DISTRICT SIX PHASED REDEVELOPMENT HERITAGE IMPACT ASSESSMENT

HWC REF: 21121706

submitted in terms of Section 38(4) of the NHRA (1999)

REDEVELOPMENT OF ERF 177646 AS PART OF RESTITUTION PROCESS, DISTRICT SIX, CAPE TOWN

FINAL HIA

14 September 2022

Prepared by Rennie Scurr Adendorff for Delta BEC on behalf of
Department of Land Reform and Rural Development

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ARCHITECTURE . INTERIOR DESIGN . HERITAGE . ARCHAEOLOGY

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EXECUTIVE SUMMARY

Site Name
Erf 177646, Phase 4 redevelopment, District Six

Location
Off New Hanover Street, District Six, Cape Town

Locality Plan

Development Description
The Phase 4 redevelopment project is concerned with the restitution of families forcibly evicted from District Six under the Group Areas Act in the 1960s and 1970s.

It is intended to build 177 houses on erf 177646 as part of the current restitution project that encompasses two other parcels that will be subject to separate HIA processes in due course.

The architectural design was based on the guidelines set out in the District Six Court Orders Implementation Plan, which provide for the creation of narrow fronted, double-storey units in line with the expressed wishes of the verified claimants.

Two unit typologies have been proposed:
Unit Type 1: 5.5 meter wide three bedroom double storey unit. Pitched roof and flat roof options have been developed.
Unit Type 2: Three bedroom double storey corner unit, the erf boundaries of which will be splayed at street intersections. This unit type will have a flat roof.

The proposed layout centres around a large public open space with double-storey row houses laid along narrow streets to create a familiar urban fabric and environment that is not dissimilar to the historical District Six as per the wishes of the verified claimants.

Due to the site topography, a cut and fill design strategy has been adopted, which allows for 177 units to be accommodated. Ground floors consist of a stoep with a pergola, carport, guest WC under stairs, entrance lobby leading into an open plan kitchen, dining, and lounge area, as well as a yard. First floors consist of 3 bedrooms, and 1 bathroom. The proposed unit typology allows for flexibility and conversion of various spaces as the needs of the families evolve. The overall unit design allows for a transitions from public to semi-private to private.

In addition to the design of houses, blocks and street layouts, significant design elements that have been factored in include:
- The provision of a large, multi-purpose central public open space for formal sports and informal recreation and leisure activities;
- Midblock retaining walls to accommodate the slope across site;
- Dwelling separation boundary walls between units;
- Articulation with Constitution Street through the creation of a small public open space to act as a pause space there;
- The creation of a detention pond along New Hanover to comply with City stormwater management policies that serves as a multi-function public open space when not flooded;
- Soft Landscaping.

Heritage Resources Identified
In light of the overburden across site, it cannot be known what archaeological remains survive, nor what their state of preservation might be. As such, potentially significant areas have been identified that might contain either historical fabric, remains of social, cultural or religious significance, or with the potential to shed light on the development of the area. These sensitive areas area 17-23 Blythe Street, 273-297 Hanover, the site of the AME Church and Bethel Institute, and the site of the Avalon Cinema.

Street fabric is recognised as socially and historically significant, and granite kerbstones as well as remnants of alignments, road surfaces constitute archaeological heritage resources.

The subject site, along with the wider District Six area, holds very high socio-historic significance, embedded in its sense of place, which itself is connected to the memory and collective nostalgia associated with life there and the trauma of forced removals and its destruction. Specific elements contribute towards this sense of place. These include the public life of District Six, where a vibrant street culture was established as a response to limited internal space in the small houses, such that streets and front stoeps - where these existed - became extensions of the interior lives of residents. The materiality of streets lends texture to these memories, with the cobbled sections providing a sonic space. The memory of the historic character of Hanover Street as a site of business, opportunity and residence, is particularly crucial in contributing to sense of place. Leisure activities, such as cinema going, and access to the mountains and sea, as well as community activities contributed to a sense of a cohesiveness that characterises peoples memories of the area, and that was so devastatingly impacted by the forced removals to the Cape Flats.

Heritage resources identified as sensitive to possible visual impacts arising from the proposed development include the recognised scenic routes of Philip Kgosana Drive and Nelson Mandela Boulevard, the neighbouring Heritage Protection Overlay Zones, and several site and features of significance including tangible heritage resources of significance, and sites of intangible significance that contribute to the sense of place attached to District Six.

Anticipated Impacts on Heritage Resources

The extensive cut and fill that will be required to build on this site means that it is highly likely that all archaeological traces will be destroyed during the redevelopment process. This extends not only to structural remains, features, and possible deposits, but also to street fabric, both tarred and cobbled surfaces.

Social impacts will arise where development proposals fail, in the planning and design process and outcomes, to implement measures that ensure the preservation and integration of the remnants of built form, and the acknowledgement of loss, destruction and devastation of forced removals. Such impacts will also arise where such memorialisation processes are not community led, and do not involve ongoing community engagement throughout the design process. Where community engagement is observed, social impacts, particularly in light of the restitution process itself, are unlikely to be high

The anticipated visual impacts of the proposed development are likely to be of **Low** significance without mitigation, with the most pronounced impacts within 250m from the site. The visual impact on the Eastern Boulevard and De Waal Drive scenic routes are anticipated to be of **Low** significance.

Conclusion

Archaeology:

The proposed development will likely lead to the complete destruction of all archaeological material on site in order to accommodate the court ordered number of units and proposed layouts. As such, mitigation will be required to record, describe and/or sample such features, sites and material as warrant mitigation. In order not to effect further delays, it is proposed that mitigation be achieved chiefly through monitoring , with intensive, continuous monitoring proposed for areas of likely high heritage sensitivity, and less intensive monitoring for the remainder of site. While road surfaces cannot be preserved, kerbstones will be collected and retained for reuse wherever possible.

It should be noted that the archaeological process has been undertaken as a Section 35 application concurrent to, but separate from this AIA to allow site levelling to proceed independently from plans approval. A permit for this work was approved at the HOMs meeting of 27 June 2022.

Social History:

This parcel of land contains the memory of several significant features of historic District Six, although almost the built environment was levelled during the forced removals. Significant features that warrant memorialisation through the design development process and outcomes of this project include the character of Hanover Street; the textures, alignments and names of old streets, and the memory of places of worship, education and cultural significance destroyed. Place making should also include the enhancement of historic links to the sea and mountain as well as the wider City. Memorialisation without active community engagement and ongoing consultation, however, renders such processes futile and meaningless.

Visual Impacts:

Despite the unique sense of place and heritage significance of District Six, the creation of an urban scape that is two-storeys, medium-rise and comprised of duplex row and terrace housing around a central open space, in line with the wishes of the verified claimants, has served to limit the visual impacts of the proposed development.

The overall visibility of the of the proposed development is low, and largely limited to a radius around the site of approximately 500m. The overall Visual Exposure (VE) is considered to be low and the Visual Absorption Capacity (VAC) is between high and moderate whereby the proposed development could be effectively 'absorbed' into the receiving environment. The visual sensitivity of the area is considered to be moderate to high due to its located in a highly significant heritage resource area and at the same time is surrounded by significant HPOZs. The visual sensitivity of the receptors is considered to be high as it is located within a residential area and nearby important scenic routes. The visual intrusion is considered to be low as the proposed developments blends in well with the surroundings. As such, the anticipated visual impacts of the proposed development are likely to be of low significance without mitigation, with the most pronounced impacts within 250m from the site. The visual impact on the Eastern Boulevard and De Waal Drive scenic routes are anticipated to be of low significance.

Architecture:
The design of the proposed development has been guided by the express wishes of the verified claimants to return to an environment reminiscent of that they were forcibly removed from. As such, the architectural language is embedded in recognisable Cape forms, with gabled walls and pitched, corrugated roofs, or flat roofs with copings; plasterbands around doors and windows; walls punctured with vertical openings, and location of structures close to the site boundary to enclose the street space. A hierarchy of spaces has been utilised to allow for a natural progression from the public to private areas of the house, while stone cladding in public spaces will be employed as a visual reminder of the materiality of historic District Six.

Townscape:
The low-rise nature of the development, and the reinstatement of the historic District Six street grid will, largely, realise the wishes of the verified claimants to return to a neighbourhood that is reminiscent of the one they left.

Two new elements have been introduced, that are at odds with this familiarity. Carports have been created at the front of properties and within the footprint of the building; possible negative impacts of this on street interfaces have been ameliorated through attention to the design of street frontages to maximise opportunities for activation. This will be further enhanced as the development matures and people adapt their properties through expansion at first floor over the garage, or through repurposing of the garage space for other activities. The detention pond, the other new element, has been designed to provide a multi-purpose space while not flooded, that will enhance public amenities, and activate that sector of the site.

Recommendations
It is recommended that:
- This integrated HIA be endorsed as fulfilling the requirements of Section 38(3) of the NHRA (Act 25 of 1999)

- The following mitigatory measures be implemented to limit impacts to archaeological heritage resources:

1. The archaeologist is to debrief workers on site of the locations of sensitive areas, and instruct the machine operators to exercise due care in clearing the rubble overburden in those identified areas;
2. The archaeologist must monitor earthmoving in the areas where there is likely to be remaining fabric, these areas are:
   - Area of 17-23 Blythe Street (updated from 21-23 following further refinement of research as part of the HIA process)
   - 273-297 Hanover Street (updated from 273-284)
   - AME Church and Bethel Institute Site (updated from AME site only)
   - Avalon Cinema Block.
3. Workplans should be submitted that propose the archaeological methodology for mitigating each of those sites should significant, in situ material/features/fabric be encountered during site clearing;
4. Where significant, in situ material is identified during site clearance at these sites, work in that area should cease, and the monitoring archaeologist should notify HWC through the Case Officer;
5. If it is deemed necessary, systematic excavation should be undertaken to mitigate the site prior to its destruction, this should be initiated in terms of the workplans submitted;
6. All collected surface material, and securely provenanced material arising from systematic excavations is to be prepared and submitted to Iziko for curation and storage;
7. Granite kerbstones should be retained for reuse as far as is feasible;
8. Where feasible, to mitigate the loss of this historic fabric, the location, alignment and extent of historically cobbled surfaces should be memorialised through paving, rather than tarring those roads, and/or instating cobbled sections in paving or other surfaces;
10. If human remains are uncovered, work must cease until the project archaeologist and HWC have been notified, the significance of the material has been assessed and a decision has been taken as to how to deal with the findings.
9. A close out report should be submitted to Heritage Western Cape once all earthmoving and archaeological work on site is completed; a copy of this report is to be uploaded to SAHRIS.

- The following provisions be implemented to limit impacts to socio-historic significance:

10. The old street grid and street names of Phase 4 to be retained as far as possible

This is already indicated within the development proposal of Phase 4.

11. Including cobbled street textures

Using cobbles as a moment to bring in the former textures of streetscapes within District Six could be done within sections of paving along Old Hanover Street or within landscape design for public space and play areas within the development.

12. Old Hanover Street: Historical local activity spine

Previously the heart of public life in District Six, Old Hanover Street can be developed as a commemorative route that provides a smaller scale streetscape than New Hanover Street. This street is recommended to be a pedestrian-dominated space which can serve to tell the story of District Six and the life that played out before it's traumatic demolition. Narratives of the past should be embedded within this public space using innovative use of pavements, signage, memory markers, public art interventions and landscaping that is community led. With a significant section of Old Hanover Street included within Phase 4, it is essential that the development responds to the memorialisation of the street.

13. New Hanover Street: vibrant local business spine

New Hanover Street is seen as the future local business spine of District Six. In keeping with its historical associations there should be retail and mixed-use opportunities on street level, providing opportunities for social life and active edges facing onto the street.

14. The memories of places that were destroyed to be re-integrated into development plans

The names, architectural and social histories of

- religious institutions (AME Church)
- schools (AME Bethel Institute and association to Ashley Street School and George Golding Primary - now Rahmaniyeh Primary)
- and places of cultural significance (i.e. The Avalon Cinema, the Avalon Record Store, and other businesses and memories of streets such as Isaac Ochberg Hall and the Eoan Group, the entrance to 'Fairy Land'...etc) within Phase 4 to be memorialised through signage boards, street paving, tree dedication/storytelling in line with community engagement.

15. Enhance connections and memories to the mountain, sea and city

Phase 4 as a section of District Six had a clear connection to Table Mountain, the sea and business district of the city. This was central to its identity as an urban neighbourhood. Both the natural and the built environment shaped its character and lines of connection to the places it surrounded. District Six was always part of a wider Cape Town City.

- The following provisions be implemented with regard to design, townscape and architecture:

16. While architectural design and forms are deliberately set up to be reminiscent of historic District Six, the urban rather than suburban nature of the architecture is to be foregrounded, particularly with respect to the street edges and urban interfaces;
17. The materiality of formerly cobbled roads should be remembered through the use of interlocking pavers instead of tar as part of the design of roads where appropriate and where City regulations permit;
18. Granite kerbstones should be retained during site works and reused for pavements throughout the development;
19. Old Hanover should be paved in grey pavers to identify it as a pedestrian friendly route, different from the tarred roadways. The same approach should be considered for Upper Ashley as a direct route through Erf 177464 from CPUT;
20. The detention pond west of Russell Street Plaza should be designed and detailed to be used as a public, urban space in the first instance with occasional stormwater function being accommodated by its design;
21. The area east of Russell Street Plaza should be set aside for future higher density development; such development should be capped at a maximum height of four storeys;
22. The importance of New Hanover as a commemorative route and a local business spine should be expressed in its further redevelopment with retail and mixed use opportunities at street level;
23. Informal trading should be permitted along New Hanover pavements through the assignation of appropriate zoning for that activity (Transport Zoning 2).
24. A detailed Landscape Plan should be submitted to HWC for review, and accompany the Local Authority submissions to provide detail on the following:
    (i) the design of the detention pond as a multi-purpose public space;
    (ii) retention of existing trees along Constitution Street and New Hanover Street;
    (iii) Indication of new street tree planting in addition to the proposed planter boxes on residential erven;
    (iv) The design of the proposed central open space, indicating mitigation of the high retaining walls/ visual connections into the space;
    (v) The treatment of Old Hanover Street and the use of pavements, signage, memory markers, public art interventions, landscaping

etc. to relate to its socio-historic significance.

25. A set of high level design guidelines, based on this submission, will be formalised and submitted to HWC for approval, and with the Local Authority application to provide guidance on future built form adaptations as typical scenarios such as the raising of boundary walls, extensions above carports etc. to ensure such changes through time are sensitive to issues of street activation, surveillance and built form character.

D6-ADE-JV Project Team

Project Managers:	Delta BEC
Architects:	MLB Architects
Urban Design and Town Planning:	CNdP Africa
Engineers:	Element Consulting Engineers
Quantity Surveying Services:	AMPS Quantity Surveyors

Authors and Date

Katie Smuts - Archaeologist and Heritage Practitioner
Mike Scurr - Architect and Heritage Practitioner

13/09/2022

PART A: PROJECT & SITE INTRODUCTION

1.0. BACKGROUND

1.1. Purpose of Report

Rennie Scurr Adendorff has been appointed by Delta BEC to manage the heritage processes pertaining to the proposed redevelopment of several erven in District Six, comprising Phases 4, 5 and 6 of the Restitution Housing Project. The affected properties, totalling 87 827.22m^2, have been grouped as three development parcels (Figure 1 to Figure 3).

In order to expedite the initiation of construction, the project team have decided to focus on the parcel of land identified as Phase 4 first, and to proceed with obtaining the necessary approvals before continuing with the others; it is anticipated that once sufficient progress has been achieved with the first parcel, the other two will be brought on line.

The identified parcels are to be redeveloped for housing as part of the wider District Six restitution process which aims to return land to 954 families dispossessed as a result of the Group Areas Act of 1950 and subsequent forced removals from District Six between 1966 and 1978. This restitution process has recently been the subject of Constitutional and Land Court judgements in 2018 and 2019, which has prompted the government to expedite matters. This phase of the restitution process aims to construct 467 dwellings on the various land parcels.

Phase 4 is a single property, Erf 177646, it is zoned GR4, and is 28955.84m$^{2.}$

RSA submitted a Notification of Intent to Develop to Heritage Western Cape in terms of Section 38(1) of the NHRA; the Response to the NID of 22 March 2022 (Annexure A) required a Heritage Impact Assessment inclusive of:

- A Visual Impact Assessment;
- An Archaeological Impact Assessment;
- A socio-historical study; and
- Heritage design indicators for the development within the wider redevelopment

This Heritage Impact Assessment pertains only to the Phase 4 (formerly Parcel P) development site, comprising Erf 177646.

The remaining parcels will be subject to separate S38 processes.

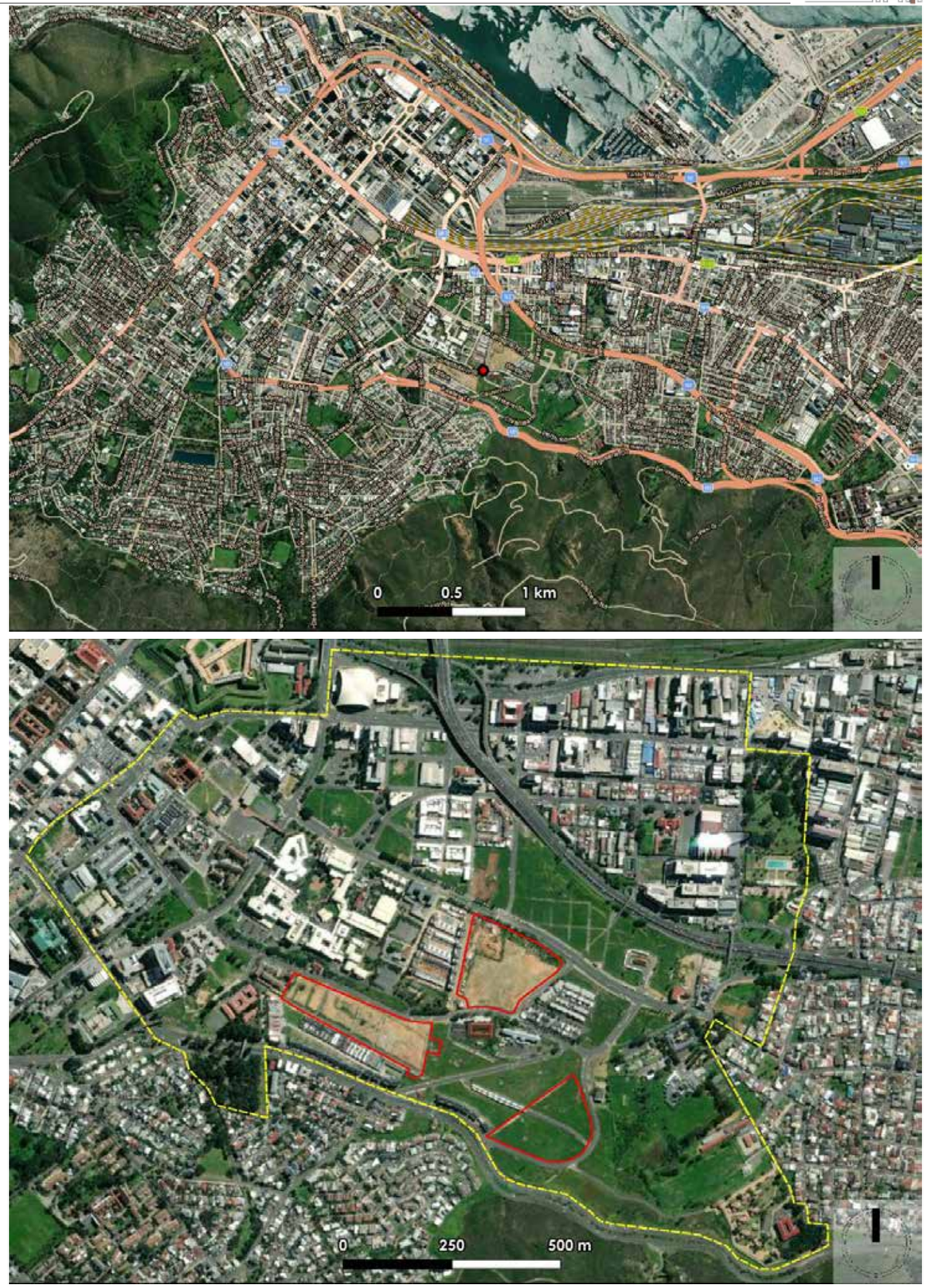


Figure 1. Locality map (top) and all development parcels (red) within the context of the mapped extent of District Six (yellow) (RSA, 2022).

Figure 2. All development phases, with the various parcels indicated (RSA, 2022).

Figure 3. Phase 4 (RSA, 2022)

1.2. Processes to date

A previous application was submitted by RSA in March 2020 in terms of Section 35 of the National Heritage Resources Act (No. 25 of 1999). This application pertained only to archaeological monitoring of the removal of the rubble for the purposes of site clearance on Parcels P and N. The proposed activities did not extend to any excavation into the archaeological deposits below historic ground level, nor to any development related activities. This permit was granted (see Annexure B), and monitoring of the rubble removal was undertaken from June 2020 onwards.

A further Section 35 permit has been granted to allow for archaeological monitoring of the necessary geotechnical testing that needs to be done as the preparatory phase of the redevelopment process (Annexure C); the test holes have been dug, but the closeout report is not yet completed.

Beyond these two previous processes, it should be noted that, in efforts to expedite the redevelopment of the various parcels, it has been decided to undertake the archaeological exploration of the development areas as separate Section 35 processes. Following this route will uncouple the initiation of development activities on site from the wider process of plans approval, in light of the fact that this scheme is subject to a court order and is going ahead, on these parcels and at some point in the immediate future. The permit to manage the process of site levelling in preparation for development has been approved (Annexure D).

1.3. Statutory Context

1.3.1 The National Heritage Resources Act

The site falls within the SAHRA proposed Grade 1 area for District Six. The vacant, ungraded property is 28955.84m^2 in extent, and the application triggers Section 38(1)c(i) of the NHRA. This report is submitted in fulfilment of the RNID from HWC (Annexure A) which called for an integrated HIA.

1.3.2 The City of Cape Town Zoning Scheme

The parcel is ungraded and zoned General Residential 4. Rezoning will need to take place in order for the development to proceed. The site falls outside of any declared or proposed Heritage Protection Overlay Zone (HPOZ).

1.3.3 Restitution Process and Court Orders

- The City of Cape Town as the registered owner of the land sought to exclude the land from being used for restitution in 1996.
- An application was brought to Land Claims Court and an out of court agreement was reached.
- The District Six Beneficiary Trust was elected by the claimants to represent them.
- A Record of Understanding was entered into in 1998 between the claimant elected District Six Beneficiary Trust, the Department of Land Affairs and the City of Cape.
- On the 26 November 2018, Land Claims Court handed down a declaratory order against the State (Minister, Commission and Presidency) for failing in their constitutional obligation to provide restitution to all claimants of District 6 and this therefore constituted a rights violation.

PHASES OF REDEVELOPMENT

- Phase 1, 24 claimants, was completed in 2008
- Phase 2, 115 claimants, was completed in 2013
- Phase 3, 108 claimants, was completed in June 2021 although occupation has been delayed.

1.3.4 District Six Representation

- **District Six Reference Group (D6RG)** represents the Verified Claimants, and is the elected body that represents the claims lodged prior to 31 December 1998. It aims at dealing with technical matters, communication and social integration.
- **District Six Working Committee** represents mainly claimants who lodged between 1 July 2014 to 27 July 2016 but has representation of pre-1998 claims as well.
- **District Six Civic Organization** assists returnees with social integration and community matters.
- **District Six Advocacy Groups** represent the interest of the then District Six home owners.
- **District Six Beneficiary Trust** established by claimants: facilitated Phases 1 and 2 developments.
- **District Six Museum** leads on heritage and memory making in restitution and restoration.

1.4. Study Methodology

- Site visits have been undertaken to inspect the parcel of land proposed for development;
- Extensive research has been undertaken of primary sources relating to the development and history of District Six;
- Existing reports pertaining to development applications and previous archaeological investigations within District Six have been consulted;
- Mapping and analysis of historic plans, surveys, photographs and aerial imagery has been undertaken;
- Specialist input has been sought from archaeologists and heritage practitioners conversant with development applications within District Six.

This HIA builds on and is, to varying extents, reliant on prior work, including but not limited to:

- City of Cape Town. 2021. District Six Local Area Spatial Development Framework: Conceptual Framework Report, June. Prepared for the City of Cape Town.
- Halkett, D. 2013a. A Report on the Archaeological Monitoring of Bulk Earthworks on Phase 3, Site Q in District Six. Prepared for StructoCon. Cape Town: ACO Associates.
- Halkett, D. 2013b. Proposed Construction Management Guidelines for Conservation of Heritage Resources: District Six, Phase 3, Site Q, November. Prepared for the National Department of Rural Development and Land Reform. Cape Town: ACO Associates.
- le Grange, L. 2003. District Six: Heritage Impact Assessment. Prepared for, the Environmental Management Section, Planning and Economic Development Department, City of Cape Town. Cape Town: Lucien Le Grange Architects and Urban Planners.
- Malan, A. 2003. District Six Heritage Impact Assessment. Prepared for Lucien Le Grange, Architects and Urban Planners. Cape Town: Archaeology Contacts Office.
- Mammon, N. and le Grange, L. 2012. District Six Development Framework. Prepared for the National Department of Rural Development and Land Reform. Cape Town: NM & Associates and Lucien Le Grange, Architects and Urban Planners.
- Pistorius, P. ed., 2002. Texture and Memory: the urbanism of District Six. 2nd ed. Cape Town: Cape Technikon.
- Townsend, S. 2013a. AN IMPACT ASSESSMENT REPORT ADDRESSED TO HERITAGE WESTERN CAPE submitted in terms of Section 38 of the National Heritage Resources Act regarding the Redevelopment of a Part of District Six known as Block Q2 on Remainder Erf 9929 to accommodate Apartment Buildings and Row-Houses for the National Department of Rural Development and Land Reform, November. Prepared for the National Department of Rural Development and Land Reform. Cape Town: Stephen Townsend.
- Townsend, S. 2013b. A Supplementary Report Associated with an Impact Assessment Report Addressed to Heritage Western Cape submitted in terms of Section 38 of the National Heritage Resources Act regarding the Redevelopment of a Part of District Six known as Block Q2 on Remainder Erf 9929 to accommodate Apartment Buildings and Row-Houses for the National Department of Rural Development and Land Reform, December. Prepared for the National Department of Rural Development and Land Reform. Cape Town: Stephen Townsend.

This research has provided an understanding of the history of the proposed development areas, and the likely the features, structures and configuration of the fabric that underlies them. The likely social and historic significance of the areas in question has been assessed, as has the likelihood of significant fabric remaining in situ in each instance. These analyses have informed the proposed management guidelines that underpin the resulting permit application pertaining to rubble removal and earthmoving across the areas.

Note on naming conventions

In 2020 Keizergracht was renamed Hanover Street. This road is referred to in this document either as Keizergracht or New Hanover.

This should be understood as distinct from the historic alignment of Hanover Street, referred to simply as Hanover Street historically.

Old Hanover Street is the reinstated alignment of historic Hanover Street that originates in the Q2/Phase 3 development and will continue through the Phase 5 development area.

Report compiled by:
Katie Smuts - Archaeologist and Heritage Practitioner
Mike Scurr - Architect and Heritage Practitioner

1.5. Limitations

There have been no limitations during the compilation of this HIA, and the heritage practitioners have been supplied with all the necessary information by the design team to undertake the required work.

1.6. Statement of Independence

Neither the staff of Rennie Scurr Adendorff nor any other professionals involved in this submission has any legal ties to DALRRD, Delta BEC or any other professionals or claimants involved in this proposal. There is no financial gain tied to any positive comment or outcome.

2.0. OVERVIEW OF PROPOSED DEVELOPMENT

2.1. Proposed Development

The Department of Land Reform and Rural Development is proceeding with the redevelopment of several parcels of land in District Six. The activities proposed in terms of this application pertain to the court ordered redevelopment of parcels of land in District Six to accommodate the resettlement of a number of families previously evicted from District Six.

The development should be considered within the framework of this long period of involvement both of National Government, the City of Cape Town and the officially recognised recipients who, through various platforms over several years, have had an opportunity to provide inputs into the design and layout of the proposed development.

Two existing reports informed the design and planning of the development to this point. The first of these was the Development Framework which was prepared between 2010 and 2012 for what was then the Department of Rural Development and Land Reform. This document identifies the key structuring routes in District Six and indicates how development should respond to them. Further to this, the Development Framework was informed by several "fundamental design principles".

These principles, which are considered enduringly relevant, are:

- Reinstate the historic street grid and fine grain character of old District Six
- Enhance the setting of the remaining historic buildings as unique and distinctive places within the urban fabric
- Safeguard important vistas and protected views
- New Hanover Street as an activity corridor and the primary element of urban structure, in a reconfigured form
- Protect and improve natural, green linkages through the site, particularly mountain to sea links
- Create a clear and permeable network of routes and open spaces
- Urban form to be of a human scale and responsive to the micro climate and local topographical conditions
- Improve linkages with the surrounding urban fabric
- Provide a variety of typologies of public spaces and associated activities / buildings
- A clear definition of precincts/ neighbourhoods
- Ensure the adequate provision of public facilities and that these are associated with key elements of the public space structure

In terms of these design principles, the preferred unit typology, as identified by the recognised claimants (represented by the Reference Group), comprises a narrow double storey row or semi-detached house with a double pitched roof, laid out along relatively narrow, enclosed streets creating an urban environment not dissimilar to historic District Six. These houses are proposed for the upper slopes of the available land, away from New Hanover Street and Canterbury Street, which are earmarked for higher density redevelopment for future claimants.

The second crucial prior report is the Implementation Framework (CNdP Africa, 2019), which explored high-density typologies as well as different block and massing scenarios for the remainder of the available land. The preferred option that emerged represented a significant step change with the introduction of eight storey apartments generally located on the medium to high density land parcels along Hanover Street and Canterbury Street.

Four principal informants to the urban design work are:

1. A review of the previous phases.
2. Engagements with the Verified Claimants.
3. Council policy and processes.
4. Heritage and character

Key Principles informing design decisions arising from the Implementation Framework are:

1. The Department's ultimate clients are the Verified Claimants.
2. The Verified Claimants are steadfast in their determination to return to an urban environment similar to what they were forcibly removed from.
3. The costs of the development must be minimized, in dealing with the challenging topography and aligning with the historic street grids where possible.
4. The number of units for Verified Claimants must be maximized, while providing well-designed, contemporary, liveable family homes and public spaces, and exposing and integrating the heritage of District Six where possible

2.2. Site Description

The parcel of land earmarked for development in terms of this phase of the redevelopment of District Six, Phase 4, is Erf 177646, a 28 955.84m^2 piece of land that lies between New Hanover Street and Constitution Street, west of Vogelgezang Street (Figure 3 and Figure 5 to Figure 16)). Historically, the parcel was bounded by Blythe Street to the west (now reinstated as Horstley), Eckard Street to the north (now partly underlying New Hanover) and Plymouth Road to the south, with the eastern extent intersecting St Leger Street.

Upper Ashley Street Preparatory School lies over Constitution Street to the south. To the west of Erf 177646 is the land developed in Phase 3 of this project (Block Q2).

Erf 177646 was extensively altered to facilitate the creation of a sports field, probably in the mid to late 1990s (Figure 4). Cut and fill levelled the area, a steep embankment was created along Keizersgracht, and the natural ground level was cut away at the southern extent of the site to below historic levels. This site topography has been changed further by more recent illegal dumping. Remedial earthworks were undertaken in July 2020, again without following any proper procedure, such that the south eastern extent of the site, particularly, has been transformed yet again. Yet more dumping that took place during the construction of the Q2 development adjacent to the west. This dumping was confined to a fenced off portion of the site at the north west where a temporary stockpiling and dumping site was created; this fencing and the results of the activities remain as at the present day.

Figure 4. Sequence of Google Earth images showing the development of the Q2 site west of the Phase 4 site, and the earthmoving activities that have taken place in recent years across the vacant erf (Google Earth, 2022)

Figure 5. Phase 4 prior to site clearing, view to north west (RSA, 2020).

Figure 6. Phase 4 during site levelling, view to west (RSA, 2020)

Figure 7. Phase 4 during site levelling, view to north (RSA, 2020)

Figure 8. Phase 4 during site levelling, view to west (RSA, 2020)

Figure 9. Phase 4 current condition, view to south east (RSA, 2022)

Figure 11. Phase 4 current condition, view to south west (RSA, 2022)

Figure 10. Phase 4 current condition, view to north east (RSA, 2022)

Figure 12. Phase 4 current condition, view to north west (RSA, 2022)

Figure 13. North western extent of Phase 4 (RSA, 2022)

Figure 14. North western extent of Phase 4 (RSA, 2022)

Figure 15. North western extent of Phase 4 (RSA, 2022)

Figure 16. North western extent of Phase 4 (RSA, 2022)

3.0. HISTORICAL OVERVIEW OF THE SITE AND ITS CONTEXT[1]

3.1. Site History

The history, development and subsequent destruction of the wider area of District Six has been the subject of extensive academic and public discourse. The account provided below, should be understood in the context of this wider body of work, and, further, through the lens of the direct involvement of former residents in the restitution process to date. As such, the following section provides a basic historical outline for District Six broadly, and then addresses the development of the area of Phase 4 specifically. The history presented here is one of spatial development rather than social history, which is provided in the Socio-Historic Study (see section 5.0 and Annexure R).

3.1.1 District Six

The area of District Six where the development area is located was originally part of Zonnebloem Farm, which had been granted in 1707. From 1831, upon the death of Alexander Tennant, tracts of farmland were subdivided off and sold to developers.

Throughout the C19th, the development of District Six increased, stimulated by the emancipation of slaves which drove up demand for housing from the late 1830s onwards, as well as by increasing commercial activity at the Cape that swelled the population.

Properties were further subdivided, with house types ranging from simple free standing villas and small dwellings to densely overcrowded row houses. The old farm road from Cape Town to Zonnebloem Farm became the central thoroughfare through this growing settlement, eventually formalised as Hanover Street.

Several surveys from the C19th show this development through time. Snow's municipal survey of 1860 shows several houses in District Six, with development largely limited to the more northerly areas aligned along Hanover Street and the surrounding environs.

By the time of Thom's survey in 1895, while settlement had densified, it was still largely restricted to the lower lying areas. From 1926 onwards, development expanded up the slopes of the mountain towards De Waal Drive, now Philip Kgosana Drive.

District Six developed as a vibrant community, with Mosques and Churches, hotels and businesses between various residences. By 1938, however, the combination of dense habitation and poor servicing was used as a means to exercise control over the area, with the promulgation of the Slum Clearance Act. The effects of this legislation were, however, dwarfed relative to the destruction wrought by the Group Areas Act of 1952, and the subsequent proclamation in 1966 of District Six as a whites only residential area. The following 14 years saw large-scale destruction of District Six, as residents were forcibly evicted from their homes and moved to newly created suburbs on the Cape Flats. Homes and businesses were demolished, and vast swathes of land were levelled and scraped flat by bulldozers. The landscape left behind in the wake of these actions was almost entirely altered, with landmarks obliterated and street layouts obscured - only a few religious buildings remained as testament to the history and community that had been decimated.

The partial redevelopment of District Six, then renamed Zonnebloem, served to sever ties to the historic community further. Modern streets were built across and through the area with no consideration of prior street alignments. Keizersgracht, in particular, intersecting and truncating remnants of Hanover Street is particularly notable in this regard, with the alignments of the newly created Vogelgezang and Constitution Streets cutting further swathes through formerly residential areas.

Modern streets have further been renamed after original streets without regard for the relative location of these alignments, such that present Constitution, Aspeling and Vogelgezang Streets do not reflect the historic location of those roads.

Modern developments, where these have been permitted to proceed have also added to the destruction and obscuring of blocks and street layouts, with the most notable of these being CPUT. Beyond these obvious impacts, surviving elements have been subject to vandalism, damage and theft throughout the intervening years, with granite kerb stones particularly subject to removal from the area either to facilitate the passage of vehicles or for landscaping in surrounding developments.

1 Halkett and Hart 1996a, 1996b; Bickford-Smith et al, 1999; le Grange, 2003; Lea, 2007; Malan 2003; Mammon and le Grange, 2012; Townsend 2013a; Worden et al, 1998

3.2. Erf 177646

The areas closest to Hanover Street developed earlier than those higher up the slopes and away from the centre of District Six. In 1860, according to the Snow plan of the City, only a handful of structures were located across Erf 177646, predominantly aligned along Hanover Street, correlating approximately with the row houses identified in the 1957 survey as 272 to 285 Hanover, and the structure on the corner of Hanover and Russell Streets. A single dwelling in a large walled garden was located at the south west of the property, along what was later Blythe Street but was, at the time, a stream.

By the time of Thom's survey in 1895, this picture had changed dramatically, with more of the area built up. The area of Erf 177646 was developed from Eckard Street in the north, where two blocks aligned parallel to the roadway separated that street from Hanover Street to the south. Two double rows of tenements, with shared back alleyways occupied the remainder of the site as far as Upper Ashley to the south, with Springfield running between them. Over Dover Street at the west was a large enclosed yard servicing a property outside the boundaries of what is now Erf 177646, while the large residence at the south west of the property remained, with a second structure now built within the north eastern extent of its walled garden. Trees are indicated along the eastern boundary wall, and the stream is now indicated as a formalised canal that drains into a culvert west of the property.

Little change is effected between then and the 1926 aerial imagery of District 6. The southern extent of the property remains undeveloped aside from two structures flanking the southern extension of Dover Road, although this is not a formalised road at that point. The large residence remains present, although apparently fairly altered - the image is not sufficiently clear to make out the extent and nature of changes, although it appears another structure has been built adjacent to the east.

By the time of the municipal survey of the late 1950s, most of District Six was densely developed. Development of the site has, by then, extended beyond Upper Ashley to Plymouth Road, and the extension to Dover Street has been formalised.

Figure 17. Corner Blythe and Plymouth c.1970 (Greshoff, 1970, courtesy D6 Museum)

The single residence had been demolished by 1957, and replaced with the end terraces fronting onto Blythe Street, and comprising houses 17-23 along that road. All roads within the development area are indicated as tarred at this point aside from St Leger at the far east, Dover and Springfield.

The African Methodist Episcopal Church was built in the 1920s on the corner of Springfield and Blythe, and is depicted on the 1957 City survey. Its associated school building located in buildings on the corner of Hanover and Blythe had burnt down in 1957.

The Avalon Bioscope, a popular cinema is depicted at the western end of one of the blocks between Hanover and Eckard.

Figure 19. Avalon Bioscope on Eckard Street ((District Six Museum, 2022)

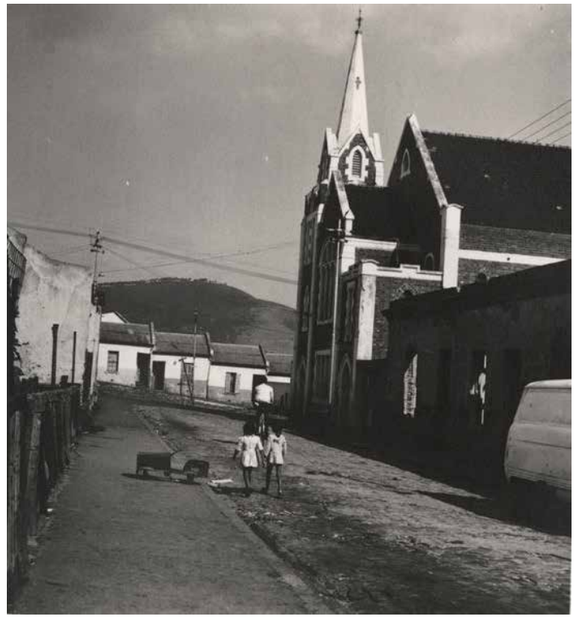


Figure 18. Springfield Street and the AME Church at left c.1970 (Greshoff, 1970, courtesy D6 Museum)

Figure 20. View across Eckard to Blythe Street during forced removals c.1970 (Greshoff, 1970, courtesy D6 Museum)

The following series of maps illustrates the development of the site, from Snow's Plan of 1860, to Thom's Plan of 1895, the area as photographed in the aerial survey of 1926, and, finally, as recorded in the Cape Town Municipal Survey undertaken, for this area of the City in 1957 (Figure 21 to Figure 25).

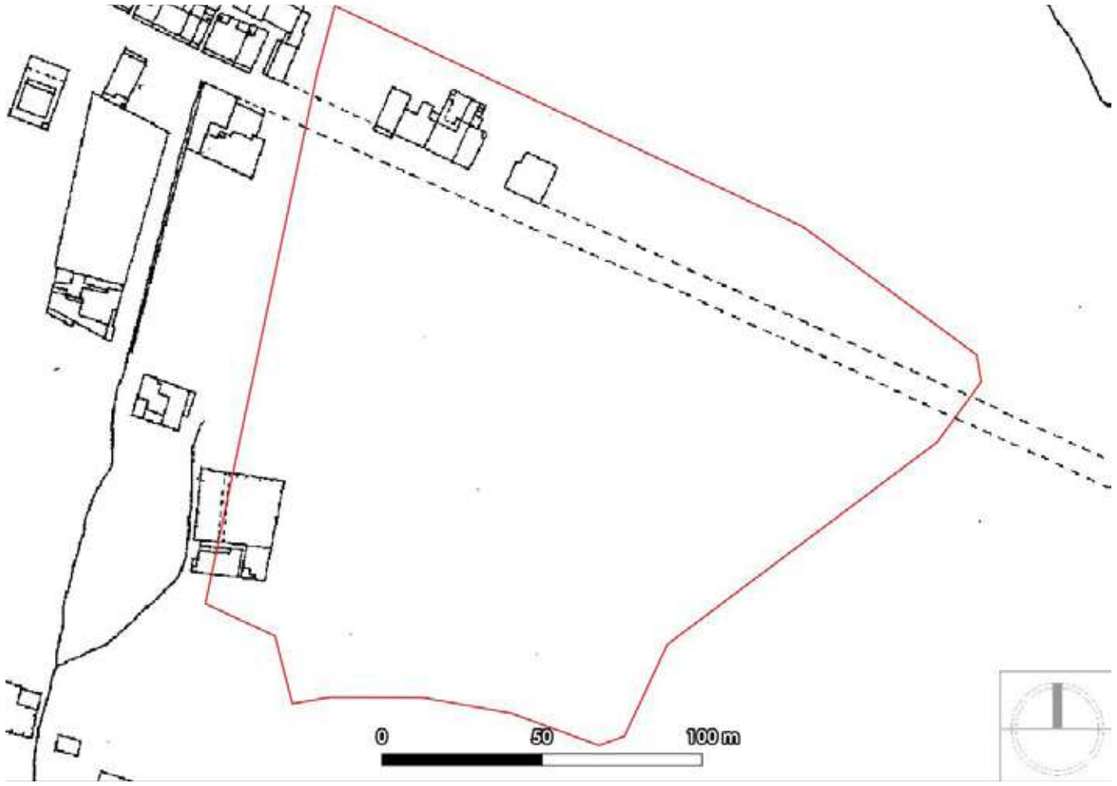


Figure 21. Development on Erf 177646 in Snow's Plan of 1860 (RSA, 2022).

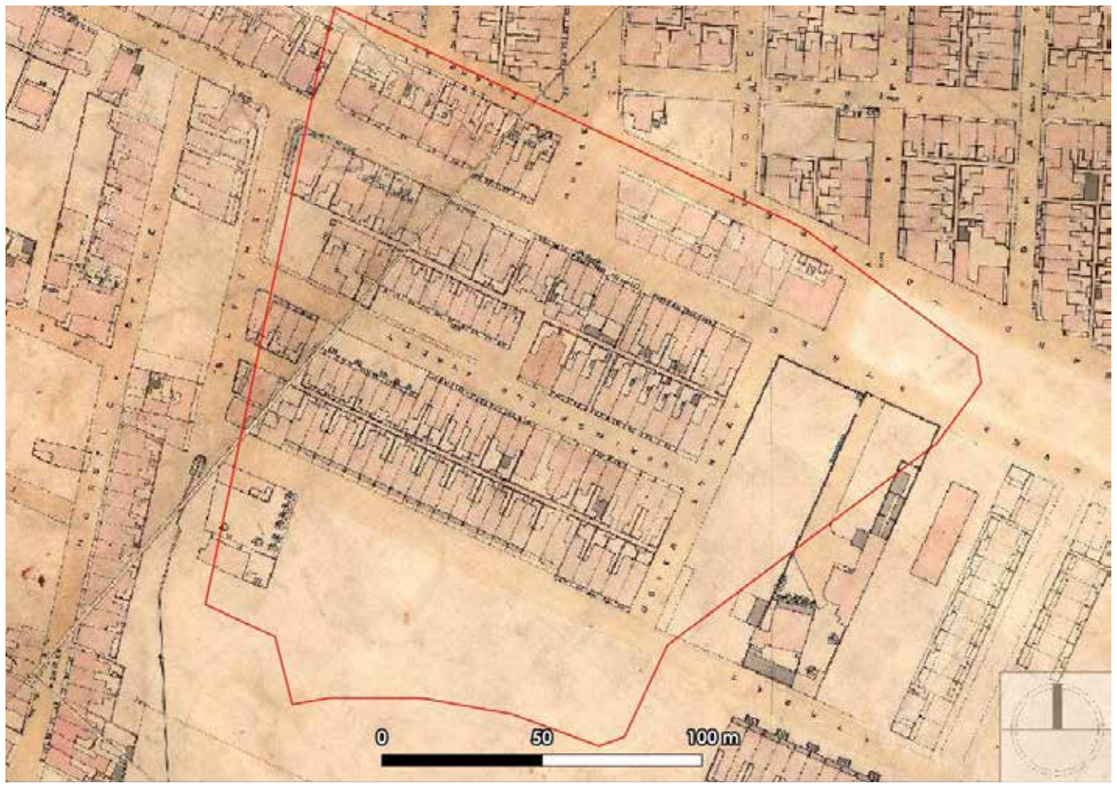


Figure 22. Development on Erf 177646 in Thom's Plan of 1895 (RSA, 2022).

Figure 23. Development on Erf 177646 in the 1926 aerial image (RSA, 2022).

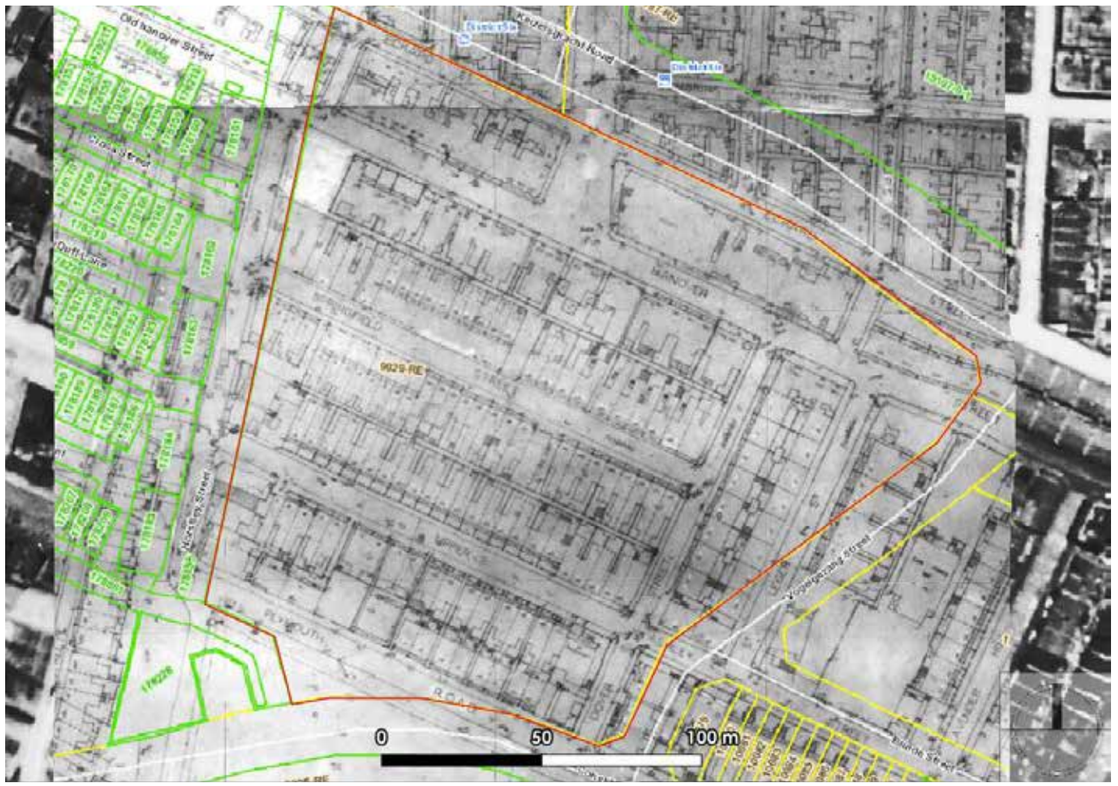
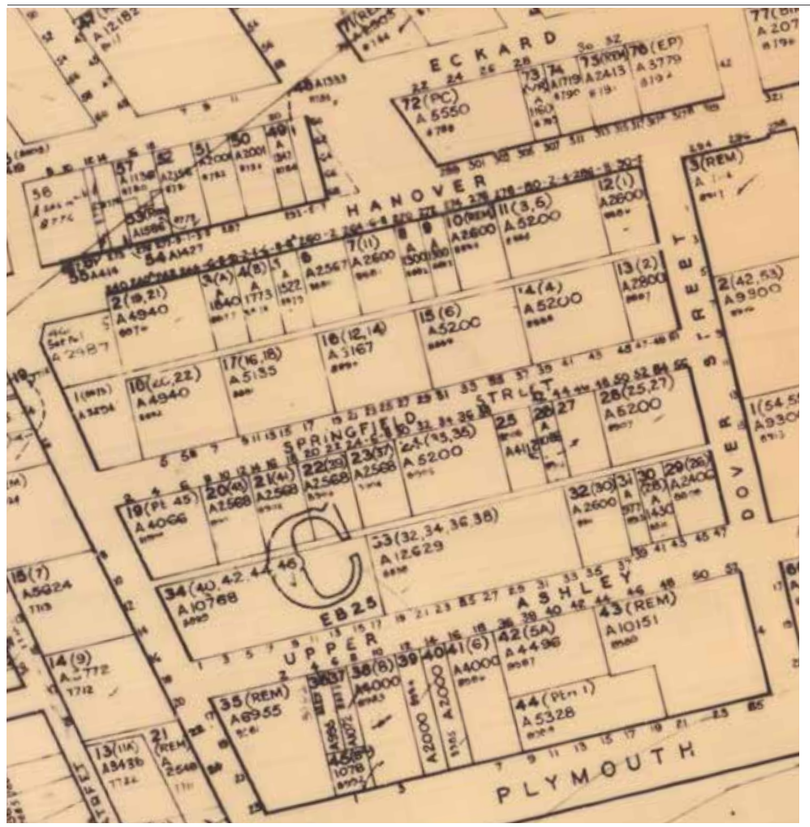
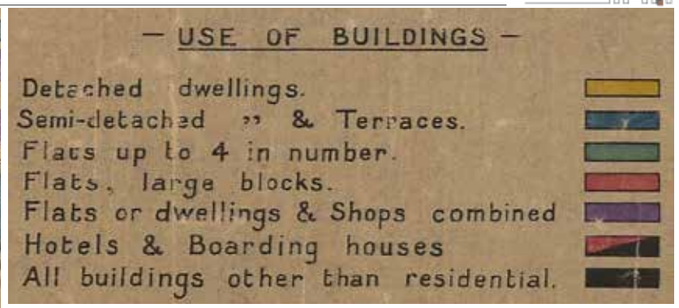
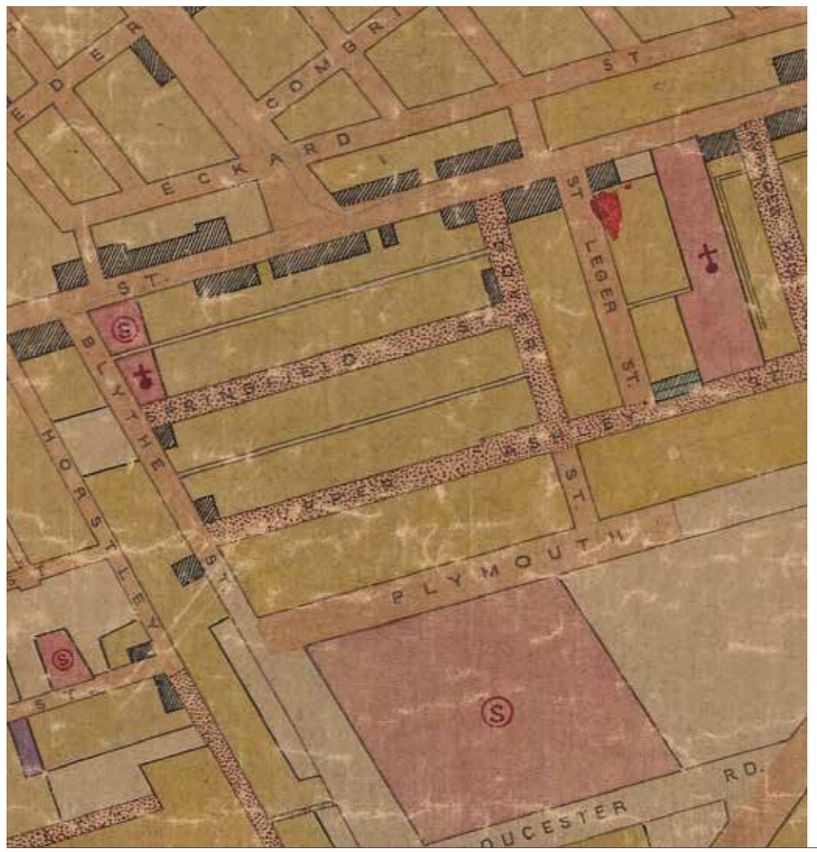


Figure 24. Development of Erf 177646 in the Municipal Survey of 1957 (RSA, 2022).







