

**NHRA SECTION 34 APPLICATION
80 Sir Lowry Road, District Six
Erf 7134 Cape Town**

prepared for
Golden Lakes (Pty)Ltd

Report for comment 25 October 2021

Prepared by:

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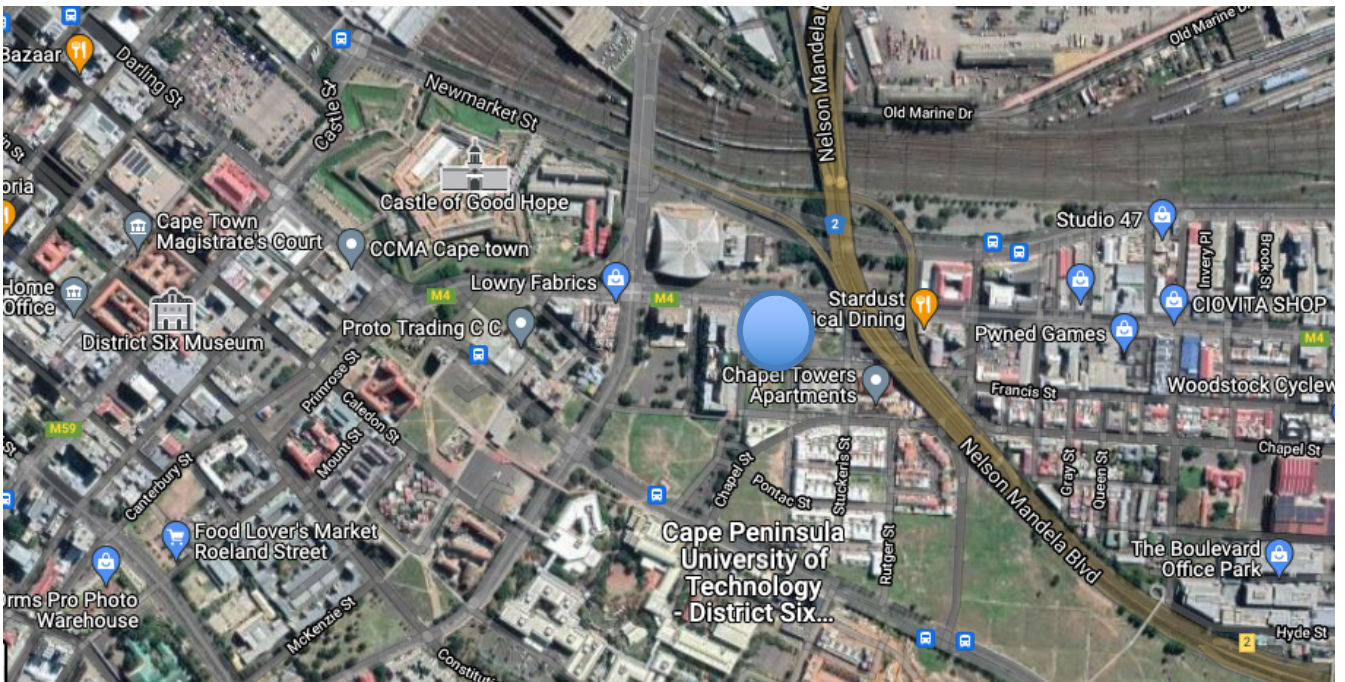
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Report for comment

EXECUTIVE SUMMARY

1. **Site Name** Erf 7134, Cape Town
2. **Location** 80 Sir Lowry Road, Woodstock: GPS coordinates -33.927591S 18.432427E
Block bound by Sir Lowry Road, Reform Street, Muir Street and Selkirk Street
3. **Locality Plan**



Locality of site along Sir Lowry's Road, Woodstock (Google map data, 2021)

4. Description of Proposed Development

The proposal is for a predominantly residential development, with showroom space on grade with Sir Lowry Road behind retained original facades. Shopfronts are to be replaced with ones more in keeping with the style and period of the building and allowing better visual links with the interior than the current, non-original shopfronts. Parking is proposed above the showroom and not visible from the street. Parking will be accessed from Reform Street in much the same position as the current vehicular entrance and entry to the residential units is proposed from Selkirk Street.

5. Consultation

Heritage Western Cape requires that comment be requested from relevant registered conservation bodies and the relevant municipality. This draft heritage impact assessment is to be made available for a commenting period that will conclude at close of business on 29 November 2021. Submissions received will be included within final report for submission to the heritage authorities. Only comments on heritage grounds will be considered and late comments will not be considered.

6. Heritage Resources Identified

While District Six is highly significant in terms of public memory and the history of forced removals, the site does not hold such social significance. The site is considered to possess low heritage significance in the context of the remaining built form of District Six. This report assesses the site with a lack of cultural value and suggests that the site does not possess Grade 3B grading. The site should not be precluded from proposed intervention taking cognizance of the social memory of its context. The site does however possess associational value in the history and growth of District Six and in particular, links to established commercial uses.

7. Anticipated Impacts on Heritage Resources

The townscape is sufficiently resilient to accommodate the proposed intervention without unacceptable impacts on its heritage significance, and the proposed intervention will not detract from any heritage significance. The overall heritage related impact is low. The project could result in social and economic benefits with no loss of heritage resources.

8. Recommendations

This report recommends that HWC endorses heritage assessment and support the development proposal on condition that the Local Authority submission drawings be generally in accordance with the proposal assessed in this report and be submitted to HWC for final stamping before submission to the City of Cape Town for their approval. This draft recommendation is framed so as to generate responses from interested parties and elicit feedback to inform the final heritage impact assessment.

