

HERITAGE IMPACT ASSESSMENT

IN TERMS OF SECTION 34 (1) OF NHRA FOR THE PROPOSED REPAIR AND
PLACEMENT OF PORT STRUCTURES QUAY 3 & 4 AND FERRY LANDING IN
THE PORT OF EAST LONDON IN THE EASTERN CAPE PROVINCE



PREPARED BY



Setjo Sesho Consultants

PREPARED FOR

TRANSNET



national ports
authority

Heritage Impact Assessment Report

IN TERMS OF SECTION 34 (1) OF NHRA FOR THE
PROPOSED REPAIR AND PLACEMENT OF PORT
STRUCTURES QUAY 3 & 4 AND FERRY LANDING IN THE
PORT OF EAST LONDON IN THE EASTERN CAPE
PROVINCE

Prepared by:



Prepared for:



NOVEMBER 2022

PROVINCIAL HERITAGE RESOURCES AUTHORITY – EASTERN CAPE
16 Commissioner Street,
Old Elco Building
East London
5201

CHECK LIST FOR APPLICATIONS TO DO ALTERATIONS AND DEMOLITIONS.

- All documents must be bound in an A4 Format and filed in the same order as this Checklist.
- Plans are to be folded to an A4 size and placed in a plastic folder/s at the back of your file.
- Photographs must be printed in colour and on an A4 page/s and clearly labelled. E.g. the Facade' of the property, the back of the property, etc.
- Complete this checklist as comprehensively and attach it to your application.
- Incomplete applications will not be processed! In order to prevent unnecessary delays and frustration, it is therefore suggested that you tick the attached checklist and then submit it together with the rest of the application documents.

A.	COMPLETED APPLICATION FORM (301)	X
B.	PROPOSED PLAN (X3 COPIES)	2 SETS COLOURED IN. (One approved and stamped set will be returned to the applicant.)
		1 SET NOT COLOURED IN
C.	CLEAR COLOUR PHOTOGRAPHS: <i>(Alterations):- All elevations & Interior – where applicable. (Labelled and Context.)</i> <i>(Total demolitions):- All elevations & Interior – full interior.(Labelled and Context.)</i>	x
	STREET ELEVATIONS OF NEIGHBOURING PROPERTIES – COLOUR: - (Neighbours on the sides and across the road): - <i>(Alterations & Total Demolitions) (Labelled elevations and Context.)</i>	
	STREETSCAPE OF AREA IN FRONT OF THE PROPERTY – COLOUR: - <i>(Alterations & Total Demolitions) (Labelled street views taken in both directions.)</i>	
D.	COPY OF ORIGINAL BUILDING PLAN. (If the Local Authority does not have the original (First) plans, then an official letter from the Local Authority, stating that no plans are available, will be required.)	X
E.	LOCALITY PLAN (Copy of a page from a map book with the position of the property indicated.)	x
F.	SITE DEVELOPMENT PLAN (SDP)	
G.	HISTORICAL BACKGROUND INFORMATION, OWNERSHIP & ARCHITECTURAL.	X
H.	COMMENTS – STATE-OWNED PROPERTY (NATIONAL)	
I.	PROOF OF INVITATION FOR COMMENTS FROM INTERESTED / AFFECTED PARTIES. (All Total Demolitions & All State-owned building). Expiry date of the Advertisement / Invitation:
J.	COMMENTS RECEIVED FROM INTERESTED PARTIES. (Official use)	
K.	A LETTER FROM THE HERITAGE TRUST / BODY, SHOULD THE BUILDING BE SITUATED IN A HERITAGE AREA.	
L.	SIZE OF STAND (m ²)	
M.	OTHER (Specify)	

Application received: _____

Notified of outstanding info: _____

Outstanding info received: _____

Please note that the application time period is 8 – 12 weeks from the date when all outstanding info has been received.

All documents must be clearly numbered / labelled, each in a plastic sleeve and submitted in a Croxley Transclear two-ring binder file.

Please note that loose documents will not be accepted

Application Form 301

OFFICIAL USE ONLY:

ECPHRA Ref:

Date received:

Application No:

Application approved:

Not approved:

Date of permit notification:

APPLICATION

To destroy, damage, deface, excavate, alter, remove from its original position, subdivide or change the planning status of a **Provincial Heritage Site or a Provisionally Protected Place, or** to alter or demolish a **Structure 60 years old or more**, as protected in terms of the National Heritage Resources Act 25 of 1999.

PLEASE FILL IN ALL SECTIONS RELATING TO YOUR APPLICATION.

1. APPLICANT

Name: JENNIFER MUNYAI

Address: 11 GREENFEILDS, 79 GRIMTHORPE AVENUE

LINCOLN MEADE, PIETERMARITZBURG

Post Code: 3201 Cell: 076 3821892 Fax: N/A

Identity Number: 9110210872089 E-mail: jennifer@setjosesho.co.za.....

2. OWNER OF PROPERTY (when this is not the applicant)

Name: NATIONAL PORTS AUTHORITY NGQ (SIMPHIWE MTHEMBU)

Address: P O BOX 101, EAST LONDON

Post Code: 5201 Telephone: 043 700 1186 Fax: N/A

Identity Number: E-mail:
simphiwe.mthembu@transnet.net.

