



BULK REGISTER
FEBRUARY 2012

7. GATEWAY PRECINCT



LEGEND

A	ERF 9588
B	CITY LODGE
C	THEATRE SCHOOL
D	PORT ROAD
E	AMSTERDAM BATTERY
F	EBENEZER ROAD
G	CANAL WEST
H	CANAL EAST
J	CANAL AUDI
K	GATEWAY EAST

LAND AREAS	m ²
ERF 9588	3,110
CITY LODGE	7,700
THEATRE SCHOOL	1,150
PORT ROAD	15,980
AMSTERDAM BATTERY	3,155
EBENEZER ROAD	465
CANAL WEST	13,770
CANAL EAST	8,436
CANAL AUDI	1,632
GATEWAY EAST	13,190
ROADS	9,460
CANAL	6,713
PRECINCT TOTAL	84,761 m²

EXISTING DEVELOPMENT	m ²
DEVELOPED AREA	8,850
VACANT LAND	27,413
AREA FOR REDEVELOPMENT	37,606
AMSTERDAM BATTERY	3,155
TOTAL LAND AREA (NET)	77,024 m²

DEVELOPMENT BULK	m ²
RETAIL	245
OFFICES	1803
HOTEL	6718
RESIDENTIAL	313
INDUSTRIAL	0
SPECIAL	20404
TOTAL	29483 m²
APPROVED	59000 m ²
AVAILABLE	29517 m ²

*Note: All land areas are subject to confirmation by a land surveyor

APPENDIX F
PROPERTY ERVEN



FIGURE 1
ERVEN 1388, 1389, 1391, 9685 & 1416

7 OCTOBER 2011

NEIL SCHWARTZ TOWN PLANNING
TEL: 021 418 6865 FAX 086 6806673
Email: nschwartz@waterfront.co.za



FIGURE 2
GATEWAY PRECINCT

7 OCTOBER 2011

NEIL SCHWARTZ TOWN PLANNING
TEL: 021 418 6865 FAX 086 6806673
Email: nschwartz@waterfront.co.za

APPENDIX G

HIA GATEWAY PRESENTATION
TO CIFA, 23 AUGUST 2012

GATEWAY PRECINCT

HERITAGE INDICATORS

13th August 2012

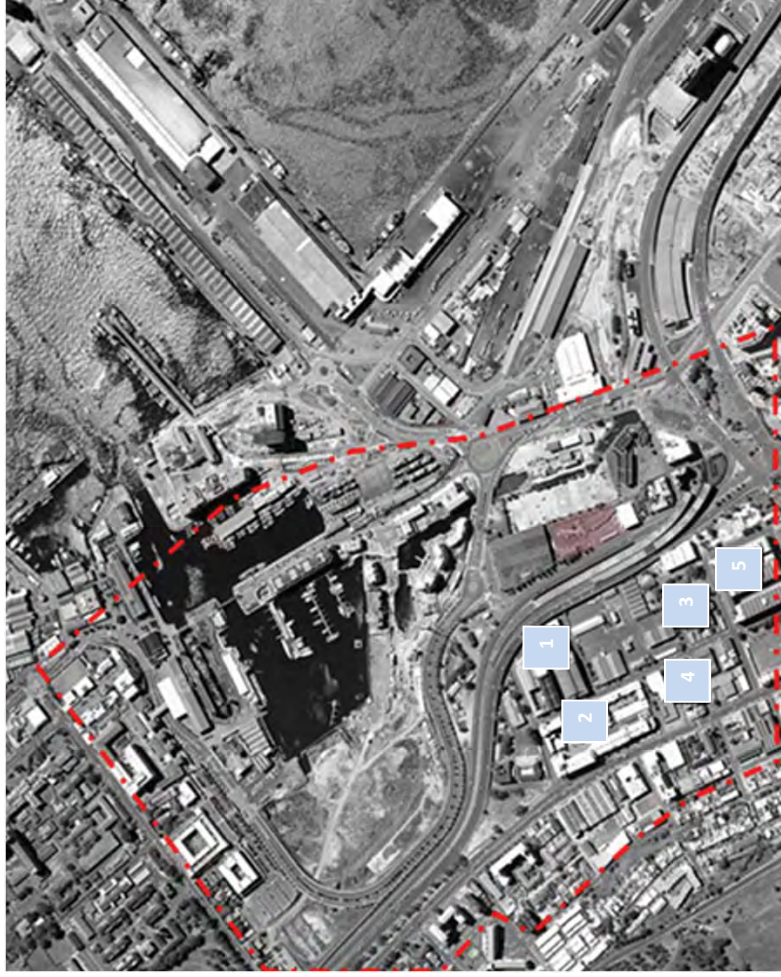
NB NICOLAS BAUMANN
URBAN CONSERVATION AND PLANNING



