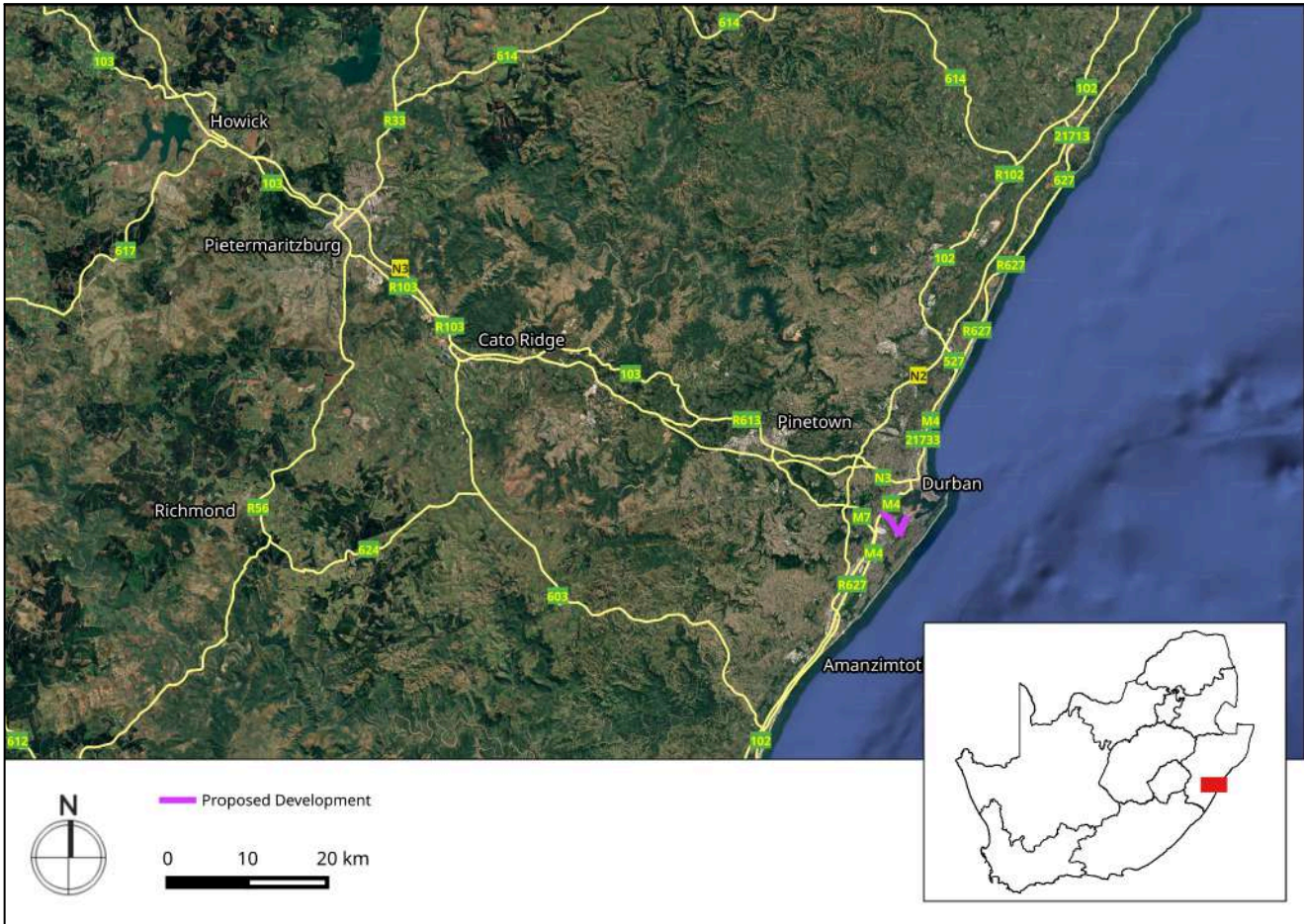


APPENDIX G: HERITAGE STUDIES

Appendix G1: Heritage Statement / Screener



HERITAGE SCREENER

CTS Reference Number:	CTS25_167	
Client:	LifeAfrica	
Date:	October 2025	
Title:	Proposed Bayhead / Langeberg Roads Upgrade Project at the Port of Durban, KwaZulu-Natal	
Recommendation by CTS Heritage Specialists	RECOMMENDATION Based on the available information, it is unlikely that the proposed development will impact on significant heritage resources and as such, it is recommended that no further heritage studies are required. As Bridge 2-5 is older than 60 years and a permit from AMAFA is required for any alterations to this structure in terms of Section 34 of the NHRA (1999) and Section 37 of the AMAFA Institute Act.	



1. Proposed Development Summary

The Port of Durban handles the greatest volume of sea-going traffic on any port in southern Africa. Containers handled at Durban represent approximately 60% of the total number of containers handled at South African ports. The significant role of the Port of Durban in the South African economy makes it very important to ensure that the Port maintains high levels of operational efficiency and nominal disturbances in the value chain.

Transnet's internal studies over the past few years have indicated that the Durban Port area currently experiences a significant amount of congestion throughout the day consisting of mainly truck traffic. This congestion is thought to be occurring due to the operations of the Durban Container Terminal (DCT) and its staging areas. The existing truck traffic travels along Bayhead Road, with the traffic going to Pier 2 container terminal exiting onto Langeberg Road. Surface failures have also been noted on the road. It is assumed to be as a result of heavy traffic on the roads (mainly due to container trucks).

Bayhead Road was constructed approximately 60 years ago. In those days it was designed for public use. Bayhead Road was originally a two-way lane on a single carriageway road, but in the late 90's Transnet National Ports Authority (TNPA) was experiencing an increase in traffic flow due to business growth. At this stage TNPA constructed a new outbound carriageway with two lanes. The original Bayhead Road was then turned into a freeway with an inbound and an outbound both constructed on two carriageways.

Langeberg Road was constructed in the 1970's. Its initial geometric design was to have 2 carriageways with 2 lanes in each direction and an island in between the 2 carriageways. It has since been realigned to have 3 lanes in from Bayhead Road to Pier-2, Durban Container Terminal and a single lane out. Langeberg Road is one of the busiest roads in the Port of Durban as it services one of the largest container terminals in Southern Africa. The heavy traffic of container trucks coming in and out of Pier 2 container terminal result in the overall infrastructure of Langeberg Road to deteriorate before the end of its design life.

The purpose of this project is to mitigate this congestion through the upgrade of Bayhead and Langeberg Road. The project will also investigate assessing and upgrading of the aging infrastructure in conjunction with alleviating congestion on Bayhead Road leading to Langeberg Road. Traffic studies have been carried out to determine the best viable option in addressing these two key issues on Bayhead and Langeberg Road, namely, the congestion and upgrading of infrastructure.

The project involves the upgrade and widening of Bayhead and Langeberg Roads to improve the accommodation of port vehicle traffic, as follows:

- Widening existing carriageways by one lane in each direction. The following is being considered for the road widening:
 - to widen both sides of the roads by a minimum of 4m either side, or
 - use the centre median, or
 - a combination of centre median usage and widening to obtain the necessary traffic layout configuration.
- Modification to five bridges (rail and canals) for lane extension and structural integrity. The anticipated bridge modifications may entail widening or widening and raising of the canal bridges.
- Stormwater management enhancements, including improved drainage systems and designated discharge points:
 - Minimum stormwater pipe size will be 375mm diameter.
 - Additional stormwater pipes may be included to service the widening sections.
- Modification and expansion of Bayhead Canal at the Bayhead Canal Bridge (Bridge 3-6):
 - Potential modification of the existing canal upstream of Bayhead Canal Bridge (Bridge 3-6), to splay the abutments and repair to erosion.
 - Expansion of existing culvert with an additional 3.4m x 7m culvert and associated widening of upstream and downstream of canal



An estimated size for the combined site camp and laydown areas is 7000-13000m² (0.7 – 1.3 hectares). It is anticipated that the site camp will be designated within the port boundary; in areas previously transformed and that no natural areas will be used. The exact size required, and final position is unknown at this stage as it will be determined and agreed upon during the project setup phase.

The route of the existing sewer rising main (0.45m diameter) along Bayhead Road would be relocated to the outgoing road verge over a length of approximately 1,655m. The proposed sewer rising main would remain at a 0.45m diameter pipeline.

2. Application References

Name of relevant heritage authority(s)	AMAFA
Name of decision making authority(s)	Transnet National Ports Authority

3. Property Information

Latitude / Longitude	-29.904946, 31.007393
Erf number / Farm number	Various
Metropolitan Municipality	Ethekwini Metropolitan Municipality
Province	KwaZulu-Natal
Current Use	Industrial
Current Zoning	Industrial

4. Nature of the Proposed Development

Size of development footprint	TBA
Depth of excavation (m)	3m for Services
Height of development (m)	NA



5. Category of Development

X	Triggers: Section 38(8) of the National Heritage Resources Act
	Triggers: Section 38(1) of the National Heritage Resources Act
X	1. Construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier over 300m in length.
	2. Construction of a bridge or similar structure exceeding 50m in length.
	3. Any development or activity that will change the character of a site-
	a) exceeding 5 000m ² in extent
	b) involving three or more existing erven or subdivisions thereof
	c) involving three or more erven or divisions thereof which have been consolidated within the past five years
	4. Rezoning of a site exceeding 10 000m ²
	5. Other (state):
X	Triggers: Section 37 of the KwaZulu-Natal AMAFA and Research Institute Act

6. Additional Infrastructure Required for this Development

Reconstruction of Bridge C3-6 - Bayhead Canal Bridge
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7. Mapping (please see Appendix 3 and 4 for a full description of our methodology and map legends)



Figure 1.1 Overview Map. Satellite image (2025) indicating the proposed development area at closer range.

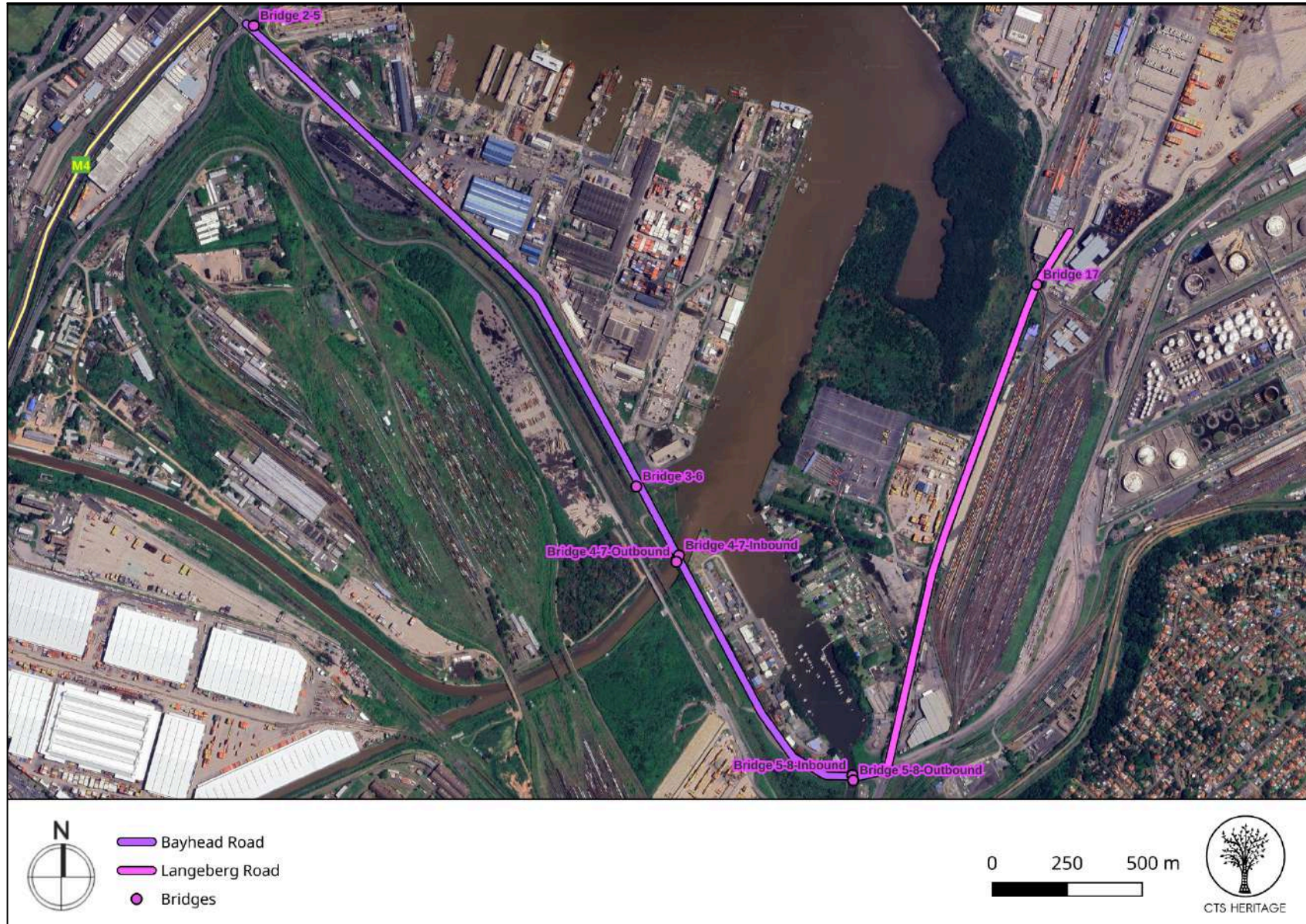


Figure 1.2 Overview Map. Satellite image (2025) indicating the proposed development at closer range.



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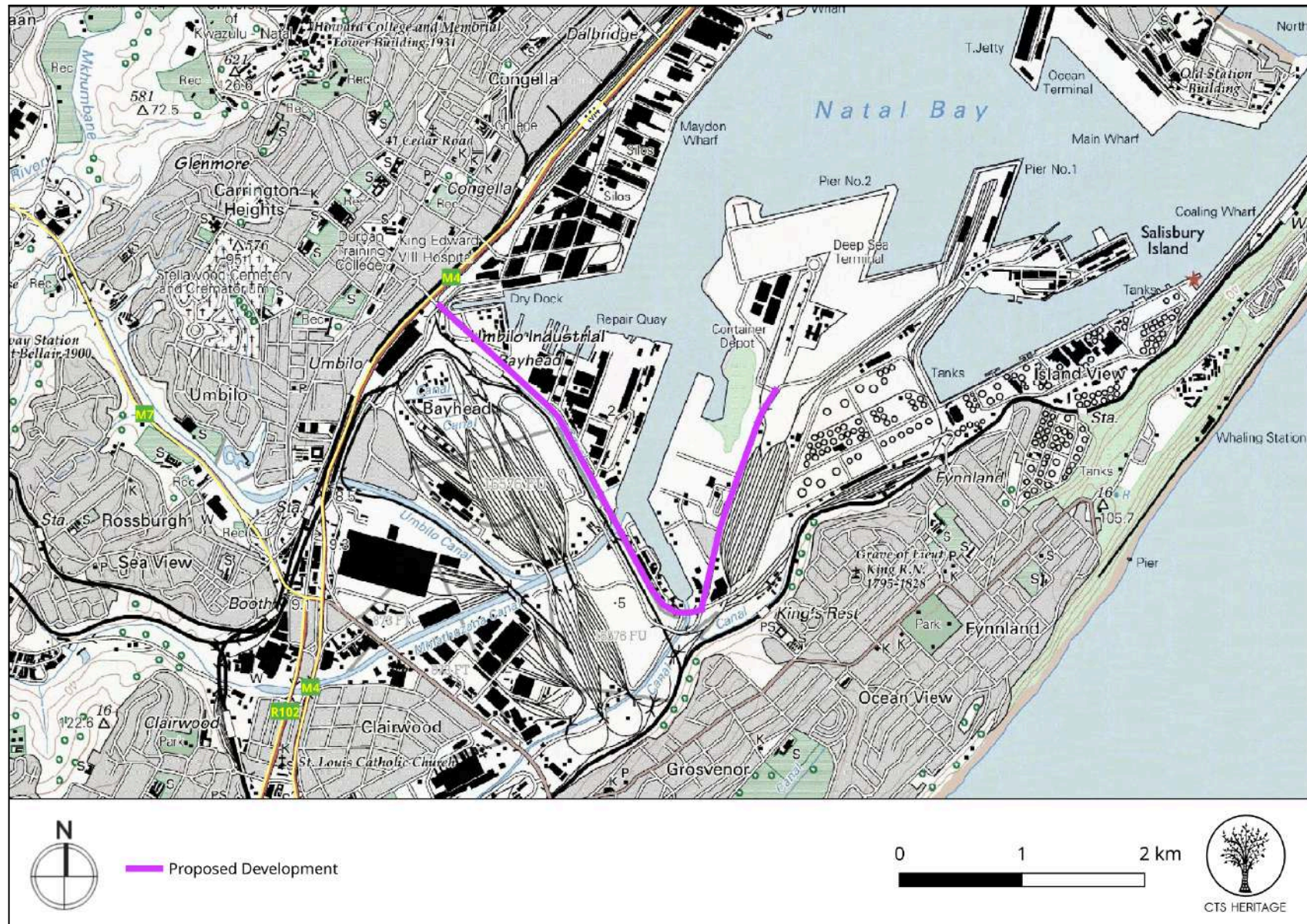


Figure 1.3 Overview Map. 1:50 000 Topo Map for the development area

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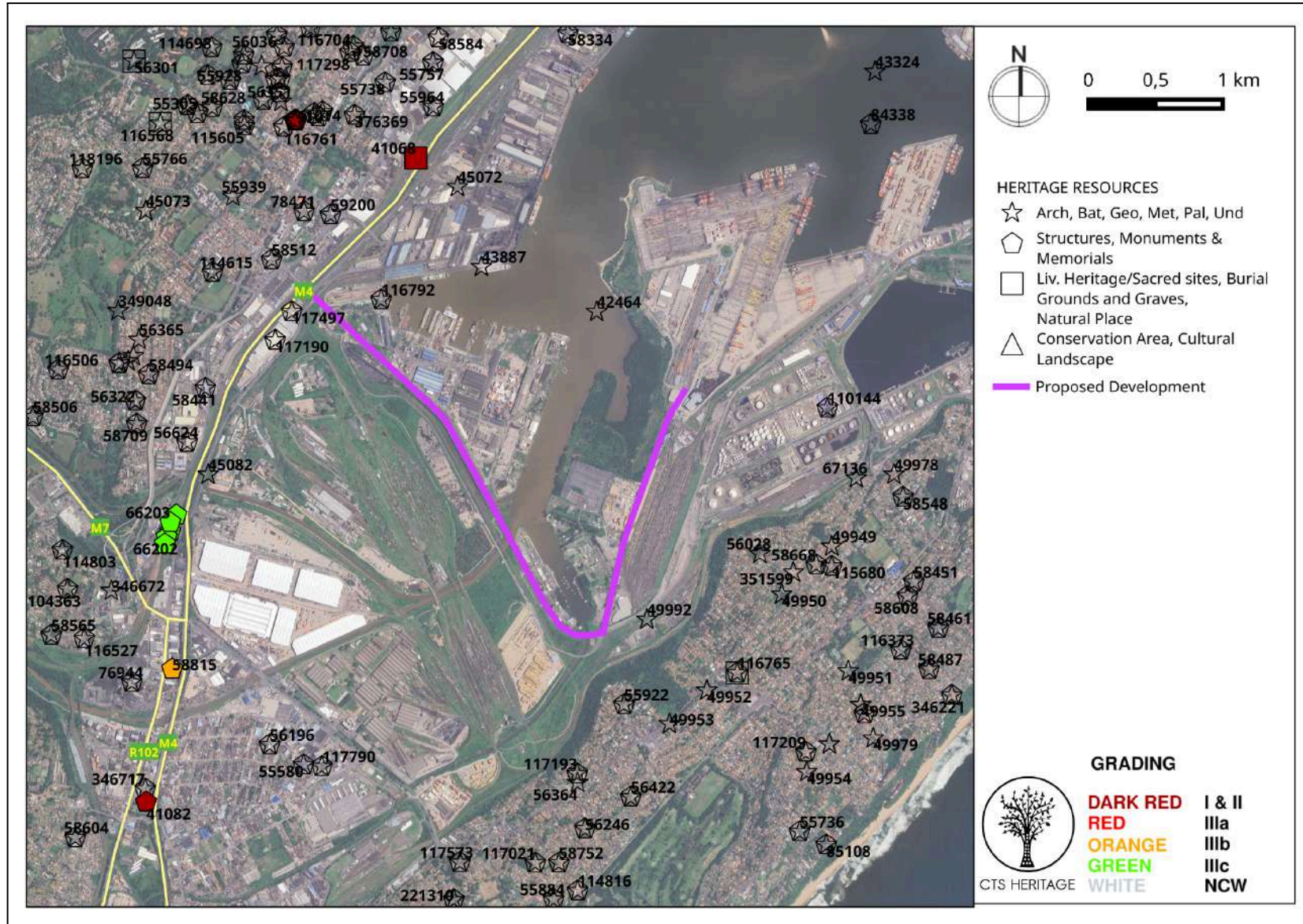


Figure 3.1 Heritage Resources Map. Heritage Resources previously identified in and near the study area, with SAHRIS Site IDs indicated. Please See Appendix 4 for a full description of heritage resource types.