Signature: Date:

3. SITE (indicate by means of a cross in the appropriate space/s below):

- **Provincial Heritage Site (previously a National Monument) Gazette No:**
- **Provisionally Protected Place**
- **Structure older than 60 years**
- **Situated Within a Heritage Area (previously Conservation Area)**

Current use: QUAY 3 & 4 AND FERRY LANDING

Proposed Use: QUAY 3 & 4 AND FERRY LANDING

Name of Property: PORT OF EAST LONDON

Address: P O BOX 101

EAST LONDON

5201

Erf /Stand/Farm no:

Magisterial District: NELSON MANDELA BAY METROPOLITAN MUNICIPALITY

Address of Local Authority: P.O BOX 81

EAST LONDON

5200

**4. NAME AND ADDRESS OF PRIMARY RESPONSIBLE AGENT
(Architect, Designer, etc.)**

Name: JENNIFER MUNYAI (ARCHAEOLOGIST)

Qualification: MA ETHNO-ARCHAEOLOGY

Company: SETJO SESHO CONSULTANTS

Address: ...11 GREENFIELDS, 79 GRIMTHORPE AVENUE, LINCOLN MEADE,

PIETERMARITZBURG

Post Code: 3201 Cell phone: 0763821892. Fax: e-mail...jennifer@setjosesho.co.za.....

5. PROPOSED WORK (indicate by means of a cross in the appropriate Space/s below):

5.1.

Total Demolition	X Alteration	Subdivision
Partial Demolition	X Restoration	Rezoning
Excavation	Landscaping	Departure

Other:

.....

5.2. Drawing Reference Numbers and their Dates:

.....

5.3. Detail the manner in which the proposed work is carried out:

TO PRESERVE THE WALL AS AUTHENTIC AS IT WAS PREVIOUSLY, THE EXISTING WALL WILL BE DECOMMISSIONED AND RENOVATED UTILIZING SOME OF THE MATERIALS THAT CAN BE USED OR BY USING AN EXACT REPRODUCTION OF THE MATERIALS.

5.4. Motivation For Proposed Work (please motivate fully, with reference to conservation principles where appropriate. This space may be used for additional details required above)

THE MASS CONCRETE GRAVITY QUAY WAS BUILT IN THE 1920S, AND YEARS OF USE HAVE CAUSED IT TO DETERIORATE TO THIS POINT. THE QUAY HAS TRADITIONALLY BEEN USED TO BERTH AND UNLOAD GENERAL CARGO SHIPS. THE FERRY LANDING, WHICH IS NEAR QUAY 3, HAS NOW COLLAPSED WHILE WAITING FOR AN UPDATE. THE ABILITY OF THE STRUCTURE TO FULFIL ITS FUNCTIONAL REQUIREMENT IS DOUBTFUL GIVEN THE ADVANCED DEGREE OF DETERIORATION. THE RENOVATION WILL ADHERE TO THE ARCHITECTURAL HERITAGE METHOD, AND THE MAJORITY OF THE SALVAGEABLE ITEMS WILL BE USED.

5.5. Approximate value of proposed work: R

.....

5.6. Old buildings require special treatment in terms of specifications, techniques and planning of alterations:

5.6.1. What experience does the Primary Agent have in working with historical sites?

9 YEARS

5.6.2. What experience does the contractor working on the site have in working with historical sites?

UNSURE

6. APPLICANT

I, ...JENNIFER MUNYAI...Undertake fully to observe the terms, conditions, restrictions, regulations, guidelines and directions under which the

Provincial Heritage Resources Agency – Eastern Cape may issue the permit to me.

Signature:

Place: PIETERMARITZBURG Date: 10 NOVEMBER 2022

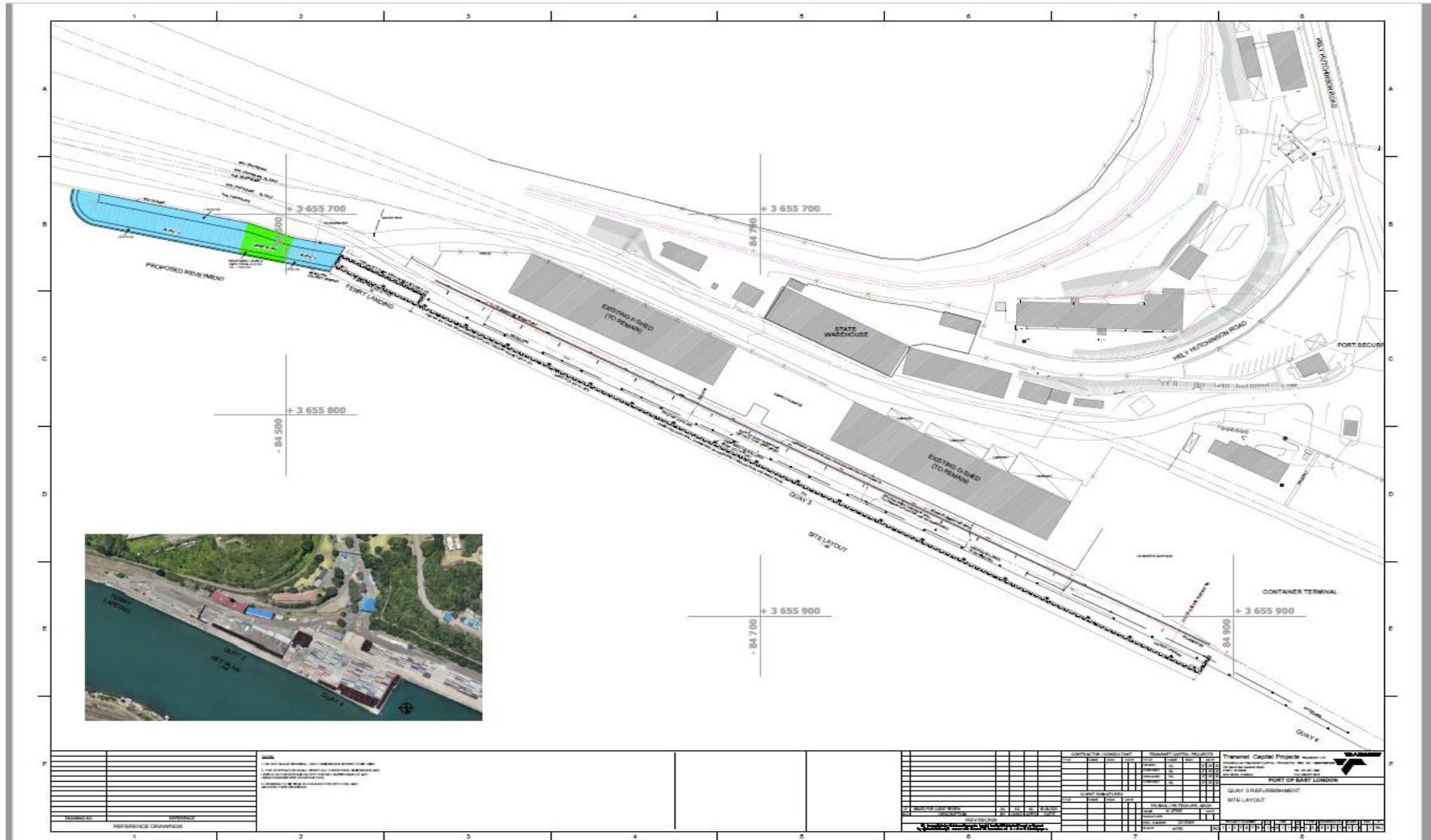
ITEMS TO ACCOMPANY THIS FORM:

- THREE SETS OF DRAWINGS, TWO OF WHICH MUST BE COLOURED-UP
- PHOTOGRAPHS OF STRUCTURES IN THEIR PRESENT FORM AND IN CONTEXT
- ANY OTHER INFORMATION REQUESTED BY ECPHRA

PLEASE NOTE:

- PERMISSION WILL BE GRANTED OR DECLINED BY MEANS OF AN OFFICIAL ECPHRA PERMIT. NO VERBAL PERMISSION WILL BE BINDING
- UNLESS THIS FORM IS SIGNED IT WILL NOT BE PROCESSED
- IT IS AN OFFENCE IN TERMS OF THE NATIONAL HERITAGE RESOURCES ACT TO MAKE ANY FALSE STATEMENT OR REPRESENTATION IN THIS APPLICATION

B. PROPOSED PLAN (X3 COPIES)



C. CLEAR COLOUR PHOTOGRAPHS

Figure 1: View of the collapsed ferry landing







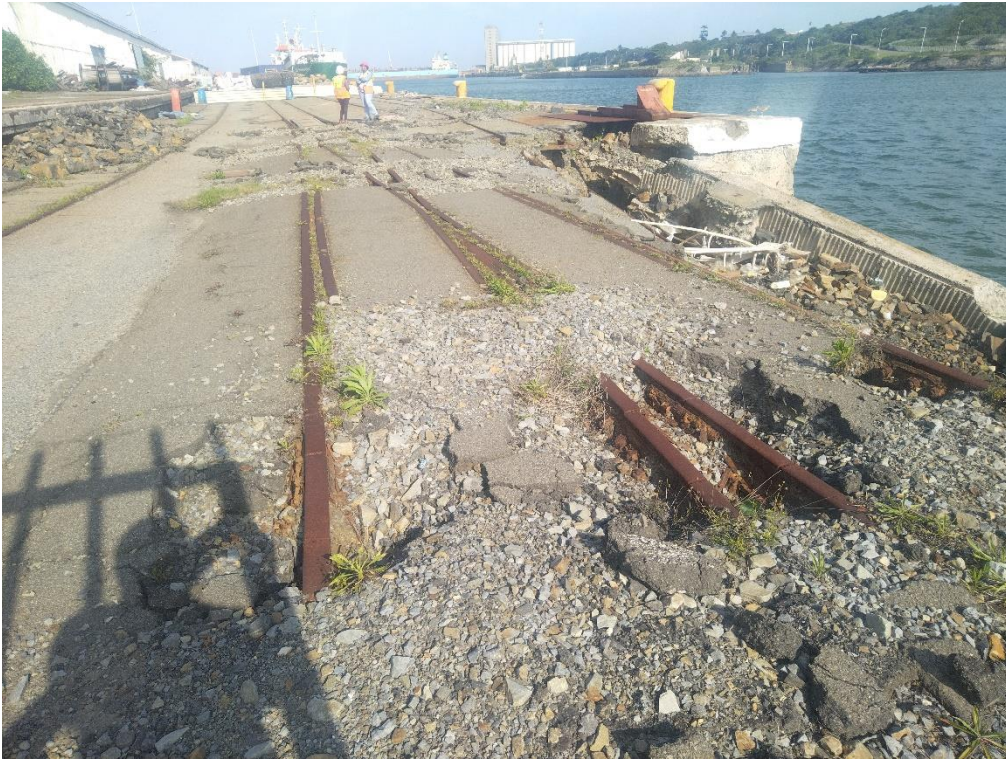
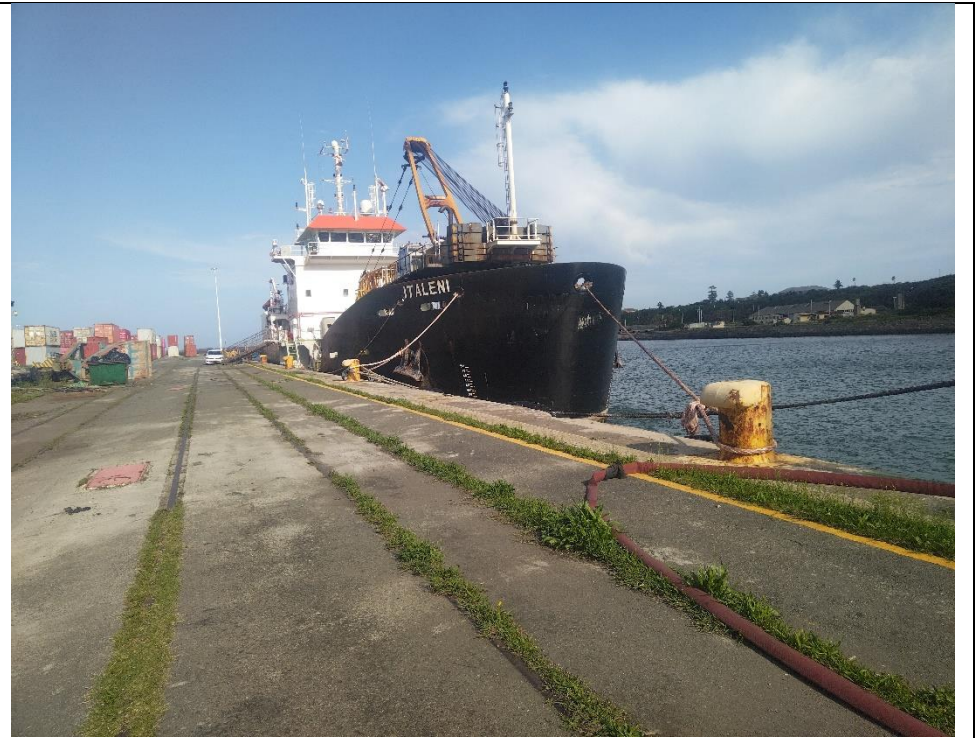


