

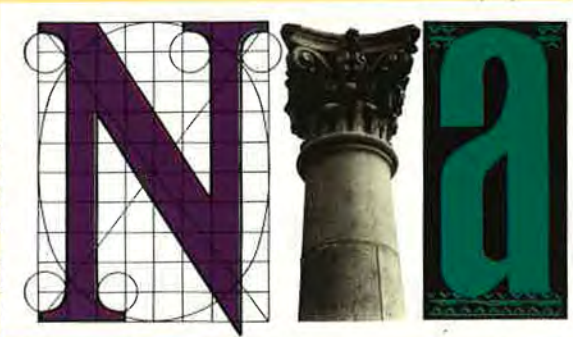
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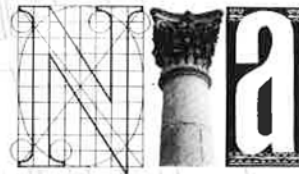
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20/20 Vision for Durban - The Durban Olympics Bid



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The Durban Olympic bid

Durban's Olympic dream

THE OLYMPICS are about dreams. Some people dream of winning a medal at the Olympics. Many just dream of competing in the Games. As a child I had these dreams and wanted to watch the Olympics. As an adult I was privileged to share this dream with a city full of people.

We did not win this battle in pursuit of the Olympic dream. We did however win a city of committed people. People committed to a city of the future, with a future for all the people of the region. A city where hundreds of people were willing to donate their time to share the dream. I feel very humbled by the scope of the effort that we persuaded people to expend, especially many of Durban's architects, engineers and planners. This edition of the *NIA Journal* depicts some of their work that went into this shared vision: the 20/20 vision for Durban. That we did not win the right to bid for the Olympics in 2004 does not necessarily mean that Durban is not still South Africa's premier festival city!

The philosophy of our bid was consultation. At each step in the process every effort was made to consult as wide a cross-section as possible of our society, within the time and budget available.

The overriding principle was to fit the Olympic planning within a framework of Durban the City in the year 2020 – the infrastructure proposed will be necessary for the region by that year. As our plans came together, they reinforced the claim that Durban was the most cost effective South African city to host the Games. Durban was the only city that did not promise anything for the region that would not be essential for the city over the next 27 years.

Once we were over the disappointment of losing the bid there remained a strong resolve that we must keep the vision alive. For a brief period we had dreamt of Durban as an Olympic city. Let us keep

our vision to retain and enhance Durban's image as a festival city, whether for sport, conventions or merely entertainment. This region gets 3% of its GDP from tourism. The world norm is 10% – 11%. With our natural attributes we should be generating 20% of our income from tourism. Eleven tourists create one person-year of employment.

We want to give all the people of our region a chance of a better quality of life. We therefore have to create a built environment that enhances the rich diversity of our region – both cultural and physical.

We cannot overlook the pressing needs of people for health, housing and education. On the other hand we have to spend money to enhance the infrastructure to reinforce our tourist destination status. It is a Catch 22 situation: we cannot afford the infrastructure because people are homeless – on the other hand we cannot afford to house unemployed people who do not contribute to the cost of their housing.

Durban's 20/20 vision includes increasing the density of inner city areas for housing and redressing past inequalities in the provision of facilities. Concurrently we have to consider the development of the City to make it more attractive to visitors.

Durban's Olympic bid highlighted the potential of the city to provide the most compact Olympic Games in history. We had that dream. It is a dream that could still come true if not in our lifetime, sometime in the future. Let us make sure that we do not destroy the foundation because of ad-hoc development. The civic leaders of the past who kept the Kings Park area open for recreation presented this city with one of its most important assets. It is our responsibility to pass on this fully utilised treasure as suggested in this issue.

Robbie Stewart, Chief Executive Officer
Durban Olympic Committee

Durban's bid for the Olympics revolved around the "fixes" of the region: the fantastic winter climate, the beauty, opportunities afforded by the natural features of the surrounding areas, and the well developed infrastructure of the city. What astounded the visiting groups assessing our bid, and many of those involved in its preparation, was the realisation of the immense potential offered by the land between the CBD and the Umgeni River, which forms a natural arena in the heart of our city. The Kings Park precinct gives the impression of having been planned from the outset as the site for a major festival, and appears to have been carefully protected and nurtured for this purpose. No other major city in the country, and few in the world, can boast that they have anywhere near the inherent potential of Durban to accommodate a full Olympic Park and all the facilities required within the heart of a thriving metropolitan environment, without having to displace any existing commercial or residential occupants.