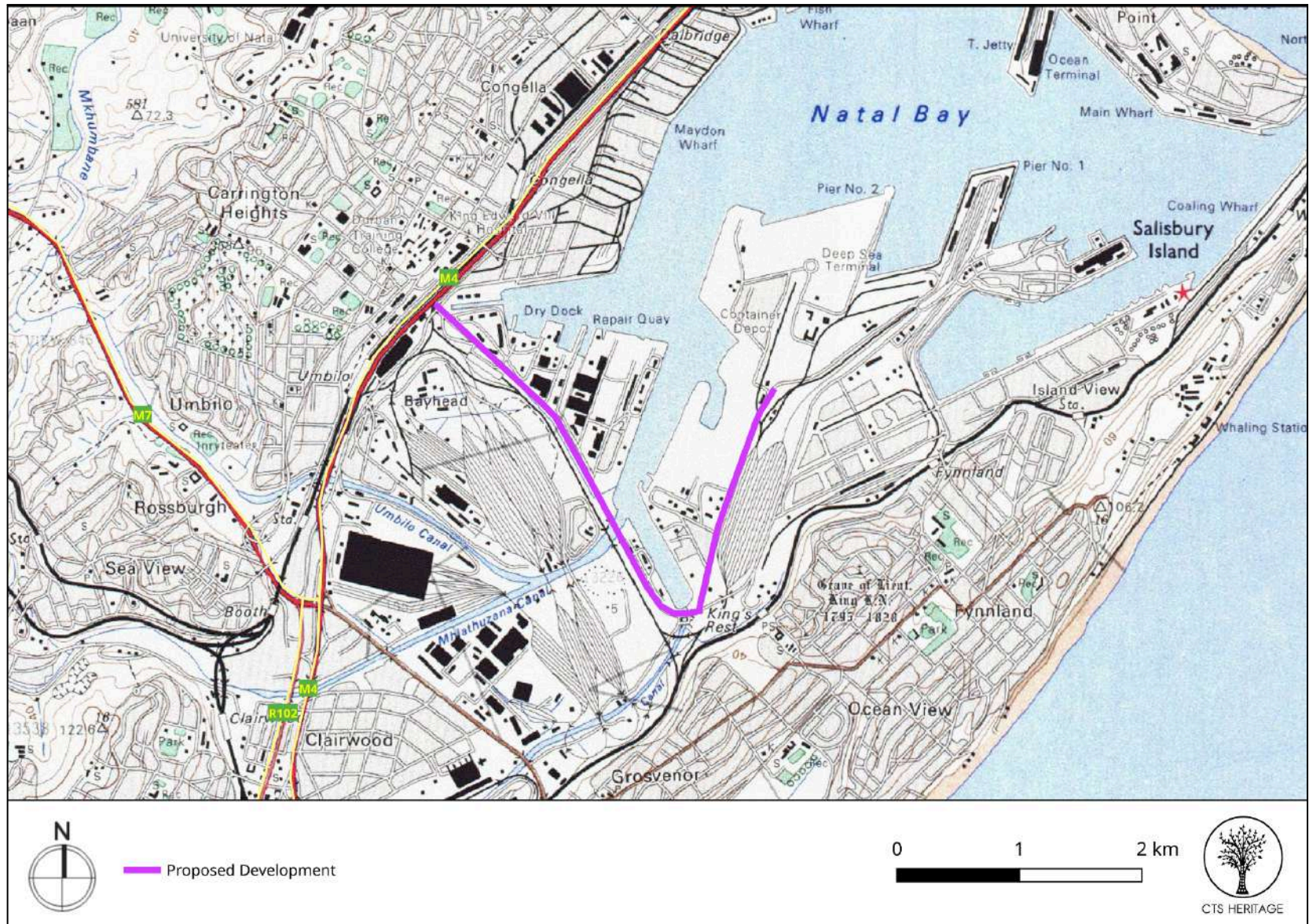


Figure 3.2 Previous Edition Topo Map. Topo Map indicating changes to the landscape

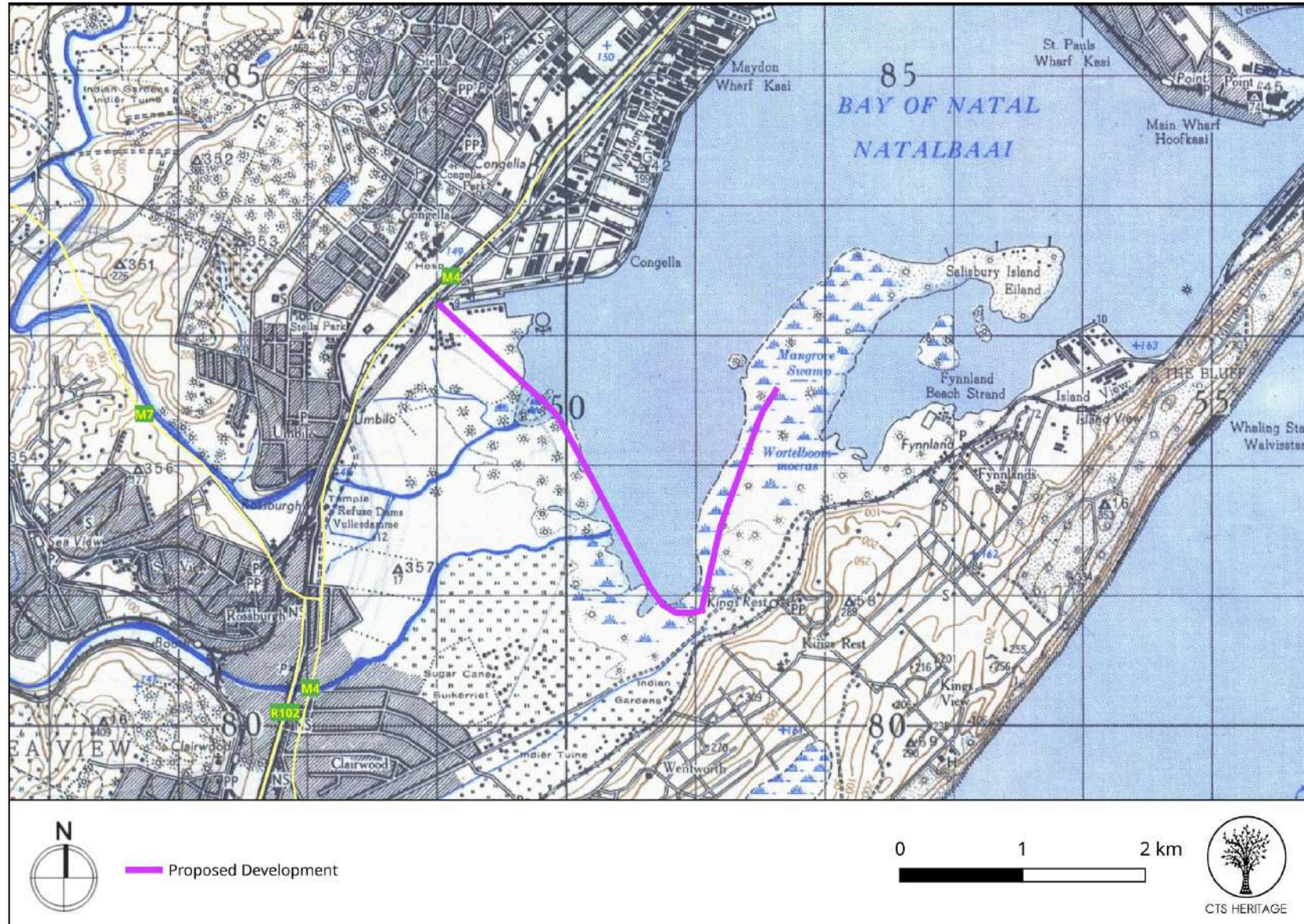


Figure 3.3 First Edition Topo Map. First Edition Topo Map indicating changes to the landscape

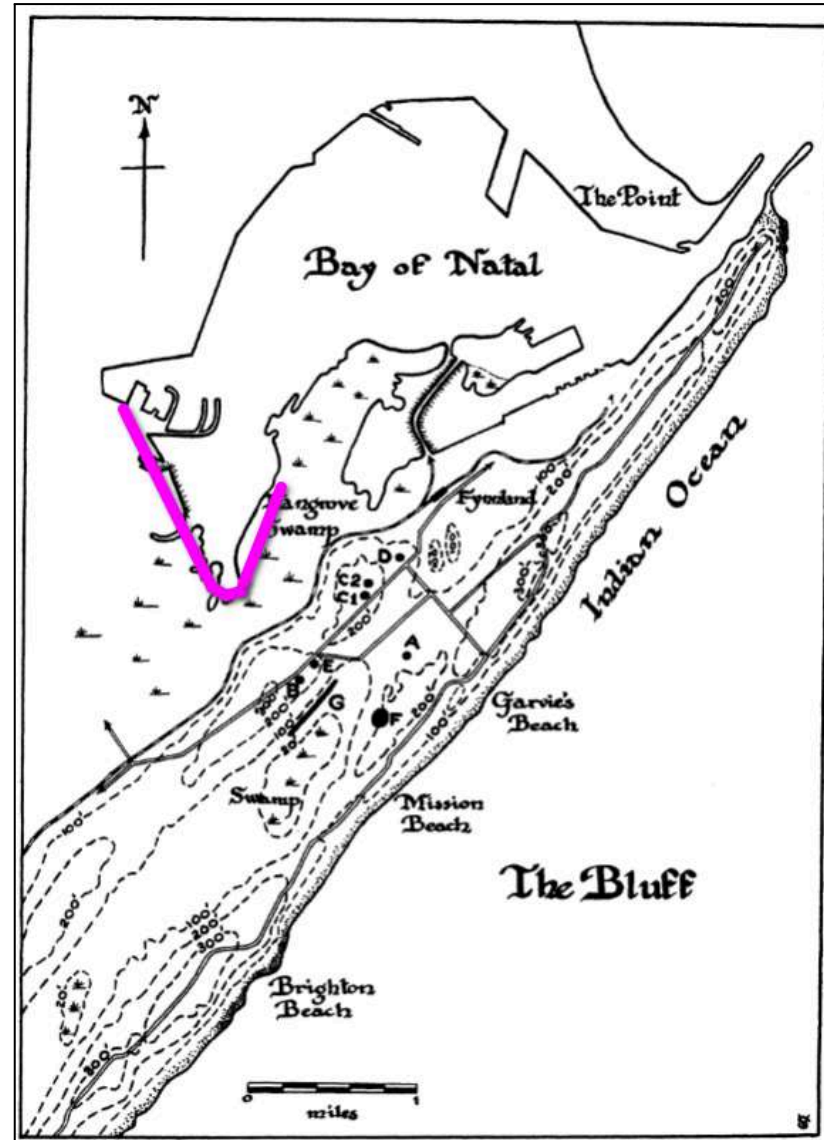


Figure 3.4 Map from Schoute-Vanneck (1958) indicating shell midden locations (Pink line is approximate location of proposed road upgrades)¹

¹ The Shell Middens on the Durban Bluff, Schoute-Vanneck (1958), <https://www.jstor.org/stable/3886895?seq=2>

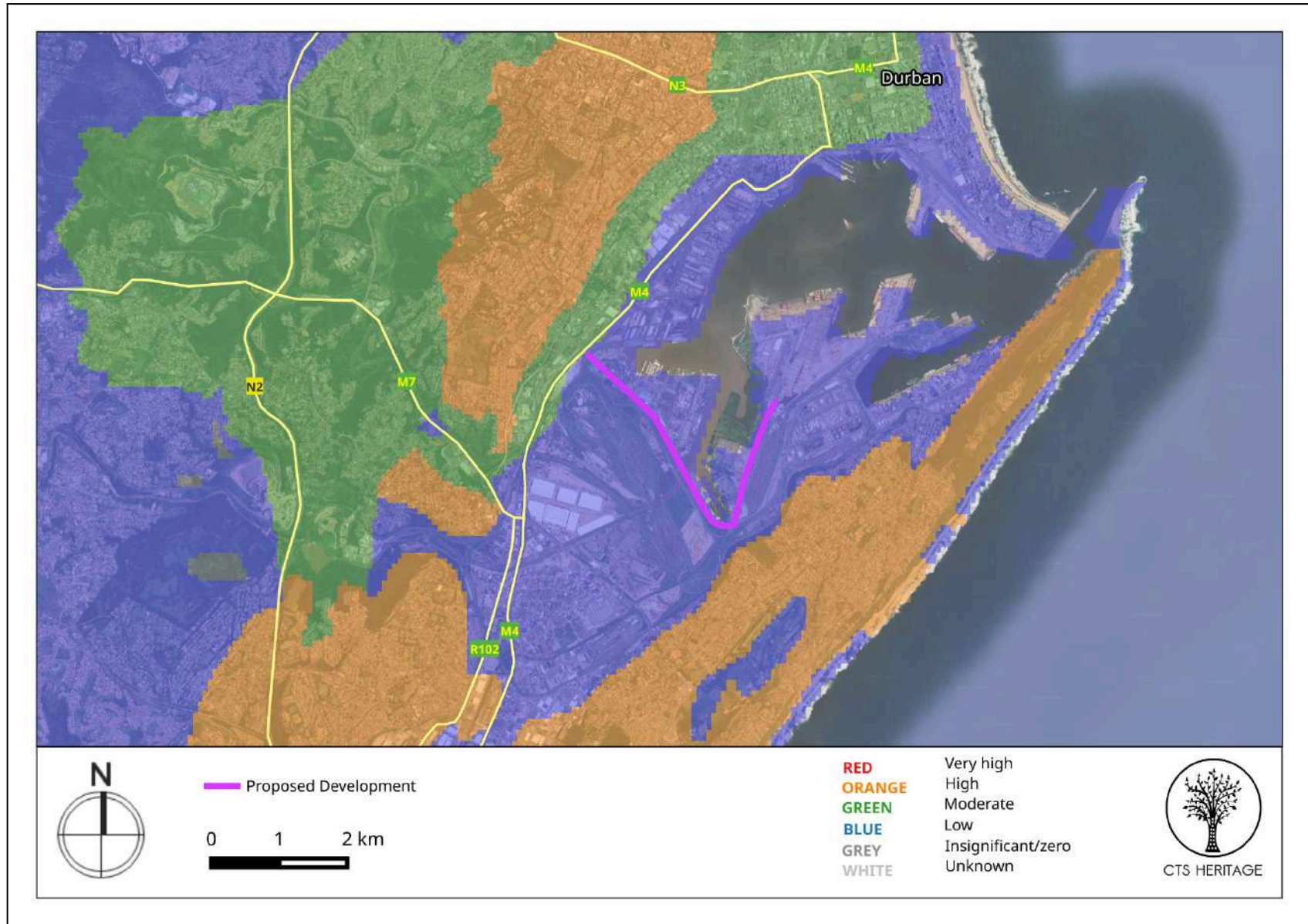


Figure 4.1 Palaeosensitivity Map. Indicating Low to Very High fossil sensitivity underlying the study area. Please see Appendix 3 for a full guide to the legend.

