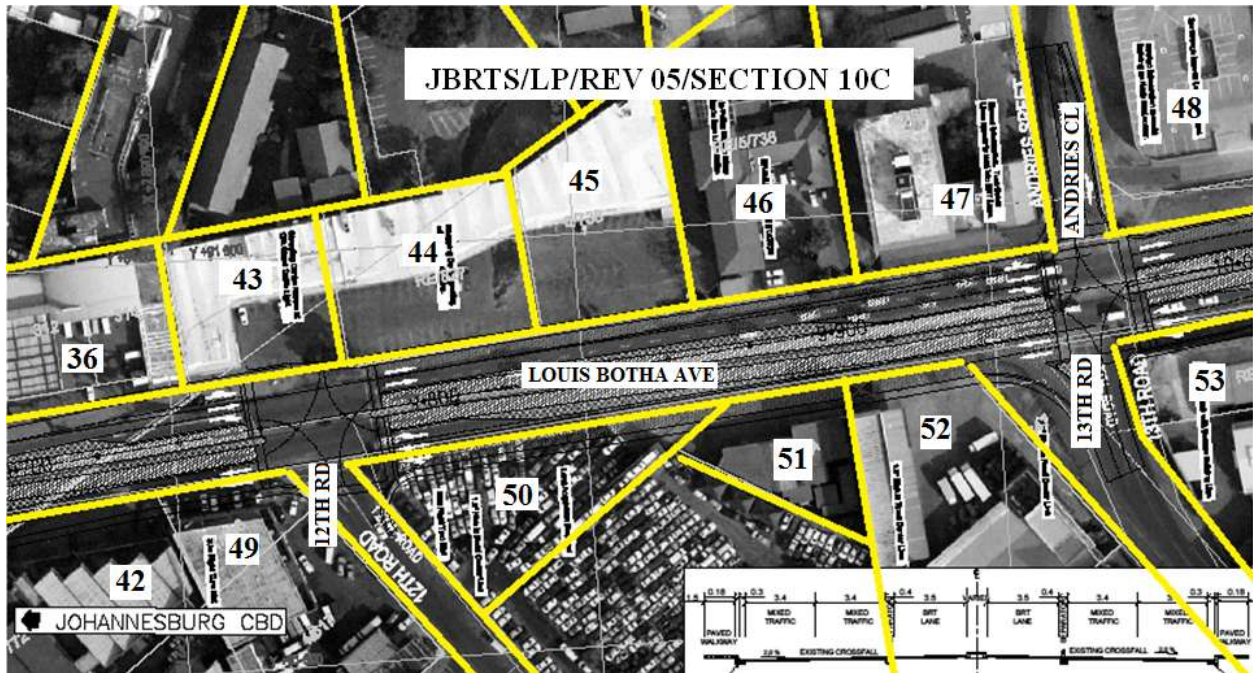


Fig. 48. Section JBRT/15/LP/10C.

Comments on section JBRT/15/LP/10C	
Historical buildings	5 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9. 10.4. Section JBRT/15/LP/10D

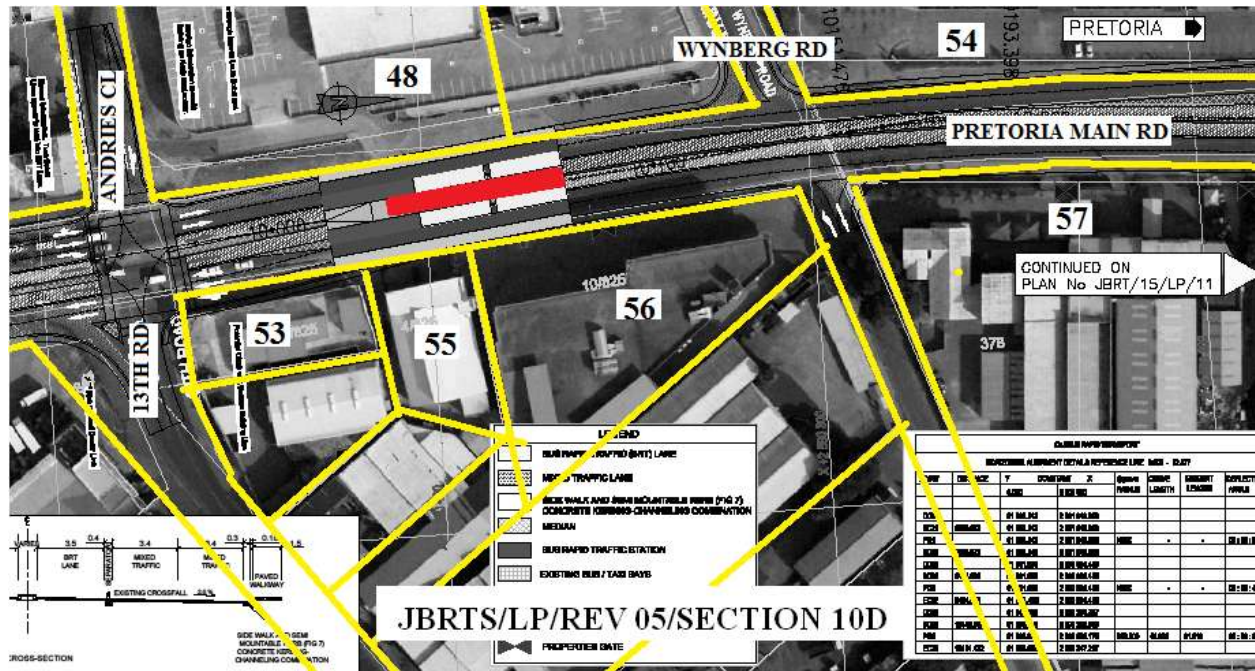


Fig. 49. Section JBRT/15/LP/10D.

Comments on section JBRT/15/LP/10D	
Historical buildings	3 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.11. SECTION JBRT/15/LP/11

9. 11.1. Section JBRT/15/LP/11A

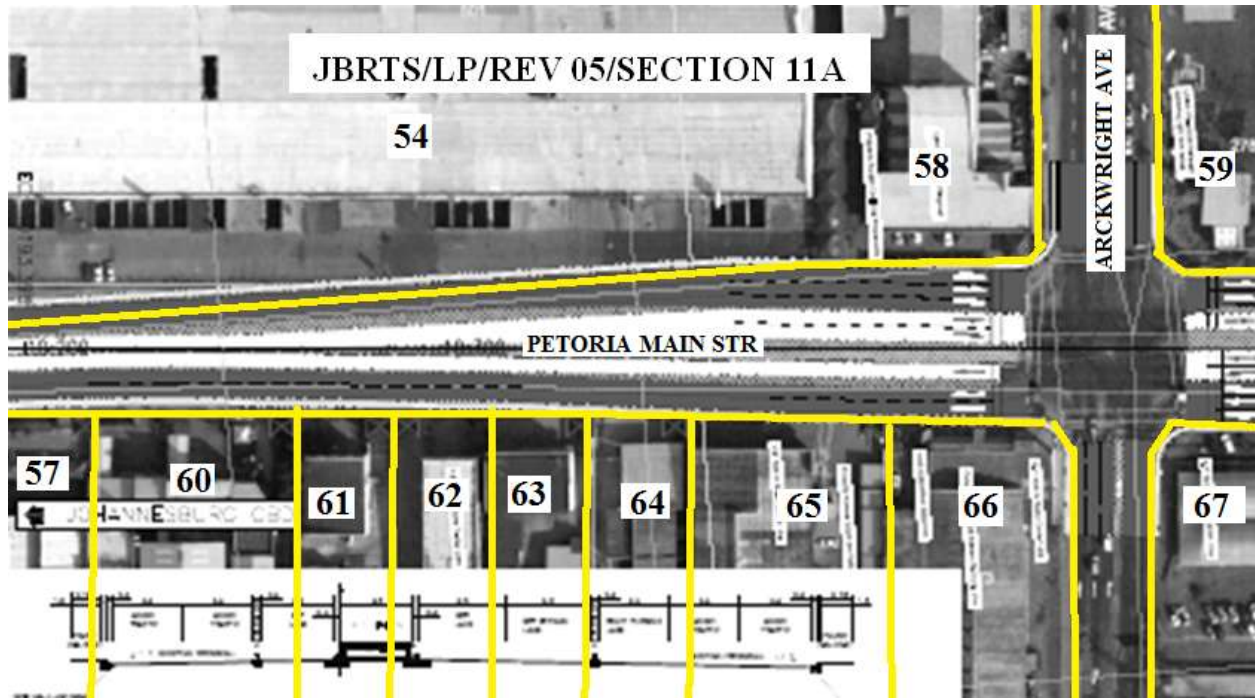


Fig. 50. Section JBRT/15/LP/11A.

Comments on section JBRT/15/LP/11A	
Historical buildings	0 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9. 11.2. Section JBRT/15/LP/11B

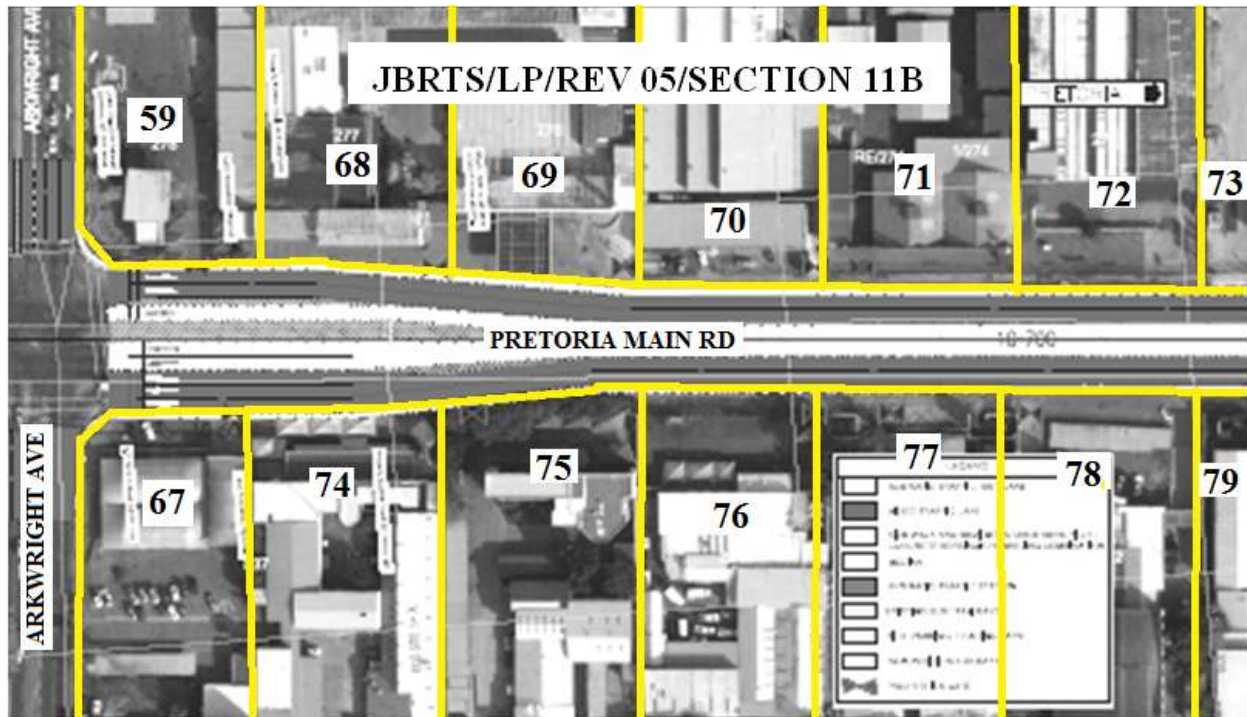


Fig. 51. Section JBRT/15/LP/11B.