Having been unsuccessful in the bid to stage the 2004 Olympics in Durban, the question which arises is whether all that effort and expense was wasted. Durban's bid embraced a policy accepted by the people of the region: that Durban, for the sake of economic survival, needs to actively promote the concept of becoming a destination city for local and international tourism. The drive to attract visitors to the region has been targeted specifically at the convention industry and sporting events. The aim is to capitalise on our reputation and potential as a venue for top class competitions, and considerable development of sports facilities in the region was taking place long before Durban's Olympic bid was formulated. It is important to ensure that the impetus for development is not lost, simply because Cape Town was seen as a more appropriate bid city for the 2004 Games. There are other international events scheduled, and a number of major competitions have already been secured for Durban. We need to build on the enthusiasm generated during the bid, and, using the information gathered and ideas formulated, create a better city for all its inhabitants; a city which may still be called upon to compete against the rest of the world for major sports events and festivals, and may even have a second chance to be in the running for the Olympics in the future.

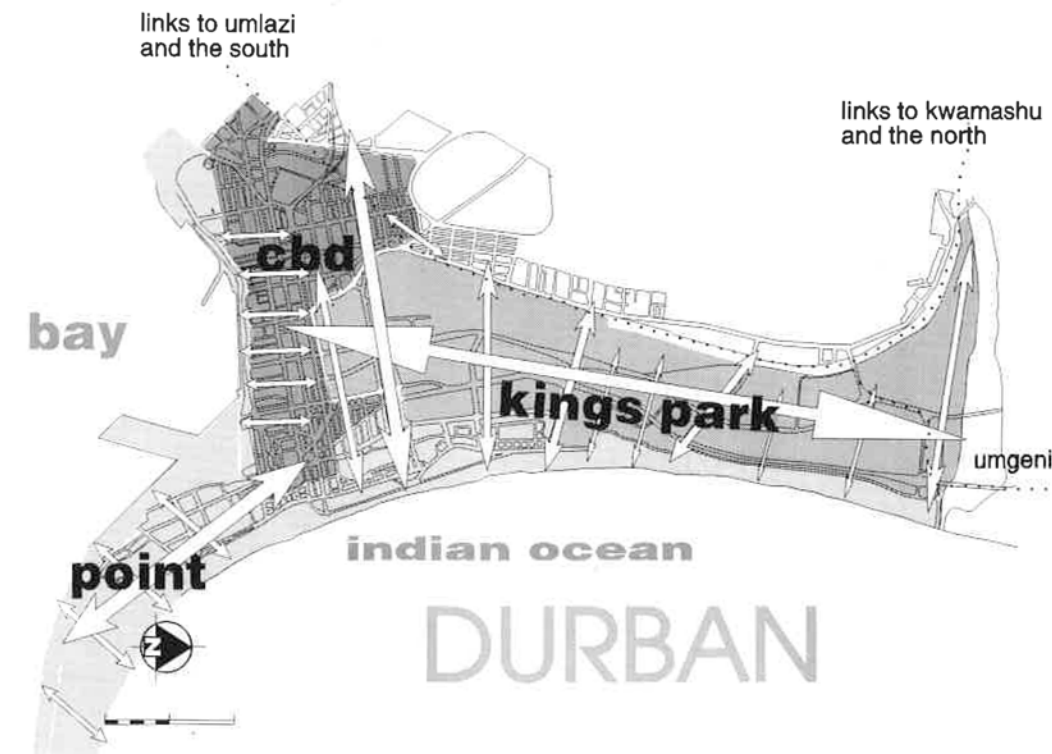
The benefits

Participation in the process of choosing an Olympic bid city achieved a great deal for Durban and the region as a whole:

- A committed, enthusiastic and competent core of motivated people with skills in planning, infrastructure and development was formed.
- A widely accepted conceptual development framework for the city was generated and documented in the form of reports, sketches

The Durban Olympic bid

20/20 Vision: The big idea



The identification of 3 zones within the central city; the principal geographical features; and the linkages between and models.

The beginning of a multi-cultural regional pride was uncovered. Enthusiastic support and participation of a wide cross-section of the community was channelled towards the realisation of a "big idea". Even in the face of the expected scepticism and traditional apathy, we began to believe in ourselves!

Durban has the opportunity to develop into a great city, and we are presented with the opportunity to harness the talents and energy necessary to capitalise on the momentum of the Olympic challenge. The process should be structured to complement the current plans to unleash the potential of the region, through participation in the development and implementation of a coherent and sustainable plan for growth in KwaZulu-Natal.