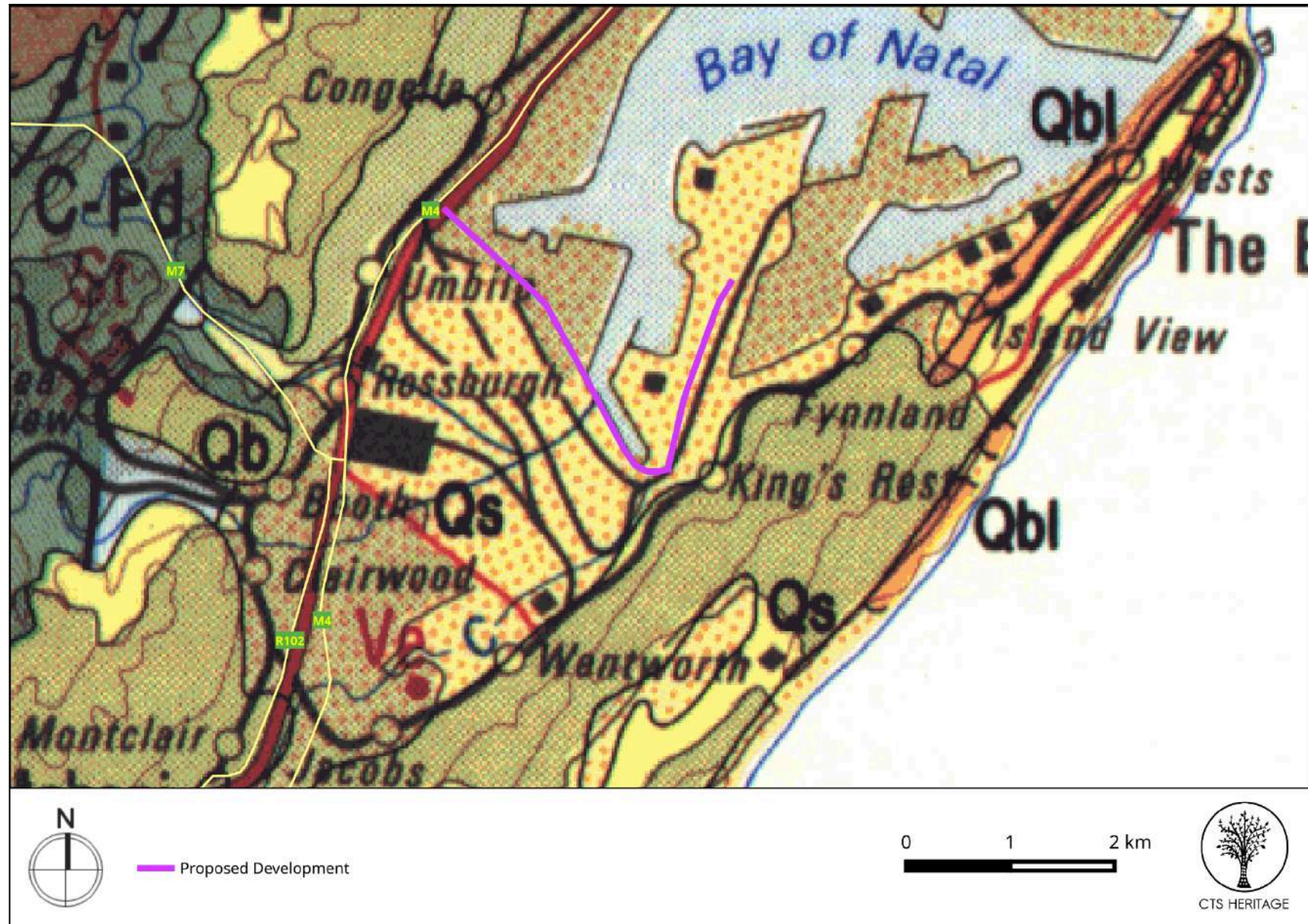


Figure 4.2 Geology Map. Extract from the CGS 2930 Durban Geology Map indicating that the development area is underlain by Qs: Quaternary Beach Sand

8. Heritage statement and character of the area

Background

This application is for the proposed upgrades of the Bayhead and Langeberg Roads in the port of Durban, in the KwaZulu-Natal Province. According to Raper et al (1987) Durban is a “City, principal port and popular holiday resort on the Indian Ocean. Originally named Port Natal, it was established in 1835 on land ceded by the Zulu king Shaka in 1828. Borough status was achieved on 15 May 1854 and city status in 1935. It is named after Sir Benjamin D’Urban (1777-1849), Governor of the Cape from 1834 to 1838. Until about 1870 the name was spelt D’Urban.”

The Port of Durban (originally called Port Natal) developed around a natural lagoon in Durban Bay, which was occupied by British traders in 1824 when they set up a trading post.² From about 1855, efforts began to transform the harbour into a more functional port, including engineering works to overcome a shifting sandbar at its entrance that had previously impeded larger vessels. By the late 19th and early 20th centuries, the port was closely linked by rail to inland regions, enabling it to handle exports from mines (including coal), agriculture (e.g., sugar, grain), and contributing significantly to South Africa’s economy.³ Key infrastructure such as the Prince Edward Graving Dock (opened in 1925), further modernised the port.⁴ Over time, Durban became South Africa’s busiest port, driven by its strategic position, its improvements in harbour engineering, and its linkages with inland rail networks.

Archaeology, Cultural Landscape and Built Heritage

Archaeological sites spanning the Earlier, Middle and Later Stone Age have been found in the region despite the extensive agricultural and industrial transformation of the area. In 2019, Van Schalkwyk (SAHRIS NID 521546) conducted an HIA in Ambrose Park, which is located directly at the southern end of Bayhead Road. Van Schalkwyk (2019, SAHRIS NID 521546) noted that “*The landscape upon which Ambrose Park is located has been fundamentally transformed. Firstly, the entire Bayhead is reclaimed tidal marshes with reclamation already beginning in the late 19th C. Canalization of the Umbilo River in the mid-20th C further allowed industrial expansion over the previous papyrus reed beds of that river’s estuary. Whilst the tidal marshes were no doubt exploited for crabbing and fishing by the Salisbury Island Indian community in the late 19th C and early 20th C, there is no record or evidence of people having lived here prior to the reclamation processes that took place. In 1898 the Umbilo River was the furthest boundary of the Durban Municipality’s (Ward 2) town planning scheme.*”

This major landscape transformation is visible when comparing the current to the first edition topographical maps. The two roads are majorly underlain by areas that historically consisted of Mangrove Swamps and have since then been reclaimed to form part of the Durban Port. The chances of significant archaeological sites being impacted is highly unlikely, as the industrialisation development would most likely have disturbed all existing in-situ sites. Van Schalkwyk (2019, SAHRIS NID 521546) identified no significant heritage resources.

Schoute-Vannek (1958) noted the following regarding the greater area, “*The occurrence of pottery on the Bluff has been recorded by Schofield’, but the middens in which it was found have not been described in detail. The recent exposure of shell deposits on the Bluff afforded an opportunity for examining several undisturbed middens, since most of the sites were visited soon after being exposed by building operations and before their contents had been dispersed. The locations of the midden sites are given on the sketch map (fig. 3.3). The deposits examined show common general characteristics although differing in details. They were all situated at positions which gave the occupants a commanding view of the surrounding countryside. The settlements were in well-wooded areas, no similar deposits have been found in the sparsely wooded regions. The sites overlook the near-by freshwater pools in the intervening valley and are near the outcrops of sandstone on the beaches which harbour shellfish. Small buck still frequent the thick bush and were undoubtedly more numerous in earlier times. Edible plants and berries are to be found in the bush and some Bantu collect these for eating. Food and*

² [South African History Online](#)

³ [Shipping Wonders of the World](#)

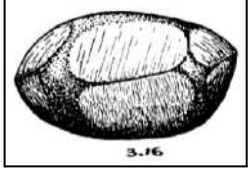
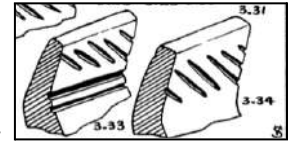
⁴ [Facts about Durban](#)

water were thus readily available to the earlier inhabitants of the Bluff, the tall trees and dense undergrowth affording protection from the prevailing rain-bearing south-easterly winds and the attentions of hostile tribe.”

Most of the nearby SAHRIS sites represent built environment resources, except for SAHRIS ID 49992. This prehistoric artefact scatter was identified by Schoute-Vanneck in 1958 in their research paper documenting coastal pottery and associated Iron Age Sites on the Durban Bluff. Site G, as Schoute-Vanneck referred to SAHRIS ID 49992, was identified in a road cutting. Based on Schoute-Vanneck’s map (Figure 3.3), Site G is located further southwest of the proposed development, along with the other sites identified by Schoute-Vanneck. Impact is therefore unlikely.

None of the SAHRIS sites were given a grading on SAHRIS, and no further descriptions for these sites could be found on SAHRIS. Due to the limited nature and scope of the proposed road upgrades and as the proposed road upgrades are likely to stay within the current road reserve, no impact to any heritage resources is expected, as all of these resources are located more than 100m from the road.

Table 1: SAHRIS Sites within 500m of the proposed road upgrades

SAHRIS ID	SAHRIS No.	Description or Note on SAHRIS	Notes
Site Type	Full Site Name		
49992	2931CC 050	Marked on Schoute-Vanneck 1958 map, figure 1 as a long stretch overlooking the main swamp. (SAHRIS)	Most likely misplotted on SAHRIS
Artefacts	Site G	 “SITE G: Finds from a road cutting on the western side of the floor of the valley between the Bluff ridges are placed under this heading. The objects were unstratified when found but since similar characteristics are apparent the grouping is justified. Along the road and close to the cutting the following stones were found: 2 upper mullers similar to fig. 3.16; 3 upper double-handed quern stones (pecked); 1 lower stone. The pottery shows the general characteristics of Class NC2 and the decorated pieces appear to be from globular pots with flared necks typical of the Class NC2D variation. Two such pieces are shown in figs. 3.33 and 3.34” 	
116792	TRANSNET PUMPHOUSE - BAYHEAD		
Building	PORTION 1 OF ERF 10019		
117190	110 South Coast Road		
Building	-		
117497	R/163/10004;/R/10005; R/1/10003; R/150/10004 & 2/10014		
Building	11 S Coast Rd, Rossburgh, Durban, 4072		
58512	10/12/14/16 Lichfield road Umbilo, Durban	Action Status: Requested	
Building	Colleges of Medicine of South Africa	Site Action: Demolished/Destroyed	

The roads and bridges proposed for upgrade are not evident on the Schoute-Vanneck (1958) map. As noted by Maitland (2016, SAHRIS NID 364318), “Berths 203 – 205 were constructed in the 1970s (<http://www.berth203to205expansionieia.co.za>).” As noted above, Bayhead Road was constructed approximately 60 years ago. In those days it was designed for public use. Bayhead Road was originally a two-way lane on a single carriageway road, but in the late 90’s Transnet National Ports Authority (TNPA) was



experiencing an increase in traffic flow due to business growth. At this stage, TNPA constructed a new outbound carriageway with two lanes. The original Bayhead Road was then turned into a freeway with an inbound and an outbound both constructed on two carriageways.

Langeberg Road was constructed in the 1970's. Its initial geometric design was to have 2 carriageways with 2 lanes in each direction and an island in between the 2 carriageways. It has since been realigned to have 3 lanes in from Bayhead Road to Pier-2, Durban Container Terminal and a single lane out. Langeberg Road is one of the busiest roads in the Port of Durban as it services one of the largest container terminals in Southern Africa. The heavy traffic of container trucks coming in and out of Pier 2 container terminal resulted in the overall infrastructure of Langeberg Road to deteriorate before the end of its design life.

While the majority of the Bayhead and Langeberg Roads were constructed in the 1960s and 1970's, bridge 2-5 was constructed in 1952, and widened in 2000. As such, there is likely to be fabric older than 60 years existing within the bridge structure. In terms of Section 34 of the NHRA and Section 37 of the Amafa Institute Act, a permit is required for alterations to a structure older than 60 years.

However, based on the findings of this assessment, the roads and bridges proposed for upgrade are unlikely to have any cultural value that would require further assessment in an HIA.

Palaeontology

According to the SAHRIS Palaeosensitivity Map, the development sites are underlain by geological units of low fossil sensitivity (Figure 4.1). According to the extract from the Council of GeoScience Map 2930 Durban Geology Map, the development area is underlain by Qs: Quaternary Beach Sand (Figure 4.2).

Van Schalkwyk in his adjacent HIA (2019, SAHRIS NID 521546) notes that *"The underlying lithostratigraphy of the study area comprises Quaternary alluviums of sand and calcrete with low fossil potential. The SAHRIS Palaeo-sensitivity mapping indicates the study area to fall within a blue demarcation and consequently no palaeontological investigations are required."*

Groenewald (2012) in the KwaZulu-Natal Palaeotechnic Report describes the Quaternary Beach Sand's lithology as *"Dune sand from extensive reworking of the Kosi Bay Formation on the Northern Natal coastal plain that resulted from marine regression and dry periods when dune formation was widespread. Yellowish red grey and white dune sands with local pockets of calcareous clays."*

No impact to significant palaeontology is therefore expected and no further assessment of impacts to palaeontological heritage is recommended.

RECOMMENDATION

Based on the available information, it is unlikely that the proposed development will impact on significant heritage resources and as such, it is recommended that no further heritage studies are required.

As Bridge 2-5 is older than 60 years and a permit from AMAFA is required for any alterations to this structure in terms of Section 34 of the NHRA (1999) and Section 37 of the AMAFA Institute Act.

9. Scoping Assessment Impact Table

Impact - Impact to archaeological resources - Impact to palaeontological resources - Impact to Cultural Landscape - Cumulative Impact			
Desktop Sensitivity Analysis of the Site - Impact to significant archaeological resources such as Stone Age artefact scatters, burial grounds and graves, historical artefacts, historical structures and rock art engravings through destruction during the development phase is unlikely. - Impacts to palaeontological resources are unlikely. - Due to the nature of the development and its context, cumulative impact and negative impact to the cultural landscape is unlikely			
Issue	Nature of Impact	Extent of Impact	No-Go Areas
Impact to significant heritage resources through destruction during the development phase.	Destruction of significant heritage resources	Local scale with broader impacts to scientific knowledge	None known at present
Gaps in knowledge & recommendations for further study - It is not likely that the proposed development will impact significant cultural landscape, archaeological and palaeontological heritage and as such, it is recommended no further specialist assessment is required.			



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APPENDIX 1

List of heritage resources within close proximity to the development area from SAHRIS

Site ID	Site no	Full Site Name	Site Type	Grading
41068	9/2/407/0013	Congella Battlefield, Maydon Road, Durban	Place	Grade II
41074	9/2/407/0020	41 Cedar Road, Congella, Durban	Building	Grade II
41082	9/2/407/0037	St Louis' Roman Catholic Church, 22 Jacobs Rd, Durban	Building	Grade II
42464	SHIPWRECKID1087	Willem Heckroodt	Shipwreck	
43324	SHIPWRECKID1971	Eleanor	Shipwreck	
43887	SHIPWRECKID2539	Patrys	Shipwreck	
45072	2930DD 045	Congella	Artefacts	
45073	2930DD 046	Cato Manor Reservoir	Artefacts	
45082	2930DD 052	Umbilo River	Ruin > 100 years	
49949	2931CC 002		Shell Midden	
49950	2931CC 003		Shell Midden	
49951	2931CC 004	Smith Drive	Shell Midden	
49952	2931CC 005		Shell Midden	
49953	2931CC 006		Shell Midden	
49954	2931CC 007		Shell Midden	
49955	2931CC 009	17 Doble Road	Shell Midden	
49960	2931CC 014	140 and 144 Fairwell Avenue	Shell Midden	
49978	2931CC 034	Fynnlands	Artefacts	
49979	2931CC 035	King's View	Shell Midden	
49992	2931CC 050		Artefacts	
55305	47 Elgie Road	47 Elgie Road, Umbilo, Durban	Building	
55580	256 Sirdar Road, Clairwood, Durban	256 Sirdar Road, Clairwood, Durban, Portion 522 of Dunn's Grant	Building	
55615	329 Sydney Road	329 Sydney Road	Building	

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55637	60 Dan Pienaar Road, Umbilo, Durban	60 Dan Pienaar Road, Umbilo, Durban	Building	
55638	60 Dan Pienaar Road	60 Dan Pienaar Road, Umbilo, Durban	Building	
55727	54 Jackson Road, Bluff, Durban	Portion 357 of ERF 666, 54 Jackson Road, Bluff, Durban	Building	
55736	175 Maxwell Avenue, Bluff, Durban	175 Maxwell Avenue, Bluff, Durban	Building	
55738	10 Eaton Road, Umbilo, Durban	10 Eaton Road, Umbilo, Durban	Building	
55757	WARDKISS		Building	
55759	DERBRO COURT		Building	
55760	329 Sydney Road	329 Sydney Road, Congella, Durban	Building	
55764	DERBRO COURT		Building	
55766	77 Levenhall Road	erf 8813 durban	Building	
55820	38 Lorraine Avenue, Umbilo, Durban	Ptn 1 of Erf 9445 Durban	Building	
55884	29 Bideford Road, Bluff	29 Bideford Road, Bluff portion 17 of 1884 Wentworth	Structures	
55922	24 SHEFFIELD GROVE, BLUFF, DURBAN	Rem of Ptn 16 of Erf 2 Bluff	Building	
55928	10 Lamont Road, Glenwood, Durban	5760 Durban	Building	
55939	76 Bartle Road	Erf 8986 and Erf 8968		
55951	53 Laurel Road, Glenwood	53 Laurel Road, Glenwood, Durban	Building	
55964	341 Sydney Road, Congella, Durban	ERF 10033 Durban	Building	
56002	3 Haraldene Road Glenwood Durban	Lot 5341 Durban		
56028	158 of 17 of erf 428 Bluff	13 Keston Crescent		
56036	7 Ormiston Place, Glenwood, Durban	ERF 5591 of Durban, KZN	Building	
56196	Erf 541 Dunns Grant - 192 Sirdar Road, Durban	Erf 541 Dunns Grant - 192 Sirdar Road, Durban	Building	
56246	159 Oriel Road		Building	
56281	19 Fleming Johnston Rd, Umbilo	19 Fleming Johnston Rd, Umbilo		
56301	Sugar Milling Research Institute	sugar milling research Institute	Place	
56321	28 Prospect Road, Umbilo, Durban	Ptn of Erf 9465 Durban	Building	
56322	28 Prospect Road, Umbilo, Durban	Ptn of Erf 9465 Durban	Building	

