

3. SPATIAL HISTORY OF THE SITE

3.1. Historical background Zonnebloem

Zonnebloem (“sunflower” in Dutch), with its vineyards cultivated on terraces on the mountain slopes overlooking Table Bay, was an estate that was the first major landmark between Devil’s Peak and Buitenkant Street (where the subject block is now situated), having been established in the early 18th century (Hislop 2018: 6). It began its existence as a small loan farm in c.1700 and was used by Burgher Councillor, Orphan Master and VOC meat contractor Claas Hendrik Diepenauw for some time in the early 18th century. However, the first land grant dates to 1707, when Zonnebloem was granted to Pieter Christiaans (after whom Christiaan Street, District Six, was named) (Ibid: 40). After various owners followed, including the female French Huguenot Barbère -Thérèse de Savoye, Zonnebloem was obtained by Rudolph Siegfried Alleman, a VOC official and accomplished military officer (leader of the Cape Garrison) in 1737. A man of some wealth, he increased the property’s size two-fold after relocating there from his quarters at the nearby Castle of Good Hope (Ibid: 40).

There were already vineyards and wheatfields on the estate when Alleman took ownership of Zonnebloem, as well as a barn. A wine cellar had also been constructed to store the wine produced on the farm’s vineyards that stretched up Devil’s Peak. Alleman died at Zonnebloem in 1762 and his son, Frederik Wilhelm, sold it to Jan Hendrik Munnik in 1774, whereafter it was referred to as “Munnik’s farm” for some time. This was a time when homesteads and their outbuildings were given all the most elaborate architectural trimmings by their wealthy owners as a symbol of high status , and as Captain of the Cape Cavalry Munnik no doubt wanted to use the Zonnebloem farm and house as a showplace (Hislop 2018: 40).



Figure 19: Portion of the Robert Jacob Gordon panorama of c.1778 showing the Zonnebloem homestead and outbuildings to its left on the slope of Devil’s Peak, with open farmland on the right (west). The shoreline can be seen in the foreground, and “The Great Road” (now Sir Lowry Road) can be seen running horizontally below the farm buildings, before its south side was developed with buildings (marked with an arrow). The upper road, seen here above Sir Lowry Road, was presumably the wagon track to Zonnebloem that later became formalised into Hanover Street. (Rijksmuseum, Amsterdam)

Floris Brand (who owned other market garden properties in the Table Valley) took ownership of Zonnebloem in 1798, followed by George Frederik Goetz, for a short period in 1800. The same year, it came into the possession of renowned Scottish colonist, slave trader, businessman and merchant Alexander Tennant. Tennant made his own changes at Zonnebloem. According to the *opgaafrol* (tax census records) of 1805, Zonnebloem was then 27 morgen (23 hectares) in extent and had 20 000 vines, which was double the number during Goetz's ownership in five years before (Ibid: 41).

By the early 19th century, five other smaller estates (or market gardens) had appeared in the vicinity of Zonnebloem: Welkom, near the Castle of Good Hope; Welgelegen, just off Caledon Street; and Bloemhof, Hope Lodge and Werkerslust off Roeland Street. These market garden estates produced grain, meat and wine for the growing Cape Town, as well as for sale to passing ships.

Welkom (a piece of municipal land, four morgen in extent in 1806 and the site of the Oude Schutkraal – municipal horse pound), was obtained from Philip Kraft by Tennant, all in the same year (Ibid: 56).

Despite being involved in the slave trade and other supposedly lucrative business activities, Tennant appears to have over-reached himself. He got into financial difficulties, selling Zonnebloem in 1808 (Patrick 2006: 14). He was eventually declared insolvent in 1810, following which a substantial piece of his land situated along "The Great Road" (future Sir Lowry Road) was surveyed and subdivided into what were to become the northern street blocks of District Six, south of the Great Road (Ibid: 14).

Tennant died in 1814, and his remaining land holdings went into the care of his executor David Jennings in 1815, who then set about selling off further parcels of land. Much of what was to become District Six was thereby developed on former Zonnebloem farmland, as well as other smaller estates, such as Welkom, that were gradually subdivided (Hislop 2018: 41).

Welkom was divided into two parts after Tennant's death, with one portion going to Robert Row in 1815 and the other being obtained by Samuel Murray in 1817 (Ibid: 56).

There was still much open land in this area in the early 19th century (then loosely referred to as being "behind the Castle" in old street directories and almanacs), however. The area was also characterised by its military fortifications (such as the Munnik Lines, which stretched up to Zonnebloem) erected by the VOC with the aid of the French Pondicherry Regiment in the 1780s in an effort to keep the settlement protected from being occupied by the British, as the Cape was desirable as a refuelling station for their ships en route to their colonies (Ibid: 6).

The nearby shoreline of Table Bay (then far closer to the eastern area below Devil's Peak than it is now) added its own business activity to the growing neighbourhood, as sailmakers, whale harpooners, boatsmen and shell collectors moved to the area to ply their trades. The early 19th century saw many changes at Cape Town, with the beginning of the Second British Occupation as foreign immigrants came to the Cape, and bringing with them their traditions and architectural influences to cultural mix of the area. Some of the European immigrants who moved to the area were wealthy merchants and businessmen, who built large houses and stores for themselves in this eastern part of the town, within easy reach of the Newmarket in Sir Lowry Road. It was during this time that German-born builder

Herman Schutte constructed the fine homestead Hanover House, which would give its name to the now famous Hanover Street (Hislop 2018: 6).

The Elemans map of 1818 (*Figures 20 and 40*) shows that formalised street grids (south of Sir Lowry Road) had been established east of the Castle of Good Hope on former Zonnebloem and other farmland by that time, although there was still much open land south of these relatively new streets that had been developed on parcels of Tennant's former land holdings.

Each of these square street blocks (around 200 roods in size, such as the subject block) consisted of individual lots, which were bought at auction by private buyers such as J.W. Stuckeris (Patrick & Blankenberg 2006: 14).