9. Authors and date

- Quahnita Samie (vidamemoria) is coordinating the project and is responsible for compiling and submitting impact assessment for consideration
- The heritage team comprises Ms Kathy Dumbrell, Mr Jim Hislop and Mr Rowen Ruiters
- The date of this report is 25 October 2021

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Draft for comment

1. INTRODUCTION

1.1 Introduction

This heritage statement has been compiled for submission to the relevant provincial heritage resources authority, Heritage Western Cape for application regarding demolition of structures and replacement structure at **Erf 7134, 80 Sir Lowry Road Cape Town**. The purpose of the heritage statement is to assist in the understanding and assessment of heritage significance and provide a basis for decision making by Heritage Western Cape. Included within this statement is a description of the legal framework, description of site and its context, historical background, statement of significance, assessment of proposed intervention and recommendations.

1.2 Legal framework

The relevant section of the National Heritage Resources Act (Act 25 of 1999) to be considered is *Section 34: Structures*

(1) No person may alter or demolish any structure or part of a structure which is older than 60 years without a permit issued by the relevant provincial heritage resources authority, and

(2) Within three months of the refusal of the provincial heritage resources authority to issue a permit, consideration must be given to the protection of the place concerned in terms of one of the formal designations provided for

In fulfilling statutory requirements, this heritage statement is compiled in line with requirements as outlined within the Annexure A¹ form and provides necessary and relevant information to guide the decision-making process.

1.3 Scope

A Section 34 application in terms of the National Heritage Resources Act (Act 25 of 1999) is to be submitted to Heritage Western Cape for consideration of demolition and proposed intervention. The structure is older than 60 years and therefore any alteration of the structures or part thereof would require approval from the relevant heritage resources authority. The site has been graded as III B. Further investigation and historic background have been undertaken to inform significance and re-grading of the site and structures.

Scope of work for heritage statement considers requirements necessary to submit Section 34 application to the relevant heritage resources authority and includes brief background study, establishing conservation and heritage status of the subject property, identification of heritage resources within the immediate context, statement of significance, derivation of heritage indicators and assessment of proposed intervention.

1.4 Declaration of Independence

The heritage team are independent and have no vested or financial interest in the project proposal being either approved or rejected by the relevant authorities. The team comprises Quahnita Samie, Kathy Dumbrell, Rowen Ruiters and Jim Hislop.

¹ The standard application form prescribed in the regulations to be used in the case of applications made in terms of Sections 27, 31 and 34 of the NHRAct.

1.5 Site location

The site considered within this assessment falls within District Six, situated in close proximity to the Cape Town Central Business. The location of the site is highlighted in the accompanying locality map and illustrates major access routes linking District Six within its broader context, namely Strand and Tennant Streets, Sir Lowry Road and Keizergracht Street as well as the Eastern Boulevard. Erf 7134 is a block bound by Sir Lowry Road, Reform, Selkirk and Muir Street.

The site is located to the east of the City of Cape Town's city centre within an urban development zone characterised by mixed-use development. A mix of destination retailers such as material wholesalers and motor service industries characterizes the immediate context. To the west of the building is The Six residential block and offices, to the north is the Good Hope Centre (the site predominantly faces the parking area), to the east is a petrol station and the Eastern Boulevard flyover; and to the south is a vacant plot earmarked for residential development, the Muir Street Mosque, residential development, a number of City service related structures including waste disposal as well as the completed first phase of restitution residential development.

