



BATTLEFIELDS DEVELOPMENT PLAN  
DEVELOPMENT AND MANAGEMENT PLAN

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AMAJUBA DISTRICT MUNICIPALITY

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- Appendix 3:** Meeting minutes (more to be added)
- Appendix 4:** Signage Development Plan
- Appendix 5:** AMAFA Interpretive Techniques

## **1 INTRODUCTION**

This report has been compiled based on the findings of the Status Quo Report, as well as extensive public consultation throughout the project to date. This has been supplemented by visits to the sites, one-on-one meetings with the land owners and phone calls.

This report gives both a holistic overview of the battlefields as a destination, as well as site specific development and management guidelines. The report concludes with an Implementation Plan which provides definable projects which associated timeframes for each site.

## **2 DEVELOPMENT PLAN**

### **2.1 OVERVIEW OF STATUS QUO REPORT**

The Status Quo Report identified that there were a number of Battlefield, and related sites that could be developed as potential tourism attractions within the Amajuba Municipality. The report outlined the development potential as well as historical significance of each site. This report also identified a number of issues to be resolved at each site which included mainly access, ownership and upgrading requirements. The following sites were identified as being important to include in the Development Plan:

- O'Neils Cottage
- Mount Prospect
- Lang's Nek
- Majuba Hill
- Schuinshoogte
- Newcastle Armoury
- Fort Amiel
- Bothas Pass

### **2.2 CONSULTATION WITH INTERESTED AND AFFECTED PARTIES**

A number of consultations have been undertaken with a variety of stakeholders. These stakeholders have been identified as follows:

- Amajuba District Municipality
- Newcastle Local Municipality
- Amajuba Tourism Committee
- AMAFA
- SAHRA
- Landowners and related communities for each site (See Appendix 1)

#### **2.2.1 Initial Site Visit and Presentation to Tourism Committee**

A site visit was held by SiVEST Selatile Moloi, David Rattray and David Sutcliffe to examine all

the battlefield sites and identify the pertinent issues relating to the upgrading and promotion of the Amajuba battlefields. This took place on the 30<sup>th</sup> of May 2005. SiVEST presented the Battlefields Development plan to the Amajuba Tourism Committee on the 1<sup>st</sup> of June 2005, as well as subsequent meetings.

### **2.2.2 Key Stakeholder Meetings**

Key stakeholder meetings were held in Newcastle on the 5<sup>th</sup> and 28<sup>th</sup> of July to discuss the project with the major landowners, local and district representatives, to receive their input on the project. A meeting was also held in Tshwane with the Majuba Boervolkstrust. The attendance registers for these meetings are included as Appendix 2. The minutes of the meetings are included in Appendix 3, and should be consulted for issues raised.

The Status Quo Report compiled by SiVEST Selatile Moloi was made available to all key stakeholders and landowners for their comments. All comments were incorporated into the Final Status Quo Report.

## **3 ASSUMPTIONS AND LIMITATIONS**

- While consultation has attempted to include ALL Interested and Affected Parties, we have not been able to solicit comment from some landowners and authorities for example SAHRA. We consider it vital the Amajuba District Municipality consult with SAHRA regarding the findings of this report (which has been sent to them in draft form for comment).
- This report should not be seen as the "final say" on the issue of the development of the battlefields. This report should be seen as a framework for which more detailed work can be done.
- Final negotiations with land owners and related issues could not be finalized or detailed in this report.

## **4 TOURISM**

### **4.1 CASE STUDIES FROM THE USA AND BRITAIN**

Below are two case studies from the United States of America and Britain which provide some examples of well developed and successful battlefield sites. These could provide important guidelines for the Amajuba Battlefields Development Plan.

#### **4.1.1 Chickamauga-Chattanooga Military National Park (USA)**

##### ***4.1.1.1 The History of Chattanooga and Tennessee***

Chattanooga had only 2,545 inhabitants in 1860, but its importance was out of proportion to its size. Situated where the Tennessee River passes through the Cumberland Mountains, forming gaps, it was called the "Key to East Tennessee" and "Gateway to the deep South." The possession of Chattanooga was vital to the Confederacy, and a coveted goal of the Northern armies.

Chattanooga's principal importance during the Civil War was its position as a railroad centre. Four lines radiated in the four principal directions—to the North and Middle West via Nashville, to the

western States via Memphis, to the South and southern seaboard via Atlanta, and to Richmond and the North Atlantic States via Knoxville. By 1863 both sides were aware of the great advantages of strategic railroad lines. Gen. Braxton Bragg had made skilful use of the railroads in 1862, when he suddenly shifted his army from Mississippi to Chattanooga to begin his drive across Tennessee and into Kentucky.

It took more than 25 years before any interest could be generated for the development of the Chickamauga Battlefield. However, the U.S government took action in order to facilitate the establishment of the Chickamauga and Chattanooga Battlefields attractions. The federal government set up the foundation for the establishment of National Military Park, thereby laying the foundation for the establishment of similar parks elsewhere in the United States. Congress granted the first appropriation aimed at preserving American Battlefields. The Federal Government devised some simple and inexpensive, but still effective system of laying off and marking the important battle-fields of the Civil War, so as to permanently facilitate effective investigations by military students and other visitors. This was done while participants and eye witnesses were still alive. In 1881, the society of the army of the Cumberland convened the first of what was to become an annual reunion in Chattanooga. The reunions aimed at identifying old landmarks that would aid in locating places where major fighting took place within the Chickamauga battlefield.

#### ***4.1.1.2 Day to day operations at the Chickamauga and Chattanooga National Military Park***

The park operates seven days a week throughout the year. The park has a museum and headquarters buildings within the Chickamauga Battlefield. The museum has no admission fee and operates nine hours per day. At the museum visitors get the opportunity to undertake a self-guided tour. Library facilities are also available inside the museum. Talks and guide service are given to educational and special groups on arrangement.

#### **4.1.2 Bosworth Battlefields (Britain)**

##### ***4.1.2.1 The History of Bosworth Battlefield***

The Bosworth Battlefields and Country Park are situated in Warwickshire in the Leicestershire County Council, England. The Battle of Bosworth is one of the three most important battles in English history, along with Hastings in 1066 and the Battle of Britain in 1940. Bosworth marked the end of the short-lived Plantagenet dynasty and the beginnings of Tudor England. With his death at the battle, Richard III became the last English king to die leading his troops in battle and the last king to have no known resting place. Despite its importance there are few early written accounts of the battle and, in many instances, they are contradictory. The first recording of the battle refers to it as the "Battle of Redemore."

##### ***4.1.2.2 Day to Day Operations at the Bosworth Battlefields***

The Bosworth Battlefield and Country Park features many attractions. These include a wide range of annual events that are held in commemoration of the battle, walks down a medieval street to a medieval chapel, walks down the Battle trail of Richard III, the Battlefield shop which has an array of books and gifts, and the museum which houses new displays depicting Medieval life, warfare in the Medieval period, the history of the Wars of the Roses and the birth of Tudor England.

Other attractions include an evolving battle room with a graphic re-telling of the events of August 22nd 1485 and a continuation of the debate into the location of the battle. The new displays feature alternate theories regarding the site of the battle and set out the latest archaeological

surveys, results and artefacts that were found as the Leicestershire County Council was carrying out a research programme to determine the battle location. A new film about the Battle of Bosworth, the Wars of the Roses and the lives of Richard III and Henry VII is shown at the museum. Costumed guides to talk visitors through the new exhibitions are always at hand. The park also portrays a timeline history of the Ambion Hill site covering the 5,000 years of human occupation.

#### **4.1.3 Important parallels which can apply to the Amajuba Battlefields Development Plan**

It is evident that the Chattanooga and Bosworth battlefields highlight the rich history and heritage of the United States and England. The main objective of the Battlefields Development Plan should be to preserve the country's heritage resources, preserve the character and sense of place of the battlefields as well as facilitating battlefield interpretation, archaeological research, education and community involvement in the nation's heritage. The Battlefields Development Plan should also aim to promote tourism. This will further aid dissemination of information regarding important events in the history of South Africa and may lead to similar developments elsewhere. The approach these foreign battlefields take to promoting and presenting their attractions is important in the context of the Amajuba battlefields as it may provide pointers as to how this can be done in the context of the Amajuba battlefields. It also illustrates the successful workings of such tourism initiatives.

Key points to be taken from these case studies are:

- The importance of good interpretive information
- Reasonable operating/open times
- Easy access
- On site guides
- Linkages with other sites and historical events
- Government / Municipal funding for battlefields development
- The importance of formal protection for heritage resources

## **4.2 TOURISM IN AMAJUBA**

In order to analyse the tourism potential of the Battlefield sites, how these sites fit into the greater tourism development plan of the Amajuba District Municipality and how they can be included with other battlefield sites in other areas making use of Tourism Kwazulu Natal's frameworks should be explored.

### **4.2.1 Amajuba Tourism Development Plan**

The Amajuba District Municipality Integrated Development Plan (IDP) has identified the tourism resources of the Amajuba District as one of the key potentials for economic development in the district. The resources include:

- Natural attractions such as the Ncandu and Chelmsford Reserves at the foothills of the Drakensberg,
- Historical attractions including battlefields,
- Other events, outdoor adventures, bird watching and cultural attractions.

The development of a tourism development plan is aimed at unlocking the tourism potential of the Amajuba District to the benefit of a large number of people. It is believed that tourism initiatives would be, amongst others, a vehicle which is aimed at alleviating poverty, which could impact

significantly at the local economy level through multiplier effects.

The Amajuba Tourism Development Plan seeks to develop into a reality the vision, strategies and objectives formulated as part of previous planning initiatives for the region, through the creation of facilities and the marketing of draw card attractions and activities in the district. The plan identifies shortfalls in the development of tourism in the area, lists plans to address unrealised potential, motivates effective marketing and promotion, indicates plans to improve the facilities database, identifies specific projects with cost estimates to feed into future business plans to support project implementation and identifies potential sources of funding.

The intention is that the Amajuba Tourism Development Plan will be used to guide tourism planning, promotion, management and financial decision making throughout the municipality and should also include provision for monitoring and review procedures.

#### **4.2.2 Tourism Kwazulu Natal**

Tourism Kwazulu Natal (TKZN) recognises the requirement for regional tourism organisations, particularly in the context of the four distinct tourism experiences on offer (beaches, mountains, battlefields and eco-tourism). Regional tourism organisations (RTOs) will take responsibility for the coordination of tourism marketing and product development of local authorities and community tourism organisations, and function as the interface between local authorities, community organisations and TKZN. For tourism marketing and development to be successful in the province, this realignment needs to occur as a priority.

