DSPACE

https://dspace.org/

Integration of the peripheral community: defining fractured urbanism in Grahamstown

Erasmus, Marius

2014-02-20
http://hdl.handle.net10539/13895

Downloaded from a DSpace repository. https://dspace.org/

CHAPTER

02



Fig. 201

Aerial Photographs supplied by: Nation Geo-Spatial Information 1949

History

2.1 History

Although I have already touched on the history of Grahamstown in Chapter One of the study, I felt that it was important to develop a more thorough understanding of the history that shaped Grahamstown and its surrounding areas.
For the purposes of this document, the history of Grahamstown will be split into two parts. Part-1 The History of Colonial Rule between 1795 and 1900; Part-2 The History of Apartheid Restructuring between 1910 and 2012. Both of these periods amounting to just over a 100 years respectively.

2.1.1 History of Colonial Rule (Part-1)

Most of the research on the history of Grahamstown comes from two sources, Davenport's "Black Grahamstown" and "A pilot study in conservation" by Gledhill et el.
Grahamstown was named after Lt-Colonel Graham, but was established by Sir John Cradock who was the governor of the Cape Colony at the time. It was established primarily as the military headquarters of the Eastern frontier which was defined by the Great Fish River.
The site for Grahamstown was chosen in 1812 by Lt-Colonel Graham. He chose the site because of its good location on the spur of a hill between two streams. This would ensure an adequate water supply. It was formally proclaimed as Grahamstown on the 14 August 1812, not only as a military garrison but also as a civil station that was to be administered by a deputy-landdrost, under the chief landdrost at Uitenhage (Gledjill et el, 1975, p.6).
By 1815 only 33 erven had been pegged and sold on auction.

2.1.2 Some key dates: (Gledhill et el, 1975, p.6)

1824: Trade in ivory opened officially which stimulated the property market in the area.
1831: The first independent newspaper in the region was established.
1834: Population of Grahamstown estimated at 3500, the great trek took place around this time.
1856: Title deeds were given to Mfengu people in Fingo village.
1860: The military importance of Grahamstown declines due to Kei River becoming the agreed boundary of the Cape Colony.
1864: The Supreme Court for the Eastern Districts was seated in Grahamstown.
1876: Five major schools had been established in Grahamstown.
1904: Rhodes University was established on May 31.

2.1.3 Historic urban design:

Gledhill et el, mentions that much of Grahamstowns urban layout of today is thanks to the initial military influence. "Colonel Graham chose the site on the spur between two streams and ordered that Lucas Meyer's house, which was near a well, should be used as a temporary Officers Mess. The parade ground was laid out in front of the Mess, the officers took up their quarters on the north side of the parade ground while the men's huts were situated in rows on the south-west side near another spring, now under the cathedral.(Gledhill et el,1975, p.13)"







Photographs supplied by: Nation Geo-Spatial Information

Major G.F. Fraser (deputy-landdrost) and Colonel Lyster (commanding officer of the forces) chose suitable sites for the drostdy, gaol and court messengers' house. The gaol and messengers' house was placed side by side in a position parallel to the spur, near to what would later be the entrance to the Drostdy. The Drostdy was placed on the western side of the spur (roughly where the entrance to Rhodes University is currently).

The surveyor J. Knoble accepted the position of the sites set out by Fraser and Lyster. Knobel set out a line from the court messengers house and offset it by 55meters to form a wide road down the length of the spur, all the way down to the parade ground at 90 deg angle to Hill Street. The surveyor retained the officers houses, even though they were at an angle towards the north side of the parade ground, thereby creating a triangular space left open. The Cathedral would eventually be built in this position. Knobel without fully realising it, had with the decision to leave the triangular space open, created one of the most celebrated urban design pieces in South Africa, he stated the following in his report: "this method would give the Drostdy House (now arched entrance to Rhodes University) a view of the entire street, and although a triangular space would be left open, that space having the most elevated ground in its centre, might allow a very convenient situation for a church or any other public building". Lord Charles Somerset, convinced the "Society for the Propagation of the Gospel" through the Secretary of state Lord Bathurst that Grahamstown receives the 500 pounds towards a church in place of Cape Town.
The town regulations, twenty nine of them, were drawn up by Capt. Henry Somerset. By 1824 a grid iron plan had been imposed on the uneven topography of Grahamstown. " The integration of the "angled" square with the grid-iron system has given Grahamstown the kind of space frequently found in Medieval Europe. This clear, strong town image is characterised by streets **"Broad enough for a full span of oxen drawing a wagon to be turned around"** and lined with trees and buildings of limited height. (Gledhill et el, 1975, p.15)"
Before 1843 the Coloured and Hottentot communities merged and were moved from the old Cape Corp, to Lavender Valley north east of the town centre. This is typical of colonial developments as described by King (1976). At the same time attempts were made to improve the lives of the Fingo who were in those times water-carriers in Grahamstown. After the frontier wars between 1946 and 1953 the Fingo people were rewarded by agreement that they could have freehold title to land. Land lying to the east of the city bowl was allocated to the Fingo people. Other black townships would later be set out just north and east of Fingo village, setting in motion the separate development of "Native" from "Civil", that has lasted more than 150 years. This separate development has created a fracture in the Urban landscape, now central to the problem of the peripheral community.