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56351	212 Evans Road, Glenwood	212 Evans Road, Glenwood		
56364	747 Bluff Road	Sub 2 of Erf 1825 Wentworth, 747 Bluff Road, Bluff, Kwazulu-Natal		
56365	79 Fleming Johnston Road			
56380	208 Lena Ahrens Road, Greenside	Erf 5138, 208 Lena Ahrens Road, Greenside	Building	
56387	204 ZK Matthews Road, Glenwood, Durban	Erf 5427 Durban	Building	
56422	75 Oriel Road, Wentworth	75 Oriel Road, Sub A of Clark of Wentworth no 860, Durban	Building	
56552	184 Z.K. Matthews Road, Glenwood, Durban, 4001	Erf 5422 Durban	Building	
56624	10 Alpha Crescent, Seaview, Durban	Portion 30 of Erf 9522, 10 Alpha Crescent, Seaview, Durban	Building	
58334	PTN 1 of ERF 10019	73 Maydon Road, durban	Building	
58413	217 Z K Matthews Road, Glenwood, Durban	Erf 7916 Durban	Building	
58425	18 Lamont Road, Durban	Erf 5756 Durban	Building	
58441	Union Flour Mill	Bakhresa Flour Mill	Building	
58451	22 Wylie Road		Building	
58461	ALTS & ADDS TO EXISTING OUTBUILDING	22 WATERHOUSE ROAD, BLUFF	Building	
58487	66 Admiral Road, Bluff	Portion 3 of Erf 561, Bluff	Building	
58494	311 Bartle Road	311 Bartle Road	Building	
58506	437 Oliver Lea Drive, Umbilo, Durban	Sub 157 of Erf 9505 Durban	Building	
58509	149 PENZANCE ROAD	5822 DURBAN	Building	
58512	10/12/14/16 Lichfield road Umbilo, Durban	Colleges of Medicine of South Africa	Building	
58548	Portion 19 of erf 596 Bluff		Building	
58565	80 Roberts Grove, Sea View	Portion 6 of Erf 748 Sea View	Building	
58567	139 Edmonds road, Glenwood Durban	ERF 5445 Durban	Building	
58584	296 Sydney Road, Durban	296 Sydney Road, Durban	Building	
58604	46 Roland Chapman Drive	46 Roland Chapman Drive, Durban, KZN	Building	
58608	Portion 71 of erf 573 Bluff		Building	
58628	131 Francois Rd, Glenwood, Durban	Erf 8905 Durban	Building	

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58668	Maristow	18 Maristow Avenue	Building	
58702	249 ZK Matthews Road		Building	
58708	12 Blythswood Road	12 Blythswood Road, Umbilo, Durban	Building	
58709	12 Marigny Road Umbilo KZN		Building	
58752	238 Watsonia Road , Bluff ,Durban 4052., portion 1 of erf 1877 Wentworth	238 Watsonia Road,,Bluff. Durban 4052	Building	
58815	373 South Coast Road, Durban	373 South Coast Road, Durban	Building	Grade IIIb
59200	King Edward Hospital	510 Sydney Road (King Edward Hospital), Durban	Building	
63917	148 Fenniscowles		Settlement	Grade IIIb
66200	ROSS01	ROSSBURGH 01	Structures	Grade IIIc
66201	ROSS02	ROSSBURGH 02	Structures	Grade IIIc
66202	ROSS03	ROSSBURGH 03	Structures	Grade IIIc
66203	ROSS04	ROSSBURGH 04	Structures	Grade IIIc
66204	ROSS05	ROSSBURGH 05	Structures	Grade IIIc
67136	Fynnlands		Archaeological	
67137	Kingsview		Archaeological	
76944	444 South Coast Rd Ethekeini	Tongaat Hulett 444 South Coast rd Ethekeini	Building	
78038	11 Tunmer Road	Residential site	Building	
78471	King Edward VIII Hospital Erfs 8487, 8489, Durban, Ethekeini, KZN	King Edward VIII Hospital. Erfs 8487, 8489, 510 Sydney Road & 719 Umbilo Road, eThekeini, KZN	Building	Grade IIIc
81968	41 Cedar Road	Phansi Educational Resource Centre, Durban	Building	Grade IIIc
84338	Port of Durban		Transport infrastructure	
85108	house govender	351 marine drive , bluff	Building	
100892	ETH/NAMM/0073	Passive Resistance Monument, Resistance Park, Umbilo Road	Monuments & Memorials	
104363	ETH/NAMM/0039	Rosburgh World War 1&2 Memorial (Jacob's Ladder), Monument Road, Durban	Monuments & Memorials	
105413	ETH/NAMM/0184	Phansi Museum, Glenwood, Berea	Monuments & Memorials	



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110144	Engen ZBP Site Boundary	Island View Culter Complex	Building	
112736	87 Penzance Road, Glenwood	87 Penzance Road, Glenwood	Building	
114615	REM OF 7 OF ERF 9264	71/73 TEIGNMOUTH ROAD, DURBAN UMBILO	Building	
114698	Erf 12494 Durban	127 Lamont Rd, University, Berea, 4041	Building	
114803	Portion 4 of Erf 639 Sea View being at 125 Folkestone Road, Rossburgh, Durban	Portion 4 of erf 639 Sea View, being at 125 Folkestone Road, Rossburg, Durban	Structures	
114813	119 Doble road		Building	
114816	Portion 55 of 1884 Wentworth	200 Andora Rd Portion 55 of 1884 Wentworth Durban	Building	
115217	68 Marine Drive Bluff, Durban	68 Marine Drive Bluff, Durban	Building	
115605	ERF 5789	272 Z K Matthews Road, Glenwood, Durban	Building	
115680	Erf 497, Bluff	1274 Bluff Road, Queensburgh, Malvern, 4055	Building	
115750	12 Jameson Crescent	12 Jameson Crescent, Glenwood Durban,4001	Building	
116373	Portion 5 of erf 538 Bluff, Durban	60 Wellfreer Rd, Portion 5 of erf 538 Bluff, Durban	Building	
116506	Portion 11 of Erf 9420 Durban	148 PROSPECT ROAD	Building	
116527	Rem of Portion 28 of Erf 748 Seaview	9 Forest Place, Seaview, Durban, 4094	Building	
116544	238 ZK Mathews Rd	238 ZK Mathews Rd, Glenwood, Durban	Building	
116568	38 Baines Road	38 Baines Road	Place	
116704	118 Z K Methews Road, Ethekwini, KwaZulu-Natal	ERF 5406, 118 Z K Metthews Road, Glenwood, Ethekwini	Building	
116761	Erf 7936, Durban	533 Esther Roberts Rd, erf 7936, Glenwood Durban	Building	
116765	Ptn 13 of 198 Bluff	9 Vimy Road, Durban	Place, Building	
116792	TRANSNET PUMPHOUSE - BAYHEAD	PORTION 1 OF ERF 10019	Building	
117021	24 mararthon road	24 mararthon road	Structures	
117190	110 South Coast Road		Building	
117193	Rem of Sub 10 Of lot 1825 Wentworth	14 Lobelia Roadd, Grosvenor, Bluff, 4052	Building	
117209	273 Wellfreer Road	Portion 44 of ERF 246, 273 Wellfreer Road, Bluff	Building	
117298	Erf 7705, Durban	36 Blythswood Road, Glenwood, Berea, 4001	Building	

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117497	R/163/10004/;R/10005; R/1/10003; R/150/10004 & 2/10014	11 S Coast Rd, Rossburgh, Durban, 4072	Building	
117501	Portion 242 of erf 665 Bluff	15 Starling Place, Fynnlands, Bluff, 4052	Building	
117573	Sub 64 of Lot 1715 Wentworth	30 Bayview Road, Grosvenor, Bluff, 4052	Building	
117790	Erf 54 Dunns Grant	285 Sirdar Road, Clairwood	Building	
117869	Portion. 11 of Erf 7878, Glenwood	19 Tunmer Road, Glenwood, Berea, 4001	Building	
118196	Portion 26 of Erf 6 Cato Manor	10 Downing Rd, Glenmore, Cato Manor	Building	
346221	Portion 37 of Erf 565, 177 Marine Drive, Bluff, Durban	177 Marine Drive, Bluff, Durban	Building	
346672	Portion 7 of Erf 665, 184 Sarnia Road, Sea View, 4094	184 Sarnia Road		
346717	Rem of portion 1 of erf 340 Dunns Grant	11 Jacobs Road	Structures	
349048	Johannes Nkosi's gravesite, Stellawood Road Cemetery	Johannes Nkosi's gravesite, Stellawood Road Cemetery		
351599	Erf 6454 Durban	17 Ailsa Avenue, Durban		
376369	16 Jameson Crescent	16 Jameson Crescent, Glenwood Durban,4001	Building	

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APPENDIX 2

Reference List from SAHRIS

NID	Author(s)	Date	Type	Title
6786	Robert de Jong	06/02/2011	AIA Phase 1	HERITAGE IMPACT ASSESSMENT REPORT: INSTALLATION OF LONG-HAUL DARK FIBRE DUCTING INFRASTRUCTURE ALONG THE N 2 BETWEEN DURBAN AND EAST LONDON, KWA-ZULU NATAL AND EASTERN CAPE PROVINCES
7461	Johan Binneman	01/01/2002	AIA Phase 1	N2 Wild Coast Toll Road Project, Chapter 6 Archaeological Heritage Sensitivity Survey
8469	Len van Schalkwyk	08/04/2008	HIA Phase 1	Heritage Impact Assessment of the Proposed N2 Wild Coast Toll Highway
44939	Robert Gess	01/05/2012	PIA Phase 1	
118880	Andrie Meyer	07/03/2013	AIA Phase 1B	N2 Wild Coast Toll Highway. Supplementary Archaeological Survey. Field Survey Conducted from 24 to 28 October 2011. Final Report December 2012.
126575	Frans Prins	09/09/2012	Heritage Impact Assessment Specialist Reports	Heritage Impact Assessment of the Proposed eThekweni Integrated Rapid Public Transport Network, Corridor 3
130605	Nkosinathi Godfrey Tomose	09/07/2013	HIA Phase 1	A Phase 1 Heritage Impact Assessment Report for the Proposed Springfield PRASA Depot Upgrade as part of PRASA Railway Modernization Project
130608	Nkosinathi Godfrey Tomose	15/07/2013	HIA Phase 1	A Phase 1 Heritage Impact Assessment Report for the Proposed Durban Yard PRASA Depot Upgrade as part of PRASA Railway Modernization Project
134601	Michelle Evans	01/08/2013	Heritage Statement	IRPTN C3: HISTORICAL SIGNIFICANCE OF TREES FOUND ON THE CENTRE ISLAND ALONG JOSIAH GUMEDE ROAD
134711	Robert J W Brusse, Deborah Whelan		Heritage Impact Assessment Specialist Reports	Trevean HIA
146534			HIA	134 Helen Joseph Road, Bulwer, Durban, Kwazulu Natal, eThekweni Municipality
151911	Deborah Whelan	01/10/2012	Heritage Impact Assessment Specialist Reports	Phase II Heritage Impact Assessment for the properties constituting Clairwood Turf Club on portions of the farms Dunns Grant 859 and Umlaas 873, southern Durban Region
152120	Frans Prins	01/08/2012	Heritage Impact Assessment Specialist Reports	Heritage Impact Assessment of the proposed Clairwood Logistics Park, eThekweni Municipality.
155598	Rodney Harber	22/01/2014	Heritage Statement	PROPOSED ALTERATIONS AND ADDITIONS TO CHURCH AT 80 CARLISLE STREET, DURBAN.

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165626	Makhosazana Mngomezulu	04/06/2014	HIA Phase 1	A Heritage Impact Assessment study for the proposed Merebank PRASA's Station, EThekweni Metropolitan Municipality, KwaZulu Natal, South Africa
165629	Makhosazana Mngomezulu	04/06/2014	HIA Phase 1	A Heritage Impact Assessment for the proposed Rossburgh PRASA's Station modernisation, EThekweni Metropolitan Municipality, KwaZulu Natal, South Africa
170558	Elizabeth Wahl	29/05/2014	HIA Phase 1	Phase 1 Heritage Impact Assessment Report: Proposed Dodoma Avenue (Kennedy Road) Housing Project, eThekweni Metropolitan Municipality, KwaZulu-Natal
170650	Elizabeth Wahl	28/03/2014	HIA Phase 1	Phase 1 Heritage Impact Assessment Report: Proposed Upgrade of the Southern Wastewater Treatment Works, Merewent, eThekweni Metropolitan Municipality, KwaZulu-Natal
171068	Frans Prins	27/06/2014	HIA Phase 1	Phase one Heritage Impact Assessment of the proposed Umlazi WP 265 EX 4 Sanitation Project, eThekweni Metro Municipality.
171507	Richard Stretton	20/08/2014	Heritage Impact Assessment Specialist Reports	Alteration to Pool at 159 Smiso Nkwanyana Road
186082	Gavin Anderson, Louise Anderson	06/11/2012	HIA	The Mitigation Of All Heritage Sites Affected By The NMPP
273200	Frans Prins	09/09/2012	HIA Phase 1	Heritage Impact Assessment of the proposed Ethekeeni Integrated Rapid Public Transport Network - Corridor 1
304130	Gavin Anderson	09/07/2010	HIA Phase 1	SUMMARY OF THE HERITAGE SITES DAMAGED ALONG THE TRANSNET NMPP
309668	Gavin Anderson	01/05/2009	HIA Phase 1	HERITAGE SURVEY OF THE PROPOSED BURLINGTON HOUSING PROJECT
350732	Barry Barnardt, Karen Van Ryneveld, Duane Fourie	08/12/2015	Burial Grounds and Graves Specialist Reports	Ground Penetrating Radar (GPR) Heritage Assessment - Dodoma Place (Kennedy Road) Housing Project, Erven 402-407 Springfield, Durban, Ethekeeni Metropolitan Municipality, KwaZulu-Natal. Ethekeeni MM-HSU: PQ No. 7H-17381 / SAHRIS CaseID 4969 / AMAFA Ref: SAH14/4969
364318	Vanessa Maitland	16/02/2016	HIA Phase 1	Heritage Impact Assessment for the Proposed Landside Infrastructure Development at Berth 203 to 205
374890	Gavin Anderson	22/09/2016	HIA Letter of Exemption	DESKTOP SURVEY OF THE GX11 PEDESTRIAN BRIDGE.
521319	Len van Schalkwyk, Elizabeth Wahl	2009-01-16	HIA	Heritage Impact Assessment of Klaarwater Station Housing Project, eThekweni, KwaZulu-Natal, South Africa
521546	Len van Schalkwyk	2019-01-16	HIA	Heritage Impact Assessment Report Proposed Lanele Liquid Fuel Storage Facility, Terminal 1. Lot 1, Ambrose Park, Bayhead Durban Harbour eThekweni Municipality
524115				Heritage Survey of the Development of a Housing Estate - Queensburgh
533450	Gavin Anderson	2020-01-14	Heritage Survey	HERITAGE SURVEY OF THE PROPOSED REGENT ESTATE, ATHOL HEIGHTS, KZN

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540969	Gavin Anderson	2020-02-04	Exemption Letter	A LETTER OF EXEMPTION FOR THE CONSTRUCTION OF THE MAGEZA SERVICE STATION, NEW GERMANY, KZN
541809	Gavin Anderson	2020-08-12	Site Inspection	SITE INSPECTION OF HUMAN REMAINS AT INANDA ROAD FOR THE ETHEKWINI BRT
548048	Albert van Jaarsveld	2019-04-01		Heritage Impact Assessment: Proposed Westville Triangle Housing Development, eThekweni Municipality
551649	Gavin Anderson	2020-02-04		A letter of exemption for the construction of the Mageza Service Station, New Germany, KZN

Additional References

C. A. Schoute-Vanneck. "The Shell Middens on the Durban Bluff." The South African Archaeological Bulletin, vol. 13, no. 50, 1958, pp. 43–54. JSTOR, <https://doi.org/10.2307/3886895>. Accessed 29 Sept. 2025.

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APPENDIX 3 - Keys/Guides

Key/Guide to Acronyms

AIA	Archaeological Impact Assessment
DARD	Department of Agriculture and Rural Development (KwaZulu-Natal)
DEA	Department of Environmental Affairs (National)
DEADP	Department of Environmental Affairs and Development Planning (Western Cape)
DEDEAT	Department of Economic Development, Environmental Affairs and Tourism (Eastern Cape)
DEDECT	Department of Economic Development, Environment, Conservation and Tourism (North West)
DEDT	Department of Economic Development and Tourism (Mpumalanga)
DEDTEA	Department of economic Development, Tourism and Environmental Affairs (Free State)
DENC	Department of Environment and Nature Conservation (Northern Cape)
DMR	Department of Mineral Resources (National)
GDARD	Gauteng Department of Agriculture and Rural Development (Gauteng)
HIA	Heritage Impact Assessment
LEDET	Department of Economic Development, Environment and Tourism (Limpopo)
MPRDA	Mineral and Petroleum Resources Development Act, no 28 of 2002
NEMA	National Environmental Management Act, no 107 of 1998
NHRA	National Heritage Resources Act, no 25 of 1999
PIA	Palaeontological Impact Assessment
SAHRA	South African Heritage Resources Agency
SAHRIS	South African Heritage Resources Information System
VIA	Visual Impact Assessment

Full guide to Palaeosensitivity Map legend

RED:	VERY HIGH - field assessment and protocol for finds is required
ORANGE/YELLOW:	HIGH - desktop study is required and based on the outcome of the desktop study, a field assessment is likely
GREEN:	MODERATE - desktop study is required
BLUE/PURPLE:	LOW - no palaeontological studies are required however a protocol for chance finds is required
GREY:	INSIGNIFICANT/ZERO - no palaeontological studies are required
WHITE/CLEAR:	UNKNOWN - these areas will require a minimum of a desktop study.

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APPENDIX 4 - Methodology

The Heritage Screener summarises the heritage impact assessments and studies previously undertaken within the area of the proposed development and its surroundings. Heritage resources identified in these reports are assessed by our team during the screening process.

The heritage resources will be described both in terms of **type**:

- Group 1: Archaeological, Underwater, Palaeontological and Geological sites, Meteorites, and Battlefields
- Group 2: Structures, Monuments and Memorials
- Group 3: Burial Grounds and Graves, Living Heritage, Sacred and Natural sites
- Group 4: Cultural Landscapes, Conservation Areas and Scenic routes

and **significance** (Grade I, II, IIIa, b or c, ungraded), as determined by the author of the original heritage impact assessment report or by formal grading and/or protection by the heritage authorities.

Sites identified and mapped during research projects will also be considered.

DETERMINATION OF THE EXTENT OF THE INCLUSION ZONE TO BE TAKEN INTO CONSIDERATION

The extent of the inclusion zone to be considered for the Heritage Screener will be determined by CTS based on:

- the size of the development,
- the number and outcome of previous surveys existing in the area
- the potential cumulative impact of the application.

The inclusion zone will be considered as the region within a maximum distance of 50 km from the boundary of the proposed development.