TKZN proposes that the local publicity and tourism marketing associations should work through the seven regional council bodies (RTOs) in planning, funding and implementing their respective tourism marketing and promotional initiatives. The core roles and responsibilities of these local organisations should be to:

- Support and coordinate the branding/marketing of designated product regions
- Assist TKZN in national campaigns by providing marketable products, events and attractions for these campaigns
- Assist TKZN in international marketing by providing product information
- Promote tourism awareness in localised areas
- Provide tourism infrastructure in localised areas
- Facilitate private sector involvement in the marketing and development effort
- Support local product development
- Provide tourism information and publicity

It must be added that TKZN will also work towards a horizontal alignment with the many other provincial tourism and related institutions in both the public and private sectors. TKZN will seek to work with these bodies and to add value to each other's core competencies by entering into formal cooperation agreements with these institutions.

TKZN intends as part of the establishment of a strategic marketing framework to focus on creating and providing marketing platforms for regional and local stakeholders and the private sector through:

- Promotional campaigns (theme- and event-driven campaigns)
- Promotional brochures
- Tourism industry media campaigns
- Trade shows and consumer exhibitions
- Internet marketing and Fax-on-demand

TKZN sees its role as creating cost-effective platforms from which local and regional stakeholders can promote product-specific attractions and tourism services to specific market sectors.

As per the Amajuba Tourism Development Plan there are a number of tourism sites that are of interest. However, there is currently nothing of substance that warrants mention as being of a high enough standard to justify tourist numbers to the area.

The supply of tourism facilities including hotels, lodges, B&B's, camping sites, restaurants, tourism sites and activities are limited. Consequently the area is unable to draw good quality staff and offer any quality tourism training to local candidates.

#### **4.2.3 Current status of Tourism Development in Amajuba**

The Amajuba Tourism Development Plan needs to be put into the context of the current tourism market conditions that will have a direct on the economic sustainability of proposed tourism within the area.

There is very little, if any marketing of the region from national and provincial level. Without any detail of local marketing activities it is difficult to determine the potential size of the local market.

Although Newcastle falls on a routing to Gauteng and Northern KZN the quality of the roads is poor with large volumes of heavy vehicle transportation on routes to Gauteng. Accessibility to and from the area is limited with no real reason for visitors to travel to and through the area at present. There is limited signage, what is there is of a poor quality – this extends to road signage.

The Newcastle area has a history of violent political activity that needs to be considered from a development and a marketing point of view.

There are a few areas in northern KwaZulu-Natal that people traveling to the area would consider visiting. None are in the Amajuba District. There are the more accessible and well-known battlefields of Isandlwana, Rourkes Drift, Spioen Kop amongst others. Game Reserves of Northern KwaZulu-Natal including Hluhluwe-Mfolozi, Ithala, Mkuze, Ndumo, the Pongolopoort Biosphere and the private reserve developments are also a larger attraction. The coastal regions including Sodwana, Kosi Bay, Rocktail Bay, and the Greater St. Lucia Wetland Park are extremely popular.

There are currently no tourism routes incorporating the Amajuba District (although a route is currently being planned). This is however the single biggest development opportunity on which the area can base its tourism development plans.

From the above assessment it has become clear that the Amajuba district has several short comings with regard to tourism development and promotion. There is thus room for improvement and an ideal opportunity to develop tourism sites and thus make the district more appealing as a whole. The following recommendations aim to guide the process.

#### **4.2.4 Tourism recommendations**

The following recommendations have a single key objective - to ensure long-term economic sustainability for tourism development within the Amajuba District.

Whilst the objectives need to be set and determined, they should be part and parcel of what is happening at provincial level to ensure buy in from TKZN as well as DEAT (KwaZulu-Natal) and to ensure that development fits in with their objectives. Given the low level of tourism within the Amajuba District at present we believe it is in this arena that the role of provincial and national authorities across a number of governmental departments is critical.

Below are the key issues that need to be addressed:

#### **4.2.4.1 Infrastructure**

The road network linking Newcastle to Gauteng and KwaZulu-Natal needs to be upgraded to make it safer for travelers to consider the route as an option for traveling to the area. The Gauteng market is large enough to target as a prime region offering potential growth for the area. The road infra-structure needs to be upgraded from the turnoff close to Heidelberg through Standerton and onto Newcastle. This then needs to link into the KwaZulu-Natal road network going to the N2 as well as connecting to battlefields in the Dundee / Ladysmith area. (This national objective needs to be recognised by individual provinces – Gauteng / Mpumalanga / KZN). The development of the N11 as a possible toll road will be key in the future success of the development of the battlefield sites.

#### **4.2.4.2 Marketing**

The role of marketing is going to play a key role in creating long-term sustainable tourism development for the area. It is in this area that we propose that SA Tourism be approached before approaching the provincial tourism authorities. We have based this on the premise that the successful development of tourism product for the Amajuba District will require strategic buy-in at national level.

With such limited tourism to the area there is an opinion that domestic tourism marketing could build an 'exploration' brand for the domestic market. Most domestic tourism marketing in South Africa is based on 'the destination'; in the case of the Amajuba District we believe that the district needs to become part of an 'exploration'. The concept of developing and branding a 'tourism route' for Amajuba is one that should be explored as a means of linking Gauteng with key tourism areas in KZN via Newcastle.

Once the route concept has been accepted, based on the improvement of infra-structure and a commitment to marketing the 'route', we propose that the development of the Amajuba District Tourism Development Plan could be implemented. As things stand right now any tourism development would not succeed.

#### **4.2.4.3 Proposed New Developments**

New developments should be based on historical importance such as the 'Majuba Hill' battle site . These sites should then be linked this in with the KZN Battlefield sites.

The KwaZulu-Natal Government and the Amajuba District Municipality in collaboration with the KwaZulu-Natal Tourism Authority should be primarily responsible for promoting the planning area as a destination (i.e. generic marketing). This needs to take the form of, *inter alia*, websites, brochures, booking facilities, information offices, trade fair promotions and internet marketing.

In certain instances the private sector, Amajuba District Municipality and the KwaZulu-Natal Tourism Authority may jointly design and implement tourism marketing strategies. This approach is particularly relevant where new destinations (or relatively unknown destinations) are to be promoted (such as the proposed Midway Meander). The use of such an approach should also provide valuable capacity building opportunities for public sector tourism marketing institutions, especially where the private sector partners / investors have outstanding destination and product marketing capacity (there is little experience on the area so there would be a need to get outside assistance in this regard).

#### **4.2.4.4 Private Sector Development**

It is often the private sector that drives new tourism initiatives. This is particularly the case due to the financial risk the relevant individual is prepared to carry.

The private sector developers / operators are to assume the primary responsibility for the funding and marketing of the individual project investments. This strategy is also important in those instances where partnerships between the private sector and communities are being formed.

#### **4.2.5 Signage Development Plan**

A project to undertake a Signage Development Plan has been commissioned by the Amajuba District Municipality and is currently underway. Although the project will examine general signage improvement in the district municipality, an important component of the project will be to improve signage as the Amajuba battlefields route is established. Accordingly signage improvements have been proposed along all public access routes (national, provincial and district roads where appropriate) to the battlefields sites. At some of the sites, signage improvements will be conditional to the upgrading / development of the site.

## **5 LAND USE IMPLICATIONS**

### **5.1 INTRODUCTION**

The purpose of this section is to outline the alignment of the project with the existing planning documents and to highlight any land use implications thereof. In this section, planning policy that guides spatial development will be examined.

#### **5.1.1 Location of the battlefields (refer to Appendix 4)**

The following table gives the particulars of the sites in which the battlefields are located

<b>Farm Name</b>	<b>Property Description</b>	<b>Property Size (ha)</b>	<b>Registered Owner</b>	<b>Title Deed No.</b>
No. 3309	De Wet Stream	1239	Struweg Eva Cathrina Niekerk Andries Daniel Cornelis van Niekerk Alida van	T3237/1918 T3732/1918 T685/1921
No. 3312	Samson's Klip	1698,246	O'Neil Richard Charles B-E	T1274/1908
No. 3321	Dumfirmline	1435,721	Bergstroom Boerderye (Pty)	T14379/1979

			Ltd	
No 4309	Bothas Pass	244,99	Swanepoel Jacobus Herculus Phillipus	T54474/2000
No. 8441	Lang's Nek A	421,795	Charlestown Community Trust	T40379/2004
No. 250	Schuins Hoogte	1271,741	Bower Walter Arthur	T5666/1974
No. 3352	Roodepoort	1325,885	Brown Darrel John	T10725/1996
No. 11267	Majuba North	483,067	Majuba Boervolktrust Trustees	T2755/1998
No. 3109	Stonewall	111,725	Samuel Clifford	T26134/1981
Erf 15433	Newcastle Armoury	3678m2	Moths Monte Stanco Shellhole Newcastle	T48960/2000
No. 4702	Fort Amiel	8269,220	Newcastle Local Municipality	

### 5.1.2 The KwaZulu Natal Provincial Growth and Development Strategy

The KZN Provincial Growth and Development Strategy (PGDS) gives a spatial background to guide the development initiatives in the province. It is on the basis of this that the municipal IDP's and any spatial planning tools are developed in order to ensure that the local plans are in line with the broader provincial plans.

The KZN PGDS has identified nine objectives of the province. These include *inter alia*:

- Monarchy and richness in culture and historical symbols in KZN
- Creation of new areas for economic growth
- Sharing responsibility for social and economic growth

Although the document has not identified our study area for any championship projects, the Amajuba Battlefields Development Plan can be regarded as part of the PGDS' significant national and provincial historical sites which accordingly need to be preserved. The PGDS emphasises the need for such efforts to be consolidated between the private and the public sector.

### 5.1.3 Amajuba/Newcastle IDPs:

The Newcastle IDP includes a Spatial Framework section. The Spatial Development Framework identifies key areas of intervention in terms of spatial and economic development. The key spatial components of the document are as follows:

- The area to the north of the municipality has tourism potential. Most of the battlefield sites fall in this area that has been earmarked for recreation and tourism
- The N11 (which is identified as a primary corridor) passes through this area of tourism potential. This means that it is easily accessible to areas outside the municipality
- The SDF identifies a need for the promotion of tourism and recreation areas in order to support the LED and tourism initiatives and if possible to uplift the social status of the communities in which these are located.

Further to this the document outlines the municipal objectives in terms of spatial, economic and social development. One of the municipality's objectives is to address the historic injustices in terms of provision of safe and accessible recreation facilities and to expose communities to a variety of recreational activities and the benefits thereof. This is hoped to be achieved through encouragement and awareness of formally organised recreational facilities.

Further to this the District IDP identified the upgrade of the battlefields sites as one of the key projects which needs to be implemented as part of local economic development.

#### **5.1.4 Land Use Management:**

The Newcastle Local Municipality is in a process of finalising its land use management framework. Unlike the former town planning scheme, these incorporate the areas that fall outside of the urban areas in which most of the battlefields are located. Although the document is still in draft, it does however give reference to the management of the historical monuments and areas of cultural significance.