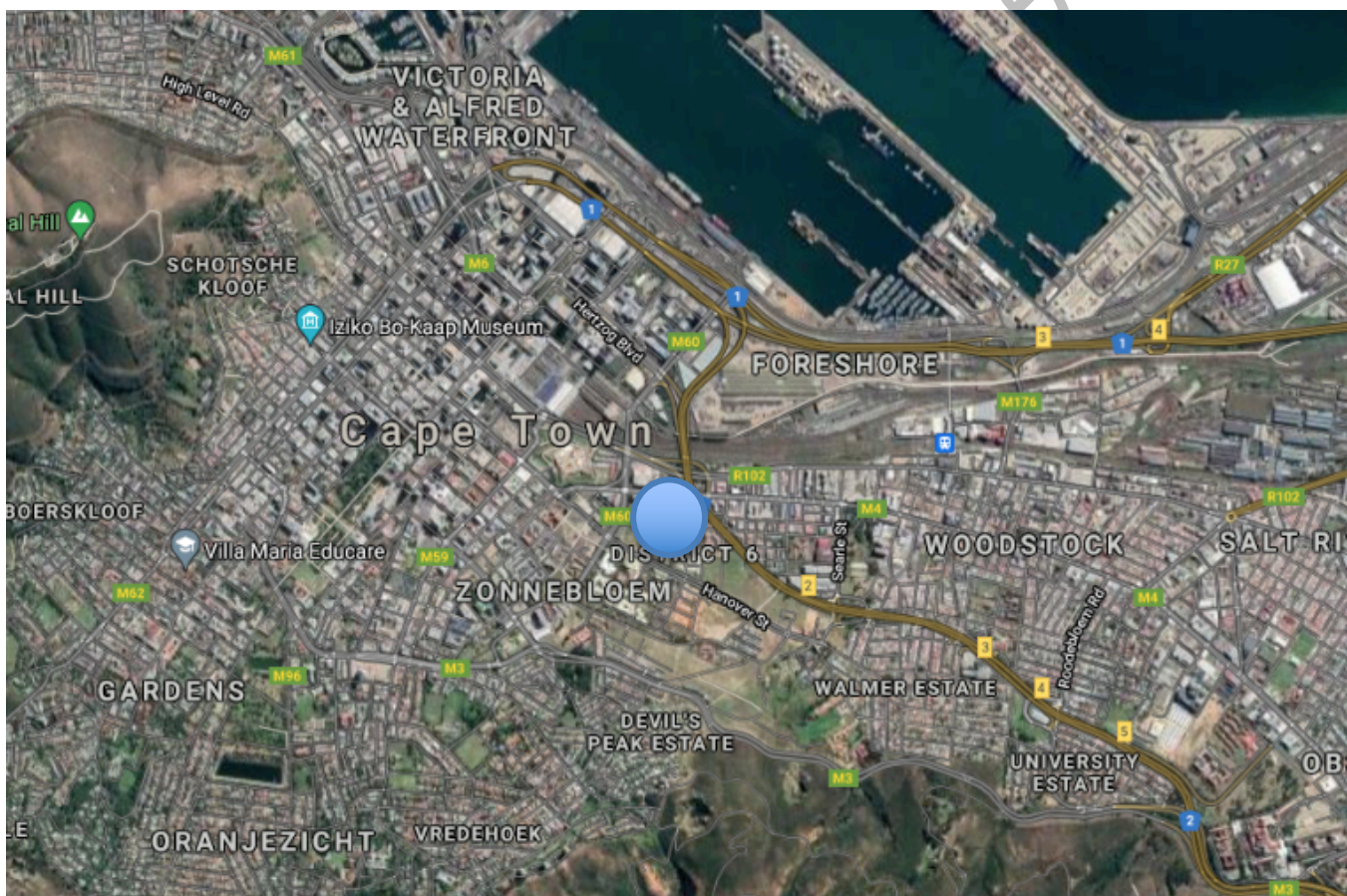


Figure 1: Metropolitan context: site locality (Google earth, accessed April 2021)

The proposed development site falls within a mixed-use area that is experiencing levels of change associated with economic growth due to its proximity to the central business district and as a result of its location along Sir Lowry Road. The nature of roads bordering the site is of a differing nature. Sir Lowry Road is a secondary arterial road connecting the city centre to Woodstock while the remainder of streets is of a lower order.

The site is not within any declared or proposed Section Heritage Protection Overlay Zone. The site falls within the Proposed District Six Cultural Landscape National Heritage Site. The statement of significance contained within this report identifies heritage resources within the immediate context and highlights heritage significance of the site.

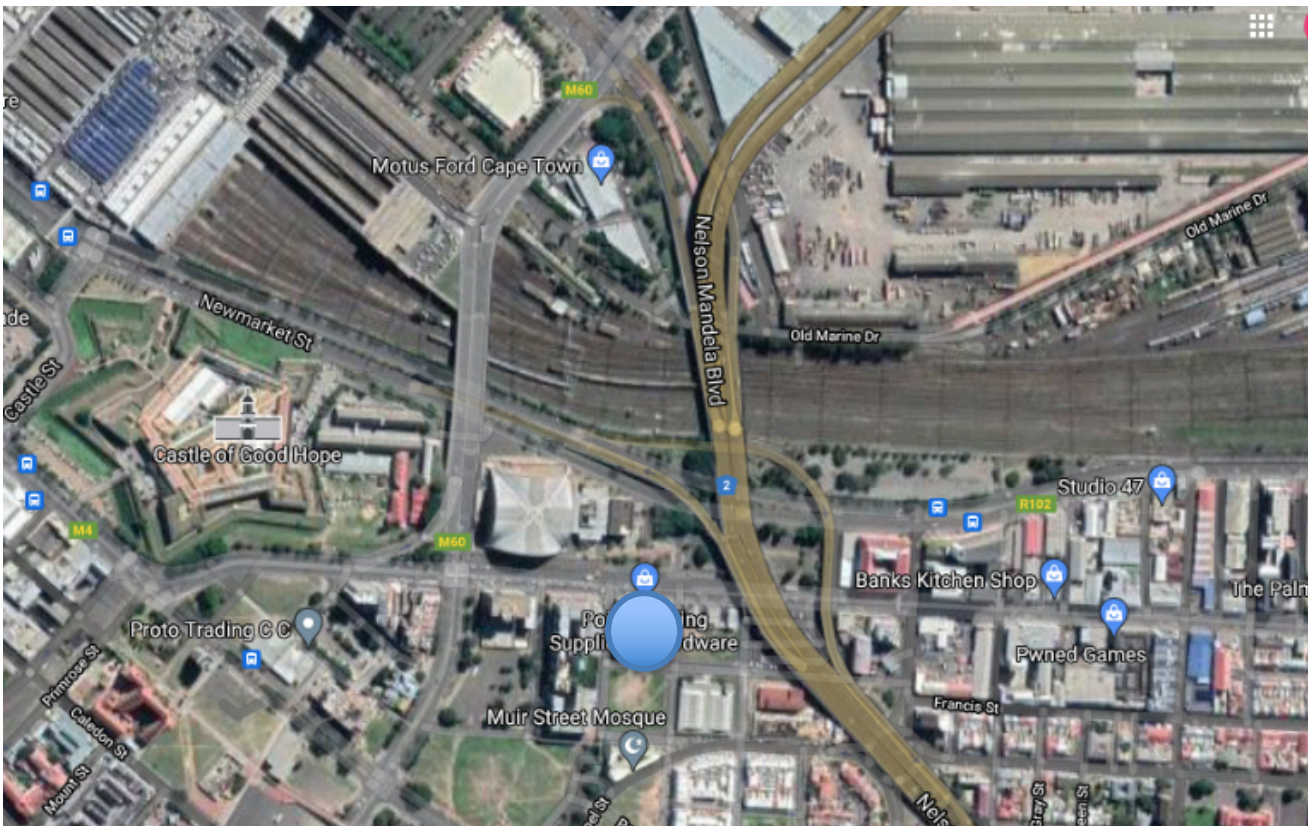


Figure 2: Locality of site along Sir Lowry's Road (Google earth, accessed April 2021)