DETERMINATION OF THE PALAEONTOLOGICAL SENSITIVITY

The possible impact of the proposed development on palaeontological resources is gauged by:

- reviewing the fossil sensitivity maps available on the South African Heritage Resources Information System (SAHRIS)
- considering the nature of the proposed development
- when available, taking information provided by the applicant related to the geological background of the area into account

DETERMINATION OF THE COVERAGE RATING ASCRIBED TO A REPORT POLYGON

Each report assessed for the compilation of the Heritage Screener is colour-coded according to the level of coverage accomplished. The extent of the surveyed coverage is labeled in three categories, namely low, medium and high. In most instances the extent of the map corresponds to the extent of the development for which the specific report



was undertaken.

Low coverage will be used for:

- desktop studies where no field assessment of the area was undertaken;
- reports where the sites are listed and described but no GPS coordinates were provided.
- older reports with GPS coordinates with low accuracy ratings;
- reports where the entire property was mapped, but only a small/limited area was surveyed.
- uploads on the National Inventory which are not properly mapped.

Medium coverage will be used for

- reports for which a field survey was undertaken but the area was not extensively covered. This may apply to instances where some impediments did not allow for full coverage such as thick vegetation, etc.
- reports for which the entire property was mapped, but only a specific area was surveyed thoroughly. This is differentiated from low ratings listed above when these surveys cover up to around 50% of the property.

High coverage will be used for

- reports where the area highlighted in the map was extensively surveyed as shown by the GPS track coordinates. This category will also apply to permit reports.

RECOMMENDATION GUIDE

The Heritage Screener includes a set of recommendations to the applicant based on whether an impact on heritage resources is anticipated. One of three possible recommendations is formulated:

(1) The heritage resources in the area proposed for development are sufficiently recorded - The surveys undertaken in the area adequately captured the heritage resources. There are no known sites which require mitigation or management plans. No further heritage work is recommended for the proposed development.

This recommendation is made when:

- enough work has been undertaken in the area
- it is the professional opinion of CTS that the area has already been assessed adequately from a heritage perspective for the type of development proposed

(2) The heritage resources and the area proposed for development are only partially recorded - The surveys undertaken in the area have not adequately captured the heritage resources and/or there are sites which require mitigation or management plans. Further specific heritage work is recommended for the proposed development.

This recommendation is made in instances in which there are already some studies undertaken in the area and/or in the adjacent area for the proposed development. Further studies in a limited HIA may include:



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- improvement on some components of the heritage assessments already undertaken, for instance with a renewed field survey and/or with a specific specialist for the type of heritage resources expected in the area
- compilation of a report for a component of a heritage impact assessment not already undertaken in the area
- undertaking mitigation measures requested in previous assessments/records of decision.

(3) The heritage resources within the area proposed for the development have not been adequately surveyed yet - Few or no surveys have been undertaken in the area proposed for development. A full Heritage Impact Assessment with a detailed field component is recommended for the proposed development.

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APPENDIX 1 – AMAFA NID APPLICATION FORM



KWAZULU-NATAL
AMAFA
& RESEARCH INSTITUTE

APPLICATION FORM J

FOR COMMENTS ON PROPOSED DEVELOPMENTS AS SET OUT IN SECTION 41(1)

APPLICATION IN TERMS OF THE SECTION 41(1) OF THE KWAZULU-NATAL AMAF A AND RESEARCH INSTITUTE ACT, 2018 (Act no 5 of 2018), AND SECTION 38 OF THE NATIONAL HERITAGE RESOURCES ACT (Act no 25 of 1999) FOR COMMENT ON THE PROPOSED DEVELOPMENT OF A SITE

THE ONUS IS ON THE APPLICANT TO ENSURE THAT THE CORRECT AND CURRENT APPLICATION FORM IS USED. APPLICATIONS ON NON-COMPLIANT OR INCORRECT FORMS WILL NOT BE PROCESSED. Forms can be downloaded from the website www.amafainstitute.org.za – search “Forms” or look under the tab RESOURCES - FORMS.

If work has commenced/been completed without a permit, Form I - Rectification must be used.

Take note that there are application forms that must be used for specific interventions (see attached guidelines) and Form H must be used for permits for any action on sites that are permanently protected in terms of Sections 42-48 (specially protected areas, landmarks, royal graves, monuments/memorials, fortifications or battlefields and sites listed in the Heritage Register).

NB: IT IS AN OFFENCE IN TERMS OF THE KWAZULU-NATAL AMAFA AND RESEARCH INSTITUTE ACT (Act no 5 of 2018) TO MAKE FALSE STATEMENTS OR FAIL TO PROVIDE REQUIRED INFORMATION IN THIS APPLICATION (see attached guidelines before completing this form)

ALL APPLICATION FORMS, REQUIRED SUPPORTING DOCUMENTATION, AND PROOF OF PAYMENT must be uploaded to the online system, SAHRIS, run by the S A Heritage Resources Agency – go to www.sahra.org.za to register to use the system.

A. DEVELOPMENT DETAILS

1. PROJECT TITLE: **Proposed Bayhead / Langeberg Roads Upgrade Project at the Port of Durban, KwaZulu-Natal**

2. PROJECT DESCRIPTION: The Port of Durban handles the greatest volume of sea-going traffic on any port in southern Africa. Containers handled at Durban represent approximately 60% of the total number of containers handled at South African ports. The significant role of the Port of Durban in the South African economy makes it very important to ensure that the Port maintains high levels of operational efficiency and nominal disturbances in the value chain.

Transnet's internal studies over the past few years have indicated that the Durban Port area currently experiences a significant amount of congestion throughout the day consisting of mainly truck traffic. This congestion is thought to be occurring due to the operations of the Durban Container Terminal (DCT) and its staging areas. The existing truck traffic travels along Bayhead Road, with the traffic going to Pier 2 container terminal exiting onto Langeberg Road. Surface failures have also been noted on the road. It is assumed to be as a result of heavy traffic on the roads (mainly due to container trucks).

Bayhead Road was constructed approximately 60 years ago. In those days it was designed for public use. Bayhead Road was originally a two-way lane on a single carriageway road, but in the late 90's Transnet National Ports Authority (TNPA) was experiencing an increase in traffic flow due to business growth. At this stage TNPA constructed a new outbound carriageway with two lanes. The original Bayhead Road was then turned into a freeway with an inbound and an outbound both constructed on two carriageways.

Langeberg Road was constructed in the 1970's. Its initial geometric design was to have 2 carriageways with 2 lanes in each direction and an island in between the 2 carriageways. It has since

been realigned to have 3 lanes in from Bayhead Road to Pier-2, Durban Container Terminal and a single lane out. Langeberg Road is one of the busiest roads in the Port of Durban as it services one of the largest container terminals in Southern Africa. The heavy traffic of container trucks coming in and out of Pier 2 container terminal result in the overall infrastructure of Langeberg Road to deteriorate before the end of its design life.

The purpose of this project is to mitigate this congestion through the upgrade of Bayhead and Langeberg Road. The project will also investigate assessing and upgrading of the aging infrastructure in conjunction with alleviating congestion on Bayhead Road leading to Langeberg Road. Traffic studies have been carried out to determine the best viable option in addressing these two key issues on Bayhead and Langeberg Road, namely, the congestion and upgrading of infrastructure.

The project involves the upgrade and widening of Bayhead and Langeberg Roads to improve the accommodation of port vehicle traffic, as follows:

- Widening existing carriageways by one lane in each direction. The following is being considered for the road widening:
 - to widen both sides of the roads by a minimum of 4m either side, or
 - use the centre median, or
 - a combination of centre median usage and widening to obtain the necessary traffic layout configuration.
- Modification to five bridges (rail and canals) for lane extension and structural integrity. The anticipated bridge modifications may entail widening or widening and raising of the canal bridges.
- Stormwater management enhancements, including improved drainage systems and designated discharge points:
 - Minimum stormwater pipe size will be 375mm diameter.
 - Additional stormwater pipes may be included to service the widening sections.
- Modification and expansion of Bayhead Canal at the Bayhead Canal Bridge (Bridge 3-6):
 - Potential modification of the existing canal upstream of Bayhead Canal Bridge (Bridge 3-6), to splay the abutments and repair to erosion.
 - Expansion of existing culvert with an additional 3.4m x 7m culvert and associated widening of upstream and downstream of canal

An estimated size for the combined site camp and laydown areas is 7000-13000m² (0.7 – 1.3 hectares). It is anticipated that the site camp will be designated within the port boundary; in areas previously transformed and that no natural areas will be used. The exact size required, and final position is unknown at this stage as it will be determined and agreed upon during the project setup phase.

The route of the existing sewer rising main (0.45m diameter) along Bayhead Road would be relocated to the outgoing road verge over a length of approximately 1,655m. The proposed sewer rising main would remain at a 0.45m diameter pipeline.

3. EXTENT OF THE SITE: 5332,682 m in length	
EXTENT OF THE DEVELOPMENT AREA (m ²):	
GPS CO-ORDINATES: (Decimal format only)	
SOUTH: -29.904946 EAST: 31.007393	
1:50 000 SHEET no:	1:10 000 SHEET no:

B. PROPERTY DESCRIPTION:		
Name of property: Bayhead and Langeberg Roads		Title Deed No.:
Erf/Lot/Farm No:	Size of land:	GPS Co-ordinates: SOUTH: -29.904946 EAST: 31.007393
Street Address: Bayhead / Langeberg Roads		Suburb:
Town/Local Municipality: Ethekewini Metropolitan Municipality		District Municipality: Ethekewini Metropolitan Municipality

Traditional Authority Area:					
Current zoning: Industrial			Present use: Industrial		
C. DEVELOPMENT TYPE:					
1. DECISION REQUIRED IN TERMS OF SECTION s41(1) (tick the appropriate box/boxes)					
Linear Development/Barrier exceeding 300m in length e.g. road, pipe/power line, trench, canal or wall					
Other similar form of linear development/barrier exceeding 300m in length					X
Construction of a bridge or similar structure exceeding 50m in length					
Any development exceeding 5 000m ² in extent or any other category of development provided for in regulations					
Any other activity which would change the character of an area of land or water exceeding 10 000m ² in extent					
Any development involving three or more existing erven or sub-divisions thereof					
Any other activity involving three or more existing erven or sub-divisions thereof					
Any development or other activity involving three or more existing erven or sub-divisions thereof which have been consolidated within the past 5 years					
Any development or other activity the costs of which will exceed a sum set out in the regulations					
Re-zoning of a site exceeding 10 000m ²					
2. DEVELOPMENTS THAT TRIGGER OTHER LEGISLATION (NEMA, ENVIRONMENTAL CONSERVATION ACT, MINERALS ACT, ETC)					
RESPONSE REQUIRED IN TERMS OF s41(8) (tick the appropriate box/boxes)					
BID		BAR	X	EIA	
EMP		WULA	X	MPRDA	
OTHER (describe)					

D. IMPACT ON HERITAGE RESOURCES:	
To your knowledge would the Development impact on any known heritage resources protected in terms of the KZN Amafa and Research Institute Act, 2018 (Act no 5 of 2018), or is the development located in the vicinity of any of the above? If yes, the Heritage Practitioner must create a site on sahris pinpointing the position of the heritage resource/s discovered. (tick the appropriate box/boxes below)	
s37 - Structures or part thereof that can reasonably be expected to be over 60 years of age.	X
s38 - Graves of victims of conflict.	
s39 - Informal and private burial grounds (traditional graves or graves outside of a formal cemetery e.g. a farm cemetery that are over 60 years of age).	
s40 - Battlefield sites , archaeological sites, rock art sites, palaeontological sites, historic fortifications, ruins over 100 years old, meteorite or meteorite impact sites and any objects or ecofacts associated therewith.	
s42 - Protected areas (is the site within a known protected area?).	
s43 - Specially protected heritage resources are listed in Schedule of Heritage Resources.	
s44 - Heritage Landmarks including the site on which they are situated.	
s45 - Provincial Landmarks and the site on which they are situated (state owned).	
s46 - Graves of members of the Royal Family listed in Schedule of Heritage Resources.	

s47 - Battlefield site, public monument or memorial listed in the Schedule of Heritage Resources and any public monument defined in the NHRA and protected in terms of Section 37 of the NHRA, & Section 47 of the KZN Amafa and Research Institute Act, 2018 (Act no 5 of 2018).	
s49 - Artefacts, or collections thereof on which Heritage Object status has been conferred.	

ESTIMATED COST OF THE DEVELOPMENT:

E. CONTACT DETAILS:

1. OWNER OF PROPERTY (Owner or delegated person to sign on the front of this form)

NAME: TRANSNET SOC LIMITED

PHYSICAL ADDRESS: 237 MAHATMA GANDHI RD, DURBAN, 4001

TEL: +27 81 037 8193

EMAIL: mpumi.dweba@transnet.net

I undertake strictly to observe the terms, conditions, restrictions, by-laws and directions under which the KWAZULU-NATAL AMAFA AND RESEARCH INSTITUTE may issue the permit to me.

I acknowledge that the Institute may need to inspect the site and undertake not to hinder access.

SIGNATURE:



DATE: 13/03/2026

2. DEVELOPER (where different from the owner – the owner must provide written consent for a developer to submit the application)

NAME: TRANSNET SOC LIMITED

PHYSICAL ADDRESS: 237 MAHATMA GANDHI RD, DURBAN, 4001

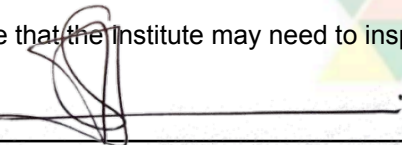
TEL: +27 83 708 9191

EMAIL: johnny.mokheseng@transnet.net

I undertake strictly to observe the terms, conditions, restrictions, by-laws and directions under which the KWAZULU-NATAL AMAFA AND RESEARCH INSTITUTE may issue the permit to me.

I acknowledge that the Institute may need to inspect the site and undertake not to hinder access.

SIGNATURE:



DATE: 9 March 2026

3. DELEGATED AUTHORITY (The name of the person authorized to act on behalf of a company or institution – Power or Attorney/proof of authorization to be attached)

NAME: MPUMI DWEBA-KWETANA

PHYSICAL ADDRESS: 237 MAHATMA GANDHI RD, DURBAN, 4001

TEL: +27 81 037 8193

EMAIL: mpumi.dweba@transnet.net

4. CONSULTANTS DETAILS:

NAME(Company/institution/individual): **Mabeth Crafford**

PHYSICAL ADDRESS: **Unit 5 off Rectory Lane, 112 St Georges Street, Simon's Town, 7975**

POST CODE: 7975

CELL: 083 619 0854

EMAIL: **mabeth.crafford@ctsheritage.com**

SIGNATURE:



DATE: **27/02/2026**

F. SUBMISSION FEE: see the 2023 schedule of fees on www.amafainstitute.org.za. The submission fee is payable by bank deposit and proof of payment must be submitted with the application.

ACCOUNT DETAILS:

ABSA BANK: Branch: ULUNDI **Bank Code:** 630330

Account Name: **KZN AMAFA AND RESEARCH INSTITUTE**

Account No. 40-5935-6024

USE STREET ADDRESS/FARM or PROJECT NAME AS REFERENCE

G. PUBLIC PARTICIPATION: (Contact details of Interested and Affected Parties (I & A Ps) Consulted - written opinion to be attached to form and drawings to be signed by the I & A Ps. See Guidelines)

Name:

Tel:

Email:

H. CHECKLIST OF DOCUMENTATION SUBMITTED	
APPLICATION FORM (SIGNED BY THE OWNER AND THE DEVELOPER) UPLOADED TO SAHRIS	
MOTIVATION	
SITE PHOTOGRAPHS/CASE IMAGES	
1:50 000 MAP & SATELLITE AERIAL VIEW	x
KML FILE MAP	x
SITE PLAN SHOWING ALL FEATURES & HERITAGE RESOURCES	x
DEVELOPMENT PLAN SHOWING ALL FEATURES & HERITAGE RESOURCES SUPERIMPOSED THEREON	x
PROOF OF PROFESSIONAL ACCREDITATION (e.g. copy of accreditation card/certificate)	x
PROOF OF PUBLIC PARTICIPATION	
ENVIRONMENTAL IMPACT ASSESSMENT	
HERITAGE IMPACT ASSESSMENT	
PROOF OF OWNERSHIP & CONSENT LETTER FROM THE OWNER	
LETTER OF APPOINTMENT OF CONSULTANT	
PROOF OF PAYMENT OF SUBMISSION FEE (EFT/BANK DEP/AMAF CARD)	

AMAFA CORRESPONDENCE

**HERITAGE IDENTIFICATION, MANAGEMENT & PROTECTION**

Enquiries: Nokubonga Dlamini

Email: Nokubonga.Dlamini@amafainstitute.org.za

Tel: 033 394 6543

Date: Wednesday, 25 March, 2026

Case ID: 27806

Proposed Bayhead / Langeberg Roads Upgrade Project at the Port of Durban, KwaZulu-Natal**Final Comment****IN TERMS OF SECTION 41 OF THE KWAZULU-NATAL AMAFA AND RESEARCH INSTITUTE ACT (ACT 05 OF 2018)**

Thireshen Iyavoo
 Life Africa Engineers
 27 Vuna Close,
 Ridge 7 Building, 7th Floor, Office 701, Umhlanga Ridge
 Umhlanga
 4320

The purpose of this project is to mitigate traffic congestion through the upgrade of Bayhead and Langeberg Road. The project will investigate assessing and upgrading of the aging infrastructure in conjunction with alleviating congestion on Bayhead Road leading to Langeberg Road. Traffic studies have been carried out to determine the best viable option in addressing these two key issues on Bayhead and Langeberg Road, namely, the congestion and upgrading of infrastructure. The project involves the upgrade and widening of Bayhead and Langeberg Roads to improve the accommodation of port vehicle traffic.

CASE DECISION

The application was considered by the Provincial Heritage Authority, the KwaZulu Natal Amafa and Research Institute on 25 March 2026. The documents submitted in support of the application were reviewed. The committee noted that the proposed project involves the upgrade and widening of Bayhead and Langeberg Roads to improve the accommodation of port vehicle traffic. The committee noted the HIA and PIA submitted and resolved that there are no further studies required. The KwaZulu-Natal Amafa and Research Institute has no objection to the proposed development.

CASE CONDITIONS

1. You are also required to adhere to the below-mentioned standard conditions:
 1. The KwaZulu Natal Amafa and Research Institute should be contacted if any heritage objects are identified during earth-moving activities and all development should cease until further notice.
 2. No structures older than sixty years or parts thereof are allowed to be demolished, altered, or extended without a permit from the KwaZulu-Natal Amafa and Research

195 Langalibalele St, Pietermaritzburg, 3201
 033 394 6543
www.amafainstitute.org.za



**HERITAGE IDENTIFICATION, MANAGEMENT & PROTECTION**

Enquiries: Nokubonga Dlamini

Email: Nokubonga.Dlamini@amafainstitute.org.za

Tel: 033 394 6543

Date: Wednesday, 25 March, 2026

Case ID: 27806

Institute.