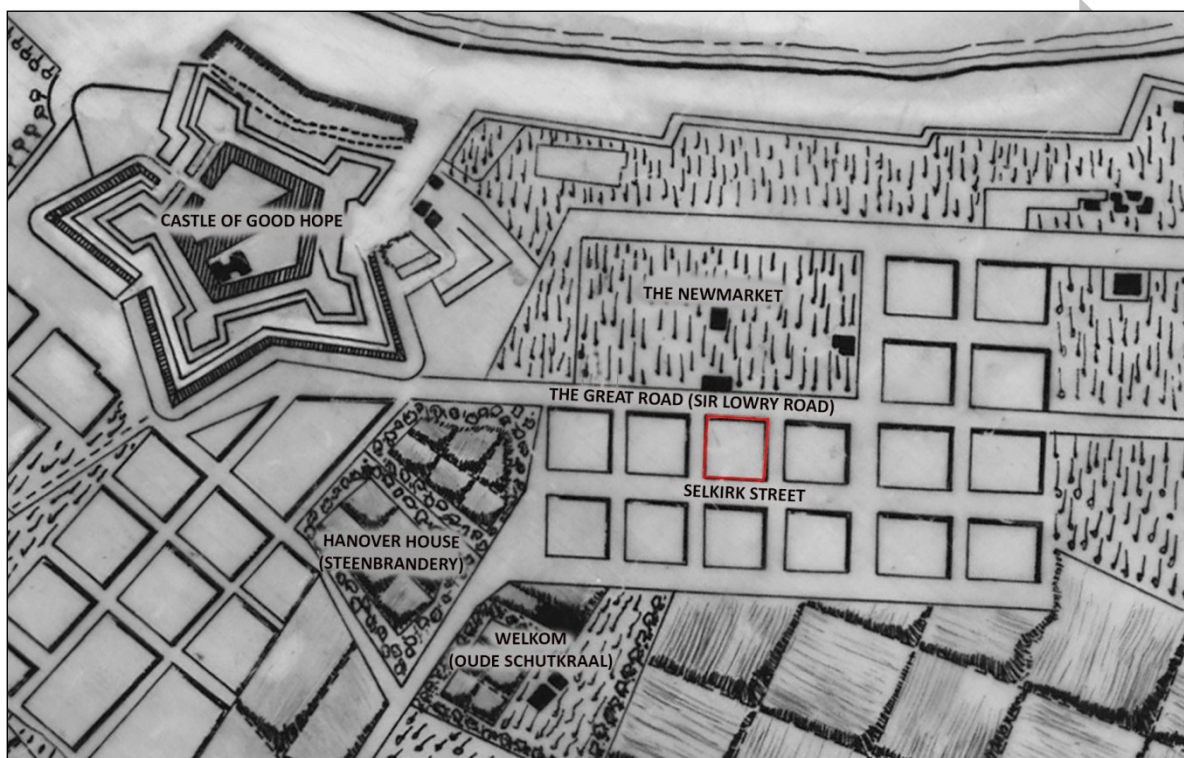


Figure 20: Portion of the Elemans map of 1818 showing the area to the east of the Castle of Good Hope (seen top left) and on either side of The Great Road (Sir Lowry Road). The subject block is highlighted in red. The Hanover House property (also known as Steenbrandery) was owned by Herman Schutte and Welkom (Oude Schutkraal) was one of Alexander Tennant's properties, along with Zonnebloem, that had been subdivided following his death in 1814. The Newmarket, which stood north of the subject block, was later replaced by the Good Hope Centre. (CoCT Heritage Office; annotated by Jim Hislop)

3.2 Sir Lowry Road ('The Great Road')

Formerly known as "The Great Road", Sir Lowry Road was named after Lieutenant-General Sir Galbraith Lowry Cole, Governor of the Cape from 1828 to 1833. Leading eastwards along the sea shore from the Castle, Sir Lowry Road was an early access route to the outlying farms and districts near Cape Town (Hislop 2018: 30).

By the early 19th century, following the construction of the Newmarket, Sir Lowry Road became a desirable address for wealthy expat merchants, mainly of British descent, who had relocated from Britain, Europe and India after the Second British Occupation, and wanted to settle near the market to establish their businesses (Ibid: 30).

Some of the area's well-known residents of this period included artist Sir Charles D'Oyly at Gore Lodge (Sir Lowry Road, opposite the Newmarket) and Thomas Har(r)ington, after whom Harrington Street was named, at Harrington House. These wealthier residents shared the area with artisans, manumitted slaves, washerwomen and the like (Ibid: 30).

D'Oyly made some valuable artistic representations of the subject area during his stay at nearby Gore Lodge in the early 1830s. He depicted Sir Lowry Road as lined on the south side with mainly double-storey villas, some with Regency verandas (Figure 21).



Figure 21: The south side of Sir Lowry Road, looking west towards the Castle in the early 1830s. Gore Lodge, typical of the early 19th-century double-story merchants' villas that lined the south side of the thoroughfare (not far west from the subject site, and also opposite the Newmarket), was occupied by Sir Charles D'Oyly at the time (the artist of the above drawing). (Western Cape Archives & Records Service: DOY13)



Figure 22: Woodhead Tannery, one of the industrial sites that occupied Sir Lowry Road towards the close of the 19th century – Western Cape Archives & Records Service)

As the 19th century progressed to a close, however, Sir Lowry Road was becoming increasingly industrialised, as tanners, woodyards, mills and other light industry started replacing the merchants' villas seen in D'Oyly's 1830s artworks.

This light industrial activity appears to have continued well into the 20th century, as Sir Lowry Road housed numerous motor vehicle-related businesses, from service stations to tyre suppliers, according to the street directories of 1956 to 1973.

Following the implementation of the Group Areas Act by the apartheid government in 1950, District Six was proclaimed a White Group Area (Patrick 2006: 9). Between c.1966 and 1982 most of the area was demolished, including numerous blocks facing Sir Lowry Road, in the vicinity of the subject block (Hislop 2018: 8)(although the subject block itself was spared from demolition).

The Good Hope Centre was erected on the former site of the Newmarket in 1976, on the north side of Sir Lowry Road, opposite the subject block. It was designed by Italian engineer/architect Pierre Luigi Nervi (Artefacts). Another nearby landmark was the Oriental Plaza, which took up two adjacent blocks (Blocks P and E) on the opposite (west) side of Muir Street from the subject block (Patrick & Blankenberg 2006: 9).

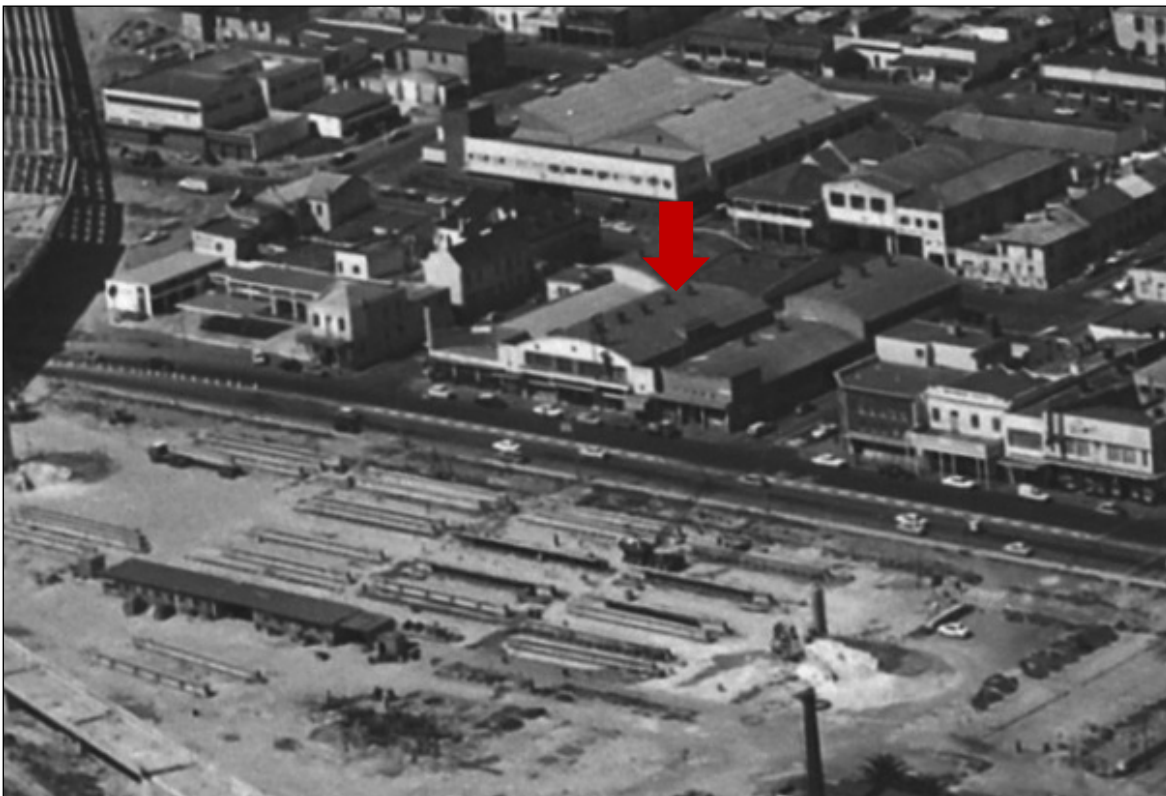


Figure 23: The south side of Sir Lowry Road during the building of the N2 overpass (which can be seen at top left) in the c.1960s, with the buildings of lower District Six seen in the background. 80 Sir Lowry Road is marked with an arrow. Here the vaulted warehouse roofs can clearly be seen. Soon many of the surrounding blocks would be demolished as part of the apartheid government's District Six clearance operation that lasted from c.1966-1982. (CoCT Heritage Office, undated: CCb130_f21_i04)



Figure 24: The south side of Sir Lowry Road showing the subject block with Reform Street at far left and Muir Street at far right. (Google Streetview, Sept 2017)

3.3. The subject block

The subject block (bounded by Sir Lowry Road to the north, Reform Street to the east, Selkirk Street to the south and Muir Street to the west), originally consisted of six lots obtained from Alexander Tennant/his estate by four individuals between 1810 and 1815 (Figures 25 and 25a).