Comments on section JBRT/15/LP/11B	
Historical buildings	3 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9. 11.3. Section JBRT/15/LP/11C

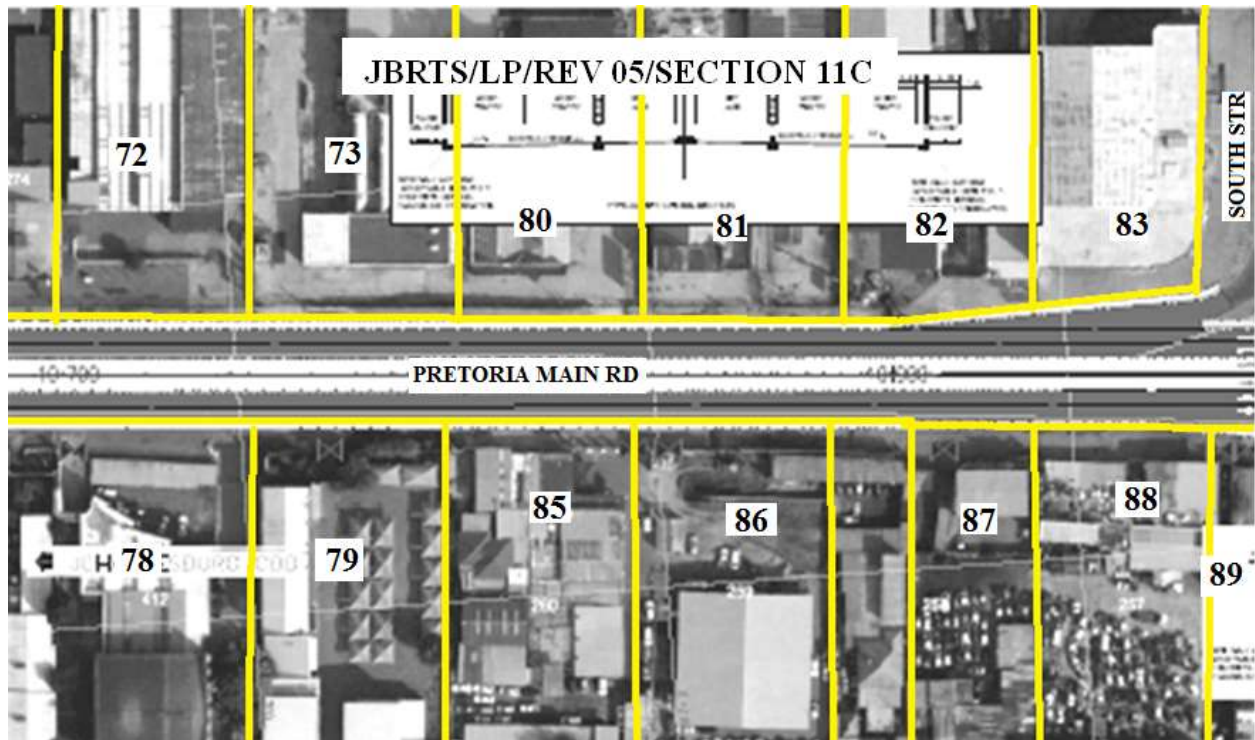


Fig. 52. Section JBRT/15/LP/11C.

Comments on section JBRT/15/LP/11C	
Historical buildings	1 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9. 11.4. Section JBRT/15/LP/11D

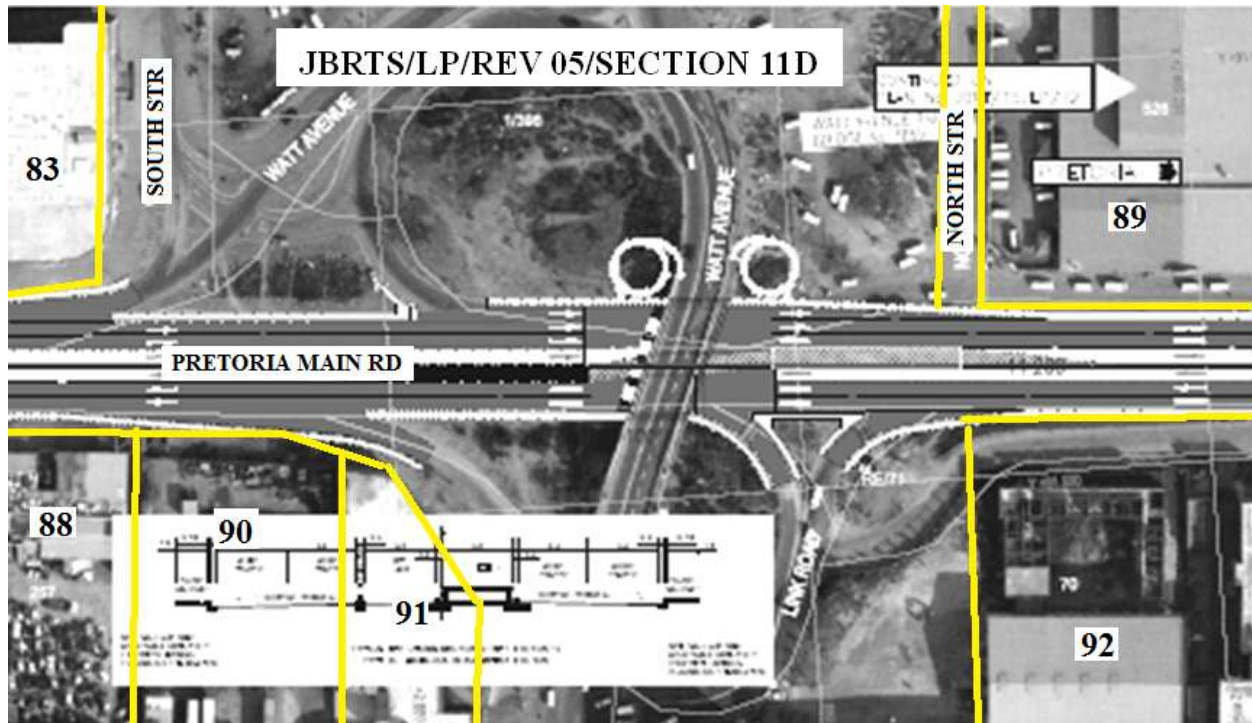


Fig. 53. Section JBRT/15/LP/11D.

Comments on section JBRT/15/LP/11D	
Historical buildings	0 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.12. SECTION JBRT/15/LP/12

9. 12.1. Section JBRT/15/LP/12A

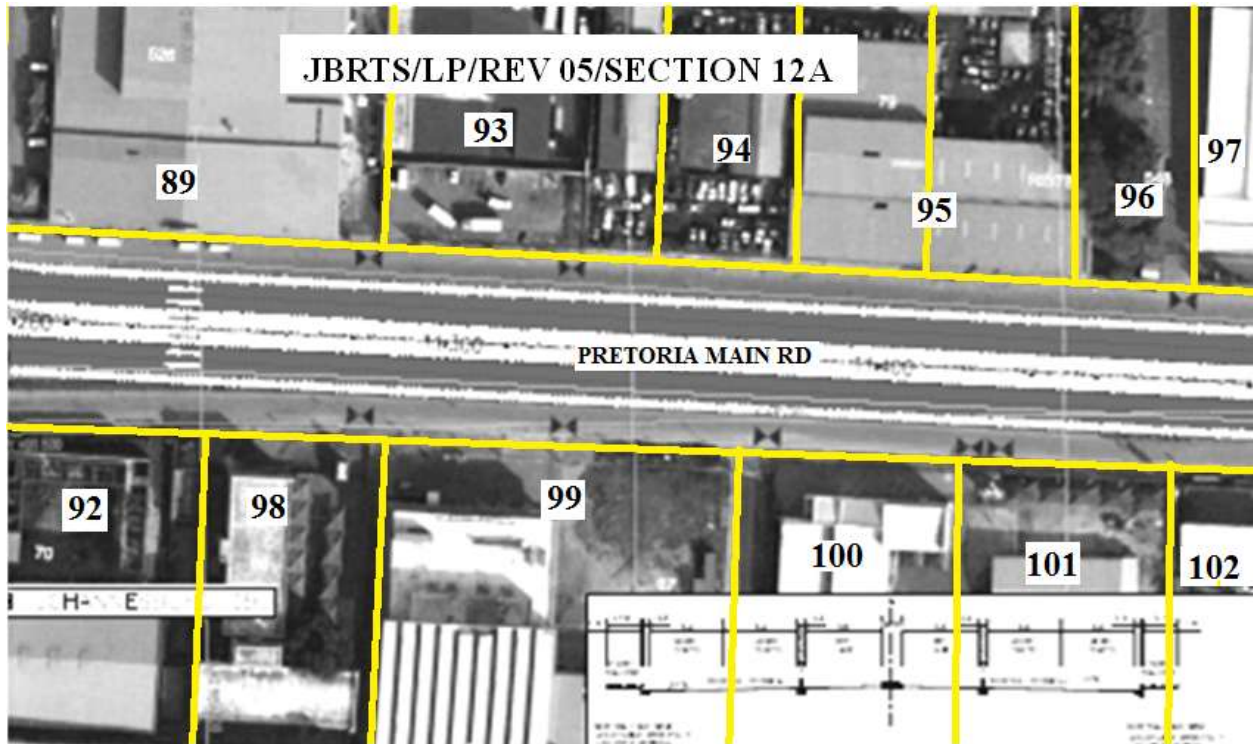


Fig. 54. Section JBRT/15/LP/12A.

Comments on section JBRT/15/LP/12A	
Historical buildings	3 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9. 12.2. Section JBRT/15/LP/12B

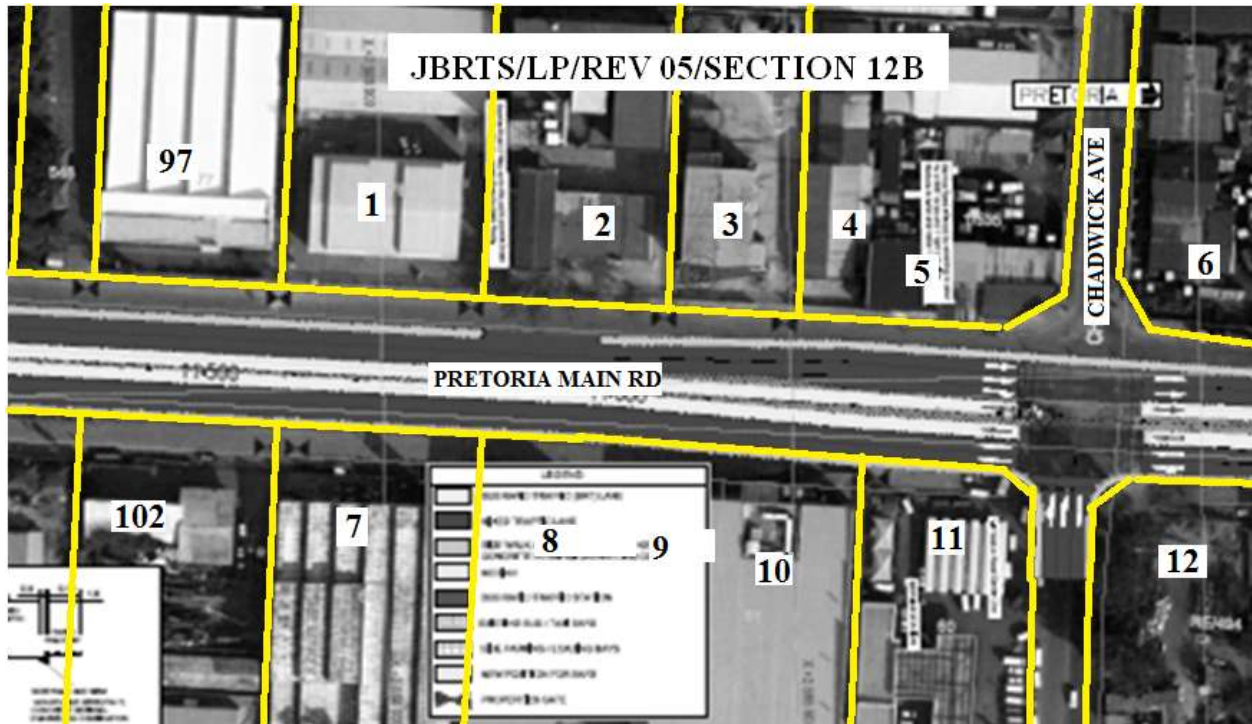


Fig. 55. Section JBRT/15/LP/12B.