Figure 2: Middle section of the quay









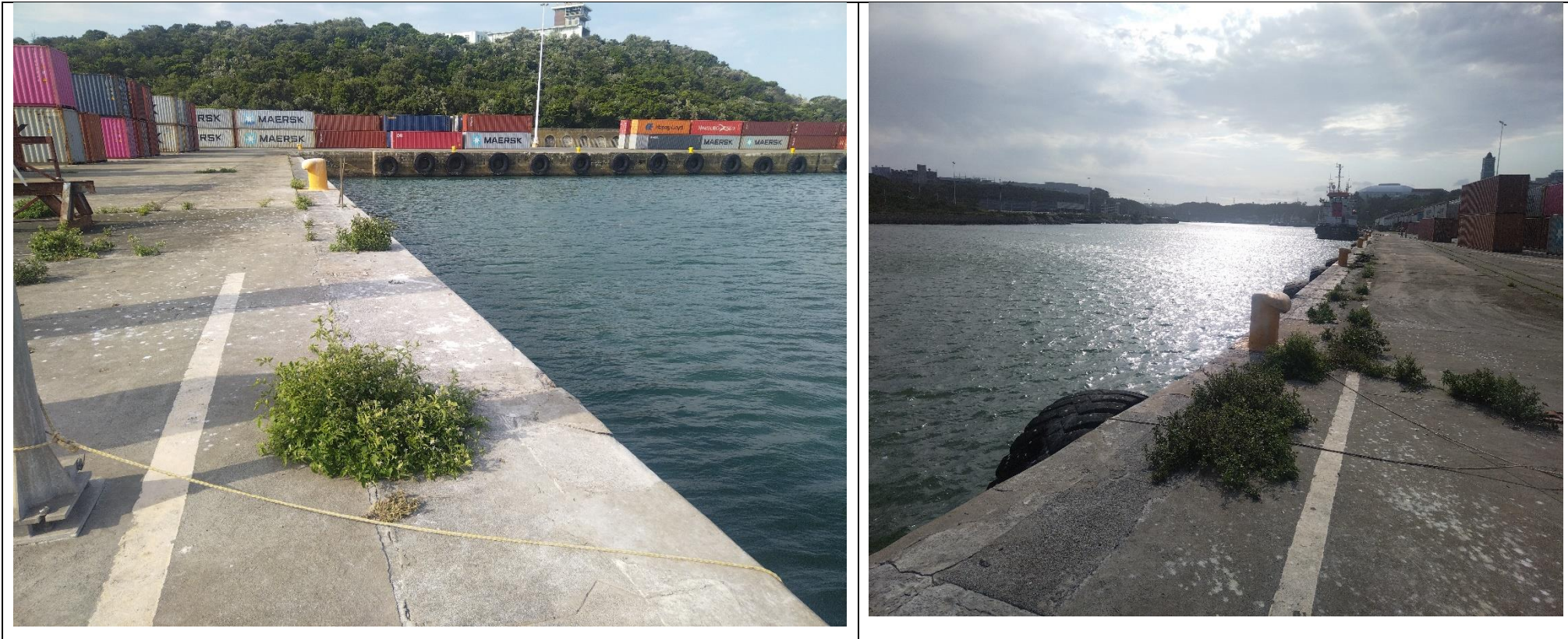
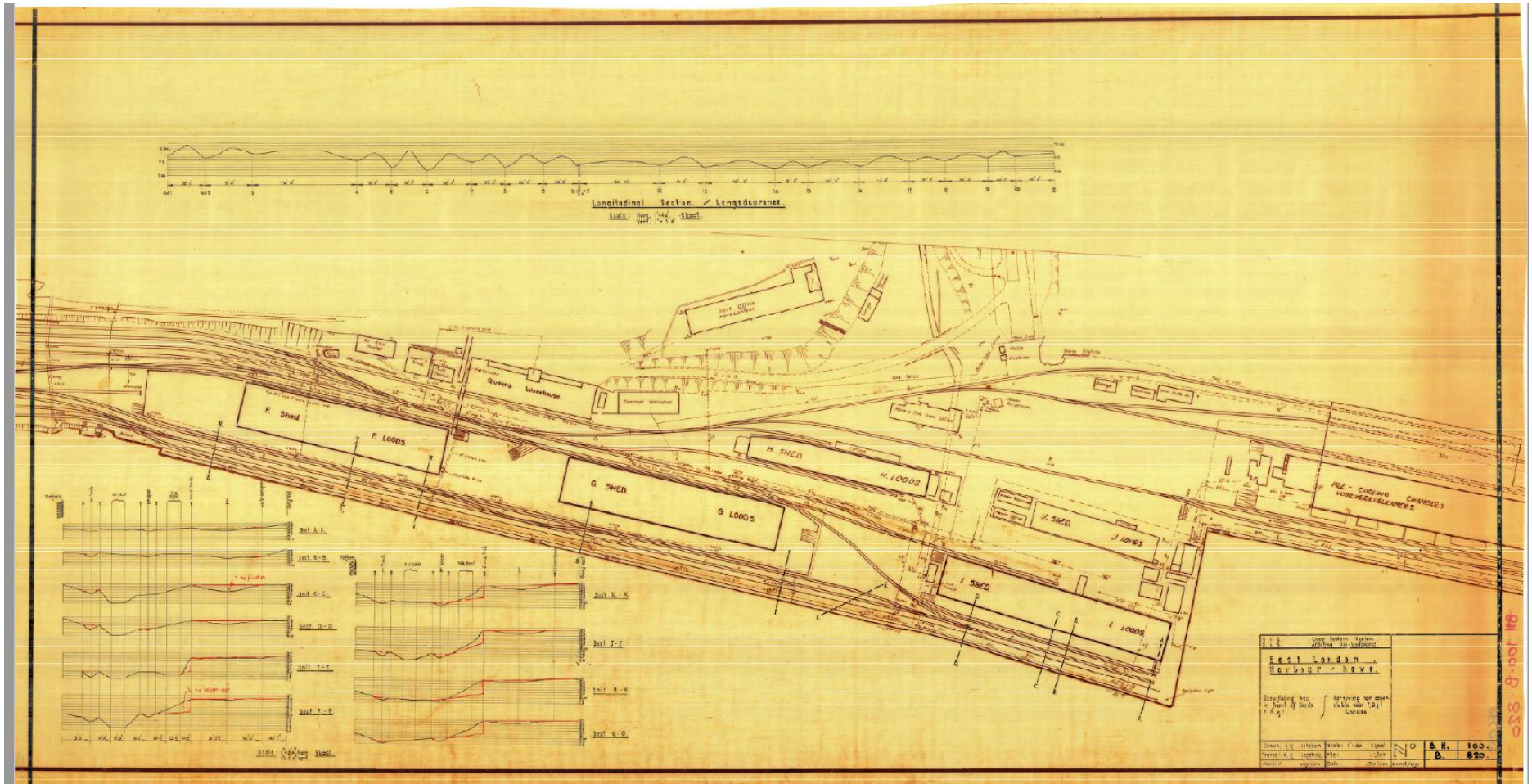