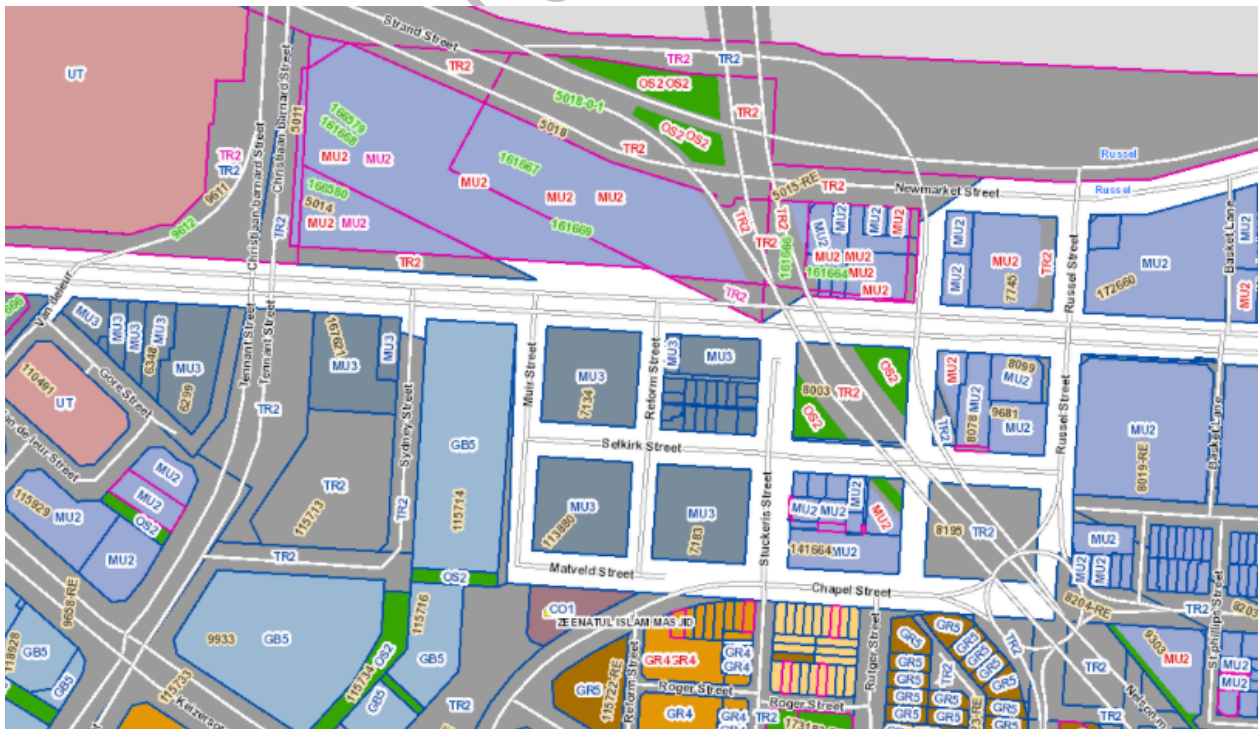


Figure 3: Extract City Map Viewer depicting zoning of immediate context. The site is zoned Mixed Use 3 City Map viewer accessed 24 May 2021

1.6 Contextual analysis

The Cape Town of the early C20th, a harbour town tightly bounded by the mountains of the City Bowl, was very different in urban form to the city we know today. Suburbs were originally separate villages and hamlets. The Cape Town Municipality gradually expanded from the 1890s to 1925 to include the villages of Green Point, Sea Point, Woodstock, Salt River, Observatory, Rondebosch, Claremont and Wynberg. Pinelands, Bellville, Milnerton and Somerset West were at that stage still separate villages, each under their own administration and remained so for much of the C20th. The area between the north-south ribbon of urban development clustered mainly along the Main Road from Cape Town to Simonstown and the Helderberg was referred to as the Cape Flats for much of the C19th. By the turn of the C20th, settlements and farms were scattered throughout, but it remained largely undeveloped and outside urban boundaries.