Comments on section JBRT/15/LP/12B	
Historical buildings	1 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9. 12.3. Section JBRT/15/LP/12C

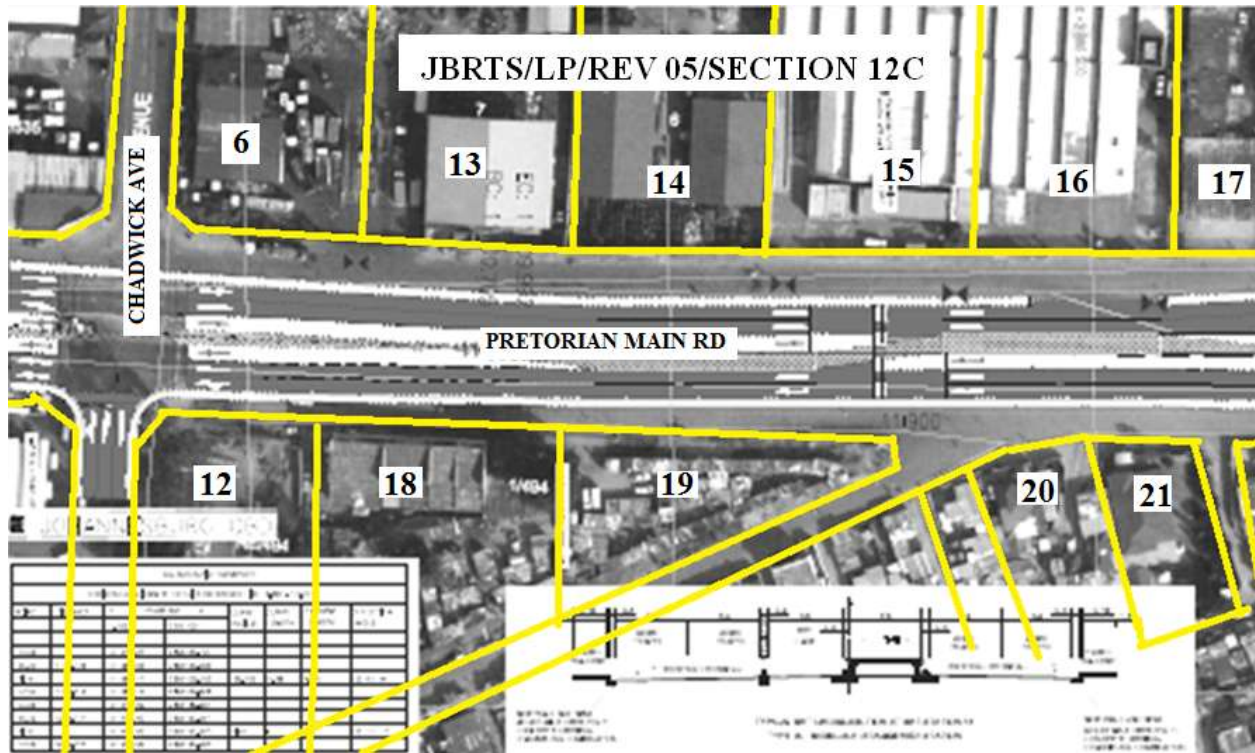


Fig. 56. Section JBRT/15/LP/12C.

Comments on section JBRT/15/LP/12C	
Historical buildings	3 protected or marginal buildings remain
Streetscape	Some of the historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9. 12.4. Section JBRT/15/LP/12D



Fig. 57. Section JBRT/15/LP/12D.

Comments on section JBRT/15/LP/12D	
Historical buildings	1 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9.13. SECTION JBRT/15/LP/13

9. 13.1. Section JBRT/15/LP/013A

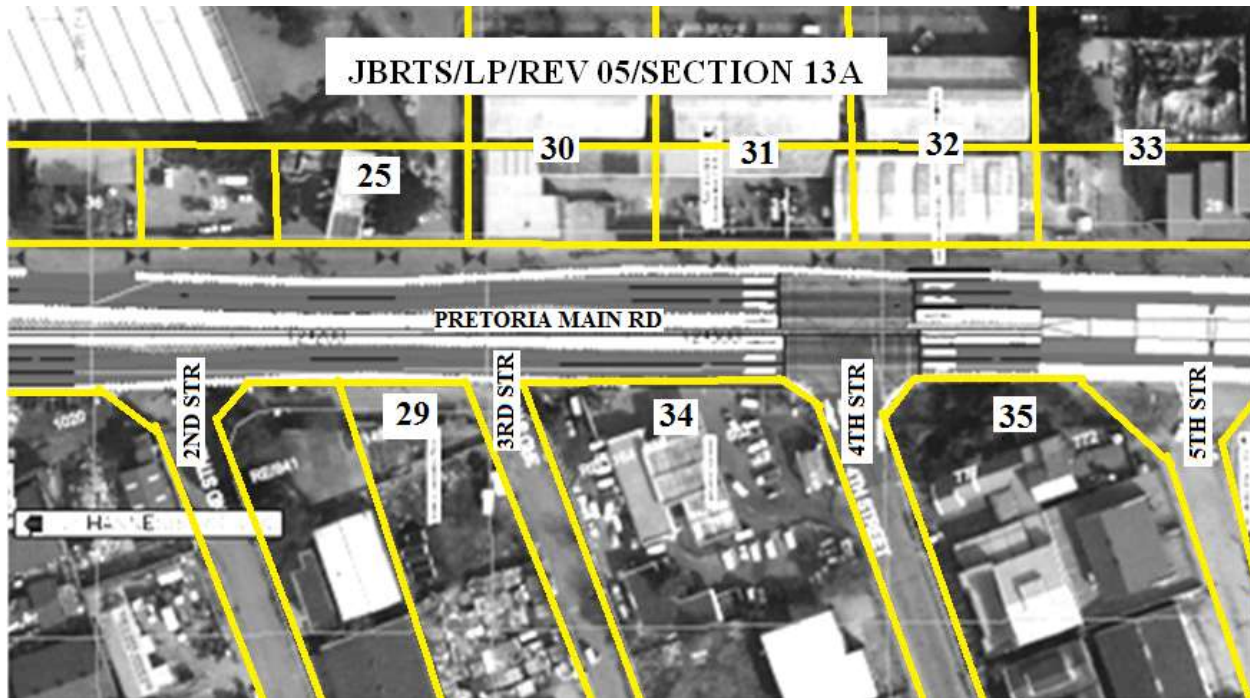


Fig. 58. Section JBRT/15/LP/13A.

Comments on section JBRT/15/LP/13A	
Historical buildings	0 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	There are no bus stations in this section
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

9. 13.2. Section JBRT/15/LP/13B

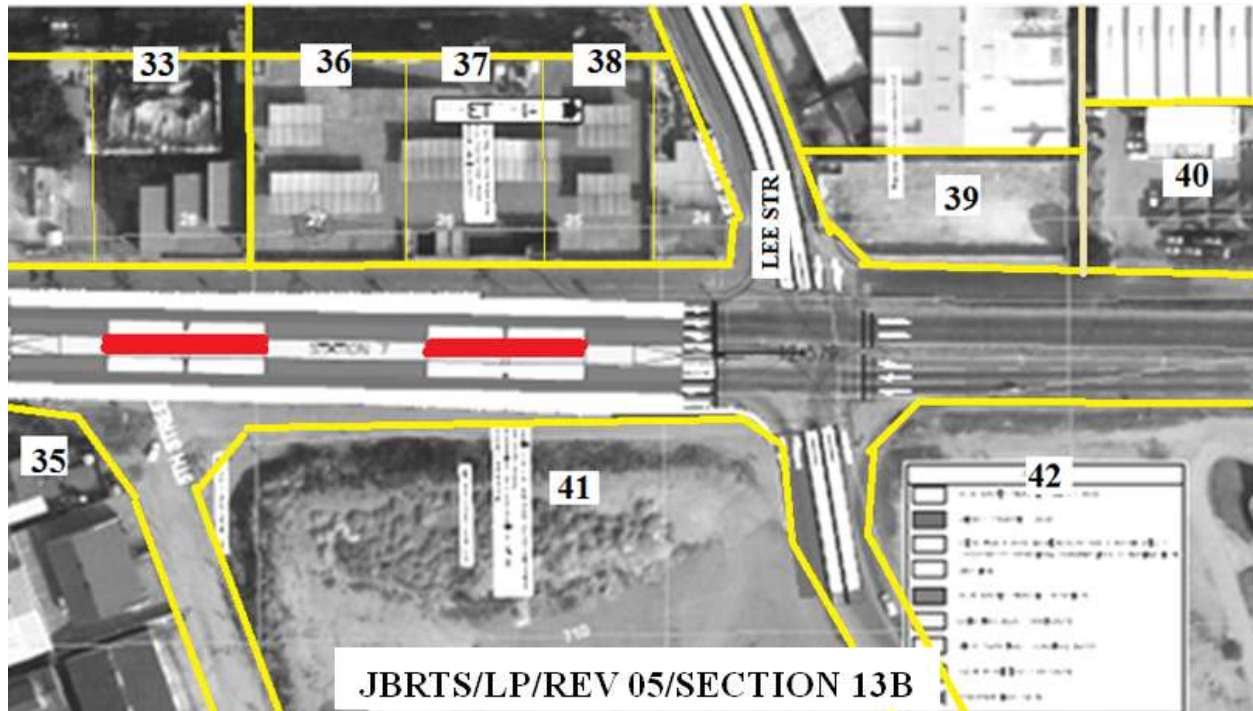


Fig. 59. Section JBRT/15/LP/13B.

Comments on section JBRT/15/LP/13B	
Historical buildings	0 protected or marginal buildings remain
Streetscape	Very little of historic streetscape remains
Sidewalks	There are no historic paving or curb stones remaining
Bus stations	Bus Station will not influence historic buildings or sites
General comments	Construction of Bus Rapid Transit System may proceed if no physical impact is planned on any of the historic sites. If any historical or archaeological material is encountered, then normal mitigation must be initiated

10. SUMMARY

From a legal point of view the Bus Rapid Transit System can only impact on the heritage estate of the present route under investigation in three ways.

1. If it causes physical impact on buildings, sites or structures demanding the demolition or alteration to such buildings, sites or structures
2. If It causes serious conflicting impact on the appearance and milieu of heritage buildings, sites or structures
3. If excavations necessitated by the construction work uncovers heritage remains that exist underground.

African Heritage consultants investigated every building and site located along the route between Wits and Alexandra to estimate the possibility of negative impact by listing all protected sites and marginal sites, and found that at least 357 buildings had a status of either “protected” or “marginally protected”. This represents about 50 percent of the sites along the route.

Although this is a very high percentage of protected buildings and sites, it is then also true that according to the present plans of the client none of these sites or buildings will be physically impacted upon.

The scale of the bus stations and the relative importance of the buildings in the areas where they are proposed to be located also appear to have no impact on the heritage value of such buildings.

Regarding the impact on streetscapes in general there is no part of the route that has unique elements that will be influenced by the proposed Bus Rapid Transit System.

It is accepted that archaeological historical and human remains that are located sub-surface along the route cannot be identified at present, for obvious reasons. If such remains are encountered during construction then the heritage authorities must be contacted so that mitigation may proceed.

According to the client a historic bus shelter has to be relocated from site 67 in Section JBRT/15/LP/02B. This relocation will have to be sanctioned by PHRA in a separate document to this one (*See page 25*)

11. RECOMMENDATION.

It is therefore recommended that seen in the light of the information collected in the report, and the summary thereof, there are no specific reasons for the proposed construction to not proceed. The mitigation of the structure on site 67 as described above must be obtained through a separate second phase study.

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Unpublished Reports

- Miller, S.M. 2012. A Report on Heritage Impact Assessment for the City of Tshwane Bus Rapid Transit Line 1A, Tshwane, Gauteng. (Paul Kruger Street)
- Miller, S.M. 2012. A Report on Heritage impact assessment for the City of Tshwane Bus Rapid Transit Line 1B, Tshwane, Gauteng. (Boom Street to Kopanong)
- Pelser, A. J. 2012. A report on Heritage Impact assessment for the City of Tshwane Bus Rapid Transit Line 2, Tshwane, Gauteng.