Figure 25: The tree-lined Newmarket (Morning Market) at bottom, and Sir Lowry Road at centre, as seen on the 1910 divisional map. The subject site is outlined in red, and shows the six early 19th-century land grants (labelled 1-6) that made up the original city block (Block D) on the south side of Sir Lowry Road that was obtained by Arthur Charles Mathew in 1904. (M4-10 of 1910, Western Cape Archives & Records Service; annotated by Jim Hislop)

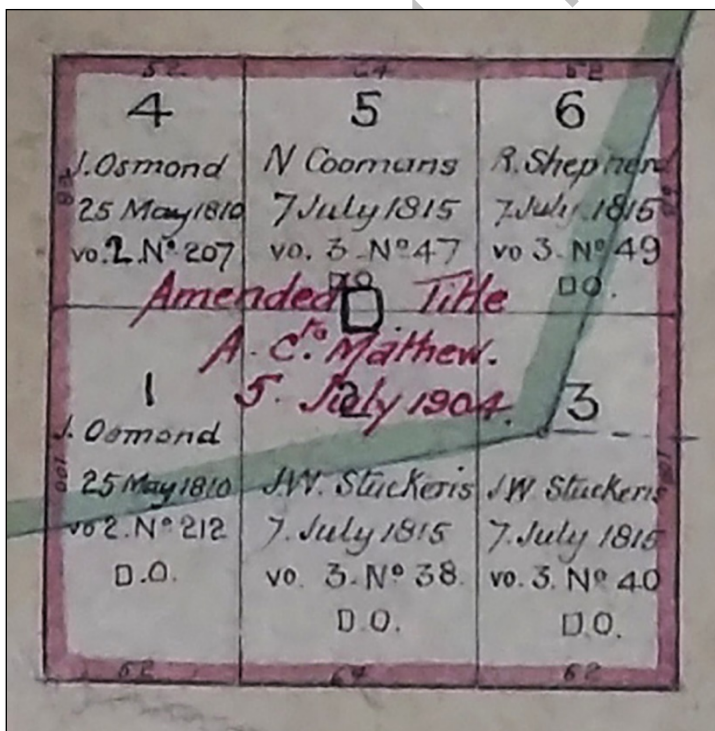


Figure 25a: Detail of the above divisional map showing the names of the first grantees of the six lots on Block D (labelled 1-6): J. Osmond, N. Coomans, R. Shepherd and J.W. Stuckeris, between 1810 and 1815. The green line is an earlier boundary, possibly of a part of Zonnebloem or Welkom estate. (M4-10 of 1910, Western Cape Archives & Records Service)

Lots 1 and 4 went to J. Osmond on 24 May 1810 (Vol. 2, Nos. 207 and 212); Lots 2 and 3 went to J.W. Stuckeris on 7 July 1815 (Vol. 3 Nos. 38 and 40); Lot 5 to N. Coomans on 7 July 1815 (Vol. 3 No. 47); and Lot 6 went to R. Shepherd on 7 July 1815 (Vol. 3, No. 49, 1815, DOCT).



Figure 26: A Thomas Bowler watercolour painting dated 1843, looking west down Sir Lowry Road (centre), with the Newmarket on the right and south side of Sir Lowry Road at left, then mostly occupied by early (mostly double-storey) 19th-century houses and warehouses. The single-storey warehouse at far left (identified as “Manuel’s Woolstore”) stood on the north-western corner of the subject site, which would make the road veering off to the left Muir Street. (Western Cape Archives & Records Service: M589; reproduced from Bradlow 1967)

The well-known 19th-century artist Thomas Bowler painted a scene looking west towards the Castle down Sir Lowry Road in 1843 (Figure 9). The occupants of the various buildings lining the street on the south side are listed, and in the foreground, part of “Manuel’s Woolstore” is identified. A single-storey building with flat roof is shown, with what appears to be a wall-lined yard bordering on Muir Street (Bradlow 1967).

Following the abolition of slavery at the Cape in 1834, and the subsequent four-year period of enforced ‘apprenticeship’, many emancipated slaves settled in the area that was developing east of the Castle and would become known as District Six.

Throughout the remainder of the 19th century, speculators bought up undeveloped portions of former farmland and developed it with low-cost housing with little or no access to sanitation. As seen in Figures 27 and 27a by the late 1850s, the south side of Sir Lowry Road had been developed with houses and warehouses as light industrial activity gradually crept into the area as the wealthier residents started moving further afield to areas such as the Southern Suburbs. Many of the former merchants’ houses, such as Har(r)ington House, were converted into business premises and storage spaces to suit the commercial enterprises of the period (Hislop 2018: 115).

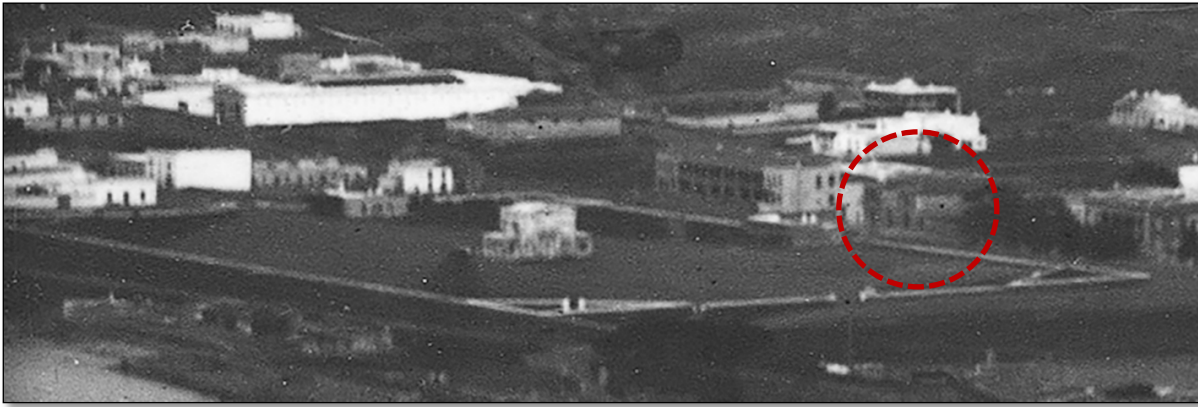


Figure 27: A portion of the c.1859 William Morton Millard panorama showing the walled Newmarket at centre with the south side of Sir Lowry Road seen running at an angle from centre to right. The old shoreline can just be seen at bottom left. The subject block is circled. (CoCT Heritage Office; annotated by Jim Hislop)