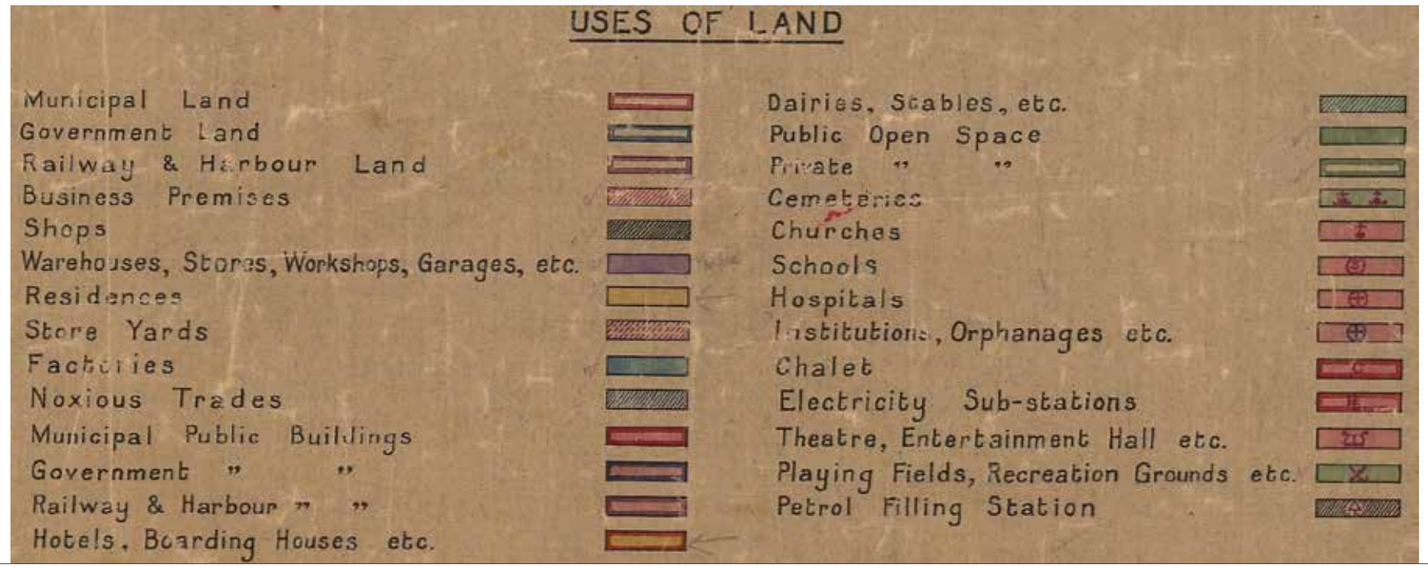


Figure 25. 1930s and 1940s Land Use and Zoning maps of the subject site produced around the time of an increase in efforts by the City to effect 'slum clearance' in District Six (CoCT E&HRM Unit 2022).

PART B: SPECIALIST STUDIES (EXTRACTS)

4.0. ARCHAEOLOGICAL IMPACT ASSESSMENT

Extract: For full Archaeological Impact Assessment, see Annexure Q

4.1. Introduction

The AIA (RSA, 2022) identified that various sites across the property could hold archaeological significance, but makes a distinction between the intangible social, historical and associational significance of District Six, and the tangible remains that constitute its archaeological signature. This factor, together with the urgency of the proposed redevelopment, shapes the assessment of the archaeological resources and the approach to proposed mitigation.

It should be noted that the archaeological process is proceeding as a Section 35 application concurrent to, but separate from this AIA to allow site levelling to proceed independently from plans approval. This is approach is feasible and sensible given the extent of earthmoving necessary to redevelop the site. The cut and fill requirements will be so extensive that changes in layout and/or design will result in little to no change to the archaeological impacts.

4.2. Identified heritage resources

Identified archaeological heritage resources include the following:

- High Significance
  - Area of 17-23 Blythe Street - could contain possible old fabric and material related to market gardening in the mid to late C19th
  - 273-297 Hanover Street - comprises two mid-C19th development areas, with infill of indeterminate mid to late C19th origin, and potentially the remains of a mid-late C19th well at the north eastern extent of the block;
  - AME Church (1920s) and Bethel Institute (1903) - potential to yield artefactual material related to religious activities
- Moderate Significance
  - Avalon Cinema Block - site of moderate social significance; it is not anticipated that this site will yield much of archaeological significance, but any cultural material associated with it would hold significance

The fabric of roads and pavements holds archaeological significance as representative elements of the materiality of District Six. The site of the EOAN Group activities at Isaac Ochberg Hall is outside of the project area and therefore not of archaeological significance.

4.3. Impacts to heritage resources

Given the extensive rubble overburden across site, as well as the degree of disturbance the study area has been subject to through time (Figure 26), it is not possible to know the extent of preservation or even presence of intact archaeological sites, features or structures below the current ground surface.

Figure 26. Views across Erf 177646 in 2020, before the latest site levelling took place in January (l), and after (r) showing the disturbance that occurred just within the past few years (RSA, 2020).

This factor notwithstanding, the extensive cut and fill that will be required to build on this site (Figure 27) means that it is highly likely that all archaeological traces will be destroyed during the redevelopment process. This extends not only to structural remains, features, and possible deposits, but also to street fabric, both tarred and cobbled surfaces.

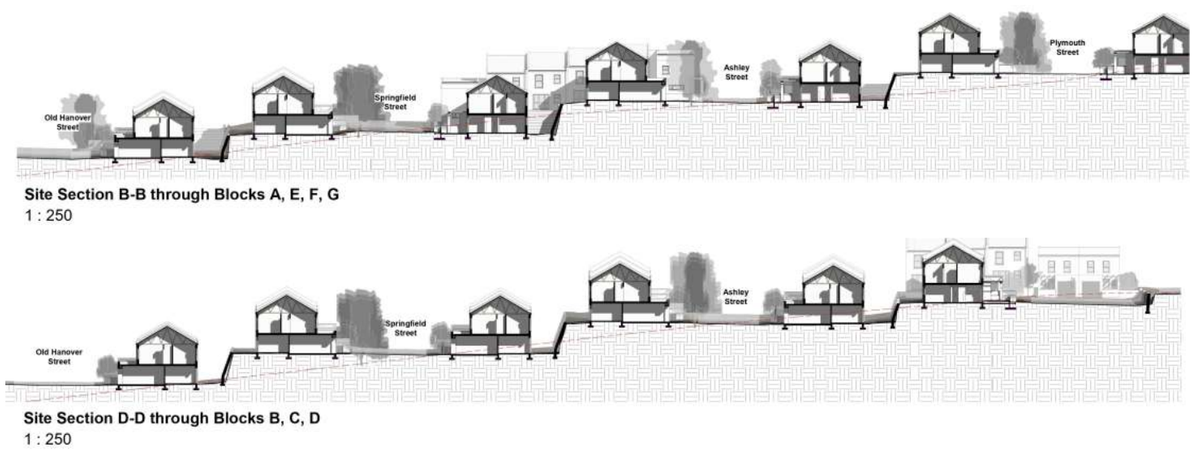


Figure 27. North-south cross sections through Erf 177646 showing the extensive cut and fill required to accommodate the platforms for construction (D6-ADE JV, 2022).

4.4. Proposed mitigation

The AIA notes that some 20 years have passed since the last systematic archaeological excavation was undertaken in District Six, and that this time period represents a delay in restitution that has significant implications for the practice of archaeology within the areas proposed for redevelopment. The report contends (RSA, 2022: 17) that "[s]ystematic excavation cannot now be prioritised at the expense of further delays to the rehousing the verified claimants. The basic position of archaeological practice in this instance has to shift from that of exploratory, research archaeology to one of salvage archaeology."

Given the urgent need to ensure that redevelopment is not unnecessarily delayed, no exploratory excavation or test pitting is proposed for this site. The mitigation strategy proposed in the AIA is a to implement a programme of across the site, with continuous monitoring proposed for those sites that have been identified as holding potentially high archaeological significance due to their relative age, social or cultural significance, or their potential to shed light on the origins and development of the area through time (Figure 28). This strategy will mean constant observation by the appointed archaeologist for the period that site levelling is underway in those areas.

Should intact, in situ features be identified during this process, these will be cleaned and assessed to determine significance, and further actions will be decided on at that point, tailored to the significance, nature and type of each individual site or feature.

The sites on Erf 177646 proposed for continuous monitoring are:

- 17-23 Blythe Street;
- 273-297 Hanover. This monitoring will incorporate the two mid-C19th development areas and the rest of that block, which is of indeterminate mid to late C19th origin, as well as the area of the well indicated on Thom at the north eastern extent of the block;
- AME Church and Bethel Institute Site;
- Avalon Cinema (it is not anticipated that this site will yield much of archaeological significance, but intensive monitoring will be undertaken nonetheless to ensure that any cultural material associated with the cinema can be recovered)

Depending on the outcome of the monitoring, excavation might be necessary to test for in situ deposit, significant remnants or similar features at one or more of the above sites. Whether excavation is undertaken by hand or machine, and the extent of excavation will be determined by the outcomes of initial monitoring. Basic workplans should be compiled for each site to be excavated, and these submitted to the Case Officer for approval at HOMs.

The remaining areas of site will be monitored with routine assessment to determine whether any remains are sufficiently significant to warrant further recording in situ, or if material warrants archaeological intervention beyond recording and sampling. Should significant, intact, in situ deposits be encountered, these could warrant excavation, although this outcome is not anticipated, given the urban nature of the area in the past, and the disturbances to the site in the past forty years. The exception to this consideration is likely to be found in street alignments which may survive in varying condition and to varying extents. The robust granite kerbstones are likely to have survived, either still in situ or displaced, and these should be retained for reuse as far as possible.

Figure 28. Overlay of Thom survey on current Google Earth map indicating identified areas of potential archaeological significance that will be subject to intensive and/or continuous monitoring in terms of the proposed mitigatory strategy (RSA, 2022)

5.0. SOCIO-HISTORIC STUDY

Extract: For full Socio-Historic Study, see Annexure R

5.1. Background

The Social History Report (Randle, 2022) identifies the built history of District Six as dating back to the second half of the C19th, while the social character of the subject property originates more properly in the C20th, particularly between 1920 and 1970.

Erf 177646 is identified as "an important historical zone in the social history of District Six, which by the mid 20th century contained an iconic nexus of urban residential housing, mixed use buildings, and the thriving economic and social space of Hanover Street" (Randle, 2022: 1).

As espoused in the City of Cape Town's Cultural Heritage Strategy, "it is important to acknowledge the achievements of individuals and groups during the City's history and seeks to recognise and protect places, narratives and traditions associated with such people and events" (Ibid: 2). Given that the built fabric of the site has been destroyed, this can be achieved through the narratives and associations of District Six that persist in the memories of former residents (Figure 29).

Figure 29. Street signs, including Hanover, Eckard and Ashley, forming part of to a memorial marker during a walk of remembrance through District Six by former residents in 2020 (Suné Payne in Randle, 2022: 2)

This memory can be foregrounded, and made tangible through preservation and integration into future planning and design, to serve as acknowledgement of the atrocities of the past. The study outlines how this 'sense of place' can be incorporated into redevelopment by identifying key components that comprise these intangible memories and continued cultural practices.

Randle (2022: 2) quotes Le Grange (2003), noting that :the employment and translation of memory is key to urban design development [and] requires:

- Conserving and celebrating previous and remaining institutions i.e. even if buildings have been destroyed their memory needs to be conserved and celebrated;
- Incorporating memory in street/place names;
- Identifying and celebrating public places."

5.2. Identified Socio-Historic informants

5.2.1 Horstley Street

Although the historic alignment of Horstley Street falls outside of the boundaries of Erf 177646, running parallel to and west of Blythe, it is considered in terms of the social history of this portion due to its direct and indirect links to the subject property.

Horstley Street is of exceptionally high significance in the memory of former residents of District Six, having been the site of the first forced removals - when African residents were removed to Uitvlugt (Ndabeni) in the interests of public health after an outbreak of plague in 1901 - and the last under Group Areas Act in the 1970s and 1980s.

Further, the well documented interplay between built form and social fabric of Horstley Street stands as proxy for the many less well known areas of District Six, including within the subject site.

The rear parts of houses - back yards and shared spaced behind rows of tenements - accommodated a variety of functions, facilitating movement: "informal visits, cooking, workshops for additional income streams, ablutions, unregulated building alterations – moments where despite-built environment limitation of structure with no stoep frontage, the residents could subvert control and impose individuality" (Ibid: 4); even sewers and drains were pressed into service for hiding items from the police during raids on shebeens.

In the absence of stoops, people spilled out both behind their houses and in front, into the streets, which became "an extension of interior life" (Ibid). With District Six located so close to the centre of town, many were able to walk to their places of work, transforming the street into an active space. Those houses that did have stoops became spaces of social engagement, where the street and home life intersected.

5.2.2 Cobbled Streets

Various roads throughout District Six were cobbled, including Springfield and Dover in the subject property. These cobbled streets became playgrounds, while the memory of them is coloured by soundscapes: "the noises of people walking and iron wheels on cobbled streets remained in people's memories" (Ibid: 5).

5.2.3 Streets and open fields: spaces of interconnection

The interconnectedness of streets was achieved literally and figuratively. Open fields and vacant lots provided short cuts and children's play areas between streets, while closely built houses and short, narrow streets crowded views between streets. This proximity further created "social connections that spatialised familial and business relationships between one street and another in a social web that shaped the use of landscape, public space and built form" (Ibid).

5.2.4 Old Hanover Street

Historically, Hanover Street was the vibrant heart of District Six, with the iconic "You are now in Fairyland" graffiti announcing the singularity of the street on the corner of Hanover and Horstley just outside of the subject area.

Hanover Street can be characterised in a number of ways, Firstly was its commercial aspect, with various businesses and stores lining the street, and including cafes, restaurants, spice shops, tailors, butcheries, doctor's rooms, a bottle store, music store, chemist and the famous Crescent Restaurant (Figure 30).

Hanover was also a space for informal trading, entrepreneurship and personal economic growth, with many hawkers progressing to stall holders on the Grand Parade, or progressing from selling wares from horse and cart to selling from vehicles.

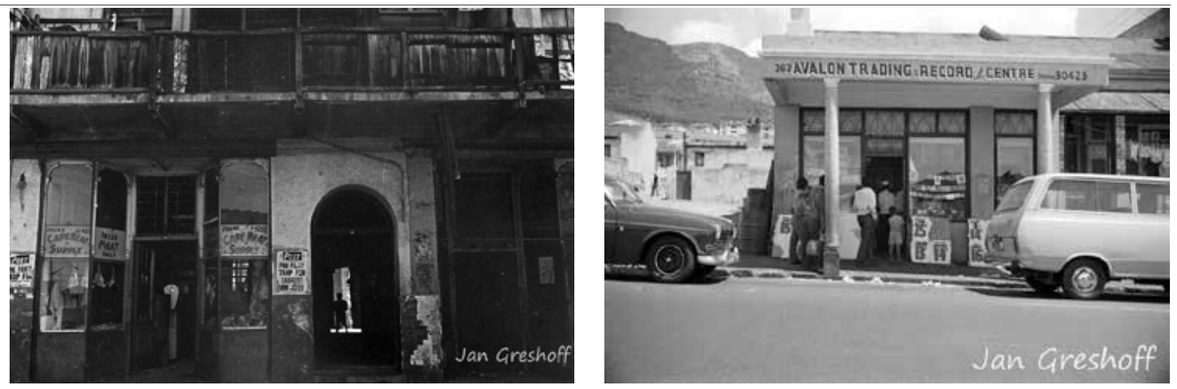


Figure 30. Cape Meat Supply (top) and Avalon Record Store (below) on Hanover Street (Jan Greshoff in Randle, 2022: 8)

Finally, Hanover was a residential space, and this factor is a defining feature of District Six, provided residence within the City centre. Work for many was within walking distance, shopping could be easily achieved at one of the many corner shops, while small businesses such as dressmaking also operated out of homes.

5.2.5 Avalon Cinema

The Avalon Cinema, on Hanover at the Russell Street intersection was one of many cinemas in District Six, although favoured as one of the more salubrious, that "provided a form of place making and orientation, they were sites of multi-purpose use for leisure, cultural and political activities, having a relationship with the streets that surround them" (Ibid: 7). Significantly it also served as a site of anti-apartheid rallies.

5.2.6 Mountain and Sea Access

District Six had easy access to the mountains and, particularly before the foreshore reclamation, the development of the railways and the construction of the elevated freeways, to the sea. Residents of the area had freedom and rights to access and utilise these public spaces for recreation, foraging and social gathering.

5.2.7 Places of Gathering

Public Spaces

Historically District Six was provided with few, if any, public open spaces dedicated to recreation and play. Children played between buildings on open land and on the streets. Festivities and communal events similarly played out on the streets, with the New Years Klopse Carnival and Christmas parade forming annual spectacles on Hanover Street, while other streets were frequently the site of wedding and funeral processions (Figure 31).

Figure 31. Minstrels in Hanover Street parading passed the Avalon Record Store and Lipman's Chemist (Alex Lawrence in Randle, 2022: 11)

Figure 32. View up Dover Street towards George Golding School (now Rahmaniyeh Primary) on Plymouth Road (Rudolf Ryser in Randle, 2022: 12)

Schools

In addition to the school attached to the African Methodist Episcopal Church, two non-denominational schools were located adjacent to the development area, on the south side of Plymouth Road: Upper Ashley Street Preparatory and George Goulding Primary School (Figure 32).

Such schools were integrated into the social, cultural and political lives of residents, and many school halls served as community centres where art, dancing and acting classes, sports and societies convened. Inter-school co-operation and extra-curricular education through the 1940s and 1950s saw intense cultural and intellectual activity within these spaces.

Religious Centres

The long-standing connection between schools and churches arose from the mission school system which provided education for those excluded from "white" state schooling.

In the development parcel, the African Methodist Episcopal Church on the corner of Blythe and Springfield provided both schooling and religious service to the community, and was "a vehicle for black empowerment in Cape Town" (Patric Tariq Mellet in Randle, 2022: 13).

The AME Church was built in the late 1920s, while the adjacent Bethel Institute provided primary school education from buildings on the corner of Blythe and Hanover. The school had burnt down in 1957 and was later demolished, and the Church moved to Athlone in 1975.

Figure 33. The AME Church (District Six Museum in Randle, 2022: 13)

Cultural Centres

Situated just east of the development area, was the Isaac Ochberg Hall, where the Eoan Group were based. This group was founded in 1933 as a cultural and welfare organisation for the District Six coloured community, and its choir group ultimately grew into an opera company that toured internationally from the 1950s. The group relocated to Athlone in 1969.

5.2.8 Places of Poverty, Dilapidation and Destruction

Memory of District Six is necessarily bound up in the poverty, dilapidation, and gangsterism that characterised life there. These facts serve to temper the nostalgia that surrounds life before the cruelty of forced removals.

Together with this juxtaposition of good memories and bad is the fact of the forced removals, and the irrevocable effects that has had on families and communities, and creates a further lens through which to view the District Six of memory (Figure 34).

5.3. Development and Memorialisation

Randle (2022: 16) notes that "District Six is both "a site of grand apartheid but also of resistance by the community throughout the 20th and 21st century from the early development of Coloured politics associated with the AME Church, to gatherings held within cinemas such as the Avalon. With the establishment of 'Hands Off District Six' protest and various civic associations, the fact that the land has remained empty to development is due to this very resistance as well as the return of the land itself to ex-residents.

This process of memorialisation has ensured that ex-residents and their families have actively participated in re-inscribing memories on the streets and places now gone, and the development area can be seen to represent "an area that has been part of the memorialisation of District Six by former residents, with some of the most iconic public spaces, buildings, business, social and religious centres found in this parcel".

Figure 34. The demolition of the Avalon Cinema (Alex Lawrence in Randle, 2022: 15)

6.0. VISUAL IMPACT ASSESSMENT

Extract: For full Visual Impact Assessment, see Annexure S

6.1. Receiving Environment: Site Characteristics

The site is located between New Hanover Street and Constitution Street, west of Vogelgezang Street, and east of Horstley Street. Following the complete demolition of built structures on site, the area has been subject to alteration for the creation of a sports field and later through illegal dumping.

The site is located between two highways recognised as scenic routes in terms of the Scenic Drive Network Management Plan (2003), Nelson Mandela Boulevard (Eastern Boulevard) and Philip Kgosana Drive (De Waal) (Figure 35).

The Eastern Boulevard scenic route links Rhodes Drive and the N2 with the CBD, and ches from the entrance of the V&A Waterfront along Settler's Way until the Black River Parkway interchange. This route provides representative scenic views of Table Mountain, Table Bay and the Cape Flats as it descends down Hospital Bend. It provides a gateway experience to the CBD for northward bound traffic descending from Hospital Bend. Travelling westwards towards Hospital Bend, the route is dominated by the view of Devils' Peak. It is noted on the SDNMP (2003) that this route displays high visual quality, and that development of District Six must take views of the mountain into consideration (CoCT, 2003).

The De Waal Drive scenic route links the N2 with the CBD via Mill Street and also the main access route the Parliament along Roeland Street. The route is also the southern boundary of District Six. The intrinsic qualities of this scenic route provide representative views of the City Bowl, Table Bay, Table Mountain Robben Island, as well as the distant mountains. It is noted on the SDNMP (2003) that the route displays high visual quality, and similar to Eastern Boulevard. The redevelopment of District Six should reinforce the scenic role of De Waal Drive and the new developments be carried out in a manner that does not negatively impact the views to Table Bay and the CBD (CoCT, 2003).

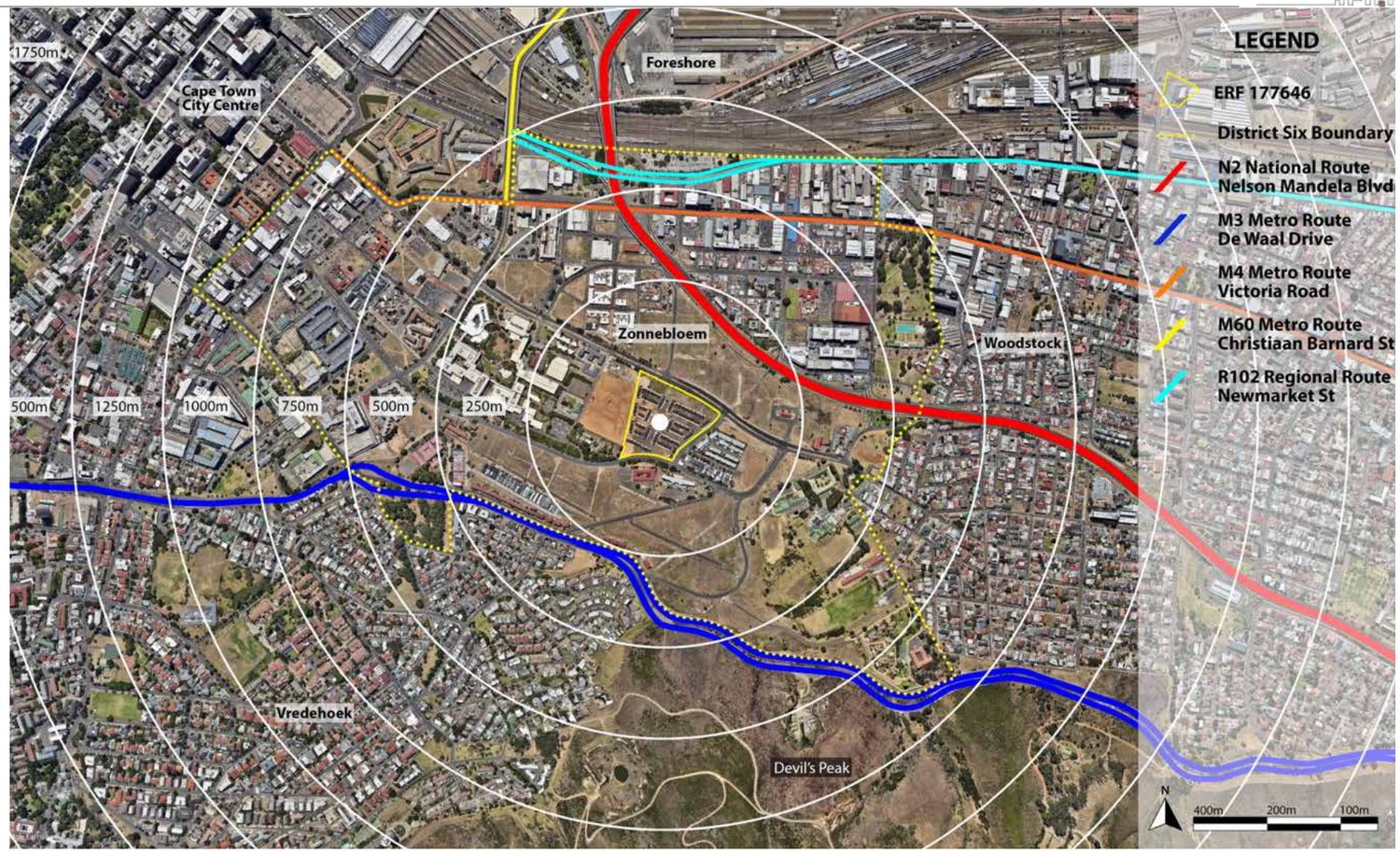


Figure 35. Site location in relation to scenic routes of Nelson Mandela Boulevard (Eastern Boulevard) and Philip Kgosana Drive (De Waal) (Square One 2022: 8)

6.2. Settlement Patterns / Landscape Character

Following the demolition of the fabric of District Six, partial redevelopment took place in the area. Links to the past were severed directly through the construction of modern streets such as Keizergracht that obliterated historic road alignments, and indirectly through such measures as renaming the new area Zonnebloem. Where modern development has been permitted, this has exacerbated this destruction and obscuring of blocks and street layouts, with the most notable of these being CPUT, while remnant elements have been subject to vandalism, damage and theft throughout time.

As such, the character of District Six is largely that of a sense of place, with the vacant land serving as an exaggeration of this sense of place at a macro scale that is made coherent as a singular landscape of vacant slopes with morphology defined by contours rather than street patterns and urban block grain.

6.3. Viewshed Analysis

Visual analysis was conducted to determine the overall visibility of the proposed development from various locations. Visibility is qualitatively described and viewpoints are identified from the development would be most noticeable.

The visually sensitive areas in proximity to the proposed development area were identified as Woodstock and Walmer Estate to the east, and Vredehoek to the south, as well as Trafalgar Park to the east (pink and yellow areas in Figure 36). The receptors in these areas were considered to be most sensitive to visual impacts as they are predominantly residential areas with private dwellings, and public open spaces with high amenity value.

Visibility is described in terms of the viewshed areas calculated based on digitized topographical (Lidar) information, which includes for the size, scale and massing of the surrounding buildings, vegetation and urban infrastructure. It should be noted that the viewshed area shows locations from which only a portion of the development area could potentially be visible, i.e., the entire development will not be visible from all the areas shown in the viewshed area, but small portions of the development may be visible.

The viewshed area (green areas in Figure 36) indicates areas from which certain components of the proposed development could potentially be visible; the view shadow area (clear areas) indicates areas from which they are unlikely to be visible. The actual visibility of the proposed development from various viewpoints is largely dependent on the presence and positions of screening elements, including vegetation, urban development and infrastructure and the location of the site in the receptor's Field of View (FOV). Visibility decreases exponentially with the apparent decrease in size of the proposed development within the receptor's FOV, and as contextual information increases. The development would therefore be more clearly visible in close proximity and less perceivable at greater distances.

Such an analysis shows that the proposed development will mostly visible within a 500m radius of the site. The proposed development will also be visible from the northern slopes of Devil's Peak, and certain portions of Philip Kgosana Drive at approximately 500m from the site. Visibility is limited from the Cape Town CBD due to the visual screening effect of numerous high-rises and its distance from the site at approximately 1.25km. At greater distance, it is likely to be noticeable from certain portions of the Nelson Mandela Boulevard scenic route (N2) and parts of the Foreshore.

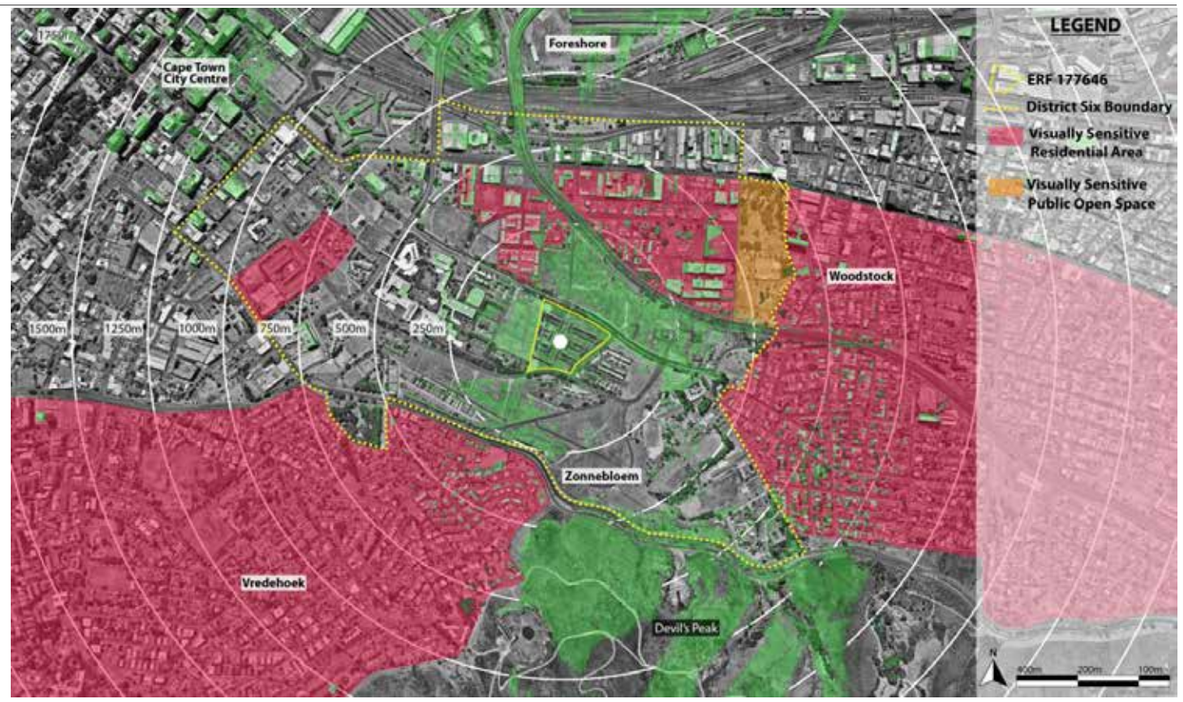


Figure 36. Mapping of the view shadow areas (green) overlaid with the areas of visual sensitivity (pink and yellow) (Square One 2022: 33)

The proposed development is potentially visible from the Chapel Street HPOZ, and the Central City HPOZ (Figure 37), however, due to the height of the proposed development, distance from the site, and other visual screening elements, visibility will be limited from these heritage resources.

Figure 37. Location of HPOZs in relation to the development area (Square One 2022: 29)

6.4. Townscape Assessment

A number of birds-eye views were created to illustrate the proposed development within its surrounding context using Google Earth technology (Figure 38). The location of the development is shown with a yellow marker in each of the images. It should be noted that these views are for illustrative purposes only and do not accurately depict the experience of the receptor at ground level. However, they do provide a useful tool to examine the scale of the proposed building in the context of its surroundings from certain vantage points, at the townscape level.

The site is broadly bound between the two primary movements routes connecting the CBD, i.e. Nelson Mandela Boulevard (N2) to the north and Philip Kgosana Drive to the south. The site is also adjacent to the Phase 3 redevelopment (Q2 site) and is located to the west of the site. Important heritage structures such as the Zeenatul Islam Mosque to the north-west of the site, Moravian Chapel to the west, and New Apostolic Church and Holy Cross Catholic Church to the north-east of site. Fine urban fabric of the historical Chapel Street is located north-east of the site where the majority of the buildings are single-storey Victorian row houses with significant heritage value and is considered as the last remaining portion of District Six.

Figure 38. Bird-eye views of the proposed development looking from Woodstock towards Devil's Peak (top left); Nelson Mandela Boulevard towards the City Bowl, Lions Head and Signal Hill (bottom left), Philip Kgosana Drive (De Waal Drive scenic route) towards Cape Town Harbour (top right); and the CBD towards Woodstock and beyond (Square One 2022: 35-35)

6.5. Viewpoints and Photo-montages

A limited number of viewpoints are reproduced from the VIA (Square One, 2022) to illustrate the visual change that will be experienced in the landscape (Figure 39).

These assessments all reveals that the Visual Absorptive Capacity, that is how much of the project would be visually "absorbed" or "disappear", into the receiving environment, is quite variable across the zone of visual influence, low in some instances, and high in others. However, the visual exposure, i.e. the degree to which the site is visually apparent and the distance from the project to selected viewpoints, as well as the degree of visual intrusion is uniformly moderate or low across the area.

Figure 39. Photo-montages showing the visibility of the proposed development from various viewpoints (Square One 2022: 38, 39, 43, 44)

7.0. IDENTIFIED HERITAGE RESOURCES

7.1. Generally Recognised Heritage Resources

District Six was identified as a Grade I heritage resource in 2004 by SAHRA, but has never been formally proclaimed as a National Heritage Site. HWC and SAHRA determined 2012 that HWC was the responsible management authority until such time as the site was formally declared an NHS in terms of Section 27 of the NHRA (No. 25 of 1999), and SAHRA remains a commenting authority on applications within the graded area submitted in terms of Sections 34, 35 and 38 of the NHRA.

The proposed development area - and District Six more widely - is within neither a proclaimed nor proposed Heritage Protection Overlay Zone (HPOZ), although declared and proposed HPOZs surround the area (Figure 40). In the local area, these HPOZs are linked to areas of well preserved historic fabric, and include the various HPOZs of Woodstock and Walmer Estate to the north and east: Chapel Street, Victoria Road, Albert Road, Cavendish Square, Queens Road and Chester/Coronation Street HPOZs, as well as the proposed Woodstock Extended Area. Further afield, areas of high historic significance constitute HPOZs, including the Central City HPOZ to the west, and the Upper Table Valley HPOZ, and Vredehoek Proposed HOZ to the south.

Similarly, the site is not graded, nor does it contain any graded resources, although in the immediate vicinity, gradings are attached to standing buildings and remnant religious sites and structures (see Figure 41).

Several sites and features of significance have been recognised in previous work (Le Grange, 2003; Halkett, 2013, 2015). These elements include tangible heritage resources of significance, and sites of intangible significance, that warrant consideration in terms of redevelopment proposals.

These significant elements include (Halkett, 2015:4-5):

- The identification and celebration of Public Places (of sites and buildings) that could be used to serve the memory of District Six. Such sites and buildings should be considered as a continuous and coherent system, and should include:

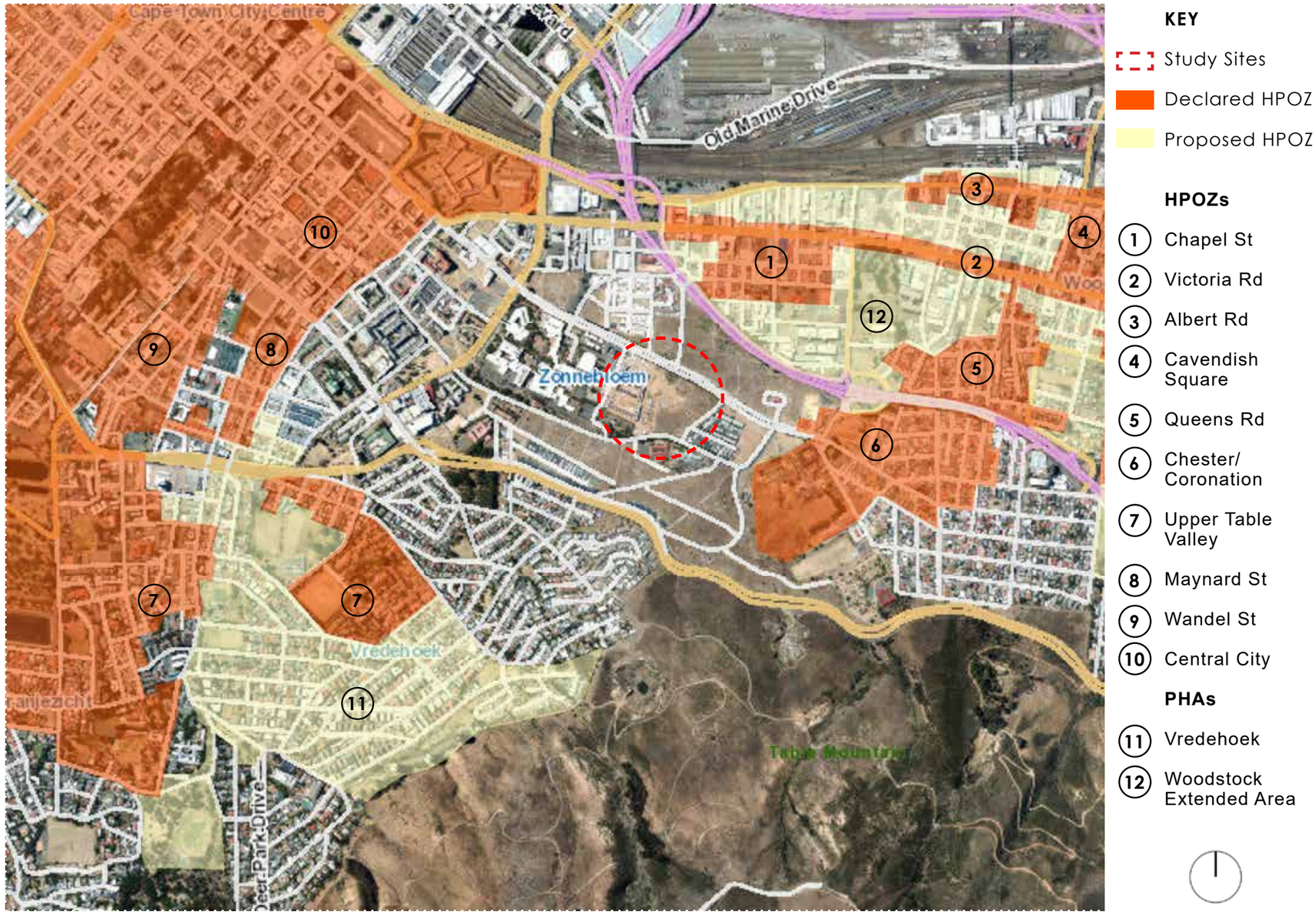


Figure 40. Site location relative to the surrounding HPOZs (CityViewer, 2022).

- Existing places of worship/ religious institutions (Churches, and Mosques);
- Existing schools;
- Sites of previous (but now destroyed) places and buildings of cultural significance (churches, community halls, cinemas, markets, etc..) where the memory of their prior existence can be celebrated;
- New public spaces;
- The selection and preservation of sites of archaeological significance - sites which where possible could be incorporated into the overall public space system so that they may serve as a reminder of the layered history of District Six;
- The remaining historic street grid and the reinstitution of historic street names;
- The acknowledgment of Hanover Street as a historic mixed-use 'activity corridor' and public place, and,
- The establishment of a Memorial Park.

7.2. Site Specific Heritage Resources

7.2.1 Archaeological

- 17-23 Blythe Street;
- 273-297 Hanover;
- AME Church and Bethel Institute Site;
- Avalon Cinema

Street fabric is recognised as socially and historically significant, and granite kerbstones as well as remnants of alignments, road surfaces constitute archaeological heritage resources.

The EOAN Group property at the Isaac Ochberg Hall is not considered to hold archaeological significance due to its location outside of the project area.

7.2.2 Socio-historic

The subject site, along with the wider District Six area, holds very high socio-historic significance, embedded in its sense of place, which itself is connected to the memory and collective nostalgia associated with life there and the trauma of forced removals and its destruction.

Specific elements contribute towards this sense of place. These include:
- The public life of District Six, where a vibrant street culture was established as a response to limited internal space in the small houses, such that streets and front stoeps - where these existed - became extensions of the interior lives of residents;
- The materiality of streets that lends texture to these memories, with the cobbled sections providing a sonic space.
- The memory of the historic character of Hanover Street as a site of business, opportunity and residence, contributing to sense of place.
- Leisure activities, such as cinema going, and access to the mountains and sea, as well as community activities contributed to a sense of a cohesiveness that characterises peoples memories of the area, and that was so devastatingly impacted by the forced removals to the Cape Flats.

7.2.3 Visual

The following heritage resources were identified as sensitive to possible visual impacts arising from the proposed development:
- The recognised scenic routes of Philip Kgosana Drive and Nelson Mandela Boulevard;
- The areas identified as Heritage Protection Overlay Zones in the immediate surrounds;
- Several site and features of significance including tangible heritage resources of significance, and sites of intangible significance that contribute to the sense of place attached to District Six.

7.2.4 Townscape / Urban Heritage

The immediate surrounds of the development area are largely vacant land, bearing witness to the devastation wrought by the forced removals and demolitions of the 1960s and 1970s. Where fabric exists, it is either in the form of the few remnant religious buildings, or the over-scaled bulk of the Cape Technikon campus. The exception to this are the surviving Victorian row houses and terraces along Justice Walk and Blinde Street, and these were extensively referenced by the proposed units and urban morphology for Phase 4. The modern roads cut swathes through the landscape, and parcel the historic neighbourhood off into irregular shaped blocks of land that bear little to no resemblance to the grid layout of District Six.

Historically, the townscape comprised a residential component of semi-detached and detached houses, flats and terraced housing, a commercial component of shops, hotels, bars, cinemas, offices, banks, wholesalers and others, and a civic/community component of schools, and places of worship and assembly. Some of this historic character persists in, and is formally protected by, the many HPOZs that surround District Six (Figure 40).

At the finer scale, the morphology of District Six was derived from the streets, which functioned as public spaces, and were defined by the urban blocks that fronted onto them. Character at street level was composed of the varied street interfaces of these bounding buildings - steps, stoeps, colonnades - as well as by their materiality.

With all of this urban heritage obliterated, the reconstruction of District Six could take one of three forms, as identified by Le Grange (2003: 40): full reconstruction or reproduction of the lost area, partial reconstruction of some portions of it, or the "contemporary adaptation of such qualities as urban fabric 'grain', building scale, land-use mix, transitionary spaces, etc". For reasons of practicality as well as good heritage practice and financial feasibility, this last option, of extraction and reuse of the design principles of historic District Six is clearly the best choice for an approach to restitution. Furthermore, this correlates with the expressed wishes of the verified claimants, and, importantly, it follows as laid out in the 2019 court order.

7.3. Statement of Significance[1]

7.3.1 Cultural Significance

Cultural significance is derived from the interplay of social, historical, political, cultural, religious and spiritual values that connect the present to the past through generational memory, as well as through the tangible factors of site, setting, fabric and use of a place, or the vestiges of such fabric and uses.

7.3.2 Historical Value

The historical value of District Six is related both to its significance within the history and development of Cape Town, and to its role as an effective memorial to the more recent past. In addition to the extant landmarks that escaped demolition and destruction (churches, mosques, roads), much of the historical significance of District Six resides in memory.

Historical significance is informed thus by:

- The age of the neighbourhood, which leant it distinct urban fabric, grain and scale within the historical city;
- The historical significance imparted by its destruction, and its representation thereby of "a pattern of destruction associated with Apartheid segregationist and 'urban renewal' schemes" (Le Grange, 2003: 33);
- The role of the neighbourhood in the political and social events; educational, religious and other social developments; and musical and other cultural developments which shaped the lives of the people who lived there, and the culture of Cape Town more widely;
- Its association with slavery, having been one of the earliest places of refuge for slaves
- Its strong association with politically important people, groups and organisations

7.3.3 Social, Cultural and Symbolic Value

District Six holds strong social and cultural significance for many South Africans, including those forcibly removed from the site and those to whom the site acts as a symbol of forced removals across the Cape and the country.

District Six thus holds social, cultural and symbolic significance as:

- The symbolic 'home' of some 60 000 people who were forcibly removed;
- The birthplace of numerous civic and political organisations, thereby being part of the political history of the Cape and South Africa;
- A site of "cultural activity (of popular music,, opera, drama, urban carnivals, etc.) of Cape Town's working people, which continues to remain a reference point in the minds and memory of many of Cape Town's inhabitants" (le Grange, 2003: 33); and
- A site symbolic of forced removals across the country.

7.3.4 Summary Statement of Significance

As stated by le Grange (2003: 33) in his seminal impact assessment on District Six completed nearly 20 years ago now:

> District Six is of cultural significance because of the historical, social, cultural, religious, symbolic and urban values that are associated with it. The significance of District Six is derived from its historical use as an important urban quarter within Cape Town. District Six has acquired a symbolic status because of the people and events that have been associated with it over the past 150 years.
>
> District Six has acquired further significance from its physical setting and the physical elements that made up its fabric before being destroyed, some of which still remain in parts of the area. Its value as a symbol of urban forced removals in Cape Town and other cities within south Africa over the past forty years adds further to its significance. The area has in the past, and still does today, continue to contribute to the broader cultural landscape of the city of Cape Town.

1 Le Grange, 2003

7.4. Grading

District Six is, appropriately, identified as a Grade I area of national significance. While individual sites and features within this area carry their own specific gradings, these should be understood as intrinsically related to and enhanced by each other, the surrounding cultural landscape, and the social, associational and symbolic significance of District Six as a whole.

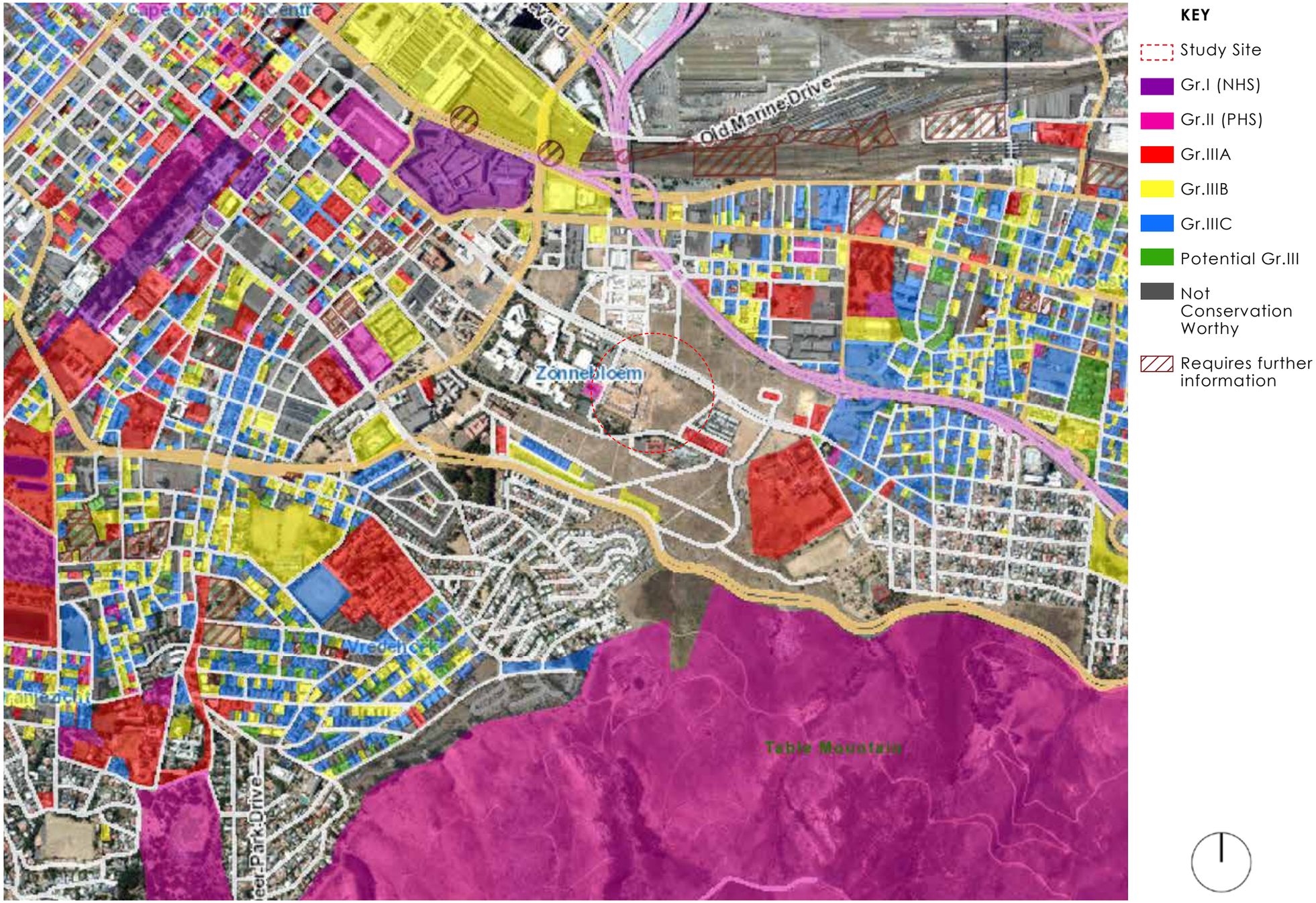


Figure 41. Site location in the context of graded sites (CityViewer, 2022).

8.0. HERITAGE INDICATORS AND GUIDELINES FOR DEVELOPMENT

In light of the extensive amount of work that has already been undertaken in terms of assessing redevelopment strategies for District Six, and formulating guidelines and development frameworks for the area, this section necessarily comprises an account of existing guidelines, where these are pertinent to the development area, and the formulation of development specific guidelines and indicators for this proposal.

8.1. District Six HIA - le Grange, 2003

The le Grange report (2003: 40) considers three redevelopment strategies for District Six:

1. The full reconstruction (or reproduction) of the historical area in all its detail;
2. The reconstruction of a selected quarter to serve as an example of what had existed previously;
3. The extraction and use of the qualities and principles of historic District Six (urban fabric grain, building scale, land-use mix, transitionary spaces, etc.) adapted to current requirements and contemporary forms.

Le Grange argues that the third of these strategies is the more appropriate, logical and realistic. This approach is in line with conservation theory and recognises that the claimants' associations with District Six, as evidenced in consultation undertaken at that time, are linked to social and cultural values rather than the physical environment.

Area-wide guidelines provide for the retention of existing open spaces, areas of intact fabric and land-use, while Chapel Street Conservation Area, now HPOZ, is singled out for its contribution to the character of the area. Pockets of extant fabric in Upper Ashley, Upper Constitution, Searle Street (the Holy Cross owned cottages), blocks immediately outside of the East City Conservation Area, and the Harold Cressy/Bloemhof/Constitution Street area all warrant consideration for inclusion in a Conservation Area/HPOZ.

Land Parcels

Redevelopment should consider:

- The development of appropriately scaled land parcel sizes to retain the fine grain and, where possible, acknowledge the historic grid;
- Restriction of plot sizes to avoid large-scale land parcels; and
- Providing a variety of plot sizes and parcel sub-divisions

Urban Blocks

Small sized urban blocks provided for the development of a fine grain of urban fabric; planning and design of redevelopment should therefore consider:

- The design of appropriately scaled perimeter blocks;
- The limitation of urban block sizes;
- The use of appropriate block shapes, and
- The creation of positive block interiors.

Density and Land Use

District Six was historically densely populated, particularly within the context of Cape Town. While not diminishing the negative impacts of overcrowding and poor living conditions, the land-use mix that was associated with this density contributed to the vibrant culture and character of the neighbourhood. Redevelopment should allow for a similar mix of land-use and range of densities and should:

- Consider appropriate mixed-use developments,
- Vary the density and form of developments; and
- Integrate existing landmarks and design appropriate new landmarks.

Street Grids and Public/Social Space

To recreate a human-scaled environment, and allow for the use of streets as public/social spaces, redevelopment should:

- Consider the preservation and reconstruction of historical street grids;
- Consider the street as a positive outdoor pedestrian space;
- Integrate the street network and connect new streets with existing networks(s) where possible;
- Design streets as social places;
- Accommodate the making of public squares and courts as related to existing landmark buildings, previous sites of historic/cultural value and new focal points;
- Consider the inclusion of elements that record and commemorate the history of the area in the streets and public spaces;
- Consider making the forecourts to community buildings active and secure public spaces; and
- Keep corner junctions tight.

Urban Block Edges

The nature and quality of the interface between urban building blocks and the streets, comprising residential and commercial structures that enclosed and defined the spaces, provided for positive social spaces, as well as transitional spaces between the private and public realms. Redevelopment

should seek to recreate this effect in such a way that:
- Permits active frontages; and
- Ensures richness and beauty.

Building Size and Scale

The traditional size and scale of District Six buildings complimented the quality of the urban blocks and the fine grain of the urban fabric. In light of the need for higher density in any redevelopment of the site, the following should be observed:
- Critically consider the issue of building height;
- Make provision for uniform heights to background buildings which should generally have common building lines, the same massing and scale, and be of a relatively uniform height;
- Control building depth;
- Control building width;
- Consider that the scale and size of buildings would vary according to the location and related development of precincts; and
- Celebrate urban block corners.

Views and Vistas

The setting of District Six within the City Bowl, and between the mountain and the sea remains an unchanged aspect of its character and appeal. As such, redevelopment proposals should:
- Retain historical views/sightlines;
- Provide vistas; and
- Make provision for the inclusion of focal points in the design of precincts, neighbourhoods and block developments.

Provision of Housing

In the planning, design and implementation of housing provision:
- Different forms of tenure should be considered;
- Housing must, at all times be considered as part of mixed-use development;
- Housing typologies should be varied;
- Comfortable house sizes and spacious rooms should be provided;
- Allowance for the growth and adaptability of housing units should be made;
- The private open space requirements of users should be provided for;
- Limited allowance should be made for the expression of the individual occupant's identity in the design of housing facades/edges;
- The appropriate mix of occupants should be considered;
- The possibility of community surveillance and the security of occupants should be ensured through the detailed design of houses;
- The scale and massing of buildings, and in particular houses, should be of a 'human scale' that permits the individual identity of homes and community institutions. The development and building of 'super block' developments and large scale developments should be avoided;
- The proportion of the individual buildings and of the different elements that constitute it should be carefully considered, to allow for houses/buildings to help define the street space;
- The need for privacy of homes, the provision of light and views from houses should be respected, especially where residential development steps down the slope of sites;
- The roofscapes of buildings should be considered as unifying various developments and contribution to the overall visual quality of areas/ precincts. Double pitches should not exceed 30°, and mono-pitches should not exceed 6°; and
- The consistent use of limited and appropriate building materials should be considered to provide a unity and continuity in the overall development of urban blocks or streets. Where existing developments or buildings are in close proximity to site areas of new development, the use of materials in new buildings should be sympathetic to those used in adjoining buildings.

Vehicular Movement, Parking and Servicing

The car was not much considered in the development of historic District Six, with few owning cars, and most relying on limited forms of public transport within an environment where work places and social amenities were close enough at hand to allow and encourage pedestrian movement.