Photographs supplied by: Nation Geo-Spatial Information

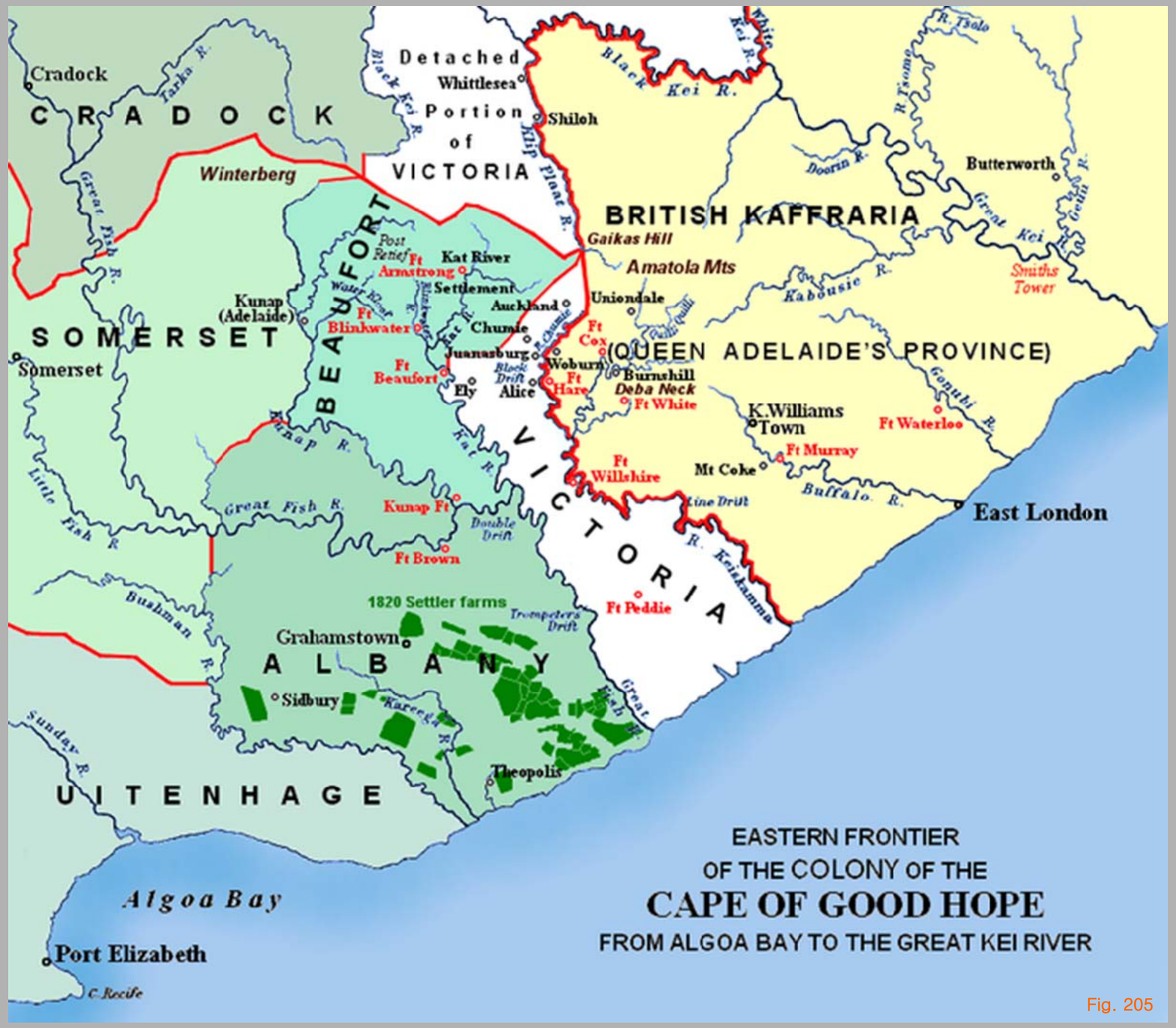
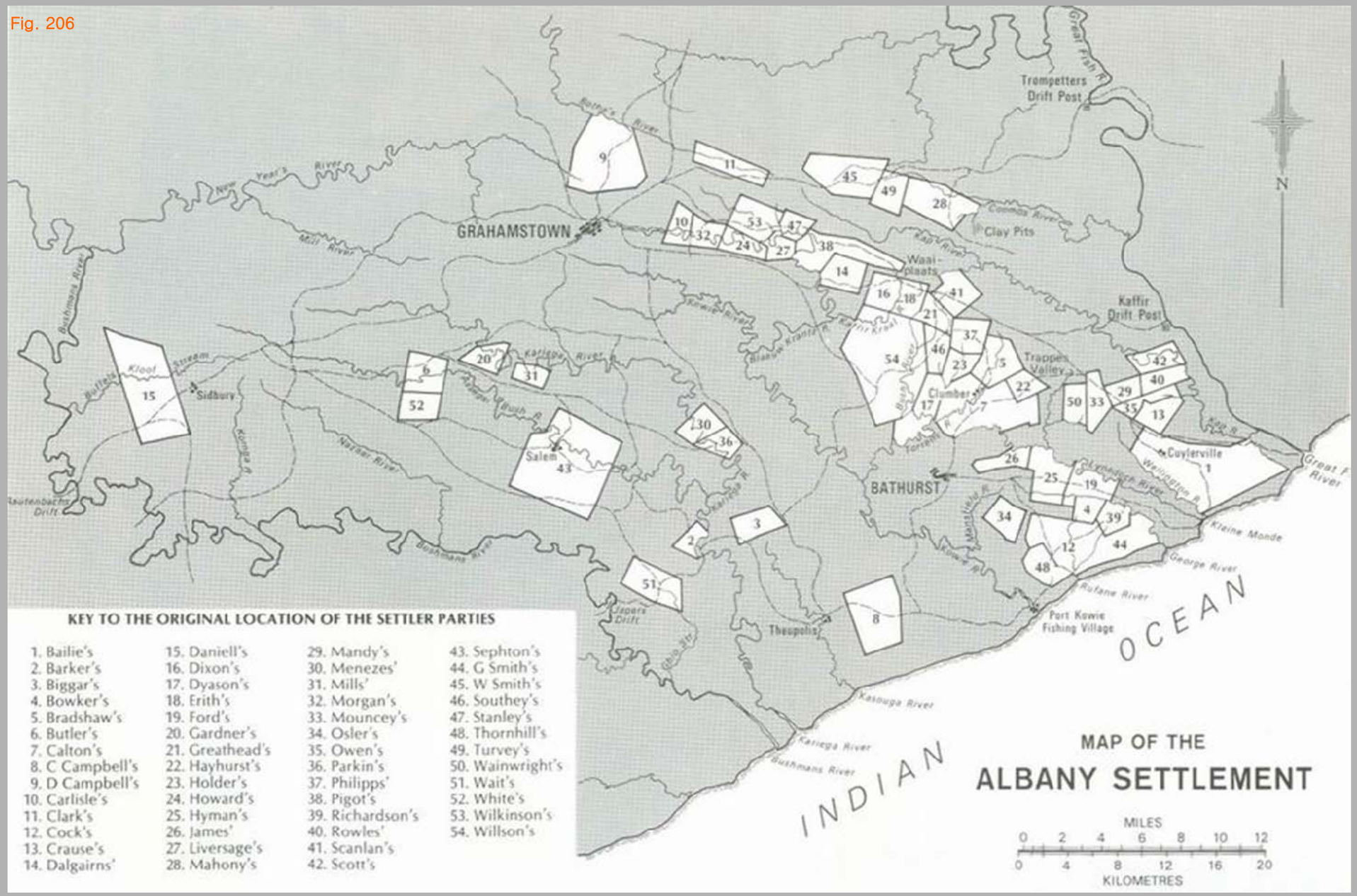