The process

Physical planning of the city as a venue for the Olympic Games was carried out only after an extensive process had been completed in which an analysis of existing facilities and infrastructure, specific Olympic requirements, traffic analyses and funding alternatives was undertaken by an assortment of volunteers from various disciplines. Individual architects were involved in this preliminary process, but the NIA as a professional body was approached only in December 1993 to begin work on a conceptual framework for accommodation of the Olympics within the DFR (Durban Functional Region).

The D'Urban Changes Forum (a group of professional people of various disciplines concerned with the planning of Durban) became the co-ordinating body for the development of design proposals, and through a series of workshop and brainstorming sessions, a pattern for development began to appear. The project was seen as a natural progression from the principles developed by the NIA under the title "Parcels & Boundaries" (*NPIA Journal* 4/1989), and the directions set during the Urban Design workshops of September 1990 (*NIA Journal* 3/1991). Recent studies undertaken by the Forum, including research into "Connections" within the city helped to generate ideas, as did elements of the D'MOSS plan, current road development plans, the Point zoning diagrams, and developments such as the International Convention Centre, Victoria Embankment proposals and Kings Park sports venue redevelopment projects.

The vision

The phrase "20/20 Vision" for Durban was adopted by the Forum, and clearly expresses the intentions of the group to provide a framework for development of the city far beyond the requirements of the Olympic bid.

The principles established during discussions were simple and broadly based:

- The Durban Functional Region as a whole should be considered as the venue for the Games, and development plans should take

into account the need for reintegration of the fragmented region.

- Transport links to outlying areas should be reinforced and improved in order for full participation of the people of the region in centrally located activities.
- Satellite facilities should be developed around the cores of transportation terminals in outlying areas, (eg KwaMashu and Umlazi).
- The central city could be viewed in broad terms as consisting of 3 zones, each demanding connections to the other, and to the 3 major geographic features (bay, beach, Umgeni River).

Directions

The development concept was recorded in the form of a 1:5000 model, showing the city between the Umgeni River, the bay, and the Berea. The model is constructed in two sections, and has been designed so that certain areas can be substituted or altered as necessary to reflect updated information and decisions. The model should also grow outwards from the centre, to demonstrate graphically the reintegration of the city with the outlying areas.

The process of development within the city will never be static, and development plans should keep pace with changing priorities. The principles established during the Olympic bid are open for further debate, and should be developed with as wide a degree of consultation as is feasible. The process of framework planning has been given a welcome jolt by the effort to attract the Olympic Games, and a direction has been set for further movement. It is up to the professionals in the building industry in the region to ensure that the momentum is maintained.

Conclusion

We have a vision for the City of Durban. The vision is not by any means perfected, and is very blurred in places. But it has been set down and can be seen by anyone with an interest in the future of the city; it exists and is capable of transformation, amplification and translation through committed debate. We believe that the governing principles are sound, and provide a holistic framework within which the physical development of the city could be guided.

Jonathan Edkins, Principal Architect (Design),
Durban City Architectural Services

NOTE: Many individuals and companies participated in the Durban Olympics Bid. For a complete list of contributors and sponsors, readers are referred to the brochure *Durban 2004 – Africa's Hottest Favourite*, (1994).

The Durban Olympic bid The Olympic "theatre"

The Olympic Games are the greatest show on earth: a "theatre" with the greatest number of superstars and largest audience. The next Olympics must always be a better show than the last or interest will wane. It is almost immaterial to the TV audience where the games are held, they only want the best show. We must give them the best. The city becomes a theatre and the infrastructure must operate smoothly to bring out the best performance from the stars. The TV audience expects that.

From a management view the ideal model is the "compact games". Here the drama of the games is performed in as compact an area as possible. The security is tight, transport minimal and the games can continue almost independently of the surrounding city and its problems. This model minimises the impact

on the city's infrastructure and minimises the running costs. The compact "stage" must be a microcosm of the city and highlight the uniqueness of the city. It must be special.

The dispersed games model is ideal from the city point of view. Venues can be located where they are most needed and the city's infrastructure gets a major boost. This creates a management, security, and cost control nightmare. The usual choice is to focus on 3 major venues and several satellite zones.

The Olympics is equally a cultural and sporting festival. These combine to make the spirit of the games and must not be held separately. The preferred location for this combined festival is as close as possible to the city centre, where public transport is most efficient and the unique character of the city is most pronounced.

Any facility can be built but the availability of suitable land will then determine the location of this principal theatre. These sporting and cultural theatres are highly specialised state-of-the-art facilities. To maximise their viability

after the Games they should be located centrally to serve the maximum number of people. It is preferable that the focus should be located centrally whilst the numerous training facilities could be dispersed throughout the city.