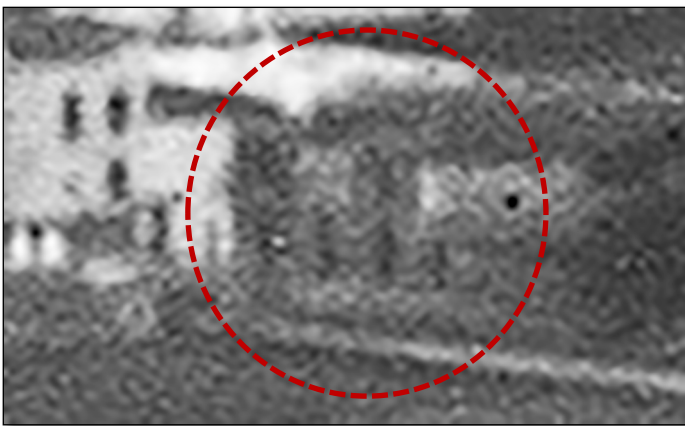


Figure 27a: Detail of the above panorama showing the Sir Lowry Road-facing side of the subject block (circled). Although blurry, two double-storey sections can be seen, with a central single-storey section and another single-storey section on the far right of the circle. This appears to be the single-storey part of the “Manuel’s Woolstore” building that can be seen in Figure 9. (CoCT Heritage Office)

The street directory of 1855 lists the occupants of the subject block (facing Sir Lowry Road) as “Manuel & Co.’s merchant stores” (then 27-30 Sir Lowry Road, on the Muir Street edge, presumably the same “Manuel’s Woolstore” shown in the 1843 Bowler painting) and Thomas Adams, tanner (Number 30), which bordered on “Norden’s Terrace” on the Muir Street edge of the block. The same 1855 street directory lists Charles J. Manuel, “dealer in skins” at the same address, and George Manuel, “merchant” at 25 Sir Lowry Road (Suasso de Lima 1855: 143; 299).

According to the street directory of 1867, Manuel was still operating from the site at that time, though presumably the numbering of the street had changed. Charles John Manuel (merchant) is listed as the occupant of 30-32 Sir Lowry Road (although his home address was now Claremont); and George Augustus Manuel (also listed as a merchant) was occupying “Norden Terrace, 35, Sir Lowry-street” (C.J. Martin 1867: cxxvi).

That same year, the area between the Capel Sloop and the Military Lines leading up to Zonnebloem was designated as District Six, when the six municipal areas of Cape Town were proclaimed (Patrick & Blankenberg 2006: 7).

According to the street directory of 1900, at the beginning of the 20th century the Sir Lowry Road-facing properties on the subject block (street numbering system revised again) then consisted of the J. & Co. Webber South African Steam Mineral Water Works with J. Webber at Number 58, T. Rhodes at Number 60, Cyrus J. Martin at Number 62 and J.B. Eays at Number 64. The Muir

Street side was listed as Thomson, Watson & Co's Produce Warehouse. The rest of the block is not listed, presumably because it consisted of the back and side of the large industrial buildings. Nearby, in Sydney Street, J. Webber & Son Steam Aerated Water Works conducted additional business (Juta & Co., 1900: 97; 129; 144).

The entire block (Erf 7134, 200 square rods, 126 square feet) of all six lots of Block D (consisting of Erven 7135-7140) was granted to Arthur Charles (A.C.) Mathew on 5 July 1904 (Cape Freehold 24.19; 5.7.1904, DOCT).

The Goad Insurance map of 1926 (*Figure 46*) provides details of the businesses operating from the subject block at that time. Then numbered 78-88 Sir Lowry Road, the northern edge facing Sir Lowry Road was occupied by a fruit and vegetable market housed in various warehouse structures, while the southern side facing Selkirk Street included a garage and poultry sheds (behind an open yard that had a wall facing Muir Street).

The 1926/7 street directory provides the tenant details: the Sir Lowry Road-facing side was occupied by C.R. Dickinson (No's 78-80) and Fig Bros. & Sacks (Numbers 82-88)(Donaldson 1927: 249). Following Mathew's death, Block D/Erf 7134 went from his estate to A.H. Johnson and Company Ltd. on 10 May 1927 (T4385, 10.5.1927, DOCT).

On 30 June 1943 Erf 7134 was obtained by Boris Isaac Brande (T7755, 30.6.1943, DOCT). Between 1926 and 1945, the current GBS building had been erected (*Figures 46 and 47*). On 9 April 1956, the subject block was obtained from Brande's (insolvent) estate by GBS Investments Pty. Ltd (T4722, 9.4.1956, DOCT). That year, plans were submitted and approved for Colossus Motors for alterations and additions to the complex (*Appendix B*).



Figure 28: A portion of Figure 6, showing the subject block with Sir Lowry Road seen running along the foreground. By comparing this photograph to Figure 18, it appears that the northern façade has remained relatively intact since the c.1960s, although the upper central windows were painted over at a later date. (CoCT Heritage Office)

The street directory of 1956-7 lists the Sir Lowry Road side of the subject block as being occupied by Furman's Produce & Co. (No.78); Swiss Fisheries (No. 80); Flex-Mor (No. 82); Edblo Cape (No. 84) and Alexander's Highway Tyre Co. (No. 88)(Cape

Times 1956: 274). The “embossed” Furman’s Produce & Co. signage is still visible on the western wing of the existing building today (*Figures 31 and 35*).

By the time the 1965-66 street directory was published, the tenants had changed completely: A. Gelb & Son (No 78); L&W Wholesalers (No. 82); Engine Spares Centre (No. 84); Romano Signs (No. 88)(Cape Times 1965: 275).

The 1973 street directory, printed at the time when the District Six demolitions were in full swing, lists the occupants of the site as: Colossus Motors (No. 78); Snack Bar (No. 80); J. McDonald & Sons Pty Ltd. (No. 82); Gaydon Spares Centre (No. 84); Romano Signs (No. 88) (Cape Times 1973: 342).

By the early 1980s, the Good Hope Centre had been completed (1976) and many of the surrounding blocks, especially to the south of the subject block, had been demolished as the large-scale destruction of District Six came to an end (*Figure 29*). By that time some 60 000 residents had been forcibly relocated to the Cape Flats (Hislop 2018: 134).

More recently, since 2006, the Oriental Plaza complex adjacent to the subject block was demolished and the Six-76 Sir Lowry Road mixed-use retail and residential complex was erected on the site (Patrick & Blankenberg 2006).



Figure 29: A portion of a photograph taken in 1976 or later (the Good Hope Centre was completed by then) showing the subject block at centre, with most of the blocks behind it already bulldozed. (CoCT Heritage Office, undated)

According to existing signage on 80 Sir Lowry Road in 2014 (*Figure 30*), more recent tenants have included WheelWorx tyre repairs, Aunt Fatima's Tuck Shop, Liquid Night Club, Gayuga Sports Bar, Rainbow Copy Shop and Voltex Electrical, among others.

By that time alterations had included the replacement of the original central entrance foyer doors, the removal of the left-hand parapet's "embossed" signage and the painting over of the warehouse windows in the central section. The general structure appeared much the same as in *Figure 28*, however.

Since 2014, Voltex has vacated the premises and 86 Sir Lowry Road (the eastern portion of the subject block) is now occupied by the AVTS Roadworthy Station (*Figures 34 and 35*). Jack's Paint & Hardware, Point Building Supplies & Hardware and Foodmax store now occupy the central section of the building, and the WheelWorx tyre business continues to occupy the western side of the building (all listed as 80 Sir Lowry Road).