The following is an extract that relates to cultural and heritage sites in the Newcastle Draft LUM's document:

1. "The management of historical sites and areas of cultural significance is to be undertaken in terms of the KwaZulu-Natal Heritage Act as amended or in terms of any applicable national legislation.
2. The protection, management and development of sites of historical and cultural significance should be undertaken in terms of an overall policy supported by the Municipality and the relevant controlling authorities and if necessary in terms of specific site management plans.
3. Public facilities which are aimed at keeping sites of historical and cultural significance clean and hygienic such as ablution facilities and waste management facilities should be permitted with the authority of the Municipality after consultation with KwaZulu-Natal Heritage Authority (AMAFA)
4. Public facilities aimed at facilitating access and public enjoyment within sites of historical and cultural significance, such as parking areas, roads, viewing sites, viewing platforms, education facilities and tourism information kiosks should be permitted by means of an application to the relevant controlling authority and the Municipality.
5. Applications for the development of land for commercial purposes either within or adjacent to a site of historical or cultural significance should be considered by means of the application process stipulated by law and shall include consultation with the authority responsible for managing the site.
6. The consideration of development applications within and immediately surrounding sites of sites of historical and cultural significance should include consideration of the following issues:
  - Height
  - Space around buildings
  - Road reserve boundaries
  - Impacts on views, view-sheds and vistas,
  - Access
  - Appropriate building materials
  - Design of buildings or structures
  - The compatibility of proposed development in relation to the site of importance."

### 5.1.5 Implications for development

All development that is proposed for the Amajuba battlefields sites should be in accordance with, and should not contradict any of the above-mentioned principles, especially the land use management principles contained within the municipality's land use management framework.

## 6 BATTLEFIELDS ROUTE

### 6.1 OVERVIEW AND DEVELOPMENT CONCEPT

The development of a Battlefields Route in the Amajuba is seen as one of the most important outcomes of this report, and also of a related project, the Signage Development Plan. The development of each of the sites in isolation will be a fatal flaw in the future sustainability of these sites as tourism destinations. The formation of a coherent and realistic route that can easily be accessed by a variety of tourists, is the key for the success of these sites.

The creation of a "story" which links the site on the route, along with clear and concise interpretive material at each site, and carefully designed marketing material will be important.

The following groups of tourists have been identified as being the market for the Battlefield sites:

- Cultural heritage enthusiasts (these could be local and international)
  - These tourists may currently visit the area and visit the sites with a guide such as Dave Sutcliffe, but are more likely to only visit the more established battlefield sites such as Isandhlwana.
- FIT's (Free Independent Travellers)
  - These tourists may have not necessarily planned to visit a battlefield site (or route), but happen to be passing through from Gauteng to KZN (vice versa). These could also include day trips from the region by families living in (for example) Newcastle.
- Educational
  - These could range from university students, to scholars
- Business tourists
  - The vast majority of the tourists the area are presently business tourists as a result of the large industrial developments. This is a market which could potentially be tapped into if marketed correctly.

The above groupings should not be seen as mutually exclusive as one may have a business tourist to the area who is also a battlefields expert, or similarly, an FIT who is a battlefields expert. These groups are merely provided to guide the municipality in their marketing drive.

The Battlefields Route should be seen as an opportunity for a tourist to explore areas that he would not normally be interested in, he may choose to spend a few hours at only one site, or he may choose to spend an entire weekend visiting all the sites. Information placed at each site thus needs to be in sufficient detail to satisfy a visitor to that site only, but should also leave the visitor "hungry for more" by giving him clues as to where the "rest of the story" can be found.

While it is not vital that every site has ablutions and refreshment outlets, these facilities will be required at some of the sites where possible. These facilities have been discussed in detail under the site specific issues. As a general comment, these facilities have only been proposed where existing infrastructure allows. The standards of these facilities should be of a high standard and should not detract from the sense of place of the site.

The battlefields route has been mapped in the Signage Development Plan, and is appended here as Appendix 5

The development of a brand associated with the route has been discussed with various stakeholders. Important icons associated with the area are currently the “Redcoat”, “Boer on Horseback”, “Amajuba Hill”. These icons could be further developed into a logo which could be identified with the route. The naming of the route could also be an important part of the concept. Suggested names have included “Colley’s Folley” and “Amajuba Battlefields Route”. We recommend that the latter name is less controversial, and identifies that Route the municipal area in which it falls.

## 6.2 SECONDARY BUSINESS OPPORTUNITIES

Site specific secondary opportunities are discussed later in this report. Many of the battlefield sites have the potential for refreshment outlets. However, as mentioned elsewhere in this report, the sense of place should not be altered by these facilities.

As well as refreshment outlets, arts and crafts centres are possible, especially at the key sites of Amajuba Hill, O’Neill’s Cottage and Fort Amiel.

## 6.3 LINKAGES

It is important that the Battlefields development and the Battlefields Route are not developed in isolation from other tourism attractions and initiatives in the area. There are both internal (sites within the Battlefields Route) and external linkages (other tourism attractions) that need to be considered.

### 6.3.1 External Linkages

The important external linkages to be considered are listed below:

- Links to the better established battlefields such as Isandlwana. The relatively high numbers visiting these sites are a potential source market for the Amajuba area. Existing operators in this area (for example David Rattray) have indicated they would be happy to promote the area in whatever way possible
- N3 highway, Maloti Route, possibly Midlands Meander.

### 6.3.2 Internal Linkages

These linkages relate primary to the development of a feasible Battlefields Route. It is also proposed that as well as linking the battlefield via the established road network, that other means could also be an exciting way for visitors to experience “the battlefields story”. The following are suggested:

- Use of the old railways and associated service roads. This could include a link to the railway history of the area
- Development of a hiking trail/horse trail whereby a visitor could see all the sites on horseback over a period of a couple of days with a night camping out under the stars as soldiers of the period would have done. This trail could also be used by mountain bikers. Issues of land ownership and traversing would need to be resolved prior to the establishment of this trail.

## 7 DEVELOPMENT AND MANAGEMENT PLANS

### 7.1 INTRODUCTION

Each site requires its own set of management plans which are outlined below. The development plans highlight issues that should be addressed to maximise the tourism potential of the site, as well as the ongoing management to ensure sustainability of the site.

Within the Short and Long term Management Plans the following issues are addressed:

- Engineering requirements and costs
  - The general engineering / upgrading recommendations are included as well as the costs they will incur.
- Environmental Management
  - Generic as well as site specific environmental management recommendations are included to ensure compliance with NEMA.
- Heritage Management
  - Heritage management is included to indicate which authority is responsible for monitoring the preservation of natural / cultural resources.
- Tourism Potential
  - The tourism potential is included to identify which of the engineering / upgrading activities are a priority and what the overall tourism potential of the specific site is.
- Marketing
  - Marketing is included to identify the most efficient method of advertising and promoting the battlefield sites.
- Interpretive information recommendations
  - These are included to identify the most effective method to engage tourists on a specific site, whether it be a sign board or a brochure etc.

### 7.2 GENERIC ENVIRONMENTAL MANAGEMENT FOR ALL SITES

All activities which occur on the relevant sites, whether they occur during the construction or operational phases, should be carried out in accordance with a management plan. This management plan will outline how construction / operational activities are to be undertaken to ensure environmental sustainability. The Environmental management plan for each site will contain management principles relating to the following areas:

#### 7.2.1 Construction Phase

##### 7.2.1.1 Construction traffic

Construction traffic must be routed along major or already established routes to avoid compaction of soil.

##### 7.2.1.2 Construction equipment

Any construction equipment used during the upgrading process must be in good working order to avoid contamination of soils and groundwater. All machinery (hand held & trucks and

earthmoving equipment) must be properly maintained and used within stipulated specifications.

### **7.2.1.3 Noise**

The construction phase must aim to adhere to the relevant noise regulations and limit noise to within the day only in order to reduce noise disturbance. Construction site yards, workshops, concrete batching plants, and other noisy fixed facilities should be located well away from noise sensitive areas. Once the proposed final layouts are made available by the contractor(s), the sites must be evaluated in detail and specific measures designed in to the system. As construction workers operate in a very noisy environment, it must be ensured that their working conditions comply with the requirements of the Occupational Health and Safety Act (Act No 85 of 1993). Where necessary, ear protection gear should be worn. Noise from labourers must be controlled. Noise suppression measures must be applied to all construction equipment. The contractor must take measures to discourage labourers from loitering in the area and causing noise disturbance. Where possible labour shall be transported to and from the site by the contractor or his Sub-Contractors by the contractors own transport.

### **7.2.1.4 Soils and Geology**

Care must be taken to avoid contamination of topsoils and sub soils. In cases of major excavations, care must be taken to retain vegetation to avoid soil erosion. Any fuel or hazardous substances must be stored within a sealed bunded area to avoid contamination of soils. In the case of foundations and other related developments, ready mix concrete should be preferred. Fertilisers should be used sparingly and should pesticides be required, an environmentally friendly product must be chosen. It is important that engineering input is gained to ensure that any new developments are geologically sound.

### **7.2.1.5 Stormwater/ hydrology and groundwater**

Adequate sanitary facilities must be made available for any workers on site (1 toilet for every 15 workers). As mentioned in the soils section, all fuel or hazardous substances must be stored within a sealed bunded area to avoid contamination of groundwater. Skip waste containers should be placed on site for building rubble and rubbish to avoid accumulation of litter on site. When developing additional hard surfaces, appropriate stormwater attenuation must be installed. Construction equipment must be kept in good condition to avoid contamination of groundwater and stormwater. When developing close to a drainage system or river care must be taken not to develop in the 1 in 100 year floodline (the floodline must be determined if necessary).

### **7.2.1.6 Air Pollution**

Dust is likely to be the primary air pollutant during the preparation stages of the development. Once this is complete, very little soil/sand will occur on site, as there is to be very little to no mixing of concrete on the site. Ready-mix concrete (where relevant) should be brought to the site by trucks. There will thus be very little to no dust once the site has moved through the preparation phase. Any dust that is generated can be readily mitigated through the use of water to suppress the dust. During all other stages dust control should occur when conditions are of such a nature that dust exceeds normal levels.

Construction vehicles must be kept in good working order to limit gaseous emissions. If dust becomes a problem during construction, exposed soil surfaces should be damped down. Open grass fields must be closely monitored to avoid veld fires that could result from construction

activities. Maintenance of all construction machinery/vehicles should be done in a designated area.

#### **7.2.1.7 Flora**

In the case of major construction, existing indigenous vegetation must be retained where possible. All exotic vegetation must be removed from site and the spread of exotic species occurring throughout the site should be controlled. Any plants of botanical or ecological significance must be carefully removed and relocated if these are to be disturbed by construction activities.

Possible disturbance of indigenous vegetation should to be kept to an absolute minimum and areas should be marked where no disturbance is planned.

#### **7.2.1.8 Fauna**

Cognisance must always be taken during construction of possible faunal species inhabiting a site. Any fauna that could be harmed during a construction operation must be removed to a safer location.

#### **7.2.1.9 Waste management**

Recycling and waste separation should take place on site to ensure sustainable practices during construction. All activities relating to waste management must be strictly controlled according to the environmental management plan for that site.