Central to planning of such an event is the public transport system. It must be safe, cheap and efficient. It must not be overwhelmed by the visiting spectators. If it does break down,

Setting the stage for the 20/20 Vision

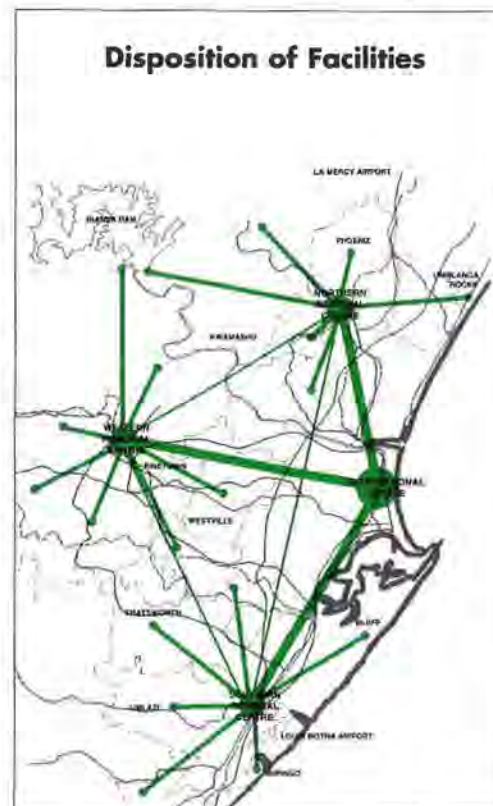
We saw the Olympics as a celebration of achieving our goal of a democratic and unified city. A city with which all could identify. It was an opportunity to unify everyone with a common goal, to push through reforms redressing the imbalances of the past, to break down the apartheid structure of the city and to recreate Durban so that it will reflect a truly democratic spirit.

We treated the Durban Functional Region (DFR) as the city, since many of the apartheid dormitory structures will be incorporated into Durban. D'Urban Changes Forum proposed a 20/20 vision which formed the basis of our planning: a compact and integrated city model. The city will develop into a more densely populated and efficient structure

allowing mixed land use activity spines. The DFR is a politically and socially fragmented region and the Olympics could have been the vehicle to unify the region and thereby maximise the benefits that could flow from hosting the games.

We needed a flexible concept which we could develop over the next 10 years. We proposed a hierarchical structure starting from grass-roots level (which could start immediately) through community and regional levels to international level. By grading facilities in this way they could be provided for all development levels, thus ensuring their viability after the Games.

This development climate would start at local level. It is here that the main thrust of our sports development programme would be – the Olympics would provide only the specialised high order facilities. At grass-roots level we saw the development taking place through recreation and low-key competition at schools or anywhere that a ball could be kicked about. A group of neighbourhood centres would be



served by a community centre.

At the community centres more formal and expensive facilities such as swimming pools and tennis courts would be provided. Club and multi-use facilities would be developed with community involvement. Community centres are then served by a regional centre.

Although the regional centres are community orientated, the standard of performance is developed at national and international levels. The regional and intermediate levels of facilities such as those at Universities and Technikons would be the venues for training, preliminary, and some final events. These regional centres would be located at major locations where they would be easily accessible to the local communities and conveniently accessible from any part of the DFR. We saw these becoming major development nodes for the outlying communities. With the goal of the Olympics we could pull these separate communities into a cohesive whole and thereby facilitate development. To ensure their post-Games viability the regional centres must be located on a major public transport corridor and preferably at a transport interchange.

Where are we to locate the Olympic centre? Is it to be on the outskirts or in the city centre, the point of maximum accessibility for all the people of the region? We opted for the compact games in the city centre. It is served by all the major transport systems. The sporting, tourist and cultural infrastructure is in place and sufficient underdeveloped public owned land is available.

We decided against locating the Olympic centre on the outskirts as it would benefit only a small section of the more disadvantaged communities. The specialised facilities would do little to uplift these communities. What they need is many multi-use dispersed facilities. The housing provided by the Games is a fraction of what is needed and the standard required is too high for subsidised housing. To sell the housing at a reasonable price, a prime location is required. This will in turn release economical housing in the poorer communities.

All the major facilities must be sold and minimal infrastructural work must be done to balance the Games budget, or the community must pay (as in Toronto). To maintain the Olympic spirit the sporting and cultural festival must not be separated but held in a compact Olympic centre, in an area which best reflects the city's unique character.