The following indicators were incorporated into the HIA dated May 2008 and were endorsed by HWC in a ROD dated 14 July 2008.

HISTORICAL OVERVIEW

- The Gateway Precinct falls within a stretch of an erstwhile coastal plain which extended from the Buitengracht to beyond the Mouille Point.
- For most of the 17th and 18th century, the Buitengracht formed the western boundary of the settlement at the Cape and the land beyond it was a wilderness, used by Khoekhoe and colonists alike to graze their stock.



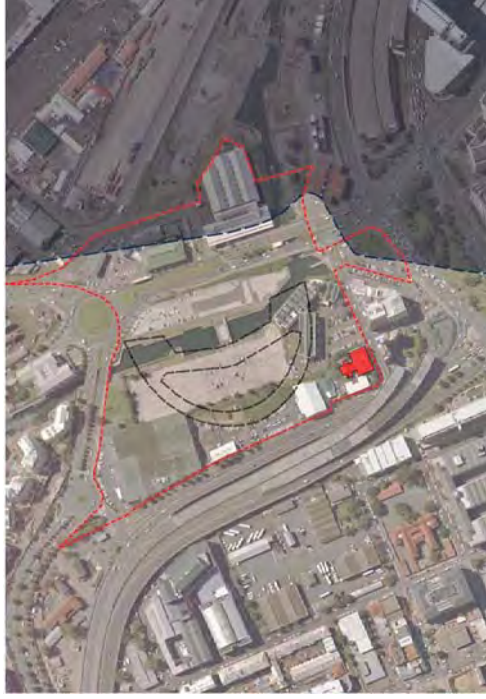
Aerial photography c2000. The visible remains of the Amsterdam battery and archaeological reserve are shaded in red. The portion of the area of high probability of burials being uncovered, as set out in the Green Point Protocol (2004) is shown by the dashed line: Nos 1-3 show the erstwhile locations of the SA Mission Society cemetery c1813, the English Church Cemetery c1832 and the Lutheran Church Cemetery c1833.

The area between 1 and 3 was granted to the Dutch Reformed Church to be used as a burial ground, but it was not used and in 1870, the church was given permission to sell the land. No 4 shows the location of the 18th century slave and/or paupers burial ground as evidenced by exhumations at Prestwich Street and Coburn Street. No 5 shows the location of the old Somerset Hospital built in 1818. The remains of the White Sands burial ground lie to the west/north-west of the enclosed Somerset Road cemeteries and remains have been found in the V&A Marina Residential, the BP site and at the Gallows Hill Traffic Station.

HERIGATE SIGNIFICANCE

1. The Amsterdam Battery

- The remnant of the remaining fragment of the Amsterdam Battery must be retained and an appropriate means developed for its incorporation and interpretation in any new development. A policy of minimal intervention to the fabric of the Battery should be adopted.
- There should be no over sailing of the Battery and a setback line of a minimum 5m should be established from the outer lining of the Battery.

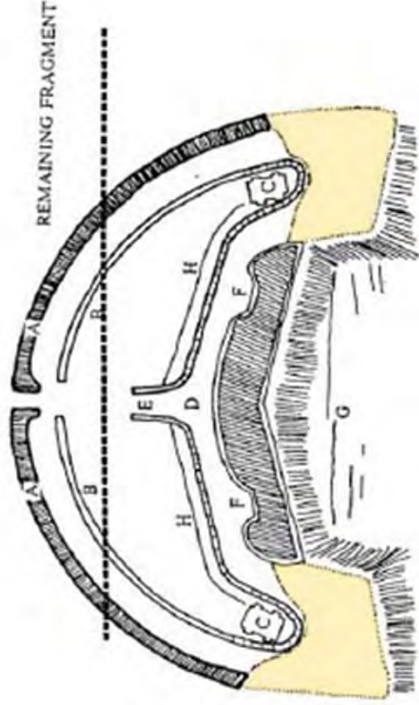


Gateway Precinct showing the approximate arc of the Amsterdam Battery. The area to the north east of the archaeological remains of the Battery has been excavated to the level of the reclaimed land. Original coastline is shaded blue