Figure 3: View of the far end of the quay

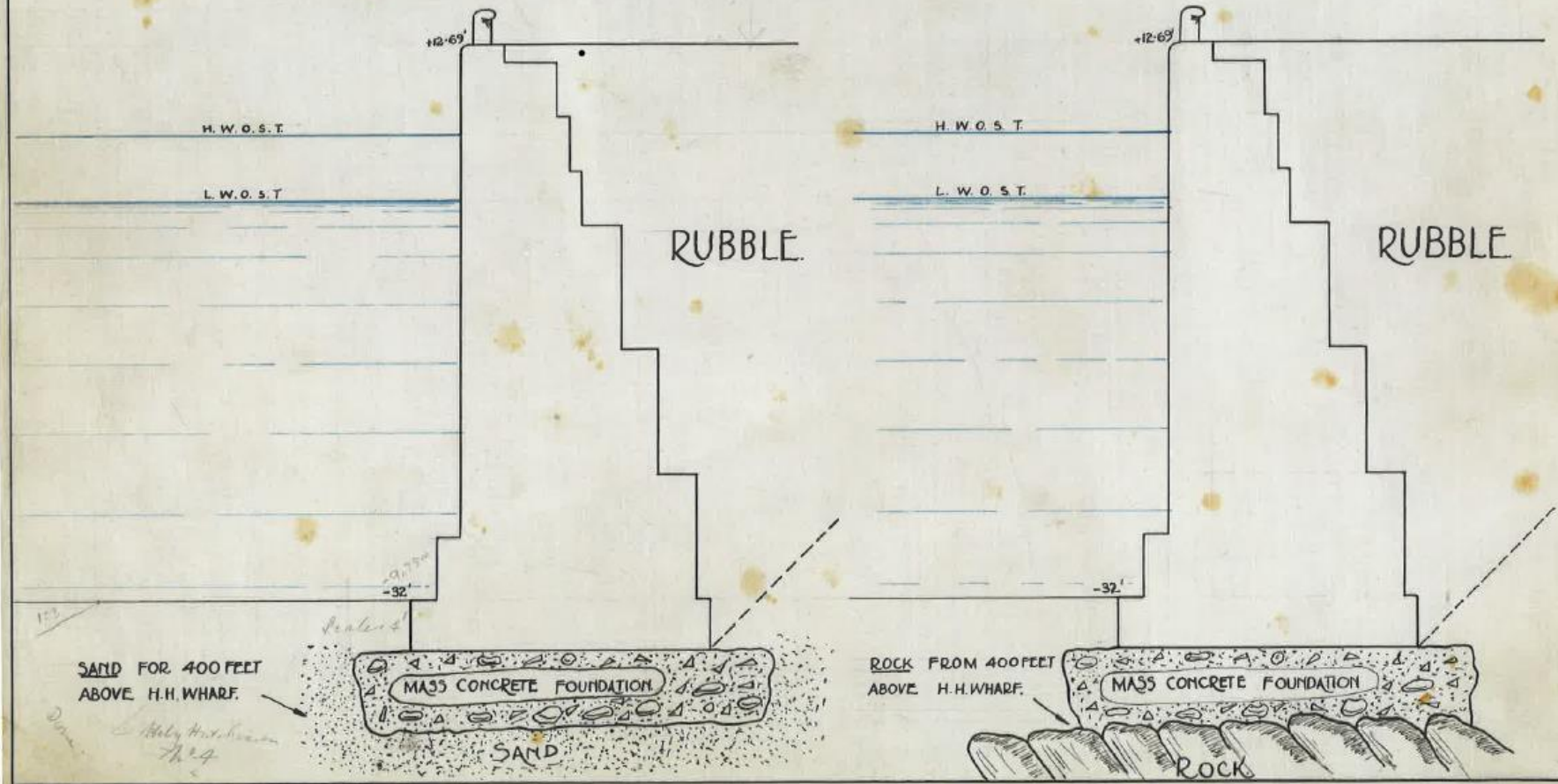
D. COPY OF ORIGINAL BUILDING PLAN.