All waste must be kept to a minimum through appropriate use of all materials during the construction phase. Proper planning for the ordering and use of materials must occur as this has economic ramifications because of unnecessary wastage. Skip and rubbish bins must be provided for the disposal of waste. The skip and rubbish bins must be emptied on a regular basis to prevent the accumulation of waste on site. The on site supervisor must inspect the site neatness and tidiness on a regular basis to ensure no waste accumulation during the construction phase.

Soil, overburden and broken rocks that cannot be utilised on site must be removed to a registered landfill site.

#### **7.2.1.10 Visual Impact**

The sensitivity of the heritage sites should be of primary concern during the construction/rehabilitation/upgrading phase. Consideration should also be given to the fact that visitors may still be visiting the site.

#### **7.2.1.11 Human Safety (crime and fire fighting)**

There are two aspects to human safety issues that are likely to occur during the construction and operational phase; namely crime and fire fighting.

With respect to crime no construction workers will be allowed to stay on site. There will thus be no threat to the safety of surrounding area as a result of people staying temporarily on the site. Since most workers will be working during the day the risk of criminal activity coming from the workers is thus significantly reduced. Additionally security will be employed to stay on site during the night. This will serve to minimise the threat of people coming onto the construction site to steal equipment and materials.

The making of fires by construction workers should be strictly controlled / prohibited. No open fires should be allowed on site, to ensure that veld fires that would damage surrounding agricultural land are not initiated.

## **7.2.2 Operation Phase**

### **7.2.2.1 Human Safety (crime and fire fighting)**

During the operational phase a security guard should be employed on site as part of the ongoing security of the site. Additionally, in accordance with legislation, fire-fighting equipment should be deployed at regular intervals and maintained on a yearly basis to ensure full functioning.

Strong emphasis should be placed on the prevention of veld fires, as many of the sites occur in agricultural areas. Restrictions should be placed on the making of open fires by visitors, and signage should draw attention to the risk of veld fires being caused through carelessness, etc.

### **7.2.2.2 Fauna and Flora**

During the operational phase of the battlefields sites development, flora and fauna present on site should be disturbed as little as possible. Visitors to the site should be asked to keep to designated paths where possible, and prohibition should be placed on the removal of any plants / animals from the site.

### **7.2.2.3 Control of Exotic Invader Flora**

The general sensitivity of the area where the battlefields are situated can be described as high as the area is situated within the upper catchments of a number of river systems which are crucial to the hydrology of the downstream rivers. However, the main environmental problem facing the battlefields area is encroachment by exotic invader species. Apart from alteration of the water regime and soil properties, these species lead to the loss of biodiversity by displacing indigenous vegetation. The battlefields are part of the country's heritage and the presence of exotic plants in these areas will affect the aesthetic value of the battlefields (sense of place). During the site inspections, it was noted that most of these exotic plant species (especially the wattles) were found to be occurring in clusters, thereby obscuring prominent sites, and views of other nearby sites within the battlefields area.

Black wattles were found to be the dominant exotic species. These have already established viable communities and have also established a seed bank. Therefore, control of alien plant species will have to be undertaken over a longer period ( $\pm 3$  years) and in phases using appropriate guidelines. Different control measures apply for different phases of alien species control. On the basis of the prevailing conditions at the majority of the battlefields it is recommended that the control be done over various phases, and these are as follows:

- **Phase 1** – Physical and Chemical control of the established exotic plants community  
**Recommended Actions:** Cutting down the plants at the base of the stem and spaying appropriate chemical on the remaining stump so that there is no basal re-sprouting. Controlled application of fire on the seedbank (under appropriate seasonal conditions)

- **Phase 2** – Elimination of re-sprouts and the seed bank.  
**Recommended Actions:** Physical elimination of any re-sprouts from the remaining stumps and chemical spraying of the seedlings later on.
- **Phase 3** – Monitoring and elimination of any remnant alien species.  
**Recommended Actions:** Monitoring should not be restricted to the third year of control. It is recommended that monitoring be undertaken on a continuous basis; throughout the entire operational phase of the battlefields development.

It is recommended that priority be given to the control of the dominant species during the first year of control. Fire should not be applied as a control tool in areas where exotic species are interspersed with grasslands.

The control of exotic plant species should be undertaken within the context of the guidelines formulated under the Department of Water Affairs and Forestry's Working for Water Programme.

#### **7.2.2.4 Waste Management**

Tourism areas are associated with a large and constant numbers of visitors. Currently, the battlefields are not experiencing an influx of tourists, but it is envisaged that this will change once appropriate developments have been completed in the battlefields. Therefore, the influx of tourists to the battlefields is likely to lead to increased levels of domestic waste. The site inspection indicated that there is lack of waste management and sanitary facilities at almost all the battlefields. Of prime importance is the availability of ablution facilities at key sites, and rubbish bins. Littering will make the battlefields untidy and measures should be put in place to counter this.

Although it is envisaged that the development of the battlefields will incorporate ablution facilities at select sites, it is recommended that a combination or one following waste management measures be put in place to keep the battlefields tidy at all times.

- **Designation of refreshment areas** - This will ensure that waste is generated within a confined area of the battlefields. Placing waste disposal facilities (bins) at such a site will be convenient for both the people disposing off the waste and those collecting it.
- **Placement of Rubbish Bins across the Battlefields Trail** – Alternatively, placing rubbish bins at regular short intervals will ensure that people can have meals while they go site-seeing. Placing bins within a short distance of each other along the major routes within the battle fields will alleviate scattering of domestic waste all over the area. However this must be done carefully and strictly according to AMAFA guidelines to ensure that the bins do not alter the sense of place and do not have a visual impact.
- **Ongoing Management** - It will be vital that ongoing and regular clearing of the area and emptying of the bins placed on site will need to be done. This could possibly be done in association with the municipal waste management services, or possibly an arrangement could be made with the landowner. AMAFA have a waste management policy in place which ensures that litter bins are placed at each site that has interpretive facilities. These bins are then cleaned on a regular basis by AMAFA (or through a partnership arrangement) when maintenance visits are conducted. This does obviously not apply to sites which are not managed by AMAFA (such as O'Neil's Cottage and Newcastle Armoury). Where toilet facilities exist on site, responsibility for maintenance of these would lie with the public works department of the local municipality, if within the road reserve, or with the landowner if they are situated on private land. Alternatively, an

agreement could be established between these various parties.

### **7.2.2.5 Erosion Control**

By nature, the development of battlefields will require an access road to the various sites of interest within the battlefields. The construction of tarred access roads will require excavation of soil from other areas; thereby initiating soil erosion processes. Also, construction of dirt roads exposes soil to forces of erosion. It is therefore necessary to consider viable measures to counter erosion of soil.

All excavations created during road construction should be rehabilitated by either backfilling or appropriate earth moving activities in order to counter the forces of erosion, and by ensuring that these areas are reseeded. Alternatively, walking trails/footpaths should be designed to places of interest (such as graves) within the battlefields in so that it becomes unnecessary to construct roads inside battlefields area. Design of paths should be undertaken in such a way as to inhibit erosion, and measures such as the placing of woodchips or installing logs embedded across the path should be considered. It should be noted that a heritage impact assessment under the National Heritage Resources Act (25) of 1999 has to be undertaken for the the construction of a road or other similar form of linear development or barrier exceeding 300 m in length which is not within an existing footprint.

## **7.3 GENERAL MARKETING RECOMMENDATIONS**

It is important that marketing of all the battlefield sites is done holistically as part of the proposed Battlefields Route. Generic recommendations are listed below:

- Development of an Internet site
- Flyers showing a clear map of sites and routes to be distributed to all sites and tourism offices in the region, including Durban and Johannesburg which are the main source markets.
- Establishment of a Battlefields Route information centre. This could either be done at Fort Amiel, Majuba Hill or O'Neil's Cottage.
- Flyers and information booklets to be made available at other well-established sites such as those operated by David Rattray.
- Erection of a battlefields map and guide at strategic locations tourist stop-overs such as filling stations along major routes) within the Newcastle and wider Amajuba District to increase awareness and market the battlefields route.

## **7.4 INTERPRETIVE PRINCIPLES**

Based on their statutory obligations to protect heritage sites in KwaZulu Natal and to be responsible for the content of interpretation on heritage sites in the province, AMAFA have extensive experience in the principles of providing interpretation on battlefields. They have thus provided SiVEST Selatile Moloi with a document that outlines the principles of providing interpretation at battlefield sites, and the appropriate interpretive techniques to be used at the various sites discussed in this report (Appendix 5).

There are a number of interpretive principles have been raised by AMAFA relating to their statutory responsibilities as a heritage agency that should be noted in the context of short term

and long term development plans. The following principles are summarised from this document (see Appendix 5)

- A number of different types and levels of interpretation can be employed at heritage sites, according to the specific tourism potential of the site. These range from simple site markers where the site has little tourism potential, to more detailed interpretive structures such as toposcopes, site markers, interpretation boards etc where the number of visitors is likely to be higher. Where the tourism potential is much greater, and where the likelihood of vandalism is low (see below), greater levels of investment in interpretive facilities can be justified, and staffed interpretive facilities, memorials, self guided walking trails etc. can be developed.
- The degree of vandalism that is likely is an important factor in considering what level of interpretive facility should be provided at a site. The likelihood of theft of interpretive materials is proportionate to their resale / utility value. The funding authority needs to make provision for replacement of damaged / vandalised interpretive facilities when investing in these.
- It is important to note that interpretation should have a minimal impact on the site.
- Interpretation should be presented in at least 2 languages (English and Zulu), with Afrikaans included for Anglo Boer War sites.
- Interpretation should only address the key issues, and should be consistent with the region / route in which the heritage site is located.

Suitable designs for interpretive facilities such as wooden framed displays, heritage site markers and ferroconcrete rock markers have been provided by AMAFA and are included in Appendix 5

## **8 SHORT TERM MANAGEMENT PLANS**

### **8.1 SCHUINSHOOGTE**

#### **8.1.1 Overview and Development Concept**

The impressive views from this site and the relatively unspoilt surroundings make it an important site as part of the Battlefields Route. The development concept for this site essentially proposes very little development in order that that character of the area is not changed in any way. As described later in this section, the addition of more detailed interpretation could add to the tourism potential of the site.

#### **8.1.2 Upgrades and Engineering requirements**

Due to the current good access to both sites at Schuinshoogte, no engineering upgrades are required. It is not recommended that any major upgrades occur at the site as it would distract from the sense of place of the area. The only upgrades would include improved waste management facilities.

#### **8.1.3 Environmental Management**

Site specific environmental management requirements (in addition to the generic requirements) are listed below:

- Litter bins to be placed on site (preferably in the lay-bye area off the road)
- Regular clearing of these bins and any litter in the vicinity
- Regular removal of exotic invasive vegetation
- Clearing of grass along pathways to sites

#### **8.1.4 Heritage Management / Preservation**

This site is not proclaimed as a National Monument, but has general protections offered by the KZN Heritage Act. The site is therefore maintained by AMAFA. Their maintenance schedule includes a monthly inspection of the site, a quarterly maintenance visit which involves grass and brush cutting and an annual application of herbicides. These procedures need to be maintained on a regular basis.

