HERITAGE IMPACT ASSESSMENT

PROPOSED DEMOLITION OF FIVE BUILDINGS ON

ERVEN 52424, 52423, 58104, 58105 AND 110205
CHICHESTER ROAD CLAREMONT CAPE TOWN

DECEMBER 2017
HWC SUBMISSION REPORT

SUBMITTED TO HERITAGE WESTERN CAPE IN TERMS OF THE NATIONAL HERITAGE RESOURCES ACT NO. 34 OF 1999 SECTION 38(3) HWC CASE NO. 16062006
& THE CITY OF CAPE TOWN IN TERMS OF THE MUNICIPAL PLANNING BY LAW 2015

Figure 1: Elevation of the buildings proposed for demolition, September 2017

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EXECUTIVE SUMMARY

A. SUMMARY

Heritage Western Cape (HWC) response to the Notification for Intent to Develop (NID) application for the City of Cape Town (CCT) proposed Integrated Rapid Transport (IRT) infrastructure Phase 2A from Jan Smuts Drive to Stanhope Bridge is a required Heritage Impact Assessment (HIA) including an archaeological impact assessment (AIA). This HIA report is an initial phase HIA for the proposed demolition of five buildings on Erven 52424, 52423, 58104, 58105 and 110205 Claremont situated on a section of the IRT route. In communication with the HWC Case officer, HWC advised on their requirements for the phase HIA due to CCT requirement for the demolition application. The HIA on the IRT from Jan Smuts to Stanhope Bridge including an AIA will be submitted to HWC at a later date. The five buildings proposed for demolition are situated on five erven on Chichester Road Claremont Cape Town, outside of a proposed or declared Heritage Protection Overlay Zone (HPOZ) (refer Figures 2 and 3).

Figure 2: Location of site in relation to Claremont Central Business District (CBD), approximate position of five erven identified with an arrow, CCT 2017

C. PROPOSED DEMOLITIONS

The phase HIA application is for the demolition of buildings and structures on Erven 52424, 52423, 58104, 58105 and 110205 Claremont due to the requirements of a section of the proposed CCT Integrated Rapid Transport (IRT) route Phase 2A from Khayelitsha to Claremont. The application is urgent, as the CCT has hired security to prevent illegal occupation on certain of the vacated buildings.

D. SITE & CONTEXT HERITAGE RESOURCES

D.i Sites

The five erven consists of five residences of detached and semi detached residences. The one recommended graded structure on the five erven is the c 1925 building on Erf 52424 situated on the corner of Chichester and Markham Roads. This building is recommended for a Grade IIIB cultural significance.

D.ii Context

The immediate site context has very few recommended graded sites and structures. The Rosmead Central Primary School on Rosmead Avenue and the Catholic Church on Chichester Road are recommended for Grade IIIB. Harfield Village, situated south of the site is a declared CCT Special Area and CCT proposed HPOZ as it has numerous locally significant buildings and sites.

Figure 3: Five buildings on the identified five are proposed for demolition, CCT 2017

E. ANTICIPATED IMPACTS ON HERITAGE RESOURCES ON SITE AND IN CONTEXT

No high negative impacts to heritage resources are assessed as a result of the proposed demolitions. The recommended graded building on Erf 52424 is isolated from other heritage resources and the proposed demolition is therefore assessed to not result in a high negative impact. This building is situated adjacent to other early 20th century buildings, which have all been negatively altered to result in a recommended Non Conservation Worthy (NCW) grading.

G. RECOMMENDATIONS

The HIA recommends to HWC:

1. This report is accepted by HWC as it meets the requirements of NHRA Section 38(3);

2. On the basis of this, and in terms of NHRA Section 38(4), HWC supports the proposed demolition of all five buildings and structures on Erven 52424, 52423, 58104, 58105 and 110205 Claremont Cape Town.

3. HWC requires the CCT to ensure that all noteworthy fittings and materials from these buildings will be recycled for future use, for example fireplaces, timber, doors and windows.

H. AUTHOR AND DATE

HIA Bridget O'Donoghue
December 2017

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SECTION 1 INTRODUCTION

1.1 INTRODUCTION

SMEC appointed Bridget O'Donoghue Architect Heritage Specialist Environment for a Heritage Impact Assessment (HIA) for the proposed City of Cape Town (CCT) Integrated Rapid Transport (IRT) route from Jan Smuts Drive to Stanhope Bridge in Claremont, Cape Town (refer Figure 4). This route is a section of the proposed IRT route from Khayelitsha to Claremont. The HIA is informed by meetings and information received from the CCT and project consultants.