Fig. 205

Self-made. JMK 11:03, 26 December 2007 (UTC) Redrawn from source map last published in 1903. The base map may be John Arrowsmith's 1851 Eastern Frontier of the Colony of the Cape of Good Hope, (and part of Kafirland) From Algoa Bay to the Great Kei River. Arrowsmith's lithograph was redrawn and compiled chiefly from M.S. Surveys & Sketches, communicated by Lt. Col. Mitchell late Survr. Genl. of the Colony and Captn. Wm Owen

Fig. 206

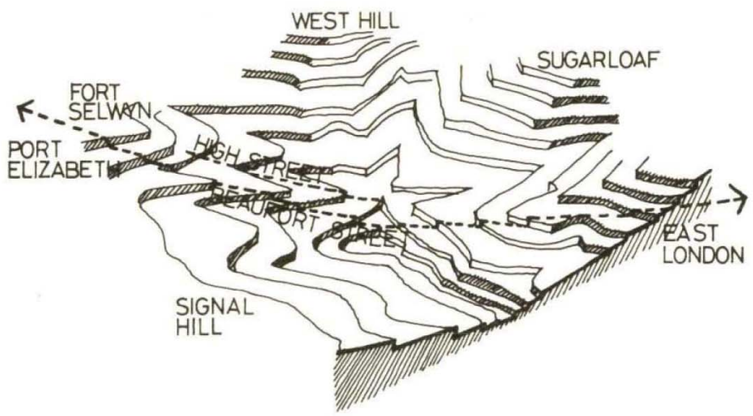


Source Unknown

map of 1820 settler parties in albany

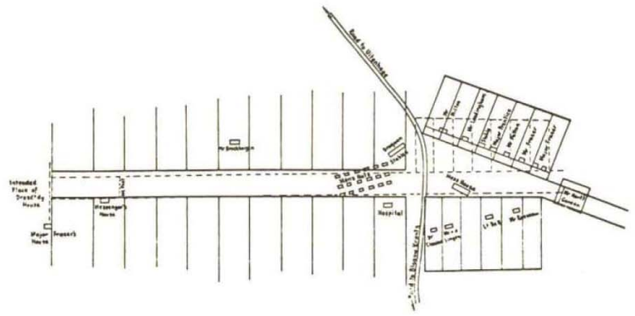
Fig. 207

Colonial development of Grahamstown



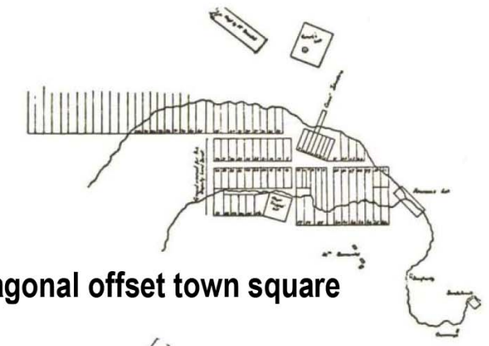
Topographical Situation

12 Grahamstown's topographical situation



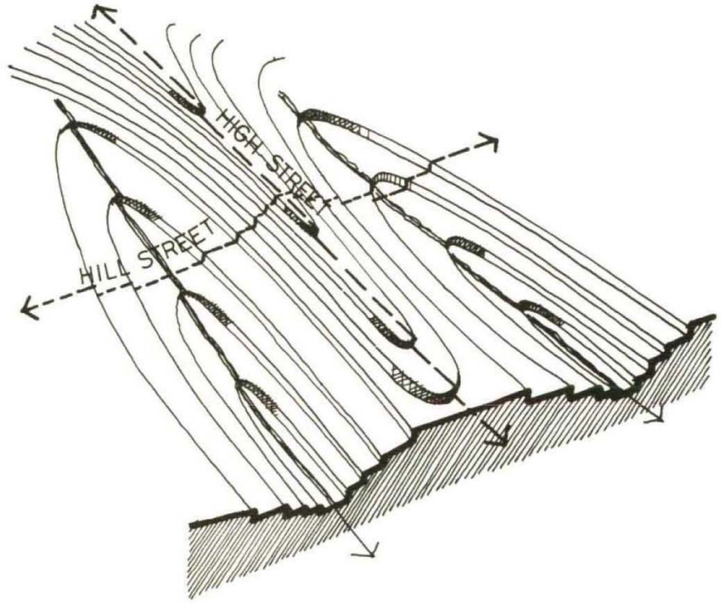
14 Plan of Grahamstown in 1814

Setting out of stands along strict frontage to create space



15 Plan of Grahamstown in 1820

Further development around diagonal offset town square



The high street and the streets either side

13 The High Street spur and the streams on either side



16 Plan of Grahamstown in 1824

Development of the city with town square as the central piece this sets the tone for all future development

14

Images from : Gledhill, 1975. p 13-14

2.1.4 The history of Apartheid restructuring (Part-2)

In 1910 South Africa became a Union, and was partly free from Colonial rule. South Africa only gained full independence from Britain in 1948 when it became a Republic under D.F. Malan, who won a surprise election in 1946. The Nationalist government retained power until 1994.

In 1950 the group areas act was passed, and the Separate Amenities Act of 1953 introduced segregation on buses and other public facilities. At first the Fingo Village was not affected by the group areas act, but various proposals from 1957 to 1970 by the Group Areas Board (GAB) was finally implemented when the national government imposed it on Grahamstown, by declaring the entire Fingo Village a coloured area, and gazetting it as such. The local City Council of Grahamstown accepted this as they feared reprisal from government if they resisted any further.

The government however underestimated the complexities of trying to move an entire community and supplying them with alternative accommodation, proposed at Committees Drift 40km away. By 1980, after many attempts by government to secure alternative land for the Fingo title holders, it finally came to a head, when the government could no longer defend the suffering and abject poverty caused by its actions. It was formally announced in the Sunday Times on February 3rd 1980, by Dr Koornhof, that they intended to de-proclaim Fingo village as a coloured group area. The previous 10 years of action by the government had however left the Fingo people in dire straits (Davenport, 1990, p45).
The destruction caused by the group areas act of 1950 and the imposing of this restructuring on the urban landscape of Fingo Village and Grahamstown as a whole, and the deterioration caused in race relations, was immeasurable and is clearly visible in today's landscape both socially and politically. Although the Fingos retained their land they had been stripped of their dignity.