SECTIONS THROUGH N°3 QUAY WALL.

SCALE 1" = 10'

See also 100 B4014402



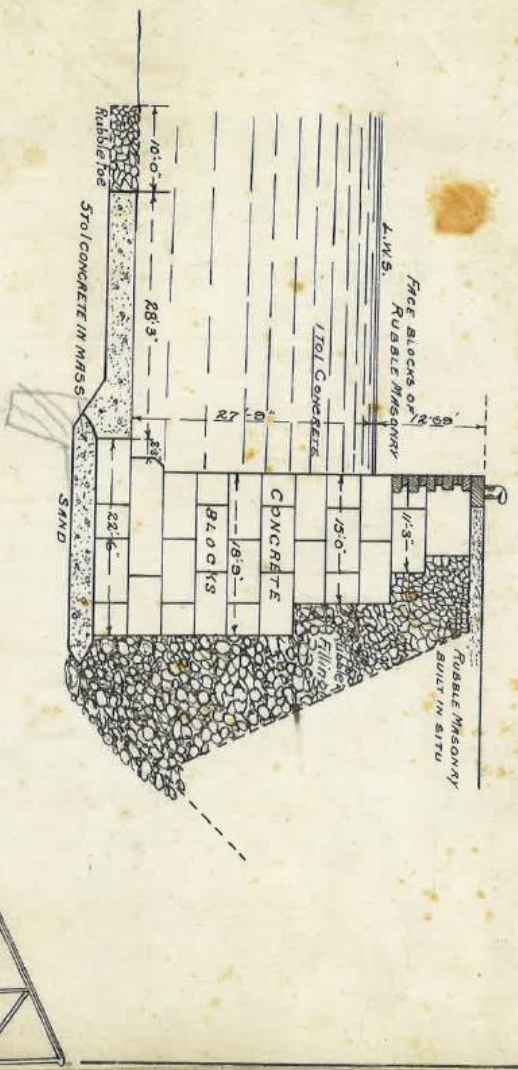
EAST LONDON HARBOUR.

SOUTH AFRICA.

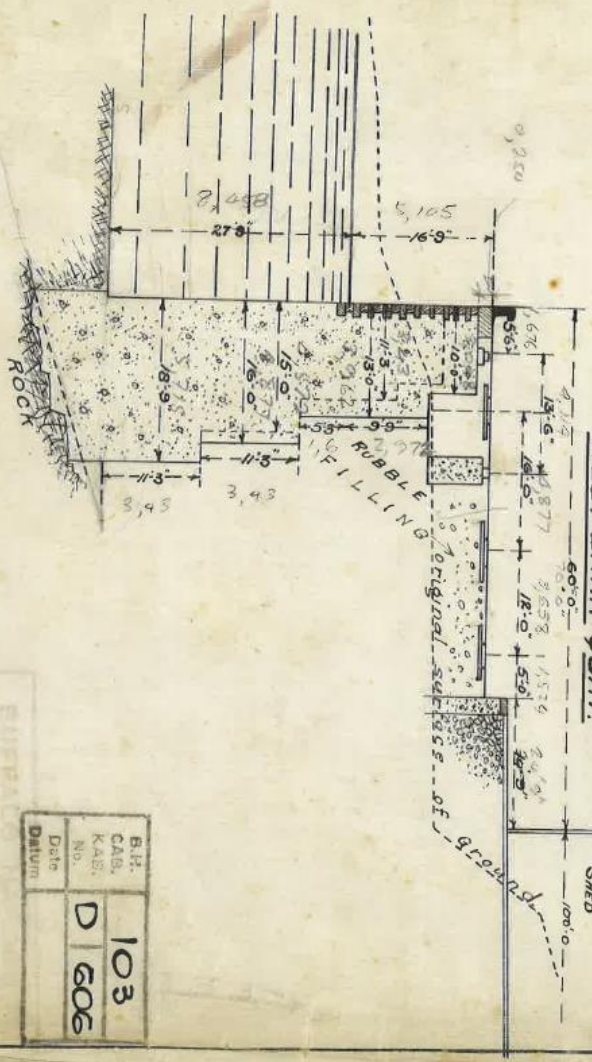
2.