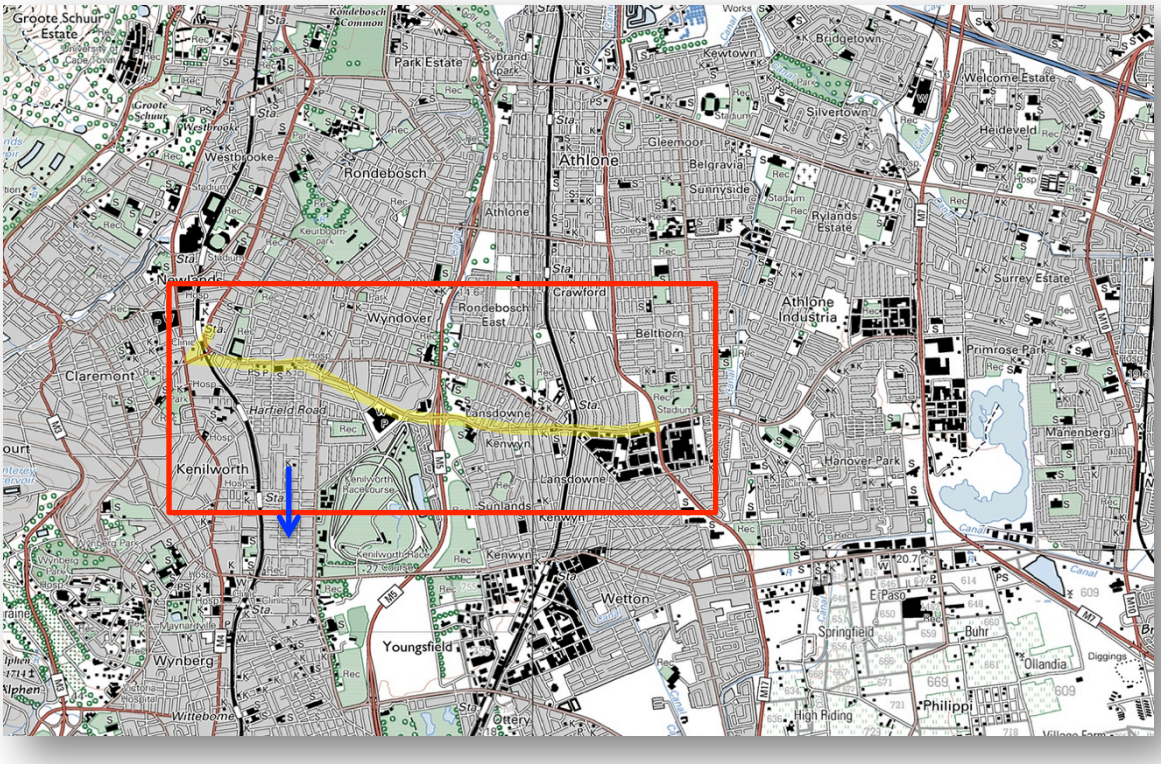


Figure 4: Location of proposed IRT route for the broader and future HIA. The approximate position of site erven on which buildings are proposed for demolition is indicated with an arrow, source ACO & Associates 2017

1.2 LEGAL REQUIREMENTS OF THE HIA

In response the NIDs submitted on the proposed IRT route from Khayelitsha to Claremont, HWC require a HIA on the route from Jan Smuts to Claremont Station only. This HIA is in process and will be submitted to HWC once the details of the proposed route designs are available. This report is therefore a phase HIA that only assesses the proposed demolitions of the buildings on Erven 52424, 52423, 58104, 58105 and 110205 Claremont, and not the IRT route abutting these erven. The application for the IRT route from Khayelitsha to Claremont triggered a Notification for Intent to Develop (NID) in terms of NHRA Section 38 (1)(a) as the roadway is over 300m in length. HWC response to the NID was for a Heritage Impact Assessment in terms of National Heritage Resources Act, No 25 of 1999 (NHRA) Section 38(3) to include an archaeological assessment (refer Annexure 1). HWC advised their requirement for a phased HIA for the demolition of the buildings on five erven[1]. HWC advised on the scope of the required public participation process (PPP), as follows:

- Site notices, visibly displayed;

[1] Personal Communication with HWC Case Officer, Ms K Robinson on 31 August 2017

[2] CCT Heritage Screening Report City Wide Integrated Public Transport Network (IPTN) Concept Design And Operational Plan;

- Advertising within local newspapers - the local newspapers, Cape Times and Cape Argus. HWC suggests a local paper such as the Community Post, Tatler etc.
- If the consultant / developer have a website, an advert easily accessible to the public is recommended to be placed online;
- Email sent out to all I&APs (registered conservation bodies, CCT Environmental and Heritage Resources Management, neighbours) who have shown an interest in the application;
- Advert placed at the local library and supermarket;
- A copy of the application can be left at the HWC offices for viewing.