Pieter Gertenbach,

Accommodation Working Group Co-ordinator

The Durban Olympic bid Paradise Found

Imagine a lush sub-tropical park bounded by a warm ocean, a mighty river and the central business district of a bustling African port city. Imagine rich wetlands, reed and mangrove habitats teeming with colorful birdlife. Imagine the park interspersed with world class sports and recreation facilities, a short walk from a busy commercial and residential hive.

This is the vision of Durban's central Kings Park area that we dreamed about during the Olympic bid preparations. The city needs a park for the 1990s and beyond, a park in scale with the massive urbanisation process in progress all around us.

The organising power of the Olympic ideal is not to be underestimated. Cities that have paused to plan and host the event in recent times have been richly rewarded both in financial terms and in improved spatial and social benefits. Having an agreed plan for the future gives direction to all sectors of city life.

Principles

Durban's Olympic plan was founded on principles closely resembling the five major policies of the national Reconstruction and Development Programme (RDP).

RDP	Durban Olympics
• meeting basic needs	• a sustainable integrated plan
• developing human resources	• a truly People's games
• building up the economy	• a cost effective games
• democratising the city, the state and society	• maximum access for all

In addition the following principles of the UK based Urban Design Group for the "good city" were considered equally relevant:

- The form of the city should offer its inhabitants a variety of activities and experiences. The best urban places offer a mixture of uses: living, working, shopping and playing all gain from being linked as opposed to being zoned and separated, even if narrow sectoral rules of optimum efficiency are transgressed.
- Access to different activities, resources, information and places for all sectors of the population; the city should be permeable to all, regardless of age, ability or income. It should offer choices in terms of mobility and be appropriate to pedestrians and cyclists as well as car drivers.
- Protection and security, together with shelter and comfort. The gains in public health must be maintained, but new considerations of surveillance and safety have also to be considered.
- The opportunity for people to personalise their own surroundings. An environment should provide private spaces offering the opportunity for personal expression and public spaces robust enough to accommodate changes by their users.
- Clarity of perception and stimulation to its users. Additionally, the city form must be responsive to the

distribution of activities and patterns of movements.

The solid grounding of conceptual Olympic planning on these principles suggests that the ideas could go on to provide a framework for a 20/20 Vision plan for Durban.

The Olympic Park or 20/20 Vision

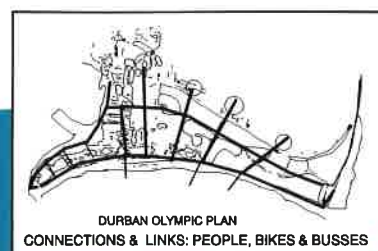
Preliminary analysis of the Kings Park area revealed a remarkable inner city design opportunity. The vast open spaces previously under state railways control are now becoming accessible as are open spaces under City control. When placed in the environmental context of what we called a River Park to the north, a Marine Park to the east, and the Central Business District, these combined open spaces of Kings Park became known as Olympic Park. We saw this proposed inner city park as a vital missing link in the Durban Metropolitan Open Space System D'MOSS (Durban Metropolitan Open Space System). Increased urban housing and local tourism as objectives of the RDP both suggest the need for a substantial new city park in scale with New York's Central Park or London's Hyde Park. Concern for the environment has become one of the cornerstones of Olympic idealism in recent years, together with sports, culture and youth objectives. Durban's unique inner city parklands and ideal sub-tropical climate were seen as a perfect setting for the first African Olympic Games, and the symbolic heart of the 20/20 Vision plan.

The solid grounding of conceptual Olympic planning on these principles suggests that the ideas could go on to provide a framework for a 20/20 Vision plan for Durban.

Infrastructure

A legacy of state and local authority planning has provided the Kings Park area with prominent rail and road networks for through traffic. Durban Station, although vastly over planned at the time of its construction, would be comfortable handling the 300 000 daily passengers of the Olympic or 20/20 Vision plan. New short-stop rolling stock and smaller intermediate commuter stations would improve convenience. It was proposed that NMR Avenue should be partly realigned to provide a bus and taxi access spine without bisecting the open space of the new park.