2.1.5 Some key dates:

1902: The Peace of Vereeniging is signed, with the Boer defeat by the British.
1910: The Union of South Africa is formed on 31 May 1910.
1912: The ANC is established in Bloemfontein on the 8th of January.
1913: The Land Act comes into being, 90% of land is reserved for white people.
1944: ANC Youth League is formed.
1948: South Africa becomes a Republic.
1950: Group Areas Act is passed.
1970: Group Areas Act is imposed on Grahamstown. Fingo Village is proclaimed a coloured area.
1980: Government announces de-proclamation of Fingo Village.
1991: Group areas act abolished 30 June 1991
1992: 28 February, - The ownership of the port town of Walvis Bay is transferred from South Africa to Namibia
1994: First democratic election 27 April 1994
2010: FIFA World Cup Soccer tournament held in South Africa

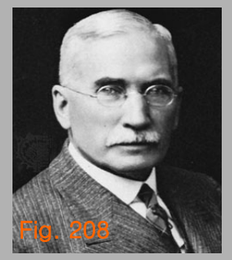

Fig. 208
JBM HERTZOG
30 June 1924 – 5 September 1939


Fig. 209
DF MALAN
4 June 1948 – 30 November 1954


Fig. 210
HF VERWOERD
2 September 1958 – 6 September 1966

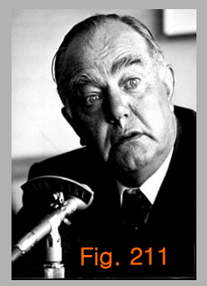
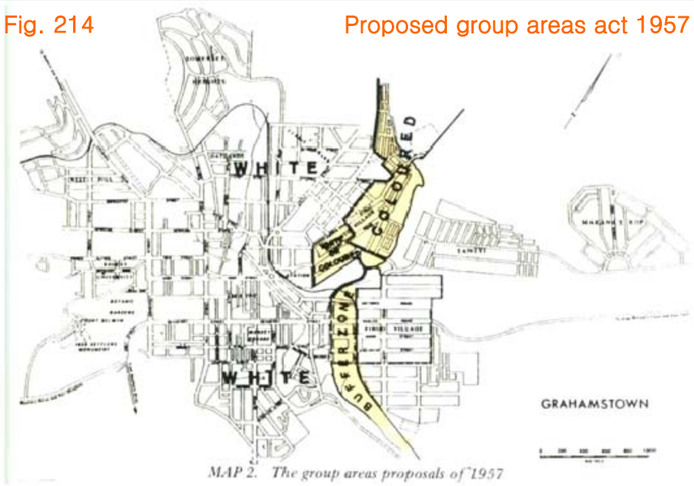

Fig. 211
VORSTER
10 October 1978 – 4 June 1979


Fig. 212
PW BOTHA
9 October 1979 – 3 September 1984


Fig. 213
NELSON MANDELA
10 May 1994 – 14 June 1999

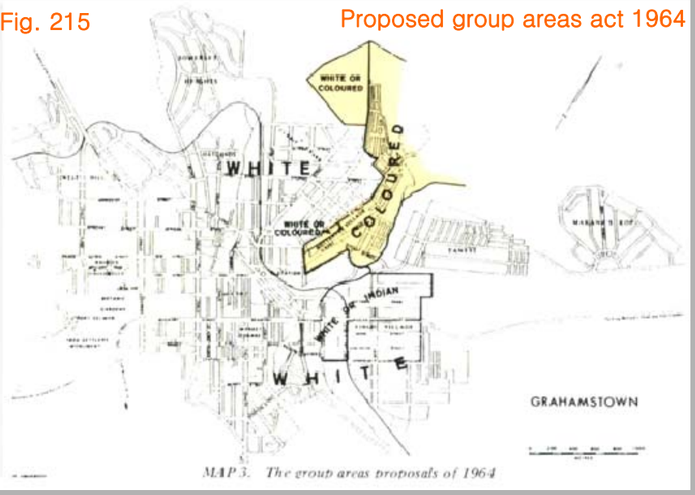
Above pictures from: Wikipedia image archive – Authors unknown

Fig. 214 Proposed group areas act 1957



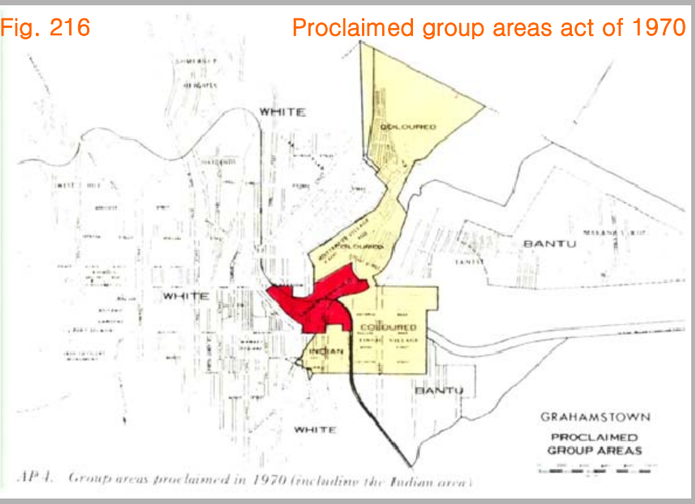
MAP 2. The group areas proposals of 1957