Figure 30: The Sir Lowry Road side of the subject block in September 2014, with the Muir Street edge seen at far right. What is presumably original or early "embossed" signage can be seen on the parapet at right. Furman's Produce & Co. was listed as the tenant in the 1956-7 street directory. The building style was described by Heiko Shulze (*City Bowl Ratepayers' Association*) as "Streamline Moderne, going into International Style". (Jim Hislop)



Figure 31: Detail of the western parapet and surviving Furman's Produce & Co. "embossed" signage in 2014. The warehouse windows had been painted over by that time. (Jim Hislop)



Figure 32: Detail of the eastern parapet in the old filling station/garage section in 2014, which has been closed in since it was built. It would presumably have originally accommodated vehicles undercover. The raised decorative fin is unusual, although two relatively similar fins survive at 21 St John's Street, Gardens. This part of the building has since been occupied by the AVTS Roadworthy Station. (Jim Hislop)



Figure 33: Detail of the altered central entrance portico on the right, already seen with replacement modern doors flanked by glass brick windows, 2014. (Jim Hislop)



Figure 34: North-eastern corner of the subject block (corner of Sir Lowry Road and Reform Street) on 23 April 2021, showing the old filling station fin, and AVTS Roadworthy Station signage that has replaced the Voltex signage seen in Figure 15. (Jim Hislop)



Figure 35: Northern (Sir Lowry Road) façade of the subject block showing new warehouse windows at top centre. (Jim Hislop, 23 April 2021)



Figure 36: Western (Muir Street) façade of the subject block showing Good Hope Wholesalers warehouse at right, on the north-eastern corner of Muir and Selkirk Street. According to the Goad map of 1926 (Figure 28), this was previously the site of a U-shaped poultry house. (Jim Hislop, 23 April 2021)



Figure 37: Southern (Selkirk Street) façade of the subject block, seen from the demolished block behind it (Erf 113880), showing the Point Building Supplies vehicle entrance at centre left. (Jim Hislop, 23 April 2021)



Figure 38: Detail of the southern (Selkirk Street) façade of the subject block, showing old Union Furnishing Co. “embossed” signage. (Jim Hislop, 23 April 2021)



Figure 39: Eastern (Reform Street) façade of the subject block, seen from the demolished block to the east, showing the Multi-Tech Auto building with vehicle entrance at left and AVTS Roadworthy Station entrance at right. (Jim Hislop, 23 April 2021)

3.4 Development timeline

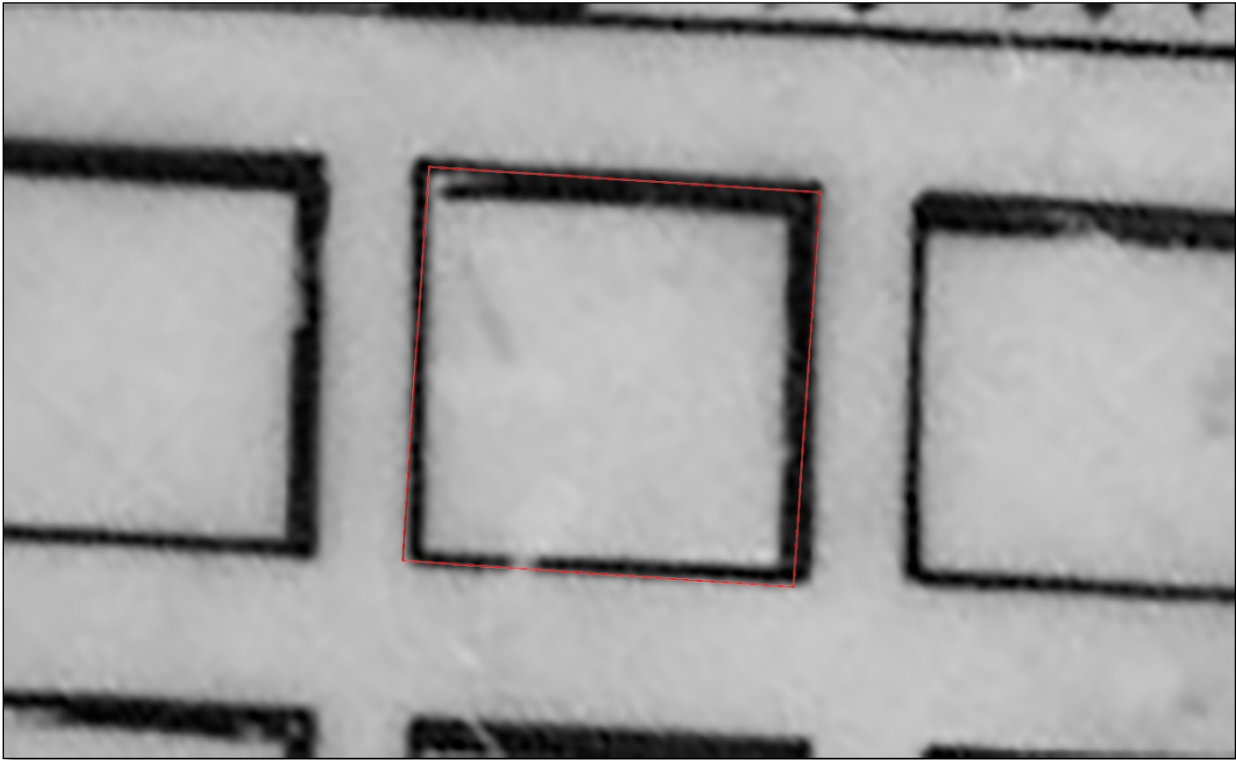


Figure 40: Portion of the Elemans map of 1818 showing the subject block (Block D) at centre. After Alexander Tennant was declared insolvent and subsequently died, his estate sold off portions of his land holdings to private buyers at auction after the new blocks had been surveyed and laid out. (CoCT Heritage Office)

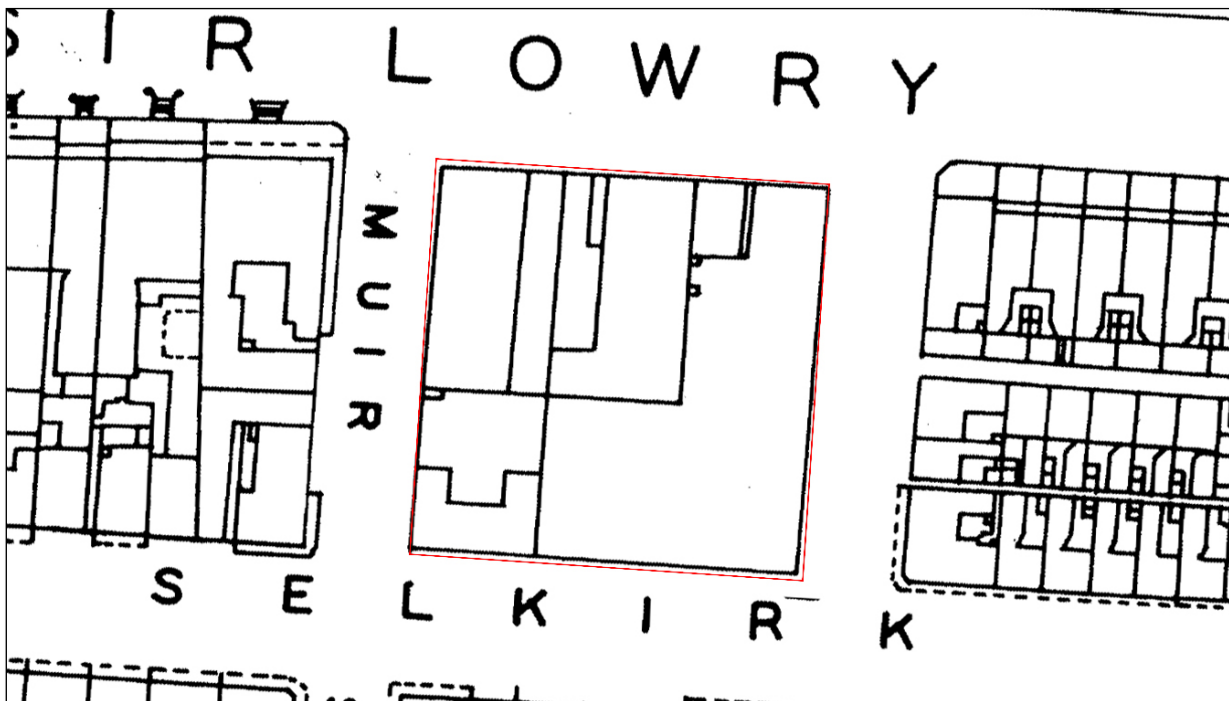


Figure 41: Portion of the Snow Survey (Sheet 2) of 1862. By then the Manuel's Woolstore/Produce Store buildings lined most of the subject block facing Sir Lowry Road, and a U-shaped building (later used as a poultry house) had been constructed on the south-western corner. (CoCT Heritage Office)