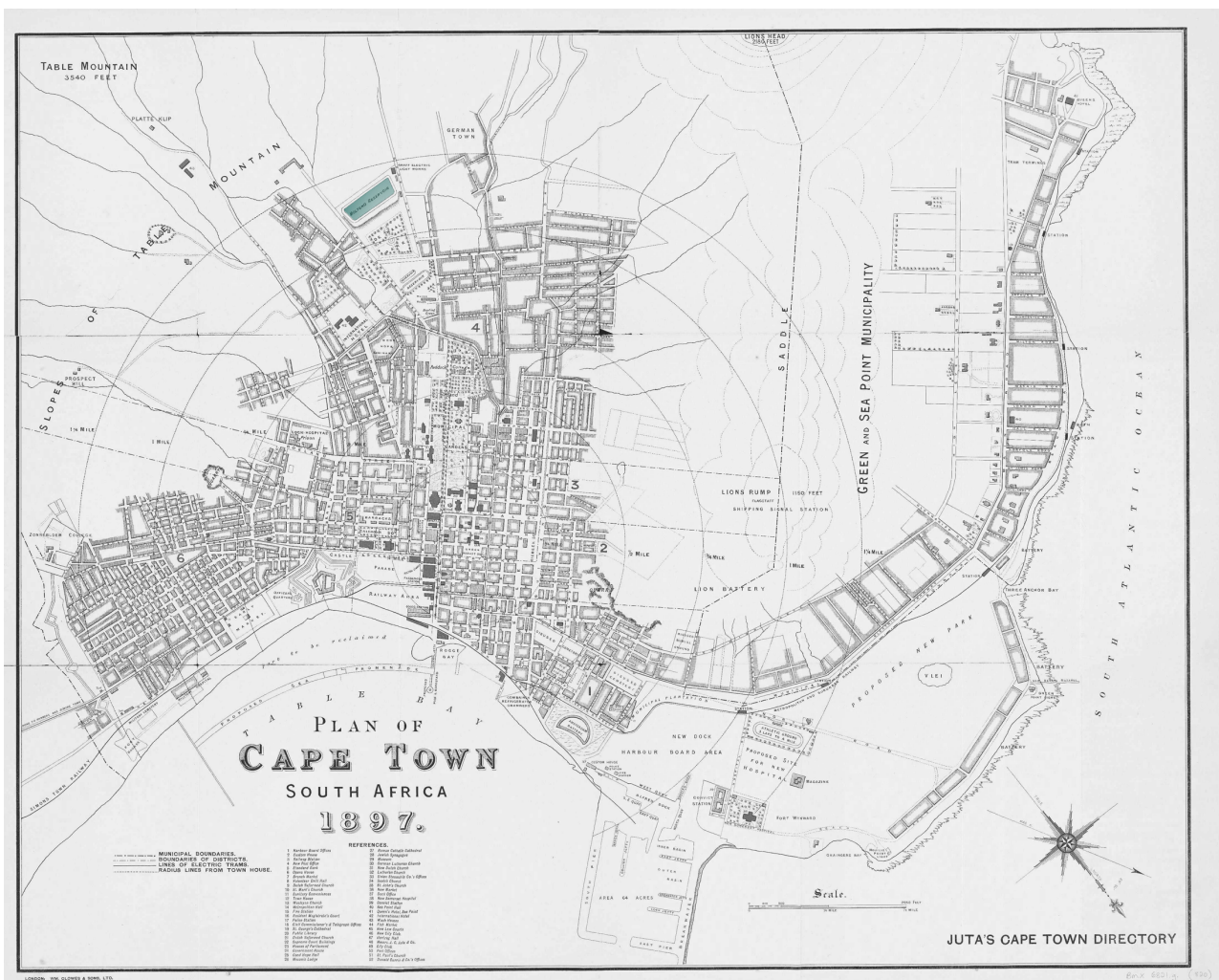


Figure 4: Plan of Cape Town 1897

By the 1930s, 'sprawling squatter camps along the northern railway line' coupled with unresolved inner-city overcrowding, grassroots politics and an increase in trade-union organisation, 'all pointed towards a coming clash over urban space and the quality of life'. Against this background, the Foreshore development project was to have profound consequences for the spatial planning of Cape Town and its immediate regional context. In 1935, the plan by the South African Railways to construct the Duncan Dock had as a consequence the reclamation of 480 acres of land adjacent to the inner city. This land was offered to the City Council for development. The development of the Foreshore was to influence not just the shape of the central city, but the

spatial planning of the city. The planning philosophy which had been developed for Cape Town since the 1938 South African Town Planning Congress in Johannesburg favoured the 'sterilisation' of the inner city. The Group Areas Act brought a new layer to this discussion and its proposals would displace thousands of people.

Woodstock, one of the first formalized suburbs in Cape Town, is located immediately adjacent to the city. The community started out as a farming village called Papendorp before being transformed into a seaside village known as New Brighton, with its long beach stretching the length of the suburb, finally being renamed Woodstock in 1867. The beach was lost to the land reclamation that saw the creation of the Foreshore in the 1950's but with its proximity to the city it became increasingly industrialised from the late 1800's giving the suburb an eclectic mix of Victorian cottages and warehouses. The area developed from the beginning of the 19th Century mainly along the Main Road, more so after the opening of the railway in the 1860's. Woodstock managed to survive the trauma of the Group Areas Act to become a mixed-race suburb but fell into decay during this time and gained a reputation for grime and crime. It has however recently undergone drastic urban renewal.



Figure 5: Woodstock and District Six prior to forced removals

District Six

In 1867, District Six was named for the sixth municipal district of the city Cape Town. The District, which is thought to have its origins in the early 1840s, was made up of a diverse population that criss-crossed barriers of race, class and ethnicity. Residents of the District included descendants of freed slaves, artisans, merchants and immigrants. A vibrant centre with close links to the port of Cape Town, the District flourished as a community numbering approximately 50 000 people by the early 1900s. By the early 1960s the District had 16 churches, 17 schools and training colleges and a thriving community centre home to a considerable community of artists, educators, intellectuals, writers, musicians and political activists. By the 1960s, District Six had become synonymous with the horror of forced removals. In 1970 the apartheid government renamed District Six to Zonnebloem as well as reconstructing the road network to conform to the apartheid street grid. By 1982, 60 000 people had been forcibly removed from the area and their houses bulldozed to rubble that left a spatial and visual scar on the landscape. Thus, not only was the community displaced, homes demolished but sense and memory of place was distorted.