By a system of inner city centre restrictions on private vehicles and by provision of park-and-ride facilities, visitors to the Olympic or 20/20 Vision park would be able to arrive unencumbered and enter into a landscaped pedestrian environment. The plan addresses the general lack of pedestrian boulevards in Durban by proposing a fully integrated system of tree-lined walks linking key destinations along obvious desire lines throughout the city centre. This reflects a change from the sparsely



* YACHT MOLE
EXTENDED

* INTERNATIONAL
CONVENTION
CENTRE

* DURBAN
RAILWAY
STADIUM

INDOOR
SPORTS
CENTRE

* KING'S
PARK

KEY

* EXISTING
FACILITIES

* EXHIBITION
CENTRE

* KINGSMOOR
SOFTBALL
BASEBALL
STADIUM

INTERNATIONAL
EXHIBITION
INDOOR COMPLEX

* ENTERTAINMENT
COMPLEX

OLYMPIC
PLAZA

* ARCHERY

HOTEL
DEVELOPMENT

MEDIA
CENTRE

* ICE RINK
INDOOR
ARENA

BEACH
VOLLEYBALL

* OLYMPIC
STADIUM

* AQUATIC
CENTRE

* VELODROME

* ATHLETICS
WARM UP
TRACK

VICTORIA
PARK
HOUSING

MEDIA
VILLAGE

HOTELS

PROPOSED
MARINA

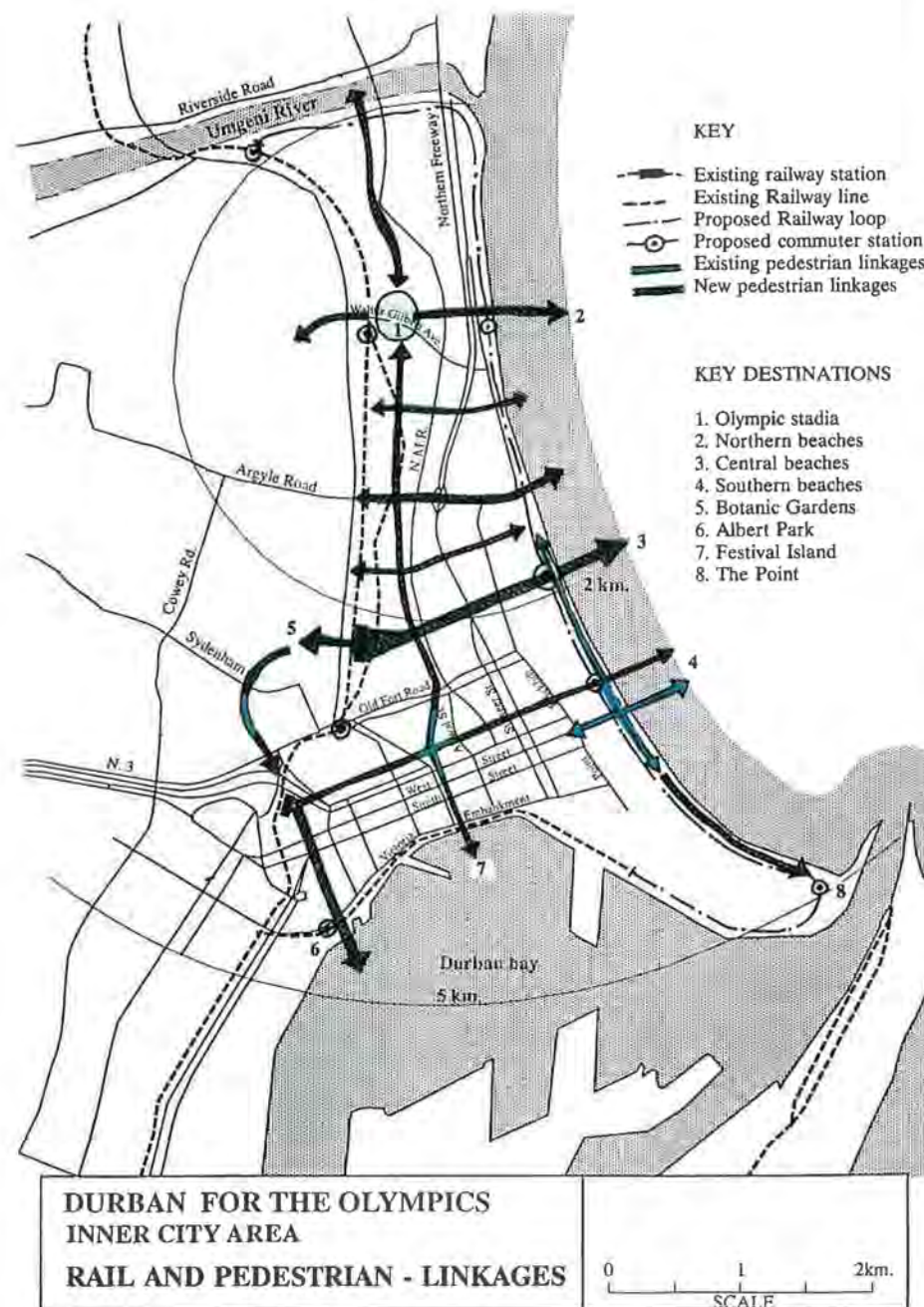
OFFICIAL'S
HOTELS

INTERNATIONAL
YACHT MARINA
(VETCHE'S)

OLYMPIC
FLAME



Proposed Olympic Plaza, between King's Park Rugby Stadium at left, and King's Park soccer stadium at right. (Also illustrated on page 8).



ilities have been physically identified on school sports fields, derelict industrial land, shopping centres, the harbour precinct and so on.