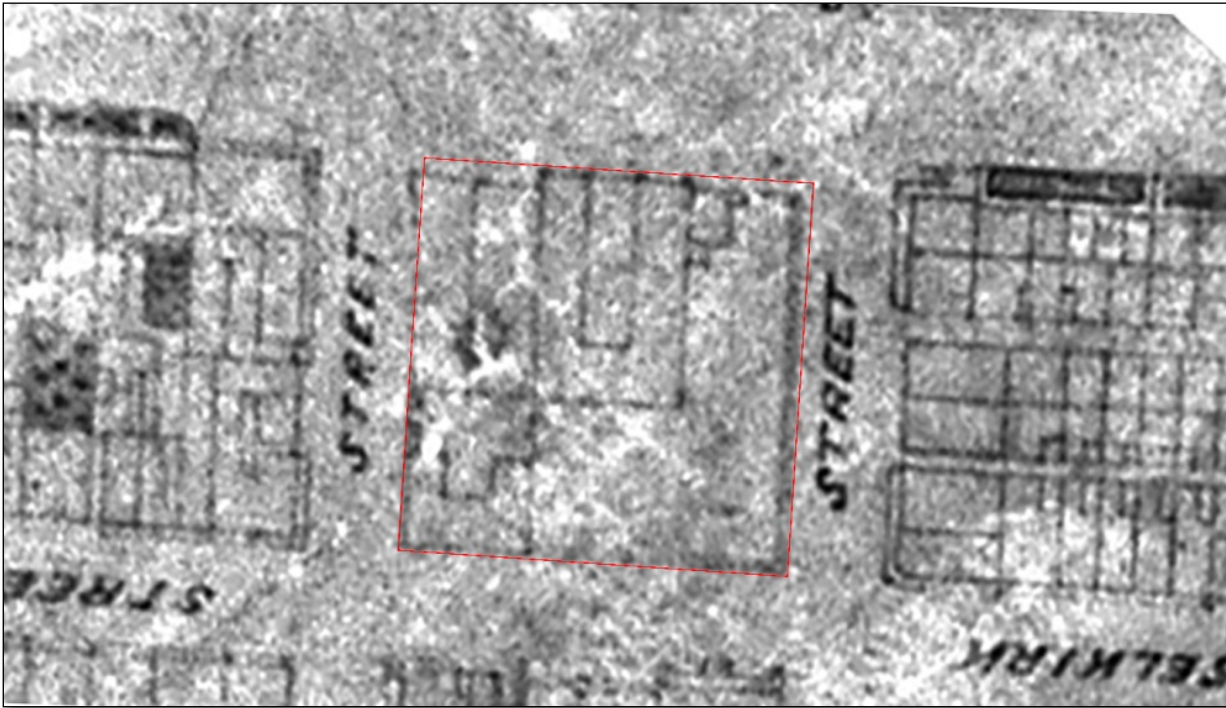


Figure 42: Portion of the Wilson Survey (Sheet 4) of 1878 showing the subject block with much the same building footprint (CoCT Heritage Office)

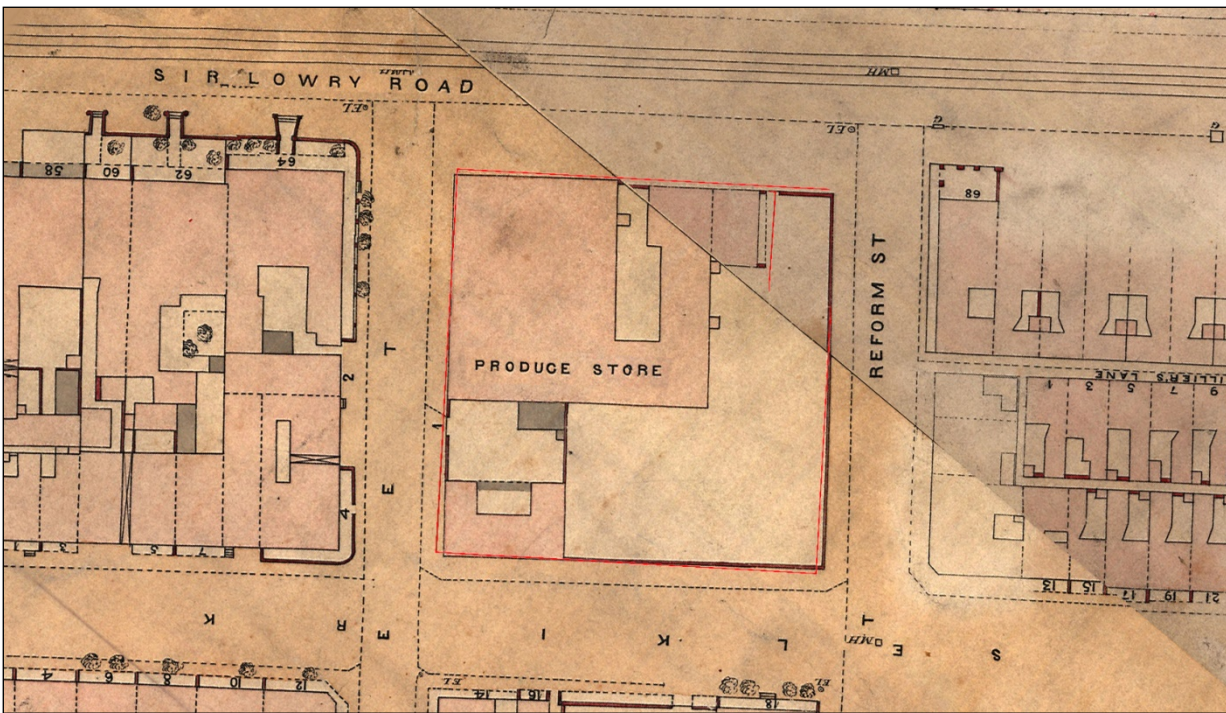


Figure 43: Portion of the Thom Survey (Sheets 97 and 108) of c.1897. The subject block was still only partially developed, with the "Produce Store" occupying the north-west corner and an open walled yard occupying much of the rest. (CoCT Heritage Office)