Redevelopment needs to consider individually owned cars, and provide for residential parking, while traffic engineering also needs to be accommodated. In light of these requirements, it needs to be considered that the fine-grained historic street grid, former widths of streets and kerb detailing all added to the special qualities of the neighbourhood, and encouraged pedestrian use of the streets. Balance, therefore needs to be sought between these conflicting historic informants and the modern requirements of convenience and safety. As such, the following issues need to be considered:
- Provide safe on-street parking;
- Provide a pedestrian friendly environment, in terms of how streets and parking areas are treated:
    - ensure that the requirements of pedestrian movement dictate design decisions, an not traffic engineering requirements,
    - control the scale and width of streets,
    - provide generous sidewalk areas,

- Where possible provide grouped residential parking solutions, as in the case of:
  - internal parking courts in residential blocks,
  - grouped parking garages in selected areas,
  - public spaces that can absorb the parking of motor vehicles on special occasions

In le Grange's work (2003: 54), the parcel of land that now constitutes Phase 4 of the proposed redevelopment, is identified as forming part of Precinct 3B. The site specific indicators for this parcel of land are tabulated below.

Issues/Urban Elements	**Recommendations**
Contextual Linkages	• Hanover Street, Richmond Street, Upper Constitution Street and High Street as definition of precinct
Associational Significance	• Use historical association to buildings;/sites listed below to rebuild community • Exploit community linkages with religious buildings and schools in redevelopment
Urban Block Layout and Street Grid	• Preserve existing historical urban block layout south of Hanover Street • Reconstruct Hanover Street within Keizergracht road reserve. Reduce road width and reinstate the curved quality of the former Hanover Street in order to close vistas to recall the former sense of enclosure.
Public Spaces	• Make provision for small public parks and shared parking courts as multi-functional public space. • Consider provision of public space/parking internally within the precinct. • Reconstruct Hanover Street as major linear public space and as processional route.
Buildings/Sites of Historical and Cultural Significance	• Upper Ashley Street houses, Former sites of the Avalon Cinema, Ochberg Hall, AME Church, Hanover building • Consider the traces of historical street grid to structure new roads.
Archaeological Potential	• Determine archaeological potential of sites as yet undisturbed by Cape Technikon growth.
Land Use	• Suggested mixed land-use along major routes as well as on urban block corners and around potential sites for public space. • Suggested medium density residential use internal to such major routes.
Street Edge/Interface	• Consider the use of covered/ colonnaded walkways and balconies along the reconstructed Hanover Street, and encourage active street frontages through the designation of appropriate land uses (avoid the 'dead' edges to roads as is the case to the rear of the Upper Ashley Street houses. • Keep building lines along property lines at the street edges. • Celebrate corners.
Building Heights	• Permit 3-4 storey high mixed-use buildings along Hanover Street and High Streets. • Prescribe a minimum of 2 storey building heights for 'internal' urban blocks. Consider the sloped nature of the site.

8.2. Spatial Development Framework - Mammon and Le Grange, 2012

The Department of Rural Development and Land Reform commissioned the Spatial Development Framework to guide decision making and forward planning, and to provide a development strategy for the wiser area to ensure that development happens in a coordinated, structured manner, and to promote the efficient use of space and organisation of land uses.

Fundamental Structuring Principles of the SDF:

- Reinstate the historic street grid and fine grain character of old District Six;
- Enhance the setting of the remaining historic buildings as unique and distinctive places within the urban fabric;
- Safeguard important vistas and protect views;
- New Hanover Street as an activity corridor and the primary element of urban structure, in a reconfigured form;
- Protect and improve natural, green linkages through the site, particularly mountain to sea links;
- Create a clear and permeable network of routes and open spaces;
- Urban form to be of a human scale and responsive to the micro climate and local topographical conditions;
- Improve linkages with the surrounding urban fabric;
- Provide a variety of typologies of public spaces and associated activities/ buildings;
- A clear definition of precincts/neighbourhoods;
- Ensure the adequate provision of public facilities and that these are associated with key elements of the public space structure.

This document identifies the area within which Erf 177646 is located as having held consistent character historically, with built form consisting of perimeter blocks and terraced houses. The report notes the need to reinstate the "former gradual and consistent sloping ground plane" that was obliterated by the terracing events of the C20th, and proposes new 2-3 storey terraces running parallel to the reinstated contours, creating "long, level streets sheltered from the wind" (Mammon and Le Grange, 2012: 70). The shorter, north-south streets "could be 3-4 storeys in height to protect and frame long views of the sea and mountain"; these buildings would need stepped facades and roof lines (Ibid). The northernmost blocks along New Hanover would be narrow to accommodate the reinstatement of Old Hanover, while parking would require various solutions including parking courts and basement parking below buildings accommodated by the changes in level across site.

8.3. District Six Q2 HIA - Townsend, 2013

While the preceding two studies had promoted a "package of plans" approach to the redevelopment of District Six (le Grange, 2003: ; Mammon and le Grange, 2012), such a process was not ever implemented, such that, when redevelopment finally began, design and assessment reverted to ad hoc proposals. Significantly, neither work was ever formally approved by the authorities although both were endorsed by SAHRA, HWC and the City Council.

Despite the absence of formal approval, Townsend draws extensively on the existing principles and the indicative land use framework plan put forward by Mammon and le Grange (2012: 17), reframing those applicable to the Q2 development as follows:

- The historical street patterns should be reconstructed as best can be;
- That the streets be designed as pedestrian spaces;
- That the corners should be celebrated;
- That building lines should be on or close to street edges;
- That found elements (including "buried water courses") that record and commemorate be retained and adapted;
- That corners and entrances to courts be designed to be "tight" rather than primarily serve technical traffic engineering requirements;
- That "urban block edges" be designed to enclose and define 'internal' streets;
- That the residential density should be higher than previously and that two- and three-storey heights would predominate;
- That corners of "urban blocks" be "celebrated"; and
- That parking requirements would be very different from the previous provision of parking (that is, considerably more parking will need to be provided) but
- That special provision should be make for pedestrians.

Figure 42. Indicative Land Use Framework Plan (Mammon and le Grange, 2003: 17)

8.4. Fulfilment of the Court Orders Plan - RD&LR, 2019

The indicators carried forward from the Court Order provided initial heritage and urban design indicators derived from the inputs and expectations of the D6 Reference Group. These are presented here.

Urban Fabric

The report notes that the proposed redevelopment in terms of the court order does not pertain to the whole of District Six, but rather to the land made available to resettle the 954 verified claimants. As such, it focuses on the provision for private housing, as well as the supporting street network and civils. It notes that most original civic facilities endure, and that, while most capital facilities, shops, businesses and offices were destroyed, the land earmarked for redevelopment is away from the main thoroughfares where provision will be made for the construction of such facilities.

Restoring the Past vs Building the Future

The plan recognises the desirability of using the redevelopment process to create a high density, high rise, mixed-use development. However, the verified claimants have expressed a desire to return to an environment similar in built character to that from which they were removed, and this desire should be respected and implemented.

To balance the needs for densification with the desires of the verified claimants, the planned houses built as part of this phase of restitution have reduced frontages, and development will be located away from the corridors of (new) Hanover and Canterbury Street to allow more land to be left available for higher density developments and more intensive uses.

Historic Grid

The intention to resurrect the street grid as far as possible is put forward as the primary response to District Six's heritage in the plan for the verified claimants. This reinstated street grid should replicate the pedestrian friendly and diverse character of the original, with active frontages and changing vistas.

While the road layouts overlaid on the razed landscape in the 1980s were designed with vehicles in mind, it is intended that all roads aside from Cauvin Road, which links Philip Kgosana Drive and Nelson Mandela Boulevard, revert to residential, direct access streets where possible.

Structuring Framework

Historically, District Six was structured by the corridors through and around it: :

- Hanover Street was the spine through the centre of the District linking westwards through the CBD to Bo-Kaap via Longmarket Street. The creation of CPUT and Kaizergracht has severed this link. It is proposed that the old Hanover Street alignment be reinstated as far as possible.
- Historically, the area was bound to the north by Sir Lowry Road, and Table Bay beyond, and to the south by De Waal Drive (now Philip Kgosana) and Devils Peak beyond that.
- The modern truncation of south western District Six by Nelson Mandela Boulevard has seen this portion of the old neighbourhood incorporated into Woodstock.
- The high speed, limited access design of (new) Hanover Street, Constitution Street, Cauvin Road and Christian Road have further served to divide the District into a series of discrete urban development pockets.
- Other than Cauvin Road it is proposed that the geometric design on the latter three routes be changed to permit more urban, higher access streets.
- (New) Hanover Street's access management guidelines must also be changed to be more activity friendly.

Urban Elements

- The street as human scaled public space (Figure 43)

- Direct access to the street. Front doors face onto the street either directly or across a stoep.
- Steps providing access to different levels.
- Steps as a pedestrian movement theme.
- The walls of the houses served to "contain" the street functioning as an urban wall.
- The scale and height of this "urban wall" was not too high, usually one or two storeys high.
- It was punctured with windows looking over the street.

- Transitional spaces

- Stoeps functioned as a platform or stage overlooking the street.
- Stoeps served as a "mediating" space between inside, in the home, and outside, on the street.
- Where there is no stoep the transition is very abrupt

- Articulated corners

- Articulated corners, often chamfered and containing shop doors were found in predominantly high order buildings containing retail with flats above.
- These included retail, commercials and apartment block buildings on remainder of site

- The celebration of landmarks

In particular;

- The mountain, which often closed off the street vistas.
- The sea, which similarly closed off descending views from streets.

- Cascading streets and steps

- District Six is on the talus slopes of a mountain and thus most of the sites are steeply sloping.
- The streets and steps link various levels, often permanently to the contours.

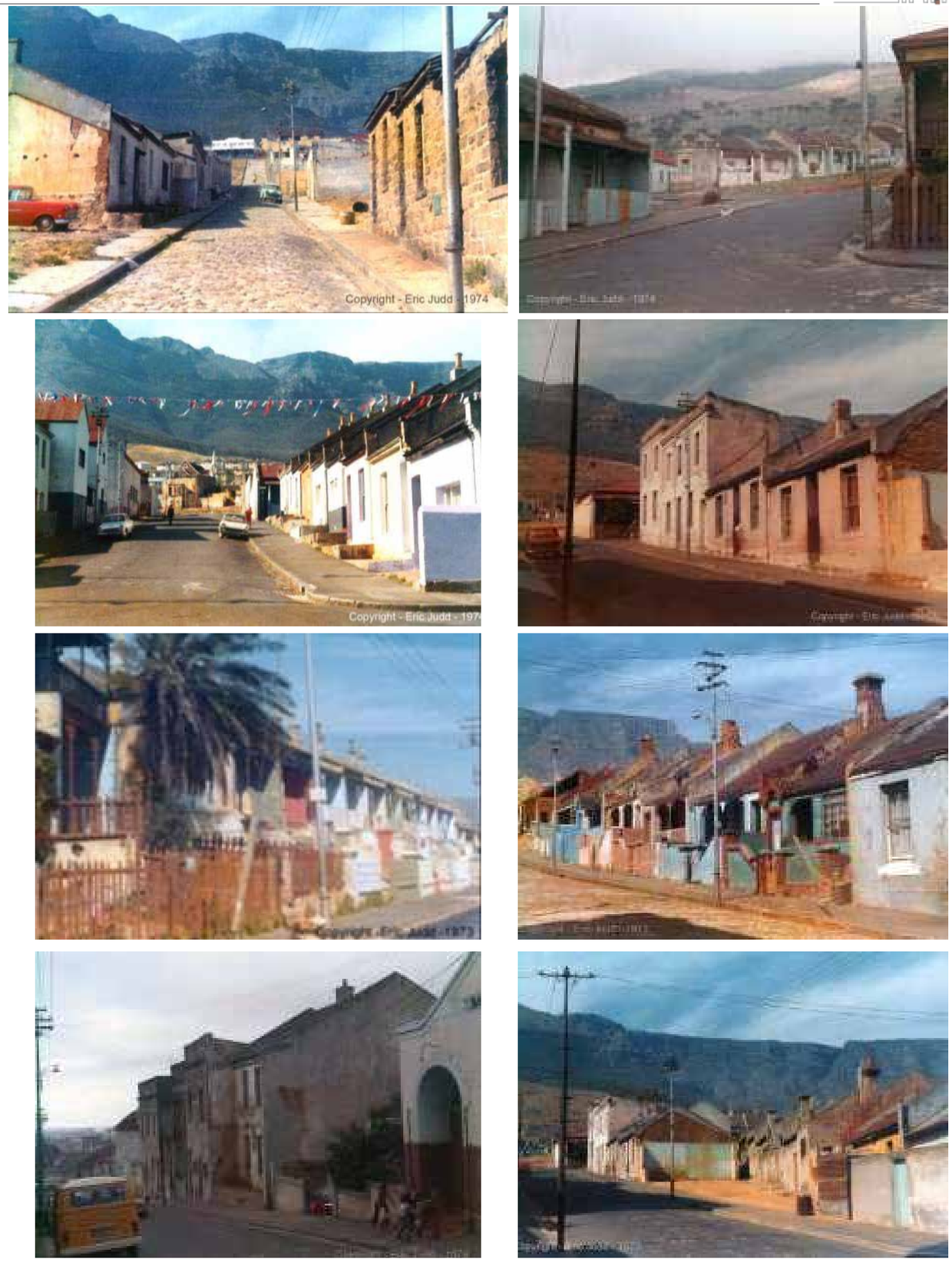


Figure 43. Streetscapes of historic District Six (Photos courtesy Eric Judd, in DRDLR, 2019: 112-113)

Key Streetscape Elements

The essential elements (Figure 44)of the historic urban fabric that created the setting for vibrant street life include:

- Variety and diversity within a consistent one or two storey urban form.
- Vertical fenestration pattern comprising for the most part walls punctured with windows and doors whose proportions are based on the golden section.
- It is important to note that much of this diversity arose incrementally over time as owners extended or embellished their original simple and austere buildings.
- The enclosing and embracing effect of the street walls is enhanced by their being largely continuous.
- Balconies and stoeps improve surveillance on the street.
- Streets and steps become stage sets for urban life with the backdrop of the mountain.

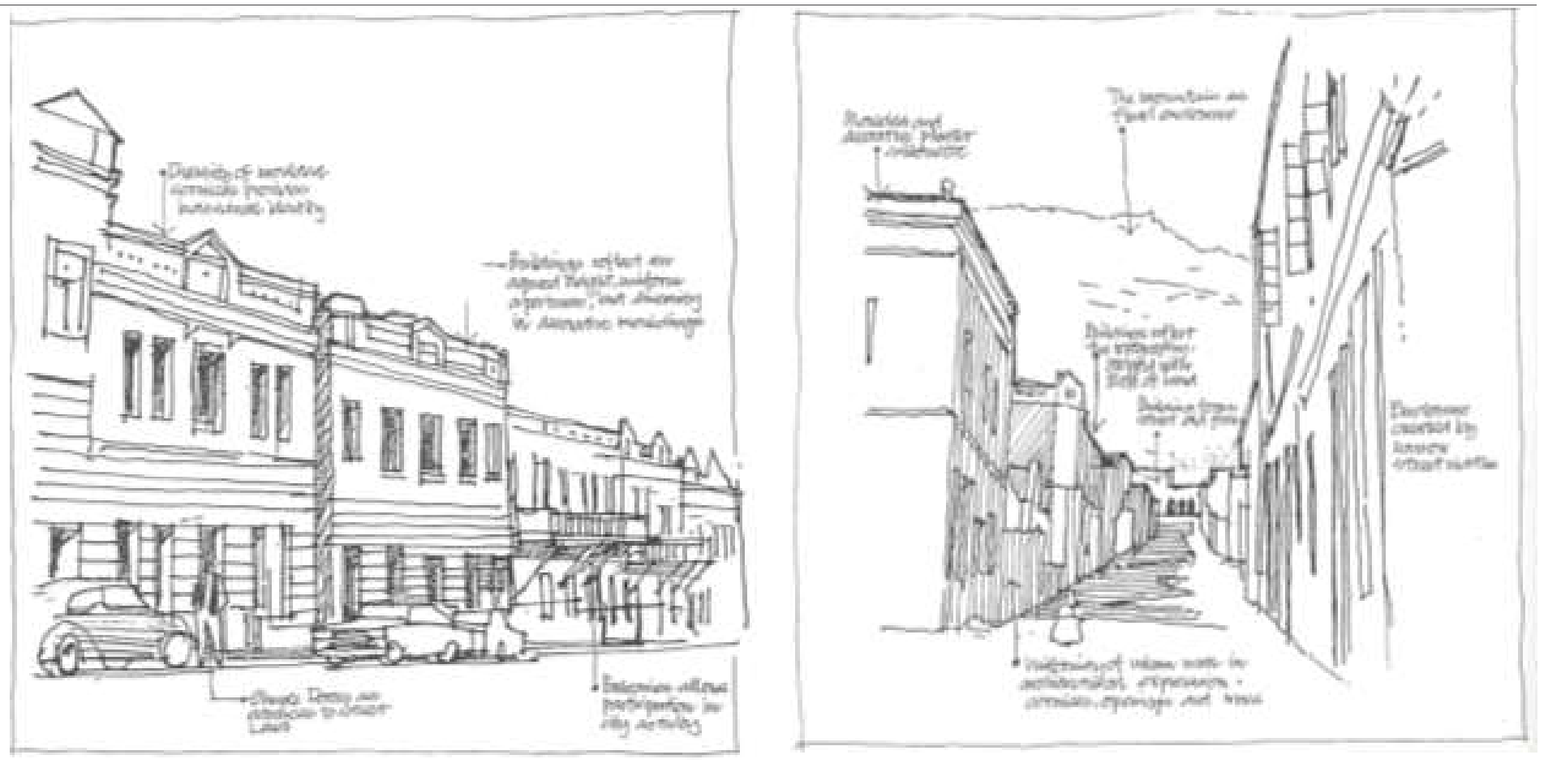


Figure 44. Analysis of essential elements (Pistorius, 2002: 90, 91, 93, 96)

Transitional Spaces

Key transitional elements of historic District Six (Figure 45) included:

- The stoep as private/public interface, and as extension of living space;
- The street as a public space defined by built structures;
- Raised stoeps with low walls providing territorial definition, with stoep columns functioning as gateways between the private and public;
- The form of the terraced house with shared walls;
- Street surveillance and social interaction facilitated and encouraged by the public/private interface.

However, these elements can be in conflict with many aspect of modern conveniences and urban life, including private vehicle ownership and refuse systems like wheely bins.

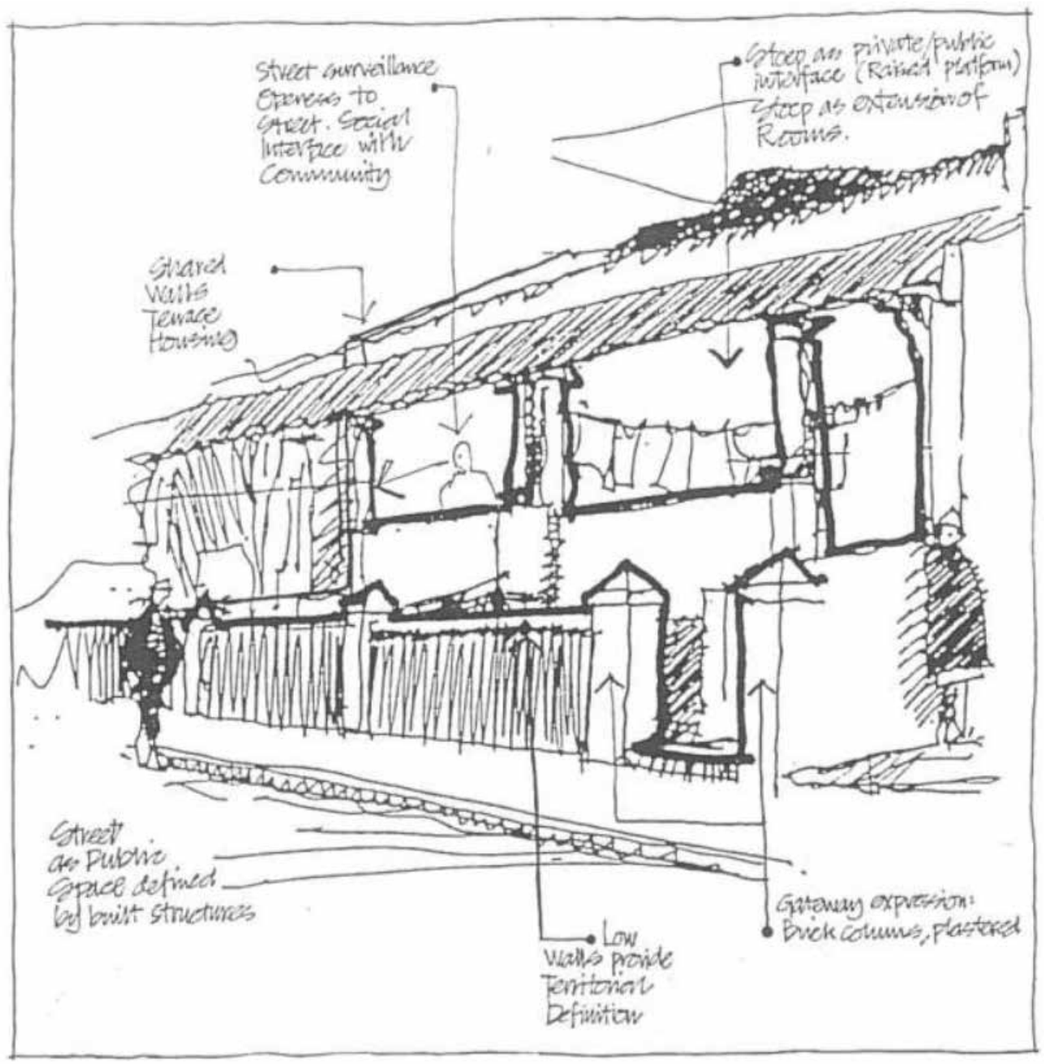


Figure 45. The transitional space (Pistorius, 2002: 94)

In order to adequately accommodate these elements, the design must address the need for positive, active street frontages and public/private transitional spaces with the need for modern conveniences, through the use of street facing windows, stoeps and balconies. The delineation of private space can be achieved with low boundary walls that also enclose spaces to store bins. The provision of garage spaces within the building is an efficient use of space, and provides for greater security. It also creates a flexible, multi-functional space in the unit that could be used for other purposes (granny flat, shop space etc).

Cross Section through Typical Street

The street cross-section (Figure 46) is an important urban design element that moves the focus away from considering buildings in isolation to examining what quality of street is created between the front walls on either side of the street and by the various ground plane elements including sidewalk, parking, tree planting, lamp posts, signage and street furniture.

Street cross sections of historic District Six show that the main activity on the street arises from the buildings flanking it. In modern redevelopment, stoeps, balconies and front facing windows will all serve to replicate this effect.

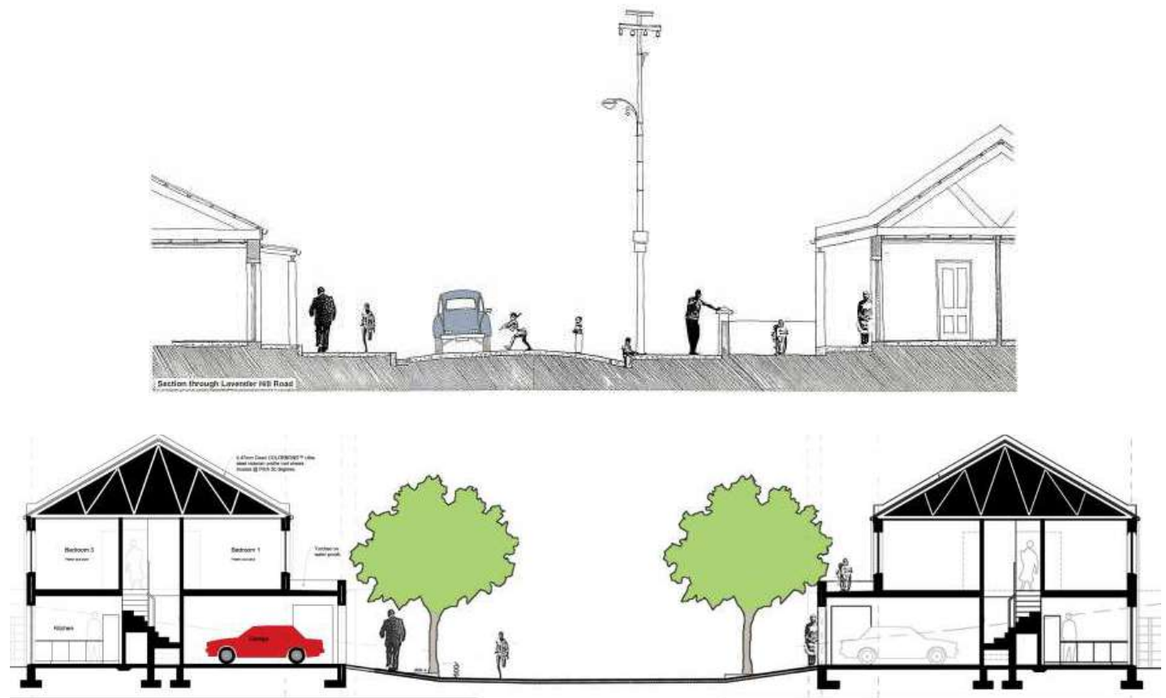


Figure 46. Historic street cross section (top) (Pistorius, 2002: 115) and proposed street section (RD&LR, 2019: 119)

Densities

Maps of historic District Six urban fabric show a distinctive pattern of perimeter block buildings outlining the block pattern with gardens occupying the internal spaces (Figure 47).

While this footprint makes the urban fabric look dense, actual densities are relatively low. Redevelopment proposals, by contrast appear less dense but represent considerably higher densities.

This densification strategy allows for the retention of the historic street grid where this remains possible in light of more modern road systems created in the 1980s (Figure 48 and Figure 49).

Figure 48. Figure Ground for proposed development for verified claimants (RD&LR, 2019: 121)

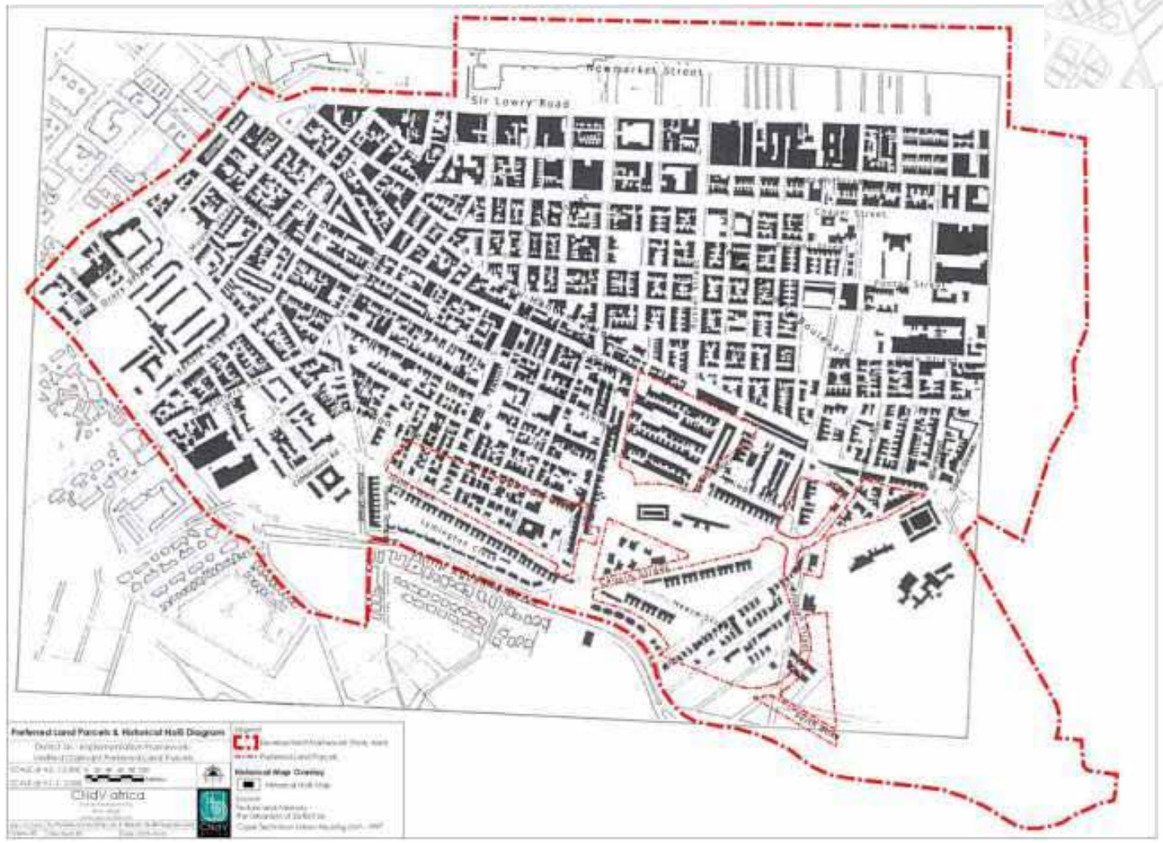


Figure 47. Figure Ground of District Six prior to the construction of Nelson Mandela Boulevard (RD&LR, 2019: 120, from Pistorius, 2002: 74)

Figure 49. 3D block models of proposed location, distribution and variation of redevelopment units, with higher density structures along the primary corridors of Hanover and Canterbury (CNdP, 2019: 43)

8.5. District Six Local Area Spatial Development Framework - CoCT, 2021

This document carries forward the spatial design informants presented in the earlier Development Framework (Mammon and le Grange, 2012), and updates them to act as a frame of reference within which later precinct design decisions can be made. This updated list of informants is:

1. Reintroducing the historic street grid as a means of reconnecting the proposed new development with the memory of District Six.
2. Historically significant sites can provide a number of anchor points within the urban fabric which are directly linked to the creation of space and the memorialisation of the past
3. Slope, topography and level changes can be used creatively to give character to individual areas and public spaces. Slope and level change can also be used to inform the response to aspects of building height, built form and residential density.
4. Historic and existing institutions should be used to generate the structure of the urban form and their settings enhanced.
5. Buried water courses could be brought back to the surface and integrated positively within the wider open space and green corridor network where possible.
6. Noise and air pollution from highways have a negative effect on the quality of residential environments and need to be mitigated.
7. Views and visual connections are another particular attribute to the site. There are a number of local and more strategic views that are protected in the City's Scenic Drives Management plan and others that were considered in the 2012 design process.
8. The particular micro climate of the site, with its northerly aspect, dominant southerly winds and rain bearing north westerly winds require a particular design response in terms of the orientation of units and the creation of public spaces
9. The scale and massing of the existing built fabric forms the first point of reference for establishing building heights and massing of the new development. Taller buildings could be located in the East City subject to more detailed assessment of impacts. The City's Tall Buildings policy has reference, taller buildings can work with the topography of the site and be situated below New Hanover Street or along the East City interface.

The fundamental design principles are similarly retained and restated in full (see Section 8.2).

Planning Principles

- Make Connections
- Block Structure
    - Finer Grain Blocks
    - Pedestrian Links
    - Access Servitudes
- Visual Connections
    - Make and Protect Vistas
    - Create Landmarks
- Public Transit
    - Physical Proximity
    - Public Space around Transit Points
    - Promoting Transit Orientated Development
- Non-Motorised Transport
- Pedestrian Priority
    - Design to pedestrian scale
    - Safe streets programme/ principles
- Dedicated Systems
    - User needs and function
    - Create defined systems

Create Positive Edge Connections

- Street Related Design
    - Define Street Space
    - Building Definitions
- Building Position
    - Build-to line
    - Build within Zones
- Comfort
    - Shade Edges through Setbacks
    - Allow for Colonnades and Overhangs
    - Allow for tree planting (shade and shelter)
- Safety
    - Maximise Natural Surveillance
    - Maintain Regular Openings
    - Allow for Balconies and Open Corridors
- Parking Placement
    - Retain Parking at Rear
    - Active / Surveillance Edges to Parking Structure

Appropriate Activity Response

- Mixed Use
  - Promote Vertical Mixed Use
  - Provide for street/public space trade and SMME opportunities at accessible locations, in association with transit and ground floor retail areas.
- Active street frontages
  - Mandatory Active base in Mixed Use Areas
- Active Space
  - Promote Mixed-use Spaces at Public Transport Points
  - Promote Linear Activity Space along Main Activity

Public Spaces

The LSDF foregrounds the public desire for the area to contain public spaces and facilities that are beneficial to the residents, well planned, well integrated and accessible.

Principles for the public environmental and community facilities include:

- Create an integrated system of public spaces and places (squares, parks & piazza's).
- Link with key nodes and markets.
- Form linkages via green avenues/tree-lined boulevards and pedestrian ways.
- Integrate with and connect to sport and recreation facilities and areas.
- Extended and accessible public open spaces
- The use of continuous green corridors as connectors
- Stormwater treatment along these areas
- Edges defined by use and open to POS
- Public spaces and parks accessible to the community and local schools

Densification

Densification is addressed in terms of the following principles:

- Densities must be appropriate to the scale and location of the site in the context of the city.
- Concentrations of densities to reinforce the public space structure.
- Higher densities are located along public transport routes and along New Hanover Street in particular.
- Higher densities are also proposed within the East City where the existing urban fabric can support higher levels of bulk.
- Densities will have a direct relationship with the natural topography and lay of the land. Greater densities are proposed at the lower parts of the site closer to Sir Lowry
- Road where the gradient is less severe and the existing urban fabric is able to support taller buildings.
- Increases in density will only be permitted where there is adequate access to public transport, open space and community facilities.
- Higher densities are also concentrated towards the East City.

Open Spaces

Open spaces are to be retained and enhanced, promoting engagement and utilization of the natural resources in a positive and sustainable manner, namely:

- Exploring the potential opportunities for the use and engagement with the stream waters that are presently buried under the site.
- Develop systems within the site area for the detention of stormwater so as to reduce its impact downstream.
- Motivate for the implementation of rain water storage systems on all roofed structures for reuse.

The re-integration of the District Six landscape and environment into the adjacent natural and made landscape contexts, namely:

- Develop an open space network that links the Table Mountain Reserve National Park through District Six, Trafalgar Park into District Six and the City.
- Linking to the adjacent residential areas of Lower Chapel Street, Walmer Estate and the East City by improving landscape and pedestrian connections.

Recognition and enhancement of the elements of memory within the District Six context, namely:

- Through the celebration of the places of memory, develop positive urban spaces that both communicate stories and enable new uses.

The development of landscape environments that ameliorate the climatic conditions and facilitate inhabitation:

- Developing the streetscapes with consideration to the sun and orientation.
- Developing open space systems and public courts with concerns for wind amelioration as an informant.
- Inclusion of a variety of landscape types, inclusive of streetscapes, parks, communal courts, private gardens and urban agriculture.

8.6. Public Realm Strategy

The City of Cape Town includes a Public Realm Strategy within the LSDF (CoCT, 2021: 36), which describes the strategy as follows:

> The planned public realm strategy will look to pull together these elements and build a sustainable public realm that celebrates the environment and community of District Six as one. This will also place focus on the importance of the history of the area and also create a way to integrate the District Six area seamlessly back into the greater urban fabric of the City of Cape Town. The public realm strategy concept shows the importance of the open space links within the area and how the various elements of the public realm need to be pulled together in order to create a more liveable urban space.

The public realm is understood to incorporate the publicly owned places and spaces that are free and open to everyone, including streets, squares, forecourts, parks and open spaces.

The Public Realm Strategy is not devised in competition with any vision or process, including either the housing programme or possible heritage declaration process, but rather intends to promote new growth through working with spaces and places in District Six. It is the intention of the strategy to fit within and build on the documents and strategies already created and in circulation, and to represent the outcomes "from the collective thinking of the respective interest groups regarding the public realm that can be either used by the public sector to invest in public space but will also give guidance to private sector investment in the public realm" (CoCT, 2021: 11).

Ultimately, the Strategy seeks to ensure that the redevelopment of housing, the appropriate and necessary focus of redevelopment, does not come at the expense of public spaces. These were very much a part of historic District Six, where small living spaces meant people spent much time outside of their houses, fostering shared community space and knitting the community socially. Thus, providing housing is only one element of restitution, and must be accompanied with the re-establishment of a sense of community, which is a long-term process that will not occur in the absence of public spaces and the links between them.

The strategy was derived through the course of six workshops convened with identified "Caretakers", comprising nominated community representatives, and specialists from various fields including architecture, landscape architecture, social history and others, that ran over the course of more than a year.

The process built on memory mapping exercises that identified public spaces in District Six, their uses and their roles, and projected those into a consideration of public spaces in future District Six redevelopment. It highlights the importance of public spaces in allowing for dignified restitution that provides the community with everyday and event spaces, ritual and living memorialisation, green spaces recreation and play as well as connectivity and streets (as opposed to roads).

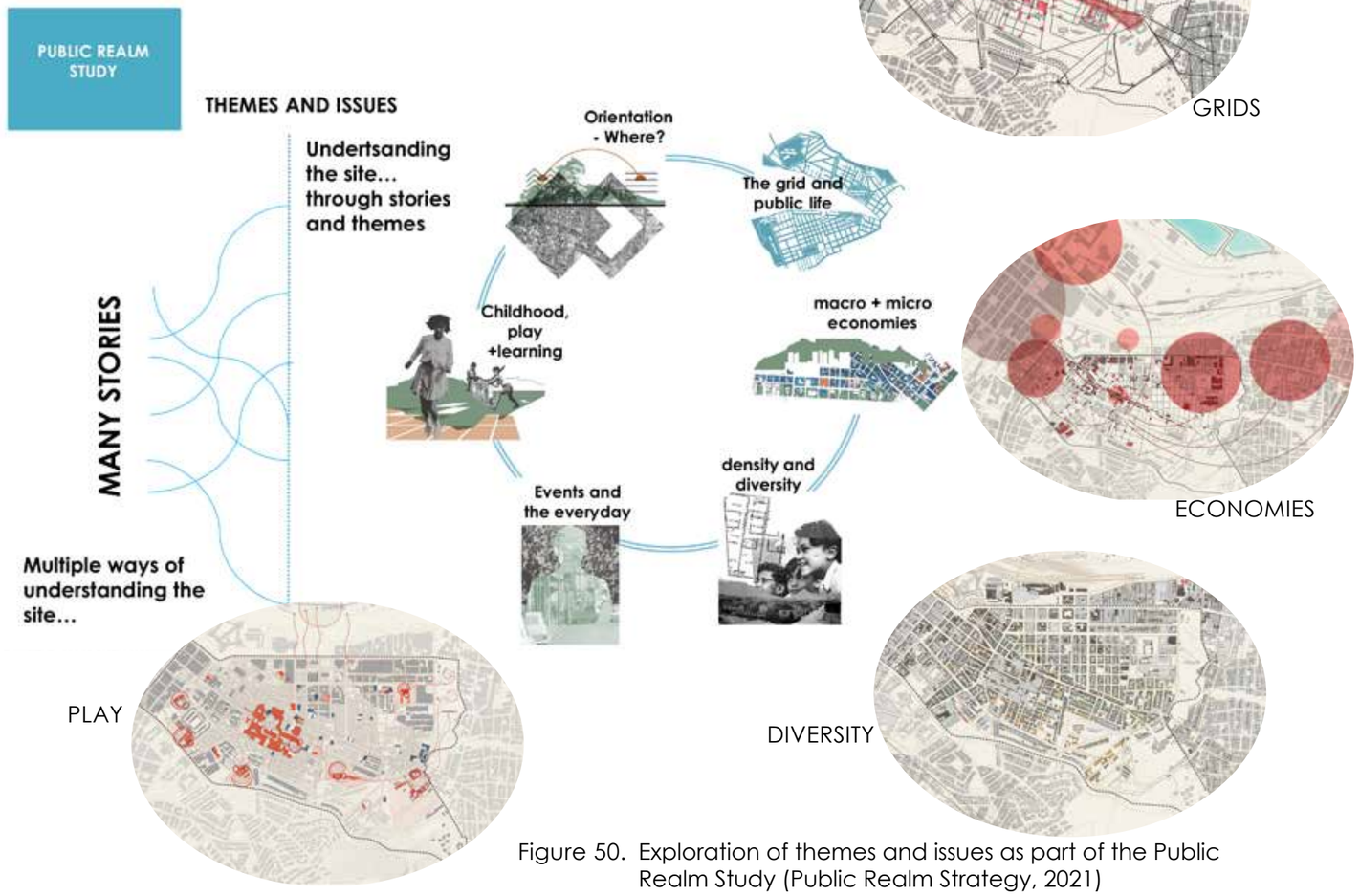


Figure 50. Exploration of themes and issues as part of the Public Realm Study (Public Realm Strategy, 2021)

The model suggests a series of overlapping systems including a local business spine along New Hanover Street, an educational route along Constitution Street, Trafalgar Park as a continuous green and pedestrian system linking schools and religious institutions along Chapel Street and old Hanover as small scale active street, local streets as pedestrian friendly, safe networks with traffic calming and active surveillance.

Specific elements affecting Erf 177646 include:

1. New Hanover Street - This street should act as a local business spine that prioritises pedestrians, with wider sidewalks, slower traffic, possibly in single car lanes in each direction; the entire area should be walkable to encourage people to leave cars at home and walk into the city

2. Old Hanover Street - This street should be re-established as pedestrian oriented space with multi-storey buildings that have retail at street level between Old and New Hanover.

3. Small local streets should function as public spaces. Retaining the historic grid block creates small, narrow streets encouraging slow vehicular movement and making them safe for children, with eyes on the street and trees. Retain fine grained historic street grid. Design should employ active use of space and pausing moments with street furniture, tree clusters at build outs, benches, social lighting in front of houses as well as resident parking and generous pedestrian pavements.

4. Traffic calming measures should include generous walkways on both sides of the streets, and raised intersections. Single car lanes in each direction on New Hanover Street.

5. Public space to be people-oriented and allow for multi-functionality, pop-up markets, gathering space, local concert venue, with planting and benches. Softening of public space should be achieved by providing suitable indigenous trees, incorporating water through bioswales, borehole water, spray parks, etc. Tree clustering/lighting/ benches in public realm should specifically be placed in front of active institutions such as school, religious and community centres. Streets should act as ecological corridors with shade, bioswales and for being outdoor rooms/living spaces for people. Parking is a major concern during prayer times and events for institutions in the area. Parking spaces as multifunctional spaces, with paving, tree planting and benches. Alternative methods of movements and sharing spaces can be investigated.

6. Memorialisation is to happen across the whole area, supported with signage and opportunities for community art, and place-making linked to historical figures, trees, old materiality as living memorialisation. Activation and events linked to institutions is to be encouraged to build community incrementally and to ensure that community engagement is a basis for any art or memorialisation to foster ownership by community.

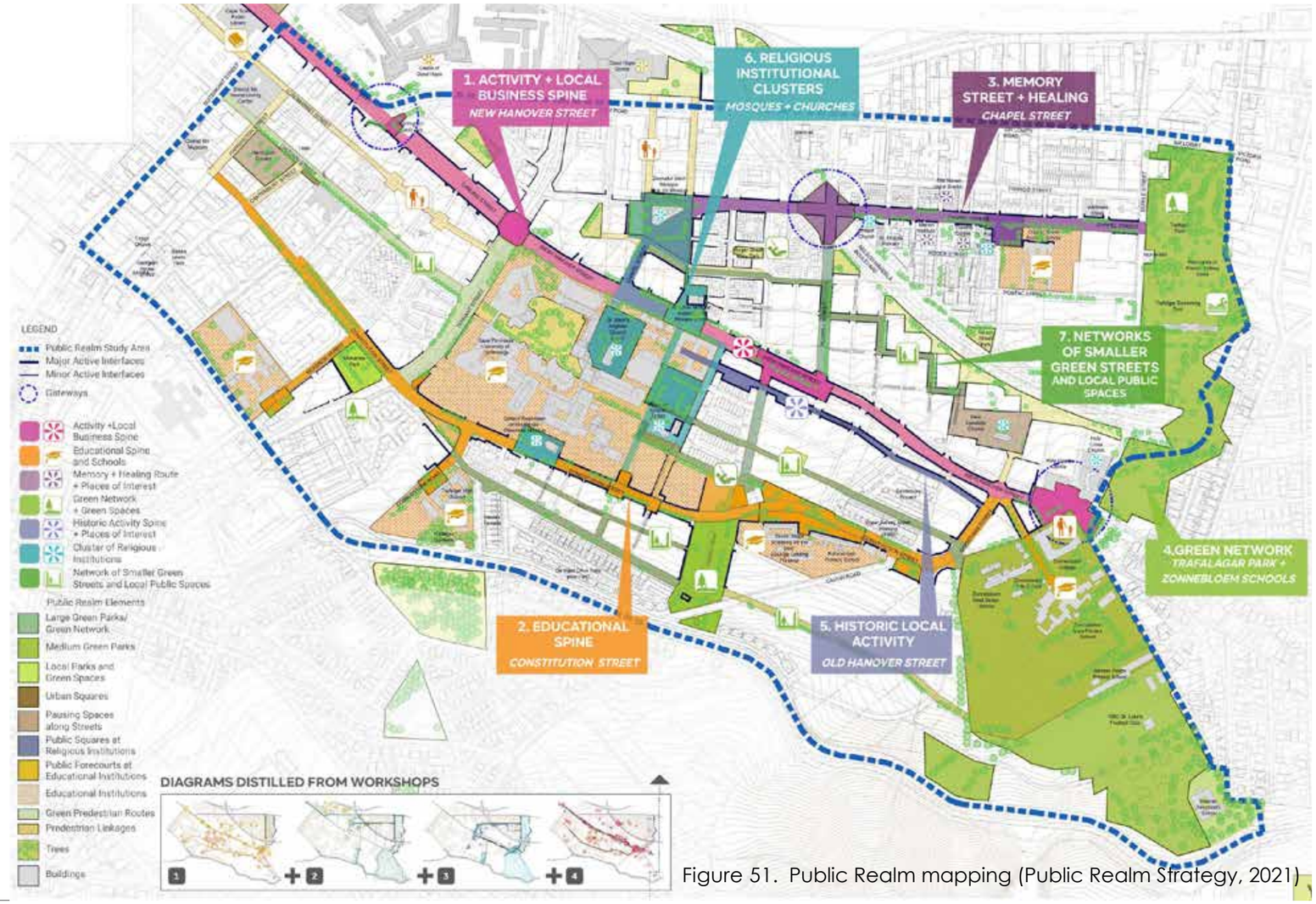


Figure 51. Public Realm mapping (Public Realm Strategy, 2021)

8.7. Summary of Design Informants: Previous Studies

The following design informants are broadly common to all previous studies:

- Adherence to the Verified Claimants' stated desire to return to an urban environment similar to that they were removed from
- Fine urban grain achieved through small urban blocks and through appropriate massing and scale of buildings
- Positive street interfaces
- The reinstatement, as far as possible, of the historic street grid
- Pedestrian-friendly streets
- The recreation of human-scaled public environments
- Consideration of car ownership
- Safeguarding of important views and vistas
- Instate New Hanover as an activity corridor/commercial spine

8.8. Precedent

The notion of precedent as a design informant is unusual in this instance given the court ratified intentions of the verified claimants to return to a familiar urban space. It is, however, worth considering the precedents set by the two existing redevelopments.

8.8.1 Phase 1 and 2

Phases 1 and 2 are located between New Hanover Street to the south, Rutger Street to the east, Chapel Street to the north, and Reform Street to the west. The development is bisected east-west by Pontac and Roger Streets, and north-south by Stuckeris Street. The development, built between 2008 and 2013 accommodates 159 claimants in row houses that offer a choice of duplexes or apartments on the second floor developed to reflect the qualities of the historic scale of District Six (Figure 52). Densely developed blocks maximise unit numbers, with on street parking and garages provided (see Figure 54).

Figure 52. District Six Phase 1 and 2 developments, with row houses offering a choice between duplexes or second floor apartments (iol.co.za, 2011; CoCT, 2021)

8.8.2 Phase 3

The Phase 3 development is located immediately west of Phase 4, between Erf 177646 and Cape Tech. It lies between Russell Road at the west, the reinstated Horstley Street at its east, New Hanover at north, and Frere Street at south; internal roads are New Hanover, Cross Street and Ashley Street. This was completed in June 2021, although occupation by the 108 claimants has been delayed.

Figure 53. District Six Phase 3 development showing row houses and apartments (iol.co.za, 2022; ewn.co.za, 2022)

The layout is a combination of row houses and apartments that similarly reflect the form, scale and mass of historic District Six in line with verified claimants' wishes (Figure 53). A perimeter block arrangement provides parking within blocks, with smaller service roads leading into these interior courtyards (Figure 54). This configuration was achieved through sacrificing several units.

Figure 54. Diagrammatic representation of differences in layout between Phase 1 and 2 (left) and Phase 3 (right) (RSA, 2022)

8.9. Consolidated Phase 4 Heritage Indicators

This section seeks to consolidate the wealth of indicators that have been put forward in previous work on District Six at the precinct scale, and refine them for application to Erf 177646 for the Phase 4 redevelopment that is the focus of this HIA; where these indicators can serve as unifying elements across the wider redevelopment area (Phases 5 and 6) this is noted.

8.9.1 Architectural Indicators

The role of the verified claimants in determining the scale, typology, and architectural language of the development effectively overrides the role of architectural guidelines in this proposal. Guidelines, rather than being derived from conventional indicator informants, but in response to the proposed units. The following architectural indicators therefore apply:

- Structures to be restricted to two storey units;
- Scale and massing should be of a 'human scale' and reflect the fine grain of historic District Six;
- Building walls, punctuated with windows, define the street edge;
- Encourage active street frontages;
- Stoeps act as transitional spaces;
- Building proportions should allow for houses to define the streetscape;
- Building lines should be along property lines at street edges;
- Structures should share common building lines, massing and scale;
- Structures should have uniform depth and width;
- Typologies on urban block corners should display variation from the row houses;
- Roofscapes should serve as visually unifying within this parcel and across the wider development area;
- Building materials should be utilised to lend unity and continuity within this parcel and across the wider development area.

8.9.2 Townscape/Urban Indicators

- Reinstate and respect the historic street grid;
- Design streets as social spaces;
- Memorialise the materiality of cobbled streets;
- Reinstate mixed-use nature of Old Hanover;
- Old Hanover to be pedestrian oriented;
- New Hanover should be a local business spine;
- New Hanover to prioritise pedestrians;
- Small streets should act as public spaces through provision of pausing spaces, street furniture etc;
- Make provision for public parks and multi-purpose public spaces;
- Safeguard important vistas and protect views;
- Parking requirements to be provided for through safe on-street parking and internal parking courts or at rear.

8.9.3 Social Indicators

- Houses should allow for growth and adaptation;
- Houses should be appropriately sized for comfortable living;
- Mixed, intergenerational living should be accommodated;
- The design of the house should consider community surveillance;
- Street surveillance and social interaction facilitated by positive transitional spaces between private and public;
- Make special provision for pedestrian usage through the provision of safe streets, traffic calming measures, wide pavements, raised intersections, tree planting etc;
- Memorialisation should happen across the development area, through signage, community art and place making linked to historic people, features and events.

8.9.4 Archaeological Indicators

- Areas identified as potentially holding significant archaeological sites, features or material should be subject to intensive monitoring;
- These sites are:
  - 17-23 Blythe Street;
  - 273-297 Hanover;
  - AME Church and Bethel Institute Site;
  - Avalon Cinema
- The remaining areas of site will be monitored with routine assessment to determine whether any remains are sufficiently significant to warrant further recording in situ, or if material warrants archaeological intervention beyond recording and sampling;
- Should significant, intact, in situ deposits be encountered, these could warrant excavation;
- The granite kerbstones should be retained for reuse as far as possible
- If human remains are uncovered, work must cease until the project archaeologist and HWC have been notified, the significance of the material has been assessed and a decision has been taken as to how to deal with the findings.

PART D: PROPOSAL & IMPACT ASSESSMENT

9.0. DEVELOPMENT PROPOSAL

The proposed development comprises Phases 4, 5 and 6, and will see to the provision of housing for the 954 verified claimants. This HIA concerns itself only with Phase 4.

The design was derived based not only on the terms of the standing court order, but also through a series of meetings held both with the City of Cape Town and the verified claimants as represented by the District Six Reference Group (D6RG) (Annexure I).

The meetings with CoCT were held with officials from Roads and Stormwater, Urban Design, Environment and Heritage, Recreation and Parks, Urban Sustainability, Planing and others. These meetings predominantly focused on resolving the issues of stormwater management as it related to the proposed detention ponds, the provision of parking, zoning and LUMS processes. CoCT recognised the need for the detention ponds in terms of their own policies, and for the provision of adequate parking. Measures to mitigate both these elements were put forward, particularly by the E&HRM and Urban Design units. The meeting with the D6RG provided an opportunity for the design team to present the proposal to that group and obtain feedback, while the Reference Group shared their concerns and expectations

The proposed layout, which aligns with the Draft District Six LSDF, includes the proposed extensions of Upper Ashley Street and Old Hanover Street, with the retention of existing trees along New Hanover where possible. The aim is to return to the historic grid as far as possible, while acknowledging that technologies and infrastructure have advanced over time, for example accommodating vehicle parking on site. The proposed units and overall layout take cues from the historic urban fabric. In response to the Draft LSDF and the Public Realm Strategy, opportunities for memorialisation have been identified; as well as a central 'heart' and public place for street trading and public transport.

The following fundamental design principles have been considered throughout the design process (D6-ADE JV, 2022: 2)

- Reinstate the historic street grid and character of District 6.
- Enhance the setting of the historic buildings
- Safeguard important vistas and protected views
- New Hanover street to act as a activity corridor and the primary structure in its reconfigured form.
- Protect and improve the natural linkages through the site.
- Improve the linkages with the surrounding fabric
- Provide a variety of public spaces and associated buildings and activates
- A clear definitions of precincts / neighbourhoods.
- The need to respond to the requirements of the modern urban living

The architectural design was based on the guidelines set out in the District Six Court Orders Implementation Plan. The unit typology adopted for this development scheme relates to the 5.5m wide, double-storey duplex typology, approved by the verified claimants. The proposed layout centres around a large public open space with double-storey row houses laid along narrow streets to create a familiar urban fabric and environment that is not dissimilar to the historical District Six as per the wishes of the verified claimants. This preferred unit typology and layout aligns with the principles developed in the District Six Development Framework (Ie Grange; 2012).
Due to the site topography, a cut and fill design strategy has been adopted, which allows for 177 units to be accommodated. Ground floors consist of a stoep with a pergola, carport, guest WC under stairs, entrance lobby leading into an open plan kitchen, dining, and lounge area, as well as a yard. First floors consist of 3 bedrooms, and 1 bathroom. The proposed unit typology allows for flexibility and conversion of various spaces as the needs of the families evolve. The overall unit design allows for a transitions from public to semi-private to private.