Existing relic of Amsterdam Battery

- The Battery should preferably form part of a public open space system with a clear linkage to the canal which marks the original coastline.
- Ground clearing and limited trenching under archaeological supervision should occur in and around the Battery to reveal the original height of the rear rampart. A Phase One Archaeological Investigation should be conducted in the area immediately to the rear of the Battery to identify potential grave sites.

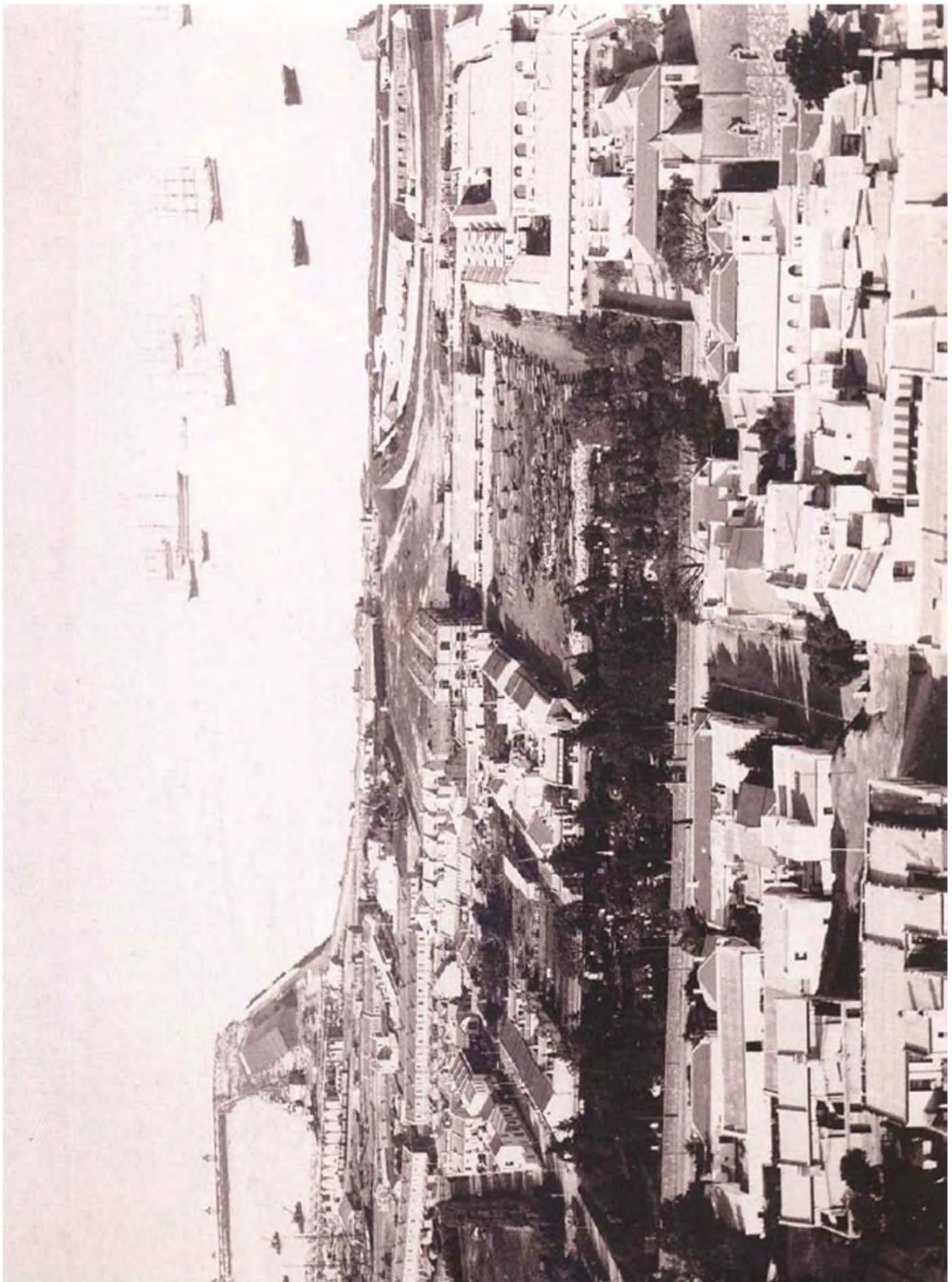


Key:

- A: Ramparts
- B: Inner loop-holed wall
- C: Powder magazines
- D: Terrace or promenade providing access to guns and magazines
- E: Approach to terrace
- F: Recesses serving as approach to stores
- G: Site of former earthworks and mounds
- H: Flagstone paving in front of doors leading to stores and dungeons



Visual connection from Signal Hill (noon day gun site, Amsterdam Battery, and the sea)



2. The Mission to Seamen Institute (1905)

- The building has considerable historical, social, architectural, aesthetic and contextual significance and must be retained.



3. Visual connectivity between the noon day gun site, the Amsterdam Battery, and the sea

- Although the visual connection between the Battery and sea has largely been lost due to development, consideration should be given to the creation of a visual shaft linking the Battery to the sea and to the noon day gun site.
- The existing bridge across the canal and the gap between the buildings to the east of Dock Road should be used as a guide to the alignment and width of this visual shaft.
- The alignment with the noon day gun site provides a powerful visual link between the mountain, site and the sea and should be conceptualised as a major structuring element.
- The original Battery form should be clearly visible from Dock Road to provide a powerful marker of the role of Dutch fortifications in the area and the rich layering evident in the historic core of the Waterfront.
- The visual spatial shaft linking Dock Road and the Battery should be as uncluttered as possible and should form part of the major public space structure.
- Any connecting bridges should be limited in scale and should be aligned closer to Dock Road to ensure minimal impact on the visual corridor.



View of Amsterdam Battery and Signal Hill



Visual connection from the Battery to the sea

4. Positive expression of gateway condition at interface between the City and the Waterfront.

- There should be clear integration of the City and the Waterfront in the form of a public space system which allows for generous, safe, secure convenient and enjoyable pedestrian movement and public squares.
- The route(s) should be aligned to take advantage of heritage sites; other sites of public interest and additional alternative potential pedestrian routes linking the precinct with the City.
- Integration with the city should be enhanced by a permeable grid system and a mixed use land use pattern to encourage richness and diversity
- The ground floors of buildings adjacent to public rights-of-way should be pedestrian orientated and used for purposes which are generally publicly accessible.
- The threshold between the City and the Waterfront should be appropriately marked. The area has considerable historical, social and visual significance as the original interface between the city and the harbour.
- It should be conceptualised as a predominantly public, multi-functional urban space which is pedestrian orientated and which reflects the historical use of the area.
- Visual connections to the city via the pedestrian bridge; into the V&AW towards the synchrolift and the canal and the link to the Amsterdam Battery should be enhanced.