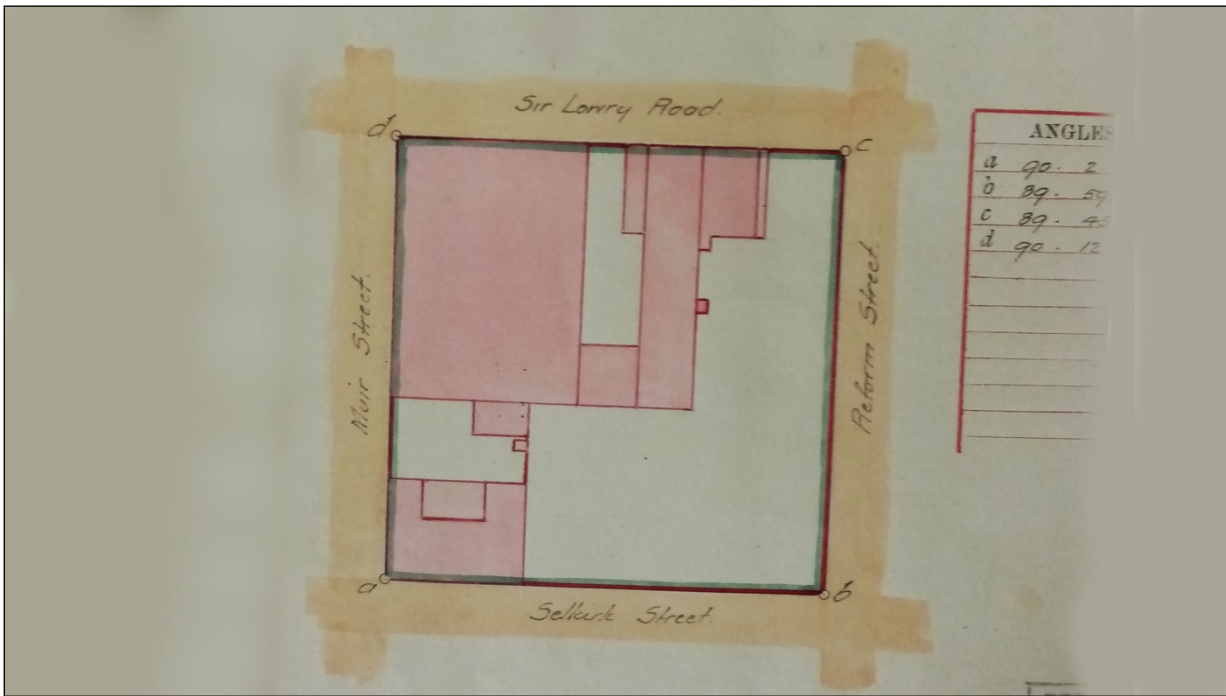


Figure 44: Portion of the survey diagram of Erf 7134, dated Nov 1903 (an “amended diagram of the property transferred to A.C. Mathew on 19 September 1903”). The layout of the buildings had seemingly not changed since the Thom Survey (Figure 26) of c.1897. (SG Diag. No. 1419/1903)

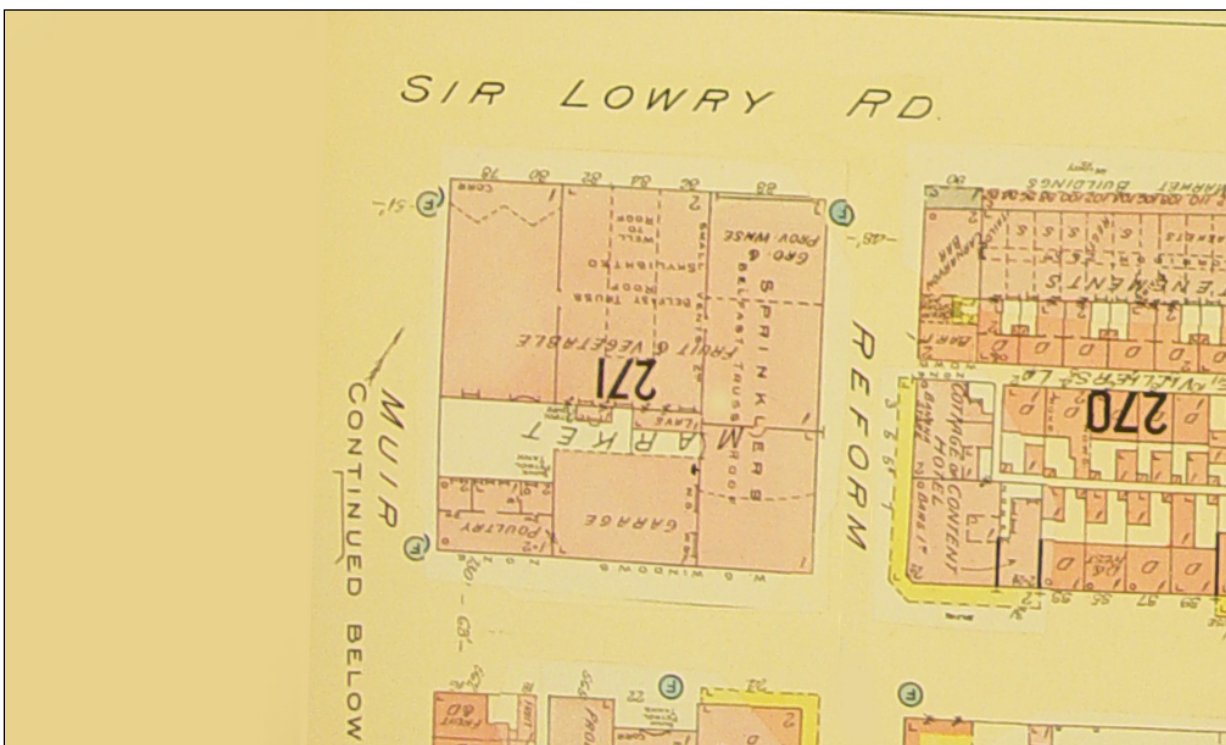


Figure 45: Portion of the 1926 Goad Insurance map showing the subject block identified as a fruit and vegetable market. Between 1903 (Figure 27) and 1926, a garage had been built on the south side of the block and a warehouse had been added on the east (Reform Street) side, while the central courtyard facing Sir Lowry Road had been covered over. (John Rennie Collection)



Figure 46: Portion of the 1926 photographic aerial survey showing the Produce and Vegetable Market buildings still standing on Block D/Erf 7134. (CoCT Heritage Office)



Figure 47: Portion of the 1945 photographic aerial survey, although rather indistinct, appears to show that by this time the subject block had been redeveloped, the Produce and Vegetable Market buildings had been demolished, and the current GBS buildings erected (the vaulted warehouse roofs of the current buildings can be seen on the Sir Lowry Road side). (CoCT Heritage Office)



Figure 48: Portion of the 1951 aerial survey showing more distinct footprints of the current structures on the subject block. (CoCT Heritage Office)

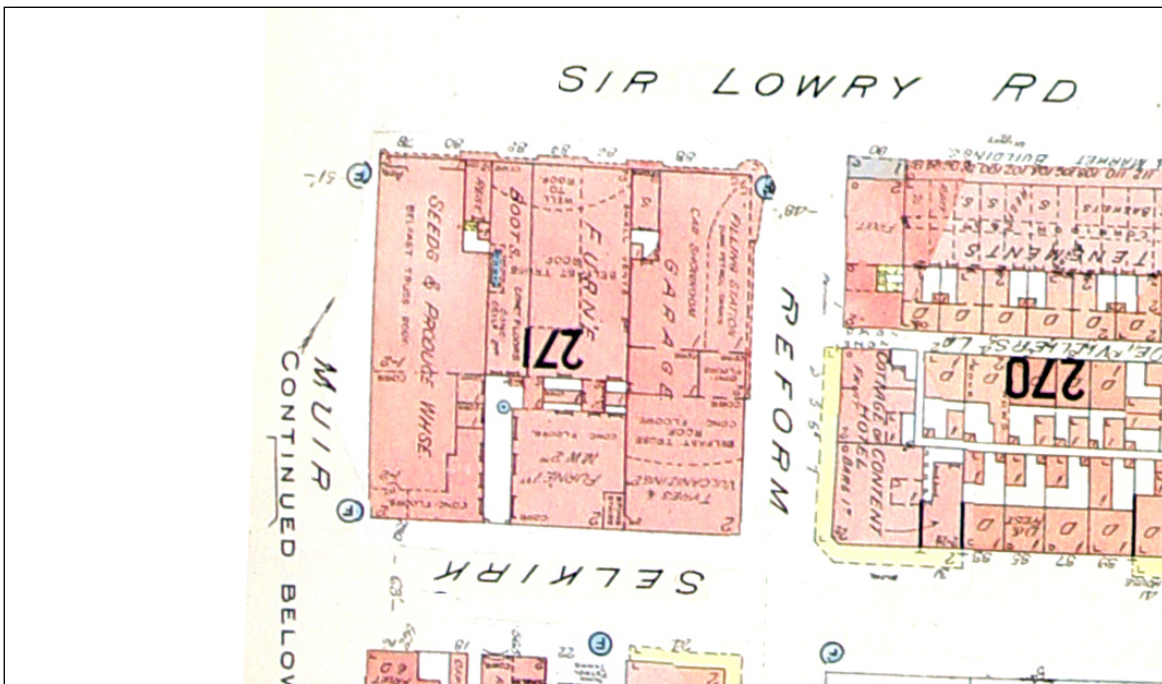


Figure 49: Portion of the 1956 Goad Insurance map showing the subject block (labelled 271 here) at centre. At the time, the tenants included the Seeds & Produce Warehouse, a furniture warehouse and a car showroom, garage and filling station. The opposite block (labelled 270) was still occupied by tenement housing and the Cottage & Content Hotel. (John Rennie Collection)