The mass transport system by road and rail within the metropolitan area would be complemented by the current 1 850 buses and 2 500 minibus taxis in the CBD as key people movers. Durban does not require massive specific Olympic transport systems. Through the use of state-of-the-art electronic control management, which is consistent with trends being followed by many international cities today, and the use of a series of primary and secondary transport loops within the inner city, Durban is capable of handling significantly more traffic.

Plans for the Olympic Park road network proposed the relocation of the NMR Freeway to be adjacent to the main railway corridor through the city to provide for a single transport corridor and easier access from the inner city park land to the sea. Further consideration

within the 20/20 Vision should examine the relocation or partial submersion of the northern freeway to offer even more people space and enhancement of the environment. The Metropolitan Transport Board has proposed a budget of R2,0b to be spent over the next 10 years for upgrading and extending the road and rail infrastructure, particularly to those areas serviced by the sports centres to the south, west and north. Other than upgrading the bus, taxi and rail rolling stock to international standards, beyond that already planned for the next 10 years, only

relatively minor modification or additions to the transport infrastructure system would be required to host the Olympics.

The introduction of a light rapid transport system within the central city area, forming part of a primary transport loop from the Umgeni in the north, the Point in the south, and Cato Manor in the west, would have a substantially positive effect on Durban's Olympic Plan but was not integral to the success of the plan.

Durban's existing international Louis Botha airport is located 15km to the south of the CBD, is well positioned adjacent to Umlazi, and is 20 minutes travelling time from the CBD. The airport currently handles about 2,0m passengers per annum. A site at La Mercy, 28 kms to the north of the Olympic Park and in close proximity to KwaMashu and Inanda, has been prepared for a new international airport to handle some 4-5m passengers per annum. The inevitable development of this airport at a cost of R0,75b is fundamental to the socio-economic growth of the region and independent of the Olympic Plan. That Plan proposed that the present Virginia Airport would ultimately be relocated to the existing airport, which, when La Mercy is developed, would become a general aviation and regional airport. This could allow Virginia to become a city heliport.

Durban's Olympic Plan and Vision for 20/20 has an important ingredient. The entire central Olympic Park is situated almost exclusively on state-owned land. Similarly, land for the development of the sports satellites, which would be catalytic to commercial, retail, recreational and industrial development at these focus points, is also state-owned. Such a plan does not require displacement of people and housing and it does not require development of existing green sites. It allows for utilising and maximising existing infrastructure and facilities and the regeneration of derelict state-owned land. This aspect contributed to a low risk bid without problems of securing land rights or allowing exploitation by private land owners.

Alan Morris

Operations and Infrastructure Co-ordinator



News of Members

AWARDS

A Fulton Award of the Concrete Society of Southern Africa has been won by **Johnson Murray Architects** for Shanti Niketan (House of Peace), Westville, for "excellence in the use of concrete".

The 1994 Umhlanga Rocks Business Personality of the Year Award has been made to **Henry Cooper** for "his personal contribution and investment in the social aspects of the local community".

A Pietermaritzburg Civic Award has been made to **Nigel Robson** in recognition of his conservation endeavours in the city.

Practice Notices

CHANGES IN PRACTICES

B Koobal and FJW Steyn have entered into partnership under the style of Koobal & Steyn

JW Wilkins is practising on his own account under the style of John W Wilkins Architect from PO Box 1184, Westville 3630

M A Friedrichs is now practising under the style of Friedrichs & Associates from PO Box 385, Westville 3630

GS Pallatt is now practising under the style of Gary Pallatt Architect cc

JG Pillay is now practising under the style of JG Pillay Architect from PO Box 19515, Domerton 4057

PA Thompson is now practising under the style of Integrated Design Consultants from 278 Windermere Road, Morningside, Durban 4001

K Wildner is now practising under the style of Karl Wildner Architect at his previous address

BG Vogas is practising under the style of Basil Vogas Architects at his previous address