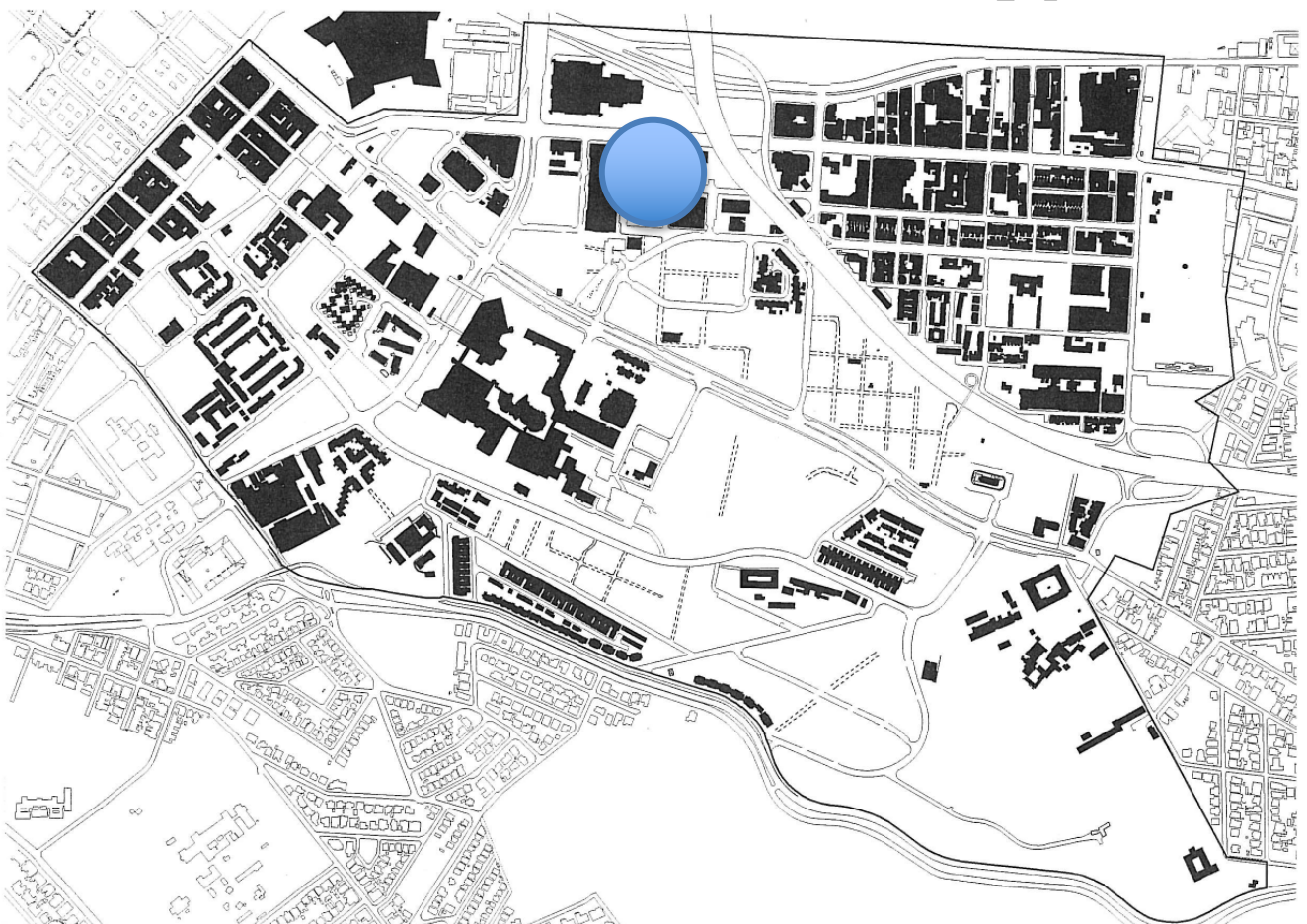


Figure 6: District Six figure ground of remaining fabric after demolition (Le Grange 2003 HIA: 23)

The following series District Six maps indicate that the site is not earmarked as part of the restitution and redevelopment programme; and that there are no land claims on the site.