Two unit typologies have been proposed:

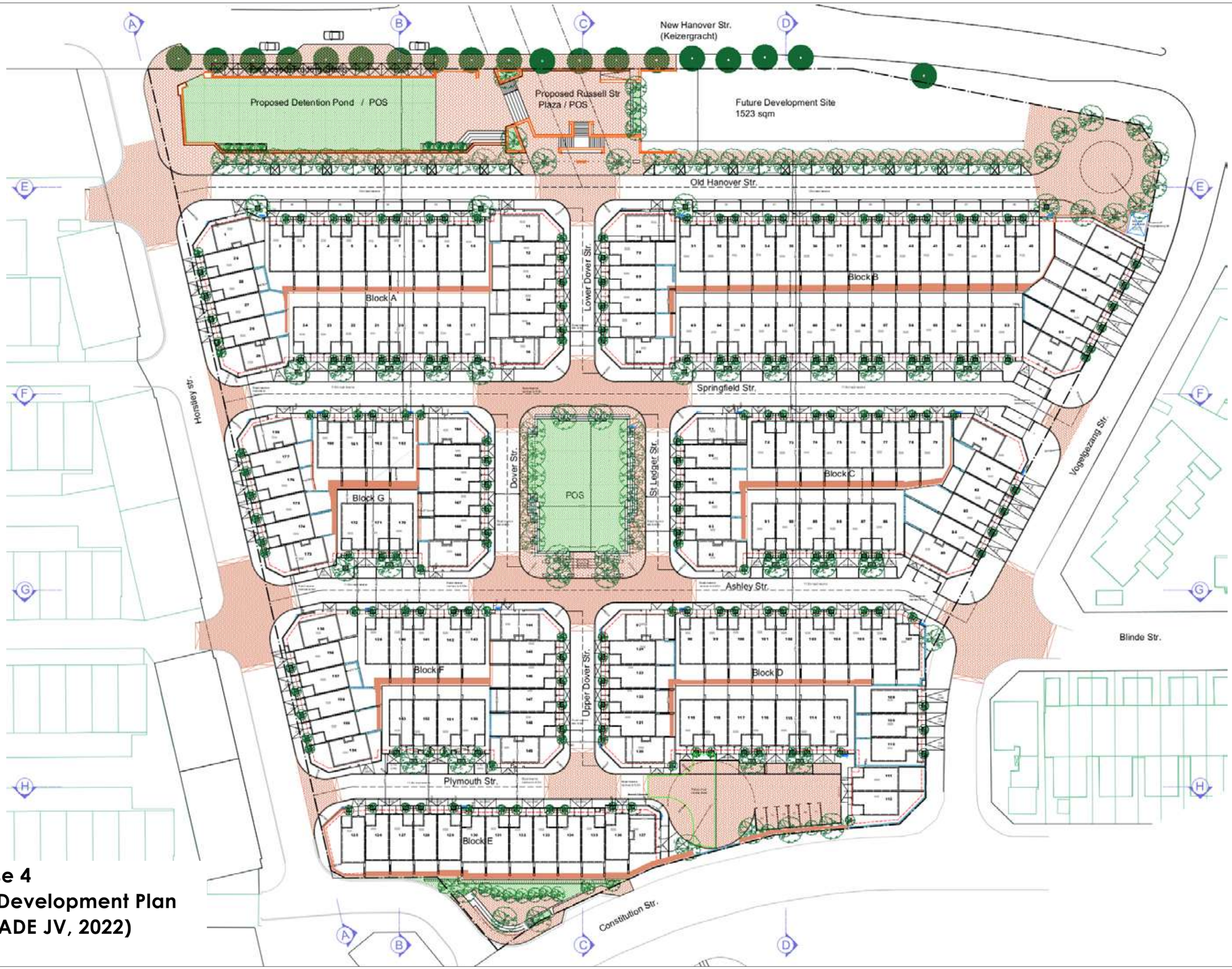
Unit Type 1: 5.5 meter wide three bedroom double storey unit. Pitched roof and flat roof options have been developed. The duplex residential units will be constructed on individual plots of 5.5ms wide by approximately 14.75m deep. The extent of the proposed erven is approximately 81m^2, but this will differ slightly from unit to unit due to height differences and retaining walls.

Unit Type 2: Three bedroom double storey corner unit, the erf boundaries of which will be splayed at street intersections. This unit type will have a flat roof. The corner units will be constructed on individual plots, which will be 6.1m wide by approximately 15.3m deep. The extent of the proposed erven is approximately 85m^2, allowing for variation as above.

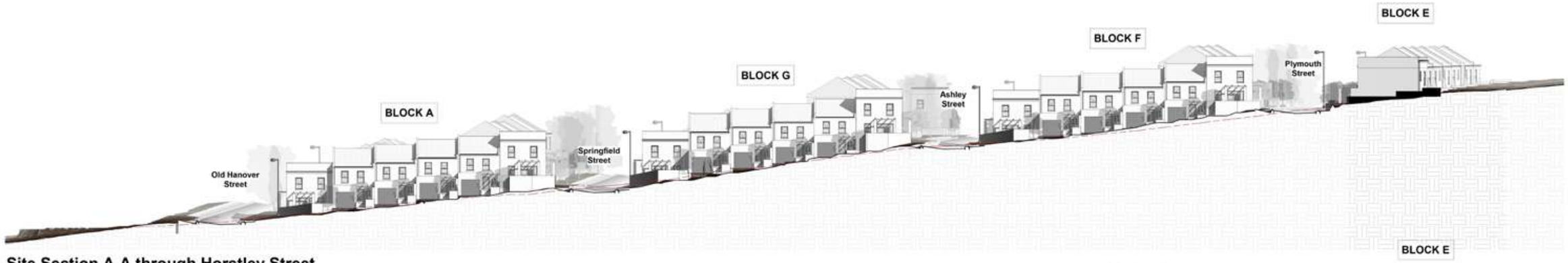
Each erf will have a small front lawn that can be planted with a tree, and larger rear garden ranging from a depth of 2.5m to 4.9m. Each unit will have an onsite carport that will allow for future adaptation either into a formal garage, or a bedroom, home office, workshop or similar. The upper floor can also expand outwards over the flat garage roof in future. In addition to the 177 carports, there will be a further 62 on-street parking bays, allowing for a parking ratio of 1.35.

In addition to the design of houses, blocks and street layouts, significant design elements that have been factored in include:

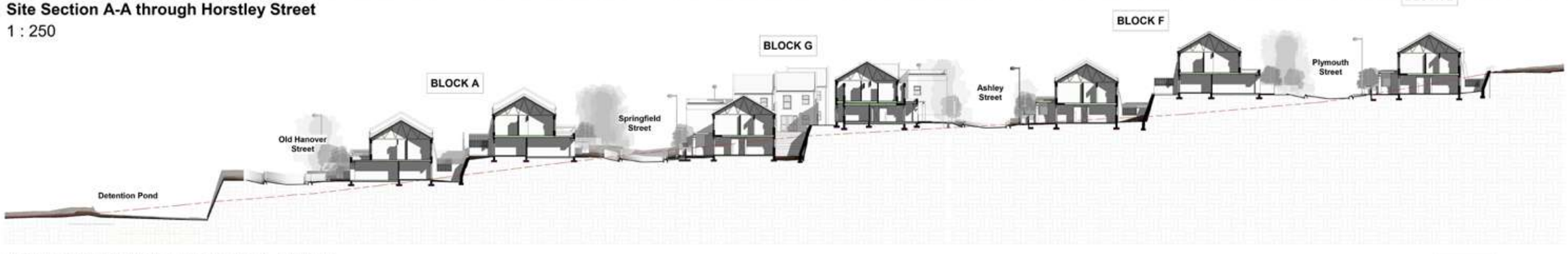
- Public Open Space - a 32.4m by 25.0m central Public Open Space has been allowed for at the centre of the development. This has been designed as a multi-purpose, public space to accommodate formal sports and informal recreation and leisure activities.
- Retaining Walls - given the topography, which falls some 20m from south to north, midblock retaining walls of up to approximately 5.2 meters in height are required at certain parts of the site. This is the worst-case scenario applicable to 3 of the 177 residential units (i.e., 1.7% of the total units), while the typical midblock retaining walls will be substantially lower. Terraforce with a rockface finish is proposed for the main retaining walls, at a slope of between 70 and 85 degrees. The walls will have a vertical base of 0.9 meters, and will then be stepped. The retaining walls can be vegetated if the homeowners choose to do so in future.
- Dwelling separation boundary walls to each unit provide privacy and enclosure of yard space. These buttress walls relate the architectural style, and are both aesthetically pleasing and functional, as they serve as fire partitions between units
- Articulation with Constitution Street - a further smaller POS is proposed at the intersection of Constitution Street and Horstley Street / Frere Street. This POS is proposed to function as a drop-and-go, and is envisaged to be a gateway to the Phase 3 and Phase 4 developments, zoned TR2.
- The creation of a detention pond along New Hanover, west of Russell Street. The pond will only be wet during heavy rainfall, and will drain within three to four hours. This pond will be a relatively flat space that can serve as a large, high quality multi-purpose POS for the wider District Six community. This multifunctionality will mitigate the loss of space available higher density development. As the pond is located along a public transport route, it is envisioned that they will be fringed with infomal trading stalls.
- Soft Landscaping



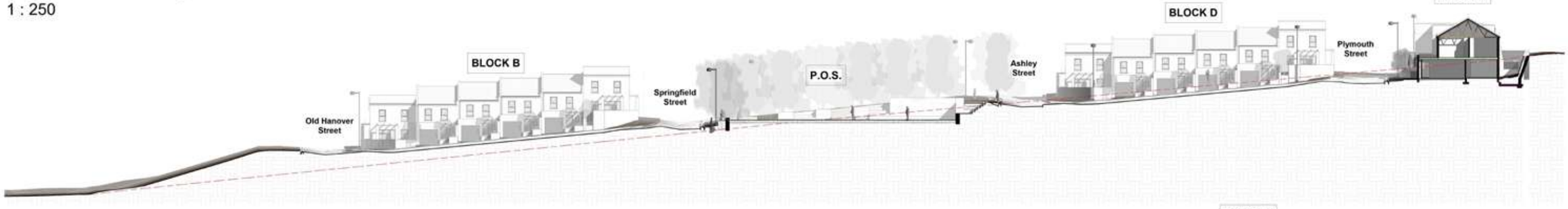
Phase 4
Site Development Plan
(D6-ADE JV, 2022)



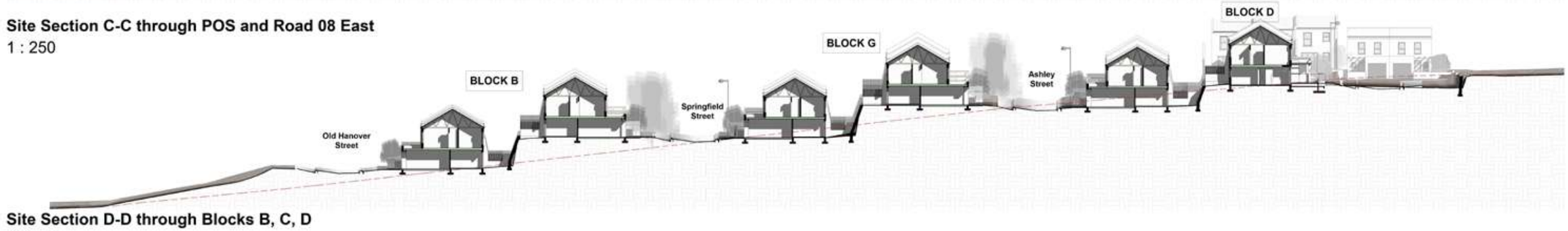
Site Section A-A through Horstley Street
1 : 250



Site Section B-B through Blocks A, E, F, G
1 : 250

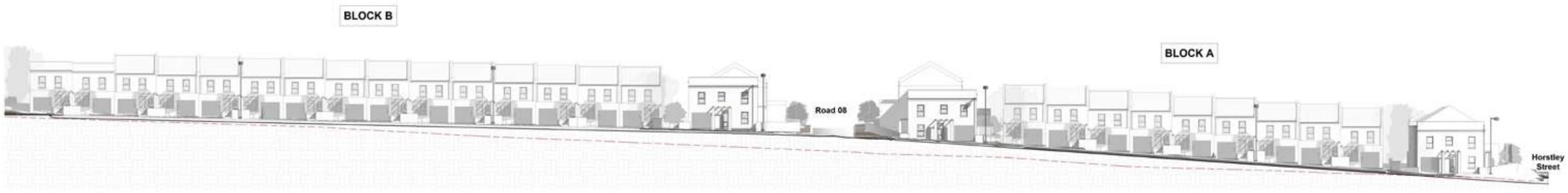


Site Section C-C through POS and Road 08 East
1 : 250



Site Section D-D through Blocks B, C, D
1 : 250

Phase 4
Street Sections
(D6-ADE JV, 2022)



Site Section E-E through Old Hanover Street
1 : 250

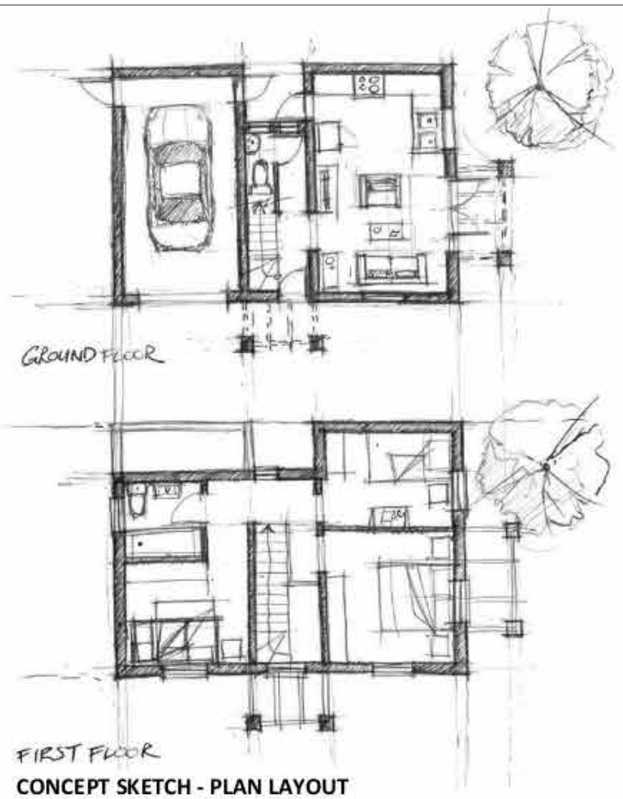
Site Section F-F through Springfield Street
1 : 250

Site Section G-G through Ashley Street
1 : 250

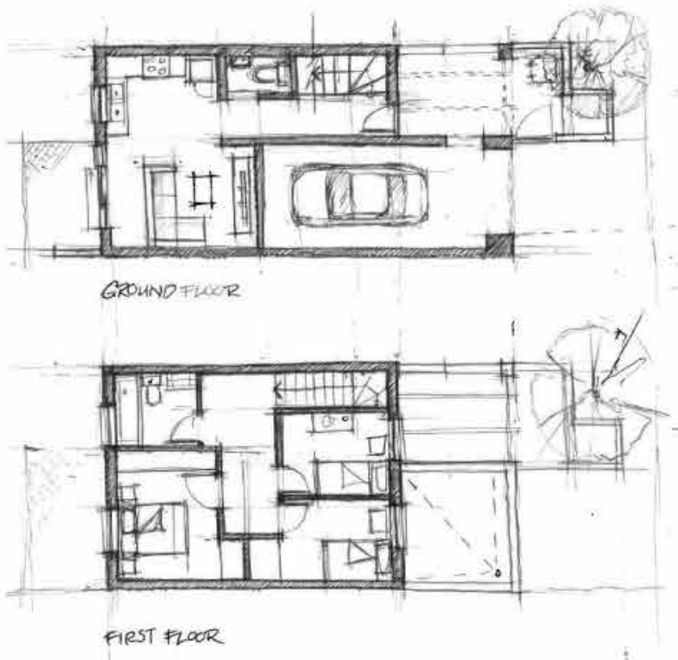
Site Section H-H through Plymouth Street
1 : 250

Phase 4
Street Sections
(D6-ADE JV, 2022)

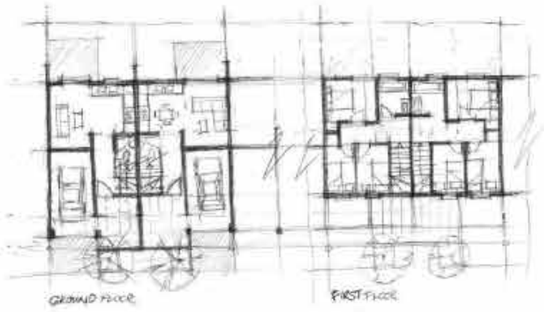
Phase 4
Overall Perspective View
Not to Scale
(D6-ADE JV, 2022)



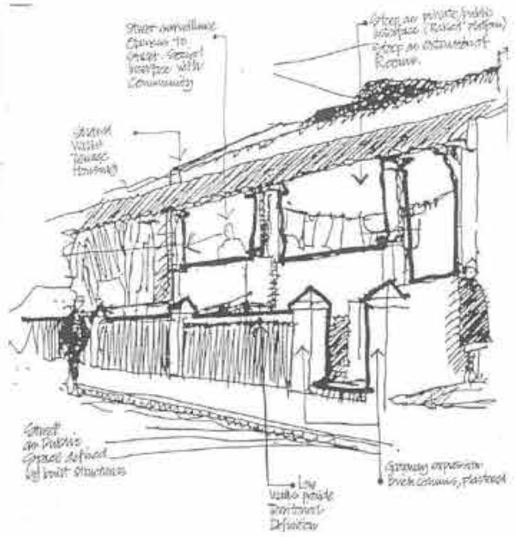
CONCEPT SKETCH - PLAN LAYOUT



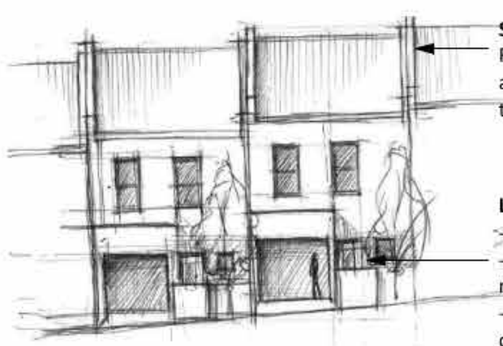
CONCEPT SKETCH - PLAN LAYOUT



CONCEPT SKETCH - ROW HOUSE



ANALYSIS OF ORIGINAL D6 DWELLING

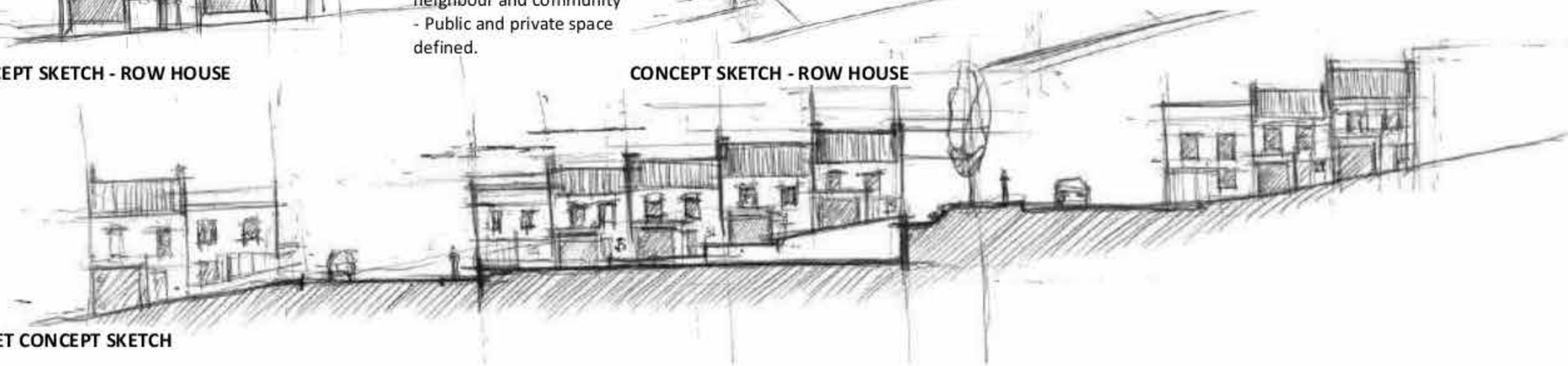


Shared walls
Row housing as a architectural intent as per the original District 6 houses

Low garden walls provide a
- sense of territorial defintion
- oppertunity to interact with neighbour and community
- Public and private space defined.

CONCEPT SKETCH - ROW HOUSE

CONCEPT SKETCH - ROW HOUSE



STREET CONCEPT SKETCH

SPACE PROVISIONS AND PLANNING RELATIONSHIPS

Based on the court order the 5.5m wide double storey duplex typology was approved by the verified claimants.
The proposed unit consist of the following accommodation:

Ground floor

- Stoep with pergola over
- Carport
- Guest WC under stairs
- Entrance lobby which leads into a open plan Kitchen, dining and Lounge area
- Patio doors lead onto a yard area

First Floor

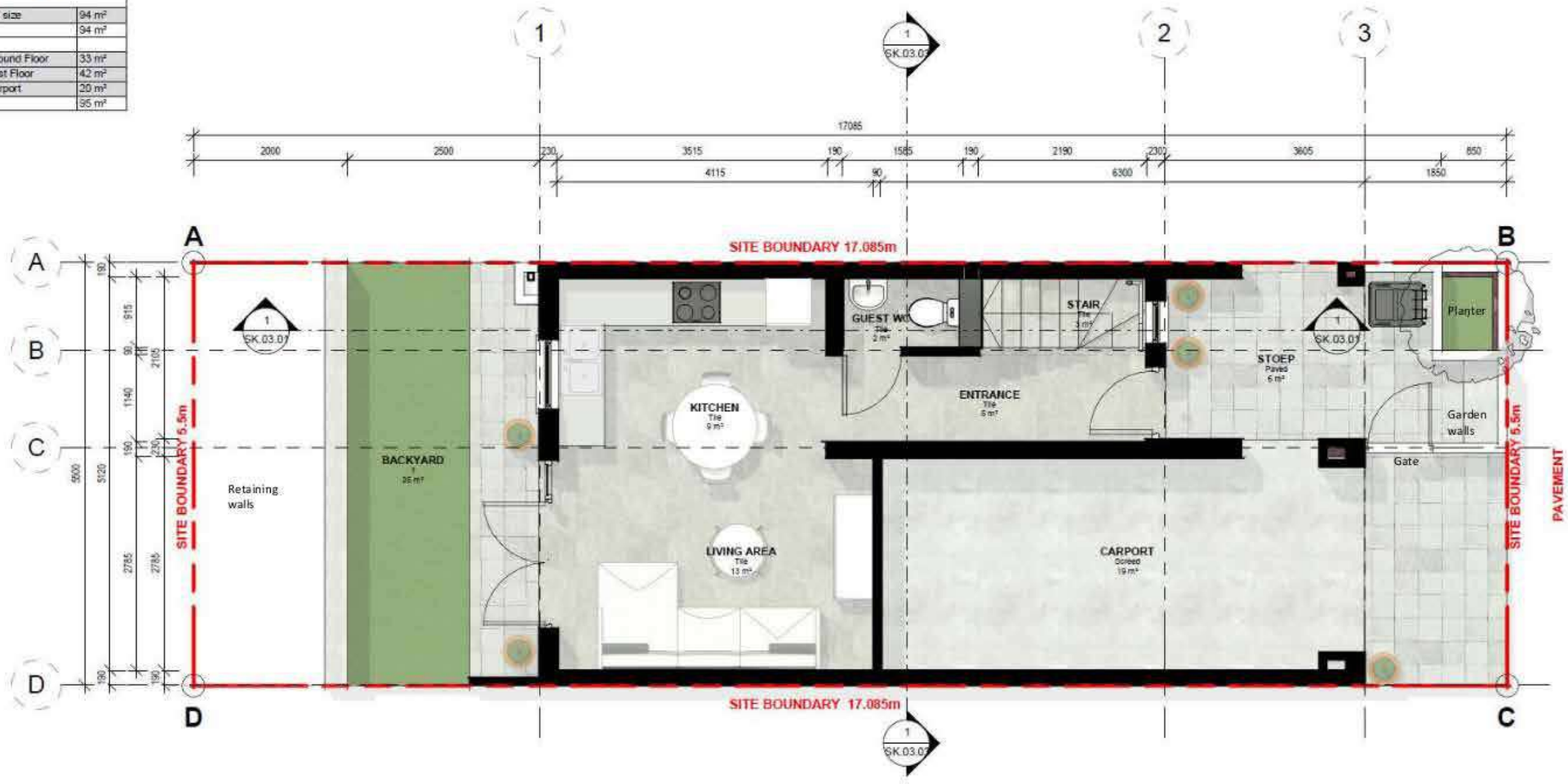
- 3 Bedrooms
- Bathroom

Through various design charettes and iterations the current unit was finalized as the unit provides the verified claimants with the flexibility to extend and convert various spaces into the needs of the family. For example the ground floor parking space can be converted into a granny flat for the elderly.

The overall unit design allows for a transition from:
Public - semi private - private
External - Ground floor - first floor

Phase 4
Unit Typologies and Streetscapes
Not to Scale
(D6-ADE JV, 2022)

FLOOR AREA	
Erf size	94 m²
	94 m²
Ground Floor	33 m²
First Floor	42 m²
Carport	20 m²
	95 m²

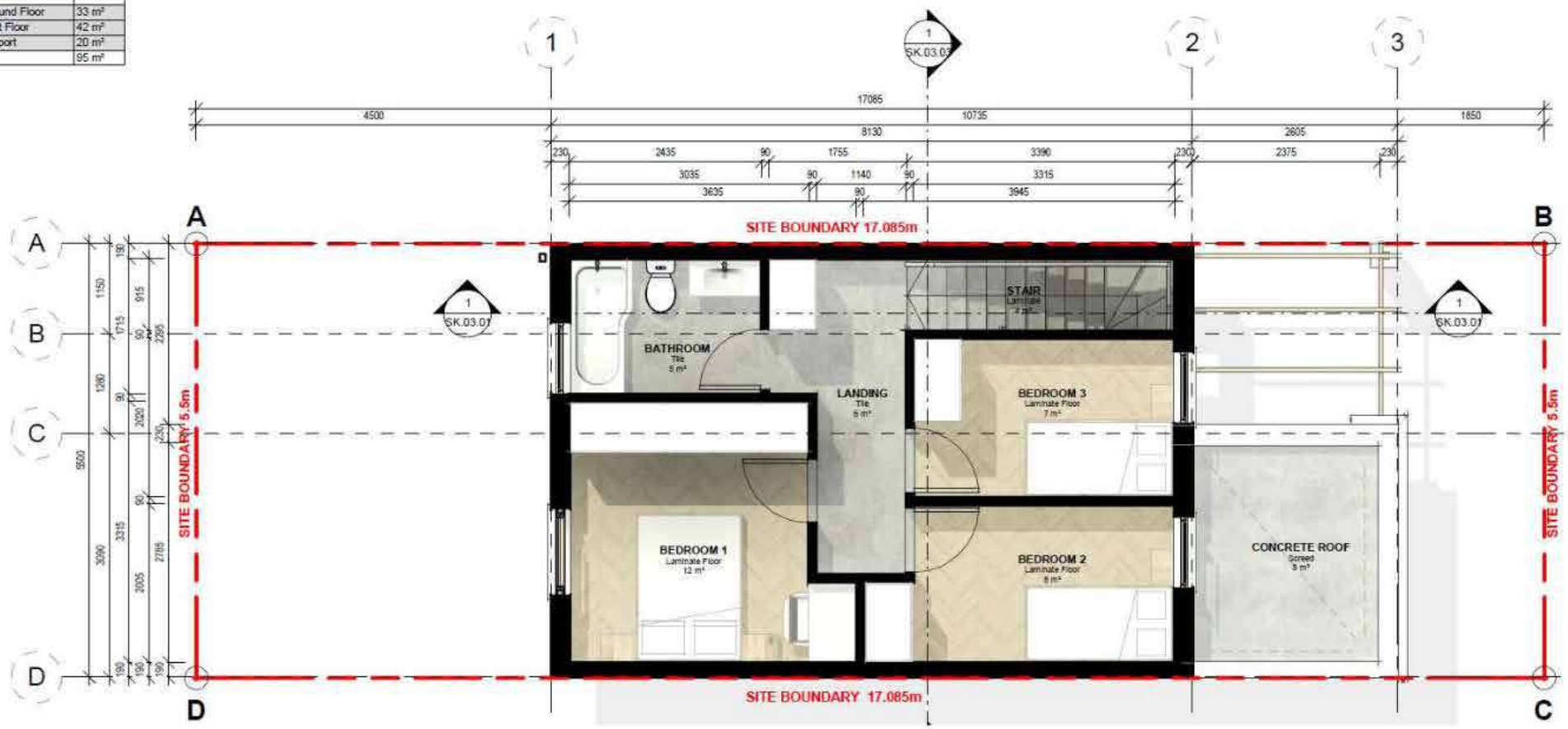


Typical Unit
Ground Floor Plan
(D6-ADE JV, 2022)

Typical ground floor unit consist of

- **Carport**
- **Guest WC**
- **Open plan kitchen**
- **Dining Area**
- **Lounge area**

	94 m²
Ground Floor	33 m²
First Floor	42 m²
Carport	20 m²
	95 m²



Typical Unit
First Floor Plan
(D6-ADE JV, 2022)

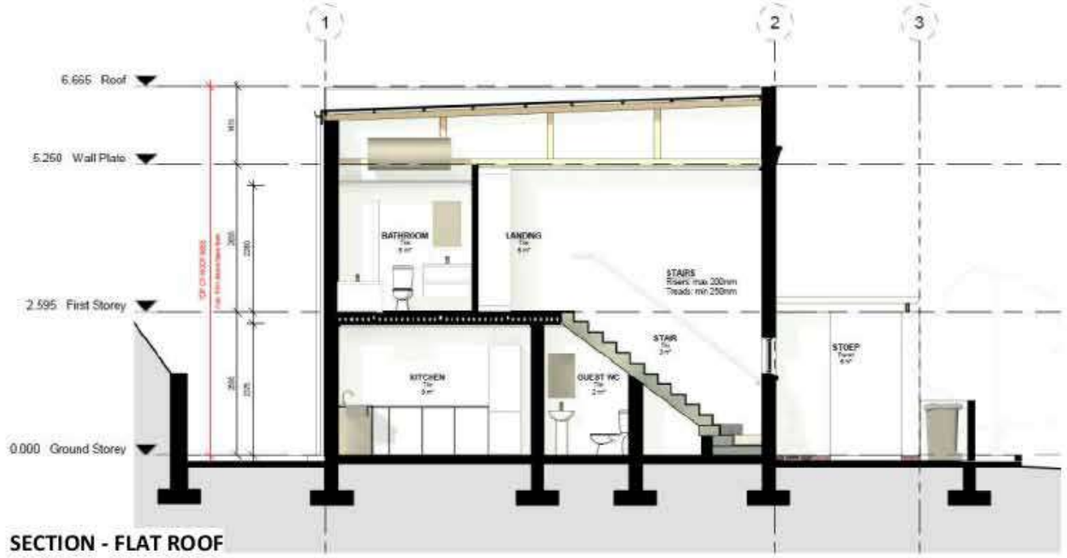
Typical First floor unit consist of

- 3 Bedrooms

- Bathroom

UNIT TYPE 1A Elevation 1
1 : 50

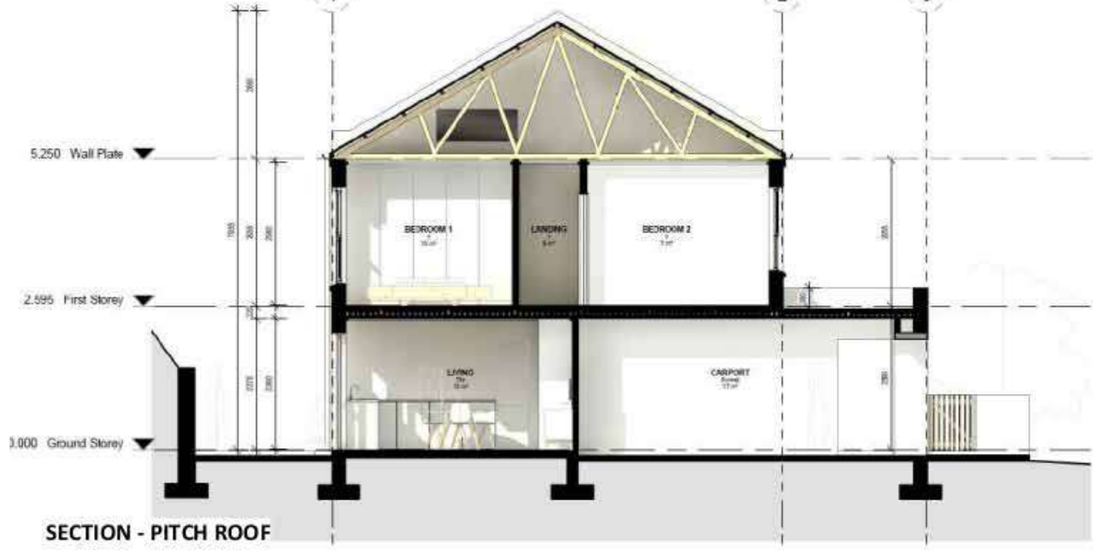
UNIT TYPE 1A Elevation 2
1 : 50



SECTION - FLAT ROOF

UNIT TYPE 1B Elevation 1
1 : 50

UNIT TYPE 1B Elevation 2
1 : 50



SECTION - PITCH ROOF

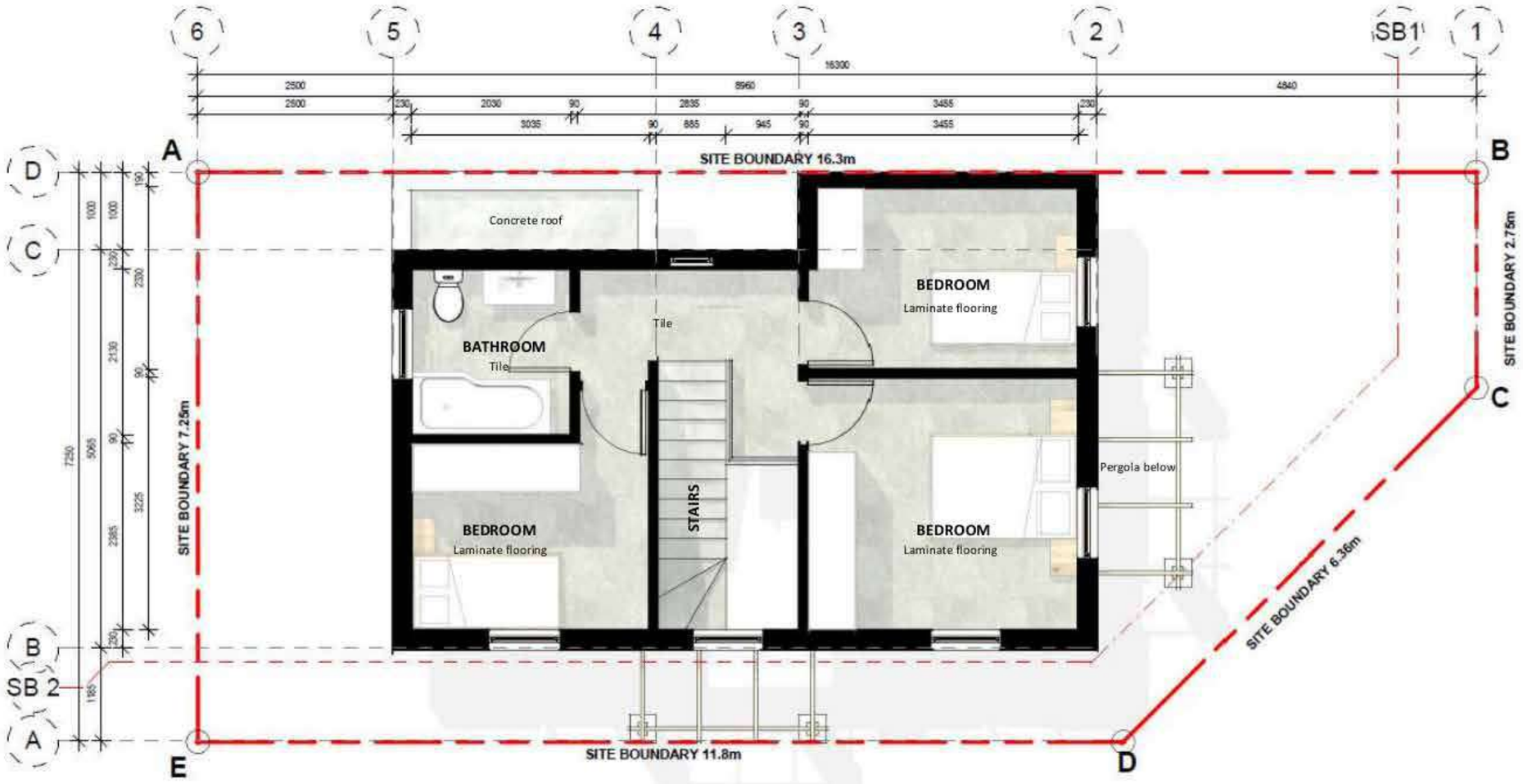
Typical Unit
Elevations and Sections
(D6-ADE JV, 2022)

TYPICAL CORNER UNIT - GROUND FLOOR PLAN

Typical ground floor unit consist of

- Carport
- Guest WC
- Open plan kitchen
- Dining Area
- Lounge area

Typical Corner Unit
Ground Floor Plan
(D6-ADE JV, 2022)



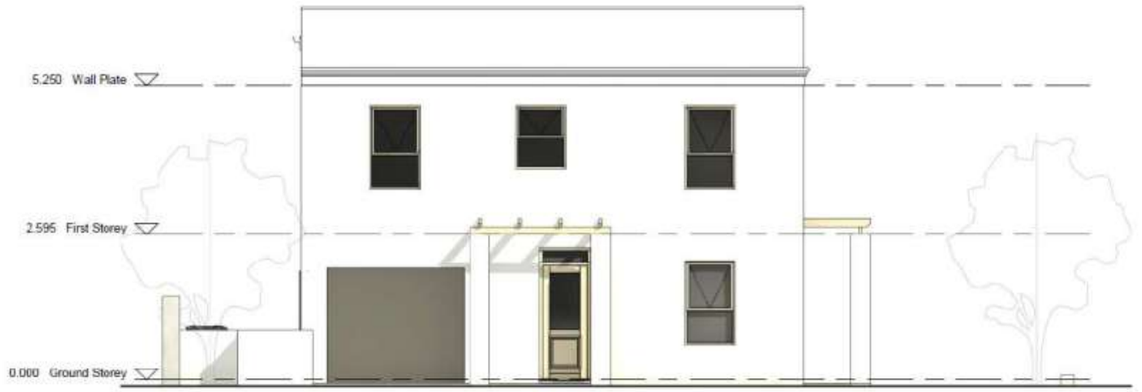
Typical First floor unit consist of

- 3 Bedrooms

- Bathroom

Typical Corner Unit
First Floor Plan
(D6-ADE JV, 2022)

TYPICAL CORNER UNIT - SIDE ELEVATION

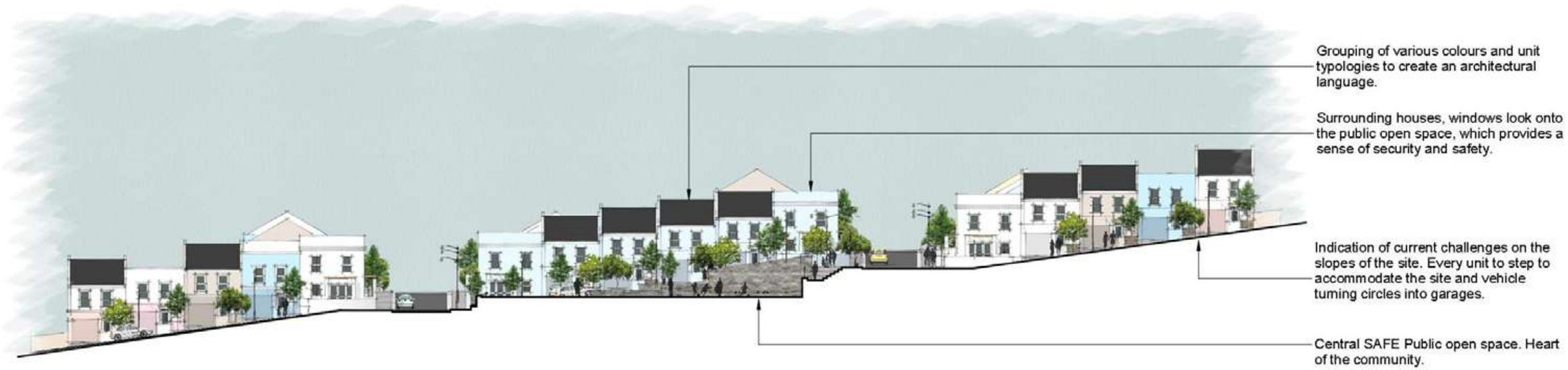


TYPICAL CORNER UNIT - FRONT ELEVATION

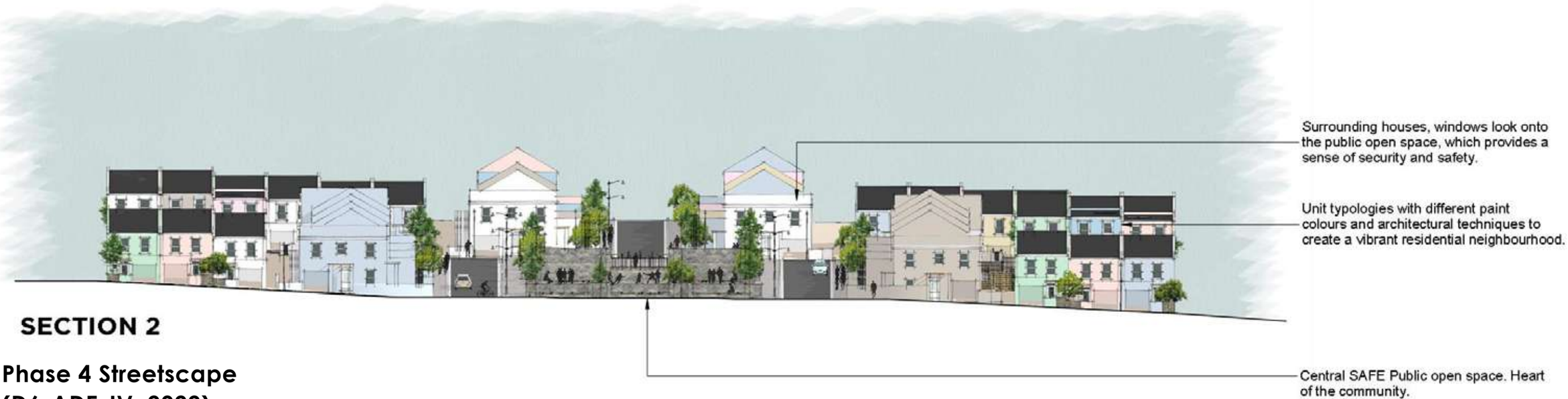
TYPICAL CORNER UNIT - PERSPECTIVE

TYPICAL CORNER UNIT - SECTION

Typical Corner Unit Elevations and Sections (D6-ADE JV, 2022)



SECTION 1

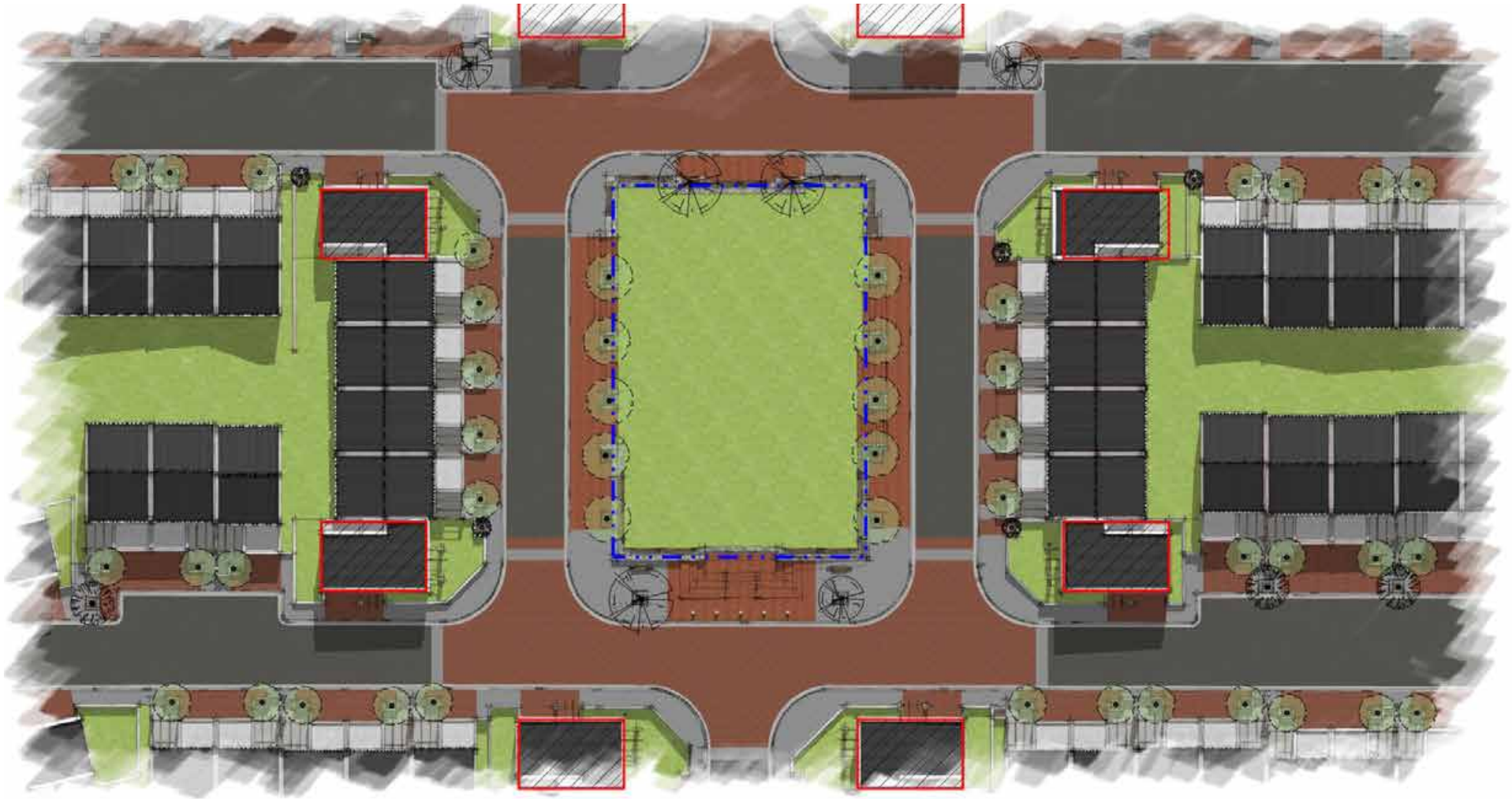


SECTION 2

Phase 4 Streetscape (D6-ADE JV, 2022)

Phase 4 Artist's Impressions (D6-ADE JV, 2022)

Phase 4 Artist's Impressions - Articulation of Street Frontages (D6-ADE JV, 2022)



Public open spaces such as parks and green spaces are key built environment elements within neighborhoods for encouraging a variety of physical activity behaviors.

POS (Public open spaces)

- Contribute to the community identity.
- Provide active and passive recreational opportunities
- Appeal to all ages
- Contribute to the health and wellness of a community
- Create valuable green space

Create a space for community members to congregate safely by adding a park. By providing a safe place for kids to play and parents to bring their little ones, children can enjoy more beautiful areas for residents to play and relax in. Community parks provide a variety of benefits to the surrounding area.

Overall SAFE public open spaces make areas more inviting and is the heart of the community.

Indicates flat roof unit design which defines the block corners and serves as a "gateway" to various portions of the residential suburb.

Indicates stone cladding to walls which creates an architectural language around the Public open Space. The stone cladding references the historical District Six.

Change in road finish serves as traffic calming measures for safety reasons around the Public open space.

Conceptual Design - Public Open Space (D6-ADE JV, 2022)

Public Open Space Sections (D6-ADE JV, 2022)

Public Open Space Perspective View (D6-ADE JV, 2022)

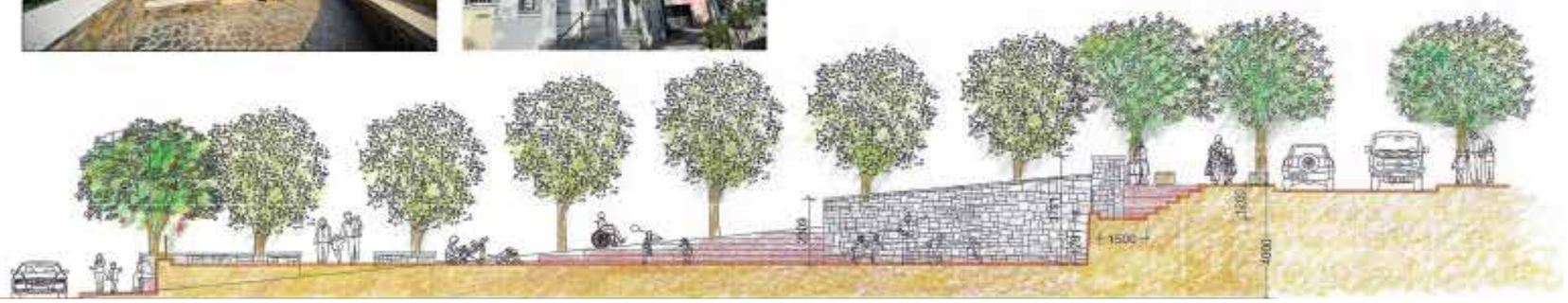
Public Open Space Perspective View (D6-ADE JV, 2022)

PUBLIC OPEN SPACE

PERSPECTIVE FROM NORTH CORNER

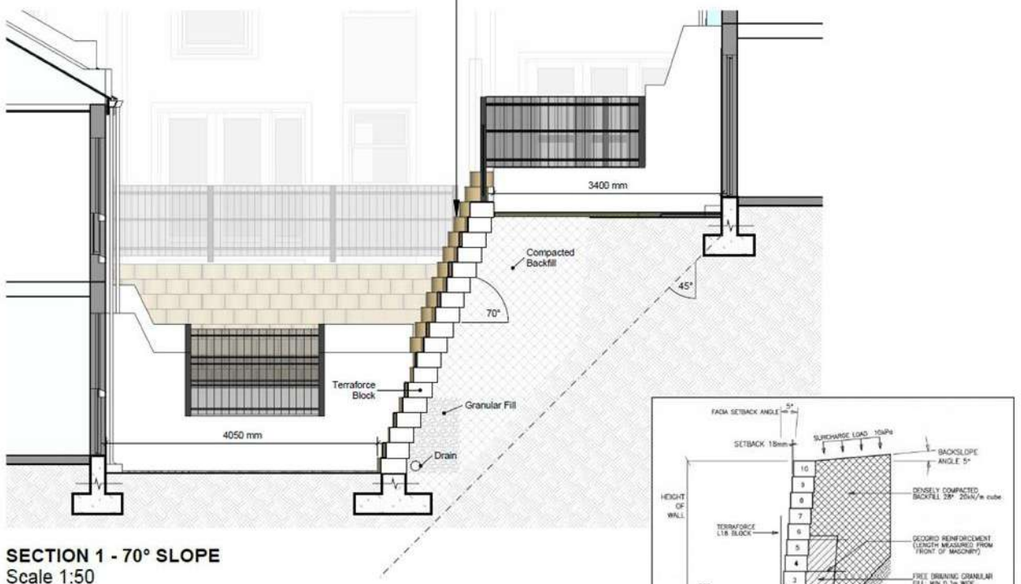
PERSPECTIVE FROM EAST CORNER

Public Open Space Details (D6-ADE JV, 2022)



Public Open Space Look and Feel (D6-ADE JV, 2022)

Investigation with regards to 70° slope. - Preferred option
The below option was investigated and determined that the 70°slope is the most viable options as it provides adequate planting space and reduces the amount of usable space required.



SECTION 1 - 70° SLOPE
Scale 1:50

Dwelling separation boundary walls to each unit to provide privacy and enclosure of yard space. Buttress walls relate the architectural style. Aesthetically pleasing and functional, as it serves as a fire partition between units

SECTION
TERRAFORCE WALL - 70° SLOPE

PERSPECTIVE
TERRAFORCE WALL - 70° SLOPE

Terraforce retaining walls vs Vertical concrete or reinforced concrete filled brick walls

Terraforce Pros

Provide a softer visual impact and sympathetic to the ambiance created to the end user
- Reasonable accepted in terms of Heritage impact on the neighborhood
- Creates various soft shadows and light
- Heat absorption creating a cooling effect
- Flexible and adaptive structure
- Good sound attenuation

Terraforce Cons

- Longer construction period than concrete walls, as labour intensive.
- Less uniform construction. More detail design required.
- High level of supervision and quality control required on site.