CHANGES IN CLASS OF MEMBERSHIP

Architect in Training to Ordinary

Ms MJ Heyns · DD Thompson · Ms B Reyneke · P Venter · T Wanoth · AC Hallam · Ms S Linke · RC Buck · J Russell-Boulton · DS Nel · MD Roberts · AM Wibberley · DC Moffett · AW Fraser · M Dawson

CHANGES IN CLASS OF MEMBERSHIP

Ordinary to retired

BW Bernstein · JE Emmett · PN Jackson

NEW MEMBERS - Architects in Training

MJ Fennell · DS Nel · DGC Wygers · Ms C Goss-Ross · P Govender · RW Horner · Mrs WB Horner · M Olivier · Ms FN van Duuren · Ms KP Compton-James · WE Davies · M Derakhshani · LP Karadjov · PO Plachkov · GK Ratcliffe · MM Adolwa · JJ Steele · JH Coetzee · PLC da Costa

NEW MEMBERS - Ordinary

L English · B van Zyl

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APK Smith to 14 Swansmile, Yellowwood Park, Durban 4001
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SA Hayman to PO Box 35040, Northway 4065

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SH Lewis to 11 View Avenue, Wembley, Pietermaritzburg 3201

MAR Wesson to PO Box 30832, Mayville 4058

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LJE Zietsman to PO Box 40081, Redhill 4071

HLH Cockerill to 19 Buckingham Place, Cowies Hill 3610

DS Hatching to PO Box 50417, Musgrave 4062

LA Reeves to PO Box 1048, Wandsbeck 3631

CHANGES IN MEMBERSHIP

WB Coetzee TIA to NIA, PO Box 13769, Cascades 3202

PM de Kock NIA to CIA

DWB Seth (Milliken Seth Architects) TIA to NIA, PO Box 1195, Margate 4275

CD de Jager TIA to NIA, PO Box 101131, Meerensee 3901

DC Moffett CIA to NIA, 11 Clayton Avenue, Hayfields 3201

RE-INSTATED MEMBERSHIPS

J Lauwrens, PO Box 16009, Brighton Beach 4009

RESIGNATIONS

Ms K van Niekerk (AnT) · JR Tomsu (Retired) · BA Jenkins (Ordinary) · PK Moxley (Retired) · JS Brejowski (Retired) · GD Allen (Retired) · CM Dibb (Retired)

LAPSED MEMBERSHIPS

PH Coetzee (Retired) · FR Heunis (Retired) · Miss K M Houson (Ordinary) · DR Webster (Ordinary) · MG Halton (AnT) · WS Grenfell (AnT) · WK Gessler (Retired) · KG Sutton (Retired)

DECEASED

L Chapson · "SJ" Mkhize · F "Chips" Jackson · G Treloar

Fridjhon, Fulford & Partners until his retirement as a partner in 1984.

His enlistment in the army was in the face of considerable resistance by the military authorities as he had injured his back seriously as a child.

Gerry Treloar was not only well-known and greatly respected by members of the architectural profession and the building industry in general, but was also deeply involved in athletics and the Comrades Marathon in particular, which he completed thirteen times during his running career, in which he was known as "Chaka".

At the time of his death he was living in retirement at Inchanga. The sympathy of all members is extended to his family and relatives.

Michael Taylor

"SJ" Mkhize 1960 - 1994

Sokesimbone Johannes Mkhize ("SJ"), came into the lives of FGG Architects when it was decided to create a Bursary for disadvantaged students to study Architecture at the University of Natal. It was through fellow architect Martin Kaplan, that he was found working in the KwaZulu Works Offices and offered the Bursary to attend University.

It was particularly gratifying that "SJ" applied himself to his studies and obtained his degree without dropping one credit during the six year course (1986 - 91). During the vacations "SJ" worked in our offices and was quickly admired for his quiet determination to learn, whilst imparting his views and knowledge of Zulu customs and tradition.

Halfway through his course "SJ" married Nompumelelo in Durban in a unique ceremony in which his friends rode up the aisle on gleaming motorcycles!

In his practical year (1989) "SJ" visited and worked in the UK and toured Europe. Upon his return, he stunned the office with deeply moving slide shows of his perceptions of the First World's lack of understanding of how buildings should and could be entered and approached.

It was always "SJ's" intention "in the future to work in the communities which lag behind in terms of practical architectural application". He was on the threshold of achieving this when he tragically died as a result of a motorcycle accident on 7 August 1994. At his funeral and at the same church he was married in, his "Night Riders" motorcycle friends honoured his memory.

The architectural profession and the community it serves will be poorer as a result of the loss of "SJ". FGG Architects.

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