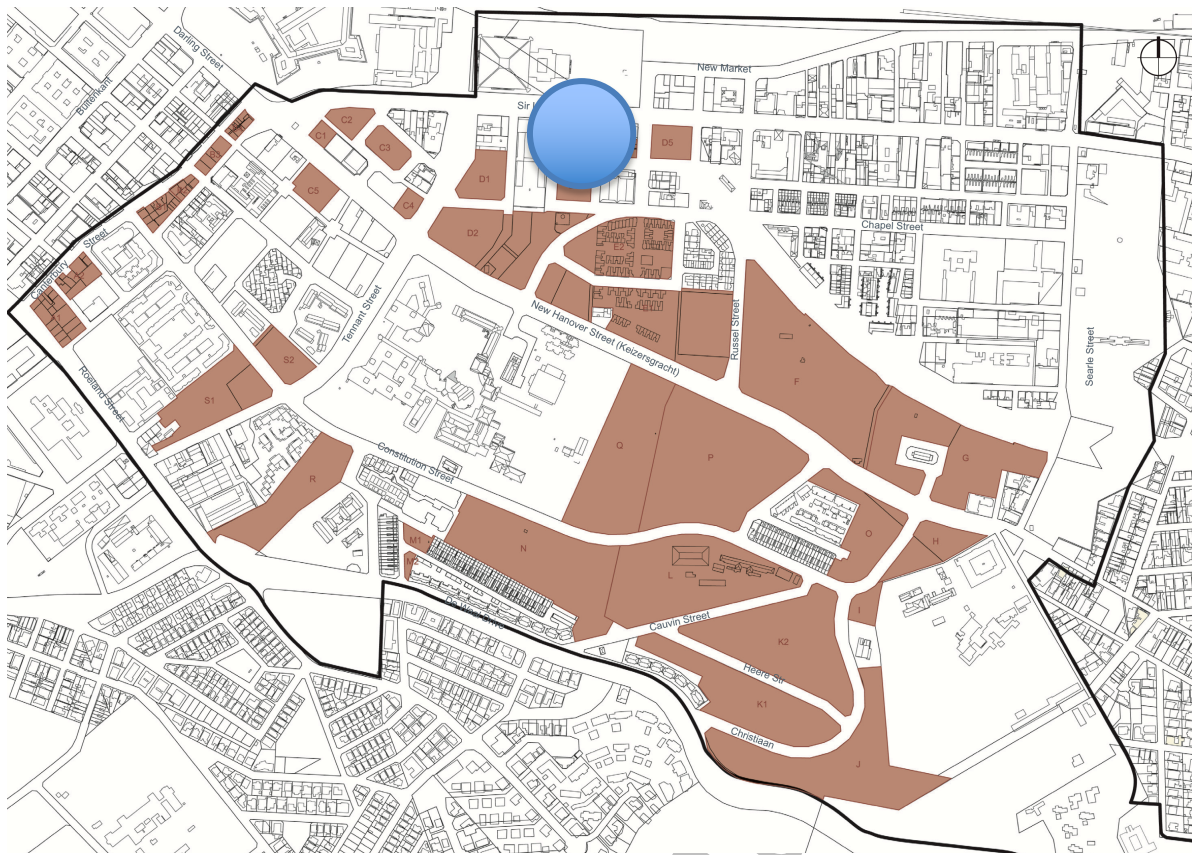


Figure 7: Land available for restitution (District 6 Development Framework 2012: 20)

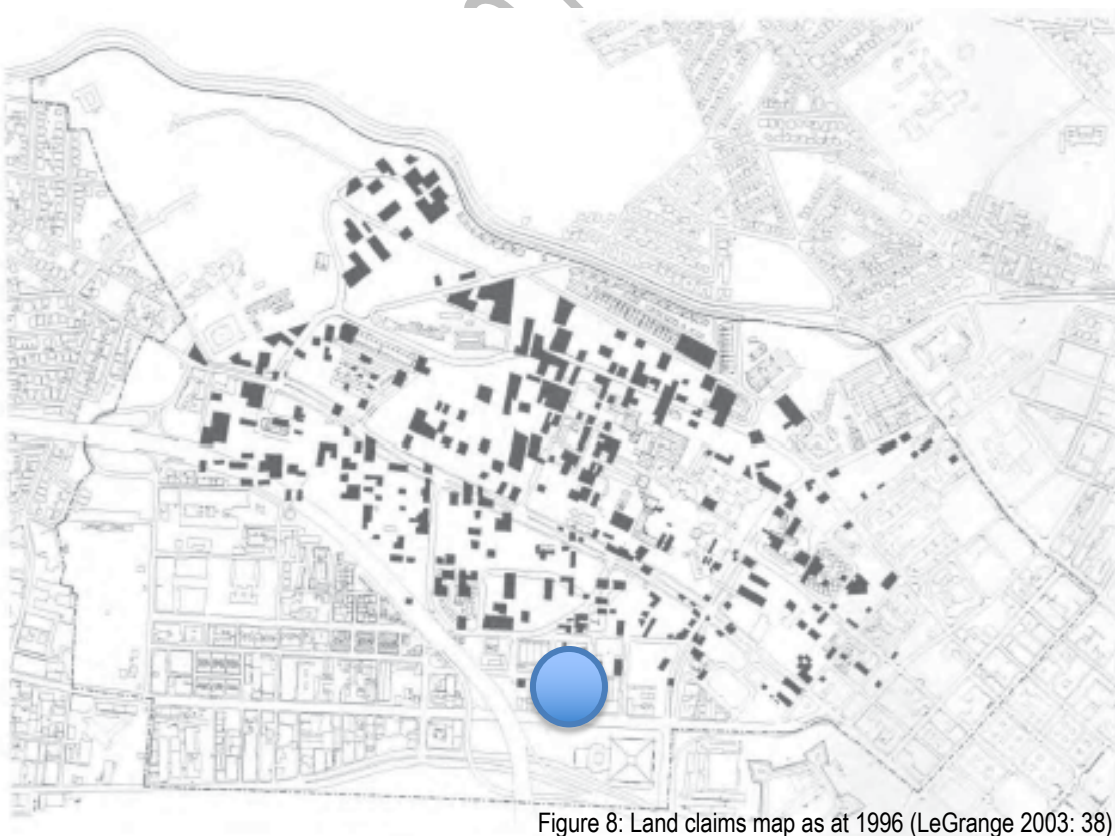


Figure 8: Land claims map as at 1996 (LeGrange 2003: 38)



Figure 9: Current road layout overlaid on 1960s map highlighting location of the Nelson Mandela (Eastern) Eastern Boulevard (Le Grange 2003: 24)



Figure 10: District Six Redevelopment phases (District Six Development Framework, 2012: 123)

1.7 Property description

Erf 7134 is zoned as Mixed Use III and measures 2868 sqm. The site and its urban context were inspected and a photographic record of the site compiled, which is drawn upon to illustrate this report. Each building was inspected and grading sheet as per City of Cape Town auditing requirements completed (see Annexure A). The site accommodates Wheelworx Mag Repairs, Point Building Supplies and Hardware, AVTS Roadworthy Station, Siegfried Auto Services, Multi-Tech Auto, Motorcars SA as well as CrossFit District Six and a warehouse for Good Hope Wholesalers.