APPENDIX A: DECLARATION OF INDEPENDENCE

I, Sidney Mears Miller (ID 5412135029082) declare that:

- I act as an independent environmental practitioner in this application.
- I will perform the work relating to the application in an objective manner, even if it results in views and findings that are not favourable to the applicant.
- I declare that there are no circumstances that may compromise my objectivity in performing such work.
- I have expertise in conducting environmental impact assessments, including knowledge of the National Heritage Resources Act (No 25 of 1999) and any guidelines that have relevance to the proposed activity.
- I will comply with the Act, regulations and all other applicable legislation.
- I will take into account, to the extent possible, the matters listed in regulation 8 of the regulations when preparing the application and any report relating to the application.
- I have no, and will not engage in, conflicting interests in the undertaking of the activity.
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing any decision to be taken with respect to the application by the competent authority; and the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority.
- I will ensure that information containing all relevant facts in respect of the application is distributed or made available to interested and affected parties and the public and that participation by interested and affected parties is facilitated in such a manner that all interested and affected parties will be provided with a reasonable opportunity to participate and to provide comments on documents that are produced to support the application;
- I will ensure that the comments of all interested and affected parties are considered and recorded in reports that are submitted to the competent authority in respect of the application, provided that comments that are made by interested and affected parties in respect of a final report that will be submitted to the competent authority may be attached to the report without further amendment to the report.
- I will keep a register of all interested and affected parties that participated in a public participation process, and
- I will provide the competent authority with access to all information at my disposal regarding the application, whether such information is favourable to the applicant or not.
- All the particulars furnished by me in this form are true and correct.
- I will perform all other obligations as expected from an environmental assessment practitioner in terms of the Regulations, and
- I realize that a false declaration is an offence in terms of regulation 71 and is punishable in terms of section 24F of the Act.

Disclosure of Vested Interest

I do not have and will not have any vested interest (either business, financial, personal or other) in the proposed activity and/or proceeding other than remuneration for work performed in terms of the Environmental Impact Assessment Regulations,



SIDNEY MEARS MILLER

ADDENDUM ONE: Documentation Tables

JBRTS/LP/REV 05/SECTION 01B									
Comment on section 01B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
11			✓				✓		
12			✓				✓		
13			✓				✓		
14			✓				✓		
15			✓			✓			Palmer Place circa 1960's
16			✓			✓			Flats circa 1960's
17			✓			✓			Majestic towers circa 1980's
18			✓			✓			Majestic towers circa 1980's

JBRTS/LP/REV 05/SECTION 01C									
Comment on section 01C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
14				√			√		
19				√			√		
20				√			√		
21				√	√				Official building
22				√					Parking
23			√			√			San Francisco circa 1950's
24			√			√			Groot Drakenstein circa 1950's
25			√		√				Art Deco
26			√			√	√		Kings Langley
27			√		√				Eastley Court circa 1940's
28			√		√				Mimosa Square circa 1940's

JBRTS/LP/REV 05/SECTION 01D									
Comment on section 01D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
29		√			√				Dwelling circa 1920's behind walls
30		√			√				Dwelling circa 1920's behind walls
31			√			√			Flats circa 1960
32	√								Public space
33				√			√		Services (escape facility for Gautrain 80 meters deep.)
34			√			√	√		Flats circa 1950's
35			√		√				Flats circa 1940's
36			√		√				Flats circa 1930's
37			√		√				Flats circa 1930's
38			√		√				Flats circa 1930's
39			√			√			Flats circa 1950's
40				√	√				Fire station Victorian
41		√			√				Dwelling circa 1940's

JBRTS/LP/REV 05/SECTION 02A									
Comment on section 02A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
42				√		√			Building behind wall (SCHOOL)
43	√								Open ground
44	√								Park
45									Away from route
46				√			√		Parking hotel Formula 1
47			√			√			Flats circa 1960's
48			√		√				Christ church circa 1910
49			√			√			Flats circa 1950's
50		√			√				House circa 1920's
51		√			√				House circa 1920's

JBRTS/LP/REV 05/SECTION 02B									
Comment on section 02B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
52		√			√				House circa 1920's
53			√			√			Flats 1960's
54		√			√				House circa 1920's
55		√			√				House circa 1920's
56			√			√			Circular flats circa 1960's
57	√								Open land
58		√			√				Dwelling protected
59		√				√			Dwelling adapted
60		√				√			Dwelling adapted
61		√				√			Dwelling adapted
62	√								Parking
63	√								Parking
64									Away from route
65									Away from route
66									Away from route
67	√								Park
68									Away from route
69									Away from route
70									Away from route
71									Away from route

JBRTS/LP/REV 05/SECTION 02C									
Comment on section 02C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
72		✓			✓				Dwellings below road level
73		✓			✓				Dwellings below road level
74		✓			✓				Dwellings below road level
75		✓			✓				Dwellings below road level
76		✓							Dwellings below road level
77		✓							Dwellings below road level
78		✓							Dwellings below road level
79		✓							Dwellings below road level
80		✓					✓		Dwellings below road level
81		✓					✓		Dwellings below road level
82		✓					✓		Dwellings below road level
83		✓					✓		Dwellings below road level
84		✓			✓				Health wise development center
85			✓			✓			Flats circa 1950's (Houghton Park)
86		✓			✓				Dwellings protected
87		✓			✓				Dwellings protected
88			✓			✓			Flats circa 1960's
89			✓			✓			Flats circa 1960's
90		✓			✓				Dwellings protected
91		✓			✓				Dwellings protected
92			✓			✓			Flats circa 1960's
93			✓			✓			Flats circa 1960's
94		✓			✓				Edwardian dwelling adapted
95			✓			✓			Flats circa 1960's
96			✓			✓			Flats circa 1960's (Silver Oakes)

JBRTS/LP/REV 05/SECTION 02D									
Comment on section 02D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
97		√			√				Dwellings protected
98	√								Open Ground
99		√			√		√		? Dwellings behind high wall
100		√			√		√		Dwellings protected
101		√			√		√		? Dwellings behind high wall
102	√								Open triangle of land
103	√								Open Park
104				√		√			Church circa 1960's
105		√			√				Dwelling protected
106		√			√		√		? Dwellings behind high wall
107			√	√		√			Shops and Flats circa 1960's
107a				√		√			Garage and flats circa 1960's
107b				√			√		New building
107c				√			√		New building
108			√		√				Shops and Flats circa 1930's
109			√		√				Shops and Flats circa 1930's
110	√								Open land
111			√		√				Flats circa 1930's (Beacon Royal)

JBRTS/LP/REV 05/SECTION 03A									
Comment on section 03A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
1		✓					✓		Behind high wall
2		✓					✓		Behind high wall
3		✓					✓		Behind high wall
4		✓				✓			Behind high wall
5		✓			✓				Protected building behind high wall
6		✓			✓				Protected building behind high wall
7		✓			✓				Protected building behind high wall
8		✓			✓				Protected building behind high wall
9		✓			✓				Protected building behind high wall
10		✓			✓				Protected building behind high wall
11			✓			✓			Flats circa 1950's
12		✓			✓				Dwelling circa 1940's
13			✓			✓			Flats circa 1950's (Pine Hurst)
14		✓			✓				Dwelling circa 1940's
15				✓			✓		Barney's Paint Center
16		✓			✓				Dwelling circa 1940's

JBRTS/LP/REV 05/SECTION 03B									
Comment on section 03B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
17		✓					✓		
18		✓					✓		
19		✓				✓			Protected building behind high wall
20		✓			✓				Protected building behind high wall
21		✓			✓				Protected building behind high wall
22		✓			✓				Protected building behind high wall
23		✓			✓				Protected building behind high wall
24		✓			✓				Protected building behind high wall
25		✓			✓				Protected building behind high wall
26		✓		✓	✓				Dwelling adapted for business
27		✓		✓			✓		Dwelling adapted for business
28		✓			✓				Protected building behind high wall
29		✓			✓				Dwelling circa 1920's
30			✓			✓			Flats circa 1920's
31		✓			✓				Dwelling circa 1920's
32		✓			✓				Dwelling circa 1920's
33			✓			✓			Flats circa 1960's
34	✓								
35			✓	✓		✓			Shops and flats (Vibes Cocktail bar)

JBRTS/LP/REV 05/SECTION 03C									
Comment on section 03C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
36			√	√		√			Business/Flats (Christian Pentacost Church)
37			√	√		√			Business/Flats (Auto Fitment center)
38			√	√		√			Business/Flats (Bedford Center)
39			√	√					Business/Flats (Kings Gate)
40		√					√		
41			√		√				Dwelling circa 1920's (Houghton Mansions)
42									Away from route
43									Away from route
44	√								
45									Away from route
46									Away from route
47			√		√				Protected building behind high wall
48			√		√				Protected building behind high wall
49			√		√				Protected building behind high wall
50			√		√				Protected building behind high wall
51				√		√			Church circa 1960's
52				√		√			Church circa 1960's
53			√	√		√			King Edwards Prep. School
54			√	√		√			King Edwards Prep. School

JBRTS/LP/REV 05/SECTION 03D									
Comment on section 03D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
55				√			√		Front open ground, back sport
56	√								Public park
57				√			√		Garage (Sasol)
58				√			√		Car wash
59	√								Park and Road
60									Away from route
61		√		√	√				Dwelling used for business (Law)
62									Away from route
63									Away from route
64		√		√			√		Behind painted wall (leopard)

JBRTS/LP/REV 05/SECTION 04A									
Comment on section 04A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
65		√					√		Building behind high wall
66		√					√		Building behind high wall
67	√								Open land (Obvious builders)
68		√			√				Set far back in property
69		√			√				Set far back in property
70		√			√				Set far back in property
71		√					√		Building behind high wall
72		√			√				Protected building behind high wall
73		√			√				Protected building behind high wall
74		√			√				Protected building behind high wall
75		√			√				Set far back in property
76		√			√				Set far back in property
77		√			√	?			Protected building behind high wall
78		√			√	?			Protected building behind high wall

JBRTS/LP/REV 05/SECTION 04B									
Comment on section 04B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
79									Open land not developed
80			√				√		New Development
81		√			√				Protected building behind high wall
82		√			√				Protected building behind high wall
83		√			√				Protected building behind high wall
84		√			√				Protected building behind high wall (Global Village)
85	√								Open land hillside

JBRTS/LP/REV 05/SECTION 04C									
Comment on section 04C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
85	√								Open land hillside
86		√			√				Protected building behind high wall
87									Away from route
88		√			√				Set far back in property
89		√							Set far back in property
90			√				√		
91			√				√		
92			√				√		
93	√								Gardens hillside
94	√								Gardens hillside
95	√								Gardens hillside
96				√			√		

JBRTS/LP/REV 05/SECTION 04D									
Comment on section 04D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
96				√			√		
97				√			√		
98									Away from route
99			√			√			Flats circa 1930's
100				√			√		Shops and light industry
101				√			√		
102				√			√		
103			√				√		
104				√			√		Garage (BP)
105			√	√			√		The Victory Theatre

JBRTS/LP/REV 05/SECTION 05A									
Comment on section 05A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
1			✓	✓	✓				Shops/ flats circa 1930's
2			✓	✓	✓				Shops/ flats circa 1930's
3				✓			✓		
4				✓			✓		
5				✓			✓		
6				✓			✓		Vet hospital
7			✓	✓			✓		
8		✓			✓				Protected building behind high wall
9		✓			✓				Protected building behind high wall
10		✓		✓	✓				Surgery
11		✓		✓		✓			Dwelling circa 1960's
12			✓	✓			✓		
13			✓	✓			✓		
14				✓	✓				Dwelling circa 1930's (Esprit plumbers)
15				✓			✓		Garage (H-IQ)
16			✓	✓		✓			Shops/ flats circa 1960's
17				✓	✓				Business circa 1930's
18			✓	✓	✓				Away from route
19			✓	✓	✓				Away from route
20				✓	✓				Shops circa 1920's (Internet)
21				✓	✓				Shops circa 1920's
22		✓		✓	✓				Protected Dwelling
22a				✓	✓				Shops/ flats circa 1960's