3. Under no circumstances may any heritage material be destroyed, inundated, collected, or removed from site unless under direction of the KwaZulu Natal and Amafa Research Institute and a heritage specialist.
 4. Should any remains be found on site that is potentially human remains, the South African Police Service (SAPS) should also be contacted. No SAPS official may disturb or exhume such remains, without the necessary permission from the KwaZulu Natal Amafa and Research Institute.
 5. No activities are allowed within 50m of a site, which contains rock art.
 6. Sources of all-natural materials (including topsoil, sands, natural gravels, crushed stone, asphalt, etc.) must be obtained in a sustainable manner and in compliance with the heritage legislation.
 7. Chance Finds Protocol must be observed as detailed in the mitigation measures of the heritage report accompanying this application.
2. Failure to comply with the requirements of the National Heritage Resources Act and the KwaZulu Natal Amafa and Research Institute Act could lead to legal action being instituted against the applicant.

Should you have any further queries, please contact the designated official using the case number quoted above in the case header.

Yours faithfully



Nokubonga Dlamini
Heritage Officer
KwaZulu-Natal Amafa and Research Institute

195 Langalibalele St, Pietermaritzburg, 3201
033 394 6543
www.amafainstitute.org.za

  
@KZNAMAFA

**HERITAGE IDENTIFICATION, MANAGEMENT & PROTECTION**

Enquiries: Nokubonga Dlamini

Email: Nokubonga.Dlamini@amafainstitute.org.za

Tel: 033 394 6543

Date: Wednesday, 25 March, 2026

Case ID: 27806

Amafa Terms & Conditions:

1. This approval does not exonerate the applicant from obtaining local authority approval or any other necessary approval for proposed work.
2. If any heritage resources, including graves or human remains, are encountered they must be reported to the Institute immediately.
3. The Institute reserves the right to request additional information as required.

ADMIN:Direct URL to case: <https://sahris.org.za/391342>

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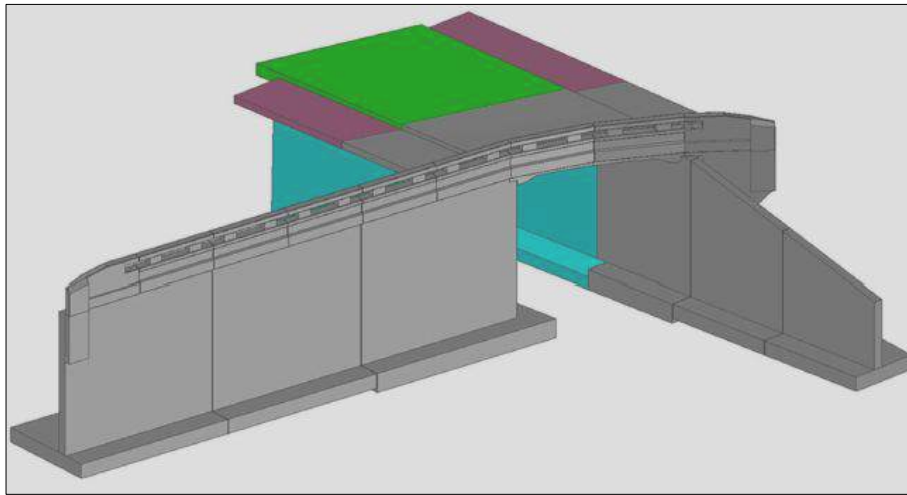
Appendix G2: Heritage Report for Road Over Rail Bridge (Bridge 2-5)



CONTRACT NUMBER: TNPA/2024/01/0002/53232

PROVISION OF PROFESSIONAL SERVICE FOR THE FEASIBILITY AND DETAILED DESIGN INCLUDING PROCUREMENT SUPPORT AND SUPERVISION FOR BAYHEAD AND LANGEORG ROAD UPGRADE, AT THE PORT OF DURBAN

HERITAGE SIGNIFICANCE REPORT – BRIDGE B/2/5



March 26

CASE ID 27822

ANNEXURE 1 -HERITAGE SIGNIFICANCE

AMAFA Application Form A submission: Road & Infrastructure Upgrade

at Bayhead Rd / South Coast Rd intersection, Maydon Wharf, Durban. February 2026



*Fig.1. Street View: Bayhead Rd / South Coast Rd intersection.
Oblique view from North-east of railway tunnel to Maydon Wharf, Durban, 2026.*

DECLARATION BY AUTHOR:

This report is commissioned by LA Consulting Engineers, (Pty) Ltd, project consultants for Transnet National Ports Authority of South Africa.

As the appointed architectural heritage consultant, I wish to declare that the work of this report has been independently researched by me, and that I have undertaken this task to the best of my professional ability.

I wish to further declare that the contents of this report have not been altered or influenced by other parties, -nor has there been any attempt to do so.

I bear sole responsibility for the compilation of the report, and for any errors or misrepresentations the report might contain.

And further, I wish to declare that no vulnerable individuals or vulnerable communities have been affected in the compilation of this report.

sincerely, Kirk White,
Architectural Heritage Consultant, Durban.

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00. Project Introduction.

Transnet intends to upgrade the vehicular crossing between Bayhead Rd and South Coast Rd, - the principal feeder road to the back-port of Durban. This requires re-alignment of the three-lane crossing and extension of the railway tunnel supporting Bridge B/2/5, all seen in *Fig. 1* above.

LA Consulting Engineers (Pty) Ltd have been appointed by *Transnet* as project engineers for the infrastructural upgrading of Bayhead Rd and Langeberg Rd which service this back-port area.

In their basic assessment for the project EIA, *CTS Heritage Specialists* in Cape Town have flagged the railway tunnel under bridge B/2/5 for consideration as a heritage resource. Their "heritage screener", which mostly covers the paleontology of the area, is in process of preparation for a separate AMAFA Form J application.

CTS Heritage Specialist notified *LA Consulting Eng.* that a built-environment heritage specialist would need to complete the AMAFA application Form A.

That requirement prompted this report.

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01. Property Description.

Physical Address.

Bridge B /2 /5
Bayhead Rd / South Coast Rd intersection,
Congella, Durban
4001.

Cadastral:

SAR No.1 of Durban Bay.

GPS Coordinates:

29° 53' 08.00" S.
30° 59' 30.00" E.



Fig.2. Bayhead Rd / Langeberg Rd Road & Infrastructure Upgrade project, 2026.

NOTE: Bridge B /2 /5 located at Umbilo, near M4 motorway (yellow pin, circle centre).

02. Structure of Report.

This report forms ANNEXURE 1 -HERITAGE SIGNIFICANCE, and addresses part C of the Amafá Form A application.

Part G of the Amafá Form A application is in ANNEXURE 5 -PUBLIC PARTICIPATION.

03. Methodology of Report.

Compilation of this report began with a photographic survey of the site and contemporary surroundings.

This was followed by a process of identification of potential historical, architectural and urban conservation-worthy attributes for the rail crossing and overhead roadworks.

This required the following:

- a literature survey of the historical development of the back-port area,
- an appraisal of the original construction drawings provided by *Transnet*. See *Annexure 2* for drawings.
- an appraisal of *Protekon's* technical drawings for the roadworks we see today.

See *Annexure 3* for drawings.

Tabulation of the heritage resources identified, with ratings and a recommendation concludes the report.

The following method of rating was applied:

- high, middle, low, and non-conservation worth or NCW.

The table in *Fig.3*, below, demonstrates this itemised rating.

example: IDENTIFICATION & ASSESSMENT of heritage resources			
item No.	item	description	conservation-worth rating
01.	railway branch line	- single track, 1065mm wide Cape Gauge, non-electric line. -precast conc. sleepers. line unused, but intact. -rail ballast overgrown with vegetation.	- low, (NCW) non-conservation worth.
etc.	etc.	etc.	etc.

Fig.3. Itemised Tabulation of Identified Heritage Resources.

LA Consulting Engineers provided the set of technical drawings for proposed the railway tunnel and roadwork alterations -as approved by *Transnet*.

See *Annexure 4* for design proposals.

04. Identification of Historical Significance.

The history of the back-port of Durban, -the area of interest for this report, is under-researched and under-documented. Additionally, the area faces high developmental pressure.

Combined, these factors make heritage management of the back-port problematic, requiring greater commitment and sophistication from all stakeholders to better address these shortcomings.

Cursory desktop studies for permits within the prime site of pre-historic and historic settlement at the Port of Natal, which is also a national key point and economic engine for development of the Durban region, are inappropriate.

The headwaters and shoreline of the mixed sea/freshwater bay have been a magnet of attraction for wildlife and for people since the Early Stone Age, possibly as far back 200,000 before present (BP). Three Late Stone Age sites ($\pm 20,000$ years BP) have been found near to, but not at, the bay. Shifting sandbanks and shorelines have limited prospects of finding direct evidence for either visits to the bay or occupation by South Africa's first peoples.

Documentary accounts from the early 19th.C describe Late Iron Age homesteads, along with the identities of local chieftains and tribal groupings at the head of the bay, with fish-trap kraals seen between the islands in the bay.

Tidal inflows to the belt of mangroves between the Umbilo and Umhlathuzana Rivers would have rendered near-shoreline settlement to be unattractive.

See *Fig.4.Chart of Port Natal, 1855*, below.

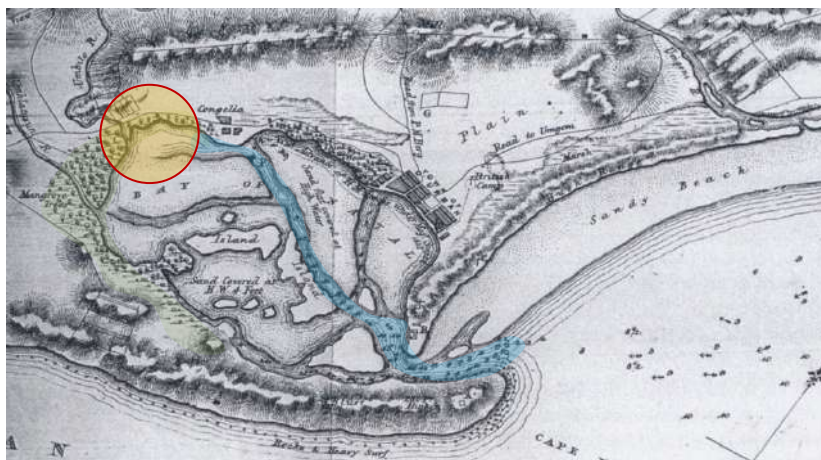


Fig.4. Chart of Port Natal, 1855.

*Note: Mangroves to headlands, tinted green,
Highwater channel to Congella, tinted blue,
Circle to area of interest for future Bayhead Rd Bridge B /2/5.*

04. Identification of Historical Significance, cont.

The first European settlement at the bay was at Congella in 1837. This is indicated in *Fig.4. Chart of Port Natal, 1855*, lying at the head of a distinct diagonal channel cutting across the bay and fed by the Umbilo River.

The mouth of the Umbilo into the bay is adjacent to our Bayhead Rd area of interest; whilst steady shoreline development some 2km eastward of our site has 'shifted' inland the relative position of the ex-village of Congella.

Remnants of post-1870 Indian community fisherfolk structures could, until recently, be seen between the outlet of the Uhmlatuzana River and the foot of the Bluff. This area is within the mangroves, shown bottom left in the chart, -close to a large, central Island and chain of smaller sandbanks.

See *Figs.5+6, Fynnlands* below, for view of boats, *seine-nets* and corrugated iron frame houses on stilts.



Figs.5+6. Fynnlands 'fisherfolk structures and fishing nets, post-1870.

In the 20th.C, economic exploitation of the shoreline accelerated, and land-infilling of large areas of the water surface began.

The Prince Edward Graving Dock, built between 1919-1925, is an instance of such development. The dock shares a site boundary with Bayhead Rd and Bridge B /2 /5, which is located just outside the harbour reserve.

See *Figure 7. Prince Edward Graving Dock*, next page, for satellite image.

04. Identification of Historical Significance, cont.

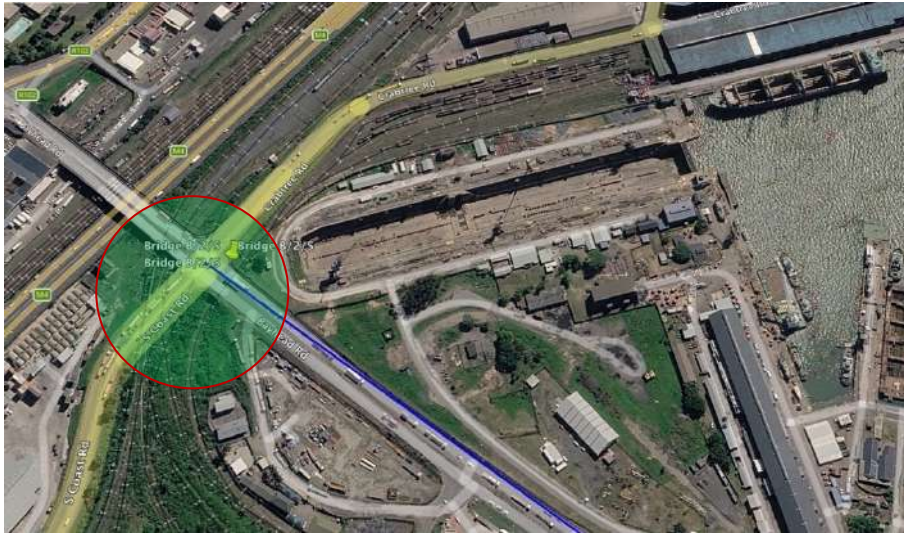


Fig.7. Prince Edward Graving Dock, 1919-1925.

Note: The port boundary adjoins the railway reserve for Bridge B/2/5, circled in green.

For its time, the dock was the third largest structure of its kind in the world. Its construction attests to both the importance of the port for global shipping, and the enterprise and endeavour of the city to strive towards, and achieve, international excellence.

Of note, the site of the dock was chosen for the quality of the underlying bedrock. Bridge B /2 /5 and the railway siding running to Maydon Wharf stand on this same bedrock.

Initially, extension of the railway network in the colony of Natal had little to do with these shoreline developments.

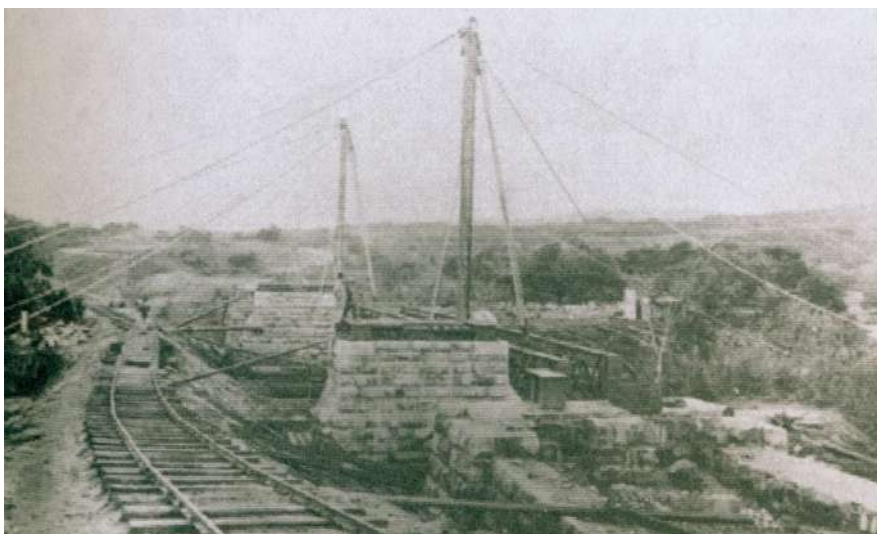


Fig.8. Umbilo Railway Bridge, 1877.

The bridge, with stone piers and abutments, initially spanned just over 30m, additional side spans increased this to 55m.

04. Identification of Historical Significance, cont.

In 1876, the Natal Govt. Railways commenced construction of the South Coast Line, a 7 mile (11km) extension of the rail link from the city centre and Point area southwards to Isipingo. This line skirted the edge of the bay, passing through the 'swampy' Congella flats and crossing over the Umbilo River near its discharge point into the harbour. Along with the Main Line to Pmb, it was completed in 1880.

The Umbilo Bridge, seen in *Fig.8*, was the first major engineering work for the NATAL MAIN LINE. It was replaced c.1897 when new heavier trains were introduced.



*Fig.9. SOUTH COAST LINE, Durban-Isipingo. 1880.
Note: Durban-South Coast Junction portion circled.*

Construction labour for the railways was 'foreign-contracted' from Mauritius and southern Moçambique, -to not reduce availability of black African farm labour within the colony. This was one of the reasons for the budgetary over-run, -"met with dismay, disbelief and legal challenge", in the Natal legislature upon completion.

04. Identification of Historical Significance, cont.

Electrification of the railway lines began in 1936, and by 1957 the marshalling yards of Maydon Wharf and of Bayhead had been laid. A network of branch lines running to the wharves' edge was an important step in the shift to 'industrialise', -and later on to mechanise, -the transfer of cargo between ship and rail.

These lines, once established, formed the backbone of the rail freight system on which the harbour economy relied.

See *Fig.10* below, for view of branch line to Maydon Wharf.

Within the context of severe freight-haulage challenges starting in the late 1990s, there was much to commemorate in 2010 with the 150th anniversary of the KZN rail network.



Fig.10. Maydon Wharf branch line, 2026.

Note: multiple rail-sidings to wharfside berthing, top right of image.

The view in *Fig.10.* is seen from atop Bayhead Rd Bridge B/2/5, with a single rail line running through the tunnel, leading to multiple sidings and switch points serving Maydon Wharf. The track is not electrified and lies in a state of disuse. Views of the railway tunnel are presented in *section 05.Architectural Significance*, which follows. Warehousing, such as seen top right of *Fig.10*, currently predominates on Maydon Wharf, with freight deliveries undertaken solely by road. Rail wagons stand deserted or de-railed amongst the sidings.

04. Identification of Historical Significance, cont.

In their "Port of Durban End State 2050" projection, Transnet indicate their current thinking.

Maydon Wharf is presented as a containerised platform, served by four wharfside berths. Containerisation requires a shift from railroad freighting, for the wharf at least, and the final step towards redundancy for the Maydon Wharf branch line and its sidings.