Retaining Walls 70° Slope (Preferred Option)
(D6-ADE JV, 2022)

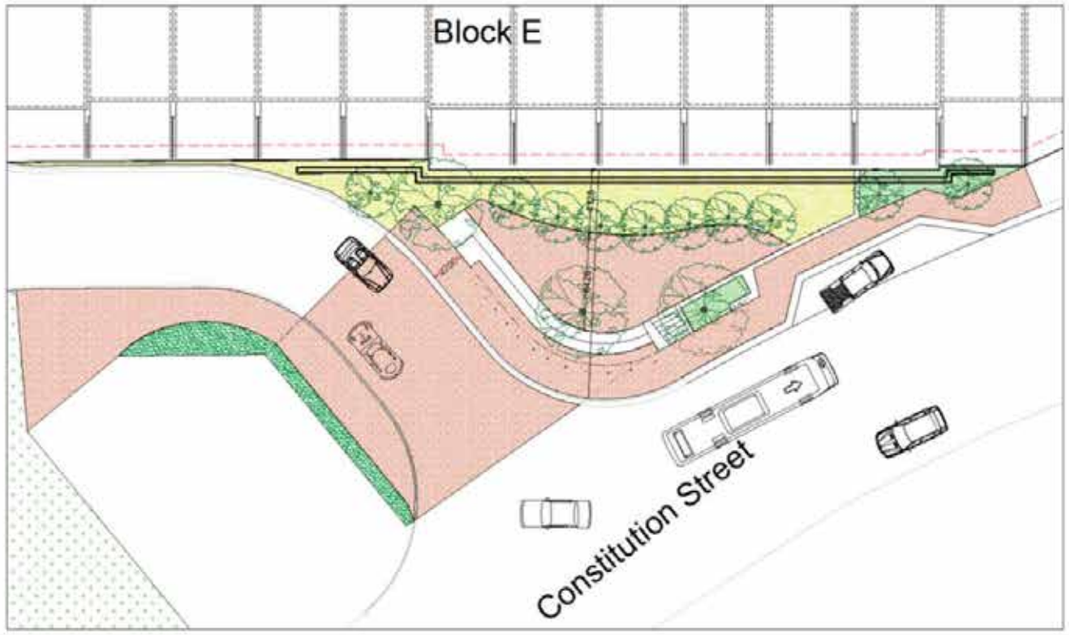
EAST ELEVATION
Scale 1:200

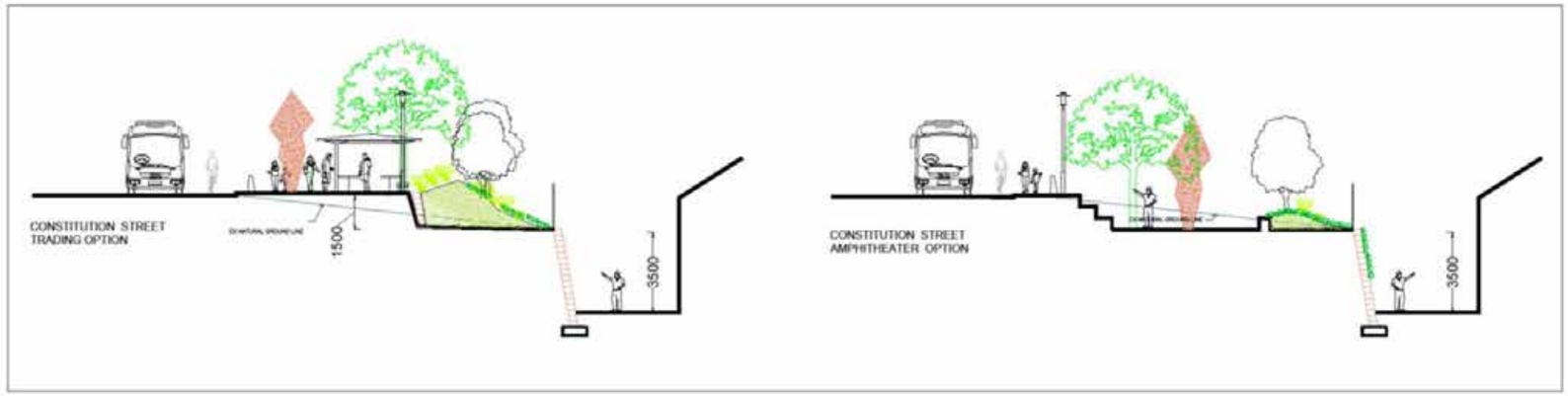
NORTH ELEVATION
Scale 1:200

WEST ELEVATION
Scale 1:200

SOUTH ELEVATION
Scale 1:200

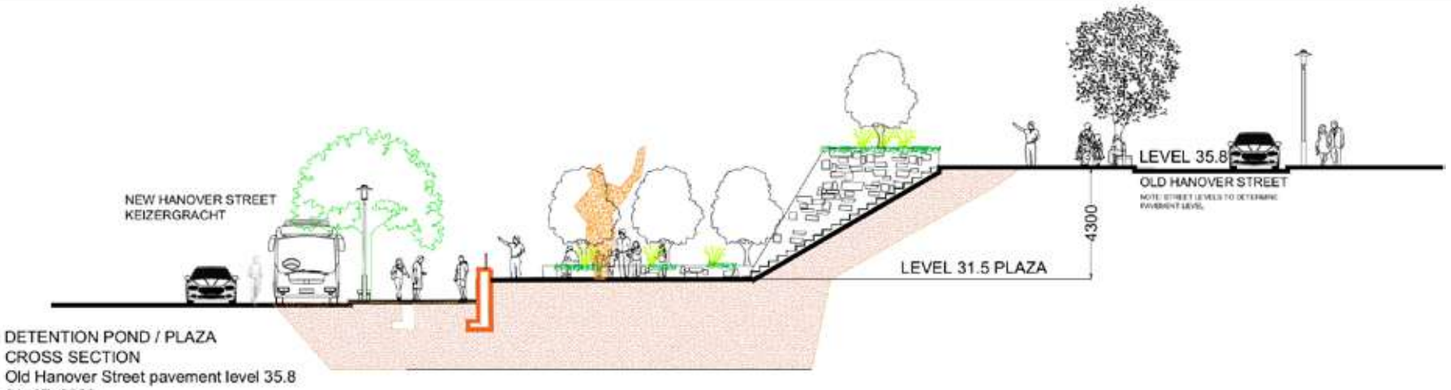
Retaining Walls
Elevation study showing visibility of retaining walls from street (D6-ADE JV, 2022)





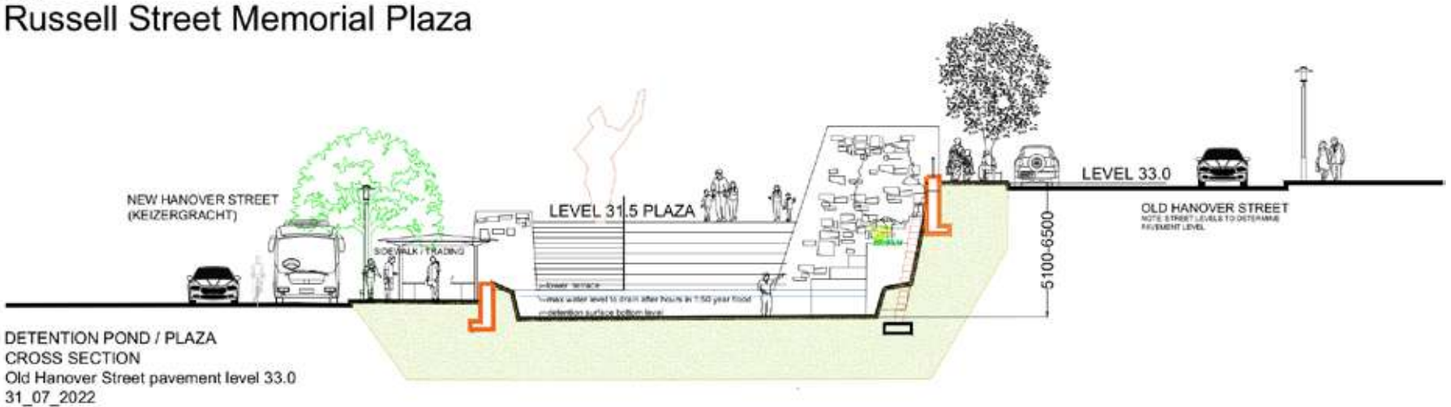
D6 - ADE JV

Constitution Street Access POS
(D6-ADE JV, 2022)



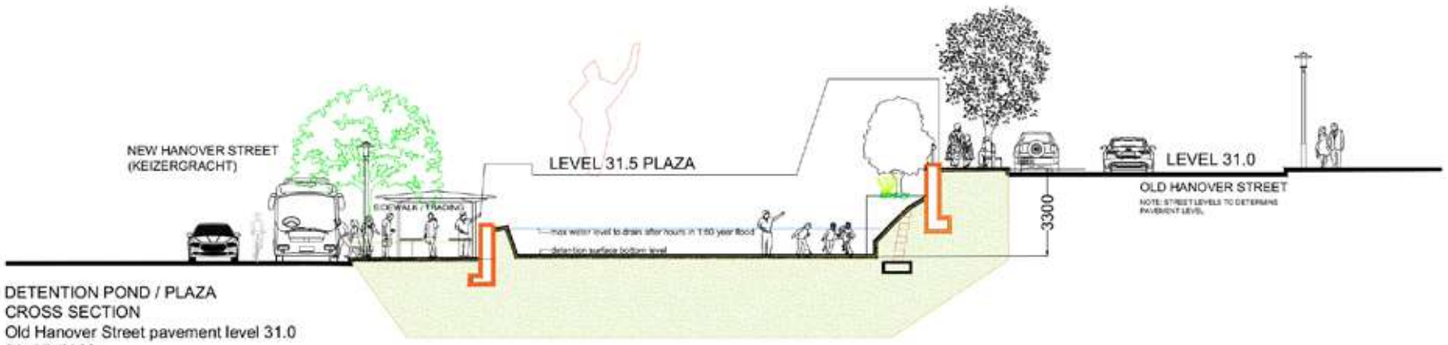
DETENTION POND / PLAZA
CROSS SECTION
Old Hanover Street pavement level 35.8
31_07_2022
D6B1

Russell Street Memorial Plaza



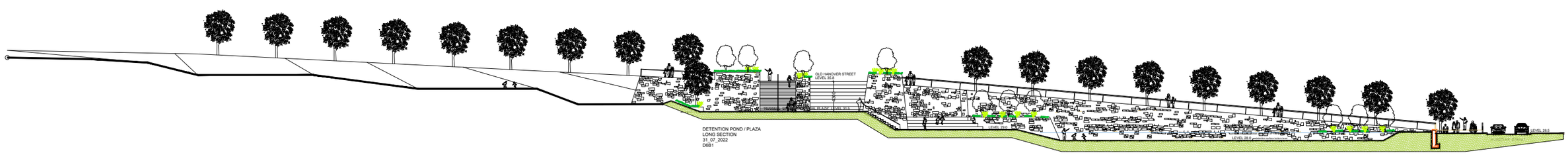
DETENTION POND / PLAZA
CROSS SECTION
Old Hanover Street pavement level 33.0
31_07_2022
D6B1

Detention Pond

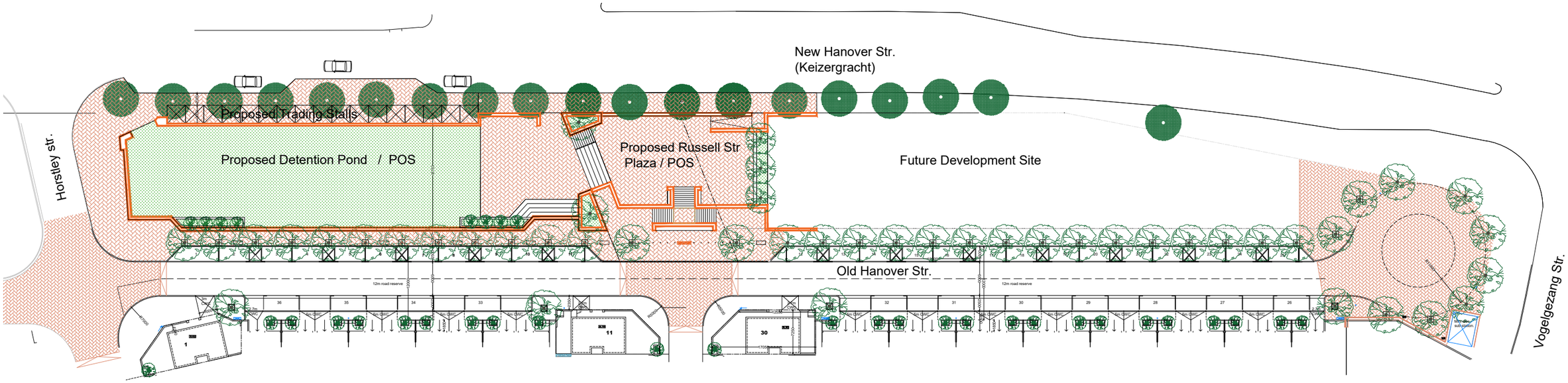


DETENTION POND / PLAZA
CROSS SECTION
Old Hanover Street pavement level 31.0
31_07_2022
D6B1

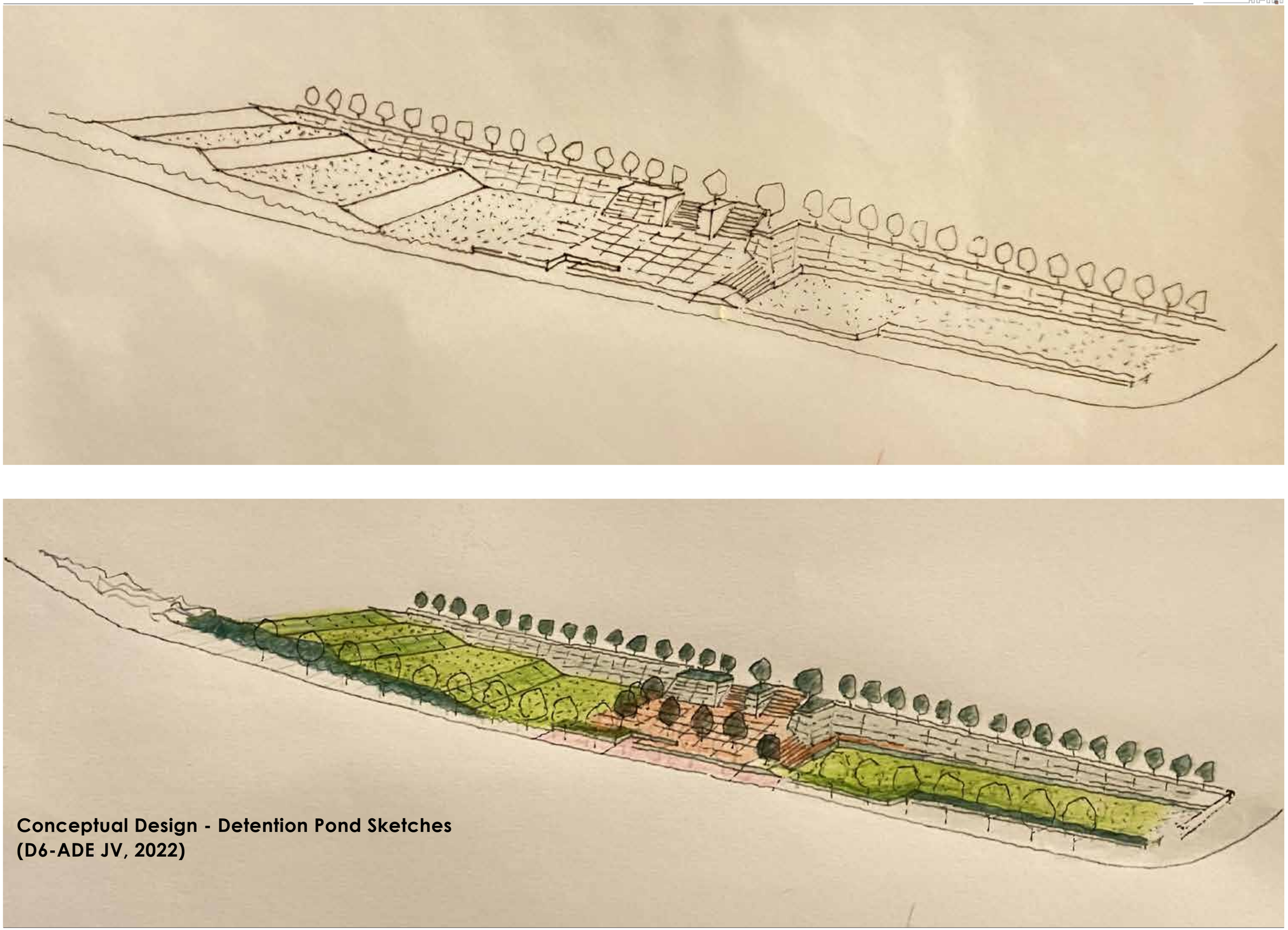
Detention Pond



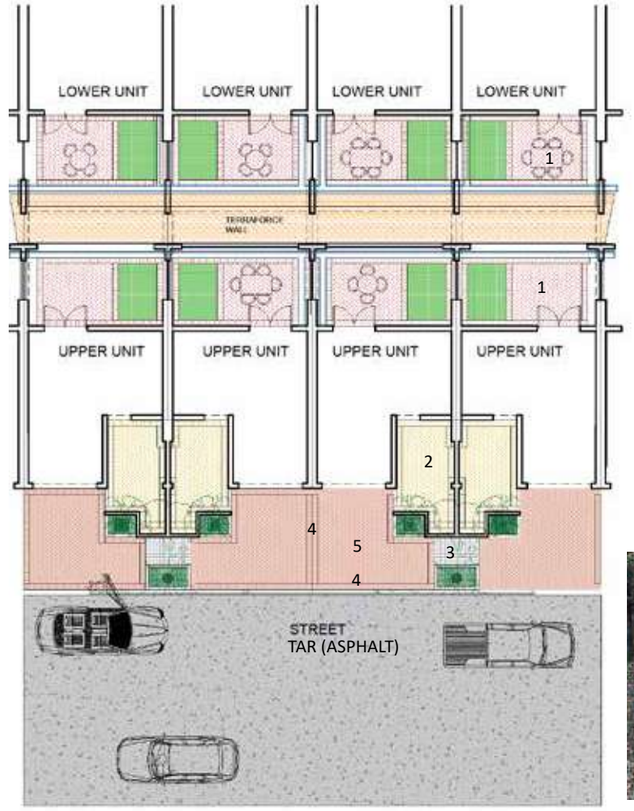
West Detention Pond Sections (D6-ADE JV, 2022)



Russell Street Detention Pond Memorial Plaza
(D6-ADE JV, 2022)



Conceptual Design - Detention Pond Sketches
(D6-ADE JV, 2022)

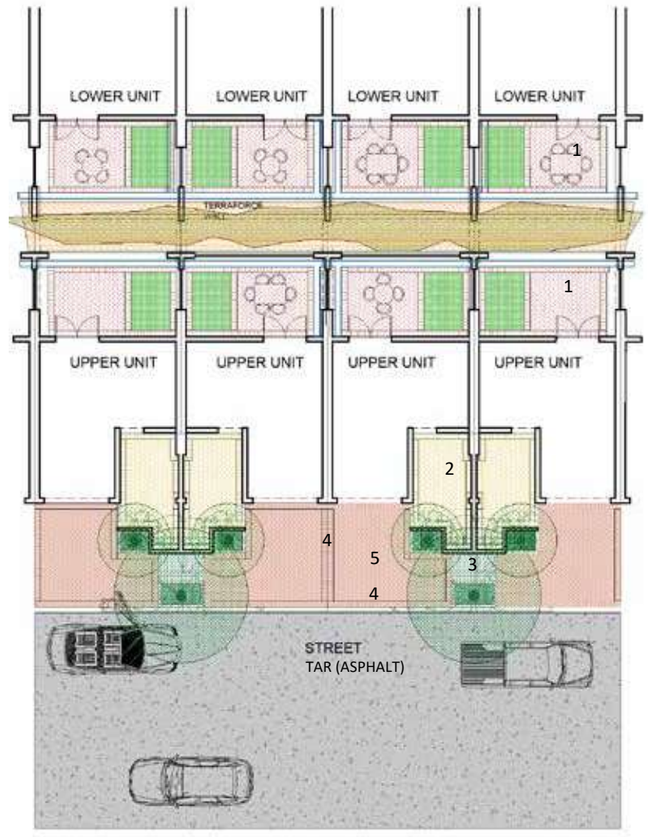


1. CLAY 50th 'DE HOOP' RED PAVER

2. CLAY 50th 'AUTUMN' PAVER

3 CONCRETE 75th DOUBLE COBBLE 'LIGHT GREY'

4/5 .CONCRETE 75th BOND / INTERLOCKER 'TERRACOTTA'



Conceptual Design - Materiality and Palette (D6-ADE JV, 2022)

BLINDE STREET - LANDSCAPING

Deciduous trees - South
Disadvantage
- Sheds leaves for 1 month (Autumn)

Advantage
- Warmth to house and pavement in winter
- Cool shade to pavement in summer
- Cool reflective heat off pavement in summer

Deciduous trees - North
Disadvantage
- Prop leaves in winter

Advantage
- Heat gain in street dissipated in summer
- Pavement shaded in summer
- Warm pavements in winter

Evergreen - South
Disadvantage
- No warmth to house in winter

Advantage
- No leave shed
- Cool shade to pavement in summer
- Cool reflective heat off pavement in summer

Evergreen - North
Disadvantage
- No warmth to pavement in winter

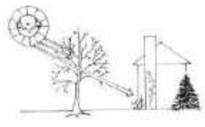
Advantage
- Heat gain in street dissipated in summer
- Pavement shaded in summer
- Warm pavements in winter

Basic summary of the 2 evergreen trees

Syzygium guineese is an indigenous tree that will provide deep shade. A medium to large tree, the Water pear can grow to a height of 15 to 20m and does not have an invasive root system, making it suitable for urban planting

Kiggelaria africana is a large, robust, low-branching tree. It is a fast-growing tree and prefers a sunny position (but tolerates shade) and a moderate amount of water. It also survives frost. It naturally forms a large shade tree (12mh x 15mw) with a gentle, non-invasive root system, but also makes a good windbreak or hedge.

Max Summer cooling



Max Winter solar heating

Conceptual Design - Landscaping Vision and Concept (D6-ADE JV, 2022)

9.1. Design Development and Consideration of Alternatives

Flexibility of Design

The design development reviewed the strategies adopted in the two preceding phases of restitution and determined that a new urban design approach was required to the unit typology with respect to parking to accommodate increased density. Versatile and flexible typologies were also seen as important in light of the proximity of District Six to the city centre, and the need to accommodate small-scale economic opportunities and different life-cycle living configurations – for example, lodgers, elderly relatives, extended family etc. It was determined that any spatial flexibility was best achieved on the ground floor of the units, an approach that is suited to the sloping terrain.

While Phases 1 and 2 showed some of this design flexibility in the creation of high plinths at ground floor level, many of which now accommodating shopfronts or garages, it is intended with this design to expand this flexibility. Large openings on the ground floor are to be provided wherever possible, to be used in any of several ways, including garage spaces, lodging rooms with separate entrances, shopfronts or even small-scale light industry with on site craft manufacturing and a factory shop frontage on to the street.

Parking Considerations

The claimants have requested one parking bay per unit, giving rise to design considerations that were not in play in the C19th, and are made more complex in light of the need to achieve higher density.

The Phase 3 duplex row houses were provided with adjacent, at grade parking areas (Figure 55). Provision was also made for the incorporation of second, tandem bays in the building on the high side entry units. This configuration allows for a fairly low dwelling unit per hectare density, as supported by research that shows that densities are usually around 60-70 dwelling units per hectare where car parking is at grade rather than within buildings.

Figure 55. Site development layout sketch showing external parking on Phase 3 duplex units (CNdP, 2022)

By adopting the perimeter block approach that was characteristic of urban development in Cape Town historically, garages are incorporated into the building, and accessed directly of the street; properties are provided with small gardens to the rear. This configuration not only fits well within the fine-grained District Six historic block grid, but also achieves almost a third greater density, within smaller areas and on larger individual plots.

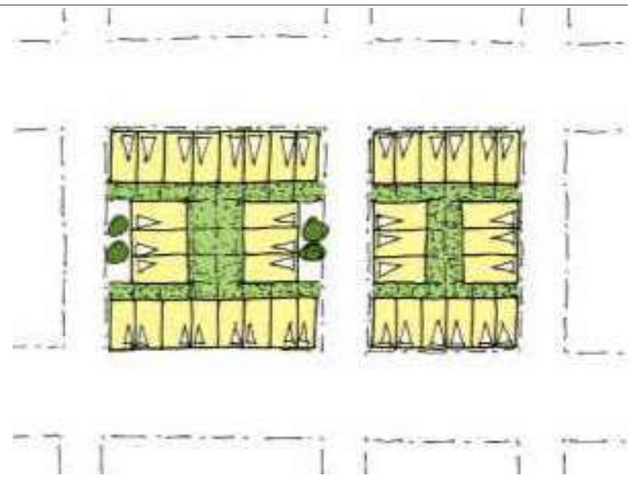


Figure 56. Site development layout sketch showing proposed Phase 4 internal parking (CNdP, 2022)

The provision of gardens enhances utilisation of the house for the resident, permitting some limited food and decorative gardening as well as private recreational space while also reducing stormwater runoff by needing less hardening of the natural ground.

This model was further considered for multi-storey apartments, where one bay per unit can be achieved in a four storey configuration with two bays accessed directly off the street, and two via an internal courtyard. The design accommodates internal access to a garage from a first floor unit, and provides for three bedroom units. While this typology facilitates the provision of one parking bay per unit, it does not allow universal access to the upper floors, and as this had been raised as an important concern by the Reference Group, was abandoned in favour of a typology with lifts.

Figure 57. Site development layout sketch showing 4 storey typology with ground floor (below), first floor (top left) and second to fourth floors (top right); yellow shading shows direct access between garage and living space (CNdP, 2022)

A taller apartment block typology serviced with lifts had previously been considered only within the market housing component of the wider

redevelopment program. While taller apartment blocks would allow for greater densification, restitution housing was all intended to be at ground floor with a minimum of walk ups in order to facilitate universal access. The only resolution of this impasse would be lifts, which only become feasible at eight storeys or higher, leading to consideration of a residential restitution typology of eight to ten storeys, similar to the design of many apartment blocks in the immediate vicinity built in the last decade. For this typology would require consolidation of typically fine-grained District Six blocks to achieve efficiency.

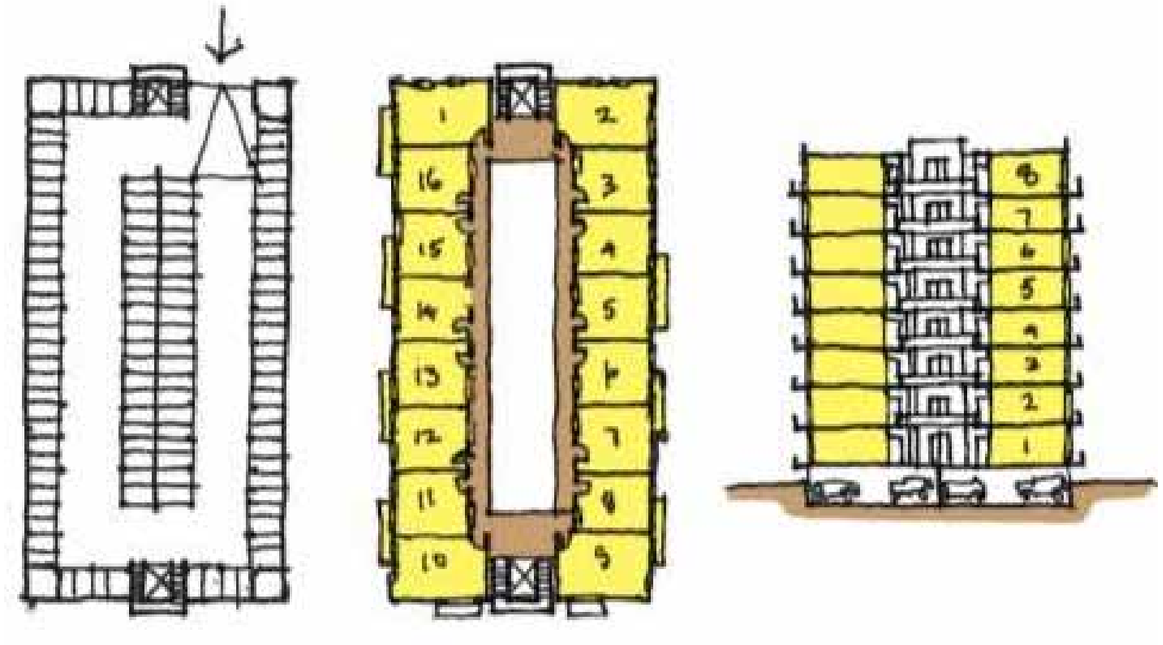


Figure 58. Sketch analysis of typical eight storey restitution apartment block with semi-basement (CNdP, 2022)

Layout Alternatives

A number of different typologies, based on the requirements stipulated in the Court Order, were considered across the entire area available for redevelopment, i.e. all identified parcels and corridors, in light of the need to accommodate all the currently verified claimants as well as possible further claimants, as well as allowance for future market housing.

A first option comprised the current duplex row housing (yellow)and three-storey apartment (lilac) typologies being constructed in Phase 3 for all the restitution housing in District Six, with four storey market housing along New Hanover Street and Harrington Street. This option yielded enough restitution units to cater for the current confirmed beneficiaries, but would not accommodate any claims that could arise should the claims process be reopened; it also doesn't account for the loss in density resulting in Phase 3 due from the at grade parking configuration.

A second option substituted the duplex rowhouse and apartment typologies of Phase 3 with the perimeter block layout as illustrated in Figure 56, but with the market housing component limited to 4 storeys. This yielded the same number of market units, but increased the restitution units by 40%.

A third option utilised the proposal considered in the second option, but made provision for restitution and market housing apartments at eight storeys. Based on a footprint of 120m2 for restitution housing, and 75m2 for market housing, this option would increase the number of both restitution and market units available substantially, and all other options were discarded in favour of this option.

Table 1. Breakdown of unity density across development options

	Residential Units	**Market Units**	**Total Units**
First Option	1200	2350	3550
Second Option	2000	2350	4350
Third Option	2812	3115	5927

Figure 59. Proposed distribution of typologies as per first option (CNdP, 2022)

Figure 60. Proposed distribution of typologies as per second option (CNdP, 2022)

Figure 61. Proposed distribution of typologies as per third option (CNdP, 2022)

Retaining Walls

Various considerations were made in the course of deriving the design and materiality for the proposed retaining walls. Initially a comparison was made between Terraforce retaining walls and vertical concrete or reinforced concrete walls.

Terraforce Pros

- Provide a softer visual impact and sympathetic to the ambiance created to the end user
- Creates softer shadows and light
- Heat absorption creating a cooling effect
- Flexible and adaptive structure
- Good sound attenuation

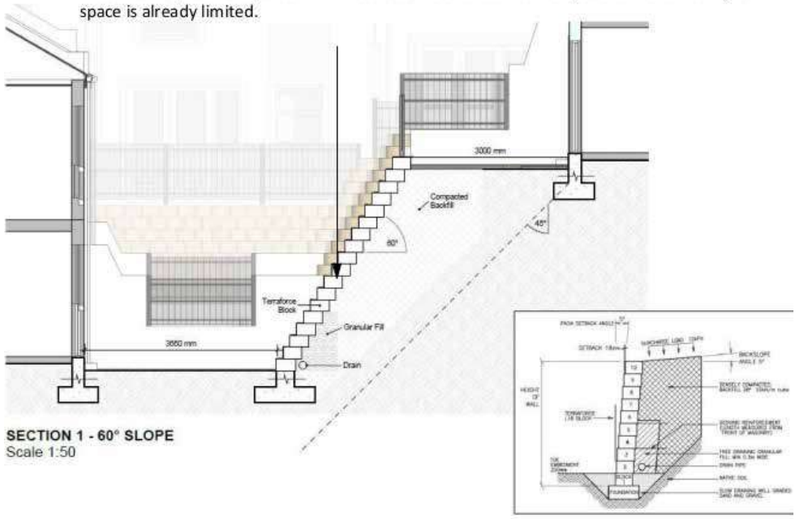
Terraforce Cons

- Longer construction period than concrete walls as labour intensive
- Less uniform construction. More detail design required
- High level of supervision and quality control required on site

Further investigations were then made into the degree of slope for the walls. This work determined that a 70 degree slope was the ideal slope

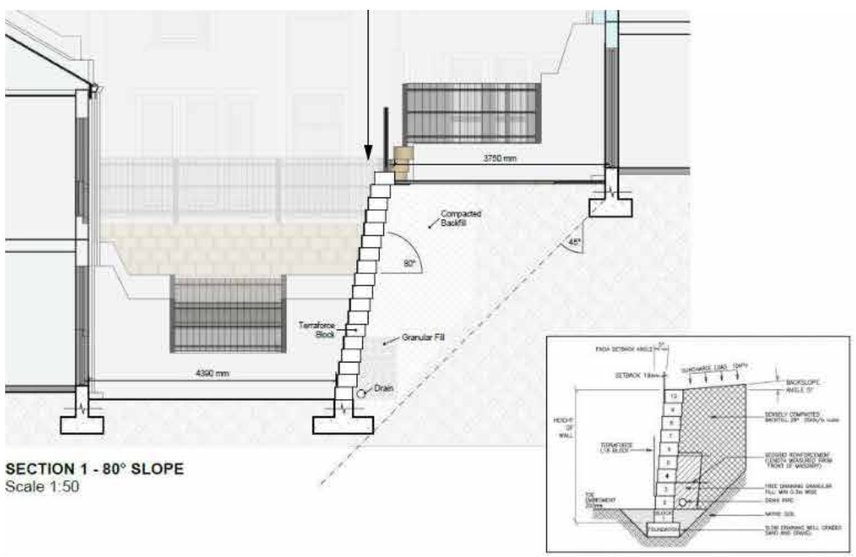
Slope	Advantages	Disadvantages
60°	• Allows for better landscaping • Embankment has gradual slope	• Additional space is required which reduces end user space
70°	• Allows adequate planting • Reduces space required	
80°	• Slope is steep, increasing user space	• Reduced landscaping opportunities • Visual impact of vertical wall not favourable

- Additional space is required which reduces the end user usable space as the current yard space is already limited.



SECTION 1 - 60° SLOPE
Scale 1:50

PERSPECTIVE 1
TERRAFORCE WALL - 60° SLOPE



SECTION 1 - 80° SLOPE
Scale 1:50

PERSPECTIVE 3
TERRAFORCE WALL - 80° SLOPE

Figure 62. Study of retaining wall slope alternatives: 60° above, and 80° below (CNdP, 2022)

Detention Ponds

While it had always been intended to hold over the land between Old and New Hanover for higher density development of market properties, the City has implemented stringent stormwater management policies since the initial redevelopment plans were developed. In order to comply with these Sustainable Urban Drainage System (SuDS) policies, it was determined that two detention ponds would be required to managed runoff; as these would need to be located at the lowest part of the site, they necessarily needed to be located in this area.

Initial iterations of the detention ponds considered extensive retaining walls that were up to 11m in height, but this was discarded as unacceptable. A swale design was considered, but this too was discarded in favour of a design more suited to an urban environment.

It was determined that the ponds could be large, flat expanses, that would only be filled with rainwater for a few hours after considerable rain events and would, therefore, be usable for much of the year. These multi-purpose spaces could function as public spaces, recreational areas, markets etc. The area between the two ponds would be a central plaza aligned along the historic Russell Street that functioned as a more formal public space suited to memorialisation, information boards and similar.

Yet further deliberations with the City Stormwater Management officials finally determined that increasing the size of the western pond would allow for all the necessary SUDS requirements to be met without the need for the eastern pond. As such, the final design includes provisions for only one pond, and the area east of the Russell Street Plaza can be held over for future development, will support the intended development of a higher density development corridor along New Hanover Street. The design team has recommended redevelopment of this area be capped at a maximum height of four storeys in light of the low-rise typologies of Erf 177646.

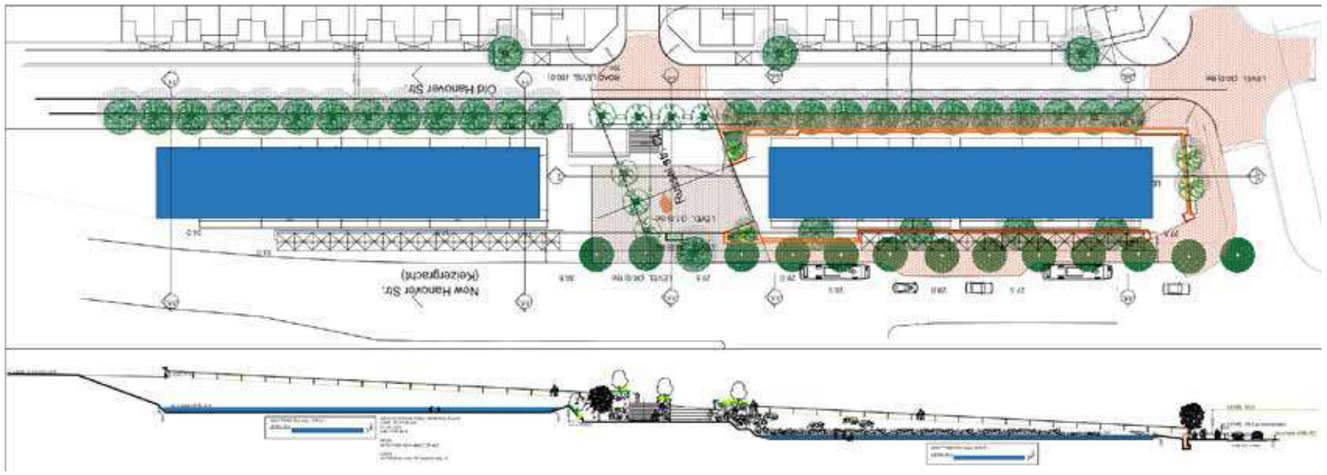


Figure 63. Two design iterations considered for the detention ponds, and showing the now discarded two pond solution; the large, shallow, level pond (above and left), and the swale design (below) (D6-ADE-JV, 2022)

10.0. HERITAGE IMPACT CONSIDERATIONS

10.1. Introduction

Any assessment of impacts arising from the proposed development are framed within the four defining principles of this redevelopment scheme:

1. The Department's ultimate clients are the Verified Claimants.
2. The Verified Claimants are steadfast in their determination to return to an urban environment similar to what they were forcibly removed from.
3. The costs of the development must be minimized, in dealing with the challenging topography and aligning with the historic street grids where possible.
4. The number of units for Verified Claimants must be maximized, while providing well-designed, contemporary, liveable family homes and public spaces, and exposing and integrating the heritage of District Six where possible

10.2. Archaeological Impacts

Given the extensive rubble overburden across site, as well as the degree of disturbance it has been subject to through time, it is not possible to know the extent of preservation or even presence of intact archaeological sites, features or structures below the current ground surface.

This factor notwithstanding, the extensive cut and fill that will be required to build on this site means that it is highly likely that all archaeological traces will be destroyed during the redevelopment process. This extends not only to structural remains, features, and possible deposits, but also to street fabric, both tarred and cobbled surfaces.

10.2.1 Proposed mitigation

Given the urgent need to ensure that redevelopment is not unnecessarily delayed, no exploratory excavation or test pitting is proposed for this site. The mitigation strategy proposed in the AIA is a to implement a programme of across the site, with continuous monitoring proposed for those sites that have been identified as holding potentially high archaeological significance due to their relative age, social or cultural significance, or their potential to shed light on the origins and development of the area through time. This strategy will mean constant observation by the appointed archaeologist for the period that site levelling is underway in those areas.

Should intact, in situ features be identified during this process, these will be cleaned and assessed to determine significance, and further actions will be decided on at that point, tailored to the significance, nature and type of each individual site or feature.

The sites on Erf 177646 proposed for continuous monitoring are:

- 17-23 Blythe Street;
- 273-297 Hanover. This monitoring will incorporate the two mid-C19th development areas and the rest of that block, which is of indeterminate mid to late C19th origin, as well as the area of the well indicated on Thom at the north eastern extent of the block;
- AME Church and Bethel Institute Site;
- Avalon Cinema (it is not anticipated that this site will yield much of archaeological significance, but intensive monitoring will be undertaken nonetheless to ensure that any cultural material associated with the cinema can be recovered)

Depending on the outcome of the monitoring, excavation might be necessary to test for in situ deposit, significant remnants or similar features at one or more of the above sites. Whether excavation is undertaken by hand or machine, and the extent of excavation will be determined by the outcomes of initial monitoring. Basic workplans should be compiled for each site to be excavated, and these submitted to the Case Officer for approval at HOMs.

The remaining areas of site will be monitored with routine assessment to determine whether any remains are sufficiently significant to warrant further recording in situ, or if material warrants archaeological intervention beyond recording and sampling. Should significant, intact, in situ deposits be encountered, these could warrant excavation, although this outcome is not anticipated, given the urban nature of the area in the past, and the disturbances to the site in the past forty years.

10.3. Social History Impacts

Erf 177646 presents an important historical zone in the social history of District Six. Today the site contains sections of where Old Hanover Street lay, as well as New Hanover Street: roads crucially important to the past/present interface of the entire site. The historical remnants and social associations of Hanover Street in particular require that any urban development responds to its character, especially through memorialisation across the site and activation of public space.

Aside from a few remnants, almost the entire built form of this parcel was demolished. The social history of this parcel is one that is tied to the memories inside homes but also connected to the social life that took place in and around public buildings and streets.

Social impacts will arise where development proposals fail, in the planning and design process and outcomes, to ensure the preservation and integration of the remnants of built form, and the acknowledgement of loss, destruction and devastation of forced removals. Such impacts will also arise where such memorialisation processes are not community led, and do not involve ongoing community engagement throughout the design process. Where community engagement is observed, social impacts, particularly in light of the restitution process itself, are unlikely to be high

10.4. Visual Impacts

As per the summary table below, the overall visibility of the of the proposed development is **LOW**, as it is visible from a small distance radius around the site of approximately 500m, as ascertained from the ground truthing performed at various viewpoints within visual range of the proposed development (Figure 64).

The overall Visual Exposure (VE) is considered to be **LOW** and the Visual Absorption Capacity (VAC) is between **HIGH** and **MODERATE** whereby the proposed development could be effectively 'absorbed' into the receiving environment.

The visual sensitivity of the area is considered to be **MODERATE** to **HIGH** due to its located in a highly significant heritage resource area and at the same time is surrounded by significant HPOZs.

The visual sensitivity of the receptors is considered to be **HIGH** as it is located within a residential area and nearby important scenic routes.

The visual intrusion is considered to be **LOW** as the proposed developments blends in well with the surroundings.

Visibility	**LOW**	Visible from a small area around the site (500m radius)
Visual Exposure	**LOW:** **MODERATE**:	VP 4, 6, 7 VP 1, 2, 3, 5
VAC	**LOW**: **MODERATE**: **HIGH**:	VP 2 VP 1, 3, 5 VP 4, 6, 7
Visual Sensitivity of the Area	**MODERATE** to **HIGH**	Potentially sensitive areas in the landscape
Visual Sensitivity of Receptors	**HIGH**	Residential areas, scenic routes
Visual Intrusion	**LOW**: **LOW**: **LOW**	VP 1 to 7 Scenic Routes – VP 6, 7 Heritage resources

In summary, the anticipated visual impacts of the proposed development are likely to be of **Low** significance without mitigation, with the most pronounced impacts within 250m from the site. The visual impact on the Eastern Boulevard and De Waal Drive scenic routes are anticipated to be of **Low** significance.

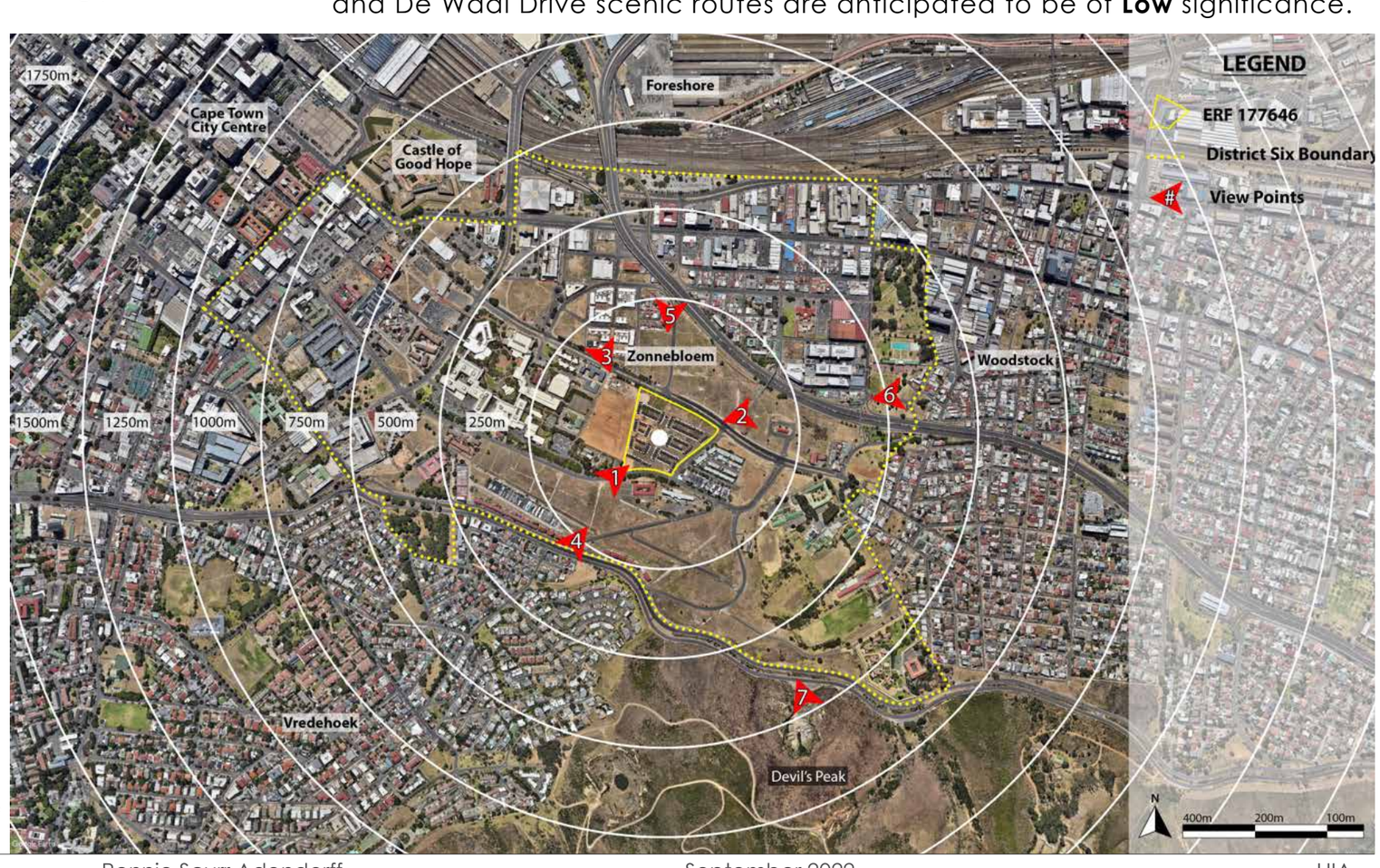


Figure 64. Prominent focal viewpoints towards the proposed project site with distance radii (Square One 2022: 37)

10.5. Townscape / Urban Impacts

In considering the possible townscape impacts, it is again necessary to consider the weight of the verified claimants' stated preference for the redeveloped neighbourhood to feel, as far as possible, like the one from which they were forcibly removed, as this has been the single greatest informant in terms of design. Coupled with this, is the slope of the site, which, particularly in this parcel, has been cut and filled and levelled such that the present topography does not reflect that of the historic slope.

Impacts arise from several aspects of the proposed design, and these largely pertain to the need to accommodate modern regulations imposed by the City, building regulations and similar parameters within the restrictive conditions effected by the court order and the site topography.

10.5.1 Architectural Character

Although the design will be realised in modern materials, the architectural character of historic District Six has been referenced through the following means:

- The use of Gable walls
- Pitched roofs with corrugated sheeting.
- Flat roofs in the cape vernacular style.
- Using a Hierarchy of spaces i.e. level differences between road, pavement and front stoep and a natural progression from the front of house to the back of house.
- Using the severe gradients to step the units down the slopes and thereby re-creating the urban character of historical District 6.
- The use of vibrant colours.
- Plasterbands around doors and windows including copings for parapet walls etc. where necessary.
- The use of Stone cladding in public open areas and garden walls (in certain instances) to reference historic District 6.
- Proportions The use of vertical proportions for windows and the careful design of the facades in terms of the cape vernacular.
- Buttress walls (reference to cape vernacular)
- Units located close to the site boundary to create a sense of space.

These measures have resulted in a design that recalls the historic fabric successfully, without reproducing it. The end result is clearly a contemporary expression of an historic aesthetic.

10.5.2 Historic Streets

The proposed Phase 4 development will see the formation of large east-west platforms running along the contours, with the road network being generally aligned to the contours, while roads with gradients steeper than 25% have been avoided as they are not workable for a single residential development of this nature.

The proposed street grid aligns with the historic grid as far as possible, while accommodating vehicular movement lanes and on-street parking, as well as articulating with the reinstated streets of Phase 3. Old Hanover Street, which was reinstated as part of the Phase 3 development, will be extended through this development, although it will be entirely residential in character.

Figure 65. Phase 4 layout showing reinstatement of historic street grid, adapted to accommodate vehicular movement and on-street parking, and reuse of historic street names (RSA, 2022)

Other streets within the development area will reflect the historic street grid as far as is possible within the restrictions pertaining to modern road design and traffic measures.
While Dover and St Leger will not be reinstated, newly created roads will be named after these streets, such that the central north-south road will comprise Upper Dover and Lower Dover, while the road to the west of the POS will be named Dover, and to the east will be named St Leger (Figure 65).

The proposed street blocks are approximately 29.5 meters deep, and are splayed so as to focus visual interest on the corner, and to emphasize the importance of pedestrian movement around the corner.

The proposed road reserves are pinched at the throats of intersections to add interest, and to create 'urban rooms'. In addition, the road reserves are deliberately not uniform or straight, so as to accommodate on-street parking, while maximising each block.

A turning circle is provided at the end of Old Hanover Street to accommodate refuse trucks. Due to space constraints, a hammerhead turning shunt is provided at the end of Plymouth Street to accommodate refuse trucks there.

Raised and paved intersections are provided to calm traffic, thereby making more pedestrian-friendly environments, and pavements will be wide, shaded by evergreen trees, and provided with pause spaces (Figure 66).

The fabric of the historic streets, where this persists, will not be retained in situ, and streets will be rebuilt from modern materials; the exception to this will be the reuse of granite kerbstones retrieved from the site during archaeological monitoring and site clearance. The use of interlocking pavers on pavements and within roadways serves to recall the diversity of the historic materiality of District Six streets. Such pavers will be utilised around the central POS both as a traffic calming and safety measure in that area and as a memorialisation of the cobbled cross streets of historic District Six..

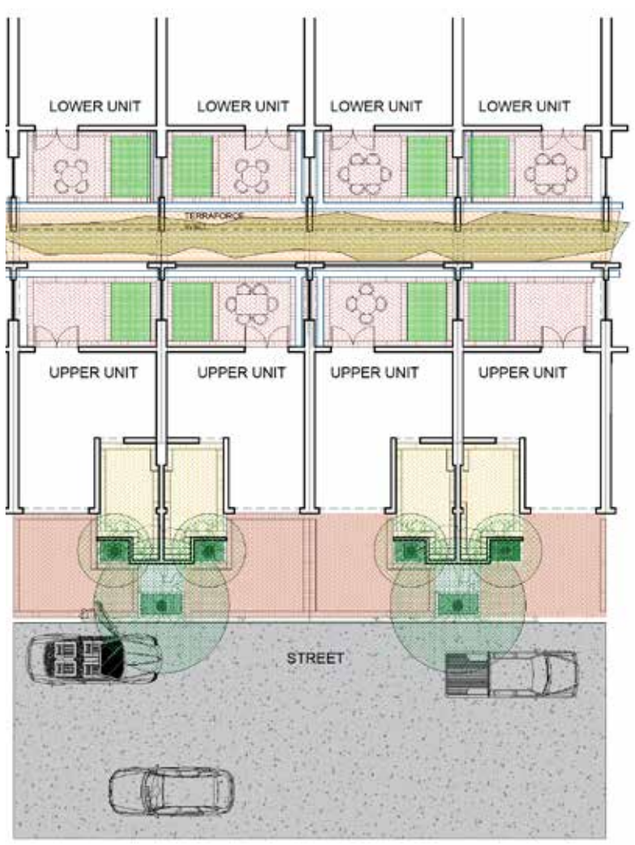


Figure 66. Proposed materiality of streets, and provision for greening (D6-ADE-JV, 2022)

10.5.3 Street Interface

Positive street interface, and transitional spaces between private and public realms is a noted and celebrated feature of historic District Six. The proposed design seeks to recreate this through

- Low garden walls with a gated entrance.
- Pergolas and front stoep.
- Front and back gardens.
- Overlooking windows on the streets and public open spaces.

A major issue with regard to the creation of positive street interfaces arises in relation to the provision of parking, which was historically not an important part of District Six development or layout. It is recognised that garages at ground floor sterilise the street environment and make it feel unsafe, while on street parking cannot accommodate sufficient numbers of vehicles and is itself a security risk.

In the Phase 3 development, parking was provided within perimeter blocks, resulting in a reduction in the number of houses that could be accommodated on the development parcel.

The intention in Phase 4 is to create carport/garage spaces on the ground floor of each unit, with a degree of flexibility in the design such that the space could be repurposed as a shop, flatlet, workshop, or similar. While this configuration will necessarily inhibit positive street interfaces somewhat, the design has sought to mitigate this through several measures that avoid the creation of long sections of street with no active frontage, including;

- Provision for single garage carports only;
- Recessing the carports and foregrounding, the articulated, projecting entrance and low walled front garden, to balance the garage element;
- The location of carports downslope of entrances on cross streets, to reduce their visual prominence.

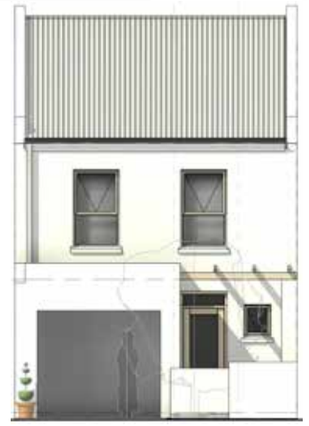


Figure 67. Various depictions of the configuration of the garage / carport spaces within the row (top) and corner houses (above) and the resulting streetscape (right) (D6-ADE-JV, 2022)

- The provision for flexibility within the design of units will permit the reuse of the carport spaces for alternative purposes, and / or the expansion at first floor over the space, introducing greater variety to the street edge;

Figure 68. Possible configurations of future modification and expansion of units at ground floor (top left), first floor (bottom left), and shown in 3D (above) (D6-ADE-JV, 2022)

10.5.4 Retaining Walls

Retaining walls of between 1m and 5.2m high are required to create the platforms to accommodate the current unit size and typology; only three units will require the highest retaining walls. These retaining walls will be constructed using "Terraforce -rock face" concrete retaining blocks laid either vertically or at an angle, with the 70° angle the preferred option.

Many design iterations and extensive consultations between the engineers, specialist product consultants and the landscape architects have culminated in concept designs that will ensure that these walls are structurally sound and broken up and landscaped as much as possible to minimise visual impacts.