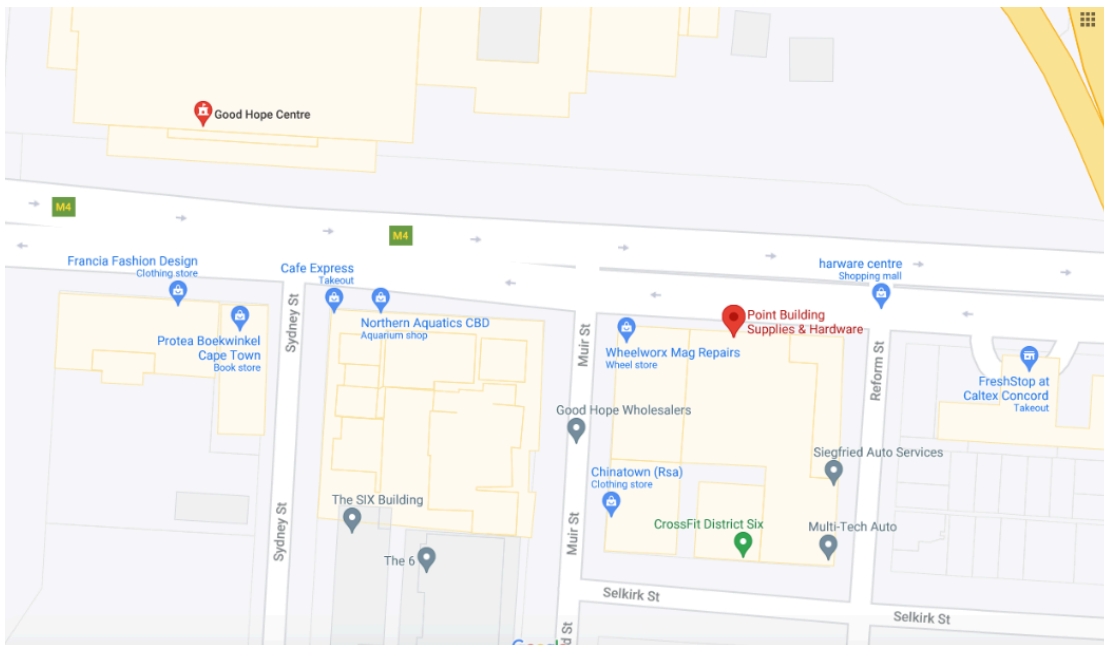


Figure 11: Site uses in immediate context

1.8 Site assessment

The buildings are tightly grouped on the site with an internal service yard that leads to Selkirk Street. The site slopes gently from Selkirk Street to Sir Lowry Road. The main and prominent Art Deco Facade is on Sir Lowry Road, but with a weak street interface.

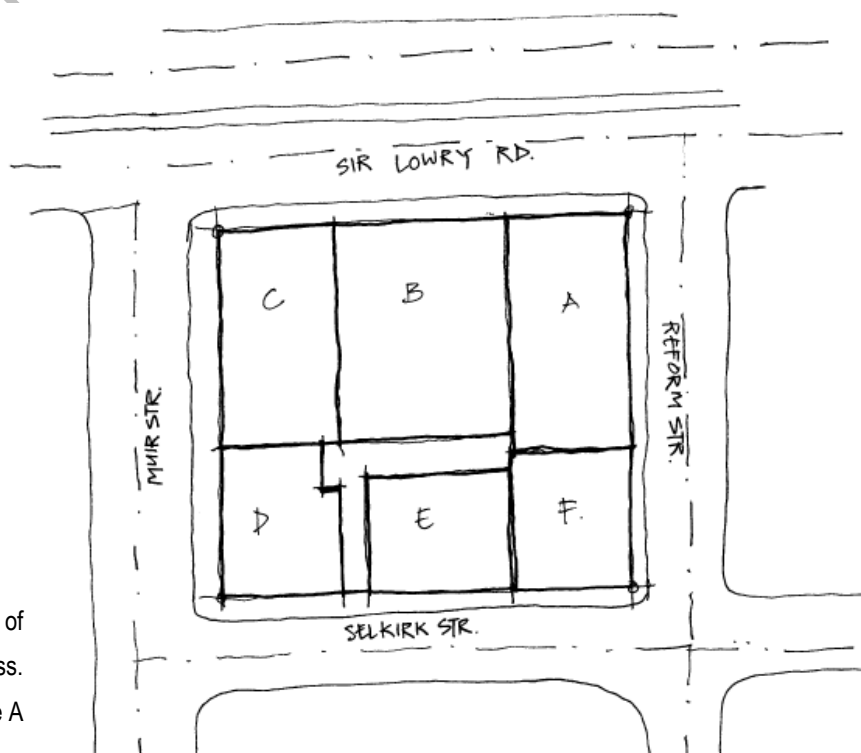


Figure 12: Reference to individual assessment of structures in terms of heritage conservation worthiness.

Individual sheets are contained in Annexure A