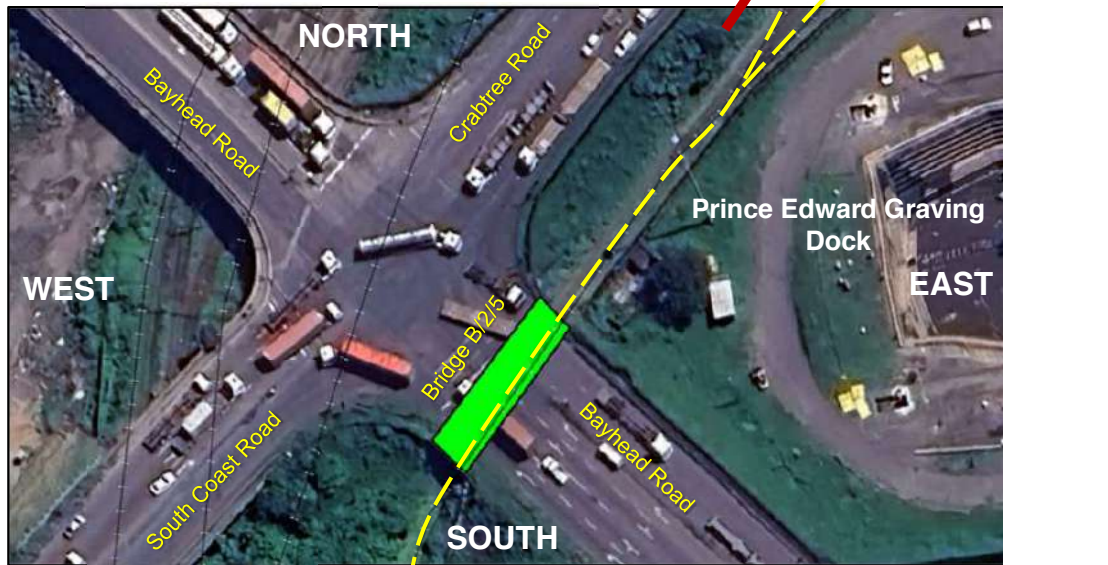
See Fig.11 below, for the extent of Maydon Wharf as a containerised platform.



Fig.11. Port of Durban End-State, 2050, Transnet Projection.
Note: Circle to Area No.13 Maydon Wharf with 'containerisation' designation.

In conclusion of 04. Historical Resources, the railway line and associated infrastructure on Maydon Wharf are considered of low heritage significance which requires protection during the execution of this project. Demolition by stealth or neglect are offences under the NHR Act (5) of 1999, and until such time as full decisions based upon full heritage resource assessments are undertaken, it is recommended that no dismantling of, or damage to, the network of the Maydon Wharf rail infrastructure be permitted.

05. Identification of Architectural resources.



*Fig.12. Intersection Bayhead to South Coast Rd. 2026.
Note: Bridge B/2/5, above Railway Tunnel, in bright green highlight.
Maydon Wharf branch line to tunnel, yellow dotted.*

South coast Rd, Crabtree Rd, Bayhead Rd and the Maydon Wharf branch rail line all meet at the intersection shown in *Fig. 12*, above. They were built at different times, by different state agencies and share complex cadastral arrangements.

For identification of architectural resources, the various elements at the intersection are described, each in turn.

This identification is concluded in the SUMMARY, Report tabulation of items 01 to 15.

01.Railway branch line.

The branch line was built pre-1952, pre-dating the Maydon Wharf Marshalling Yards established in 1957. Railway line construction is of standardised SAR materials and workmanship, and is in good condition. No missing or broken railroad components were seen within the railway reserve. The high strength steel-wire perimeter fencing is intact.

The line IS to be considered for protection under *s.37 of the NHR ACT*.

02-07. Railway Tunnel.

Constructed in 1952 to standard SAR reinforced concrete with off-shutter finish specifications, the railway tunnel is one of countless hundreds, if not thousands, of similar railway bridges built throughout RSA over the next three decades.

See *Fig.13*, below.

05. Identification of Architectural resources cont.

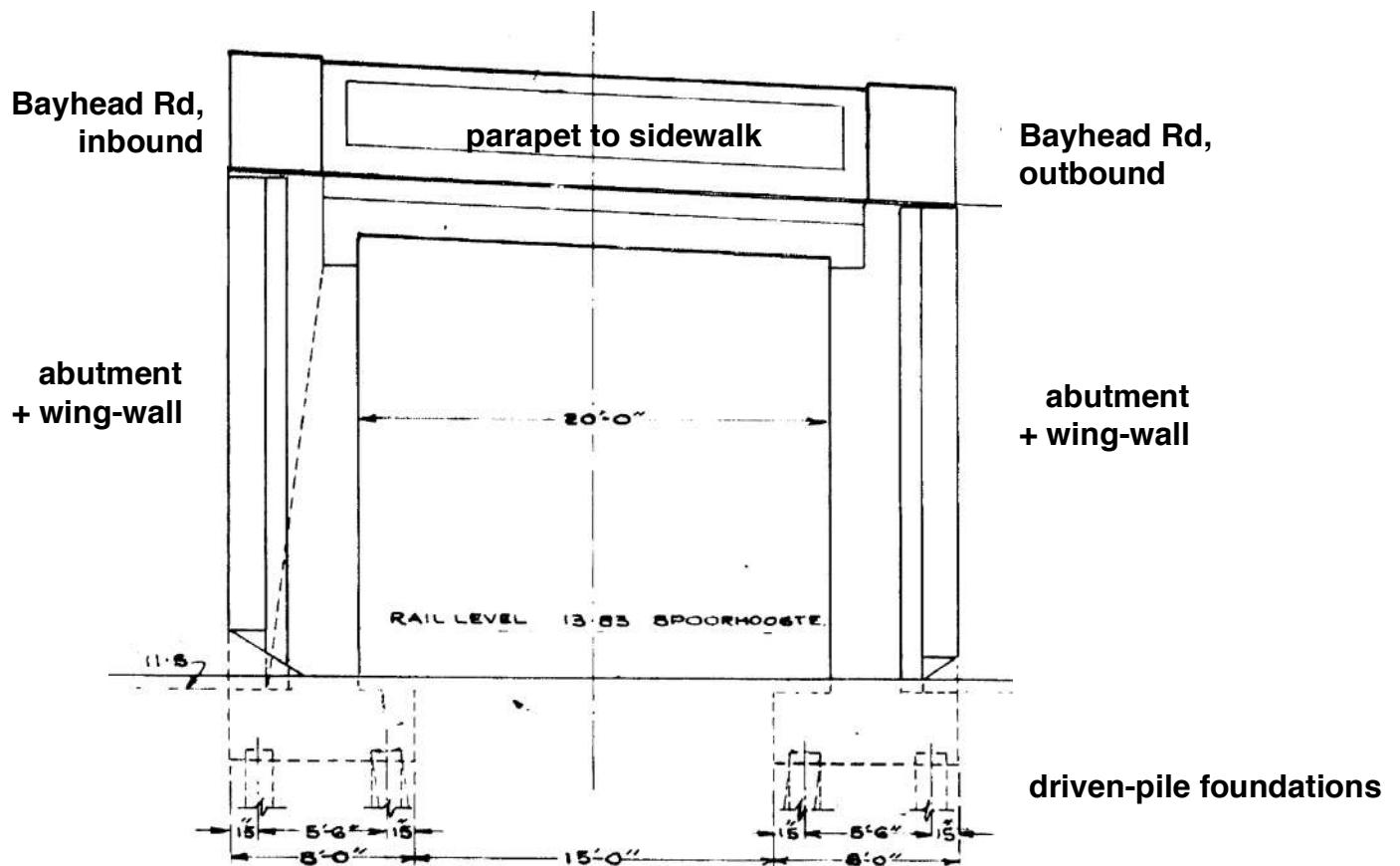


Fig. 13. SOUTH ELEVATION: Railway Tunnel to Bridge B/2/5, 1952.

High quality workmanship and material specification has resulted in the tunnel weathering well over time. 'Age-defects' are noted in Figs.14+15, below.



Figs. 14+15. Views of railway tunnel to Bridge B/2/5, 2026.

Note: Fig. 14, Tunnel southside: steel tie rods to structural cracks, both sides of tunnel centre.
Fig. 15, Severe concrete spalling to sidewalk parapet.

The railway tunnel IS to be considered for protection under s.37 of the NHR ACT.

05. Identification of Architectural resources cont.

08-09. Bayhead Rd inbound (to harbour).

The 'overhead' section of Bayhead Rd straddles the M4 motorway and the multiple electrified lines with gantries within the railway reserve. It is a two-way three-lane carriageway with a low non-mountable median-kerb barrier, intersecting South Coast Rd at the fourway traffic lights.

Pedestrian sidewalks on both sides of the roadworks are dilapidated, with galv.steel *Armcor* crash rails and precast concrete *New Jersey* safety barricades lining the sides.

This portion of the intersection was constructed, and is managed by, the city of Durban (today's ETA). It was built in 1987 and is the newest part of the intersection seen in *Fig. 12*. Before its construction, the intersection was a 'three-legged' T-junction.

In 2000, Portnet undertook further construction upgrades to the carriageway. These drawings can be seen in ANNEXURE 4.

The road is NOT to be considered for protection under *s.37 of the NHR ACT*.

10-11. Bayhead Rd outbound (from harbour).

The construction date of the inclined approach carriageway up to the intersection is presumed to be in 1952 when the railway tunnel was built. This formed a T-junction with South Coast Rd.

The railway tunnel lies below the concrete carriageway of Bridge B/2/5, cutting through the earthworks of the approach ramp. See green highlight in *Fig. 12*.

This section of road is not aligned with the inbound section described in item 08-09, above.

The sidewalk and fencing to the east (harbour side) are dilapidated and unsafe for pedestrians. The road verge to the west has no sidewalk.

The road is NOT to be considered for protection under *s.37 of the NHR ACT*.

12-13. South Coast Rd.

Construction of the two-lane carriageway ramp over the railway tunnel presumably dates from 1952 when the railway tunnel was built. Its description is similar to item 11-12, above.

The road is NOT to be considered for protection under *s.37 of the NHR ACT*.

014-15. Crabtree Rd.

South Coast Rd becomes Crabtree Rd beyond the intersection seen in *Fig. 12*, with a similar description as for item 12-13, above.

The road is NOT to be considered for protection under *s.37 of the NHR ACT*.

06. Urban Setting and Adjoining Properties.



Fig. 16. Bayhead Rd and its neighbourhood, 500m radius. 2026.

Bayhead Rd, when considered as a precinct, has three dominant land-uses:

1. the port,
2. surrounding warehousing+logistics,
3. transport+communications.

Urbanistically, even are large or 'coarse-grained' and of industrial scale to accommodate these land-uses. It is a vehicle dominant zone with limited provision for foot traffic. Despite the natural origins of early settlement, and the city's ongoing reliance on the bay for stormwater discharge, the port suffers as a zone of ecological degradation.

1. The port of Durban is a fenced-off zone with restricted public access. It is a 'working port', with a limited offering of recreational facilities. The Bayhead area is dominated by cargo, rail, and trucking facilities.

2. In the Bayhead area, warehousing and logistics premises are often constructed on zero-lot lines, with guardhouses at single access points along a vast sheer face of vertical, warehouse walls, or else entry is across an expanse of asphalted vehicle parking. These are the natural attributes of optimised utilitarian structures, taking, not giving, anything of humanistic or visual interest back to their streetscapes.

3. Trucks and rail consume the largest proportion of land at Bayhead. Historically, this has been the case. But much of this land is vacant, poorly or irregularly used, and polluted. Irregular truck camps and intense traffic congestion are persistent features in the urban landscape, having a footprint far-beyond the neighbourhood indicated here.

See Figs. 17-22 overleaf, for street views and neighbouring structures.

06. Urban Setting and Adjoining Properties, cont.



Fig.17. Pedestrians + Trucks along Bayhead Rd, outbound. 2026.



Fig.18. Portnet, Graving Dock. 2026.



Fig.19. OilCo Fuels Storage, South Coast Rd. 2026.



Fig.20. Logistics depot, Crabtree Rd, Maydon Wharf. 2026.



Fig.21. Warehousing, Chester Meats, Watford Rd. 2026.



Fig.22. Umar Motors + Parts, Bayhead Rd, outbound. 2026.

07. Project Proposal for Bayhead Rd Bridge B/2/5, Maydon Wharf.

It is proposed to lengthen the existing railway tunnel at the north (Durban) side only, to receive an additional vehicle lane overhead on Bayhead Rd. The south (Rossburgh) side of the tunnel is unaffected.

Fig.23, below, indicates the existing tunnel through Bayhead Rd, as built in 1952.

Fig.24, below, indicates the proposed widening of Bayhead Rd by 3.5m.

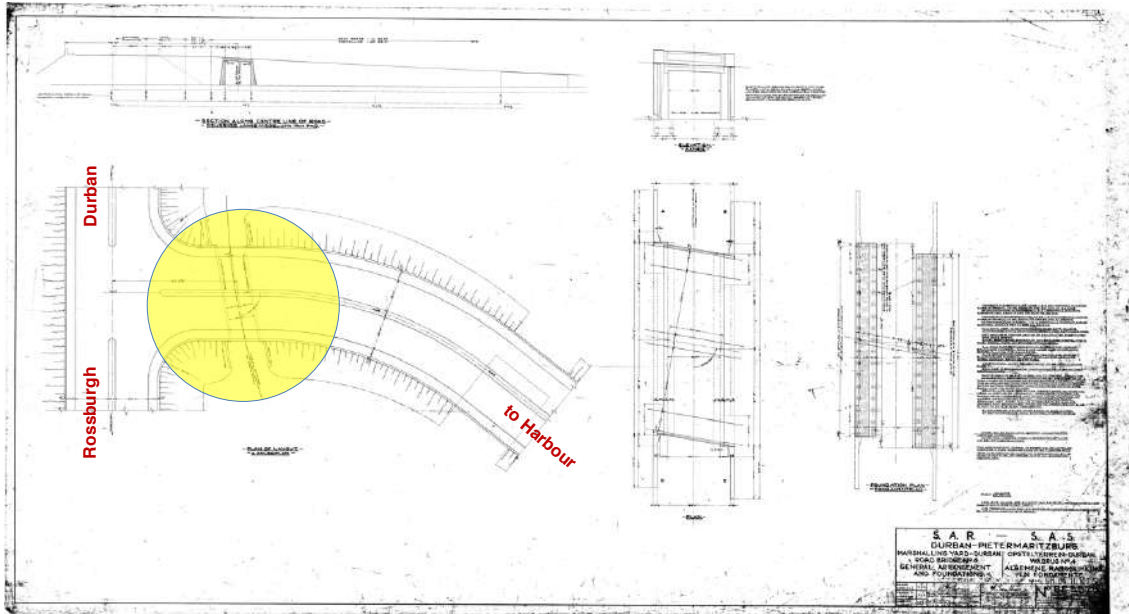


Fig.23. EXISTING PLANS: SAR Road Bridge No.4 Marshalling Yard, Durban. 1952.

Note: Railway tunnel Plan through Bayhead Rd earthen ramp incline, in yellow circle.
Bayhead Rd earthen ramp incline with tunnel cut seen in top left of sheet.

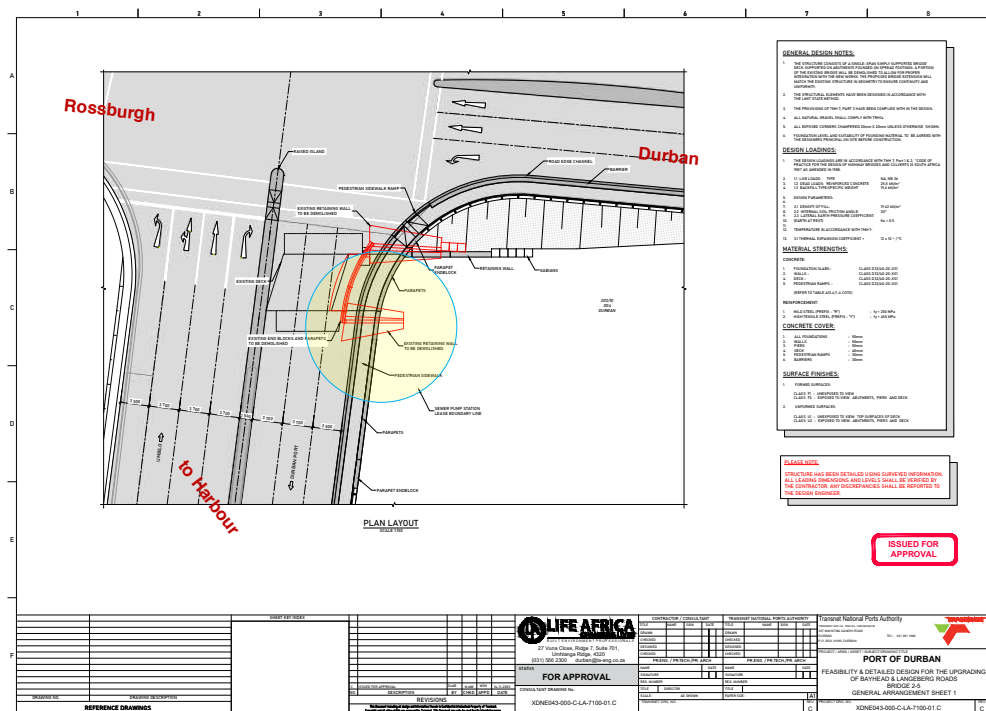


Fig.24. PROPOSED PLAN Bridge B /2/5 Bayhead Rd, Durban. 2026.

Note: Yellow circle with 3.5m railway tunnel extension to existing, shown in red.
Vehicle lanes are increased to seven in total.

07. Project Proposal, cont.

The proposed lengthening of the tunnel requires demolition of the existing reinforced concrete parapet along Bayhead Rd and demolition of the reinforced concrete retaining wingwalls to both sides of the tunnel opening. The existing reinforced concrete deck slab, supporting the Bayhead Rd carriageway above, and the side abutment walls, are to remain.

The single branch rail line is unaffected.