View of Synchrolift from entrance to V & A



Gateway to V & A

5. Interpretation

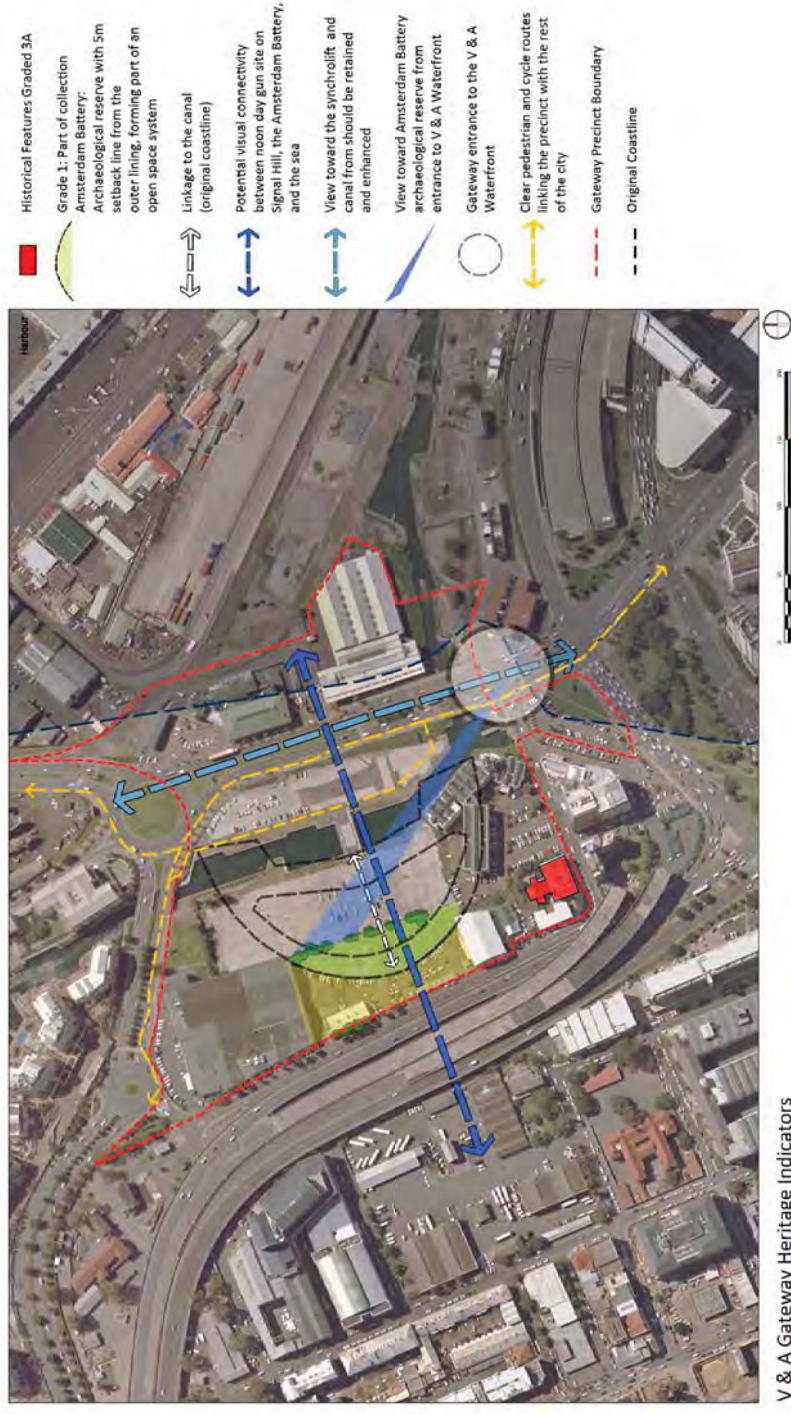
- Appropriate interpretation, possibly in the form of story boards, should be considered to illustrate the scale and form of the original battery, its linkage to other Dutch fortifications in the immediate vicinity such as the Chavonnes Battery and Fort Wynyard, and the broader role the Battery played in coastal fortifications during the latter half of the eighteenth century and the extent to which this reflected international relations and tensions at the time.



Remnants of ruins in Tuscany have become part of the public open space system

HERITAGE INDICATORS

- The treatment of the remnant of the Amsterdam battery and its appropriate incorporation into any future development; positive feature incorporated into the public open space system.
- Acknowledgement of view corridors, axis, height issues.
- Pedestrian and bicycle access.
- The retention of a visual link between the Battery and Table Bay.
- The retention of the Mission to Seamen Institute.
- Integration with the city; celebration of gateway location.



V & A Gateway Heritage Indicators

ADDITIONAL HERITAGE INDICATORS RELATED TO INTEGRATION WITH THE CITY

Contextual Framework, City of Cape Town (1989)

- **INTEGRATION**

To increase the physical, perceptual, functional and jurisdictional integration of the central Waterfront with the rest of the city, for all segments of society.

- **PUBLIC USE**

To increase public use and enjoyment of the central Waterfront by extending the richness, diversity and activity of the city life to that area, through residential, institutional, recreational and commercial development.

- **PUBLIC ACCESS**

To increase and improve public access and open space along the water's edge and within the central Waterfront.