Extensive retaining walls were identified on Phase 5 during site clearing there (RSA, 2020) and, as such, are not new features in District Six. The sheer size and scale of these, however, is without historic precedent, and is a necessary engineered compromise to accommodate the requisite number of unit and, the desired house typologies within the layout stipulated in terms of the court order.

The degree of slope of the preferred option allows for maximised garden space without compromising light and privacy for the properties where they share back yards, and the terraforce blocks allow for the creation of green, living walls that enhance the lived experience for residents. Only 1.7% of the units will receive the larger retaining walls of c.5m, and most will be considerably smaller than this.

The streetscapes are not affected by the retaining walls as the enclosing perimeter structures obscure the view of them from the street.

SITE PLAN
Scale 1:500

WEST ELEVATION
Scale 1:200

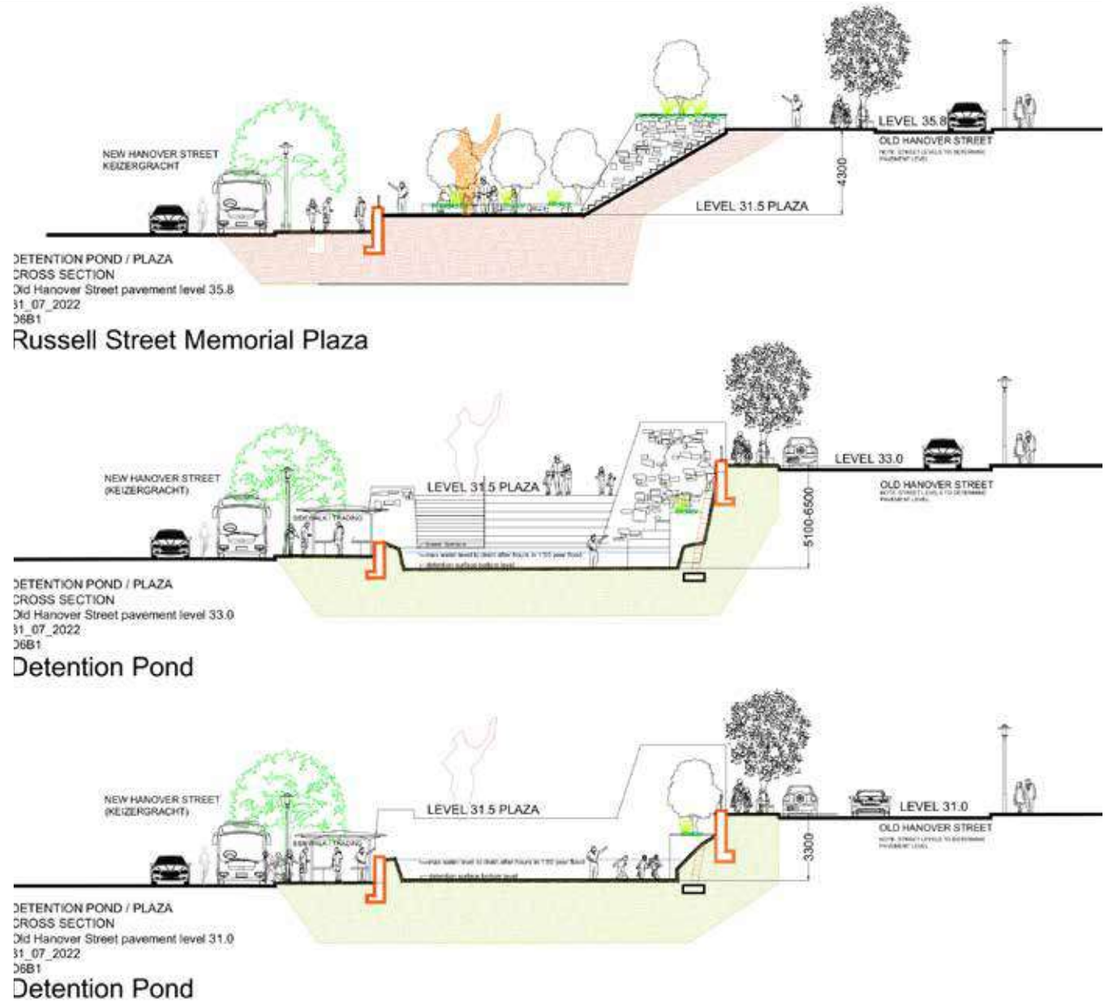
NORTH ELEVATION
Scale 1:200

Figure 69. Perspective view of the proposed retaining walls between units (top), plan of retaining walls within single urban block (top right), and street elevations showing low visibility of walls from street (below)(D6-ADE-JV, 2022)

10.5.5 Detention Ponds

Detention ponds are recognised as one of the most effective techniques to enable urban stormwater drainage systems to significantly reduce and manage stormwater runoff, attenuate flood peaks and to trap litter and silt. These ponds can take the form of vegetated depressions or basins, concrete lined ponds, or sports fields, and are typically dry except after a storm event, and can thus serve as valuable, multi-functional venues within the built up, urban area. The proposed detention pond has been identified as the best means of complying with the relevant City of Cape Town stormwater management policy.

The location of the detention pond along New Hanover has two negative outcomes: it reduces the space available for densification along the important commercial spine of New Hanover, and it introduces an element that is foreign both to historic District Six and to the modern urban environment. Mitigation has been achieved through the increase of the size of the western pond such that the need for the eastern pond has fallen away; this space will now become available for development in the future. Further to this, the possibility of making the western pond a usable, multi-purpose space, at all times except when flooded, offsets both of these negative impacts by adding further public open spaces that can be used for a variety of purposes and will enhance the neighbourhood.



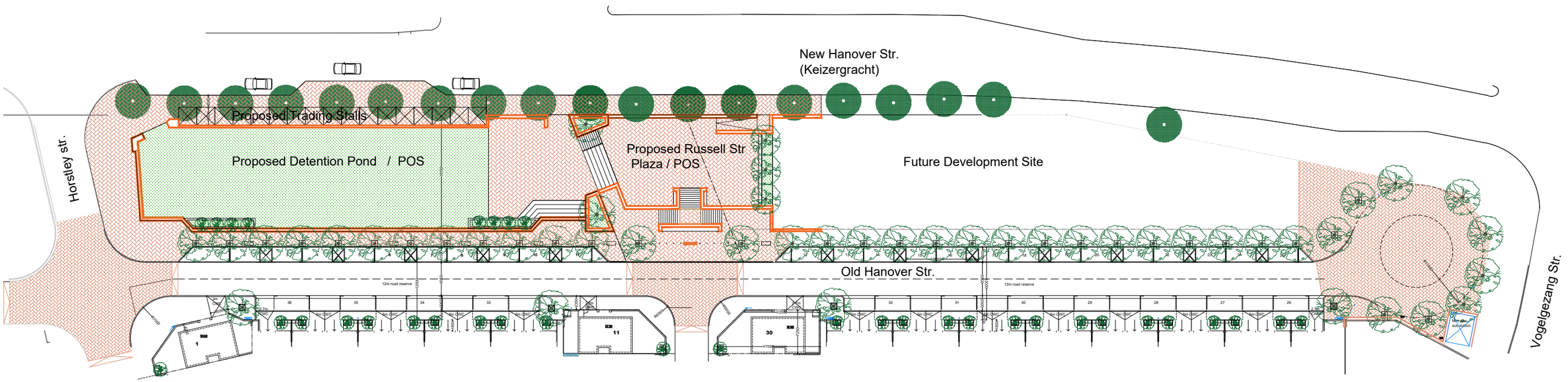
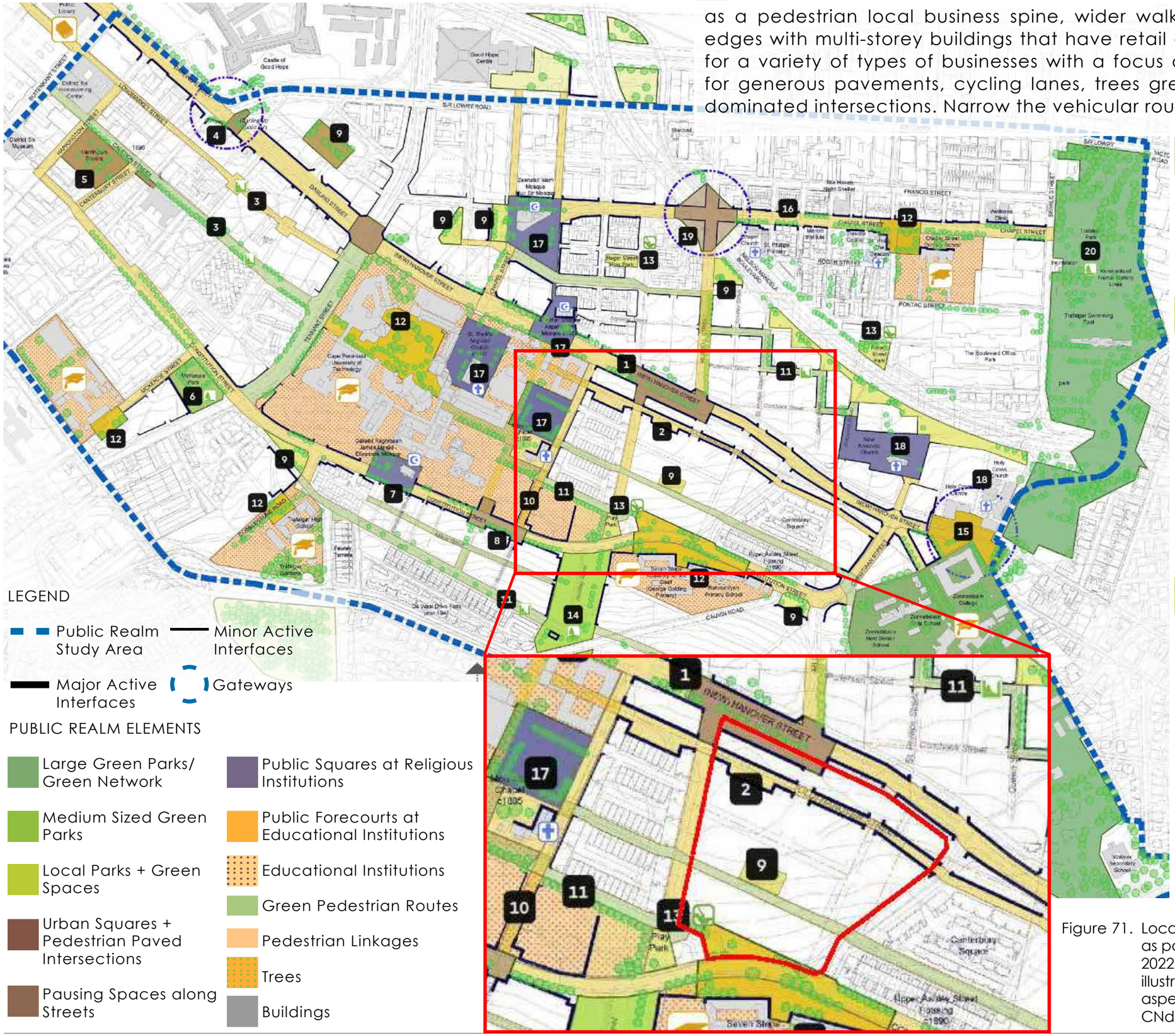


Figure 70. Plan and section of the proposed detention pond, designed as a shallow, level area that can be used as a kickabout and/or multi-function public open space, with the land east of Russell Street Plaza retained for future development (D6-ADE-JV, 2022)



1 NEW HANOVER STREET

as a pedestrian local business spine, wider walkways, slower traffic and active edges with multi-storey buildings that have retail at street level. Ensure it provides for a variety of types of businesses with a focus on small scale enterprises. Allow for generous pavements, cycling lanes, trees green space and safe pedestrian-dominated intersections. Narrow the vehicular route to 2 lanes for vehicle calming.

2 OLD HANOVER STREET

to be celebrated as the historic spine, this space can tell the story of District Six. It should be a pedestrian oriented space with a focus on retail at street level.

9 SMALLER GREEN SPACES WITHIN DISTRICT SIX

small parks and spaces to be dispersed throughout the neighbourhood to ensure that everyone has access to green space within walking distance. These spaces provide for everyone: children, mothers, the elderly and anyone wishing to access smaller green spaces within their neighbourhood.

13 PLAY PARKS

small play parks provide people with safe and child-friendly spaces. There are currently a couple of play parks that should be maintained, managed and upgraded where necessary. Additional small play parks will be needed to support returning residents to the area.

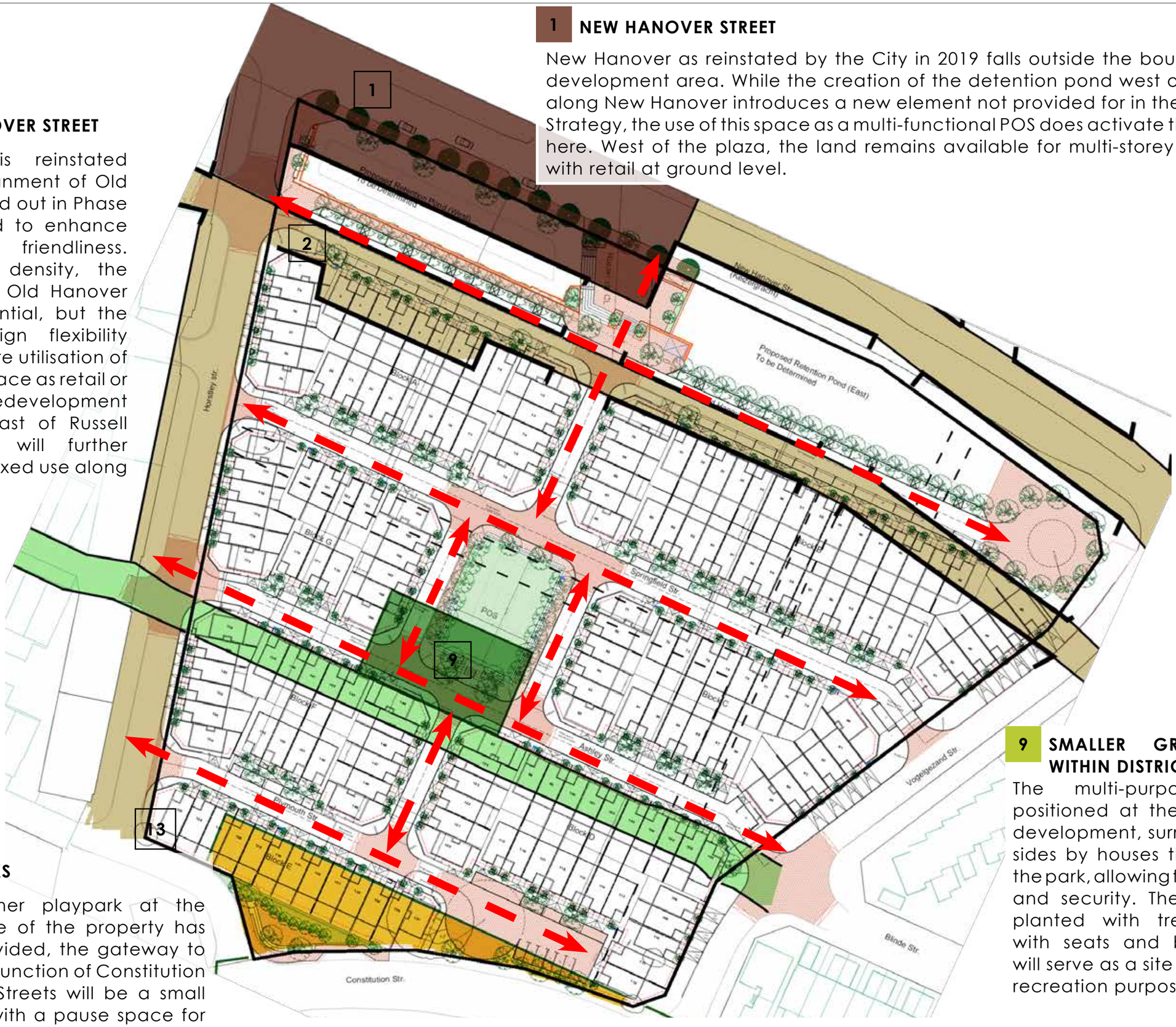
Figure 71. Locating Public Spaces Graphic produced as part of the Public Realm Strategy (CoCT, 2022); INSET: overlay of Phase 4 boundary illustrating intersections with nodes and aspects of the Public Realm Strategy (after CNdP, 2022)

1 NEW HANOVER STREET

New Hanover as reinstated by the City in 2019 falls outside the boundaries of the development area. While the creation of the detention pond west of Russell Plaza along New Hanover introduces a new element not provided for in the Public Realm Strategy, the use of this space as a multi-functional POS does activate the street edge here. West of the plaza, the land remains available for multi-storey development with retail at ground level.

2 OLD HANOVER STREET

This street is reinstated along the alignment of Old Hanover as laid out in Phase 3, and paved to enhance pedestrian friendliness. To maximise density, the properties on Old Hanover are all residential, but the built in design flexibility allows for future utilisation of the carport space as retail or similar. The redevelopment of the site east of Russell Street Plaza will further .provide for mixed use along Old Hanover.



13 PLAY PARKS

While a further playpark at the southern edge of the property has not been provided, the gateway to the site at the junction of Constitution and Horstley Streets will be a small open space with a pause space for people waiting for public transport.

9 SMALLER GREEN SPACES WITHIN DISTRICT SIX

The multi-purpose POS is positioned at the heart of the development, surrounded on all sides by houses that front onto the park, allowing for surveillance and security. The park will be planted with trees, provided with seats and benches, and will serve as a site for leisure and recreation purposes.

Figure 72. Alignment with Draft LSDF and Public Realm Strategy (RSA, 2022)

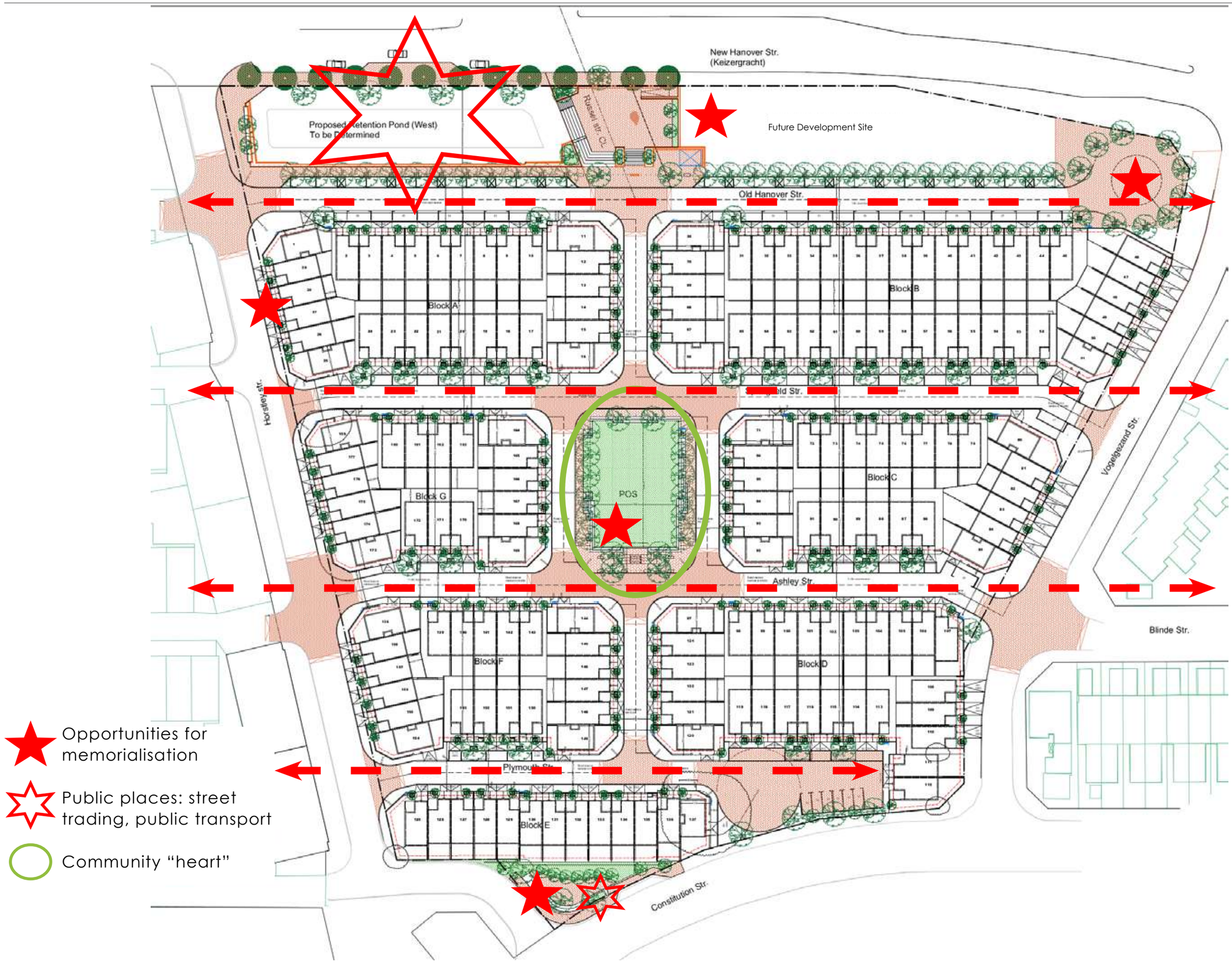


Figure 73. Opportunities for implementation of the Public Realm Strategy within Erf 177646 (CNdP, 2022)

10.5.7 Compliance with Indicators

	COMPLIES	COMMENT
Architectural Indicators		
Structures to be restricted to two storey units.	Yes	This has been done, in compliance with the wishes of the Verified Claimants.
Scale and massing should be of a 'human scale' and reflect the fine grain of historic District Six.	Yes	This has been achieved.
Building walls, punctuated with windows, define the street edge.	Yes	This has been achieved.
Encourage active street frontages.	Partly	The provision of parking on the street edge necessarily creates some dead space, but this has been mitigated by the activation of the front garden and yard areas, and the provision of carport spaces that can be utilised for purposes other than garages, e.g. small-scale retail activities.
Stoeps act as transitional spaces.	Partly	Stoeps have not been created due to the configuration of the carport and front garden, but these front gardens will act as transitional spaces, enhanced through hierarchy of space delineated by steps, levels and walling.
Building proportions should allow for houses to define the streetscape.	Yes	This has been achieved.
Building lines should be along property lines at street edges.	Yes	This has been achieved.
Structures should share common building lines, massing and scale.	Yes	This has been achieved.
Structures should have uniform depth and width.	Yes	This has been achieved.
Typologies on urban block corners should display variation from the row houses.	Yes	This has been achieved through the creation of a separate typology for corners that celebrates those spaces.
Roofscapes should serve as visually unifying within this parcel and across the wider development area.	Yes	This has been achieved through the provision of one of a limited selection of roof forms, and will be carried over to Phases 5 and 6
Building materials should be utilised to lend unity and continuity within this parcel and across the wider development area.	Yes	This has been achieved, and will be carried over to Phases 5 and 6.
Townscape/Urban Indicators		
Reinstate and respect the historic street grid.	Partly	This has been achieved through the reinstatement of the grid, although the alignments of the roads have been shifted to align with the Phase 3 development and accommodate traffic safety requirements. Roads have been renamed after their closest historical predecessors.
Design streets as social spaces.	Yes	This has been achieved through the creation of generous, shaded pavements.
Memorialise the materiality of cobbled streets..	Partly	Pavers have been used throughout the development to recall the historic materiality of the cobbled streets. Of the originally cobbled streets, Springfield will be reinstated in tar, while portions of Dover and St Leger will be paved with interlocking pavers that will serve as visual reminders of historic road surfaces.

Reinstate mixed-use nature of Old Hanover.	Partly	The retention of the area east of Russell Street for future development will facilitate the introduction of mixed use properties there, while the utilisation of the detention pond for various purposes will further contribute to enlivening and diversifying this street.
Old Hanover to be pedestrian oriented.	Yes	This has been achieved through the utilisation of traffic calming measures and the provision of shaded, paved pedestrian-friendly pavements.
New Hanover should be a local business spine.	Partly	The retention of the area east of Russell Street for future development will facilitate the introduction of mixed use properties there, while the creation of informal trading along the New Hanover street edge of the multipurpose detention pond will further contribute to enlivening this street.
New Hanover to prioritise pedestrians.	Partly	New Hanover falls outside the development area, and pedestrian elements beyond the treatment where it falls within the ambit of this development cannot be determined. The provision of informal trading along the New Hanover edge of the detention pond will, however, encourage pedestrian use of the road..
Small streets should act as public spaces through provision of pausing spaces, street furniture etc.	Yes	This has been achieved, particularly in the vicinity of Russell Street Plaza and around the central and Constitution Street Public Open Spaces.
Make provision for public parks and multi-purpose public spaces	Yes	This has been achieved through the creation of the central POS, the Constitution Street gateway POS, Russell Street Plaza and the multipurpose detention pond.
Safeguard important vistas and protect views	Yes	This has been achieved through the limited height of the proposed development, the stepped platforms for construction, the creation of the north-south streets that allow for mountain and sea vistas, and the provision of various platforms and pausing areas in the central POS and Russell Street Plaza that have views towards the City, harbour and mountain.
Parking requirements to be provided for through safe on-street parking and internal parking courts or at rear	Partly	Some on-street parking has been provided. The bulk of parking, however, has been provided for within the footprints of the buildings, and on the street frontages. This arrangement complies with the claimants requests for safe and adequate parking while realising the greatest possible density to accommodate the existing claimants and possible future claimants. The carport spaces are multi-functional and can be used for alternative purposes should the need arise.
Social Indicators		
Houses should be appropriately sized for comfortable living	Yes	This has been achieved through flexible design that allows for expansion out over the carport space, and the repurposing of the carport space to other uses.
Mixed, intergenerational living should be accommodated	Yes	This has been achieved through the provision of generous living spaces that are adaptable to differing needs. The flexibility of design, which allows for repurposing the carport as a ground floor unit, as well as the limited height of the structures facilitates universal access .
The design of the house should consider community surveillance	Partly	While stoeps are not provided for, community surveillance is achieved through street fronting apertures, low-walled front gardens, and the orientation of all buildings around the central POS towards that space.

Street surveillance and social interaction facilitated by positive transitional spaces between private and public	Partly	While stoeps are not provided for, low-walled front gardens, and the possibility of repurposing carports to other activities such as shop spaces or similar provide for such transitions.
Make special provision for pedestrian usage through the provision of safe streets, traffic calming measures, wide pavements, raised intersections, tree planting etc	Yes	This has been achieved, and will be enhanced through the delineation of pedestrian priority in paved streets.
Memorialisation should happen across the development area, through signage, community art and place making linked to historic people, features and events	Partly	It is intended plaques, community art and other forms of memorialisation will be undertaken, with installations at sites linked to significant structures, people or events, as well as at Russell Street Plaza, the central POS and similar public sites.
Archaeological Indicators		
Areas identified as potentially holding significant archaeological sites, features or material should be subject to intensive monitoring	Yes	This is stipulated as a condition in terms of the S35 permit for the development.
These sites are: - 17-23 Blythe Street; - 273-297 Hanover; - AME Church and Bethel Institute Site; - Avalon Cinema	Yes	This is stipulated as a condition in terms of the S35 permit for the development.
The remaining areas of site will be monitored with routine assessment to determine whether any remains are sufficiently significant to warrant further recording in situ, or if material warrants archaeological intervention beyond recording and sampling	Yes	This is stipulated as a condition in terms of the S35 permit for the development.
Should significant, intact, in situ deposits be encountered, these could warrant excavation	Yes	This is stipulated as a condition in terms of the S35 permit for the development.
The granite kerbstones should be retained for reuse as far as possible	Yes	This is stipulated as a condition in terms of the S35 permit for the development.
If human remains are uncovered, work must cease until the project archaeologist and HWC have been notified, the significance of the material has been assessed and a decision has been taken as to how to deal with the findings	Yes	This is stipulated as a condition in terms of the S35 permit for the development.

11.0. PUBLIC CONSULTATION

Public consultation was undertaken in line with the HWC regulated requirements for Public Participation. Site notices were erected on site, a copy of the report was lodged at the Cape Town City Library and District Six Museum, and notices were placed in the Cape Times and Die Burger on 5 August 2022, and the People's Post (Cape Flats circulation) on 9 August 2022 (Annexure J).

The following Conservation Bodies, I&APs and authorities were advised of the availability of the report for public review and comment (Annexure K):

- District Six Museum
- District Six Reference Group
- District Six Working Committee
- Reclaim the City
- Ndifuna Ukwazi
- CIBRA
- CIFA Heritage Committee
- City of Cape Town Environmental and Heritage Management
- SAHRA

No public comments were received, nor were comments from the District Six Reference Group, District Six Working Committee, Reclaim the City or Ndifuna Ukwazi, although the latter posted about the availability of the report to their Facebook page on 8 August 2022; the only comment arising from that post was a query regarding the authorship of the HIA.

CIBRA responded on 5 September in support of the application (Annexure L).

The application was uploaded to SAHRIS on 8 August, and SAHRA comment was issued via email on 13 September indicating support for the proposal (Annexure M). CIfA responded on 7 September (Annexure N). The City of Cape Town responded on 7 September (Annexure O). All comments received pertaining to heritage issues are captured and responded to below.

The District Six Museum responded on 14 September with a note related to a proposed change to the wording of the Social History study; as this does not affect the proposal, the comment is provided in the annexures but not responded to in the table below (Annexure P).

	COMMENT	RESPONSE
CIfA	**GENERAL**	
CIfA	The proposed phase 4 development is a positive step towards the restitution of the District Six claimants. That in itself is the most positive aspect of this project. The HIA is thorough and has identified all the positive and negative impacts.	Noted
CIfA	The design complies by and large with most of the heritage indicators, and the development as a whole can be supported by the Heritage Committee.	Noted
CIfA	In the assessment of the HIA and subsequent proposals, the Committee focusses on the elements that will contribute most to the creation of a vibrant and safe neighbourhood, reminiscent of the historical District Six. The creation of safe, pedestrian oriented streets, public spaces for young and old to occupy with good surveillance of the public realm will be critical to the success of this development.	Noted
CoCT E&HRM	E&HM notes and supports the assessment, findings and recommendations of the comprehensive HIA and accompanying documents and agrees that the heritage indicators (established throughout a number of planning processes) have largely been adequately adhered to.	Noted
CoCT E&HRM	The proposed built form and architectural language, which includes 'recognisable Cape forms' based on gabled walls and pitched corrugated roofs or flat roofs with copings, punctured vertical openings and the positioning of structures close to site boundaries, is supported.	Noted
CoCT E&HRM	Although a higher density development would have been preferable as a response to the site's location close to the CBD, it is accepted that the proposed townscape has been directly influenced by the preferences of claimants in order to re-establish a street character and scale similar to what once existed.	Noted

	ACTIVE STREET FRONTAGES AND STOEPS:	
CIfA	The various indicators (architectural, townscape and social) emphasised the importance of the street interface. The loss of the traditional stoep as an active interface between the house and the street due to the requirement to provide carports will have a significant impact on the character of the new development.	The scheme provides a front porch for each unit, while historically not every house did have a stoep.
CIfA	In most of the units there will be no rooms on the ground floor facing the street, only the entrance door and window on the staircase. The only available on-street parking will be in front of the garden, thereby reducing surveillance even further. Actual visual surveillance would only be from the first floor bedrooms 2 and 3 (i.e. not the main bedroom).	In addition to each house having a partial stoep, front gardens are slightly elevated from street level, allowing for improved surveillance.
CIfA	The requirement by the claimants that parking should be provided on-site created an almost impossible scenario for the architects to deal with. One possible way to mitigate this would be to convert the concrete roof of the garage into an accessible balcony - something alluded to in the document, although the idea was for the residents to do it themselves at a later time. We believe it should rather be incorporated as part of the project from the start.	The possibility of providing this is currently being explored and costed by the design team. Outcomes of this analysis will be submitted to HWC for consideration as part of further detailed design development.
CoCT E&HRM	The introduction of carports/ potential garages and the impact that this will have on the streetscape character and activation The positive HIA assessment and the mitigation measures in this regard are noted. The HIA states that the interface between the public and private realm will further be enhanced as the development matures and people adapt their properties through expansion at first floor. It is however recommended that further consideration be given to the upfront design and construction of the carport roof spaces as decks, accessed from the upper level of the units. This will assist in further mitigating the lack of larger house frontages and stoep spaces along the streets by contributing to street activation/ passive surveillance.	The units have been designed with very active street frontages comprising front gardens and partial stoeps/porches. It is foreseen that modification of individual units will increase variety and enliven frontages further through time.
	NEW HANOVER ST LOCAL BUSINESS SPINE:	
CIfA	The importance of New Hanover Street as an economic spine/high street connecting into the city centre has been emphasised several times throughout the document (and as the Mammon/le Grange and subsequent studies have consistently shown it to be). The placement of the detention pond and the treatment of its edges (4.5 - 5.2m retaining walls) proposed here could irrevocably undermine the intended character of this street. As a multi-purpose space we believe it does not have adequate surveillance to make it a safe and positive space, being lower than New Hanover Street level with a 5 to 6m high retaining wall between it and Old Hanover Street. We do not believe there will be adequate surveillance from vehicles driving past, and virtually no surveillance from the residences. We suggest a more considered urban design analysis needs to occur along this edge, to properly think through how the space will be experienced, how it will perform in the often-windy conditions, and how it will reinforce the intended active, urban and high street character of New Hanover Street.	Noted - redesign of the detention pond is being investigated in order to address these concerns, possibly through removing parking bays and reducing the embankment along Old Hanover. Any efforts to ameliorate the pond are, however, necessarily frustrated by the City requirements in terms of their stormwater management policies.
CoCT E&HRM	New Hanover Street as mixed use activity street / impact of retention pond If, as appears to be the case, there is no option of omitting the remaining western retention pond from the proposal, sufficient design detail needs to be provided to ensure the optimal functionality of this a quality public space, when not flooded. The space should appropriately respond to the future spatial character of Old and New Hanover Streets as activity streets/ memorialisation space with a strong pedestrian emphasis.	Further design development is being undertaken, subject to feasibility. Final plans will be submitted to the City as part of the LUMS submission

CoCT E&HRM	Related to the above is the need for clarity regarding the future form of development on the block along New Hanover Street and how this will enable a vibrant and active place of business, opportunity and residence. E&HM is supportive of the design team's recommendation of a 4 storey height limit in this part of New Hanover Street (for the future development parcel east of the proposed Russel Street plaza) to sensitively respond to the low rise residential fabric proposed on 177646	The development of this parcel is outside the scope of this development, but the comment is noted.
	FURTHER REQUIREMENTS:	
CoCT E&HRM	In order to address some of the above concerns, it is suggested that the recommendations include a requirement for a detailed landscape plan, which is to be submitted as part of the CCT land use application. This landscape plan must inter alia provide detail on the following: - The design of the detention pond as a multi-purpose public space; - The retention of existing trees along Constitution Street and New Hanover Street; - Indication of new street tree planting in addition to the proposed planter boxes on residential erven; - The design of the proposed central open space, indicating mitigation of the high retaining walls/ visual connections into the space; - The treatment of Old Hanover Street and the use of pavements, signage, memory markers, public art interventions, landscaping etc. to relate to its socio-historic significance.	Noted - a Landscape Plan will be compiled and submitted to HWC for consideration, and included with the LUMS application.
CoCT E&HRM	Although all the recommendations are supported in principle, some of the implementation aspects and timelines for further action regarding socio-historic significance and impacts are unclear, e.g. the HIA states that Old Hanover Street can be developed as a commemorative route, reflecting the historical local activity spine. Does this form part of the current implementation phase? Similarly it is not clear how the recommendation to re-integrate the memories of places that were destroyed into the development plans is provided for, e.g. the intention to memorialise significant names and places through signage boards etc.	A provisional allowance has been made for the inclusion of some memorialisation elements in the development, but the specific design, nature and position of this has not yet been determined.
CoCT E&HRM	A further recommendation / suggestion is that a set of basic design guidelines, based on this submission, be formalised to guide future built form adaptations as typical scenarios such as the raising of boundary walls, extensions above carports etc. directly relate to street activation, surveillance and built form character.	Noted - the feasibility of such guidelines will be discussed further with the City.
	CONCLUSION:	
CIfA	Notwithstanding the above concerns raised, the Committee supports the development in principle in the interest of not causing any further delays in the restitution process.	Noted

12.0. UPDATED DESIGN PROPOSAL (SEPTEMBER 2022)

Further updates were made to the design proposal responding, in part, to comments received from the public participation process, but also to changes requested by the client. As these latter changes are in respect of finishes, rather than extensive design revisions, it was deemed unnecessary to send the updated proposal out for further public comment.

12.1. Garages

In order to provide secure parking for residents, garage doors are to be fitted onto all the carport spaces. This is in line with the Reference Group's requests, and seems the most likely use of this space for most residents. While the possibility of altering the spaces into flatlets, workshops or similar remains, providing doors as the basic configuration not only ensures the safety of parked vehicles, but also allows for the space to be utilised for storage, while neatness of finish can be also ensured through the provision of doors in a uniform style and limited range of colour choices.

Figure 74. Updated street views showing garage doors (D6 ADE JV, 2022)

TYPE 1A

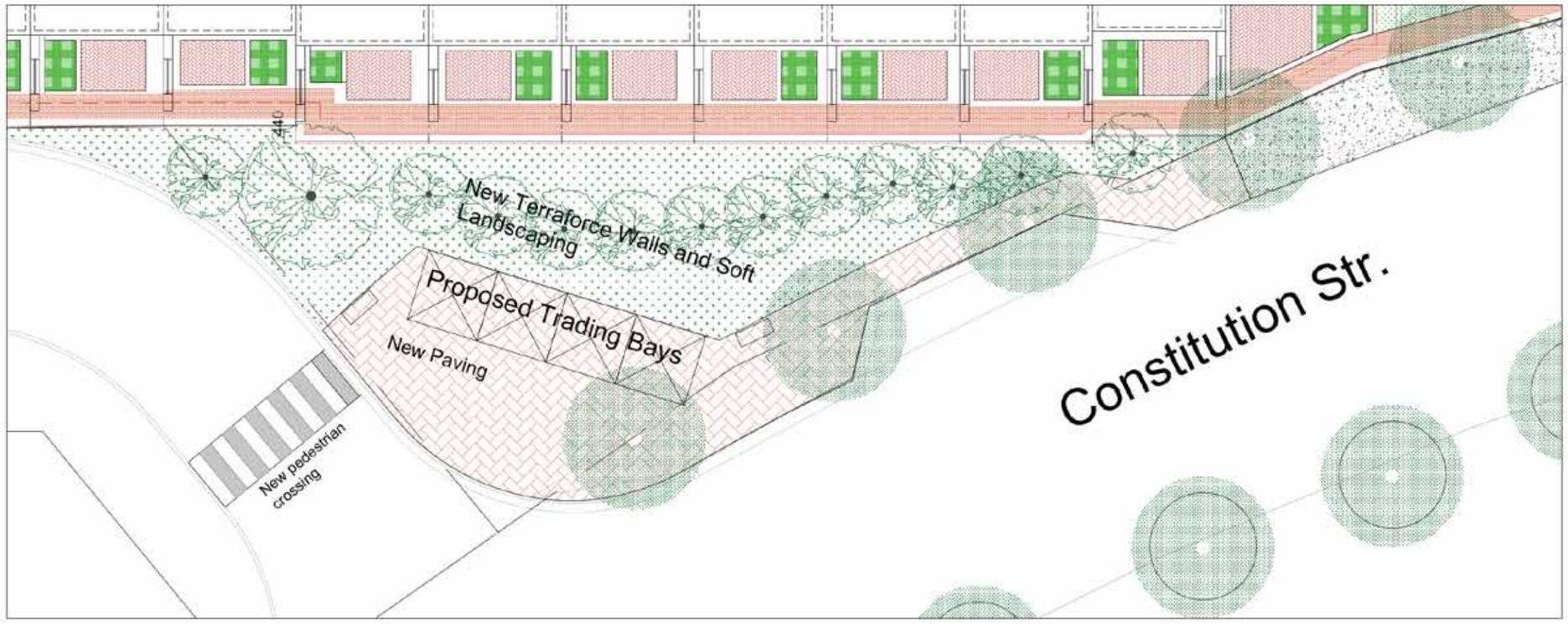
TYPE 1B

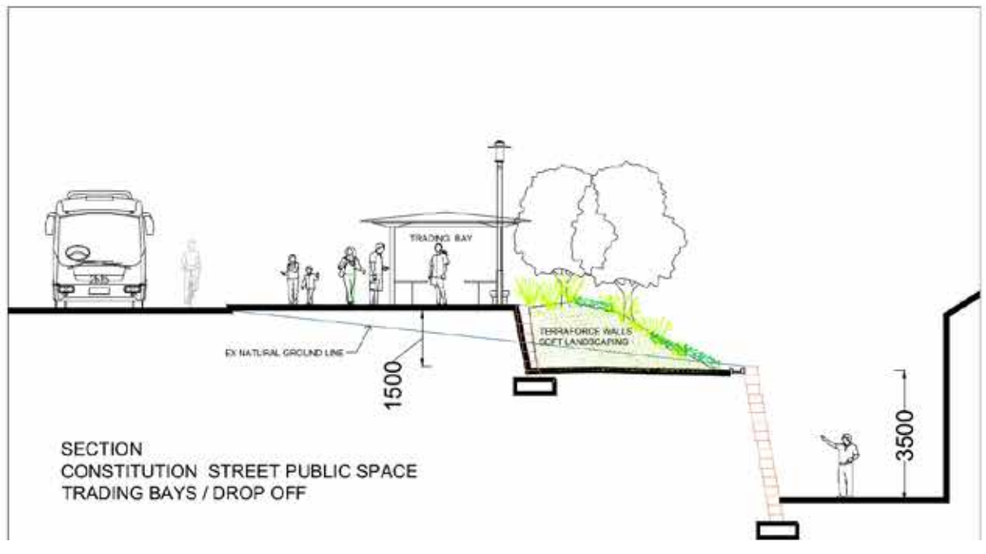
TYPE 2

Figure 75. Updated ground and first floor plans, and front and rear elevations of Types 1A and 1B and Type 2 showing garage doors (D6 ADE JV, 2022)

12.2. Public Open Space

Minor changes have been made to the POS along Constitution Street. Here the proposed amphitheatre seating arrangement has been reconfigured to allow for kiosks for informal trading.





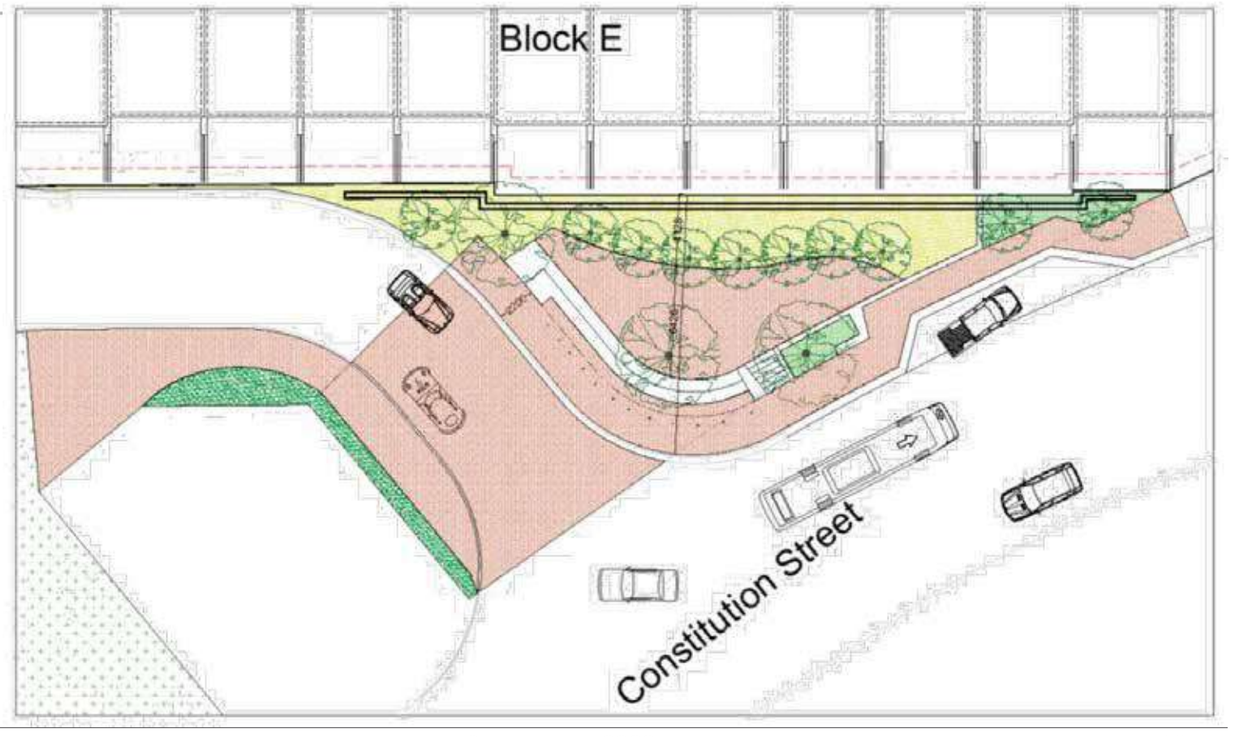
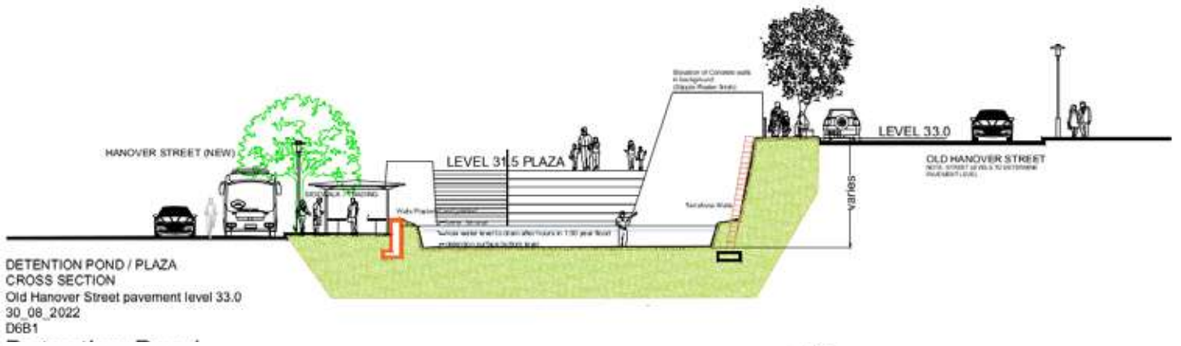
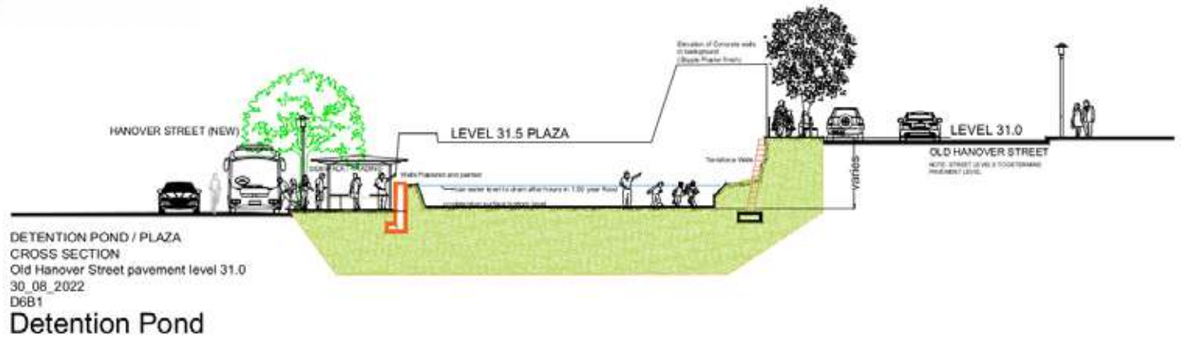


Figure 76. Updated Constitution Street POS providing spaces for informal trading kiosks (above), with the original layout (right) for comparison (D6 ADE JV, 2022)

12.3. Detention Pond

The finish of the detention pond has been changed from stone cladding to terraforce and off-shutter concrete with stippled finish.





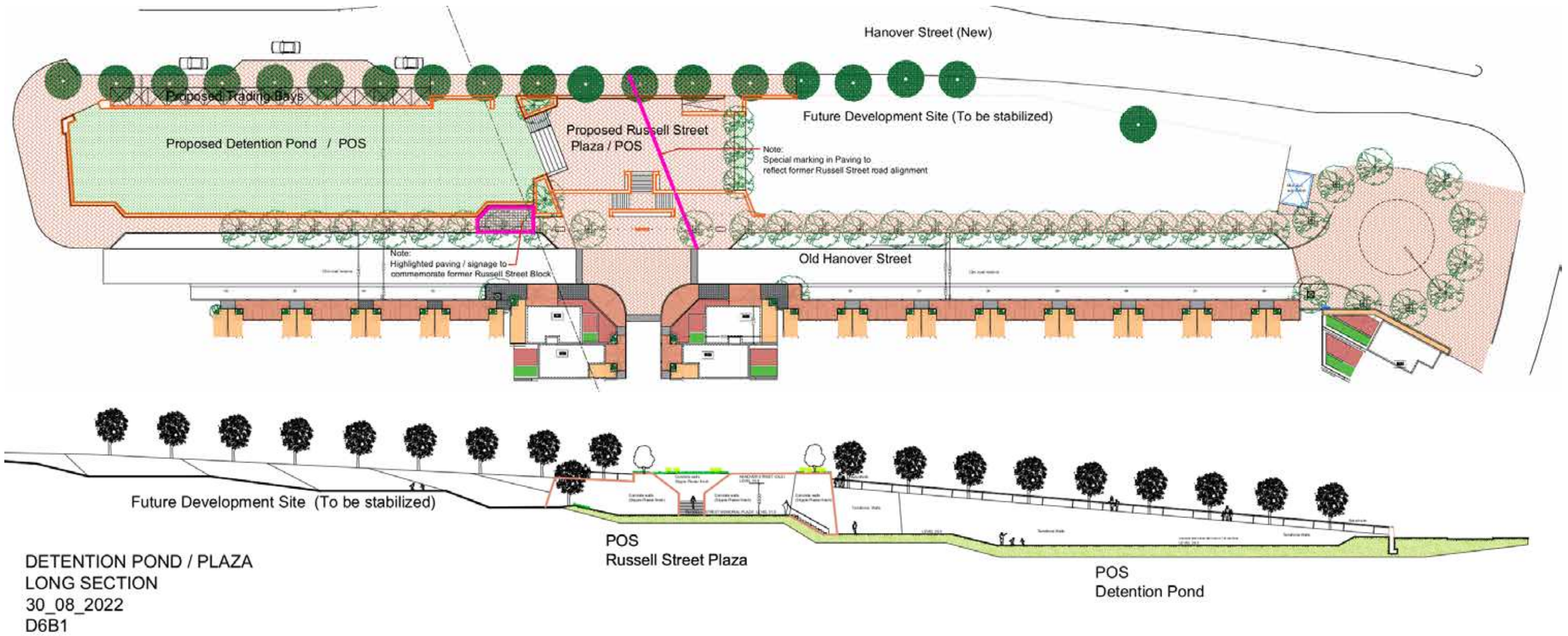


Figure 77. Updated detention pond plan and sections showing the change in finish (D6 ADE JV, 2022)

13.0. CONCLUSIONS

Archaeology:
The proposed development will likely lead to the complete destruction of all archaeological material on site in order to accommodate the court ordered number of units and proposed layouts. As such, mitigation will be required to record, describe and/or sample such features, sites and material as warrant mitigation.

In order not to effect further delays, it is proposed that mitigation be achieved chiefly through monitoring , with intensive, continuous monitoring proposed for areas of likely high heritage sensitivity, and less intensive monitoring for the remainder of site. While road surfaces cannot be preserved, kerbstones will be collected and retained for reuse wherever possible.

It should be noted that the archaeological process has been undertaken as a Section 35 application concurrent to, but separate from this AIA to allow site levelling to proceed independently from plans approval. A permit for this work was approved at the HOMs meeting of 27 June 2022.

Social History:
This parcel of land contains the memory of several significant features of historic District Six, although almost the built environment was levelled during the forced removals. Significant features that warrant memorialisation through the design development process and outcomes of this project include the character of Hanover Street; the textures, alignments and names of old streets, and the memory of places of worship, education and cultural significance destroyed. Place making should also include the enhancement of historic links to the sea and mountain as well as the wider City.

Memorialisation without active community engagement and ongoing consultation, however, renders such processes futile and meaningless.

Visual Impacts:
Despite the unique sense of place and heritage significance of District Six, the creation of an urban scape that is two-storeys, medium-rise and comprised of duplex row and terrace housing around a central open space, in line with the wishes of the verified claimants, has served to limit the visual impacts of the proposed development.

The overall visibility of the of the proposed development is low, and largely limited to a radius around the site of approximately 500m. The overall Visual Exposure (VE) is considered to be low and the Visual Absorption Capacity (VAC) is between high and moderate whereby the proposed development could be effectively 'absorbed' into the receiving environment. The visual sensitivity of the area is considered to be moderate to high due to its located in a highly significant heritage resource area and at the same time is surrounded by significant HPOZs. The visual sensitivity of the receptors is considered to be high as it is located within a residential area and nearby important scenic routes. The visual intrusion is considered to be low as the proposed developments blends in well with the surroundings. As such, the anticipated visual impacts of the proposed development are likely to be of low significance without mitigation, with the most pronounced impacts within 250m from the site. The visual impact on the Eastern Boulevard and De Waal Drive scenic routes are anticipated to be of low significance.

Architecture:
The design of the proposed development has been guided by the express wishes of the verified claimants to return to an environment reminiscent of that they were forcibly removed from. As such, the architectural language is embedded in recognisable Cape forms, with gabled walls and pitched, corrugated roofs, or flat roofs with copings; plasterbands around doors and windows; walls punctured with vertical openings, and location of structures close to the site boundary to enclose the street space. A hierarchy of spaces has been utilised to allow for a natural progression from the public to private areas of the house, while stone cladding in public spaces will be employed as a visual reminder of the materiality of historic District Six.

Each house has been provided with a partial front stoep and a walled front garden to activate the street frontage.

Townscape:
The low-rise nature of the development, and the reinstatement of the historic District Six street grid will, largely, realise the wishes of the verified claimants to return to a neighbourhood that is reminiscent of the one they left.