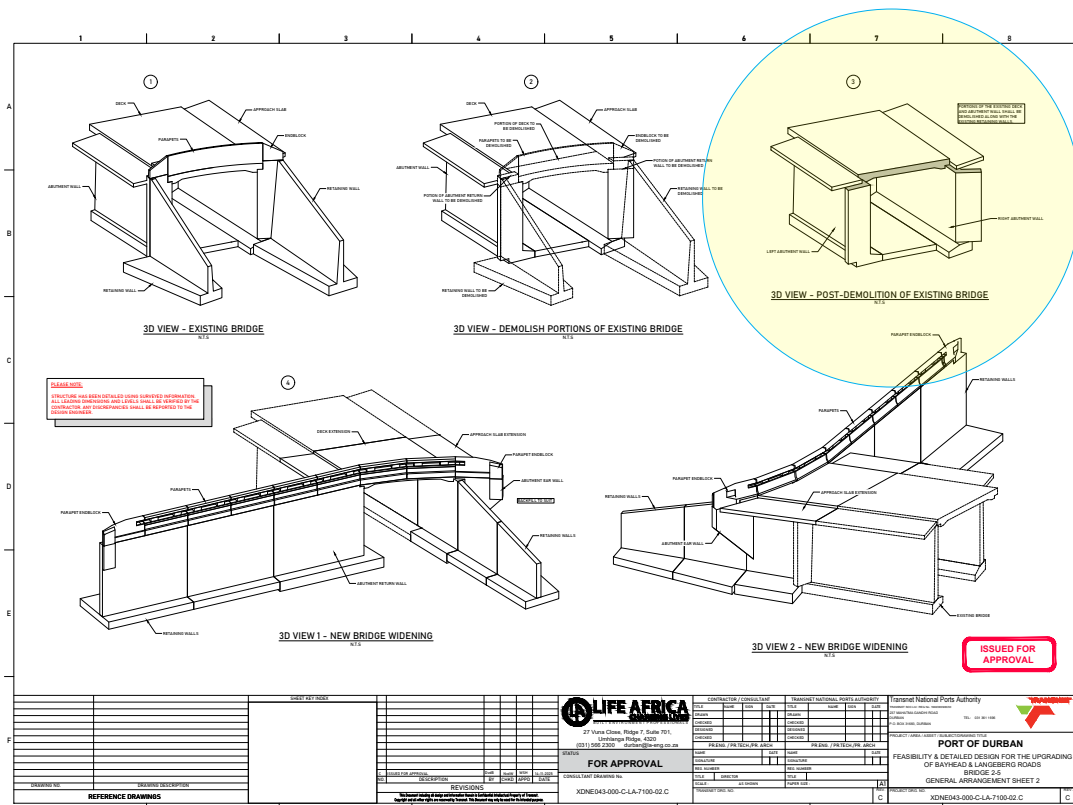


Fig.25. 3D VIEWS: Bridge B /2/5 Bayhead Rd, Durban.2026

Note: Diagram 3 shows portions of existing bridge to remain, seen in yellow circle.
Diagram 1 indicates tunnel before removal of parapet wall and side wing walls.

08. Tabulation and Report Recommendation.

IDENTIFICATION & ASSESSMENT of heritage resources:			
key ref.	item	description	conservation-worth rating
01.	Maydon Wharf Railway branch line.	- single track, 1065mm wide Cape Gauge, non-electric line. -precast conc. sleepers. - line unused, but intact, with rail ballast overgrown by vegetation.	- low.
02.	Eastside railway tunnel, opening.	- reinforced concrete, single-span simply-supported bridge + abutments on driven pile foundations.	- low.
03.	Eastside railway tunnel, sidewalk parapet.	- reinforced concrete, off-shutter finish with chamfered edges.	
04.	Eastside railway tunnel, retaining "wing-walls".	- reinforced concrete, off-shutter finish.	
05.	Westside railway tunnel, opening.	- reinforced concrete, single-span simply-supported bridge + abutments on pile foundations.	- low.
06.	Westside railway tunnel, sidewalk parapet.	- reinforced concrete, off-shutter finish with chamfered edges.	
07.	Westside railway tunnel, retaining "wing-walls"	- reinforced concrete, off-shutter finish with chamfered edges.	
08.	Bayhead Rd -inbound vehicle lanes.	- asphalt surface on overhead concrete decking.	- none, Non-Conser- -vation Worth (NCW).
09.	ditto above, sidewalk.	- concrete paving slabs on ditto above, with Armcor guardrailing and concrete parapet.	
10.	Bayhead Rd -outbound vehicle lanes.	- asphalt surfacing on built-up earthen ramp.	- none, Non-Conser- -vation Worth (NCW).
11.	ditto above, sidewalk.	- concrete paving slabs on ditto above, with Armcor guardrailing.	
12.	South Coast Rd - inbound vehicle lanes.	- asphalt surfacing on built-up earthen ramp.	- none, Non-Conser- -vation Worth (NCW).
13.	ditto above, sidewalk.	- concrete paving slabs on ditto above, with Armcor guardrailing and concrete parapet.	
14.	Crabtree Rd-outbound vehicle lanes.	- asphalt surfacing on built-up earthen ramp.	- none, Non-Conser- -vation Worth (NCW).
15.	ditto above, sidewalk.	- nil.	

08. Tabulation and Report Recommendation cont.

Report Recommendation.

This report has assessed the proposal to lengthen the railway tunnel at Bayhead Rd. Bridge B /2/5 and concludes that the partial demolitions indicated in the drawings by *LA Consulting Engineers (Pty) Ltd* be allowed. In particular, the concrete work to the north sidewalk parapet is severely degraded and requires attention.

Provision must be made to ensure the existing branch railway line to Maydon Wharf remains intact and is not damaged by the construction work.

AMAFA CORRESPONDENCE

**HERITAGE IDENTIFICATION, MANAGEMENT & PROTECTION**

Enquiries: Philani Ndabezitha

Email: philani.ndabezitha@amafainstitute.org.za

Tel: 033 394 6543

Date: Tuesday, 14 April, 2026

CaseID: 27822

Ref No.: SAH25/27822 & 25/599

Proposed Additions and Alterations on Upgrading and Widening of Bayhead Road Bridge to South Coast Road Junction, & 25/596, Durban**PermitID: 5319 REF: SAH25/27822 & 25/599****Issued under section 37 of the KwaZulu-Natal Amafa and Research Institute Act (No 5 of 2018) the KwaZulu Natal Amafa and Research Institute Act (Act 05 of 2018)**

Mpumi Dweba-Kwetana c/o Transnet S.O.C. Limited
237 Mahatma Gandhi Road,
Point,
Durban, 4001

Erf/lot/farm no: SAR No.1 of durban bay

Proposed Upgrading and Widening of Bayhead Road Bridge on Erf SAR No.1 of Durban Bay to South Coast Road Junction, Durban, eThekweni, KwaZulu-Natal, drawing no., 24KR-02-B/2/5-001, 24KR-02-B/2/5-002, XDNE043-000-C-LA-7100-01.C, XDNE043-000-C-LA-7100-02.C, XDNE043-000-C-LA-7100-03.C, XDNE043-000-C-GA-7100-01.C .

Grade: Not Conservation Worthy**This permit is issued in accordance with Drawings:**

Drawing No.: 24KR-02-B/2/5-001, 24KR-02-B/2/5-002, XDNE043-000-C-LA-7100-01.C, XDNE043-000-C-LA-7100-02.C, XDNE043-000-C-LA-7100-03.C, XDNE043-000-C-GA-7100-01.C

.Dated: 17 November 2025**Drawn By:** M.N. – Life Africa Changing Lives**Conditions: This permit is issued subject to the following conditions:-**

1. That in the event of any contemplated deviation the prior **written approval** of Kwa-Zulu Natal Amafa and Research Institute must be obtained;
 1. In such event, a **written motivation** in support of such deviation must be submitted to Kwa-Zulu Natal Amafa and Research Institute for consideration and;
 2. The Kwa-Zulu Natal Amafa and Research Institute has the right to inspect the site at any time;
 3. Where necessary monthly reports are to be submitted to Kwa-Zulu Natal Amafa and

195 Langalibalele St, Pietermaritzburg, 3201
033 394 6543
www.amafainstitute.org.za



**HERITAGE IDENTIFICATION, MANAGEMENT & PROTECTION**

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Proposed Additions and Alterations on Upgrading and Widening of Bayhead Road Bridge to South Coast Road Junction, & 25/596, Durban

- Research Institute on the work being conducted and the findings;
4. A final report on the work conducted and the findings must be submitted to Kwa-Zulu Natal Amafa and Research Institute not later than thirty (30) days from the date of expiration of this permit, extensions are negotiable;
 5. Kwa-Zulu Natal Amafa and Research Institute shall not be liable for any loss, damage or injuries to any person/s or property caused by any of the activities conducted by the applicant;
 6. All archaeological and paleontological Material become, on discovery, the property of the Province of Kwa-Zulu Natal and must be lodged at the repository of Kwa-Zulu Natal Amafa and Research Institute.
 7. It is the responsibility of the Applicant to ensure that artefacts are preserved in its original state while in his/her possession;
 8. The Applicant shall be liable for any damage or destruction caused at any site or to any artefact.
 9. **FAILURE TO COMPLY WITH THESE CONDITIONS WILL RENDER ANY ACTIVITY CONDUCTED UNLAWFUL, AND KWAZULU NATAL AMAFA AND RESEARCH INSTITUTE RESERVES THE RIGHT TO CANCEL THIS PERMIT AND TO INSTITUTE CRIMINAL AND/OR CIVIL ACTION AGAINST THE PERSON/S RESPONSIBLE.**
 10. The issuing of this permit does not exempt the Applicant from compliance with any other law, where applicable

This permit is valid from 14/04/2026 to 14/04/2029 and **IS NOT TRANSFERRABLE**



Philani Ndabezitha
Senior Heritage Officer

195 Langalibalele St, Pietermaritzburg, 3201
033 394 6543
www.amafainstitute.org.za

  
@KZNAMAFA



HERITAGE IDENTIFICATION, MANAGEMENT & PROTECTION

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Proposed Additions and Alterations on Upgrading and Widening of Bayhead Road Bridge to South Coast Road Junction, & 25/596, Durban

KwaZulu-Natal Amafa and Research Institute

Please note that this permit may be suspended should an appeal against the decisions be received by the KwaZulu-Natal Amafa and Research Institute within 14 days from the date of the permit. The KwaZulu-Natal Amafa and Research Institute may not be held responsible for any costs or losses incurred in the event of the suspension or retraction of this permit.

ADMIN:

Direct URL to case: <https://sahris.org.za/391481>

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www.amafainstitute.org.za



SPECIALIST DECLARATIONS



forestry, fisheries & the environment

Department:
Forestry, Fisheries and the Environment
REPUBLIC OF SOUTH AFRICA

Private Bag X447, Pretoria, 0001, Environment House, 473 Steve Biko Road, Pretoria, 0002 Tel: +27 12 399 9000, Fax: +27 86 625 1042

SPECIALIST DECLARATION FORM – AUGUST 2023

Specialist Declaration form for assessments undertaken for application for authorisation in terms of the National Environmental Management Act, Act No. 107 of 1998, as amended and the Environmental Impact Assessment (EIA) Regulations, 2014, as amended (the Regulations)

REPORT TITLE

Click or tap here to enter text.

Kindly note the following:

1. This form must always be used for assessment that are in support of applications that must be subjected to Basic Assessment or Scoping & Environmental Impact Reporting, where this Department is the Competent Authority.
2. This form is current as of August 2023. It is the responsibility of the Applicant / Environmental Assessment Practitioner (EAP) to ascertain whether subsequent versions of the form have been published or produced by the Competent Authority. The latest available Departmental templates are available at <https://www.dffe.gov.za/documents/forms>.
3. An electronic copy of the signed declaration form must be appended to all Draft and Final Reports submitted to the department for consideration.
4. The specialist must be aware of and comply with 'the Procedures for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the act, when applying for environmental authorisation - GN 320/2020', where applicable.

1. SPECIALIST INFORMATION

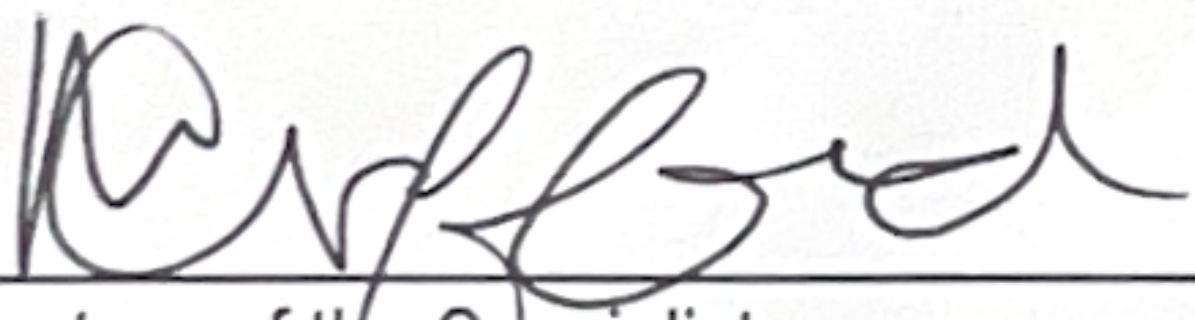
Title of Specialist Assessment	Heritage Impact Assessment
Specialist Company Name	CTS Heritage
Specialist Name	Mabeth Crafford
Specialist Identity Number	9609250131082
Specialist Qualifications:	BA Archaeology BA Hons Applied Language Studies
Professional affiliation/registration:	ASAPA
Physical address:	Unit 5 off Rectory Lane, 112 St Georges Street, Simon's Town, 7975
Postal address:	Unit 5 off Rectory Lane, 112 St Georges Street, Simon's Town, 7975
Telephone:	+27 (0)87 550 1516
Cell phone	+27 (0)60 518 9027
E-mail	mabeth.crafford@ctsheritage.com

SPECIALIST DECLARATION FORM – AUGUST 2023

2. DECLARATION BY THE SPECIALIST

I, Mabeth Crafford, declare that –

- I act as the independent specialist in this application;
- I am aware of the procedures and requirements for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the National Environmental Management Act (NEMA), 1998, as amended, when applying for environmental authorisation which were promulgated in Government Notice No. 320 of 20 March 2020 (i.e. "the Protocols") and in Government Notice No. 1150 of 30 October 2020.
- I will perform the work relating to the application in an objective manner, even if this 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 the specialist report relevant to this application, including knowledge of the Act, Regulations and any guidelines that have relevance to the proposed activity;
- I will comply with the Act, Regulations and all other applicable legislation;
- 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 –
 - o any decision to be taken with respect to the application by the competent authority; and;
 - o the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority;
- All the particulars furnished by me in this form are true and correct; and
- I realise that a false declaration is an offence in terms of Regulation 48 and is punishable in terms of section 24F of the NEMA Act.



Signature of the Specialist

CTS Heritage

Name of Company:

18/11/2025

Date

SPECIALIST DECLARATION FORM – AUGUST 2023

3. UNDERTAKING UNDER OATH/ AFFIRMATION

I, Mabeth Crafford, swear under oath / affirm that all the information submitted or to be submitted for the purposes of this application is true and correct.

Mabeth Crafford
Signature of the Specialist

CTS Heritage

Name of Company

18 November 2025

Date

72028057
Gibi CST
Signature of the Commissioner of Oaths

18 NOVEMBER 2025
Date





forestry, fisheries & the environment

Department:
Forestry, Fisheries and the Environment
REPUBLIC OF SOUTH AFRICA

Private Bag X447, Pretoria, 0001, Environment House, 473 Steve Biko Road, Pretoria, 0002 Tel: +27 12 399 9000, Fax: +27 86 625 1042

SPECIALIST DECLARATION FORM – AUGUST 2023

Specialist Declaration form for assessments undertaken for application for authorisation in terms of the National Environmental Management Act, Act No. 107 of 1998, as amended and the Environmental Impact Assessment (EIA) Regulations, 2014, as amended (the Regulations)

REPORT TITLE

BAYHEAD ROAD HERITAGE SIGNIFICANCE REPORT – BRIDGE B/2/5

Kindly note the following:

1. This form must always be used for assessment that are in support of applications that must be subjected to Basic Assessment or Scoping & Environmental Impact Reporting, where this Department is the Competent Authority.
2. This form is current as of August 2023. It is the responsibility of the Applicant / Environmental Assessment Practitioner (EAP) to ascertain whether subsequent versions of the form have been published or produced by the Competent Authority. The latest available Departmental templates are available at <https://www.dffe.gov.za/documents/forms>.
3. An electronic copy of the signed declaration form must be appended to all Draft and Final Reports submitted to the department for consideration.
4. The specialist must be aware of and comply with 'the Procedures for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the act, when applying for environmental authorisation - GN 320/2020', where applicable.

1. SPECIALIST INFORMATION

Title of Specialist Assessment	Heritage Statement
Specialist Company Name	Kirk White, Architect
Specialist Name	Kirk White
Specialist Identity Number	5607325124088
Specialist Qualifications:	B. Architecture
Professional affiliation/registration:	SACAP pr5687
Physical address:	15 Berriedale Road, Overport
Postal address:	Same as above
Postal address	Same as above
Telephone	031 207 3298
Cell phone	073 855 8145
E-mail	kirkwhite@eastcoast.co.za

SPECIALIST DECLARATION FORM – AUGUST 2023

2. DECLARATION BY THE SPECIALIST

I, Kirk White declare that –

- I act as the independent specialist in this application;
- I am aware of the procedures and requirements for the assessment and minimum criteria for reporting on identified environmental themes in terms of sections 24(5)(a) and (h) and 44 of the National Environmental Management Act (NEMA), 1998, as amended, when applying for environmental authorisation which were promulgated in Government Notice No. 320 of 20 March 2020 (i.e. "the Protocols") and in Government Notice No. 1150 of 30 October 2020.
- I will perform the work relating to the application in an objective manner, even if this 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 the specialist report relevant to this application, including knowledge of the Act, Regulations and any guidelines that have relevance to the proposed activity;
- I will comply with the Act, Regulations and all other applicable legislation;
- 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;
- All the particulars furnished by me in this form are true and correct; and
- I realise that a false declaration is an offence in terms of Regulation 48 and is punishable in terms of section 24F of the NEMA Act.



Signature of the Specialist

Kirk White, Architect

Name of Company:

01 Apr 2026

Date

SPECIALIST DECLARATION FORM – AUGUST 2023

3. UNDERTAKING UNDER OATH/ AFFIRMATION

I, Kirk White, swear under oath / affirm that all the information submitted or to be submitted for the purposes of this application is true and correct.

K White

Signature of the Specialist

Kirk White, Architect

Name of Company

01 April 2026

Date

Govender

Click or tap here to enter text.

Signature of the Commissioner of Oaths

01 Apr 2026

Date

Govender

01/04/2026

OFFICE COMMISSIONER OF OATHS (SA)
VINOTH GOVENDER (Ms)
COMMISSIONER OF OATHS (SA)
TAX PRACTITIONER
PR - 0104285
RIDGE 7, 7th FLOOR, SUITE 701
27 VUNA CLOSE, UMHLANGA RIDGE, 4319