No. 4 Quay

GROSS SECTION OF WHARF EB.



WEST BANK QUAY.



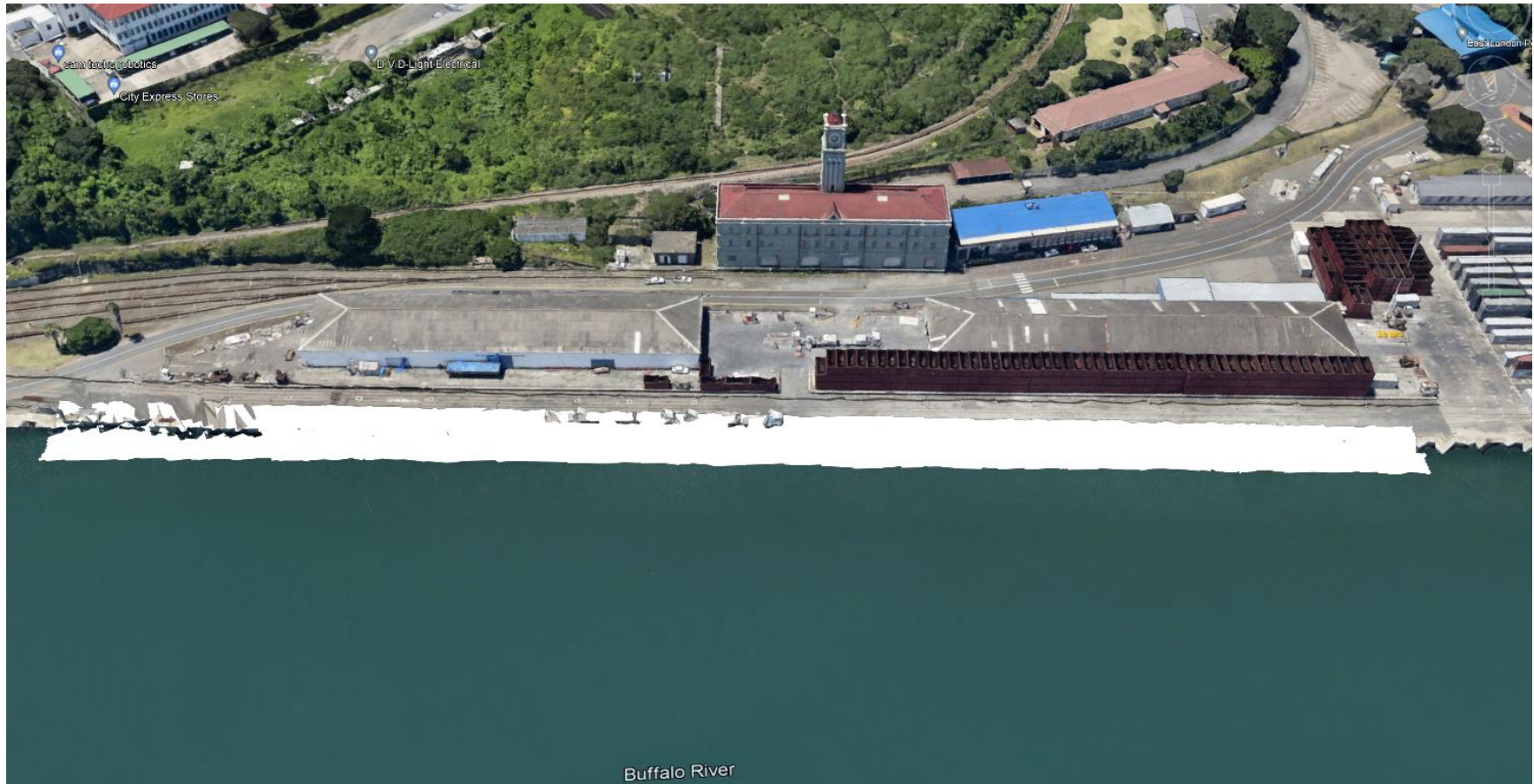
SCALE 1/6" FT. = 1" INCH

Cabinet 69a

B.I.F.	103
CAB.	
K.A.B.	
No.	D 606
Date	
Datum	

3P

E. LOCALITY MAP



Buffalo River

F. SITE DEVELOPMENT PLAN

NONE

G. HISTORICAL BACKGROUND INFORMATION

East London Harbour, which is situated at the mouth of the Buffalo River, is the only river port that still exists in South Africa. "East London's port terminal began in 1848 when the British military decided to build a port in order to supply the troops in King William's Town. As a result, it is possible to trace the port's origins to the supply of military personnel, materials, and tools during the Frontier Wars. Work on the main harbour began in 1872, while the breakwater project began in 1873".

The harbour was first designed by Mr. Woodford Pilkington and his team after his appointment as the Civil Engineer of British Kaffraria in 1856. Upon his appointment, sought to reduce the river's mouth first and then train the current so that it flowed in the same direction as the current along the shore at low tide. To complete the plan, a breakwater needed to be constructed from the river's west bank to stop the ebbtide from weakening as it encountered waves breaking along the coast. Unfortunately, his plans did not surface due to the financial constrains and lack of skilled labours. Mr. Pilkington was the first appointed municipal engineer in South Africa from 1831 to 1913.