Two new elements have been introduced, that are at odds with this familiarity. The provision for parking has been accommodated through the creation of garages at the front of properties and within the footprint of the building; possible negative impacts of this on street interfaces have been ameliorated through attention to the design of street frontages to maximise opportunities

for activation. This will be further enhanced as the development matures and people adapt their properties through expansion at first floor over the garage, or through repurposing and remodelling of the garage for other activities. The detention pond, the other new element, has been designed to provide a multi-purpose space while not under water, that will enhance the public amenities of the development, and activate that section of the site.

14.0. RECOMMENDATIONS

It is recommended that:

- This integrated HIA be endorsed as fulfilling the requirements of Section 38(3) of the NHRA (Act 25 of 1999)

- The following mitigatory measures be implemented to limit impacts to archaeological heritage resources:

1. The archaeologist is to debrief workers on site of the locations of sensitive areas, and instruct the machine operators to exercise due care in clearing the rubble overburden in those identified areas;
2. The archaeologist must monitor earthmoving in the areas where there is likely to be remaining fabric, these areas are:
   - Area of 17-23 Blythe Street (updated from 21-23 following further refinement of research as part of the HIA process)
   - 273-297 Hanover Street (updated from 273-284)
   - AME Church and Bethel Institute Site (updated from AME site only)
   - Avalon Cinema Block.
3. Workplans should be submitted that propose the archaeological methodology for mitigating each of those sites should significant, in situ material/features/fabric be encountered during site clearing;
4. Where significant, in situ material is identified during site clearance at these sites, work in that area should cease, and the monitoring archaeologist should notify HWC through the Case Officer;
5. If it is deemed necessary, systematic excavation should be undertaken to mitigate the site prior to its destruction, this should be initiated in terms of the workplans submitted;
6. All collected surface material, and securely provenanced material arising from systematic excavations is to be prepared and submitted to Iziko for curation and storage;
7. Granite kerbstones should be retained for reuse as far as is feasible;
8. Where feasible, to mitigate the loss of this historic fabric, the location, alignment and extent of historically cobbled surfaces should be memorialised through paving, rather than tarring those roads, and/or instating cobbled sections in paving or other surfaces;
10. If human remains are uncovered, work must cease until the project archaeologist and HWC have been notified, the significance of the material has been assessed and a decision has been taken as to how to deal with the findings.
9. A close out report should be submitted to Heritage Western Cape once all earthmoving and archaeological work on site is completed; a copy of this report is to be uploaded to SAHRIS.

- The following provisions be implemented to limit impacts to socio-historic significance:

10. The old street grid and street names of Phase 4 to be retained as far as possible

    This is already indicated within the development proposal of Phase 4.

11. Including cobbled street textures

    Using cobbles as a moment to bring in the former textures of streetscapes within District Six could be done within sections of paving along Old Hanover Street or within landscape design for public space and play areas within the development.

12. Old Hanover Street: Historical local activity spine

    Previously the heart of public life in District Six, Old Hanover Street can be developed as a commemorative route that provides a smaller scale streetscape than New Hanover Street. This street is recommended to be a pedestrian-dominated space which can serve to tell the story of District Six and the life that played out before it's traumatic demolition. Narratives of the past should be embedded within this public space using innovative use of pavements, signage, memory markers, public art interventions and landscaping that is community led. With a significant section of Old Hanover Street included within Phase 4, it is essential that the development responds to the memorialisation of the street.

13. New Hanover Street: vibrant local business spine

    New Hanover Street is seen as the future local business spine of District Six. In keeping with its historical associations there should be retail and mixed-use opportunities on street level, providing opportunities for social life and active edges facing onto the street.

14. The memories of places that were destroyed to be re-integrated into development plans

    The names, architectural and social histories of
    - religious institutions (AME Church)
    - schools (AME Bethel Institute and association to Ashley Street School and George Golding Primary - now Rahmaniyeh Primary)

- and places of cultural significance (i.e. The Avalon Cinema, the Avalon Record Store, and other businesses and memories of streets such as Isaac Ochberg Hall and the Eoan Group, the entrance to 'Fairy Land'…etc) within Phase 4 to be memorialised through signage boards, street paving, tree dedication/storytelling in line with community engagement.

15. Enhance connections and memories to the mountain, sea and city

Phase 4 as a section of District Six had a clear connection to Table Mountain, the sea and business district of the city. This was central to its identity as an urban neighbourhood. Both the natural and the built environment shaped its character and lines of connection to the places it surrounded. District Six was always part of a wider Cape Town City.

- The following provisions be implemented with regard to design, townscape and architecture:

16. While architectural design and forms are deliberately set up to be reminiscent of historic District Six, the urban rather than suburban nature of the architecture is to be foregrounded, particularly with respect to the street edges and urban interfaces;
17. The materiality of formerly cobbled roads should be remembered through the use of interlocking pavers instead of tar as part of the design of roads where appropriate and where City regulations permit;
18. Granite kerbstones should be retained during site works and reused for pavements throughout the development;
19. Old Hanover should be paved in grey pavers to identify it as a pedestrian friendly route, different from the tarred roadways. The same approach should be considered for Upper Ashley as a direct route through Erf 177464 from CPUT;
20. The detention pond west of Russell Street Plaza should be designed and detailed to be used as a public, urban space in the first instance with occasional stormwater function being accommodated by its design;
21. The area east of Russell Street Plaza should be set aside for future higher density development; such development should be capped at a maximum height of four storeys;
22. The importance of New Hanover as a commemorative route and a local business spine should be expressed in its further redevelopment with retail and mixed use opportunities at street level;
23. Informal trading should be permitted along New Hanover pavements through the assignation of appropriate zoning for that activity (Transport Zoning 2).
24. A detailed Landscape Plan should be submitted to HWC for review, and accompany the Local Authority submissions to provide detail on the following:
    (i) the design of the detention pond as a multi-purpose public space;
    (ii) retention of existing trees along Constitution Street and New Hanover Street;
    (iii) Indication of new street tree planting in addition to the proposed planter boxes on residential erven;
    (iv) The design of the proposed central open space, indicating mitigation of the high retaining walls/ visual connections into the space;
    (v) The treatment of Old Hanover Street and the use of pavements, signage, memory markers, public art interventions, landscaping etc. to relate to its socio-historic significance.

LIST OF FIGURES

IMAGE SOURCES

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ANNEXURES

PAGE 1 OF 2
Our Ref: **HM/ CAPE TOWN METROPOLITAN/ DISTRICT SIX/ ERF 177646**
Case No.: **21121706AM0214E**
Enquiries: **Ayanda Mdludlu**
E-mail: **ayanda.mdludlu@westerncape.gov.za**
Tel: **021 483 5959**

Katie Smuts
katie@archrsa.com

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: HIA REQUIRED
In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP: HOUSING REDEVELOPMENT ON ERF 177464, DISTRICT SIX, CAPE TOWN, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

CASE NUMBER: 21121706AM0214E
The matter above has reference.

Heritage Western Cape is in receipt of your application for the above matter received. This matter was discussed at the Heritage Officers' Meeting held on 15 March 2022.

You are hereby notified that, since there is reason to believe that the proposed housing redevelopment on erf 177646 District Six, Cape Town will impact on heritage resources, HWC requires that a Heritage Impact Assessment (HIA) that satisfies the provisions of Section 38(3) of the NHRA be submitted. Section 38(3) of the NHRA provides

(3) The responsible heritage resources authority must specify the information to be provided in a report required in terms of subsection (2)(a) ***: Provided that the following must be included:***

(a) The identification and mapping of all heritage resources in the area affected;
(b) an assessment of the significance of such resources in terms of the heritage assessment criteria set out in section 6(2) or prescribed under section 7;
(c) an assessment of the impact of the development on such heritage resources;
(d) an evaluation of the impact of the development on heritage resources relative to the sustainable social and economic benefits to be derived from the development;
(e) the results of consultation with communities affected by the proposed development and other interested parties regarding the impact of the development on heritage resources;
(f) if heritage resources will be adversely affected by the proposed development, The consideration of alternatives; and
(g) plans for mitigation of any adverse effects during and after the completion of the proposed development.

(Our emphasis)
This HIA must in addition have specific reference to the following:

- Visual impact assessment,
- Archaeological impact assessment,
- Socio-historical study, and
- Heritage design indicators for the development within the wider redevelopment.

PAGE 2 OF 2
Our Ref: **HM/ CAPE TOWN METROPOLITAN/ DISTRICT SIX/ ERF 177646**
Case No.: **21121706AM0214E**
Enquiries: **Ayanda Mdludlu**
E-mail: **ayanda.mdludlu@westerncape.gov.za**
Tel: **021 483 5959**

Katie Smuts
katie@archrsa.com

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: HIA REQUIRED
In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

The HIA must have an overall assessment of the impacts to heritage resources which are not limited to the specific studies referenced above.

The required HIA must have an integrated set of recommendations.

The comments of relevant registered conservation bodies; all Interested and Affected parties; and the relevant Municipality must be requested and included in the HIA where provided. Proof of these requests must be supplied.

Please note, should you require the HIA to be submitted as a Phased HIA, a written request must be submitted to HWC prior to submission. HWC reserves the right to determine whether a phased HIA is acceptable on a case-by-case basis.

If applicable, applicants are strongly advised to review and adhere to the time limits contained the Standard Operational Procedure (SOP) between DEADP and HWC. The SOP can be found using the following link http://www.hwc.org.za/node/293

Kindly take note of the HWC meeting dates and associated agenda closure date in order to ensure that comments are provided within as Reasonable time and that these times are factored into the project timeframes.

HWC reserves the right to request additional information as required.
Should you have any further queries, please contact the official above and quote the case number.

.....
Colette Scheermeyer
Deputy Director

REGISTERED POST

Our Ref: HM/CAPE TOWN METROPOLITAN/DISTRICT SIX/D6 RUBBLE REMOVAL
Case No.: 20012914SB0131E
Enquiries: Andrew September
E-mail: andrew.september@westerncape.gov.za
Tel 021 483 9543
Date: 04 March 2020

ILifa leMveli leNtshona Koloni
Erfenis Wes-Kaap
Heritage Western Cape

Katie Smuts
34 Caledon Street
Stanford
7210

PERMIT
CASE #: 20012914SB0131E
Issued in terms of Section 35(4) of the National Heritage Resources Act, 1999 (Act 25 of 1999) and Regulation 3(3)(a) of PN 298 (29 August 2003)
This permit is valid for three years from the date of issue

This permit is issued for:

The following decision has been made via email dated the 3rd March 2020 as per the Archaeology, Palaeontology and Meteorites Committee decision made on the 5th February 2020:

Proposed Action: Proposed rubble removal

Site: Parcel N & P, Erven 10010, 117891, 117893, 117894, 117985, 117896, 117897 and 117898, District Six, Cape Town

Conditions applicable to this Permit:

1. The archaeologist must monitor earthmoving in the areas where there is likely to be remaining fabric;
2. The old street plan and the site of the AME Church should be loaded to a hand-held GPS receiver to facilitate management during the earthmoving phase;
3. The archaeologist must establish the positions of all roads on site and ensure that remaining fabric is preserved in situ. Test holes (dug by mechanical excavator) may be required in the course of the bulk earthworks in sensitive areas to ascertain depth, type of fabric, degree of intactness etc. of significant heritage resources. Until a decision is made with respect to which roads are to be memorialised, all roads with preserved fabric are to be retained;
4. Areas of likely sensitivity (including, but not limited to AME Church and north east section of Parcel P, and intersection of Roos and Lewis Streets in Parcel N) must be assessed carefully on site such that means of excavation can be determined to minimize the possibility of accidental damage to intact and/or significant features;
5. If intact, significant fabric is found (roads, AME Church or similar), careful mechanical excavation will be required to clear most of the overburden, and then cleaned more carefully (either mechanically or by hand) to preserve surfaces and road edging.
6. Roads and significant religious sites to be retained must be identified in the HIA and decisions with respect to which are preserved meets the satisfaction of all role players;
7. The archaeologist should recover (and preserve the provenance of it possible) any artefactual material contained in the overburden and rubble layers that in the opinion of the archaeologist, may be used in the process of memorialisation. The final repository of the material must be established;
8. Due to the logistics and type of material removed during the earthmoving, it will in all likelihood be impractical to sieve the rubble and overburden to recover artefactual material. If higher densities of, or unusual material are encountered, the archaeologist may request some soil to be stockpiled until it can be processed carefully;
9. Granite "kerb stones/steps" are the most recognisable and durable items in the fill and we focussed specifically on isolating and collecting those items. The provenance of the items is again problematic but they are likely to represent the remains of roads and steps destroyed elsewhere in District Six
10. Adequate recording methods as specified in the Regulations and Guidelines pertaining to the National Heritage Resources Act must be used.
11. A final report, in both digital and hardcopy format, MUST be submitted to HWC on or before 04 March 2022. An extension to this permit can be granted on submission of a progress report (if work was initiated) and a letter stating reasons for the extension. HWC reserves the right to withhold further permits if progress is not deemed satisfactory.
12. Reprints of all published papers or copies of theses or reports resulting from this work must be lodged with HWC
13. If a published report has not appeared within three years of the lapsing of this permit, the report in terms of the permit will be made available to researchers on request.
14. It is the responsibility of the permit holder to obtain permission from the landowner for each visit, and conditions of access imposed the landowner must be observed.

www.westerncape.gov.za/cas

Street Address: • **Postal Address:** • **Tel:** • **E-mail:**

Straatadres: • **Posadres:** • **Tel:** • **E-pos:**

Idilesi yendawo • **Idilesi yeposi:**

REGISTERED POST

Our Ref: HM/CAPE TOWN METROPOLITAN/DISTRICT SIX/D6 RUBBLE REMOVAL
Case No.: 20012914SB0131E
Enquiries: Andrew September
E-mail: andrew.september@westerncape.gov.za
Tel 021 483 9543
Date: 04 March 2020

ILifa leMveli leNtshona Koloni
Erfenis Wes-Kaap
Heritage Western Cape

15. HWC shall not be liable for any losses, damages or injuries to persons or properties as a result of any activities in connection with this permit.
16. HWC reserves the right to cancel this permit by notice to the permit holder.

NOTE:

- This decision is subject to an **appeal period of 14 working days.**
- The applicant is required to inform any party who has expressed a bona fide interest in any heritage-related aspect of this record of decision. The appeal period shall be taken from the date above. It should be noted that for an appeal to be deemed valid it must refer to the decision, it must be submitted by the due date and it must set out the grounds of the appeal. Appeals must be addressed to the official named above and it is the responsibility of the appellant to confirm that the appeal has been received within the appeal period.
- **Work may NOT be initiated during this 14 day appeal period.**
- This approval does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.
- an export permit must be applied for from SAHRA in respect of any archaeological or palaeontological material that will be exported.
- **A copy of this permit must be displayed in a prominent place on the site until the permitted work is completed.**

Should you have any further queries, please contact the official above and quote the case number.

Dr. Mxolisi Dlamuka
Chief Executive Officer, Heritage Western Cape

www.westerncape.gov.za/cas

Street Address: • **Postal Address:** • **Tel:** • **E-mail:**

Straatadres: • **Posadres:** • **Tel:** • **E-pos:**

Idilesi yendawo • **Idilesi yeposi:**

Our Ref: HM/ CAPE TOWN METROPOLITAN/ DISTRICT SIX/ 115705RE, 115706, 115707, 115708, 10010RE, 115744, 117884RE, 177362, 117695, 117891, 117898 & 153779
Case No.: 22020116AM0214E
Enquiries: Ayanda Mdludlu
E-mail: ayanda.mdludlu@westerncape.gov.za
Tel: 021 483 5959

Katie Smuts
katie@archrsa.com

PERMIT
CASE NUMBER: 22020116AM0214E
Issued in terms of Section 35(4) of the National Heritage Resources Act, 1999 (Act 25 of 1999) and Regulation 3(3)(a) of PN 298 (29 August 2003)
This permit is valid for three years from the date of issue

Your application for proposed analysis, dating of material and excavation on various erven in District Six, Cape Town was tabled at the Heritage Officers' Meeting Committee (HOMs) meeting held on the 15 March 2022.
This permit is issued for:

Proposed Action: Archaeological monitoring of geotechnical testing and excavation

Site: Erven 115705RE, 115706, 115707, 115708, 10010RE, 115744, 117884RE, 177362, 117695, 117891, 117898 & 153779, District Six, Cape Town

Conditions applicable to this Permit:

1. Adequate recording methods as specified in the Regulations and Guidelines pertaining to the National Heritage Resources Act must be used.
2. Adequate recording methods as specified in the Regulations and Guidelines pertaining to the National Heritage Resources Act must be used.
3. A final report, in both digital and hardcopy format, MUST be submitted to HWC on or before **31 March 2025**. An extension to this permit can be granted on submission of a progress report (if work was initiated) and a letter stating reasons for the extension. HWC reserves the right to withhold further permits if progress is not deemed satisfactory.
4. All material collected and excavated, as well as field notes and records, will be curated by the Iziko.
5. Reprints of all published papers or copies of theses or reports resulting from this work must be lodged with HWC.
6. If a published report has not appeared within three years of the lapsing of this permit, the report in terms of the permit will be made available to researchers on request.
7. It is the responsibility of the permit holder to obtain permission from the landowner for each visit, and conditions of access imposed the landowner must be observed.
8. HWC shall not be liable for any losses, damages or injuries to persons or properties as a result of any activities in connection with this permit.
9. HWC reserves the right to cancel this permit by notice to the permit holder.

Our Ref: HM/ CAPE TOWN METROPOLITAN/ DISTRICT SIX/ 115705RE, 115706, 115707, 115708, 10010RE, 115744, 117884RE, 177362, 117695, 117891, 117898 & 153779
Case No.: 22020116AM0214E
Enquiries: Ayanda Mdludlu
E-mail: ayanda.mdludlu@westerncape.gov.za
Tel 021 483 5959

Katie Smuts
katie@archrsa.com

Issued in terms of Section 35 of the National Heritage Resources Act, 1999 (Act 25 of 1999) and Regulation 3(3)(a) of PN 298 (29 August 2003)

APPLICATION FOR A PERMIT FOR PROPOSED ANALYSIS, DATING OF MATERIAL AND EXCAVATION ON VARIOUS ERVEN IN DISTRICT SIX, CAPE TOWN IN TERMS OF SECTION 35 OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

CASE NUMBER: 22020116AM0214E

The matter above has reference.

This matter was discussed at the at tabled at the Heritage Officers' Meeting (HOMs) meeting held on the 15 March 2022.

DECISION
The Committee approved the permit extension by Rennie Scurr Adendorff for Department of Agriculture, Land Reform and Rural Development dated 14 February 2022.

NOTE:

- This decision is subject to an **appeal period of 14 working days**.
- The applicant is required to inform any party who has expressed a bona fide interest in any heritage-related aspect of this record of decision. The appeal period shall be taken from the date above. It should be noted that for an appeal to be deemed valid it must refer to the decision, it must be submitted by the due date and it must set out the grounds of the appeal. Appeals must be addressed to the official named above and it is the responsibility of the appellant to confirm that the appeal has been received within the appeal period.
- **Work may NOT be initiated during this 14-day appeal period.**
- This approval does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.
- an export permit must be applied for from SAHRA in respect of any archaeological or palaeontological material that will be exported,
- **A copy of this permit must be displayed in a prominent place on the site until the permitted work is completed.**

Should you have any further queries, please contact the official above and quote the case number.

.....
Colette Scheermeyer
Deputy Director

www.westerncape.gov.za/ceas
Street Address: Protea Assurance Building, Green Market Square, Cape Town, 8000 • **Postal Address:** P.O. Box 1665, Cape Town, 8000 • **Tel:** +27 (0)21 483 5959 • **E-mail:** ceoheritage@westerncape.gov.za
Straatadres: Protea Assuransie-gebou, Groentemarkplein, Kaapstad, 8000 • **Posadres:** Posbus 1665, Kaapstad, 8000 • **Tel:** +27 (0)21 483 5959 • **E-pos:** ceoheritage@westerncape.gov.za
Idilesi yendawo: kumgangatho 3, kwisakhiwo iprotea Assurance, Greenmarket Square, ekapa, 8000 • **Idilesi yeposi:** Inombolo yebhokisi yeposi 1665, ekapa, 8000 • **Iinombolo zomnxeba:** +27 (0)21 483 5959 • **Idilesi ye-imeyile:** ceoheritage@westerncape.gov.za

Annexure D: HWC S35 Site Levelling Permit

Our Ref: HM / CAPE TOWN METROPOLITAN / DISTRICT SIX /ERF 177646(PHASE 4, FORMERLY PARCEL P); ERVEN 10010 AND 117891-117898 (PHASE 5, FORMERLY PARCEL N) AND ERVEN 115705-RE, 115706, 115707, 115708 (PHASE 6, FORMERLY PARCEL K2)
Case No.: 22061326SB0617E
Enquiries: Stephanie Barnardt
E-mail: Stephanie.Barnardt@westerncape.gov.za
Tel 021 483 5959

iLifa leMveli leNtshona Koloni
Erfenis Wes-Kaap
Heritage Western Cape

Katie Smuts
katie@archrsa.com

PERMIT
CASE NUMBER: 22061326SB0617E
Issued in terms of Section 35(4) of the National Heritage Resources Act, 1999 (Act 25 of 1999) and Regulation 3(3)(a) of PN 298 (29 August 2003)
This permit is valid for three years from the date of issue

Your application for proposed excavation and disturbance was tabled at the Heritage Officers' Meeting Committee (HOMs) meeting held on 27 June 2022.

Proposed Action: Analysis, Collection, Remove from original position, excavation and disturbance of site
Site: Erf 177646(Phase 4, formerly Parcel P); Erven 10010 and 117891-117898 (Phase 5, formerly Parcel N) and Erven 115705-RE, 115706, 115707, 115708 (Phase 6, formerly Parcel K2), District Six

Conditions applicable to this Permit:

1. Adequate recording methods as specified in the Regulations and Guidelines pertaining to the National Heritage Resources Act must be used.
2. Adequate recording methods as specified in the Regulations and Guidelines pertaining to the National Heritage Resources Act must be used.
3. A final report, in both digital and hardcopy format, MUST be submitted to HWC on or before **3 July 2025**
4. An extension to this permit can be granted on submission of a progress report (if work was initiated) and a letter stating reasons for the extension. HWC reserves the right to withhold further permits if progress is not deemed satisfactory.
5. All material collected and excavated, as well as field notes and records, will be curated by the Iziko Museums.
6. Reprints of all published papers or copies of theses or reports resulting from this work must be lodged with HWC.
7. If a published report has not appeared within three years of the lapsing of this permit, the report in terms of the permit will be made available to researchers on request.
8. It is the responsibility of the permit holder to obtain permission from the landowner for each visit, and conditions of access imposed the landowner must be observed.
9. HWC shall not be liable for any losses, damages or injuries to persons or properties as a result of any activities in connection with this permit.
10. HWC reserves the right to cancel this permit by notice to the permit holder.

NOTE:

- This decision is subject to an **appeal period of 14 working days. Kindly note that the appeal period is calculated from the date indicated on the HWC date stamp, which is the date the appeal is sent, and not the date of signature**
- Appeals are to be submitted to HWC.Appeals@westerncape.gov.za
- The applicant is required to inform any party who has expressed a bona fide interest in any heritage-related aspect of this record of decision. The appeal period shall be taken from the date above. It should be noted that for an appeal to be deemed valid it must refer to the decision, it must be submitted by the due date, and it must set out the grounds of the appeal. Appeals must be addressed to the official named above and it is the responsibility of the appellant to confirm that the appeal has been received within the appeal period.
- **Work may NOT be initiated during this 14-day appeal period.**
- This approval does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.
- An export permit must be applied for from SAHRA in respect of any archaeological or palaeontological material that will be exported,
- **A copy of this permit must be displayed in a prominent place on the site until the permitted work is completed.**

Should you have any further queries, please contact the official above and quote the case number.

.....
Nuraan Vallie
Acting Deputy Director

Heritage Western Cape
Erfenis Wes-Kaap
iLifa leMveli leNtshona Koloni
04 July 2022
APPROVED

www.westerncape.gov.za/cas

Street Address: Protea Assurance Building, Green Market Square, Cape Town, 8000 • **Postal Address:** P.O. Box 1665, Cape Town, 8000 • **Tel:** +27 (0)21 483 5959 • **E-mail:** coheritage@westerncape.gov.za

Straatadres: Protea Assuransie-gebou, Groentemarkplein, Kaapstad, 8000 • **Posadres:** Posbus 1665, Kaapstad, 8000 • **Tel:** +27 (0)21 483 5959 • **E-pos:** coheritage@westerncape.gov.za

Idilesi yendawo: kumgangatho 2, kwisakhiwo iprotea Assurance, Greenmarket Square, ekapa, 8000 • **Idilesi yeposi:** inombolo yetshikesi yeposi 1665, eKapa, 8000 • **Iinombolo zomnxeba:** +27 (0)21 483 5959 • **Idilesi ye-imeyile:** coheritage@westerncape.gov.za

Annexure E: HIA fees PoP

Accounts Transfer Payments +

FNB

Thank You!

Your transaction was successful

Payments From Business Account 62057945332
14 Sep 2022

Not Categorised - Recipients paid in the last 3 months

Recipient	Ref	Amount	Reason
Heritage Western Cap	HWC D6 Ph4	R 1,100.00	Your payment was successful VODSPNP3QTXJ
1452048924 - Nedbank Limited	21121706		
Total		R1,100.00	

WinDeed Database D/O Property

CAPE TOWN, 177646, 0, CAPE TOWN

Lexis® WinDeed

Any personal information obtained from this search will only be used as per the Terms and Conditions agreed to and in accordance with applicable data protection laws including the Protection of Personal Information Act, 2013 (POPI), and shall not be used for marketing purposes.

SEARCH CRITERIA			
Search Date	2022/02/14 11:39	Erf Number	177646
Reference	-	Portion Number	-
Report Print Date	2022/02/14 11:39	Township Remaining Extent	NO
Township	CAPE TOWN	Search Source	WinDeed Database
Deeds Office	Cape Town		

PROPERTY INFORMATION			
Property Type	ERF	Diagram Deed Number	T16390/2020
Township	CAPE TOWN	Local Authority	CITY OF CAPE TOWN
Erf Number	177646	Province	WESTERN CAPE
Portion Number	0	Remaining Extent	NO
Registration Division	CAPE RD	Extent	3.2972H
Previous Description	-	LPI Code	C01600070017764600000

OWNER INFORMATION (1)			
NATIONAL GOVERNMENT OF THE REPUBLIC OF SOUTH AFRICA			Owner 1 of 1
Company Type	TRANSFER	Document	T16390/2020
Registration Number	-	Microfilm / Scanned Date	-
Name	NATIONAL GOVERNMENT OF THE REPUBLIC OF SOUTH AFRICA	Purchase Price (R)	AGREEMENT
Multiple Owners	NO	Purchase Date	-
Multiple Properties	NO	Registration Date	2020/07/27
Share (%)	-		

ENDORSEMENTS (1)				
#	Document	Institution	Amount (R)	Microfilm / Scanned Date
1	SUBDIVISION FROM	TOWN CAPE TOWN ,ERF 9929 ,PRTN 0	-	0000000000 00 *

HISTORIC DOCUMENTS (3)				
#	Document	Institution	Amount (R)	Microfilm / Scanned Date
1	T32186/1989	CAPE PENINSULA UNIVERSITY OF TECHNOLOGY	5 000 000	2008 0874 5324
2	T32186/1989	CAPE TECHNIKON	5 000 000	2008 0874 5324
3	T32186/1989	CAPE PENINSULA UNIVERSITY OF TECHNOLOGY26	5 000 000	2008 0874 5324

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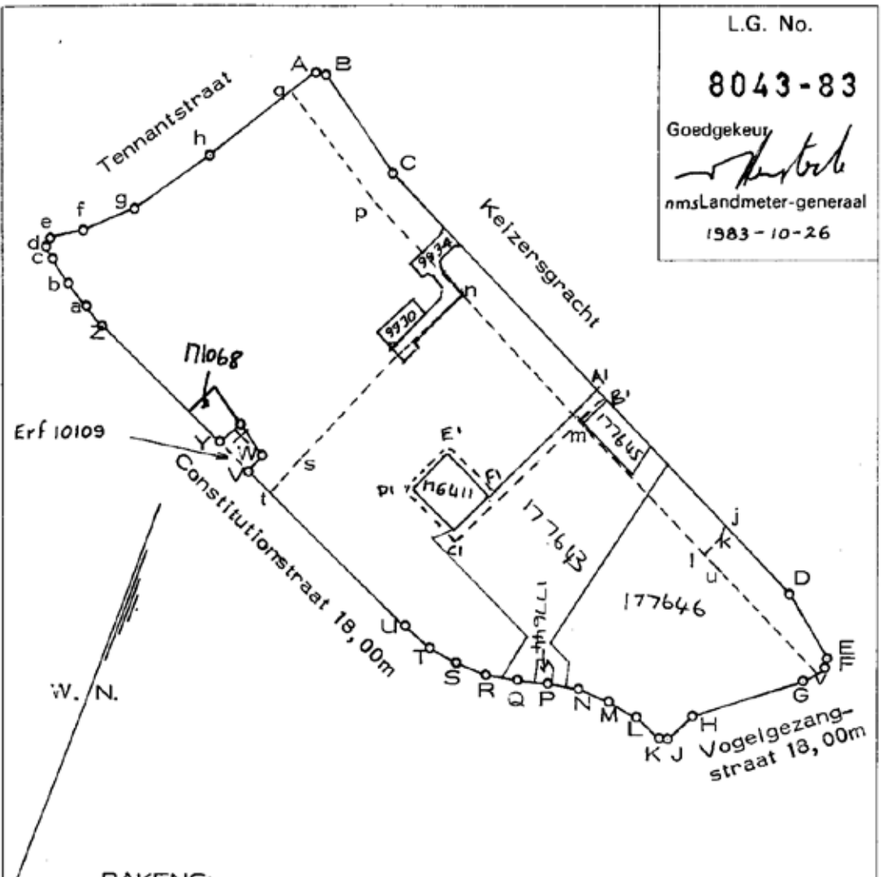
KANTOORAFSKRIF

L.G. No.
8043-83
Goedgekeur
nms Landmeter-generaal
1983-10-26



BAKENS:

A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, T, U – 12mm ronde ysterpen

V, W – 12mm ronde ysterpen in beton

X, Y – 15mm ronde ysterpen in beton

Z, a, b, c, d, e, f, g, h – 16mm x 1m ronde ysterpen

1. Die figuur A B C j k l m n p q stel voor
   Erf 9977 gedeelte van Erf 9868 Kaapstad
   Vide Kaart Nr 6609/82 geheg aan T./A. 1983- -60879
2. Die figuur j D E F v u l k stel voor
   Erf 9978 gedeelte van Erf 15197 Kaapstad
   Vide Kaart Nr 1128/83 geheg aan T./A. 1985- -20354
3. Die figuur n m u v G H J K L M N P Q R S T U t s r stel voor
   Erf 10198 gedeelte van Erf 9918 Kaapstad
   Vide Kaart Nr 9585/82 geheg aan T./A. 1983- -60894
4. Die figuur q p n r s t V W X Y Z a b c d e f g h stel voor
   Erf 9667 gedeelte van Erf 9666 Kaapstad
   Vide Kaart Nr 2332/82 geheg aan T./A. 1983- -60885

Skaal: 1/5000

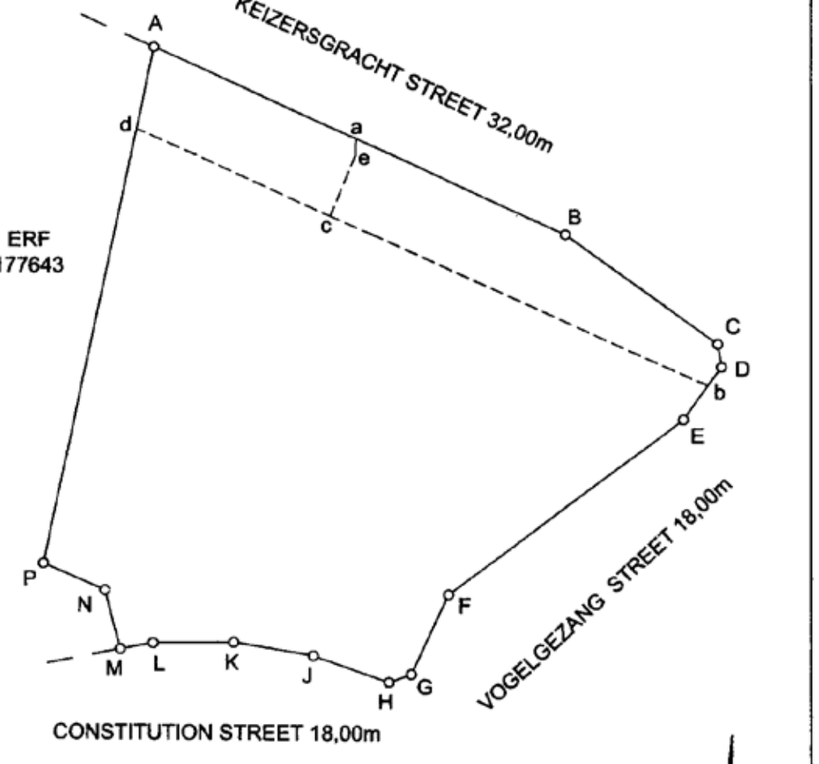
C

Biff Lewis Geomatics: ERF 177646

ERF 177646 (PORTION OF ERF 9929) CAPE TOWN

S.G. No.
86/2016
Approved
for Surveyor-General
31.08.2016.

SHEET 2 OF 2



Surveyed in November 2015,
by me

Scale 1/2000

J.R. NIEDER - HEITMANN
PLS 1310
Professional Land Surveyor

ERF 177646 CAPE TOWN

LEGEND / NOTES

CC/PD/TN/DD/CN/AB

Rev	Date	Description of changes	By
16	01-08-2022	Added section indicators, Mini sub, altered r walls.	MLB
17	02-08-2022	Added Retention pond layout and street names	MLB
18	04-08-2022	Extent and area of "Future development site"	MLB

REVISIONS

Client

agriculture, land reform & rural development
Department:
Agriculture, Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA

Consultant: D6 ADE JV
Discipline: MLB Architecture Urban Design

APPROVED
THE MASTER HELD AT MLB SLILT ENVIRONMENT CONSULTANTS BEARS THE ORIGINAL SIGNATURE OF APPROVAL.
SACAP NO

PROFESSIONAL ARCHITECT
HERMANUS JOUBERT

Project:
DISTRICT 6
PHASE 4

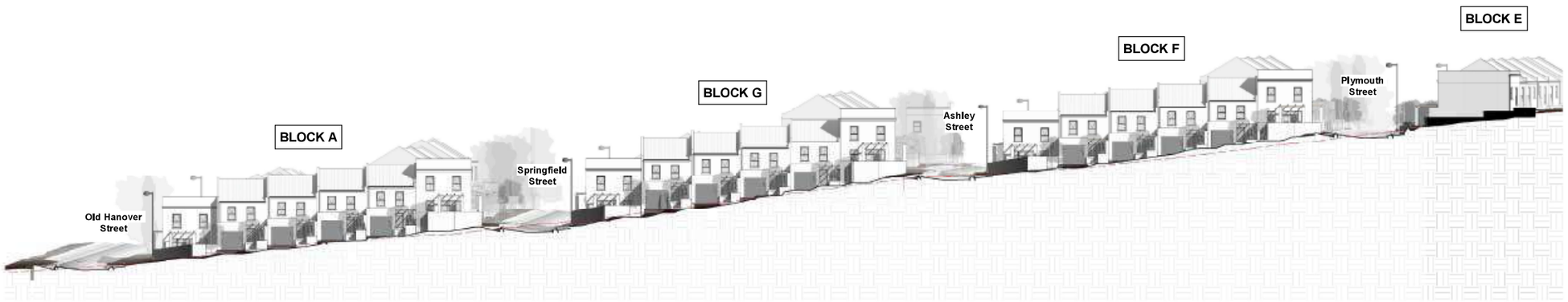
Drawing Title:
PHASE 4
SITE PLAN
LUMS APPLICATION
Heritage submission

Drawing Units	Drawing Size
MM	A1

Date	Scale	Designed By
03/08/2022	1:500	MLB

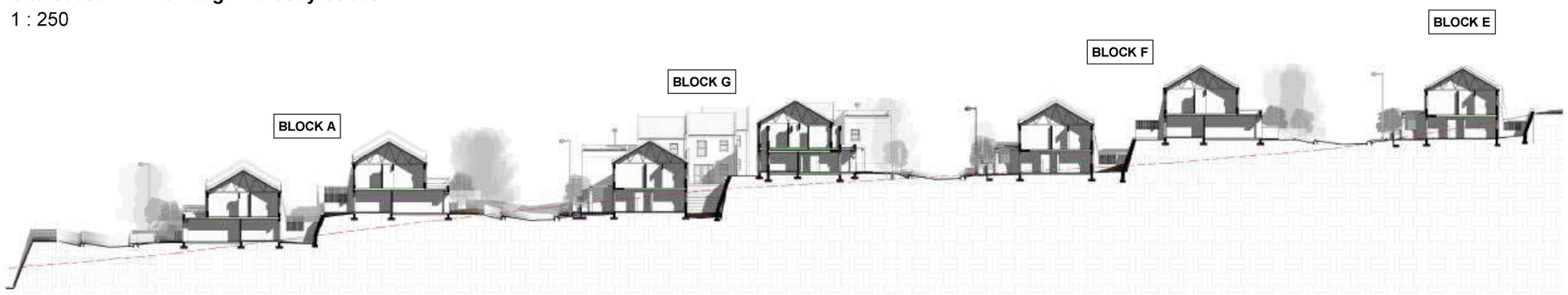
Checked By	Drawn By	Approved By
SH	PJ	HJ

Drawing No.: D6B1_PH4_ARC_LA_GN_1_Site plan
Rev: 18



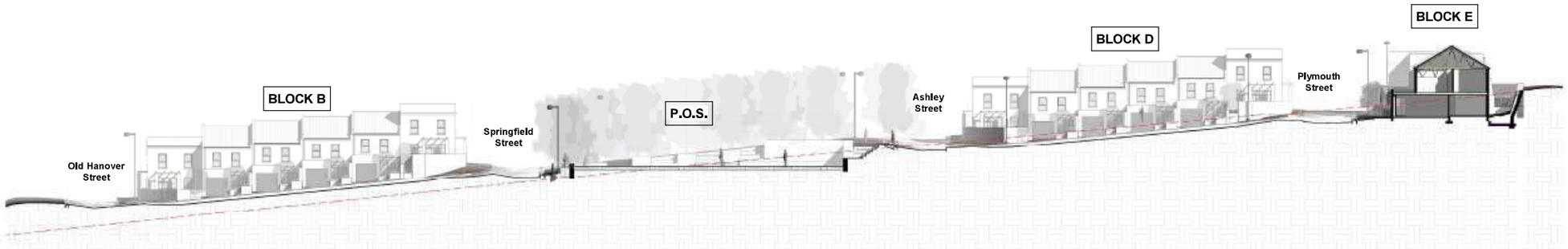
Site Section A-A through Horstley Street

1 : 250



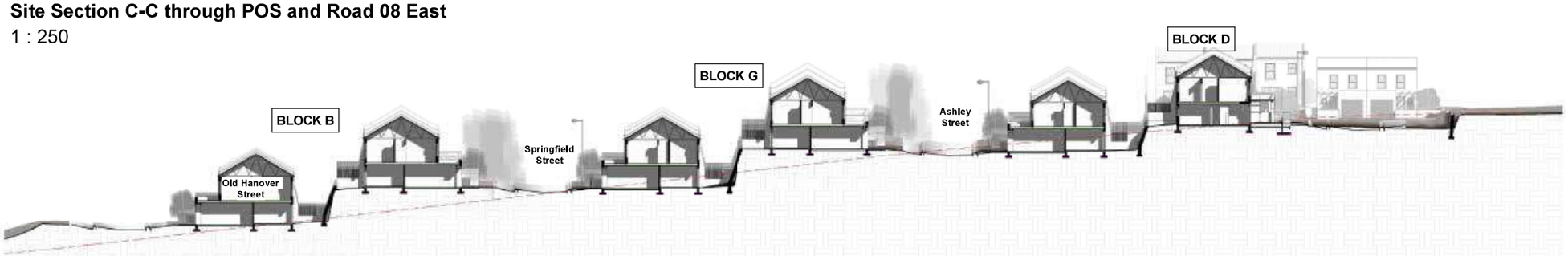
Site Section B-B through Blocks A, E, F, G

1 : 250



Site Section C-C through POS and Road 08 East

1 : 250



Site Section D-D through Blocks B, C, D

1 : 250

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GREEN BUILDING COUNCIL SA MEMBER ORGANISATION

CESA

LEGEND/NOTES

LOCAL AUTHORITY APPROVAL			
Rev	Date	Description of changes	By
a	03.08.2022	ISSUED FOR INFORMATION	AdS

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agriculture, land reform & rural development
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REPUBLIC OF SOUTH AFRICA

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Discipline: MLB Architecture Urban Design

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PROFESSIONAL ARCHITECT
HERMANUS JOUBERT

Project

DISTRICT 6 BUILD 1

Drawing Title

PHASE 4
SITE SECTIONS
LUMS APPLICATION
Heritage Submission

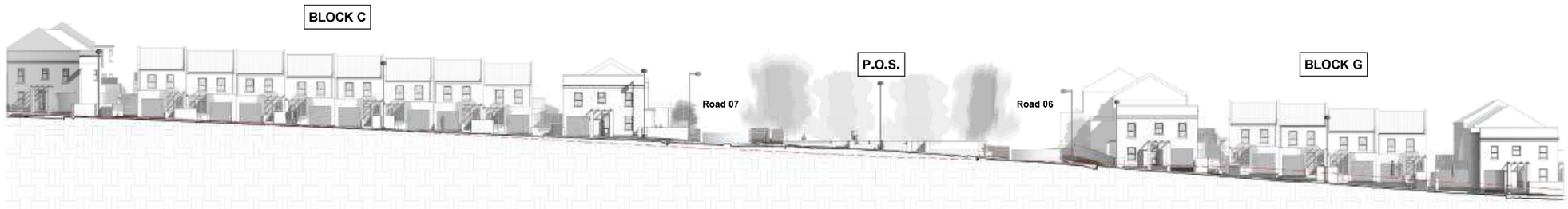
Drawing Units	Drawing Size
mm	A1

Date	Scale	Designed By
09/05/2022	1 : 250	MLB

Checked By	Drawn By	Approved By
SH	AdS	HJ

Drawing No.	Rev
D6B1_PH4_ARC_LA_EX_03.01	a

Site Section E-E through Old Hanover Street
1 : 250



Site Section F-F through Springfield Street
1 : 250

Site Section G-G through Ashley Street
1 : 250

Site Section H-H through Plymouth Street
1 : 250

Cad File Name:
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GREEN BUILDING COUNCIL MEMBER ORGANISATION

LEGEND/NOTES

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HERMANUS JOUBERT

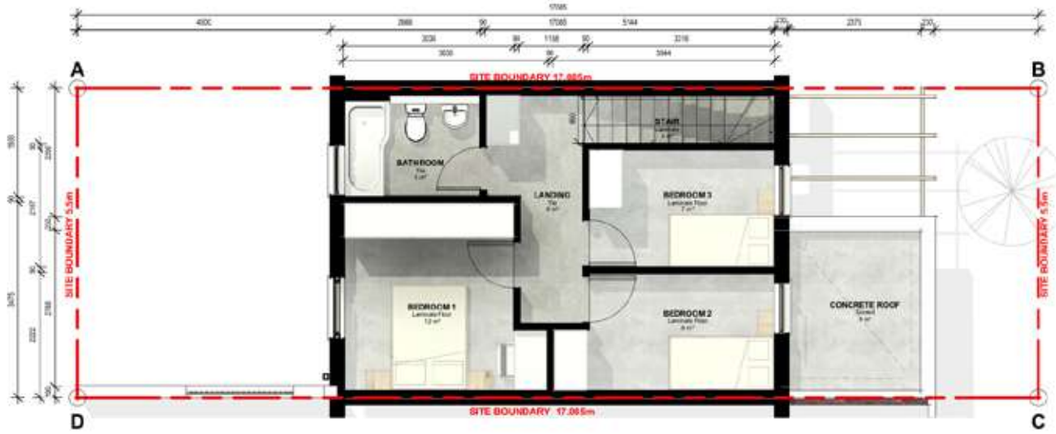
Project
DISTRICT 6 BUILD 1

Drawing Title
PHASE 4
SITE SECTIONS
LUMS APPLICATION
Heritage Submission

Drawing Units	Drawing Size	
mm	A1	
Date: 03/08/2022	Scale: 1 : 250	Designed By: MLB
Checked By: SH	Drawn By: AdS	Approved By: HJ
Drawing No.: D6B1_PH4_ARC_LA_EX_03.02		Rev: a

Type 1 Unit Typologies

FLOOR AREA	
Erf size	94 m²
	94 m²
Ground Floor	33 m²
First Floor	42 m²
Carport	20 m²
	95 m²



UNIT TYPE 1 First Floor
1 : 50

UNIT TYPE 1 Ground Floor
1 : 50

Cad File Name:
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GREEN BUILDING COUNCIL | CESA

LEGEND/NOTES

LOCAL AUTHORITY APPROVAL

Rev	Date	Description of changes	By
a	29.07.2022	ISSUED FOR INFORMATION	AdS
b	16.08.2022	ISSUED FOR INFORMATION	AdS
c	30.08.2022	ISSUED FOR INFORMATION	AdS
d	06.09.2022	ISSUED TO HERITAGE CONSULTANT	AdS

REVISIONS

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Consultant: D6 ADE JV | Discipline: MLB Architecture Urban Design

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PROFESSIONAL ARCHITECT
HERMANUS JOUBERT

Project: DISTRICT 6 BUILD 1

Drawing Title:
PHASE 4
UNIT TYPE 1 PLANS
WORKING DRAWINGS

Drawing Units	Drawing Size
mm	A1

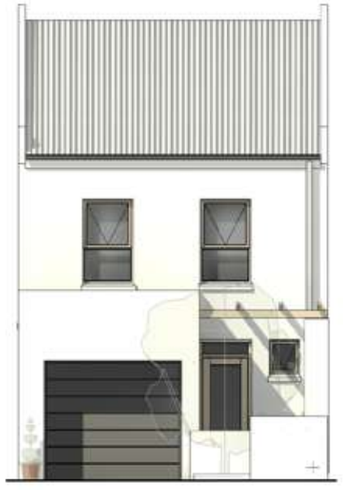
Date	Scale	Designed By
03/08.2022	1 : 50	MLB
Checked By	Drawn By	Approved By
SH	AdS	HJ

Drawing No.: D6B1_PH4_ARC_LA_UA_SK.01.01 | Rev: d

UNIT TYPE 1A Street Elevation
1 : 50

UNIT TYPE 1A Rear Elevation
1 : 50

UNIT TYPE 1A Section
1 : 50



UNIT TYPE 1B Street Elevation
1 : 50

UNIT TYPE 1B Rear Elevation
1 : 50

UNIT TYPE 1B Section
1 : 50

Dwg File Name:
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LEGEND/NOTES

LOCAL AUTHORITY APPROVAL

Rev	Date	Description of changes	By
a	29.07.2022	ISSUED FOR INFORMATION	AdS
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d	06.09.2022	ISSUED TO HERITAGE CONSULTANT	AdS

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HERMANUS JOUBERT

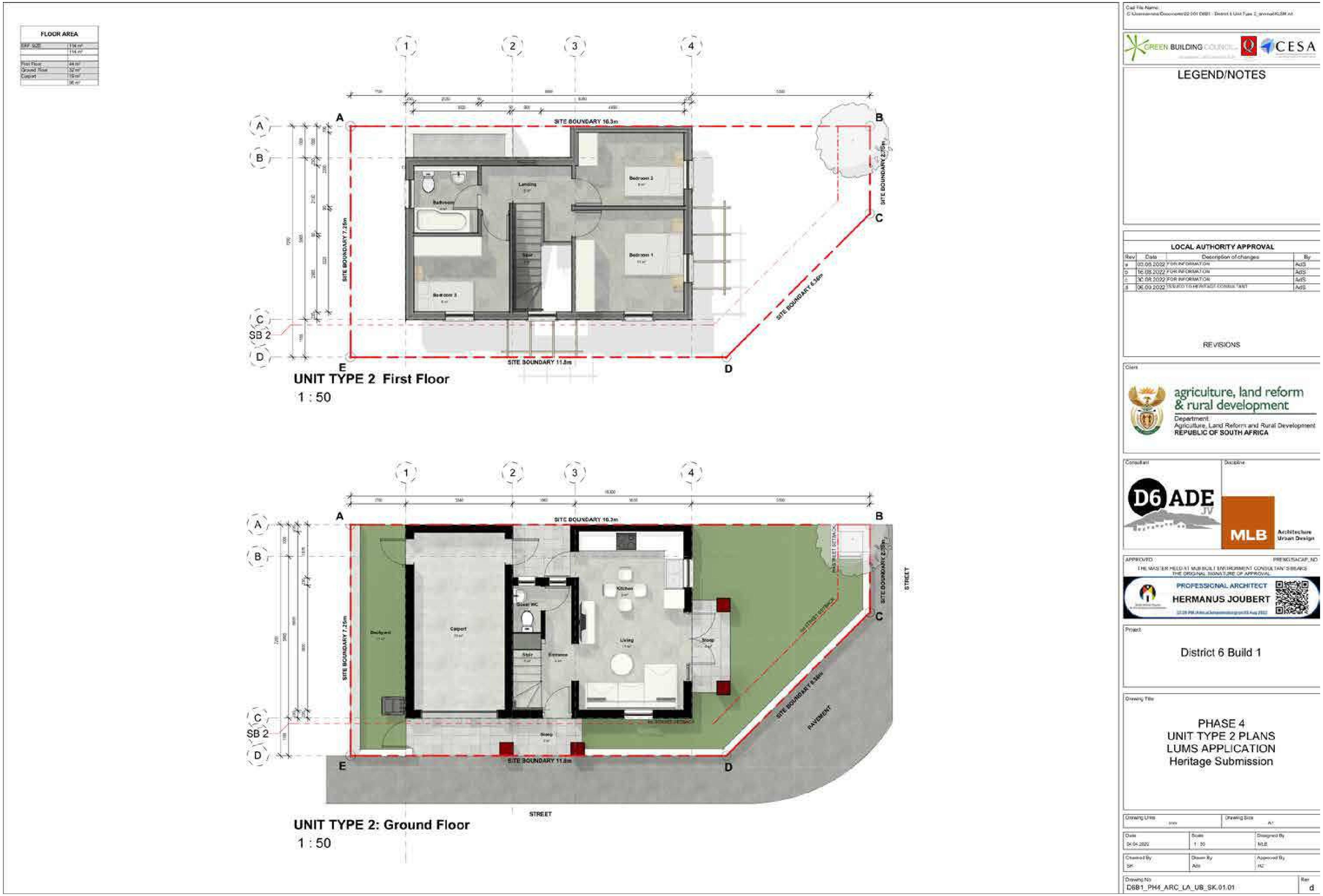
Project
DISTRICT 6 BUILD 1

Drawing Title
PHASE 4
UNIT TYPE 1 ELEVATIONS & SECTIONS
WORKING DRAWINGS

Drawing Units	Drawing Size
mm	A1

Date	Scale	Designed By
03/08/2022	1 : 50	MLB
Checked By	**Drawn By**	**Approved By**
SH	AdS	HJ

Drawing No.: D6B1_PH4_ARC_LA_UA_SK.01.02 | Rev: d


FLOOR AREA
SITE BOUNDARY 16.3m
SITE BOUNDARY 7.26m
SITE BOUNDARY 11.8m
SITE BOUNDARY 6.56m
SITE BOUNDARY 2.70m
Landing
Bathroom
Bedroom 1
Bedroom 2
Bedroom 3
Stair
UNIT TYPE 2 First Floor
1 : 50
Carport
Kitchen
Living
Guest WC
Entrance
Stoep
STREET
PAVEMENT
UNIT TYPE 2: Ground Floor
1 : 50
LEGEND/NOTES
LOCAL AUTHORITY APPROVAL
Rev Date Description of changes By
a 03.05.2022 FOR INFORMATION AdS
b 16.08.2022 FOR INFORMATION AdS
c 30.08.2022 FOR INFORMATION AdS
d 06.09.2022 ISSUED TO HERITAGE CONSULTANT AdS
REVISIONS
Client
agriculture, land reform & rural development
Department: Agriculture, Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA
Consultant
Discipline
D6 ADE JV
MLB Architecture Urban Design
APPROVED
PROFESSIONAL ARCHITECT
HERMANUS JOUBERT
Project
District 6 Build 1
Drawing Title
PHASE 4
UNIT TYPE 2 PLANS
LUMS APPLICATION
Heritage Submission
Drawing Units
Drawing Size
Date
Scale
1 : 50
Designed By
MLB
Checked By
Drawn By
Approved By
Drawing No
D6B1_PH4_ARC_LA_UB_SK.01.01
Rev
d

UNIT TYPE 2 Elevation 1
1 : 50

UNIT TYPE 2 Elevation 2
1 : 50

UNIT TYPE 2 Section 1
1 : 50

Cad File Name:

GREEN BUILDING COUNCIL | CESA

LEGEND/NOTES

LOCAL AUTHORITY APPROVAL

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a	03.08.2022	FOR INFORMATION	AdS
b	16.08.2022	FOR INFORMATION	AdS
c	30.08.2022	FOR INFORMATION	AdS
d	06.09.2022	ISSUED TO HERITAGE CONSULTANT	AdS

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Discipline: MLB Architecture Urban Design

APPROVED PRENG/SACAP_NO
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PROFESSIONAL ARCHITECT
HERMANUS JOUBERT

Project: District 6 Build 1

Drawing Title:
PHASE 4
UNIT TYPE 2 SECTION & ELEVATIONS
LUMS APPLICATION
Heritage Submission

Drawing Units	Drawing Size	
mm	A1	
Date: 08/03/22	Scale: 1 : 50	Designed By: MLB
Checked By: SH	Drawn By: AdS	Approved By: HJ