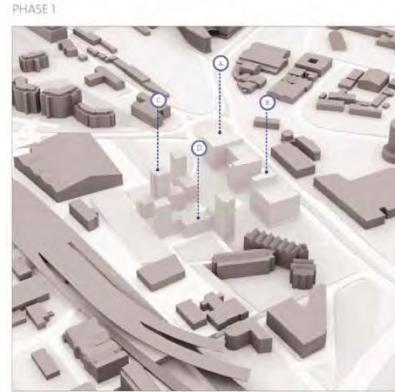
APPENDIX H

V&AW Design Review Committee Comment

1. GATEWAY PRECINCT PLAN

This submission follows the initial submission made on 29 March 2012, and was augmented by images created by KPF's London offices represented by John and Cindy.

1. The important factor for this Precinct Plan is that it deals with available Bulk only. However, cognisance has been taken of the possible future Bulk opportunity in formulating this submission - it has been 'Future-proofed'. The available Bulk is approximately 34,000m².



2. The City's MyCiti IRT system roll-out has been catered for in Dock Road.



3. All Heritage indicators, including Amsterdam Battery and Seaman's Institute have been catered for, as well as the link to the historical coastline passing by Erf 9588.

4. The required View Corridors have been respected.

5. Care has been taken to ensure that the Gateway grid can tie into the City's grid.

6. The design identifies a series of spaces:

- a. Gateway spaces
- b. Street spaces
- c. Water spaces
- d. Pedestrian axis
- e. Parks

7. The sense of Gateway is augmented by the creation of a 'pause area' off Dock Rd at the start of the 'Lobster ' site.

8. Parking is via a two level 'super-basement' accessible off Dock Road in two places.

Outcome - The Committee commented as follows:

- i. The treatment of the Battery site needs to ensure that the 'bleakness' of the space is retained - not too lush.
- ii. There is not sufficient in this proposal to make it stand out as the Gateway between the City and the V&A. The term 'Knuckle' was used in this regard.
- iii. The limited Bulk available and the desire to create height result in structures that seem too slender for the environment. [This refers to the images of the residential towers]
- iv. The view along Dock Road (as a motorist) has not been given any priority - the design is done specifically with pedestrians in mind.
- v. Maximise the fantastic views at our disposal.
- vi. Requires more drawings - especially of the Gateway and Dock Rd. [**V&A Team**]

APPENDIX I

VOC FOUNDATION COMMENT



VOC Foundation
6 Julianaveld South
Pinelands 7405
25 August 2012

Dr N. Baumann
43 Glen Crescent
Higgovale

Dear Dr Baumann

AMSTERDAM BATTERY

V&A Waterfront's attention to the remains of the Amsterdam Battery is much appreciated.

We feel that signage, information boards or a display should concentrate on the battery as a link in the city's impressive chain of coastal defences, and its position on Table Bay's shoreline.

An archaeological and architectural display would also be very interesting.

We can provide you with a history of the battery and the illustrations e.g. plans and maps, which you may require, for the VOC period.

We asked City Council to change the name of the street at the rear of the battery back to Amsterdam Road, as it was before the fly-over was built, and believe that our application was successful and will be published soon.

A person who is very knowledgeable about coastal artillery is Cdr. W.M. Bisset, SAN (ret.) the former curator of the SA Navy museum and the Fort Wynyard coastal defences museum.

Sincerely

A handwritten signature in black ink, appearing to read 'D. Sleight', written over a faint circular stamp.

D. SLEIGH (Dr)
SECRETARY

APPENDIX J

CIFA COMMENT, 27 AUGUST 2012

**THE CAPE INSTITUTE FOR ARCHITECTURE**

71 HOUT STREET CAPE TOWN 8001 PO BOX 3952 CAPE TOWN 8000
EMAIL: info@cifa.org.za FAX:+27 21 424 3620

DIE KAAPSE INSTITUUT VIR ARGITEKTUUR

HOUTSTRAAT 71 KAAPSTAD 8001 POSBUS 3952 KAAPSTAD 8000
TEL: +27 21 424 7128 WEBSITE: www.cifa.org.za

27th August 2012

Mr Nicolas Baumann
Nicolas Baumann Urban Conservation & Planning
43 Glen Crescent
Higgovale
Cape Town 8001

per email. urbancon@iafrica.com

Dear Mr Baumann

PRESENTATION TO THE CIA HERITAGE COMMITTEE ON 13 AUGUST 2012
PROJECT: GATEWAY PRECINCT, V & A WATERFRONT, CAPE TOWN
TYPE OF DEVELOPMENT: MIXED USE
HERITAGE PRACTITIONER: NICOLAS BAUMANN