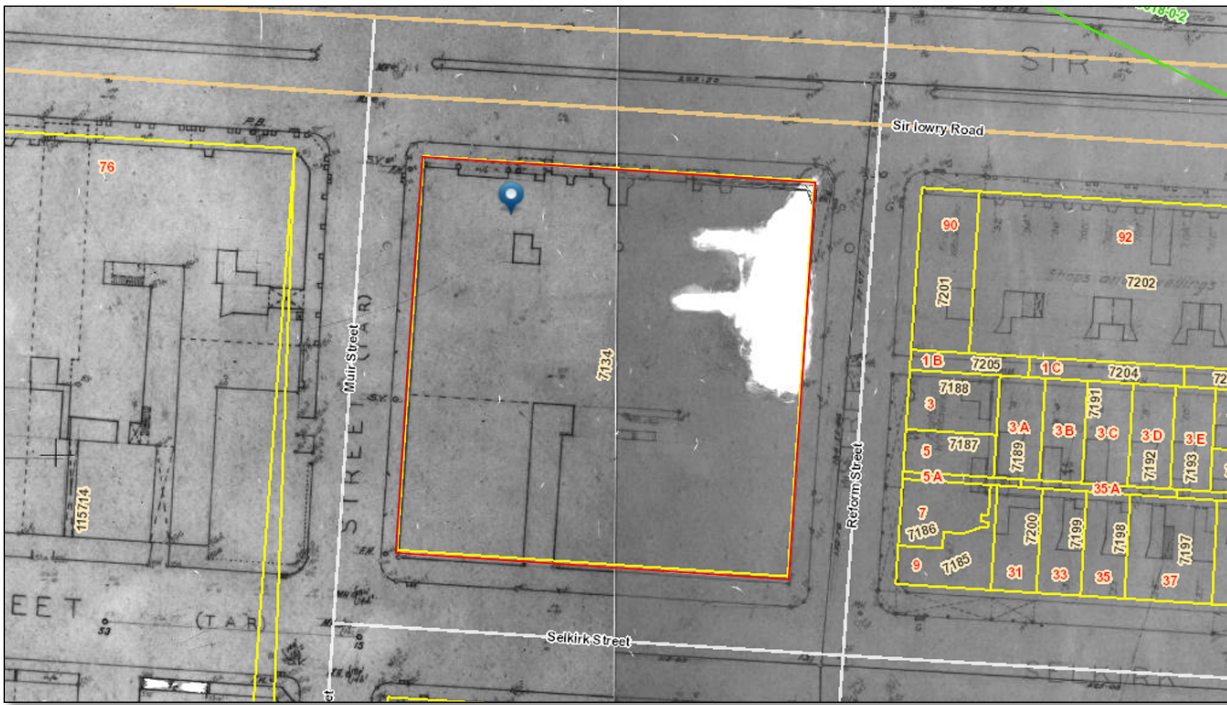


Figure 50: Portion of the 1944-66 City Survey, showing the subject block at centre. The former filling station area appears to have been “whited out”, presumably because it had been enclosed by then, and the survey map therefore corrected to reflect this. The Oriental Plaza block (Erf 115714) can be seen on the left. (CoCT Map Viewer; annotations by CoCT Heritage Office)

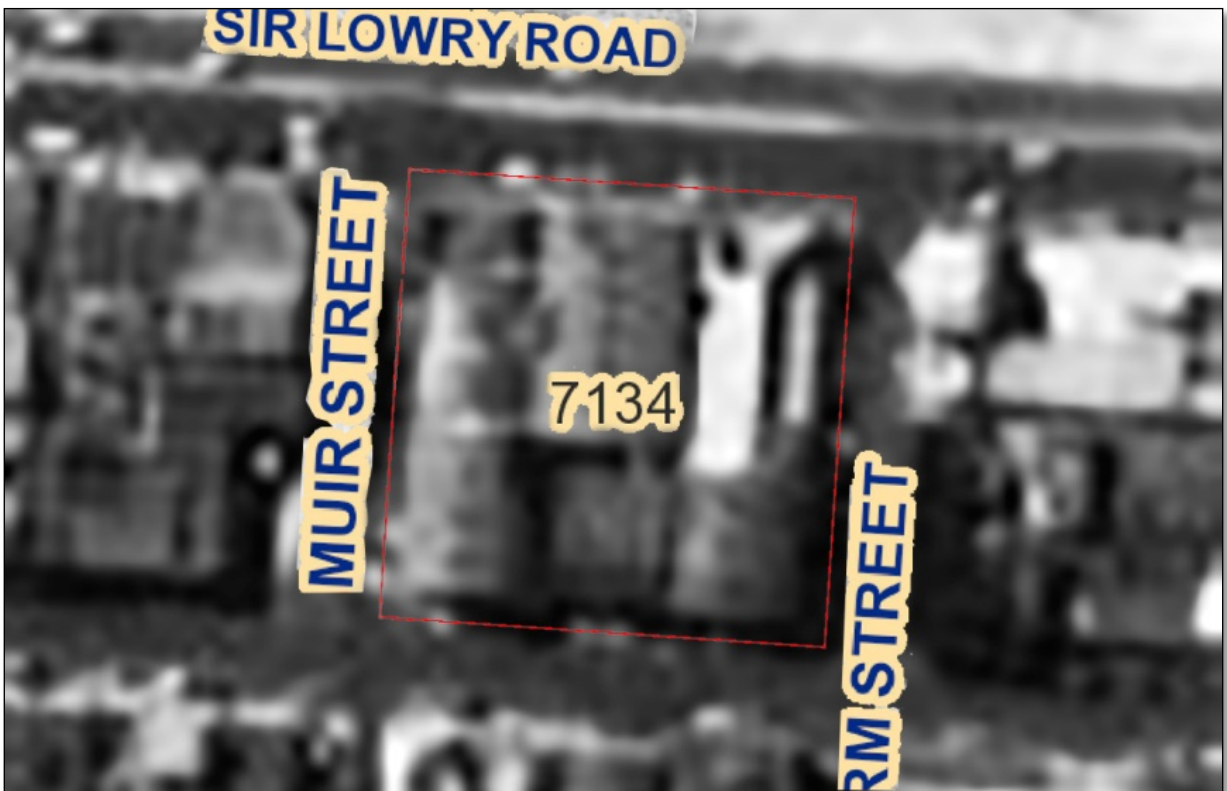


Figure 51: The subject block in 1968. (Chief Directorate: National Geo-spatial Information: 620_008_00257; annotations by CoCT Heritage Office)



Figure 52: The subject block in 2014, by which time the Oriental Plaza on the west side of Muir Street had been demolished, and the Six-76 Sir Lowry Road building had been erected on the site. Most of the opposite block on the east side of Reform Street had been cleared, but the subject block remained intact. (Chief Directorate: National Geo-spatial Information: 3318CD_19_14_2014_699; annotations by CoCT Heritage Office)



Figure 53: The aerial survey of 2020 clearly showing the details of the existing roof structure/footprint of the subject block at centre. (Cape Farm Mapper, 23 Sept 2020; annotations by CoCT Heritage Office)