Fig. 215 Proposed group areas act 1964



MAP 3. The group areas proposals of 1964

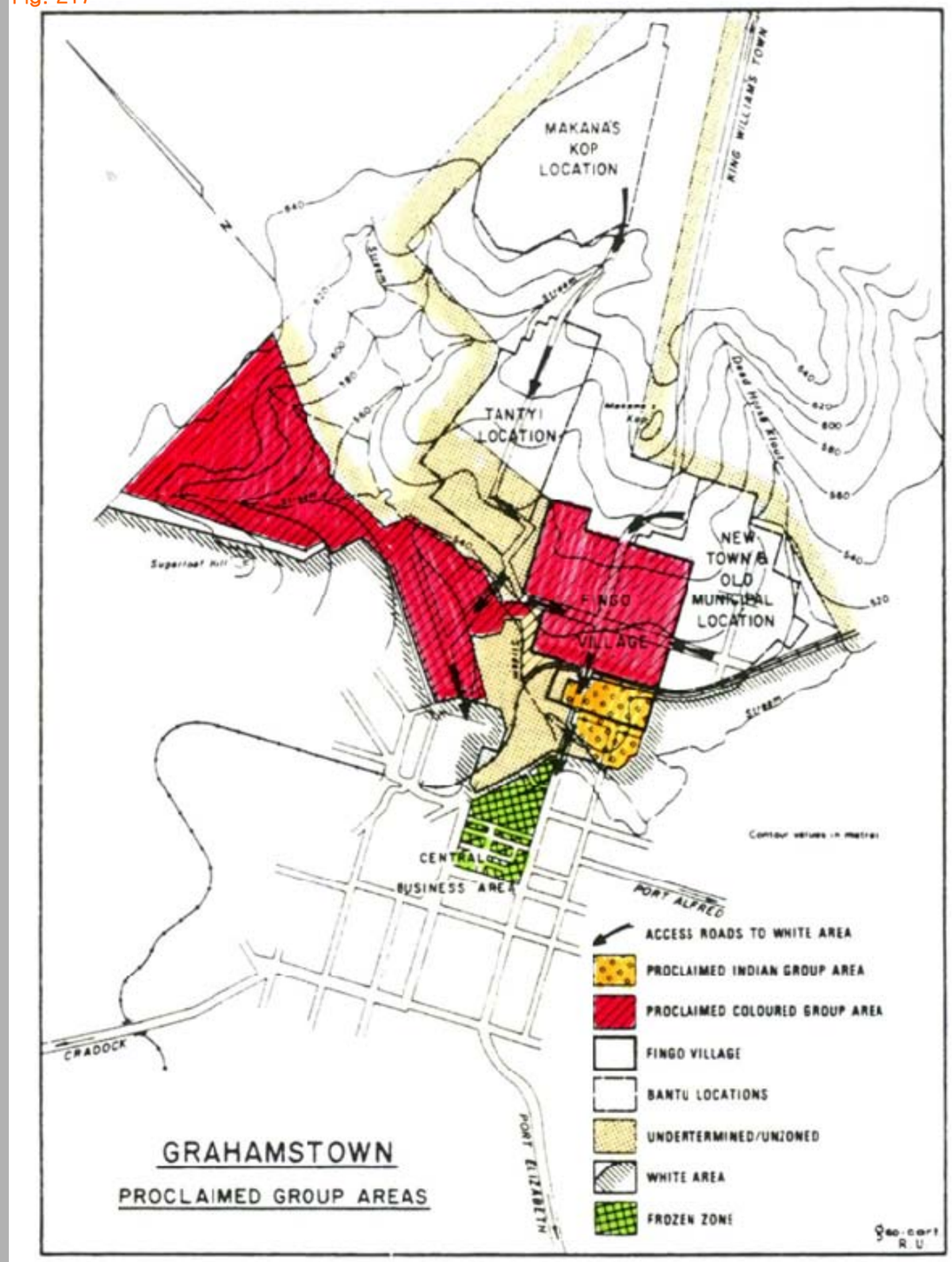
Fig. 216 Proclaimed group areas act of 1970



MAP 4. Group areas proclaimed in 1970 (including the Indian area)

Images from: Davenport, 1980

Fig. 217 1970



MAP 5. The topography of Grahamstown in relation to proclaimed group areas.

Image from: Davenport, 1980

2.2 Aims, Goals and Objectives

Aim: A purpose or intention toward which one's efforts are directed *(Oxford dictionary)*

Goal: The terminal point of a journey or race *(Oxford dictionary)*

Objective: The object of one's endeavours *(Oxford dictionary)*

I think it is difficult to narrow an entire year's work down into three simple ideas or phrases, but it has proven extremely helpful in ordering the process of research and clarifying the focus of the design.

Although the heading of this portion of the chapter has the three words in the order of 1. Aims, 2. Goals and 3. Objectives, the actual order should be Objectives, then Aims and lastly should be Goals.

Therefore:

1. **Objective (s)** *(final outcome, could be more than one) :* To determine a possible set of guidelines that could facilitate in re-integrating peripheral communities in towns and cities in South Africa that have been denigrated to the fringe of the civil community, by practices in colonial urban development and apartheid restructuring.
2. **Aims** *(direction taken to reach goals) :* The main aim of the study would be to choose a study area, then to effectively research the study area scientifically. To employ information gained during research in a creative format to inform the design.
3. **Goals** *(Interim terminations along a journey to ones final objective) :* One, define the problem. Two, find theory to support the problem. Three, find a method to prove the theory. Four, simulate a solution to test the method (design). Last, derive a set of principles that could be used as guidelines.