JBRTS/LP/REV 05/SECTION 05B									
Comment on section 05B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
23		√		?	√				Protected building used for business
24				√	√				
25		√		?	√				Protected building used for business
26		√		√	√				Protected building used for business
27		√		√	√				Protected building used for business (Bruma Auto Repair)
28		√		√	√				Protected building used for business
29		√		√	√				Protected building used for business (Wise Guards security)
30		√		√	√				Protected building used for business
31		√		√	√				Protected building used for business
32		√		√	√				Protected building used for business (Mr T-Shirt)
33		√		√	√				Protected building used for business
34		√		√	√				Protected building used for business (JSJ Security)
35				√				√	Parking
36			√	√	√				Apartment circa 1930's (Good Example)
37			√	√	√				Shops/ flats circa 1920's
38				√				√	Shops/ offices circa 1980's
39			√			√			Shops/ flats circa 1950's
40			√	√				√	Shops/ flats circa 1970's
41			√	√	√				Shops/ flats circa 1940's
42			√	√		√			Shops/ flats circa 1960's (Beadworks)
43			√	√				√	Shops/ flats circa (228 Grove Center)
44			√	√				√	Shops/ flats circa (Salient Press)
45			√	√				√	Shops/ flats circa (Beadworks)
46			√	√				√	Shops/ flats circa (Beadworks)
47			√	√	√				Shops/ flats circa 1930's (Thittlestane Court)
48				√				√	(Groovy Comfort)
49				√				√	(Ital Machinery)
50				√		√			Shops/ flats circa 1960's (Stan and Pete Catering)

JBRTS/LP/REV 05/SECTION 05C									
Comment on section 05C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
51				√			√		Parking
52			√	√		√			Shops/ flats circa 1960's
53			√	√	√				Shops/ flats circa 1920's
54			√	√	√				Shops/ flats circa 1960's
55				√			√		
56			√	√	√				Shops/ flats circa 1930's
57				√			√		
58				√		√			Shops/ flats circa 1960's (Now used as Church)
59			√	√	√				Shops/ flats circa 1930's (Q House school)
60				√			√		
61				√	√				Shops/ flats circa (Now Universal Church of the Kingdom of God)
62			√		√				Shops/ flats circa 1930's
63				√			√		(Princes restaurant and Bar)
64			√	√	√				Shops/ flats circa 1930's (Mirels)
65				√			√		Modern Offices
66			√	√	√				Shops/ flats circa 1930's (Supermarket)
67				√			√		
68			√	√	√				Shops/ flats circa 1930's

JBRTS/LP/REV 05/SECTION 05D									
Comment on section 05D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
70				√			√		Bank
71				√			√		VAVAVA Gables
72				√			√		(Off Sales Booze Boys)
73				√		√			Shops/ light industry circa 1950's
74				√		√			Shops/ studio circa 1960's
75			√	√		√			Shops/ studio circa 1960's (Unisa bookshop)
76			√	√		√			Shops/ Flats circa 1950's (Jack's foam beds)
77				√	√				Shops circa 1920's (Pawn Shop and Cash loans)
78				√	√				Shops circa 1920's (C-Plan furnishers)
79				√	√				Shops circa 1920's (Mirror Glass)
80				√	√				Shops circa 1920's (Yogis Den)
81				√	√				Shops circa 1920's (Radium restaurant)
82			√	√	√				Shops/ Flats circa 1930's (Vangelia Court)
83				√			√		
84		√		√		√			Marginal protected building used for business
85		√		√		√			Marginal protected building used for business
86		√		√		√			Marginal protected building used for business

JBRTS/LP/REV 05/SECTION 06A									
Comment on section 06A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
1			√	√	√				Shops/ Flats circa 1930's
2				√			√		(Jack's Paint and Hardware)
3			√				√		
4			√				√		
5		√		√		√			Shops/ Flats circa 1960's
6		√		√		√			Shops/ Flats circa 1960's
7		√		√		√			Shops/ Flats circa 1960's (Circle seven trading as)
8		√		√		√			Shops/ Flats circa 1960's
9				√			√		Kentucky Fried Chicken
10			√	√		√			Shops/ Flats circa 1960's
11		√		√		√			Protected building used for business
12				√		√			BP Garage
13			√		√				Flats circa 1930's
14		√		√	√				Protected building used for business
15		√		√	√				Protected building used for business
16		√		√	√				Protected building used for business
17		√		√	√				Protected building used for business (Vaal Center Insurance)
18		√		√	√				Protected building used for business (J.I. Cowen Attorneys)

JBRTS/LP/REV 05/SECTION 06B									
Comment on section 06B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
19				√			√		(Maxi Security)
20		√		√		√			Protected building used for business
21		√		√		√			Protected building used for business
22		√		√	√				Protected building used for business (GWB)
23				√		√			Shops circa 1960's (redundant)
24				√			√		Boston Campus
25				√			√		Garage (redundant)
25a			√	√		√			Shops/ Flats circa 1960's (X-pax Test Center)
26			√	√	√				Shops/ Flats circa 1960's (Rite Price Furniture)
27		√		√	√				Protected building used for business
28			√				√		
29		√		√		√			Protected building used for business (Typewell)
30		√		√	√				Protected building used for business
31		√		√	√				Protected building used for business
32		√		√	√				Protected building used for business (Registered Plumbers)
33		√		√	√				Protected building used for business
34		√		√	√				Protected building used for business
35		√		√	√				Protected building used for business
36		√		√	√				Protected building used for business
37			√	√	√				Shops/ Flats circa 1930's
38				√			√		

JBRTS/LP/REV 05/SECTION 06C									
Comment on section 06C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
39			✓	✓	✓				Shops/ Flats circa 1930's
40			✓	✓	✓				Shops/ Flats circa 1930's (Vintage Clothing)
41			✓	✓	✓				Shops/ Flats circa 1920's (Best Electrical)
42			✓				✓		
43			✓				✓		
44			✓	✓	✓				Shops/ Flats circa 1920's (Adams Outfitters)
45			✓	✓	✓				Shops/ Flats circa 1920's)
46				✓			✓		
47				✓			✓		
48				✓			✓		BP Garage
49				✓			✓		Albany
50				✓			✓		Commercial Plumbers

JBRTS/LP/REV 05/SECTION 06D									
Comment on section 06D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
51			✓				✓		
52		✓			✓				Building demolished
53			✓		✓				Apartments behind wall
54			✓		✓				✓
55	✓								School Sports ground
56	✓								School Sports ground
57		✓		✓	✓				Protected 1920's building used for business (For Africa)
58		✓		✓	✓				Protected 1920's building used for business (Electrical fences etc.)
59				✓			✓		Strange Jewish lamp symbol.
60		✓		✓	✓				Protected 1930's building used for business (Dave shere)
61		✓			✓				Protected 1930's dwelling
62		✓		✓	✓				Protected 1930's building used for business (Flags)
63		✓		✓	✓				Protected 1930's building used for business (Green roof)
64		✓		✓	✓				Protected 1930's building used for business (Siver roof) (no 376)
65		✓			✓				Protected 1930's dwelling
66		✓			✓				Protected 1930's dwelling
67		✓			✓				Protected 1930's dwelling (Palm tree)
68		✓		✓	✓				Protected 1930's building used for business (Plumbing)
69		✓			✓				Protected 1930's dwelling (Double storied house)
70		✓			✓				Protected 1930's dwelling (Double storied house)
71		✓			✓				Protected 1930's dwelling

JBRTS/LP/REV 05/SECTION 07A									
Comment on section 07A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
1				√	√				Catholic School Maryvale College
2				√			√		Caltex Garage
3	√								Sport fields
4	√								Sport Fields
5				√			√		Clinic

JBRTS/LP/REV 05/SECTION 07B									
Comment on section 07B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
6		✓			✓				Behind wall of trees
7		✓			✓				Protected 1930's dwelling (Double storied house)
8		✓					✓		
9		✓					✓		
10		✓			✓				Protected 1930's dwelling
11		✓		✓	✓				Protected 1930's building used for business (Champion Security)
12		✓			✓				Protected 1930's dwelling
15				✓			✓		Clinic
16		✓		✓	✓				Protected 1930's building used for business (Clinic)
17		✓		✓	✓				Protected 1930's building used for business (Clinic)
18		✓		✓	✓				Protected 1930's building used for business (Palanga Lodge)
19		✓		✓	✓				Protected 1930's building used for business
20		✓		✓	✓				Protected 1930's building used for business
21		✓		✓	✓				Protected 1930's building used for business
22		✓		✓	✓				Protected 1930's building used for business (Regal security)
23		✓			✓				Protected 1930's dwelling
24		✓		✓	✓				Protected 1930's building used for business (Dia Matrix)
25		✓			✓				Protected 1930's dwelling (no 420)
26		✓					✓		Health and Wellness Center
27		✓		✓	✓				Protected 1920's building used for business
27a			✓	✓		✓			Shops/ Flats circa 1950's (Security and Plumbing)

JBRTS/LP/REV 05/SECTION 07C									
Comment on section 07C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
13		✓			✓				Protected 1930's dwelling (Double storied house)
13a		✓			✓				Protected 1930's dwelling
15				✓	✓				Synagogue
27		✓		✓	✓				Protected 1920's building used for business
28				✓			✓		
30				✓			✓		Dolhouse Roadhouse
31				✓			✓		
32				✓			✓		Tata Garage and dealership
38			✓	✓		✓			Shops/ Flats circa 1960's (Nausbaums Butchery)
39			✓	✓	✓				Shops/ Flats circa 1930's (Factory Clothing)
39a			✓		✓				Shops/ Flats circa 1950's
40			✓	✓			✓		
41			✓	✓			✓		

JBRTS/LP/REV 05/SECTION 07D									
Comment on section 07D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
33				√			√		Highlands North Medical Clinic
34		√				√			Protected 1950's dwelling
35		√				√			Protected 1950's dwelling
36		√				√			Protected 1950's dwelling (Spices)
36a				√		√			Protected 1950's Warehouse (Spices)
36b		√		√	√				Protected 1930's dwelling (Double storied house)
37		√		√		√			Protected 1950's dwelling
42			√	√		√			Shops/ Flats circa 1960's (Harrock Heights)
43			√	√		√			Shops/ Flats circa 1960's (B&J Hardware)
44		√		√		√			Protected 1950's building used for business (Helron)
45		√				√			Protected 1920's building used for business
46				√			√		Egoli Gas

JBRTS/LP/REV 05/SECTION 08A									
Comment on section 08A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
47		√		√		√			Protected 1960's dwelling used for business (Zulberg Properties)
48		√				√			Protected 1960's dwelling
49							√		Open Ground
50		√				√			Protected 1960's dwelling
51		√				√			Protected 1960's dwelling
52		√		√		√			Protected 1950's dwelling used for business (Educational toys)
53		√		√		√			Protected 1960's dwelling used for business (Project House)
54				√			√		
55		√		√		√			Protected 1940's dwelling used for business (Willard Batteries)
55a		√		√		√			Protected 1950's dwelling used for business (Rosen Electrical)
56		√				√			Protected 1960's dwelling
57		√		√		√			Protected 1960's dwelling used for business (Kuster I T services)
58		√		√		√			Protected 1950's dwelling used for business (Malomane Att.)