Drawing No.: D6B1_PH4_ARC_LA_UB_SK.01.02 | Rev: d

3D Models
D6-ADE-JV, 2022

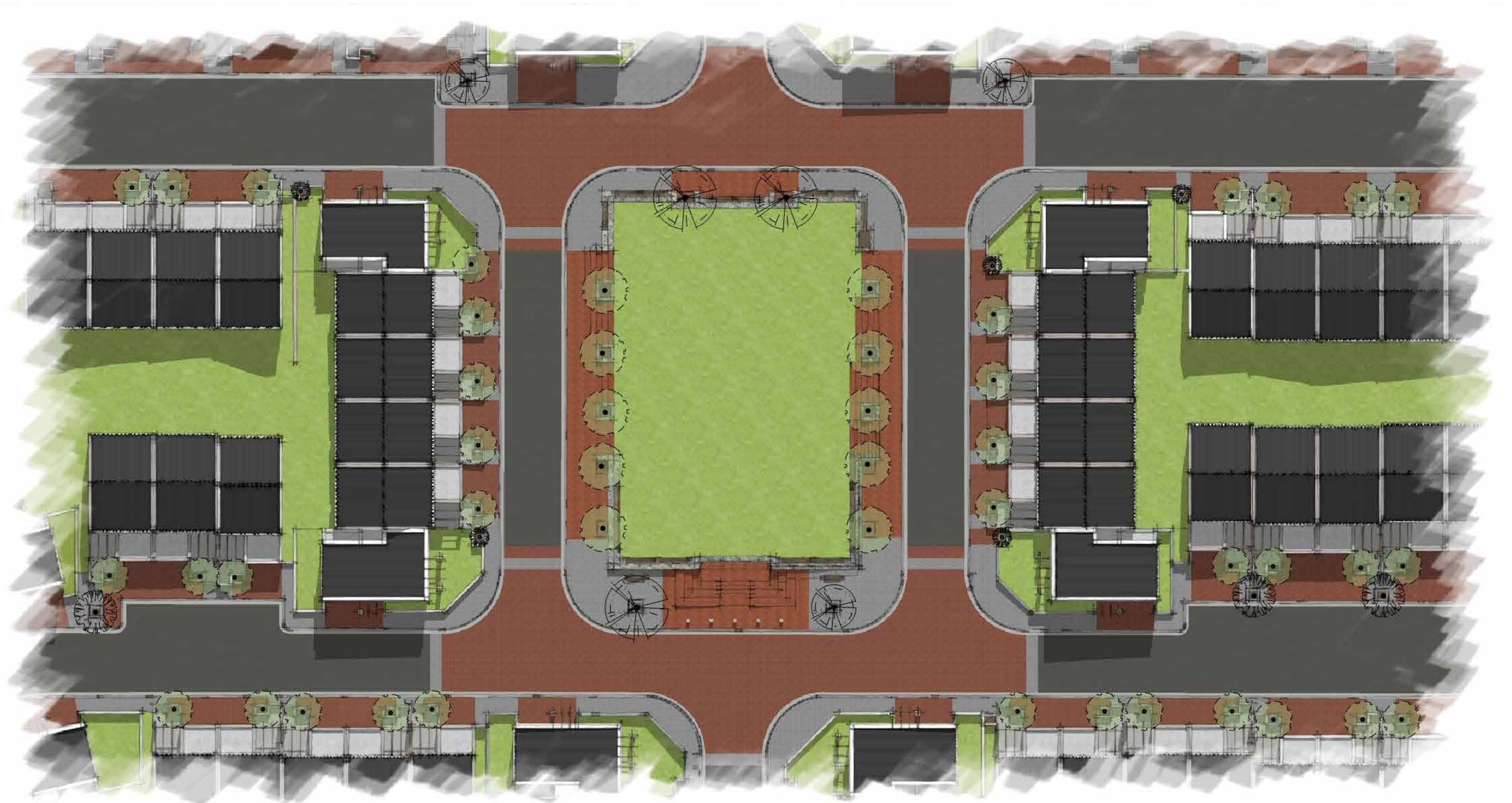
Perspective from North Corner (D6-ADE-JV, 2022)

Perspective from South Corner
(D6-ADE-JV, 2022)

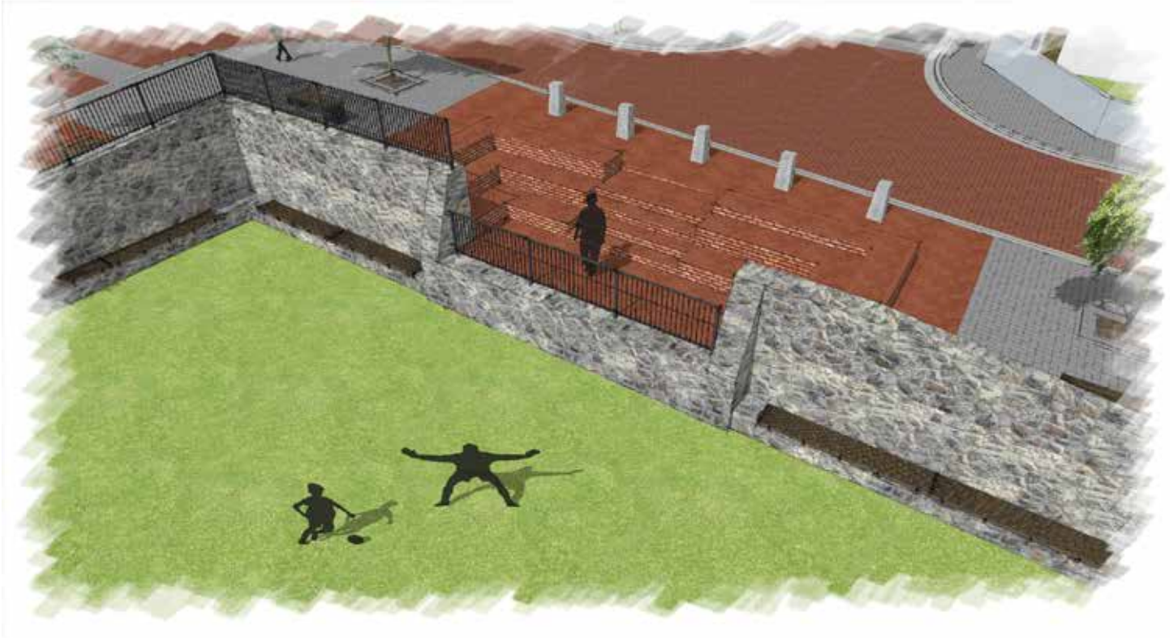
Perspective from East Corner (D6-ADE-JV, 2022)

Perspective from West Corner (D6-ADE-JV, 2022)

Public Open Space
Sections
(D6-ADE JV, 2022)

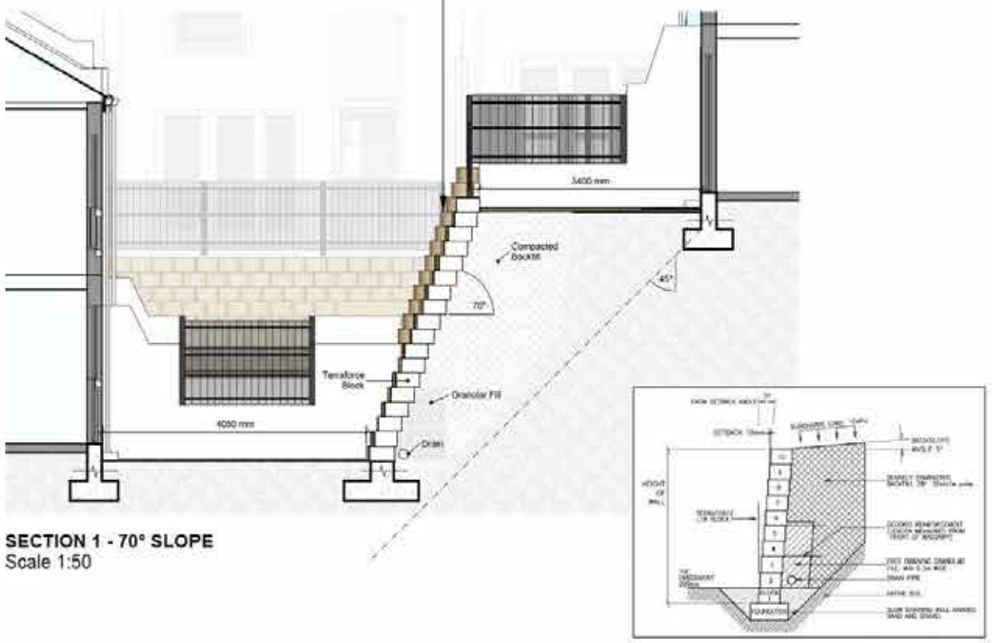


Public Open Space
(D6-ADE JV, 2022)



Public Open Space Details (D6-ADE JV, 2022)

Investigation with regards to 70° slope. - Preferred option
The below option was investigated and determined that the 70°slope is the most viable options as it provides adequate planting space and reduces the amount of usable space required.



SECTION 1 - 70° SLOPE
Scale 1:50

Dwelling separation boundary walls to each unit to provide privacy and enclosure of yard space. Buttress walls relate the architectural style. Aesthetically pleasing and functional, as it serves as a fire partition between units

SECTION
TERRAFORCE WALL - 70° SLOPE

PERSPECTIVE
TERRAFORCE WALL - 70° SLOPE

Terraforce retaining walls vs Vertical concrete or reinforced concrete filled brick walls

Terraforce Pros

Provide a softer visual impact and sympathetic to the ambiance created to the end user
- Reasonable accepted in terms of Heritage impact on the neighborhood
- Creates various soft shadows and light
- Heat absorption creating a cooling effect
- Flexible and adaptive structure
- Good sound attenuation

Terraforce Cons

- Longer construction period than concrete walls, as labour intensive.
- Less uniform construction. More detail design required.
- High level of supervision and quality control required on site.

Retaining Wall 70° Slope
(D6-ADE JV, 2022)

Retaining Wall and Boundary Wall Detail
(D6-ADE JV, 2022)

Retaining Walls
Plan View
(D6-ADE JV, 2022)

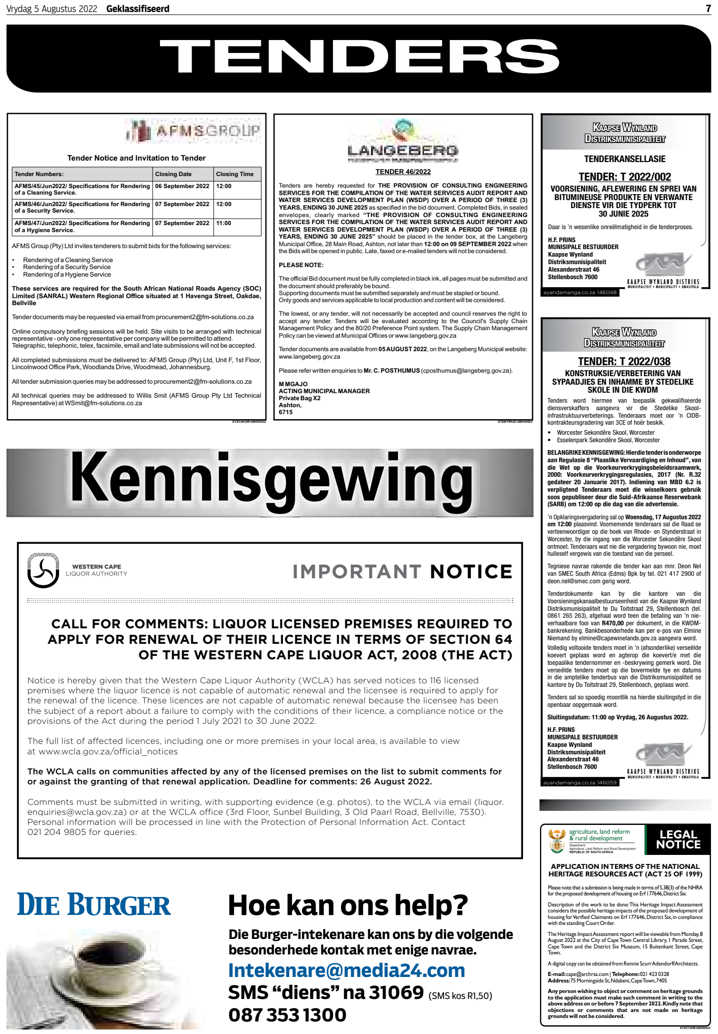
Preliminary consultation and engagement undertaken during design phase

Date	Purpose	Attendees	Comments	Action
04/07/2022	To present stormwater management, land use, zoning and maintenance proposals	• CCT: Catchment Management; Roads Infrastructure and Management; Urban Sustainability Unit Spatial Planning and Environment; Planning and Environmental; Urban Planning and Design; District Spatial Planning; Recreation and Parks • DALRRD • Delta BEC • CNdP • OVP • ECENG	• CCT requested that the site boundary be shown in relation to the pond areas • As two areas indicated for housing in the 2012 Draft LSDF will now be utilised for detention ponds to comply with the CCT SuDS requirements - CCT inquired whether the SuDS could be implemented on an alternative site in the future, should the City want to make use of the areas for alternative use - CCT inquired the mechanism by which a reduced SuDS policy could be implemented, giving rise to the use of only one area for SuDS	• The overall site boundary has been provided, showing the proposed ponds within the erf's cadastral boundary; this has not changed from initial discussions earlier in 2022 • This would be possible, provided it is agreed within the CCT's appropriate department • Achievable if either a storm event is omitted in the calculations, or the allowable outflow is increased, thus decreasing the pond size but increasing the outflow above the predevelopment flow rates • CCT noted that there are therefore 3 options, namely: - a. Stormwater detention ponds on both the eastern and western side will be required. - b. A stormwater detention pond on the western side of Russell Street Plaza only. - c. No Stormwater detention ponds at all
20/06/2022	To discuss the stormwater proposals for Phase 4 and to agree on the infrastructure and public spaces to be handed over to the CCT	• CCT: Catchment Management; Recreation and Parks; Urban Planning and Design; Urban Sustainability; District Spatial Planning; Planning and Environmental; • DALRRD • Delta BEC • CNdP • OVP • ECENG	• To comply with the CCT's Sustainable Urban Drainage System (SUDS) policies, detention ponds are required at the lower end of the site along New Hanover Street • To reduce unacceptable retaining wall heights the detention ponds have been split into eastern and western areas on either side of a public plaza, with each area fringed by informal trading stalls • The detention ponds are proposed to be wide and relatively flat multipurpose spaces used for kickabouts, parades, market days • The detention ponds will only be wet during high rainfall events. Following heavy rainfall, water will drain in 3 to 4 hours • CCT stated that the areas along New Hanover Street should retain water, provide open space, and provide urban (and housing) opportunities • CCT stated water could be used to flush toilets, support irrigation/urban agriculture/community gardens, water green walls or roofs, or be stored in basements • CCT Catchment Management supports the detention ponds in principle. • Recreation and Parks stated the ponds should be zoned Utility not POS2 • CCT Spatial Planning noted visibility of ponds, and need to make them part of the public space network	• While it had always been the intention of the Restitution Program to leave the land parcels along New Hanover Street available for future development, the original (2012) and current draft (2021) LSDFs do not appear to have provided for land for detention ponds in terms of the CCT's own SUDS policy • Meeting to be held with Catchment Management, Recreation and Parks, Urban Design, District Spatial Planning, and Roads Infrastructure and Management to discuss options for the detention ponds , and whether they meet CCT requirements

10/06/2022	1) To discuss the project proposals, and to agree on the infrastructure and public spaces to be handed over to the CCT; and 2) To discuss the proposed plan of subdivision for Phase 4 (the LUMS 2 application).	• CCT: Roads & Stormwater Infrastructure and Management; Waste management: Electricity; Economic Development; Recreation and Parks, Urban Planning and Design; Urban Sustainability; District Planning; Planning and Environmental; Sanitation; Water; TIA and Development Control; Catchment Management; • DALRRD • DeltaBEC • CNdP • MLB • OVP • ECENG • AMPS QS • BL Geomatics	• CoCT raised concern regarding the detention ponds also being functional recreation spaces, as these can be waterlogged for extensive periods following heavy rainfall events; • CoCT questioned why the proposed road reserves are not uniform or straight • It was noted that the majority of recesses could be avoided if smaller kiosks are used. • Road and service cross-sections to be more comprehensive and demonstrate compliance with CCT policy.	• Suitable substrates which enable water to drain quickly will be investigated; • Successful examples of detention ponds that are also recreation spaces will be provided • This is to accommodate street parking and meter kiosks, while maximising each block. The road reserves are pinched at the ends to create 'urban rooms' • Meeting to be held with Catchment Management, Recreation and Parks, and Roads & Stormwater Infrastructure and Management to discuss detention ponds.
26/05/2022	To confirm the requirements for: • The large block subdivision application, and whether this application would be exempt from the need for approval. • The courtesy plans for the proposed retaining walls • The courtesy plans for the proposed residential units.	• CCT: Land Use Management; Building Development Management • DeltaBEC • CNdP • MLB • ECENG	• It is intended to request confirmation of exemption from the need for approval in terms of Section 67 (1) of the MPBL for the LUMS 2 large block subdivision plan • The courtesy plans for the retaining walls will be appended to the LUMS 2 application, and then for local authority information and comment • Subsequent to submission of the LUMS 2 application, the courtesy plans for the residential units will be submitted in terms of the NBR for the local authority's information and comment	• Agreed

17/05/2022	• Share information and process	• DALRRD • Delta BEC • CNdP • ECENG • MLB • AMPS QS • D6 Reference Group	• Presentations made by DALRRD and professional team, and by D6RG • D6RG presentation highlighted - Fears of delays, poor quality, and lack of oversight - Expectations that the unit type will be as agreed (option 4.1) and that best practices are implemented during design and construction - Lessons learnt from previous phases must be considered to improve the project and experience for all involved • D6RG requested that the Department and professional team consider sectional completion and phased handover of units • D6RG proposed that meetings be held every two months	• Noted • It was confirmed that this is the intention, and that handover will take place as each phase is completed • It was agreed that meetings will be scheduled once sufficient progress has been made to avoid unnecessary meetings. Special meetings will be held if required
25/05/2022	To demonstrate how the proposed Phase 4 of the District Six Build One project aligns with various planning and urban design policies and principles	• CCT: Urban Planning and Design Department; Urban Sustainability Unit; District Planning Department; Planning and Environment • Delta BEC • CNdP • MLB • OVP	• CCT noted that there is potential to collaborate on the public space and stormwater design. The Liveable Urban Waterways program has budget for the design of the water system in District Six, and may contribute; • Detention pond area along New Hanover Street must be reduced so that the space can be used for development as far as possible: - The detention pond takes up valuable land along a significant activity corridor. - The CCT no longer supports the use of permeable paving • The central kickabout space should be softened more, through the provision of more trees and planting of the retaining walls. • The Draft LSDF has been supported by Sub-Council, and is going to Council at the end of the month.	• CCT to provide contact details • CCT to provide contact details for obtaining revised Stormwater Management Strategy • LFK invited the Consultant Team to further engage with the departments present, and offered the Consultant Team assistance in engaging with other line departments.
29/04/2022	Phase 4 LUMS Application 1 - Application to Determine the Most Appropriate Ground Level	CCT: Development Management; (Land Use Management • CNdP • MLB • ECENG • BL Geomatics	• Given extensive disturbance of site in past c.30 years, it is intended to use a recontoured Ground Level. • Administratively , it would be untenable to have to determine EGLs for individual buildings.	• All parties agreed on Option c) as per the MPBL's definition of 'Existing Ground Level'

14/04/2022	To present the proposed Ground Level for the Phase 4 site; and to confirm which Option (i.e., a), b), c), or d)) as per the MPBL's definition of 'Existing Ground Level' should be used	CCT: Development Management; (Land Use Management Delta BEC CNdP MLB ECENG BL Geomatics	• The Phase 4 site has a history of large scale disturbance, and is characterised by significant extents of cut and fill (holes and embankments). • The contour plan shown on the CCT's online GIS Viewer reflects artificial levels, as does a contour map (1984) obtained from the CCT's Property Management Department.	Land Use Management recommended a combination of options c and d
02/03/2022	To determine the optimal sequencing of LUMS, BDM, Heritage and other applications. This is so as to start activity on site as soon as possible ; and to avoid dormancy on site during the construction period	CCT: Development Management & Building Development; Building Development • Delta BEC • CNdP • MLB • ECENG • OVP • BL Geomatics • RSA	• Phase 4 will start followed by Phases 5 and 6 • It is intended to submit Phase 4 LUMS applications in July 2022. 5 months have been allowed for approval, by November 2022. • BDM applications are intended in November 2022 on LUMS approval • The Draft District Six LSDF is unlikely to be approved before the LUMS applications for Phase 4 are submitted Notwithstanding this, the intention is to align with the draft LSDF, as far as possible	• CCT Development Management noted that because the State is exempt from the provisions of the National Building Regulations, the CCT cannot process and approve formal building plans on state projects. The CCT can only provide comment on courtesy plans
26/07/2022	To engage CCT Heritage and Urban Design departments for feedback prior to public consultation	• CCT: Environment and Heritage; Urban Planning and Design; Recreation and Parks; District Planning • Delta BEC • CNdP • MLB • ECENG • OVP • RSA	• CCT requested images of proposed use of detention ponds • CCT queried whether a terrace over garage space could be made part of the original design by changing window to door above garage • CCT queried whether the 5.5m width could be changed to 6.5m • CCT asked how Old Hanover could be expressed as a pedestrianised street to make it more distinctively differentiated from the roadways	• Design team noted holding over the piece of vacant land east of the Russell St, Plaza will enable alignment with the notion of a higher density development corridor along new Hanover Street • Such flexibility is built into the design proposal, but will not be provided at the outset. • Alternative widths were explored, but 5.5m was the widest frontage feasible in terms of costs and density • Pavers could be used on Old Hanover to express differentiation from roadways



Vrydag 5 Augustus 2022 Geklassifiseerd 7

TENDERS

AFMS GROUP

LANGEBERG

Kennisgewing

IMPORTANT NOTICE

CALL FOR COMMENTS: LIQUOR LICENSED PREMISES REQUIRED TO APPLY FOR RENEWAL OF THEIR LICENCE IN TERMS OF SECTION 64 OF THE WESTERN CAPE LIQUOR ACT, 2008 (THE ACT)

LEGAL NOTICE

APPLICATION IN TERMS OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

DIE BURGER

Hoe kan ons help?

Die Burger-intekenare kan ons by die volgende besonderhede kontak met enige navrae.

Intekenare@media24.com

SMS "diens" na 31069 (SMS kos R1,50)

087 353 1300

CAPE TIMES 2022.08.05

PUBLIC NOTICES

agriculture, land reform & rural development

Department: Agriculture, Land Reform and Rural Development REPUBLIC OF SOUTH AFRICA

LEGAL NOTICE

APPLICATION IN TERMS OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

Please note that a submission is being made in terms of S.38(3) of the NHRA for the proposed development of housing on Erf 177646, District Six.

Description of the work to be done: This Heritage Impact Assessment considers the possible heritage impacts of the proposed development of housing for Verified Claimants on Erf 177646, District Six, in compliance with the standing Court Order.

The Heritage Impact Assessment report will be viewable from Monday, 8 August 2022 at the City of Cape Town Central Library, 1 Parade Street, Cape Town nd the District Six Museum, 15 Buitenkant Street, Cape Town.

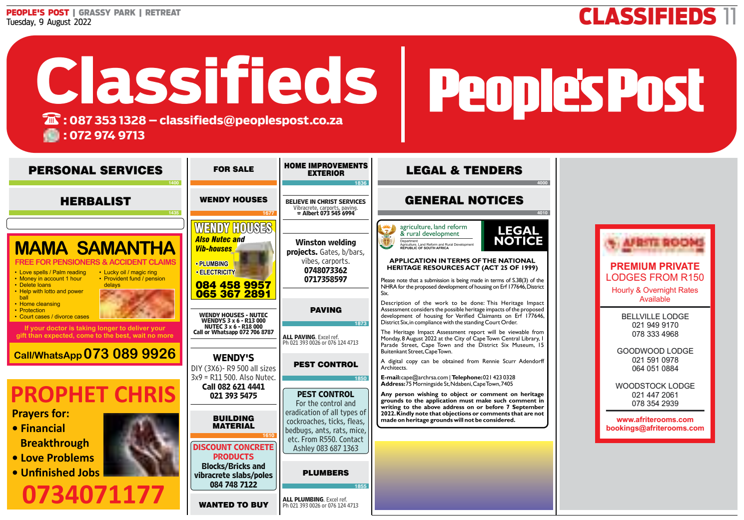
A digital copy can be obtained from Rennie Scurr Adendorff Architects.

E-mail: cape@archrsa.com
Telephone: 021 423 0328
Address: 75 Morningside St, Ndabeni, Cape Town, 7405

Any person wishing to object or comment on heritage grounds to the application must make such comment in writing to the above address on or before 7 September 2022. Kindly note that objections or comments that are not made on heritage grounds will not be considered.

Site notice erected on fence at bus stop along New Hanover Street (top)

Site notice erected on fence along Constitution Street (below)



PEOPLE'S POST | GRASSY PARK | RETREAT
Tuesday, 9 August 2022 CLASSIFIEDS 11

Classifieds People's Post

PERSONAL SERVICES

HERBALIST

MAMA SAMANTHA

PROPHET CHRIS

0734071177

FOR SALE

WENDY HOUSES

LEGAL & TENDERS

GENERAL NOTICES

LEGAL NOTICE

APPLICATION IN TERMS OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

PEST CONTROL

PLUMBERS

Notification of availability of HIA in Die Burger (top left), the Cape Times (top right) and the People's Post (above)

Annexure K: Public Participation, Proof of Consultation: 8 and 31 August 2022

Re: District Six Phase 4 Redevelopment HIA request for comment

Katie Smuts <katie@archrsa.com>
Wed 2022/08/31 11:58

To: Berendine Irrgang <berendinegesie.irrgang@capetown.gov.za>;Harriet Clift <Harriet.Clift@capetown.gov.za>;Gerald Elliott <gje.d6rg@gmail.com>;karenbrey@gmail.com <karenbrey@gmail.com>;Asa Architecture <info@cifa.org.za>;Chrischene Julius <chrischene@districtsix.co.za>;Nicky Ewers <nicky@districtsix.co.za>;enquiries@district6wc.com <enquiries@district6wc.com>;reclaimthecity01@gmail.com <reclaimthecity01@gmail.com>;contact@nu.org.za <contact@nu.org.za>;phine@sahra.org.za <phine@sahra.org.za>;CIBRA Panel <panel@cibra.co.za>
Cc: Mike Scurr <mike@archrsa.com>;Abdul Dhansay <abdul.dhansay@deltabec.com>

Dear All,

Just a reminder that the commenting period for the District Six Phase 4 HIA closes on 7 September.

Kind regards,
Katie

RENNIE|SCURR|ADENDORFF

T +27 21 423 0328
F +27 21 424 9396
C +27 72 796 7754
E katie@archrsa.com
W www.archrsa.com

From: Katie Smuts
Sent: Monday, 08 August 2022 12:30
To: Berendine Irrgang <berendinegesie.irrgang@capetown.gov.za>; Harriet Clift <Harriet.Clift@capetown.gov.za>; Gerald Elliott <gje.d6rg@gmail.com>; karenbrey@gmail.com <karenbrey@gmail.com>; Asa Architecture <info@cifa.org.za>; Chrischene Julius <chrischene@districtsix.co.za>; Nicky Ewers <nicky@districtsix.co.za>; enquiries@district6wc.com <enquiries@district6wc.com>; reclaimthecity01@gmail.com <reclaimthecity01@gmail.com>; contact@nu.org.za <contact@nu.org.za>
Cc: Mike Scurr <mike@archrsa.com>; Abdul Dhansay <abdul.dhansay@deltabec.com>
Subject: District Six Phase 4 Redevelopment HIA request for comment

Good day,

We invite you to review the following Heritage Impact Assessment report and provide feedback.
The HIA has been prepared in terms of S38(4) of the NHRA, pertaining to the proposed redevelopment of Erf 177646, District Six, Cape Town.

https://drive.google.com/drive/folders/1NvuzUEsrVLOBUebcyfM8LEsQd88sQsa9?usp=sharing

The 30 day commenting period ends on 7 September.

Please contact me should you have any questions.

Regards,
Katie

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Annexure L: CIBRA comment, 5 September 2022

CITY BOWL CIBRA CONSERVATION PANEL

Ratepayers' & Residents' ASSOCIATION
panel@cibra.co.za

COMMENTS

from meeting of the 05-Sep-2022
Applicant No: 0903/2022

BLOCK A: **All fields in Block A** are mandatory **Date:** 08-Aug-2022

PROPERTY DETAILS:

Erf number(s): 177646; ; ; in:

Street Address: Cnr New Hanover and Vogelgezang, District Six, Cape Town

Applicant's name: Katie Smuts Applicant's profession: Heritage Practitioner

Applicant's e-mail address: katie@archrsa.com Applicant's phone no.: 072 / 7967754

TYPE & DETAILS OF APPLICATION / PROPOSED WORK
(Additions / partial demolitions / total demolition / alterations / renovation / restorations / repairs / etc):

Phase 4 of the proposed redevelopment of District Six, entailing the construction of 177 new homes on Erf 177646, District Six

COMMENTS:

Application supported.

NOTE: The following are the most significant heritage concerns that affect Cibra's comments:

- Assessment of building's history & significance
- Summary of era, contribution to the area & local significance
- Available local knowledge to augment basic 1999/2014 III grading
- Perception of building by local lay residents
- Presence in street scape

In cases where CIBRA cannot support the proposal, the applicant may elect to resubmit the proposal after revisions to obtain a "no objection" or forward the comments to the relevant authorities, which may uphold or ignore CIBRA's comments.

---

an agency of the
Department of Arts and Culture

T: +27 21 462 4502 | F: +27 21 462 4509 | E: info@sahra.org.za
South African Heritage Resources Agency | 111 Harrington Street | Cape Town
P.O. Box 4637 | Cape Town | 8001
www.sahra.org.za

Enquiries: Palmira de Almeida

Email: pdealmeida@sahra.org.za
CaseID: 19237

Date: Tuesday September 13, 2022
Page No: 1

Final Comment

In terms of Section 38(4), 38(3) of the National Heritage Resources Act (Act 25 of 1999)

Attention: Rennie Scurr Adendorff

15 New Church Street
Cape Town
8001

Proposed redevelopment of Erf 177646 as part of the restitution process pertaining to District Six, Cape Town

Thank you for submitting your application to SAHRA for comment. The application was reviewed by the South African Heritage Resources Agency, (SAHRA) Built Environment Unit.

The following documents that were assessed:

D6 Phase 4 HIA_compressed
Annexure I District Six Phase 4 AIA
Annexure J District Six Phase 4 Social History
Annexure K District Six Phase 4 Visual Statement

SAHRA has noted the proposed redevelopment of Erf 177646 as part of the restitution process pertaining to District Six, Cape Town, and has no objections to this application. We note, with appreciation, the recommendations to retain and enhance the remaining historical features of the site and further support all the recommendations and mitigations as presented in section 13.0 of the Phase 4 HIA. SAHRA further endorses the HIA as having fulfilled the requirements of Section 38 (3) of the National Heritage Resources Act (Act 25 of 1999).

Should you have any further queries, please contact the designated official using the case number quoted above in the case header.

Yours faithfully

District Six Phase 4 Redevelopment Heritage Impact Assessment

Our Ref:

an agency of the
Department of Arts and Culture

T: +27 21 462 4502 | F: +27 21 462 4509 | E: info@sahra.org.za
South African Heritage Resources Agency | 111 Harrington Street | Cape Town
P.O. Box 4637 | Cape Town | 8001
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Enquiries: Palmira de Almeida

Email: pdealmeida@sahra.org.za
CaseID: 19237

Date: Tuesday September 13, 2022
Page No: 2

Palmira de Almeida
Heritage Officer
South African Heritage Resources Agency

Ben Mwasinga
Manager: Built Environment Unit
South African Heritage Resources Agency

ADMIN:
Direct URL to case: https://sahris.sahra.org.za/node/602754

Terms & Conditions:

1. This approval does not exonerate the applicant from obtaining local authority approval or any other necessary approval for proposed work.
2. If any heritage resources, including graves or human remains, are encountered they must be reported to SAHRA immediately.
3. SAHRA reserves the right to request additional information as required.

7th September 2022

Ms. Katie Smuts
Rennie Scurr Adendorff Architects
PO Box 16390
Vlaeberg
8018

Transmitted by email to: katie.smuts@gmail.com

Dear Ms. Smuts

CIfA HERITAGE COMMITTEE:
COMMENT ON DISTRICT 6 PHASE 4 REDEVELOPMENT, ERF 177646

HERITAGE PRACTITIONER:
RENNIE SCURR ADENDORF ARCHITECTS
PO Box 16390, Vlaeberg 8018
Email: katie.smuts@gmail.com

ARCHITECTS:
MLB ARCHITECTS

DOCUMENTS SUBMITTED

- District Six Phased Development Heritage Impact Assessment - Executive Summary
- District Six Phased Development Heritage Impact Assessment - Full Report
- Annexure G: District Six Phase 4 Plans
- Annexure I: District Six Phased Development Heritage Impact Assessment - Archaeological Impact Assessment
- Annexure J: Socio-Historical Study - Parcel P/Stage 4 District Six
- Annexure K: District Six Phased Development Heritage Impact Assessment - Visual Statement

BACKGROUND

The Heritage Impact Assessment is submitted in terms of Section 38 of the National Heritage Resources Act (NHRA, 1999). Interested and Affected Parties (I&AP) have been invited to comment on the work in terms of heritage related merits. The Heritage Committee of the Cape Institute for Architecture (CIfA) is registered with HWC as an I&AP and submits herewith comment on the above S.38 process.

The history, development, and subsequent destruction of the wider area of District Six has been the subject of extensive academic and public discourse. The Phase 4 redevelopment project is concerned with the restitution of families forcibly evicted from District Six under the Group Areas Act in the 1960s and 1970s. It is intended

7th September 2022

to build 177 houses on erf 177646 as part of the current restitution project that encompasses two other parcels that will be subject to separate HIA processes in due course.

The parcel of land earmarked for development in terms of this phase of the redevelopment of District Six, Phase 4, is Erf 177646, a 28 955.84m2 piece of land that lies between New Hanover Street and Constitution Street, west of Vogelgezang Street.

HERITAGE RESOURCES, STATEMENT OF SIGNIFICANCE & GRADING

District Six was identified as a Grade I heritage resource in 2004 by SAHRA but has never been formally proclaimed as a National Heritage Site. HWC and SAHRA determined in 2012 that HWC was the responsible management authority until such time as the site was formally declared an NHS in terms of Section 27 of the NHRA (No. 25 of 1999). The proposed development area - and District Six more widely - is within neither a proclaimed nor proposed Heritage Protection Overlay Zone (HPOZ), although declared and proposed HPOZs surround the area. The site is not graded, nor does it contain any graded resources, although in the immediate vicinity, gradings are attached to standing buildings and remnant religious sites and structures.

The following is a summary statement of significance by le Grange (2003: 33) in his impact assessment on District Six:

> *District Six is of cultural significance because of the historical, social, cultural, religious, symbolic, and urban values that are associated with it. The significance of District Six is derived from its historical use as an important urban quarter within Cape Town. District Six has acquired a symbolic status because of the people and events that have been associated with it over the past 150 years.*
>
> *District Six has acquired further significance from its physical setting and the physical elements that made up its fabric before being destroyed, some of which still remain in parts of the area. Its value as a symbol of urban forced removals in Cape Town and other cities within south Africa over the past forty years adds further to its significance. The area has in the past, and still does today, continue to contribute to the broader cultural landscape of the city of Cape Town.*

HERITAGE DESIGN INDICATORS

The development should be considered within the framework of this long period of involvement both of National Government, the City of Cape Town and the officially recognised recipients who, through various platforms over several years, have had an opportunity to provide inputs into the design and layout of the proposed development.

Two existing reports informed the design and planning of the development to this point. The first of these was the Development Framework which was prepared between 2010 and 2012. The second report is the Implementation Framework (CNdP Africa, 2019), which explored high-density typologies as well as different block and massing scenarios.

The Development Framework was informed by the following "fundamental design principles":

- Reinstate the historic street grid and fine grain character of old District Six
- Enhance the setting of the remaining historic buildings as unique and distinctive places within the urban fabric
- Safeguard important vistas and protected views
- New Hanover Street as an activity corridor and the primary element of urban structure, in a reconfigured form
- Protect and improve natural, green linkages through the site, particularly mountain to sea links
- Create a clear and permeable network of routes and open spaces
- Urban form to be of a human scale and responsive to the microclimate and local topographical conditions
- Improve linkages with the surrounding urban fabric
- Provide a variety of typologies of public spaces and associated activities / buildings
- A clear definition of precincts/neighbourhoods
- Ensure the adequate provision of public facilities and that these are associated with key elements of the public space structure

The report extracts site-specific indicators from the wealth of heritage indicators put forward in previous studies. In summary these are:

Architectural indicators

- Structures to be restricted to two storey units.
- Scale and massing should be of a 'human scale' and reflect the fine grain of historic District Six.
- Building walls, punctuated with windows, define the street edge.
- Encourage active street frontages.
- Stoeps act as transitional spaces.
- Building proportions should allow for houses to define the streetscape.
- Building lines should be along property lines at street edges.
- Structures should share common building lines, massing, and scale.
- Structures should have uniform depth and width.
- Typologies on urban block corners should display variation from the row houses.
- Roofscapes should serve as visually unifying within this parcel and across the wider development area.
- Building materials should be utilised to lend unity and continuity within this parcel and across the wider development area.

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PO Box 3952, Cape Town 8000
Tel: +27-21-424 7128
info@cifa.org.za
www.cifa.org.za

Townscape/Urban design indicators

- Reinstate and respect the historic street grid.
- Design streets as social spaces.
- Memorialise the materiality of cobbled streets.
- Reinstate mixed-use nature of Old Hanover Street.
- Old Hanover Street to be pedestrian oriented.
- New Hanover Street should be a local business spine.
- New Hanover Street to prioritise pedestrians.
- Minor streets should act as public spaces through provision of pausing spaces, street furniture etc.
- Make provision for public parks and multi-purpose public spaces.
- Safeguard important vistas and protect views.
- Parking requirements to be provided for through safe on-street parking and internal parking courts or at rear.

Social indicators

- Houses should allow for growth and adaptation.
- Houses should be appropriately sized for comfortable living.
- Mixed, intergenerational living should be accommodated.
- The design of the house should consider community surveillance.
- Street surveillance and social interaction facilitated by positive transitional spaces between private and public.
- Make special provision for pedestrian usage through the provision of safe streets, traffic calming measures, wide pavements, raised intersections, tree planting etc.
- Memorialisation should happen across the development area, through signage, community art and place-making linked to historic people, features, and events.

Archaeological indicators

- Areas identified as potentially holding significant archaeological sites, features or material should be subject to intensive monitoring.
- The remaining areas of site will be monitored with routine assessment to determine whether any remains are sufficiently significant to warrant further recording in situ, or if material warrants archaeological intervention beyond recording and sampling.

PROPOSED DEVELOPMENT

The proposed layout centres around a large public open space with double-storey row houses laid along narrow streets to create a familiar urban fabric and environment that is not dissimilar to the historical District Six as per the wishes of the verified claimants.

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C:\Users\CIFA Guest\Documents\Committee - Heritage Review\District Six Phase Four\CIfA Comment_District 6 Phase 4_07092022.docx

In addition to the design of houses, blocks and street layouts, significant design elements that have been included:

- The provision of a large, multi-purpose central public open space for formal sports and informal recreation and leisure activities.
- Midblock retaining walls to accommodate the slope across site.
- Dwelling separation boundary walls between units.
- Articulation with Constitution Street through the creation of a small public open space to act as a pause space there.
- The creation of a detention pond along New Hanover to comply with City stormwater management policies that serves as a multi-function public open space when not flooded.
- Soft Landscaping.

The design of the proposed development has been guided by the express wishes of the verified claimants to return to an environment reminiscent of that they were forcibly removed from. As such, the architectural language is embedded in recognisable Cape forms, with gabled walls and pitched, corrugated roofs, or flat roofs with copings; plaster bands around doors and windows, walls punctured with vertical openings, and location of structures close to the site boundary to enclose the street space.

Two new elements have been introduced, that are at odds with this familiarity. Carports have been created at the front of properties and within the footprint of the building. According to the HIA possible negative impacts of this on street interfaces have been ameliorated through attention to the design of street frontages to maximise opportunities for activation. The detention pond, the other new element, has been designed to provide a multi-purpose space while not flooded, and according to the HIA will enhance public amenities, and activate that sector of the site.

HERITAGE IMPACTS

Archeological impact

The extensive cut and fill that will be required to build on this site means that it is highly likely that all archaeological traces will be destroyed during the redevelopment process. This extends not only to structural remains, features, and possible deposits, but also to street fabric, both tarred and cobbled surfaces. The mitigation strategy proposed in the AIA is to implement a programme across the site, with continuous monitoring proposed for those sites that have been identified as holding potentially high archaeological significance.

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Social history impact

The historical remnants and social associations of Hanover Street in particular, require that any urban development responds to its character, especially through memorialisation across the site and activation of public space. Where community engagement is observed, social impacts, particularly considering the restitution process itself, are unlikely to be high.

Visual impact

The anticipated visual impacts of the proposed development are likely to be of low significance without mitigation, with the most pronounced impacts within 250m from the site. The visual impact on the Eastern Boulevard and De Waal Drive scenic routes are anticipated to be of low significance.

Townscape/urban impact

Impacts arise from several aspects of the proposed design, and these largely pertain to the need to accommodate modern regulations imposed by the City, building regulations and similar parameters within the restrictive conditions effected by the court order and the site topography.

- **Architectural character**
  Various strategies have been incorporated to reference the historic character of District Six, such as the use of gable walls, pitched and flat corrugated roofs, front stoep, etc.
- **Historic streets**
  The proposed street grid aligns with the historic grid as far as possible, while accommodating vehicular movement lanes and on-street parking, as well as articulating with the reinstated streets of Phase 3. Old Hanover Street, which was reinstated as part of the Phase 3 development, will be extended through this development, although it will be entirely residential in character. The fabric of the historic streets, where this persists, will not be retained in situ, and streets will be rebuilt from modern materials; the exception to this will be the reuse of granite kerbstones retrieved from the site during archaeological monitoring and site clearance.
- **Street interface**
  A major issue regarding the creation of positive street interfaces arises in relation to the provision of parking, which was historically not an important part of District Six development or layout. It is recognised that garages at ground floor sterilise the street environment and make it feel unsafe, while on street parking cannot accommodate enough vehicles and is itself a security risk.

  The intention in Phase 4 is to create carport/garage spaces on the ground floor of each unit, with a degree of flexibility in the design such that the space could be repurposed as a shop, flatlet, workshop, or similar. While this configuration will necessarily inhibit positive street interfaces somewhat, the design has sought to mitigate this through several measures

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that avoid the creation of long sections of street with no active frontage, including:
- Provision for single garage carports only.
- Recessing the carports and foregrounding, the articulated, projecting entrance and low walled front garden, to balance the garage element;
- The location of carports downslope of entrances on cross streets, to reduce their visual prominence.

- **Retaining walls**
  Retaining walls of between 1m and 5.2m high are required to create the platforms to accommodate the current unit size and typology. The streetscapes are not affected by the retaining walls as the enclosing perimeter structures obscure the view of them from the street.
- **Detention ponds**
  The location of the detention pond along New Hanover Street has two negative outcomes: it reduces the space available for densification along the important commercial spine of New Hanover Street, and it introduces an element that is foreign both to historic District Six and to the modern urban environment. The possibility of making the pond a usable, multi-purpose space, at all times except when flooded, offsets both of these negative impacts by adding further public open spaces that can be used for a variety of purposes and will enhance the neighbourhood.

COMMENT
The proposed phase 4 development is a positive step towards the restitution of the District Six claimants. That in itself is the most positive aspect of this project. The HIA is thorough and has identified all the positive and negative impacts. The design complies by and large with most of the heritage indicators, and the development as a whole can be supported by the Heritage Committee. In the assessment of the HIA and subsequent proposals, the Committee focusses on the elements that will contribute most to the creation of a vibrant and safe neighbourhood, reminiscent of the historical District Six. The creation of safe, pedestrian oriented streets, public spaces for young and old to occupy with good surveillance of the public realm will be critical to the success of this development. It is with these aspects of the design where the Committee believes there could be improvements:

Active street frontages and stoeps:
The various indicators (architectural, townscape and social) emphasised the importance of the street interface. The loss of the traditional stoep as an active interface between the house and the street due to the requirement to provide carports will have a significant impact on the character of the new development. In most of the units there will be no rooms on the ground floor facing the street, only the entrance door and window on the staircase. The only available on-street parking will be in front of the garden, thereby reducing surveillance even further. Actual visual surveillance would only be from the first floor bedrooms 2 and 3 (i.e. not the main bedroom). The requirement by the claimants that parking should be

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provided on-site created an almost impossible scenario for the architects to deal with. One possible way to mitigate this would be to convert the concrete roof of the garage into an accessible balcony - something alluded to in the document, although the idea was for the residents to do it themselves at a later time. We believe it should rather be incorporated as part of the project from the start.

New Hanover St local business spine:
The importance of New Hanover Street as an economic spine/high street connecting into the city centre has been emphasised several times throughout the document (and as the Mammon/le Grange and subsequent studies have consistently shown it to be). The placement of the detention pond and the treatment of its edges (4.5 - 5.2m retaining walls) proposed here could irrevocably undermine the intended character of this street. As a multi-purpose space we believe it does not have adequate surveillance to make it a safe and positive space, being lower than New Hanover Street level with a 5 to 6m high retaining wall between it and Old Hanover Street. We do not believe there will be adequate surveillance from vehicles driving past, and virtually no surveillance from the residences. We suggest a more considered urban design analysis needs to occur along this edge, to properly think through how the space will be experienced, how it will perform in the often-windy conditions, and how it will reinforce the intended active, urban and high street character of New Hanover Street.

CONCLUSION
Notwithstanding the above concerns raised, the Committee supports the development in principle in the interest of not causing any further delays in the restitution process.

The Heritage Committee would like to be kept informed with regards to any changes and/or additional submissions made to Heritage Western Cape on this application, as well as the outcome of any decisions by HWC.

Yours sincerely

Reinier Visser
Convener of the Heritage Review Committee
for and on behalf of the Cape Institute for Architecture

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CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

FORM E&HM1(a)
AUGUST 2019

SPATIAL PLANNING & ENVIRONMENT
ENVIRONMENTAL MANAGEMENT
Environment and Heritage Management Branch

CITY HERITAGE COMMENT ON DEVELOPMENT APPLICATIONS POTENTIALLY AFFECTING HERITAGE RESOURCES

PART 1 SITE AND PROPOSAL PARTICULARS		**DAMS Case ID:**	
Site address:	Site bordered by New Hanover Street, Vogelgezang St, Constitution Street and (New) Horstley Street, District SIx	**Erven** 177646	
Owner		**Applicant** Katie Smuts	**Contact** katie@archrsa.com
Proposal summary	Redevelopment of District Six - Phase 4 implementation		
Previous HWC submission	HWC case no:	Has the work started? Yes ☐ No ☒	
Conservation body	SAHRA; CIBRA; CIFA Heritage Committee; District Six Museum; District Six Reference Group; District Six Working Committee		

OFFICIAL USE ONLY

PART 2: HERITAGE TRIGGERS & SIGNIFICANCE	**NHR Act Section**: 34	**HPOZ** ☐	**Detail**: Proposed Grade 1 area	**Declared PHS** ☐

2013 – 2018 Heritage database (as displayed on CityMap viewer)	National I	Provincial II	Metro IIIA	Neighbourhood IIIB	Street Context IIIC	Potential IIIC	NCW 4
	☒	☐	☐	☐	☐	☐	☐

Summary Statement of Significance: (Le Grange 2003)
District Six is of cultural significance because of the associated historical, social, cultural, religious, symbolic and urban values. Its significance is derived from its historical use as an important urban quarter within Cape Town. District Six has acquired a symbolic status because of the people and events that have been associated with it over the past 150 years. It has acquired further significance from its physical setting and the physical elements that made up its fabric before being destroyed, some of which still remain in parts of the area. Its value as a symbol of urban forced removals in Cape Town and other cities within south Africa over the past forty years adds further to its significance. The area has in the past, and still does today, continue to contribute to the broader cultural landscape of the city of Cape Town.

PART 3: PRE-SUBMISSION CONSULTATION (EHM ADVICE TO APPLICANT)	
Additional information requested:	Detailed landscape plan to submitted as part of LUMS approval process.

PART 4: CITY COMMENT ON PROPOSED DEVEL OPMENT TO HWC		This does not in any way constitute approval or refusal of an application
Drawing No(s) HIA dated 8 August 2022 prepared by Rennie Scurr Adendorff & accompanying specialist studies – archaeological impact assessment; socio-historic study and visual impact assessment	**Rev**	**Dwg date**

Proposal:

The proposal includes the development of 177 houses on a single site (Erf 177646 - referred to as parcel P in previous frameworks), in a layout centred around a public open space surrounded by row houses along narrow streets. Mid-block retaining walls accommodate the slope across the site. The architectural design was based on the guidelines set out in the District Six Court Ordered Implementation Plan, which provide for the creation of narrow fronted, double-storey units in line with the preference of the verified claimants. There are two unit typologies – a 5.5m wide double storey unit with pitched and flat roof options and a double storey corner unit with flat roof.

Assessment:

- E&HM notes and supports the assessment, findings and recommendations of the comprehensive HIA and accompanying documents and agrees that the heritage indicators (established throughout a number of planning processes) have largely been adequately adhered to.
- The proposed built form and architectural language, which includes 'recognisable Cape forms' based on gabled walls and pitched corrugated roofs or flat roofs with copings, punctured vertical openings and the positioning of structures close to site boundaries, is supported.
- Although a higher density development would have been preferable as a response to the site's location close to the CBD, it is accepted that the proposed townscape has been directly influenced by the preferences of claimants in order to re-establish a street character and scale similar to what once existed.
- Two main design aspects however remain as concerns and should be further addressed during the detail design stage:

- *The introduction of carports/ potential garages and the impact that this will have on the streetscape character and activation*
  - The positive HIA assessment and the mitigation measures in this regard are noted. The HIA states that the interface between the public and private realm will further be enhanced as the development matures and people adapt their properties through expansion at first floor. It is however recommended that further consideration be given to the upfront design and construction of the carport roof spaces as decks, accessed from the upper level of the units. This will assist in further mitigating the lack of larger house frontages and stoep spaces along the streets by contributing to street activation/ passive surveillance.

- *New Hanover Street as mixed use activity street/ impact of retention pond*
  - If, as appears to be the case, there is no option of omitting the remaining western retention pond from the proposal, sufficient design detail needs to be provided to ensure the optimal functionality of this a quality public space, when not flooded. The space should appropriately respond to the future spatial character of Old and New Hanover Streets as activity streets/ memorialisation space with a strong pedestrian emphasis.
  - Related to the above is the need for clarity regarding the future form of development on the block along New Hanover Street and how this will enable a vibrant and active place of business, opportunity and residence. E&HM is supportive of the design team's recommendation of a 4 storey height limit in this part of New Hanover Street (for the future development parcel east of the proposed Russel Street plaza) to sensitively respond to the low rise residential fabric proposed on 177646.

General comment:

- S1.3.2 incorrectly states that the site is zoned Public Open space and that it will require rezoning, which potentially has environmental implications. The zoning is correctly indicated elsewhere in the document as GR4.

Further requirements:

- In order to address some of the above concerns, it is suggested that the recommendations include a requirement for a detailed landscape plan, which is to be submitted as part of the CCT land use application. This landscape plan must inter alia provide detail on the following:

- the design of the detention pond as a multi-purpose public space;
- the retention of existing trees along Constitution Street and New Hanover Street;
- Indication of new street tree planting in addition to the proposed planter boxes on residential erven;
- The design of the proposed central open space, indicating mitigation of the high retaining walls/ visual connections into the space;
- the treatment of Old Hanover Street and the use of pavements, signage, memory markers, public art interventions, landscaping etc. to relate to its socio-historic significance.

- Although all the recommendations are supported in principle, some of the implementation aspects and timelines for further action regarding socio-historic significance and impacts are unclear, e.g. the HIA states that Old Hanover Street can be developed as a commemorative route, reflecting the historical local activity spine. Does this form part of the current implementation phase? Similarly it is not clear how the recommendation to re-integrate the memories of places that were destroyed into the development plans is provided for, e.g. the intention to memorialise significant names and places through signage boards etc.

- A further recommendation/ suggestion is that a set of basic design guidelines, based on this submission, be formalised to guide future built form adaptations as typical scenarios such as the raising of boundary walls, extensions above carports etc. directly relate to street activation, surveillance and built form character.

Support ☒	**Not Support** ☐	**Officials Name:** B.Irrgang	**Official's Signature**	**/Date** 07/09 /2022

RE: District Six Phase 4 HIA

Chrischene Julius <chrischene@districtsix.co.za>
Tue 2022/09/13 19:14
To: Katie Smuts <katie@archrsa.com>
Cc: Mike Scurr <mike@archrsa.com>

Dear Katie

Hope all is well. Thanks for the consideration below.

I managed to go through the document. We don't have much comment and below is brief enough that you can just use as feedback and not official comment. However, if you want official communication on a letterhead, let me know.

- 5.2.8 Places of Poverty, Dilapidation and Destruction (p.29) - am not sure why this is a specific sub-heading – it suggests that these are the main characteristics of the area. I know this section comes out of a specific report, but can I suggest the following for content then?

  Sites of collective memory
  Memory of District Six is bound up in a nostalgia that evokes the strong community spirit of the area, as well as the hardships endured by a largely working class neighbourhood. The realities of poverty, the creation of slums through the neglect of absentee landlords and the subsequent destruction of the area through forced removals live alongside memories of District Six as a joyful and formative space for District Sixers. Places and sites that embody the spirit of District Six juxtapose good and difficult memories of the area. The fact of the forced removals, and the irrevocable… […]

Other than that, thanks for the HIA - looking forward to the final draft. If you need a broader strokes communication on our letterhead, let me know.

Kind Regards
Chrischené

From: Katie Smuts <katie@archrsa.com>
Sent: 7 September, 2022 8:13 AM
To: Chrischene Julius <chrischene@districtsix.co.za>; Nicky Ewers <nicky@districtsix.co.za>
Cc: Mike Scurr <mike@archrsa.com>
Subject: District Six Phase 4 HIA

Dear Chrischene and Nicky,

Will the Museum be commenting on the D6 Phase 4 HIA? Comments are due in today, and we would really value input from the Museum, even if it is just in broad strokes indicating your high level position on the redevelopment.

Comments are due in today, but we would accept any comments that reach us before CoB Friday.

Thanks so much.

Annexure Q to Annexure S are provided separately as standalone reports submitted together with this report

Annexure R: Socio-Historic Study (Randle, 2022)

Annexure S: Visual Impact Assessment (Square 1, 2022)