#### **8.1.5 Tourism potential**

This site is currently the most feasible, and inexpensive to develop. The good access and lack of access issues make it a feasible to upgrade the interpretive facilities on site. It would require little effort to provide improved interpretive facilities as recommended below (section 7.1.7).

#### **8.1.6 Marketing**

The site should form part of the Battlefields Route as proposed in the Amajuba Tourism Route Signage Development Plan. This will then be marketed by the Amajuba District Municipality as part of their responsibility.

#### **8.1.7 Interpretive Information**

AMAFA have recommended that two interpretive boards should be use on the site. The format of these boards is recommended as being a unobtrusive as possible to the views in the area. We recommend either the smaller (angled) interpretation board at the road edge area, with the possibility of the “ferrocement rocks” for interpretation at the grave sites themselves.

### **8.2 MOUNT PROSPECT**

#### **8.2.1 Overview and Development Concept**

This site is not easily accessible, thus the development concept relates primarily to improving access. This is detailed below. The land owner, Dr Paul Waite, has a number of tourism beds on his land in the form of a bush camp and a chalet. The development concept involves the inclusion of these establishments through the routing of the access road to the cemetery, via the bush camps.

#### **8.2.2 Upgrades and Engineering requirements**

Although access is currently bad, the site is generally in good condition. More detailed interpretive information should be provided at the site.

##### **8.2.2.1 N11 access**

A new Type B2 Access with painted refuse island is required to the approval of the Department of Transport.

### 8.2.2.2 New Road

Within the farm property, a new Department of Transport type 7A gravel Road with associated stormwater drainage is required for a length of 2.26km terminating at a new parking area.

### 8.2.3 Costs

Action	Cost
N11 Access	R 700 000.00
New Road	R 715 000.00
Estimated Total	R 1 415 000.00

### 8.2.4 Environmental Management

In addition to the generic environmental recommendations, the following issues are specific to this site:

- Careful and selective removal of the (exotic) eucalyptus trees on site. It is recommended that not ALL the trees are removed, but rather the younger trees only. Older trees should possibly be retained as they add character to the site and allow the site to be visible from other nearby sites such as Lang's Nek. Older trees may well have been planted many decades ago, and thus may be part of the historical character of the site.
- Waste Management to be undertaken on a regular basis through the provision of bins and regular clearing of these.

### 8.2.5 Heritage Management / Preservation

AMAFA maintains the site on an ad hoc basis. Very little maintenance has taken place within the last few years. The maintenance schedule for the site includes a quarterly visit to the site to do a general inspection and brush cutting. Maintenance is also carried out by the landowner who has constructed a poor quality track to the site. Once upgrading is complete a more rigorous monitoring schedule will have to be compiled in order to avoid degradation of the site. It is very important to note that this should not be funded by AMAFA alone; the Heritage Act provides local and district municipalities with obligations to maintain heritage sites. Thus the Newcastle Local Municipality and Amajuba District Municipality should provide the bulk of the funding to upgrade the monitoring schedule at the site

### 8.2.6 Tourism potential

The site has great tourism potential, and the land owner (Dr Waite) has requested that access upgrades should include access to his "Mount Prospect Bush Camp" and the Mount (34 beds). This issue has been reflected in the costing for these upgrades. It should be noted that the Bush Camp is "on the way" to the Battlefield site (graves). The tourism potential of this site is therefore potentially enhanced in that tourists could overnight at the Bush Camp.

### 8.2.7 Marketing

The site should form part of the Battlefields Route as proposed in the Amajuba Tourism Route Signage Development Plan. This will then be marketed by the Amajuba District Municipality as part of their responsibility.

### **8.2.8 Interpretative Information**

AMAFA has recommended that a wooden-framed interpretive board detailing the history of the site and the victims, and regiments represented be placed on site. The controlled access to the site entails that vandalism is less of a threat than at other sites, and hence an interpretive board can be erected (Appendix 5)

## **8.3 O'NEILS COTTAGE**

### **8.3.1 Overview and Development Concept**

This site, while currently run down, has great potential to be a key tourism attraction to the area, and a catalyst to the development of the Battlefields Route. The development concept relates to the fact that there are structures on the site, as opposed to just a "place where a battle occurred", as is commonly the case at the other sites. The concept of a well interpreted museum with authentic furniture, as well as a permanent guide on site will maximise the potential of this site.

The landowner Dr Briscoe, has proposed that he develop a tea garden, arts and crafts shop and a nursery outlet in the vicinity of the cottage. He has proposed using the old barn on the site for the "restaurant". Significant upgrading would be required for this to be feasibly used as a restaurant. In addition, permission would need to be obtained from SAHRA. See more detail under "interpretative information".

### **8.3.2 Upgrades and Engineering requirements**

The cottage and access are in dire need of repair and upgrading. The cost of upgrading the access and the road, as well as the cottage and associated infrastructure, are outlined below.

#### **8.3.2.1 N11 Access**

A new Type B2 Access with painted refuse island is required to the approval of the Department of Transport.

#### **8.3.2.2 New Road**

Within the farm property, a new Department of Transport type 7A gravel Toad with associated stormwater drainage required for a length of 0.24km terminating in a new parking area.

#### **8.3.2.3 Restoration**

- The last restoration of the cottage was completed in 1984 by Gordon Verhoef & Krause (Building Contractors) for the Department of Public Works which also included the construction of the caretakers dwelling.
- During inspection damage and defects were recorded. The following measures are recommended as part of the restoration of the house:
  - All exposed timber to front veranda, fascia and bargeboards requires replacement
  - Varnish / painting of exposed timber to window frames, doors and door frames, roof rafters and purlins.
  - Replacement of missing / cracked glazing.
  - Metal stitching of severely cracked internal and external walls to restore structural integrity. This is achieved by raking out the mortar joint between the courses of the brickwork to a depth of 25mm and grouting in reinforced bars with a non-shrink grout.

- Repainting of corrugated iron roof covering and replacement of all roof screws.
- Redecoration internally with new wall paper and varnish to floors, ceilings, doors and windows.
- Structural damage and structurally related defects includes severely cracked walls. On the basis of observations, it is considered that this damage can be attributed to differential foundation movement. The major movement being doming of the internal wall foundations as a result of heave of the clayey subsoils beneath. The clays have heaved in response to the increase of the moisture content within the clays over a period of time. In addition, seasonal shrinkage of the clays around the perimeter of the cottage during the dry seasons has contributed to the movement. It is recommended that an impermeable barrier be established around the perimeter of the cottage to reduce the fluctuation in the moisture content of the subsoils. This can be achieved by constructing an insitu concrete apron, 1.5 metre wide around the perimeter of the cottage graded away from the walls or using paving slabs on a damp proof membrane to match the existing natural stone.

#### **8.3.2.4 Water supply**

At present, there is no water source or supply to the cottage. The proposed upgrade is to carry out a geohydrological survey to locate and drill a new production borehole equipped with electrical powered pump supplying the existing storage tank and reticulating to the cottage and any other required buildings.

#### **8.3.2.5 Electricity Supply**

An existing Eskom transformer is situated on the site boundary in the adjacent property and the proposed upgrade will include electrical reticulation to the cottage and any other required buildings.

### 8.3.3 Costs

Action	Cost
N11 Access	R 750 000.00
New Road	R 150 000.00
<b>Restoration</b>	
New Timber	R 15 000.00
Varnish / Paint timber	R 3 000.00
Glazing	R 1 000.00
Metal Stitching	R 6 000.00
Roof Painting & repairs	R 10 000.00
Redecoration	R 25 000.00
Apron	R 10 000.00
<b>Subtotal</b>	<b>R 70 000.00</b>
<b>Water Supply</b>	
Geohydrological survey	R 30 000.00
Production Borehole	R 70 000.00
Reticulation	R 50 000.00
<b>Subtotal</b>	<b>R 150 000.00</b>
Electricity	R 30 000.00
Fixtures & Fittings	R 50 000.00
<b>Subtotal</b>	<b>R 80 000.00</b>
<b>Estimated Total</b>	<b>R 1 200 000.00</b>

### 8.3.4 Environmental Management

In addition to the generic requirements, the following site specific issues should be noted:

- Removal of exotic invasive vegetation
- Possible rehabilitation with locally indigenous vegetation.
- Waste management for both litter generated from visitors, as well as a result of waste generated from the proposed tea garden and associated infrastructure.

### 8.3.5 Heritage Management / Preservation

There is currently no maintenance of the site. SAHRA (South African Heritage Resources Agency) have an occupational agreement with the owner. AMAFA currently has no access to the site but is willing to act as an agent for the site if requested to do so by SAHRA. There is currently no maintenance schedule, but AMAFA has stated that it is prepared to contribute towards maintenance. This is to be negotiated with SAHRA. This must be a priority as once the upgrading

is complete regular monitoring will need to take place to ensure the site is maintained. There is currently a staff member on site who is paid by SAHRA. The level of training of this individual is not acceptable for tourism standards and it is recommended that a suitable candidate be found. It is suggested that the existing accommodation be utilised to house this guide which means that they can permanently be on site.

### **8.3.6 Tourism potential**

This site probably has the best tourism potential of all the sites on the Battlefield Route. This is due to the fact the site is highly accessible, and has good interpretive potential. The added attraction of a tea garden, as well as an arts and crafts centre could also benefit the local community and boost tourist numbers to the cottage.

### **8.3.7 Marketing**

The site should form part of the Battlefields Route as proposed in the Amajuba Tourism Route Signage Development Plan. This will then be marketed by the Amajuba District Municipality as part of their responsibility.

### **8.3.8 Interpretive Information**

The site currently has no interpretive information, apart from a small plaque in the graveyard in the front of the cottage. The interpretive information and historical furniture has been moved from the cottage to another museum at the Majuba Commemorative Farm, but the possibility exists to get this furniture back. Recommended interpretive material is as follows:

- Authentic period furniture in each room
- Documents/paintings/drawings related to the events that took place in the cottage
- Trained guide permanently on site

## **8.4 LANG'S NEK**

### **8.4.1 Overview and Development Concept**

Lang's Nek, and its associated viewpoint on the N11 are to receive minor development upgrades, mainly related to access. The development concept is based on a short walk from a parking area near the N11, along a path which has numerous interesting interpretative information along the path as one walks to the grave sites.

### **8.4.2 Upgrading and Engineering Requirements**

This site currently has very poor and dangerous access off the N11. The main requirement is for upgrading of the access, a small parking lot and a reasonable pathway from this parking lot to the graveyards. It is also proposed that the path leads past some fortifications which can be used as attractions and points of interest along the way.

#### **8.4.2.1 N11 Access**

A new Type B2 Access with painted refuse island is required to the approval of the Department of Transport.

#### **8.4.2.2 New Road**

Within the farm property, a new Department of Transport type 7A gravel Road with associated

stormwater drainage is required for the length 0.3km terminating at a new parking area next to the cell phone mast station.