His successor was Mr (Sir) John Coode, a consulting engineer was hired in 1866 after the British Kaffraria was annexed to Cape of Good Hope. Mr. Coode examined the plans for East London Harbour in depth and agreed

with them in theory, but he had different ideas about the design and direction of the construction activities. The plan proposed by Mr. Coode in 1870 called for the building of:

- ✚ a curved South Breakwater, 1 230 feet (\pm 375 metres) long
- ✚ a Training Wall from the south-western corner of the entrance of the river, to join up with the unfinished Kaffraria Western Bank - this new wall was to run in front of the existing wharves, which would disappear when the area behind them was reclaimed.
- ✚ a Revetment Wall along the sea front between the root of the Breakwaters and the seaward end of the West Training Wall
- ✚ a 300 foot (\pm 91 metres) long extension to the Eastern Breakwater, but in a direction quite different from that laid down by the Kaffrarian Engineers
- ✚ an Eastern Training Wall between ' the upstream end of the Eastern Breakwater and the unfinished (Kaffrarian) Training Bank.

Most of the harbour's designed work that is presently being renovated was Mr. Coode's suggestion. He had suggested two steam cranes, a 300-foot (91-metre) long timber wharf on the East Bank, and 400-foot (122-meter) long timber wharfs on the West Bank. He also suggested extending the South Breakwater to 1,500 feet. While the pontoon was being carried further river, two additional warehouses were being built.

The East Bank of the river's dock had been extended to a length of 480 feet (146 meters) by 1878, and all cargo landing and shipping were moved to this side of the river.

H. COMMENTS-STATE OWNED PROPERTY

NONE

I. PROOF OF INVITATION FOR COMMENTS FROM INTERESTED / AFFECTED PARTIES

NONE

J. COMMENTS RECEIVED FROM INTERESTED PARTIES.

NONE

K. A LETTER FROM THE HERITAGE TRUST / BODY, SHOULD THE BUILDING BE SITUATED IN A HERITAGE AREA.

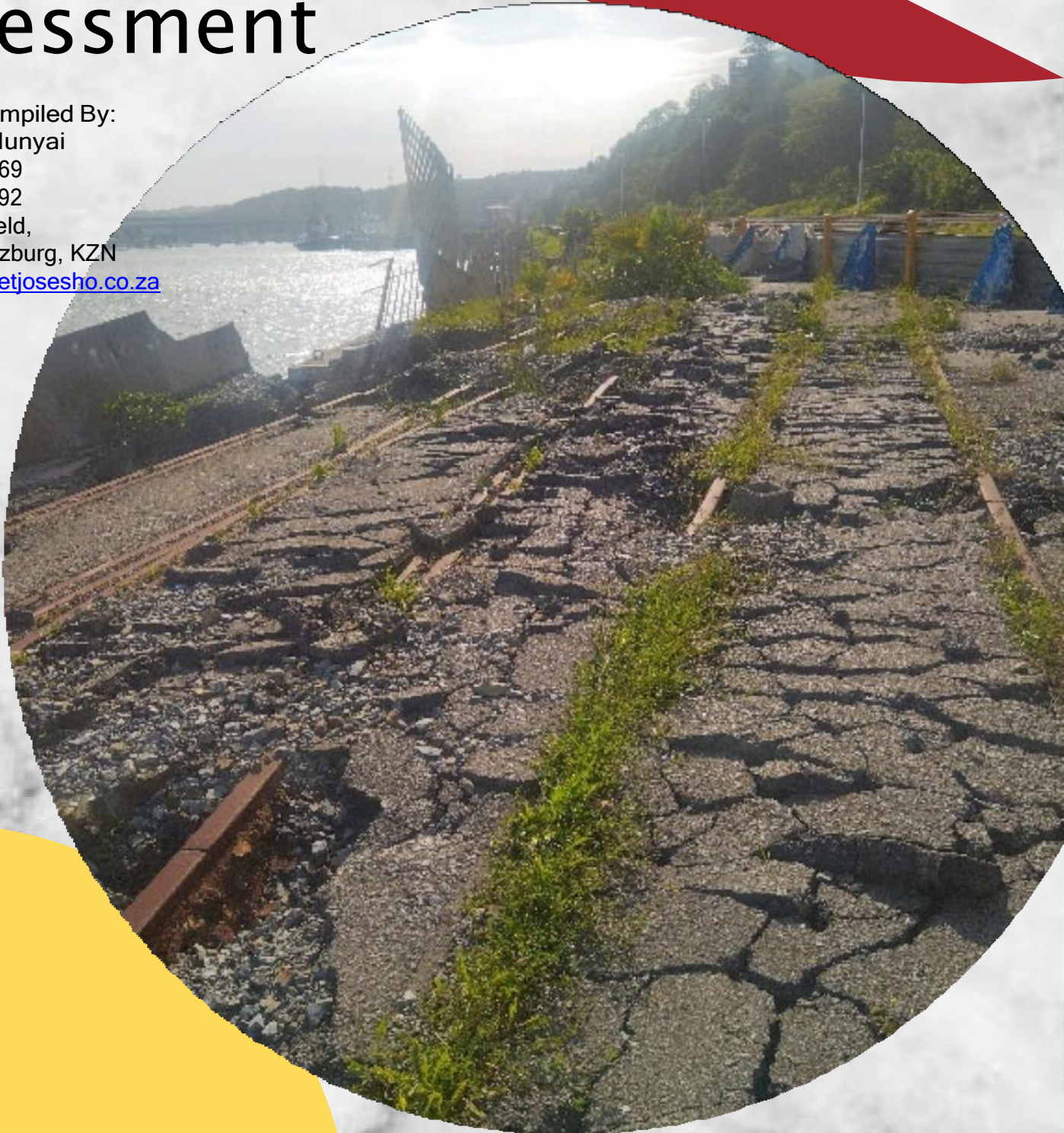
NONE

L. SIZE OF STAND (m2)

M. OTHER

Section 34 Heritage Impact Assessment

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