JBRTS/LP/REV 05/SECTION 08B									
Comment on section 08B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
59		√				√			Protected 1960's dwelling (no 437)
60							√		Open land
61		√				√			Protected 1960's dwelling
62		√				√			Protected 1960's dwelling
63		√				√			Protected 1960's dwelling
64				√			√		Motormags
65				√			√		Mac Donalds
66		√		√		√			Protected 1950's dwelling used for business (Charming Visions.)
67		√				√			Protected 1960's dwelling
68		√				√			Protected 1960's dwelling
69		√			√				Protected 1920's dwelling
70		√				√			Protected 1950's dwelling used for business (carwash)
71				√			√		Dentsmart

JBRTS/LP/REV 05/SECTION 08C									
Comment on section 08C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
72				√			√		Modern business (Fish and Chips)
73			√	√	√				Shops/ Flats circa 1930's (B&J Hardware)
74				√			√		Building circa 1980's
75		√				√			Protected dwelling circa 1960's adapted
76		√				√			Protected dwelling circa 1960's adapted
77		√				√			Protected dwelling circa 1960's adapted
78		√				√			Protected dwelling circa 1960's adapted
86			√				√		Modern business (Buy Right)
86a			√			√			Flats circa 1960's (Highland Gardens)
87	√						√		Parking

JBRTS/LP/REV 05/SECTION 08D									
Comment on section 08D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
78		✓				✓			Dwelling circa 1960's to 1980's
79		✓				✓			Dwelling circa 1960's to 1980's
80		✓				✓			Dwelling circa 1960's to 1980's
81		✓				✓			Dwelling circa 1960's to 1980's
82		✓				✓			Dwelling circa 1960's to 1980's
83		✓				✓			Dwelling circa 1960's to 1980's
84		✓				✓			Dwelling circa 1960's to 1980's
85		✓				✓			Dwelling circa 1960's to 1980's
88	✓								Sports Ground
89	✓								Sports Ground
90		✓				✓			Dwelling circa 1960's to 1980's
91		✓				✓			Dwelling circa 1960's to 1980's
92		✓				✓			Dwelling circa 1960's to 1980's
93		✓				✓			Dwelling circa 1960's to 1980's

JBRTS/LP/REV 05/SECTION 09A									
Comment on section 09A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
94		√				√			Dwelling circa 1960's to 1980's
95		√				√			Dwelling circa 1960's to 1980's
96			√				√		Apartments modern (Varone)
97			√				√		Apartments modern (Covent Gardens)
98		√				√			Dwelling circa 1960's to 1980's
99		√				√			Dwelling circa 1960's to 1980's
100		√				√			Dwelling circa 1960's to 1980's
101		√				√			Dwelling circa 1960's to 1980's
102		√				√			Dwelling circa 1960's to 1980's
109		√				√			Dwelling circa 1960's to 1980's
110		√				√			Dwelling circa 1960's to 1980's
111		√				√			Dwelling circa 1960's to 1980's

JBRTS/LP/REV 05/SECTION 09B									
Comment on section 09B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
103		✓			✓				Dwelling circa 1940's
104		✓			✓				Dwelling circa 1940's
105		✓			✓				Dwelling circa 1940's
106		✓			✓				Dwelling circa 1940's
107		✓			✓				Dwelling circa 1940's
108				✓			✓		Modern business (Car wash)
111		✓				✓			Dwellings circa 1940's to 1960's
112		✓				✓			
113		✓				✓			
114		✓				✓			
115		✓				✓			
116			✓				✓		Apartments modern
117			✓				✓		Apartments modern

JBRTS/LP/REV 05/SECTION 09C									
Comment on section 09C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
1			✓	✓		✓			Modern business circa 1960's (Pleasure dome adult shop)
2			✓				✓		Modern flats (Leamington Court)
3				✓			✓		Modern business (Nando's)
4				✓			✓		Modern business circa 1960's (Garage)
5			✓			✓			Modern Apartments circa 1960's
6			✓						Modern Apartments circa 1970's
9	✓								Public land
10				✓			✓		Modern business
11				✓			✓		Modern business (Post Office)
12		✓			✓				Dwelling circa 1940's
13				✓			✓		Modern business
19	✓								Modern business (Nando's parking)

JBRTS/LP/REV 05/SECTION 09D									
Comment on section 09D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
7			✓			✓			Apartments circa 1950's (Savoy gardens)
8			✓			✓			Apartments circa 1950's
14			✓			✓			Flats circa 1950's
15			✓			✓			Flats circa 1950's
16				✓			✓		Modern business (Universal Paints)
17		✓					✓		Dwelling circa 1940's but badly adapted for business
18				✓			✓		Modern business (Car dealers)
19				✓			✓		Modern shops circa 1970's
20				✓			✓		Modern shops circa 1970's

JBRTS/LP/REV 05/SECTION 10A									
Comment on section 10A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
21	✓								Parking
22				✓					Modern business (KFC)
23				✓					Modern business (Ultra Lights)
24				✓		✓			Modern business circa 1960's
25				✓			✓		Post Modern business building
26				✓			✓		Modern business circa 1960's
27				✓			✓		Modern business (Car sales)
28				✓			✓		Under Construction
29				✓			✓		Modern business (Ford Dealership)
30				✓			✓		Modern business (Ford Dealership)
31				✓			✓		Modern business

JBRTS/LP/REV 05/SECTION 10B									
Comment on section 10B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
30				√			√		Modern business (Ford Garage)
31				√			√		Modern business circa 1950'S
32				√			√		Modern business
33				√			√		Modern business
34				√			√		Modern business
35			√			√			Modern business
36				√			√		Modern business (Garage)
37				√			√		Modern business circa 1950'S
38				√			√		Modern business (Motor spares)
39				√			√		Modern business (Garage)
40				√			√		Modern business
41				√			√		Modern business circa 1960'S

JBRTS/LP/REV 05/SECTION 10C									
Comment on section 10C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
42				√			√		Modern business (KFC)
43				√		√			Modern business
44				√		√			Modern business (Shopping Center circa 1960's)
45				√		√			Modern business
46				√		√			Police Station circa 1960's
47				√		√			Modern business circa 1960's
48				√			√		Modern business (Jet Park Auctioneers)
49				√			√		Modern business (Motor spares)
50				√			√		Modern business (Hallmark Salvaging)
51				√			√		Modern business
52				√			√		Modern business (First Group)

JBRTS/LP/REV 05/SECTION 10D									
Comment on section 10D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
53				✓			✓		Modern business (P & S tiles and windscreens)
54				✓			✓		Modern business (Motor car sales)
55				✓			✓		Modern business (Midas)
56				✓			✓		Modern business (ABSA)
57				✓			✓		Modern business

JBRTS/LP/REV 05/SECTION 11A									
Comment on section 11A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
58				√			√		Modern business / light industry
59				√			√		Modern business / light industry
60				√			√		Modern business / light industry
61				√			√		Modern business / light industry
62				√			√		Modern business / light industry
63				√			√		Modern business / light industry
64				√			√		Modern business / light industry
65				√			√		Modern business / light industry
66				√			√		Modern business / light industry
67				√			√		Modern business / light industry

JBRTS/LP/REV 05/SECTION 11B									
Comment on section 11B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
68				√			√		Modern business light industry (Spares)
69				√			√		Modern business light industry (Garage motor wholesales)
70				√		√			Modern business circa 1960's
71				√	√				Art deco good condition
72				√	√				Art deco good condition
73				√			√		Modern business light industry
74				√			√		Modern business light industry
75				√			√		Modern business light industry
76				√			√		Modern business light industry (Cesore Franke)
77				√			√		Modern business light industry
78				√			√		Modern business light industry (Pane Beating)
79				√			√		Modern business light industry

JBRTS/LP/REV 05/SECTION 11C									
Comment on section 11C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
80				√			√		Modern business (Furniture)
81				√	√				Building from 1930's (Bad Condition)
82				√			√		Modern business light industry (recycling)
83				√			√		Modern business (Top bet)
85				√			√		Modern business
86				√			√		Modern business
87				√			√		Modern business (Dennis)
88				√			√		Modern business (Gas)

JBRTS/LP/REV 05/SECTION 11D									
Comment on section 11D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
88				✓			✓		Modern business
89				✓			✓		Modern business
90				✓			✓		Modern business
91				✓			✓		Modern business
92				✓			✓		Under construction

JBRTS/LP/REV 05/SECTION 12A									
Comment on section 12A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
93				√		√			Modern business circa 1960's (now vacant)
94				√		√			Modern business circa 1960's (now vacant)
95				√		√			Modern business circa 1960's (now vacant)
96	√								Open land used for car sales in the past
97				√			√		Modern business (Lisa-Bank Motors)
98				√			√		Modern business
99				√			√		Modern business (Shoprite)
100				√			√		Modern business
101				√			√		Modern business
102				√			√		Modern business

JBRTS/LP/REV 05/SECTION 12B									
Comment on section 12B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
1				√			√		Modern business
2				√			√		Modern business
3				√			√		Modern business
4				√			√		Modern business
5				√		√			Business circa 1960's
6				√			√		Modern business light industry (Recycling)
7				√			√		Modern business (Jet Macro)
8				√			√		Modern business (Spar)
9				√			√		Modern business
10				√			√		Modern business
11				√			√		Garage (Shell)
12				√			√		Modern business (Boxer)

JBRTS/LP/REV 05/SECTION 12C									
Comment on section 12C:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
12				√			√		Modern business
13				√			√		Modern business light industry (recycling)
14				√			√		Modern business light industry (recycling)
15				√			√		Modern business (self storage)
16				√			√		Modern business (self storage)
17				√			√		Modern business light industry (chemicals)
18				√		√			Panel Beating circa 1960's
19				√			√		Modern business light industry
20		√			√				Alexandra dwelling circa 1940's
21		√			√				Alexandra dwelling circa 1940's

JBRTS/LP/REV 05/SECTION 12D									
Comment on section 12D:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
22				√			√		Modern business (Funeral assist)
23				√			√		Modern business light industries
24				√			√		Modern business light industries
25				√			√		Modern business ?
26		√			√				Alexandra dwelling/s circa 1940's
27				√					Modern business light industries (Maningi Scrap Metals)
28				√					?
29	√								Open land dumpsite

JBRTS/LP/REV 05/SECTION 13A									
Comment on section 13A:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
30				✓			✓		Modern business light industries (All Quip hire)
31				✓			✓		Modern business light industries (City Air rental)
32				✓			✓		Modern business light industries (B-line seating)
33				✓			✓		Modern business light industries
34				✓			✓		Total Garage
35				✓			✓		Modern business light industries

JBRTS/LP/REV 05/SECTION 13B									
Comment on section 13B:									
Number	Designation				Heritage			Photo	Remarks
	Park	Dwelling	Apartment	Business	Protected	Marginal	Modern		
36				√			√		Modern business light industries
37				√			√		Modern business light industries
38				√			√		Modern business light industries
39				√			√		Modern business light industries
40	√								Open land dumpsite
41	√								Open land dumpsite
42	√								Open land dumpsite

**ADDENDUM TWO:
Photo-documentation
Tables**

JBRTS/LP/REV05/SECTION 01A



Figs. 1 to 6. 01A-3 and 01A-4 and 01A-6 and 01A-7 and 01A-7b and 01A-9

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 01B



Figs. 7 to 12, 01A-10 and 01A-10a and 01B-11 and 01B-13 and 01B-14 and 01B-14a

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 01C



Figs. 13 to 18. 01B-15 and 01B-16 and 01B-18 and 01B-18b and 01D-14 and 01D-18a

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 19 to 24, 01C-20 and 01C-21 and 01C-23 and 01C-23A and 01C-25 and 01C-25a

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 01D



Figs. 25 to 30, 01C-26 and 01C-27 and 01D-28 and 01D-29 and 01D-30 and 01D-30a

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 31 to 36. 01D-31 and 01D-31a and 01D-31b and 01D-33 and 01D-33a and 01D-35

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 37 to 42. 01D-35a and 01D-37 and 01D-38 and 01D-38a and 01D-38b and 01D-39

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 43 to 48. 01D-39b and 01D-40(1) and 01D-40(2) and 01D-38a and 01D-40(3) and 01D-41 (2)

JBRTS/LP/REV05/SECTION 02A



Figs. 49 to 54. 02A-44 and 02A-44a and 02A-44b and 02A-44c and 02A-44d and 02A-46

JBRTS/LP/REV05/SECTION 02B



JBRTS/LP/REV05/SECTION 02C



Figs. 55 to 60. 02B-56 and 02C-63 and 02C-73 and 02C-75 and 02C-78 and 02C-80

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 61 to 66. 02C-80 and 02C-85 and 02C-85a and 02C-91 and 02C-92 and 02C-94

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 02D



Figs. 67 to 72. 02C-96 and 02C-97 and 02D-104 and 02D-107a and 02D-107 and 02D-108

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 03A



Figs. 73 to 78. 02D-111 and 02D-111a and 02D-brug and 02D-brug and 03A-3 and 03A-8

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 03B



Figs. 79 to 84. 03A-12 and 03A-13 and 03A-15 and 03B-16 and 03B-19 and 03B-29

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 03C



Figs. 85 to 90. 03B-30 and 03B-32(1) and 03B-32(2) and 03B-33 and 03C-28 and 03C-35

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 91 to 96. 03C-37 and 03C-38 and 03C-38a and 03C-40 and 03C-41 and 03C-51

JBRTS/LP/REV05/SECTION 03D



JBRTS/LP/REV05/SECTION 04A



Figs. 97 to 102. 03D-65 and 03D-57 and 03D-64(1) and 03D-64(2) and 04A-67 and 04A-69

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 04B



Figs. 103 to 108. 04A-69A and 04A-73 and 04A-74 and 04A-78 and 04B-80 and 04B-81

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 109 to 114. 04B-82(1) and 04B-82(2) and 04B-82(3) and 04B-82(4)1 and 04B-85(1) and 04B-85(2)

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.