#### **8.4.2.3 New Footpath**

From the car park, a new footpath is to be constructed to the length of 1.10km to the site.

#### **8.4.3 Costs**

<b>Action</b>	<b>Cost</b>
N11 Access	R 700 000.00
New Road	R 150 000.00
New Footpath	R 140 000.00
<b>Estimated Total</b>	<b>R 990 000.00</b>

#### **8.4.4 Environmental Management**

In addition to the generic environmental management recommendations, it is suggested that the following measures be implemented:

- Clearing of all exotic invasive vegetation
- Placement of bins at strategic points along the pathway

#### **8.4.5 Heritage Management / Preservation**

There is not believed to be any overall maintenance of the site. However AMAFA has undertaken some clearing of exotic vegetation and restoration of some of the mass graves on the hillside. The maintenance includes an annual visit which entails the application of herbicide and weed control within the 58<sup>th</sup> Regiment Cemetery. The clearing of wattle within enclosure and the cutting of trees obscuring view of memorial from main road is also carried out. Weeding of the graves and paths is also carried out. Whitewashing of the memorial is also done. Newcastle Publicity also carries out some maintenance in the form of weeding, brush cutting, clearing of access paths and roads. Once upgrading is complete regular monitoring of the site must be reinstated to ensure that the site does not become degraded over time. Monitoring and upkeep of the site, as with other sites, should be co-funded by AMAFA, as well as local and district municipalities.

#### **8.4.6 Tourism potential**

This site will have greater tourism potential once the improved access, parking lot and pathway have been constructed. Currently, tourism potential is limited as permission has to be obtained from Gavin Lyle, the farm manager by prior arrangement. However, tourism potential will also be boosted should a tourism development materialise at the farm house to the north of the graveyards.

#### **8.4.7 Marketing**

The site should form part of the Battlefields Route as proposed in the Amajuba Tourism Route Signage Development Plan. This will then be marketed by the Amajuba District Municipality as part of their responsibility.

#### **8.4.8 Interpretative Information**

Very little interpretive information exists at the site presently. It is recommended that the following interpretive information is erected at the site:

The possibility of vandalism has been assessed by AMAFA as too high to warrant expensive interpretive displays at the site. As an interim measure to assess the degree of vandalism, a metal framed interpretive board with a polycarbonate cover is recommended. When access to the battlefield is improved, ferrocement 'rock' markers can be used to mark site features on the battlefield (Appendix 5).

#### **8.4.9 The Lang's Nek Viewpoint**

A viewpoint southwest of the battlefield currently exists along the N11. Before the encroachment of wattle onto the battlefield site, the viewpoint presented an ideal point to view the battlefield site. A major problem associated with the viewpoint is the access for vehicles travelling north along the N11; to access the site vehicles have to turn across the oncoming traffic on a sharp corner. Road improvements should be considered if this viewpoint is to be included within the battlefields route. In addition clearing of wattle currently obscuring the view of the battlefield site is essential if this viewpoint is to be fully utilised.

### **8.5 AMAJUBA HILL**

#### **8.5.1 Overview and Development Concept**

This site is probably one of the most important sites on the Battlefields Route. The site has very strong visual cues, and an impressive sense of place. The museum and corrugated iron house on the site, the open fields at the foot of Majuba Hill, the Hill itself and the views of Inkwelo make a lasting impression on any visitor.

The development concept for the site relates to the improvement of the aesthetics of the site. The sense of place of the site is currently negatively impacted by the diversity of more modern farming infrastructure (farmhouse and the hall for example). It is recommended that the historical portions of the area are separated from the active farm through some form of natural screening. The translocation of the JoJo tanks in the middle of the field at the foot of Majuba Hill, as well as the disguising (through either moving or screening) of the tanks on top of hill to the south of the museum is recommended. The removal of the metal crash barrier between the museum and the house will also improve the aesthetics of the site. As described later in this report, the removal of the abundant wattle will also be an important part of the development concept.

The upgrading of the pathway to the top of Majuba Hill, along with more detailed interpretive information at the top of the climb will also improve the visitors experience. The refining and reorganisation of the abundant historical artefacts in the museum will provide a more structured visitor experience. AMAFA has offered to assist the Boervolktrust in this regard (Appendix 5)

An important part of the development concept involves the repairing of the structures on the site (as described later in this section). A restaurant/coffee shop once operated for a short time a few years ago from the corrugated iron house. However due to low tourism numbers, this was unsustainable and closed down. The development concept proposes that restaurant be reopened to provide a resting place and a place of refreshment for tourists on the Battlefields Route. The entrance to the site off the district road requires some tidying and minor upgrading, with clear directions to the historical aspects of the site.

## 8.5.2 Upgrading and Engineering Requirements

The most important upgrades required at this site relate to the museums on site, the pathway to the top of Majuba Hill, and the aesthetic improvements to the general area.

### 8.5.2.1 Amajuba Hill Path

The path up Amajuba to the battlefield site is eroding and a new path is required using local stone and concrete to ensure further erosion does not take place.

On certain sections of the path, a handrail is required to assist safe passage up and down the hill especially when mist quickly covers the hill.

### 8.5.2.2 Amajuba Museum 1

Slight maintenance repairs are required to the roof to eliminate rainwater ingress at the roof screws, ridge capping and flashings.

### 8.5.2.3 Amajuba Museum 2

- Roof flashing  
Roof flashing around the chimney requires replacement due to rainwater ingress at this section.
- Metal stitching  
Metal stitching of internal and external cracked walls are required to restore structural integrity. This is achieved by raking out the mortar joint between the courses of the brickwork to a depth of 25mm and grouting in reinforcing bars with non-shrink grout.

## 8.5.3 Costs

Action	Cost
<b>Amajuba Hill Path</b>	
Path	R 140 000.00
Hand railing	R 110 000.00
<b>Subtotal</b>	<b>R 250 000.00</b>
<b>Amajuba Museum 1</b>	<b>R 10 000.00</b>
<b>Amajuba Museum 2</b>	
Roof flashing	R 3 000.00
Metal stitching	R 7 000.00
<b>Subtotal</b>	<b>R 10 000.00</b>
<b>Estimated Total</b>	<b>R 270 000.00</b>

## 8.5.4 Environmental Management

In addition to the generic environmental management recommendations, the following site specific measures are required:

- Systematic clearing of wattle

- Litter bins to be placed at strategic points around the site, and on the pathway.

### **8.5.5 Heritage Management / Preservation**

The commemorative farm is currently maintained by the Amajuba Boerevolkstrust. The trust employs a number of labourers for this purpose. AMAFA do not currently undertake any maintenance work on the site, but have offered to assist the Boerevolkstrust in compiling a management plan for the site, as the trust undertakes all of the maintenance on the site. The Boerevolkstrust have recently applied to AMAFA to carry out improvements to structures on the site. Regular monitoring of the site by AMAFA will have to take place once upgrading has been completed.

### **8.5.6 Tourism potential**

This site has good tourism potential as a result of its access and strong interpretive facilities and visual impact. There are however some aesthetic improvements that need to be made in order to maximise the tourism potential of the site. These suggestions relate to the diversity of buildings and infrastructure which are on the site which detract from the “feel” of the old museum and house on the site:

- Moving of “JoJo” water tanks in the large field
- Disguising of the “JoJo” water tanks on the hill to the south of the museum
- Screening the “new developments” from the two historical museums on site
- Improving and tidying the access to the site
- Improving the pathway to the top of Majuba Hill (see “Engineering Requirements”)
- Refining and organisation of interpretive materials at museum and house

### **8.5.7 Marketing**

The site should form part of the Battlefields Route as proposed in the Amajuba Tourism Route Signage Development Plan. This will then be marketed by the Amajuba District Municipality as part of their responsibility.

### **8.5.8 Interpretative Information**

The existing interpretive material at the museum and the corrugated iron house is very good and comprehensive. The layout and organisation of it however could be improved by an expert. It is suggested that AMAFA get involved in this respect. AMAFA has recommended that a low cost interpretive solution be used initially to upgrade interpretive information on the battlefield and commemorative farm (Appendix 5). On the battlefield, a self-guided trail using ferrocement rock markers is recommended. Leaflets available at the entrance gate could be handed out to enable visitors to complete the trail.

## **8.6 FORT AMIEL**

### **8.6.1 Overview and Development Concept**

The Fort is a well established site which is well maintained, with good interpretive information. A trained guide is also on hand during opening hours which greatly enhances the visitor experience. The access however is currently confusing, in spite of the site being well located in Newcastle.

The development concept for this site mainly involves a new access. It is proposed that the new

access is created from the point on the R34 where the Fort Amiel Cemetery signs are currently located, via the cemetery and to the Fort. It is proposed that a small parking lot is constructed on the southern side of the R34, and a simple path then constructed from the parking lot, via the cemetery, to the Fort. Interpretive information could also be provided along the path, with the impressive views of the escarpment as a backdrop.

The development of a small kiosk, or place of refreshment of some sort would encourage visitors. The partly completed “Iapa” should be finished and could be used as a venue for visitors to sit and rest. Upgrading of toilet facilities at this site may also be required depending on visitor numbers.

Another important aspect of the development concept involves the extension of the opening hours to normal working hours, and weekends. This will facilitate higher tourism numbers, and longer visits.

## **8.6.2 Engineering requirements**

### **8.6.2.1 Parking area and footpath**

The proposed upgrade is to include the construction of a new car park area adjacent to the main road (R34) together with a new footpath from the car park to the site, a distance of approximately 790 metres.

## **8.6.3 Costs**

<b>Action</b>	<b>Cost</b>
Parking area	R 125 000.00
Footpath	R 115 000.00
<b>Estimated Total</b>	<b>R 240 000.00</b>

## **8.6.4 Environmental Management**

Mitigation measures at this site mainly relate to effective waste management. This can be achieved through strategic placement of waste bins around the site. Unlike many of the other sites, this site is serviced the Local Municipality waste management services.

## **8.6.5 Heritage Management / Preservation**

The local municipality is responsible for the maintenance of this site. AMAFA is not currently responsible for any maintenance of the cemetery as access is limited by the landowner. Maintenance of the cemetery is apparently undertaken by the landowner. Once upgrading is complete, a more rigorous monitoring schedule will have to be instated to ensure upkeep of the site.

## **8.6.6 Tourism potential**

The recommended upgrades for this site will make it one of the most important sites on the route. It is recommended that this site could be an important starting/end point on the Battlefields Route. Information and pamphlets relating to the route could be displayed at this site.

### **8.6.7 Marketing**

The site should form part of the Battlefields Route as proposed in the Amajuba Tourism Route Signage Development Plan. This will then be marketed by the Amajuba District Municipality as part of their responsibility.

### **8.6.8 Interpretative Information**

Interpretive information at Fort Amiel is generally good. It is recommended that some assistance from AMAFA could improve this material to include detail on the other Battlefield sites on the route. AMAFA has recommended that as the site is staffed and is ideally placed to offer an overview of the history of conflict (especially during the First Anglo-Boer War) in the area, a wooden framed interpretive shelter be erected at the museum to offer information on all of the relevant sites (Appendix 5). This shelter should be in line with the interpretive policy of the museum.