PRESENT

Representing the CIA Heritage Committee and other

A. Berman	P. Büttgens (Observer)
J. Cornelius (CCT ex-officio)	J. De Villiers
C. Donovan (nee Abrahamse)	G. Jacobs
J. Rennie	L. Robinson (Observer)
M. Scurr	A. Van Graan (Convenor)

Representing the Applicant

Heritage Practitioner: N. Baumann

N. Bouma	B. Grould-Pratt
N. Schwartz	D. Sleigh
W. Steenkamp	N. Strong

The presentation showed the planning proposal for Phase 1 of the Waterfront Gateway project. The initial proposals had been prepared in 1992 and there have been significant developments that have changed the context since then including the CTICC, Roggebaai precinct and the developments in Green Point. It has thus become necessary to reconsider the master plan for the Gateway. The main informant of the precinct plan was the remains of the Amsterdam Battery, which, although partly demolished, is a significant remainder from the Dutch Period.

The proposal indicates significant visual axes both from the city through to the Waterfront as well as cross axes that link the Battery to Signal Hill and to the sea. The area around the Battery is treated as public open space with a series of stairs leading up from the road level up to the level of the Battery with developments arranged on either side of the cross-axis so as not to impede the visual links. The intention is to integrate the Gateway into the city by introducing the grain of the city grid into the proposal. The proposal is for residential and mixed use developments, bringing a residential component into the city. This was considered to be potentially problematical as it might restrict access but the planners proposed embedding access in the development rights. For this to come to a satisfactory resolution will require particularly careful thought, particularly when taking into consideration that the space around the battery appears quite tight - and will have to accommodate a public/private interface without detracting from the spatial context and interpretation of the battery remains themselves.



Concern was also expressed about the significant difference in level between the road and the Amsterdam Battery. The concept that this would be achieved by flights of stairs with intermediate platforms was considered acceptable. Willem Steenkamp asked whether the open space at the Battery would be able to be used for events. He also asked how the history of the battery would be evoked. It was suggested that with the assistance of Dr. Sleight information boards would be provided that explained the history of the fortifications. It was considered essential that the Battery and the area around the Battery should be accessible to the general public and the urban designers concurred. An archaeologist has been appointed and there are a number of areas that will be investigated including the area behind the Battery to determine its height.

It was suggested that the footprint of the battery needed to be reflected. Simple definition of the existing battery remains on plan and section(s) surveyed and drawn sensitively are needed crucially, together with the new lower road and canal levels, and a vitally necessary (albeit even if partly conjectural and interpretive) responsibly 'accurate' overlay of what existed before railway removals and road and canal insertions to show the relationships that need to be explored and portrayed not only with story boards but in the approach adopted in the planning.

Concern was expressed that there does not seem as yet to be an accurate portrayal of A) what still exists and B) what existed at one time and it was believed that overall what was missing was a level of conservation respect that the remains should and could deserve. It was felt that the perspectives and character given and talked about did not really indicate a clear conservation approach or indicate deserving relevance.

The issue of the actual gateway to the Waterfront being at the junction of Dock Road and Buitengracht was raised, but it was pointed out that this land is in separate ownership, although there is a wedge of land to the south that is in the ownership of the V&A and that needs to be planned into the scheme as part of the V&A gateway.

The fact that the V&A Waterfront Marina Home Owners Association had not been consulted, was raised, and the Heritage Practitioner undertook to check with HWC regarding registered heritage bodies and inform them of the development.

Yours sincerely



André van Graan
Convener
President - Cape Institute for Architecture

Disclaimer

The Cape Institute for Architecture (CIA) is a registered "Interested and Affected Party" and a commenting body. Any comments made are on the basis of information supplied by the applicant and is merely given as guidance. This comment is not a formal legal opinion. The applicant should not rely exclusively on it and the Institute will not accept responsibility for any negative consequences of applicants relying on this comment.

The CIA is a voluntary society with the primary mission to promote excellence in the practice of Architecture within its membership, beyond that which may reasonably be expected from a practitioner concerned only with professional registration. An additional, equally important objective is to assist its members in the achievement of this excellence.