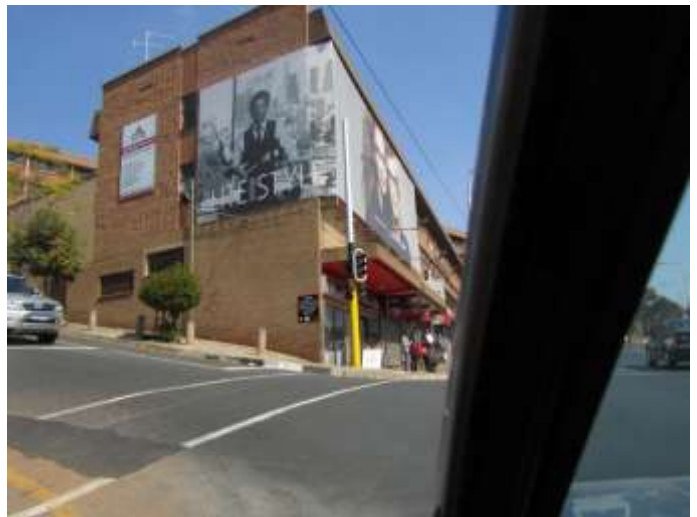


JBRTS/LP/REV05/SECTION 04C



Figs. 109 to 114. 04B-85-(3) and 04B-85 and 04C-87) and 04C-92 and 04C-94 and 04C-95

JBRTS/LP/REV05/SECTION 04D



Figs. 109 to 114. 04D--97(1) and 04D-97(2) and 04D-97(3)) and 04D-100(1) and 04D-94 and 04D-100(2)

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 05A



Figs. 115 to 120, 04D-100(3) and 04D-103) and 05A 1 and 05A-3 and 05A-7 and 05A-9

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 121 to 126. 05A-10 and 05A-14 and 05A 15(1) and 05A-15(2) and 05A-15(3) and 05A-18

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 05B



Figs. 127 to 132, 05A-19(1) and 05A-19(2) and 05A -21-22(1) and 05A-21-21(2) and 05B-24 and 05B-25

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 05C



Figs. 133 to 138, 05B-27 and 05B-36 and 05B-49 and 05B-50 and 05C-36 and 05C-50(2)

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 139 to 144. 05C-50 and 05C-51 and 05C-52 and 05C-53 and 05C-56 and 05C-58

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 145 to 150. 05C-59 and 05C-60 and 05C-61 and 05C-62(2) and 05C-62 and 05C-64

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 151 to 156. 05C-64 and 05C-65 and 05C-66 and 05C-67 and 05C-67 and 05C-68

JBRTS/LP/REV05/SECTION 05D



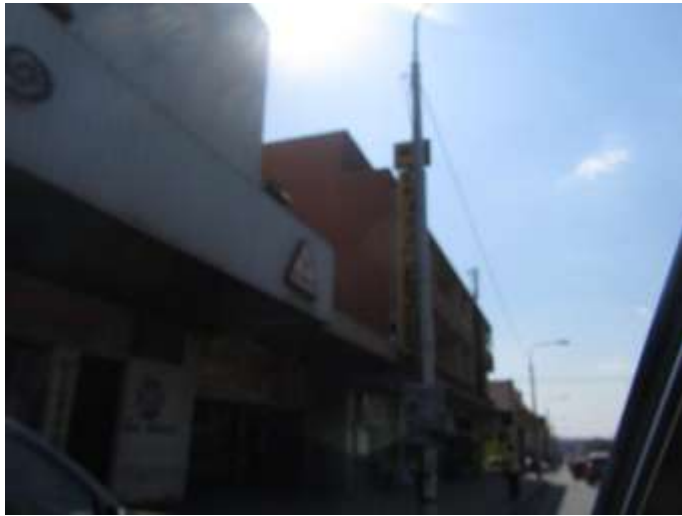
Figs. 157 to 162. 05D-72 and 05D-73 and 05D-74 and 05D-77 and 05D-78,79,80 (1) and 05D-78,79,80 (2)

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 163 to 168. 05D-78,79,80 (3) and 05D-81 and 05D-82 and 05D-83 and 05D-84-85 (1) and 05D-84-85 (2)

JBRTS/LP/REV05/SECTION 06A



Figs. 163 to 168. 06A-1 and 06A-3 and 06A-6 and 065A-9 and 06A-10) and 06A-12

JBRTS/LP/REV05/SECTION 06B



Figs. 169 to 174. 06B-13 and 06B-16 and 06B-23 and 06B-24 and 06B-25 and 06B-26

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 06C



Figs. 175 to 180. 06B-28 and 06B-29,30 and 06B-32 and 06B-34 and 06C-37 and 06C-38

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 181 to 186. 06C-39 and 06C-40 and 06C-44,45 and 06C-47 and 06C-48 and 06C-49

JBRTS/LP/REV05/SECTION 06D



Figs. 187 to 192, 06D-42 and 06D-52 and 06D-55,56 (1) and 06D-55,56 (2) and 06D-57 and 06D-58

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 07A



Figs. 193 to 198, 06D-59 and 06D-62 and 06D-64 and 06D-67 and 07A-2 and 06D-07A-4

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 07B



Figs. 199 to 204. 07A-70 and 07A-70a and 07B-6 and 07B-10 and 07B-11 and 07B-16

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 07C



Figs. 205 to 210, 07B-23 and 07B-24 and 07C-13 and 07C-15 and 07C-15a and 07C-27

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 07D



Figs. 211 to 216. 07C-27a and 07C-28 and 07C-30 and 07D-32 and 07D-33 and 07D-34

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 217 to 222. 07D-36 (1) and 07D-36(2) and 07D-37 and 07D-42(1) and 07D-42(2) and 07D-42(3)

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 08A



Figs. 223 to 228. 07D-42(4) and 07D-43(2) and 07D-43 and 07D-44 and 08A-49(2) and 08A-49

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 229 to 234. 08A-50 and 08A-51 and 08A-52 and 08A-54 and 08A-55 and 08A-55a

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 08B



Figs. 235 to 240. 08A-55b and 08A-56 and 08A-57(2) and 08A-57 and 08B-53 and 08B-59

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 241 to 246. 08B-0(2) and 08B-60 and 08B-61 and 08B-62 and 08B-63 and 08B-64

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 247 to 252. 08B-65 and 08B-66 and 08B-67 and 08B-69(1) and 08B-69(2) and 08B-70

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 08C



Figs. 253 to 258. 08B-5234 and 08B-5239 and 08B-5240 and 08B-5241 and 08C-71-72 and 08C-73

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 253 to 258. 08C-74 and 08C-75-76 and 08C-76-77 and 08C-86(1) and 08C-86(2) and 08C-86(3)

JBRTS/LP/REV05/SECTION 08D



Figs. 259 to 264. 08D-78 and 08D-79 and 08D-81 and 08D-82) and 08D-83 and 08D-85

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 265 to 270. 08D-88(1) and 08D-88(2) and 08D-88(3) and 08D-88(4) and 08D-90 and 08D-91

JBRTS/LP/REV05/SECTION 09A



Figs. 271 to 276. 09A-94 and 09A -96 and 09A -97 and 09A -99 and 09A -100 and 09A -101

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 9B



Figs. 277 to 282. 09A-102 and 09A -109 and 09B -1 and 09B -103 and 09B -104 and 09B-105

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 277 to 282. 09B-106 and 09B -107 and 09B -108 and 09B -111 and 09B -112 and 09B-113

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 09C



Figs. 283 to 288. 09B-114 and 09B -115 and 09B -116 and 09B -117 and 09C -1a and 09C-3

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 289 to 294. 09C-9-10(1) and 09C-9-10(2) and 09C -10(1) and 09C-10(2)-117 and 09C -11 and 09C-12-13

JBRTS/LP/REV05/SECTION 9D



Figs. 295 to 300. 09D-8(2) and 09D--8 and 09C -14 and 09D-15 and 09D-16 and 09D-16,17

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 10A



Figs. 300 to 306. 09D-18,17) and 09D--19 and 09C -20 and 09D-16 and 010A-22(1) and 10A-22(2)

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 306 to 312. 10A 22(3) and 10A-22(4) and 10A-22 and 10A-23(1) and 010A-23(2)) and 10A-23

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 313 to 318. 10A-24(1) and 10A-24(2) and 10A-25(2)2 and 10A-25 and 010A-27 and 10A-28

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBR/TS/LP/REV05/SECTION 10B



Figs. 319 to 324. 10A-24(1) and 10A-24(2) and 10B-26 and 10B-30(1) and 010B-30(2) and 10B-31

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 319 to 324. 10B-32(2) and 10B-32 and 10B-34(2) and 10B-34(3) and 010B-34 and 10B-35(2)

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 319 to 324. 10B-35(2) and 10B-35 and 10B-36(1) and 10B-36(2) and 010B-36(3) and 10B-36

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 325 to 330. 10B-38 and 10B-39 and 10B-40-41 and 10B-41 and 010B-42(1) and 10B-42(2)

JBR/TS/LP/REV05/SECTION 10C



Figs. 331 to 336. 10C-43 and 10C-44-45(2) and 10C-44-45 and 10C-46 and 010C-47(2) and 10C-47

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 337 to 342. 10C-49(2) and 10C-49 and 10C-50(1) and 10C-50-(2) and 010C50 and 10C-51

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



J|BRTS/LP/REV05/SECTION 10D



Figs. 343 to 348. 10C-51 and 10C-52(2) and 10C-52 and 10C-53 and 010D- and 10D-46(1)

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1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 343 to 348. 10D-46(1) and 10D-46(2) and 10C- 48(1) and 10C-48(2) and 010D- 48 and 10D-53(2)

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 359 to 364. 10D-53) and 10D-54(1) and 10C- 54(2) and 10D 55 and 010D- 56 and 10D-57

JBRTS/LP/REV05/SECTION 11A



Figs. 359 to 364. 11A-54(1) and 11A-54(2) and 11A- 53(3) and 11A- 54(4) and 011A- 54(5) and 11A-54

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 365 to 370. 11A-58(2) and 11A-58 and 11A- 59 and 11A- 60(2) and 011A- 60 and 11A-63(2)

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 371 to 376. 11A-63 and 11A-64(2) and 11A-64 and 11A- 65 and 011A- 66 and 11A-67

JBRTS/LP/REV05/SECTION 11B



Figs. 371 to 376. 11B-59 and 11B-69 and 11B-70(2) and 11B-70(3) and 011B-70 and 11D-71

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 377 to 382. 11B-74(3) and 11B-74 and 11B-74 and 11B-75 and 11B-76 and 11B-77(2)

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



JBRTS/LP/REV05/SECTION 11C



Figs. 383 to 388. 11B-78 and 11B-STREET VIEW4 and 11C-81 and 11C-79 and 11B-80 and 11BC-81

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 389 to 394. 11C-97 and 11C-80 and 11C-81 and 11C-82 and 11C-83 and 11C-85

JBRTS/LP/REV05/SECTION 11D

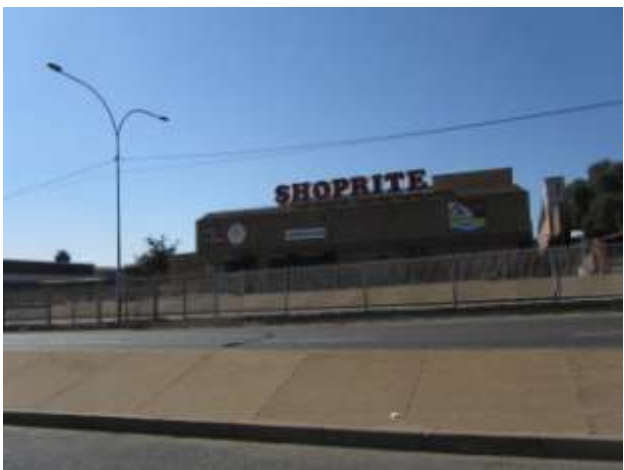


JBRTS/LP/REV05/SECTION 12A



Figs. 395 to 300. 11D-91 and 11D-ST-80 and 11D-SR and 11D-(2) C-82 and 11C-83 and 11C-85

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 301 to 306.