## **8.7 BOTHA'S PASS (VIEWPOINT)**

### **8.7.1 Overview and Development Concept**

This site is not regarded as a priority, and therefore is not discussed in detail in this report. There are a number of options which could potentially be considered.

The most feasible option would be to create a viewpoint at a lay by on the R34 with a toposcope indicating other Battlefield sites in the area. An information board has been recommended at this site in the Signage Development Plan.

### **8.7.2 Engineering requirements**

Very little upgrading is required as an existing lay by will be used as the viewpoint.

### **8.7.3 Costs**

Very minor costs as envisaged on this site.

### **8.7.4 Environmental Management**

Mitigation measures at this site mainly relate to effective waste management. This can be achieved through strategic placement of waste bins around the site.

### **8.7.5 Heritage Management / Preservation**

None is required if only the lookout is to be developed.

### **8.7.6 Interpretative Information**

Owing to the limited access to the site, a wooden framed interpretive board is suggested. This would be placed at the viewpoint off the R34, as discussed above.

## 8.8 NEWCASTLE ARMOURY

### 8.8.1 Overview and Development Concept

The Armoury is a well located and easily accessible site in the centre of Newcastle. This building is currently run and maintained by the Memorial Order of the Tin Hats (MOTHs), but has been declared as a National Monument and is therefore the responsibility of SAHRA. Due to financial constraints, the building is in great need of repair. As part of the new grading system, the site may shortly revert to heritage landmark status; maintenance will then become the responsibility of the owner, the Newcastle Local Municipality, with AMAFA as the relevant heritage authority.

There is an abundance of historical material at this site, but this needs to be reorganised for easy interpretation. The site is fenced and is currently only accessible by prior arrangement. This arrangement needs to change if visitors are to be encouraged to visit the site.

As described later in this report, significant repair and maintenance work is required on the structure.

### 8.8.2 Engineering requirements

#### 8.8.2.1 Building construction

It is believed that the armoury was built in 1879 consisting of clay brickwork, plastered and painted both internally and externally.

A cellar is situated under half of the building covered with suspended timber flooring, the remainder of the ground floor being a concrete surface bed. Above the cellar half of the building is a reinforced concrete roof slab, waterproofed to allow pedestrian traffic and surrounded by parapet walls. The other half of the building, a timber staircase leads up to the mezzanine timber first floor which is covered with a pitched corrugated iron roof sheeting on exposed timber trusses.

Recently, a lean-to extension has been added to the back elevation to accommodate the kitchen, ladies and gents toilets.

#### 8.8.2.2 Inspection

The following damage and defects were noted:

- External diagonal cracking above front door
- Excessive rotting of timber posts to front veranda
- Vertical cracking to side elevation together with spalling of the brickwork
- Vertical cracking both internally and externally where the extended portion of the lean-to abuts the original building
- Horizontal crack in internal dividing wall adjacent to staircase
- Rainwater ingress through waterproofing to flat concrete roof
- Rainwater ingress through pitched corrugated iron roofing over mezzanine floor
- Vertical and diagonal cracking to parapet wall
- Information received that the cellar is extremely damp.

### **8.8.2.3 Damage to structure and causes thereof**

Structural damage and structurally related defects includes cracked walls both internally and externally together with excessive maintenance required with regards to waterproofing, external timber, electrical reticulation and decoration.

On the basis of observations, it is considered that the damage to the building can be attributed mainly to differential foundation movement caused by heave and shrinkage of the clayey subsoils due to changes in the moisture content of the subsoils.

### **8.8.2.4 Repairs and remedial measures**

- Underpinning

Underpinning comprises of provision of support to the foundations of the lean-to extension are required to prevent settlement as the clayey subsoils become desiccated and shrink.

From historical records, the depth to bedrock is in excess of 2,5 metres and therefore reinforced concrete underpinning should be carried out constructed in alternative one metre panels.

- Metal stitching

Reinforcing bars should be grouted into the walls across severely cracked portions of the walls to restore structural integrity. This is achieved by raking out the mortar between brick courses to a depth of 25mm and grouting in reinforcing bars with non-shrink grout.

- Crack repair

Minor cracks (generally less than 1mm wide) should be repaired by raking out a “vee” to a depth of 10mm and grouting with a non-shrink grout.

- Concrete apron

A concrete apron should be constructed to the side and rear elevation to shed the surface water and eliminate fluctuation in the moisture content of underlying subsoils.

- Waterproofing

The existing waterproofing membrane on the concrete roof slab should be removed and replaced with a new waterproofing membrane.

- Roof repairs

All roof screws should be replaced together with new ridge capping and side wall flashing.

- Electrical reticulation

It appears that the electrical wiring which has been added to over the years does not comply with the minimum regulations. It is therefore recommended that building be re-wired and compliance certificate issued.

- Decoration

On completion of the repairs and remedial works, repainting is required both internally and externally together with replacement of the timber veranda members.

### 8.8.3 Costs

Action	Cost
Underpinning	R 30 000.00
Metal Stitching	R 5 000.00
Crack repairs	R 2 000.00
Concrete apron	R 6 000.00
Waterproofing	R 34 000.00
Roof repairs	R 10 000.00
Electrical	R 18 000.00
Decoration	R 25 000.00
<b>Estimated Total</b>	<b>R 130 000.00</b>

It is important to note that a permit for the repair work from the AMAFA Council will be required.

### 8.8.4 Environmental Management

Litter bins should be placed outside the building for regular clearing the Local Municipality.

### 8.8.5 Heritage Management / Preservation

The site is currently maintained by the MOTHS. As the owners of the site, the MOTHS have a responsibility to maintain the site (as the building is a national monument). Recent discussions with AMAFA have confirmed that as a result of the new grading system, this site may be transferred from SAHRA to AMAFA, in which case, AMAFA will be responsible for heritage management of this site. Due to the site being a national monument, it is advisable that an authoritative body, like the AMAFA Built Environment Committee, be more involved in the monitoring of upkeep of the monument.

### 8.8.6 Tourism potential

This site is not seen as a core site on the Battlefields Route, but it contains some very interesting and important artefacts that relate directly, and indirectly to the Battlefield sites on the route. If recommendations in this report are adhered to, it is suggested that this site has significant tourism potential. The international links with other MOTH branches, especially in Britain, where MOTH numbers are growing, provides a significant tourism market.

### 8.8.7 Marketing

In addition to the marketing initiatives undertaken by the various tourism organisations, it is recommended that the international MOTH links are utilised to promote this site, and also the other sites on the Battlefields Route.

### 8.8.8 Interpretative Information

The abundance of interpretive information in the Armoury, while very interesting, is currently difficult to interpret and is not "tourist friendly". With the greater involvement of SAHRA, and their assistance in the organisation of this material, this site will be an informative and fascinating point on the Battlefields Route. AMAFA has recommended that a wooden-framed interpretive board be placed on site to offer an overview of the history of the site (Appendix 5)

## **9 LONG TERM MANAGEMENT PLANS**

### **9.1 SCHUINSHOOGTE**

#### **9.1.1 Environmental Management and Maintenance requirements**

- Regular clearing of these bins and any litter in the vicinity
- Clearing of grass along pathways to sites
- brush cutting, weeding if needed
- Maintenance and upkeep of signage.
- Regular maintenance and white washing of graves

### **9.2 MOUNT PROSPECT**

#### **9.2.1 Environmental Management and Maintenance requirements**

- General upkeep and maintenance of the access road.
- General upkeep and maintenance of gravel road to site.
- Maintenance of new parking area
  - Regular waste removal
  - Regular weeding and alien seedling removal.
- Maintenance and upkeep of signage.
- Regular grass cutting.
- Regular maintenance and white washing of graves.

### **9.3 O'NEILS COTTAGE**

#### **9.3.1 Environmental Management and Maintenance requirements**

- General upkeep and maintenance of the access road
- General upkeep and maintenance of gravel road to site
- Maintenance of new parking area
  - Regular waste removal
  - Regular weeding and alien seedling removal
- Maintenance and upkeep of signage
- General upkeep and maintenance of new wooden fittings (veranda, fascia, bargeboards)
- Regular varnishing and painting of window frames, doors, door frames, roof rafters and purlins.
- Regular and quick repair of any new cracks in walls to ensure that larger cracks do not form.
- Regular maintenance of corrugated roof
- General upkeep of internal decorating

### **9.4 LANG'S NEK**

#### **9.4.1 Environmental Management and Maintenance requirements**

- General upkeep and maintenance of the access road.
- General upkeep and maintenance of gravel road to site.

- Maintenance of new parking area
- Regular waste removal
- Regular weeding and alien seedling removal (with the use of environmentally friendly herbicides).
- Regular upkeep of the footpath leading to the site
- Regular grass cutting
- Regular maintenance and white washing of graves
- Maintenance and upkeep of signage

## 9.5 AMAJUBA HILL

### 9.5.1 Environmental Management and Maintenance requirements

- General upkeep and maintenance of the access road.
- Regular waste removal.
- Regular weeding and alien seedling removal (with the use of environmentally friendly herbicides).
- Regular upkeep of the hill footpath leading to the battlefield site.
- Regular grass cutting.
- Maintenance and upkeep of signage.
- Regular maintenance of museum roof.

## 9.6 FORT AMIEL

### 9.6.1 Environmental Management and Maintenance requirements

- Maintenance of new parking area and footpath
- Regular waste removal
- Regular weeding and alien seedling removal (with the use of environmentally friendly herbicides).
- Regular grass cutting.
- Regular maintenance and white washing of graves.
- Maintenance and upkeep of signage.

## 9.7 BOTHA'S PASS

### 9.7.1 Environmental Management and Maintenance requirements

Maintenance and upkeep of signage

- Regular waste removal
- Regular weeding and alien seedling removal (with the use of environmentally friendly herbicides).
- Regular grass cutting.