The ideas or refinements of the definitions above are still too abstract and will need to be condensed into one coherent statement which could be described as a vision for the thesis.

Vision: The act or power of anticipating that which will or may come to be. *(dictionary.com)*

To choose a specific site (Grahamstown), that is relevant to the problem. To carefully research all aspects of the site (study area) that might inform a solution both theoretically and physically. To use this information to animate a design or simulation in order to test various principles or guidelines that would be condensed into a document for future use.



The peripheral community Fig. 218



Urban Sprawl Fig. 219

Aerial Photographs supplied by: Nation Geo-Spatial Information

2.3 Literature review

The review of the literature can be divided into the following parts:

1. Dissertations and Papers related to Grahamstown.
   - 1.1 An economic conditions analysis of public urban green spaces (PUGS) in Grahamstown Eastern Cape. 2008
   - 1.2 Living in Grahamstown East / Rini. A social indicators report 2001
   - 1.3 Grahamstown a pilot study in conservation – Urban Heritage of South Africa and the School of Architecture University of Natal.
   - 1.4 Environmental Science 302 SoER Draft Project Report– 09/09/11 Group 9– Human Settlement Supervisor: Prof. Fred Ellery Settlement Patterns in Grahamstown: Are they sustainable?

2. Dissertations and Papers more general in nature.
   - 2.1 Transportation + Street Trees: Effect of the Urban Design Industry's Roadside Landscape Improvement Standards on Driver and Pedestrian Performance. 2001
   - 2.2 Street design Guidelines for Landcom Projects

3. Reports by local Council, Province and Government agencies.
   - 3.1 National Urban Development Framework Harnessing a Common Vision for Growth and Development of South Africa's Towns, Cities and City–Regions Prepared by NUDF Steering Committee.

4. Books related directly to Grahamstown.
   - 4.1 Davenport. T, *Black Grahamstown*, The Agony of a Community, Published by The Institute of Race Relations, 1980

5. Books about urban design and cities.
   - 5.1 Burdett. R, Sudjic. D, *The Endless City*, The Urban Age Project by the London School of Economics and Deutsche Bank's Alfred Herrhausen Society, Phaidon Press Limited, 2007
   - 5.2 King. A, *Colonial Urban Development*, Culture, social power and environment, Routledge & Kegan Paul Ltd, 1976
   - 5.3 Low. N, et al, *The Green City*, Sustainable Homes, Sustainable Suburbs, UNSW Press, 2005
   - 5.4 Barnett. J, *City Design*, Modernist, Traditional, Green, and Systems Perspective

6. Existing urban frameworks for Grahamstown.
   - 6.1 Local Economic Development Strategy Makana Municipality November 2009
   - 6.2 MAKANA MUNICIPALITY DEVELOPMENT MASTER PLAN August 2006

Once I decided on a topic for my thesis, which deals with the integration of peripheral communities in South Africa, with specific reference to Grahamastown, I decided to look for books and papers written on Grahamstown, to try and form an understanding of existing conditions and perceptions of the city. The first paper I stumbled upon was from Rhodes University (1.1) *An economic conditions analysis of public urban green spaces (PUGS) in Grahamstown Eastern Cape. 2008*
The report looked specifically at the effect public open space has on people living in close vicinity to it. The study was done across three social–economic areas in Grahamstown. The findings were interesting and basically showed that people in more affluent areas appreciated PUGS more than people in poorer areas. People living in the townships of Grahamstown perceived the open space as a threat and were not willing to contribute to is upkeep, in the more affluent areas the opposite was true. This report formed my opinion on possibly moving parks in the townships of Grahamstown to areas more accessible and closer to functions that were used often to ensure the effective use, maintenance and access to these parks. "Affluent areas has the highest percentage of people willing to pay (67%) to prevent the nearest PUGS to be developed into housing" (Walton, et el, 2008 p.22).

The second paper on Grahamstown was also from Rhodes University (1.2) *Living in Grahamstown East / Rini: A social indicators report.* This report is an extremely detailed study of Rini in Grahamstown but also gives good background information on the area and people. It is stated in the report that one in two households in Grahamstown grow vegetables" (Moller, 2001 p. xx)
This paper also gives detailed information on housing and services, which I use as informants for determining needs and possibility for future growth. "The 1999 survey indicated 5% of households with piped water in the dwelling , 60% with water on site, and 34% with access to a public tap" (Moller, 2001 p. 16). One of the most interesting facts of the survey was that 61% of breadwinners in the study area were 45 years and older and had education of grade 5 or lower. This indicates that there is a problem with employment under the younger people in the study area. The report also indicates that the average household size (persons) is 5,25. The report has an amazing array of statistics to draw from in making design decisions.