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 307 to 312

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



Figs. 301 to 306.

1st phase heritage impact assessment along Louis Botha Avenue for Johannesburg Bus Rapid Transit System.



*

ADDENDUM THREE:

Bus Shelter on Louis Botha



AFRICAN HERITAGE CONSULTANTS CC

2001/077745/23

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16 October 2013

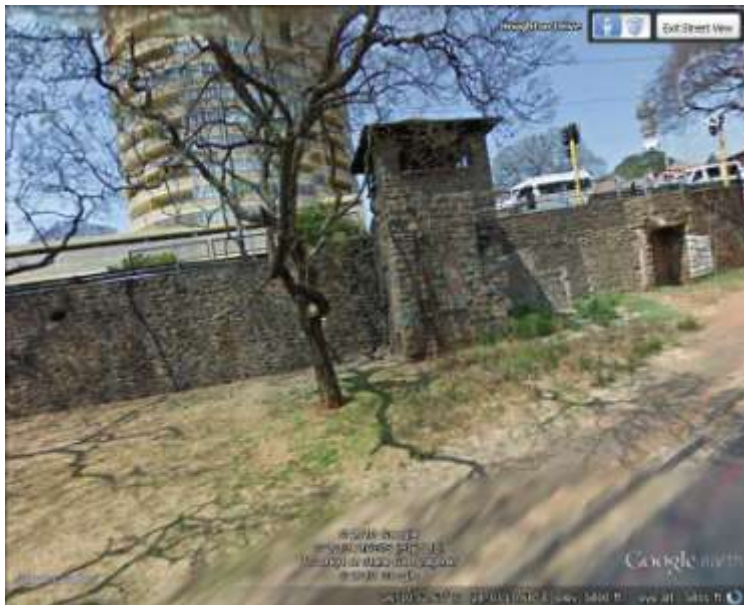
Attention: Lea September

Dear Lea

BUS SHELTER ON LOUIS BOTHA AVENUE

Your e-mail of 15 October 2013 refers.

In Sidney Miller's report on the section where Houghton drive joins Louis Botha Avenue the (Bus shelter) historic structure is mentioned as well as in the recommendations. The so called bus shelter is part of the stone wall that is why it is called a historic structure which has to be investigated in a phase II report.



Kind regards

Udo Küsel

ADDENDUM FOUR:

Issues and Responses Report

REA VAYA PHASE 1 C

Issues and Responses Report

MAY 2014

This report presents comments from Interested and Affected Parties (I&APs) regarding the proposed Rea Vaya BRT and is an appendix to the Phase 1 Heritage Impact Assessment for this project.

This report reflects comments received between 09 December 2013 and 30 May 2014.

No.	ISSUE RAISED	BY WHOM AND WHEN	RESPONSE
1	We have only just been alerted to this Heritage Impact Assessment produced by African Heritage Consultants in July 2013 and are puzzled that at no stage was it referred to us for comment. Neither the consultants nor the PHRAG seems to have been disturbed by the absence of comment from the public.	Flo Bird, Johannesburg Heritage Foundation 9 December 2013 via email	The Heritage Impact Assessment (HIA) report has not yet officially been circulated to stakeholders for comment. An official comment period will take place for this report. The HIA report will then be re-submitted to the Gauteng Provincial Heritage Resources Authority (PHRA-G), inclusive of stakeholder comments, and responses thereto.
2	If there was comment we can find no mention of it in the report yet the route goes through Parktown, Houghton, Yeoville, Norwood and Orange Grove – all of which have residents associations. Were any of these groups made aware of the report at all?	Flo Bird, Johannesburg Heritage Foundation 9 December 2013 via email	All the Residents Associations are on our database and will be informed of the official comment period.
3	The report states that 357 heritage sites were identified yet there is no list appended to the report and there is no way of knowing which or what they are.	Flo Bird, Johannesburg Heritage Foundation 9 December 2013 via email	This number refers to sites listed in the Documentation tables (Addendum 1 of the <i>1st Phase Heritage Impact Assessment along Louis Botha Avenue</i>). The sites are classified in terms of their protection status.
4	Nor is there any mention of street trees. The first sections along Empire Road from Victoria Avenue to Queen's Road and Queen's Road to Clarendon Avenue, may affect the Plane Trees which do have special heritage significance. They were planted in 1935/6 to mark the route to the Empire Exhibition which coincided with the City's Diamond Jubilee in 1936.	Flo Bird, Johannesburg Heritage Foundation 9 December 2013 via email	Thank you for pointing this out; this was an oversight in the report. The following can be said regarding the issue of street trees: widening of the road may require the removal and/or relocation of street trees, some of which may have heritage significance. Further investigation will be required to assess the impact on these trees, and recommend appropriate mitigation measures. As far as the plane trees on Empire Road are concerned, they will not be affected by the proposed project.
5	We have no way of knowing how these were assessed, apart from being over 60 years old. Yet the Bethesda Methodist Church for example in St John Road Houghton is less than 60 years old, but we rank this as Category A, an extraordinarily innovative and beautiful structure. They consulted us recently about extending the church which they plan	Flo Bird, Johannesburg Heritage Foundation 9 December 2013 via email	The Bethesda Methodist Church was flagged as "marginally protected" in the report (please refer to section 9.2.4 on p.27, read in conjunction with the corresponding 'Documentation table', on p.9 of Addendum 1). The intention is to limit road widening to the road reserve. No encroachment on properties outside the road reserve is therefore

No.	ISSUE RAISED	BY WHOM AND WHEN	RESPONSE
	<p>to do by extending the hyperbolic concrete arches south towards Louis Botha Avenue. There is no space for the church to extend north. If the BRT stifles the extension of the church they will apply for demolition and we could well lose an extraordinary building.</p>		<p>foreseen. The extension of the Bethesda Methodist Church should therefore not be compromised by the proposed BRT.</p>
6	<p>Impact it is stated means partial or total demolition. This is completely unacceptable. Impact must include coming too close to a building. Look at what widening Clarendon did to Christ Church, Hillbrow. The approach and entrance porch have been cut off by a busy road, so they moved to the back and built a new church hall, leaving the original building in a state of dereliction. That building was destroyed by the predecessor to the Johannesburg Roads Agency. Presumably African Heritage Consultants would have assessed the impact as nil.</p> <p>No impact has therefore been found on King Edward's Preparatory School. Clearly African Heritage Consultants have never tried teaching within two metres of the BRT buses roaring past. That heritage building may need an extra skin of brick and noise attenuation measures.</p>	<p>Flo Bird, Johannesburg Heritage Foundation 9 December 2013 via email</p>	<p>Impact on the heritage estate is defined as:</p> <ol style="list-style-type: none"> 1. physical impact on buildings, sites or structures demanding the demolition or alteration to such buildings, sites or structures; 2. serious conflicting impact on the appearance and milieu of heritage buildings, sites or structures; and 3. uncovering heritage remains underground during excavations necessitated by the construction work. <p>Dr Kusel from African Heritage Consultants cc agrees that impact includes coming too close to a heritage site. The HIA report was reviewed with this in mind and while no further impacts in terms of heritage were found, it is agreed that noise impacts can be foreseen in certain instances, such as at King Edward Preparatory School. Implementation of noise attenuation measures is recommended in those instances. Should this take the form of a wall, aesthetic considerations should be taken into account, especially where it is close to a heritage building, to ensure that the new wall blends in with the existing structure.</p>
7	<p>Then we find the mysterious Item 67 which is to be moved. At no stage in the text is this Item identified, there is no history, no photograph, only the requirement that it needs further study. As far as we can ascertain this refers to the stone Bus shelter, retaining wall, staircases and handrail along Louis Botha between Houghton Drive and Tudhope</p>	<p>Flo Bird, Johannesburg Heritage Foundation 9 December 2013 via email</p>	<p>Item 67 refers to the bus shelter and retaining wall on Louis Botha avenue between Houghton Drive and Tudhope Avenue (refer to numbering in chapter 9 of the report: "field recording and heritage comment", read in conjunction with the corresponding documentation table in Addendum 1). An addendum (Addendum 3) has been added to the report providing a description and photo of the site.</p>

No.	ISSUE RAISED	BY WHOM AND WHEN	RESPONSE
	<p>Avenue.</p> <p>Why so coy??? Yes, these are valuable heritage items. They were built in 1934 by the City Engineer's department presumably by the labour trained under the Poor Relief Scheme which was used for lots of stonework in Johannesburg including the Westcliff Stairs, Stewart Drive, the many small stone bridges over the streams in various townships. So there is a social dimension to this heritage item which is such a secret affair.</p> <p>Is it secret because the consultant has little faith in the JRA's being able to move or replicate the workmanship involved? We agree with that assessment, but isn't the purpose to bring these issues out into the public so that the significance can be assessed?</p>		<p>This heritage site is earmarked to be relocated according to the current engineering plans and will therefore be subject to further investigation during which the impact of the project on this structure will be assessed and appropriate mitigation measures recommended.</p>
9	<p>Surely recommendations should be made regarding how that re-location can be done and by whom i.e. a heritage architect and engineer who have experience of re-locating stonework and a special budget has to be set aside.</p>	<p>Flo Bird, Johannesburg Heritage Foundation 9 December 2013 via email</p>	<p>This will be done in a HIA that will deal with this specific site.</p>
10	<p>My thoughts are that the Wits to Alex document is so poor and lacking in reference material for sites that meaningful comment is impossible. The aerial content & overlay is of inferior quality. Surely there is more recent material available.</p>	<p>Roger Chadwick, Orange Grove Residents Association 12 December 2013 via email</p>	<p>The preliminary design drawings were used for the aerial photos on p. 20 onwards of the report. Unfortunately quality was lost as the aerial content was transferred into the report format. The original preliminary design drawings are however available on request.</p>
13	<p>The purpose of the first map is incomprehensible and serves only a minor historical point.</p>	<p>Roger Chadwick, Orange Grove Residents Association 12 December</p>	<p>This map merely serves to provide an overview of the study area in terms of veld types.</p>

No.	ISSUE RAISED	BY WHOM AND WHEN	RESPONSE
		2013 via email	
13	We have a far greater understanding of the buildings in the Orange Grove area than Dr Kusel. I agree with you Flo, why Pretoria consultants?	Roger Chadwick, Orange Grove Residents Association 12 December 2013 via email	The consultant was appointed on the basis of his experience in other BRT projects. He is thus familiar with the impacts of BRT projects on heritage resources. Local knowledge has been/will be collected through the public participation process.
13	Why were none of the RA's along the strip consulted, as far as I am aware .	Roger Chadwick, Orange Grove Residents Association 12 December 2013 via email	See item 2.
14	<p>OGRA has been very active with LUM & Heritage issues for a long time and we are continually interfacing with the MMC Transport, JDA, Royal HaskoningDHV and Development Planning on the BRT impact in our suburbs.</p> <p>The Addendums mentioned would be useful , if we had sight of them.</p>	Roger Chadwick, Orange Grove Residents Association 12 December 2013 via email	The addendums are too large to send by email but will be made available when the report goes officially out for comment.
15	Local knowledge has been totally ignored and this report suffers from this exclusion	Roger Chadwick, Orange Grove Residents Association 12 December 2013 via email	Local knowledge has been/will be collected through the public participation process.