## 9.8 NEWCASTLE ARMOURY

### 9.8.1 Environmental Management and Maintenance requirements

- Regular waste removal
- Maintenance and upkeep of signage
- General upkeep and maintenance of new wooden fittings (veranda, fascia, bargeboards)
- Regular varnishing and painting of window frames, doors, door frames, roof rafters and purlins, timber posts.
- Regular and quick repair of any new cracks in walls to ensure that larger cracks do not form.
- Regular maintenance of corrugated roof
- General upkeep of internal decorating

## 10 IMPLEMENTATION PLAN

### 10.1 SUMMARY OF ESTIMATED UPGRADE COSTS AND RESPONSIBLE PARTIES

Site	Activities	Cost	Responsible Party
Schuinshoogte	<b>Engineering upgrades</b>	No cost No cost	
	<b>Environmental Management</b>		
	Waste Management	To be determined	Newcastle Local Municipality
	Site Maintenance	To be determined	AMAFA/Landowner partnership
	Heritage Management	To be determined	AMAFA
	<b>Marketing</b>	To be determined	Amajuba District Municipality/Newcastle Publicity Assoc
	<b>Interpretive Information</b>	Cost to be determined by AMAFA	AMAFA
	<b>Signage</b>	To be determined as per "Signage Development Plan"	Newcastle Local Municipality
Mount Prospect	<b>Engineering upgrades</b>	N11 Access: R700 000 New road: R715 000 Maintenance costs	N11 Access: National Roads Agency (if N11 is upgraded), otherwise Amajuba District New road: Amajuba District Municipality
	<b>Environmental Management</b>		
	Waste Management	To be determined	Newcastle Local Municipality / partnership with land owner
	Site Maintenance	To be determined	AMAFA/Landowner partnership
	Heritage Management	To be determined	AMAFA

Site	Activities	Cost	Responsible Party
	<b>Marketing</b>	To be determined	Amajuba District Municipality/Newcastle Publicity Assoc / Landowner
	<b>Interpretive Information</b>	To be determined by AMAFA	AMAFA
	<b>Signage</b>	To be determined as per "Signage Development Plan"	Newcastle Local Municipality
O'Niells Cottage	<b>Engineering upgrades</b>	N11 Access: R750 000 New road: R150 000 Cottage and services: R300 000 Maintenance costs	N11 Access: National Roads Agency (if N11 is upgraded), otherwise Amajuba District Municipality New road: Amajuba District Municipality Cottage and services: SAHRA / Amajuba District Municipality / AMAFA (pending transfer of heritage authority) / partnerships
<b>Environmental Management</b>			
	Waste Management	To be determined	Newcastle Local Municipality / partnership with land owner
	Site Maintenance	To be determined	SAHRA / AMAFA (pending transfer of heritage authority) /Landowner partnership
	Heritage Management	To be determined	SAHRA AMAFA (pending transfer of heritage authority)
	<b>Marketing</b>	To be determined	Amajuba District Municipality/Newcastle Publicity Assoc / Landowner
	<b>Interpretive Information</b>	To be determined by AMAFA	SAHRA / AMAFA (pending transfer of heritage authority)
Lang's Nek	<b>Engineering upgrades</b>	N11 Access: R700 000 New road: R150 000 New footpath: R140 000 Maintenance costs	N11 Access: National Roads Agency (if N11 is upgraded), otherwise Amajuba District Municipality New road: Amajuba District Municipality Cottage and services: Amajuba District Municipality / land owner partnerships
<b>Environmental Management</b>			
	Waste Management	To be determined	Newcastle Local Municipality / partnership with land owner
	Site Maintenance	To be determined	AMAFA /Landowner partnership
	Heritage Management	To be determined	AMAFA
	<b>Marketing</b>	To be determined	Amajuba District Municipality/Newcastle Publicity Assoc / Landowner
	<b>Interpretive Information</b>	To be determined by AMAFA	AMAFA

<b>Site</b>	<b>Activities</b>	<b>Cost</b>	<b>Responsible Party</b>
Amajuba Hill	<b>Engineering upgrades</b>	New footpath: R250 000 Museum upgrades: R20 000 Maintenance costs	New footpath: Amajuba District/partnership with land owner Museum upgrades: Amajuba District/partnership with Trust
<b>Environmental Management</b>			
	Waste Management	To be determined	Newcastle Local Municipality / partnership with land owner
	Site Maintenance	To be determined	AMAFA /Landowner partnership
	Heritage Management	To be determined	AMAFA
	<b>Marketing</b>	To be determined	Amajuba District Municipality/Newcastle Publicity Assoc / Landowner
	<b>Interpretive Information</b>	To be determined by AMAFA	AMAFA
Fort Amiel and Cemetery	<b>Engineering upgrades</b>	Parking area: R125 000 Footpath: R115 000 Maintenance costs	New footpath: Newcastle Local Municipality Parking area: Newcastle Local Municipality
<b>Environmental Management</b>			
	Waste Management	To be determined	Newcastle Local Municipality
	Site Maintenance	To be determined	Newcastle Local Municipality/AMAFA/ (landowner for cemetery only)
	Heritage Management	To be determined	Newcastle Local Municipality/AMAFA
	<b>Marketing</b>	To be determined	Amajuba District Municipality/Newcastle Publicity Assoc
	<b>Interpretive Information</b>	To be determined by AMAFA	AMAFA/Newcastle Local Municipality
Newcastle Armoury	<b>Engineering upgrades</b>	Structural repairs: R130 000 Maintenance costs	Newcastle Local Municipality/SAHRA
<b>Environmental Management</b>			
	Waste Management	To be determined	Newcastle Local Municipality
	Site Maintenance	To be determined	Newcastle Local Municipality/MOTH's/AMAFA (depending on new grading system where this site may be transferred from SAHRA to AMAFA)
	Heritage Management	To be determined	AMAFA/Newcastle Local Municipality/AMAFA (depending on new grading system where this site may be

Site	Activities	Cost	Responsible Party
			transferred from SAHRA to AMAFA)
	<b>Marketing</b>	To be determined	Amajuba District Municipality/Newcastle Publicity Assoc /MOTH's
	<b>Interpretive Information</b>	To be determined by AMAFA	AMAFA (depending on new grading system where this site may be transferred from SAHRA to AMAFA)/Newcastle Local Municipality
Botha's Pass	<b>Engineering upgrades</b>	No significant costs established as only a toposcope and interpretive board at the existing lay bye/viewpoint on the R34.	AMAFA/Amajuba District Municipality /Newcastle Local Municipality
	<b>Environmental Management</b>		
	Waste Management		Newcastle Local Municipality /
	Site Maintenance		Newcastle Local Municipality /
	Heritage Management		None is required if there is only a signboard /toposcope
	<b>Marketing</b>		Amajuba District Municipality/Newcastle Publicity Assoc / Landowner
	<b>Interpretive Information</b>		AMAFA

## 11 RECOMMENDATIONS

A number of issues have been highlighted as a result of this study, some of which cannot be resolved within the scope of the project itself. It is recommended that the issues below are addressed:

- Land ownership/management issue at O'Neil's Cottage
- Legalities of municipalities investing on private land (it is suggested that a Public Private Partnership could be used as a model for this).
- Sourcing of funding for the projects as listed above
- Detailed Site Development Plans
- Detailed engineering design
- Obtaining various permissions for development of each site

Due to the prohibitive costs of upgrading access off the N11, two suggestions are made:

- Wait for upgrading of N11 to take place as it will be likely that these accesses will be upgraded by NRA as part of this project
- Only upgrade the access roads themselves (less expensive) and do not upgrade the

accesses.

This report will need to be subject to review and subsequent consultation with key stakeholders, especially landowners / managers. The implementation plan which assigns responsibilities for various actions will also need to be consulted on.

## 11.1 PRIORITISATION OF SITES FOR DEVELOPMENT

Sites have been prioritised for development and related spending based on the following criteria:

- Historical importance/importance to Battlefields Route
- Accessibility
- Existing infrastructure
- Aesthetic appeal/sense of place
- "Readiness" for tourism

The recommended upgrades have been phased as detailed in the table below. Essentially we do not believe that it would be necessary, or wise to continue with all of the upgrades as described earlier in the report as the costs of the accesses in particular could not be seen to be financially feasible.

### 11.1.1 First Phase Development Sites

PRIORITY	SITE NAME	PHASING OF UPGRADES	REASON FOR PRIORISATION
1	Schuinshoogte	<ul style="list-style-type: none"> <li>• Interpretation boards</li> <li>• Fencing "in" the sites from the surrounding farms</li> </ul>	Easily accessible, sense of place, historical importance, low upgrade cost, readiness for tourism
2	Amajuba Hill	<ul style="list-style-type: none"> <li>• Pathway</li> <li>• Museum Upgrades, ablutions and refreshment outlet</li> <li>• Interpretation boards</li> <li>• Aesthetic upgrades (for landowners account)</li> </ul>	Refreshment and ablution "node" on battlefields route, easily accessible, sense of place, historical importance, moderate upgrade cost, readiness for tourism
3	Fort Amiel and Cemetery	<ul style="list-style-type: none"> <li>• Pathway</li> <li>• Parking area</li> <li>• Interpretation boards</li> <li>• Ablutions and refreshment outlet</li> </ul>	Refreshment and ablution "node" on battlefields route easily accessible, sense of place, historical importance, low upgrade cost, readiness for tourism
4	O'Niels Cottage	<ul style="list-style-type: none"> <li>• Cottage Upgrading</li> <li>• Access road</li> <li>• Potential secondary activities as proposed by land owner (ablutions and refreshment outlet)</li> </ul>	Refreshment and ablution "node" on battlefields route moderately accessible, sense of place, historical importance, moderate-high upgrade cost, readiness for tourism
5	Bothas Pass (viewpoint)	<ul style="list-style-type: none"> <li>• Interpretation boards</li> </ul>	Easily accessible, sense of place, moderate historical importance, very low upgrade cost, moderate readiness for tourism.

### 11.1.2 Second Phase Development Sites

PRIORITY	SITE NAME	PHASING OF UPGRADES	REASON FOR PRIORISATION
1	Lang's Nek	<ul style="list-style-type: none"> <li>• Interpretation Boards</li> <li>• Pathway</li> <li>• Parking and access of N11</li> </ul>	Moderately accessible, sense of place, historical importance, high access upgrade cost, poor readiness for tourism
2	Mount Prospect	<ul style="list-style-type: none"> <li>• Interpretation boards</li> <li>• Access road</li> <li>• Access of N11</li> </ul>	Poorly accessible, sense of place, historical importance, very high access upgrade cost, very poor readiness for tourism
3	Newcastle Amoury	<ul style="list-style-type: none"> <li>• Interpretation upgrading</li> <li>• Structural upgrading</li> </ul>	Highly accessible, sense of place, moderate historical importance, readiness for tourism

## 12 CONCLUSIONS

The Battlefields located within the Amajuba District Municipality have never reached their full tourism potential. An opportunity now exists for the District Municipality to promote these sites as part of a greater tourism initiative in the area.

The upgrades / improvements mooted in this report are vital if an Amajuba battlefields route is to be developed, and if the battlefields are going to become a viable, working component of the tourism infrastructure in northern KwaZulu-Natal. There are varying levels of costs associated with the improvements to the sites, and it will be vital to establish (through the implementation plan), how the improvements will be undertaken, and who will be responsible for carrying the costs.

Other sites were considered during the undertaking of this project which were not considered "key" to the Battlefields Route. These sites included those in the Utrecht area, as well as Hilldrop House among others. We feel that these sites should be considered for inclusion in the future as they have significant historical interest, existing interpretive facilities, and in the case of Hilldrop House, are "ready for tourism".

In order for the Amajuba Battlefields Plan to be a success, it is absolutely vital that full 'buy-in' from key stakeholders, especially landowners, municipalities and other tourism and heritage-related organisations is acquired.

The costs of upgrading the accesses of the site adjacent to the N11 are clearly prohibitive and recommendations are made earlier in the report regarding this issue.