Dissertations and papers of a more general nature (2) informed me in a technical manner on planting of street trees to guide the design process. Transport and street trees (2.1) dealt mostly with the positive effect of street trees in the reduction of traffic related accident on streets that had many closely planted trees as apposed to streets with few or no trees, and goes contrary to the widely held notion by traffic engineers that trees close to streets are dangerous. Street design Guidelines for Landcom Projects, deals mostly with guidelines for streets, and focuses on trees and has many comparisons between good and bad examples of tree lined streets. The report also refers to ways of dealing with problems related to sidewalk trees and how they can be overcome by proper planning. The street guidelines explains higherarchy of streets, major roads, collector streets , local streets…...

2.3 Literature review (continues)

……minor local streets, lanes and access ways.

Reports by local Council, Province and Government agencies (3).
The National Urban Development Framework (3.1) by NUDF steering committee. It was important for me to understand the urban direction or ideals of the government. The NUDF spells out a clear plan for dealing with mass urbanisation and the facts of service delivery challenges. They also deal with plans for proper future planning taking into account the need for sustainable human settlement.
"The purpose of this draft national urban development framework (NUDF) is to provide a common nation-wide view on how to strengthen the capacity of South Africa's towns, cities and city-regions to realise their potential to support national shared growth, social equity and environmental sustainability". (NUDF p.2)

"The NUDF proposes an urban settlement typology comprising city-regions, cities, regional service centres, service towns and local and niche settlements. Some 71% of South Africa's population live in such urban settlements including 61% of those living under the minimum living level. These areas also produce 92% of South Africa's economic activity". (NUDF p.3). The report deals with pro-poor planning and pro-active management of urbanisation. The major focus of this document is the preparation for mass urbanisation in South Africa, and informed my position on urbanisation in regional growth centres such as Grahamstown.

Books relating directly to Grahamstown (4). *Black Grahamstown*, Published by "The Institute of Race Relations", 1980, was very interesting reading as it was written during 1979 and published in 1980 and dealt specifically with strained race relations in Grahamstown and how it can be overcome. It is strange that such a book was commissioned during that time, the institute for race relations was established in 1929. TIRR has always spoken out agains apartheid and commissioned this report in an effort to understand the hardships of poor marginalised black community of Grahamstown and how it effected the race relations at that time. The sad and very serious fact is that if that same survey was done today in 2012 the report would most probably show deterioration in the urban context and in the race relations between black and white, from this position we have to ask the question, why has it not become better from 1994, and what can be done to improve the situation radically?

Books about urban design and cities (5). *The Endless City* (Burdett, 2007) (5.1) speaks on Urbanisation rates from now until 2050 and brings home the message that by 2050 75% of the worlds population will be urban as apposed to only 10% just over a 100 years ago in 1900. These startling revelations helped me to look at Grahamstown in the light of the population might be in 2020 and 2030 and 2050, this led me to compare Grahamstown to cities of similar size in the US and Australia to make informed predictions on future growth.

Colonial Urban Development by King would form the basis of the theory for this dissertation, as the basic structural form of the City of Grahamstown came about due to colonial development of the area, and the basic design principles for the area was set in the early 1800's already. King refers to the colonial city as having two basic areas or settlements namely the "Civil Station" and the "Native City" (King.1975, p.17,18) that developed separately and was supposedly reintegrated with the end of colonial rule. Grahamstown's layout was then further structurally altered by apartheid between 1948 and the 1990's. This notion of two separate communities would form the problem statement of this thesis, in which I ask how can the peripheral city (Native City) be reintegrated to the town (Civil Station)? and why this is necessary? King describes this as a clash of cultures or "cultural pluralism" (1975, p.23). This clash of cultures still exist and has to be considered in any design or framework proposal.

The Green City (5.2), by Low et el, speaks to the ideals of sustainability within city design and would support the idea of sustainability within future design of cities. The current layout of Grahamstown does not fulfil the ideals or principles of green city design and is unsustainable as a model.

City Design (5.3), by Barnett is based on the premise that city-design practise have not kept up with problems inherent in contemporary cities (2011,p.5). " The attempts to rebuild New Orleans after Hurricane Katrina, and the probability of more such disasters as the world's climate changes, show that there are large gaps in city-design practise as it relates to working with and understanding the natural environment"(Barnett,2011,p.5). . Barnett makes reference to incremental development and design in contrast to mega-structure development " (Barnett,2011,p.188).

Existing urban frameworks for Grahamstown.(6) *MAKANA MUNICIPALITY DEVELOPMENT MASTER PLAN August 2006* (6.2) is an urban development plan or framework for Grahamstown, which sets the stage for future development and upgrading of Grahamstown and its proposed implementation. The biggest short coming of this framework is that it does not look at current non integration as the base problem preventing future expansion and upliftment, but seems to further promote separate development within Grahamstown, it seems to favour periphery development on large scale housing over infill development. This led me to a design proposal or concept that goes against urban sprawl and containment of development on the periphery in favour of reconstruction, maintenance and reorganisation and reintegration of areas previously separated back into the urban fabric and thereby creating development opportunities within the current boundaries. The greatest move on the part of this framework is the proposed development of the east commonage. The east commonage belongs to local council and is in an ideal position in relation to the township for future development and expansion along a development corridor.