1.3 PROPOSED IRT ROUTE

The CCT is proposing the extension of a City-wide Integrated Public Transportation Network (IPTN) that will include trunk routes and feeder routes as part of a full IPTN network. The Lansdowne Wetton Component forms part of this initiative. The use of the corridor mechanism is a unifying and connecting system for public vehicular transport (presently buses) between predominantly residential and commercial nodes. The proposal is at this stage only for road works to accommodate MyCiti busses and access points. In this transportation route expansion, the CCT is presented with a unique opportunity to re-structure and intensify the south-east portion of the Metro, previously neglected and subject to apartheid era planning, as follows:

- Develop vibrant areas by removing barriers to access;
- Improve connectivity throughout the Metropolitan areas;
- Increase efficiency of people's movement and as an aid to the movement of commuters and development activities.
- Improve access and transportation routes to encourage future development and intensification of use;
- Decrease walking distances from residential and places of work to public transport facilities;
- Reinforce convergence on core routes and access points; and
- Reinforce the use of the existing rail stations.

The design of the proposed IRT route adjacent to the buildings proposed for demolition depicts a five lane road with a dedicated bus lane in the centre and two vehicular lanes on each side. A pedestrian pavement is located on the edges of this roadway. The increased width of the roadway necessitates the demolition of the buildings on the identified five erven (refer Figure 5 and Annexure 3).

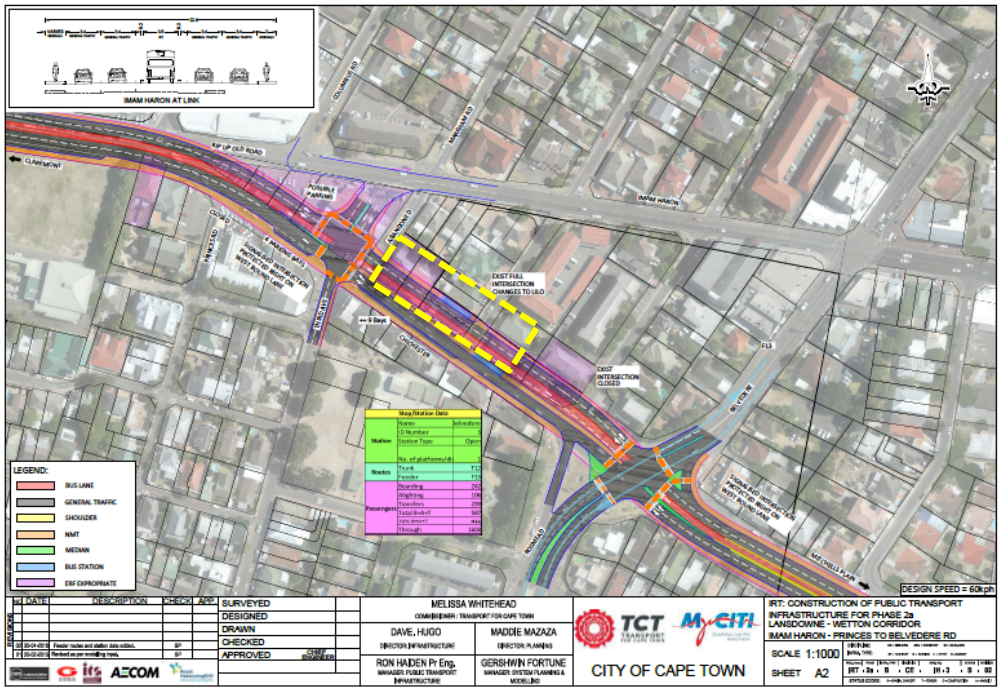


Figure 5: Proposed IRT road infrastructure in the five erven precinct, affected sites indicated with yellow outline, SMEC 2017

1.4 TERMS OF REFERENCE: HERITAGE STATEMENT

The scope of the phased HIA and the heritage related submission processes are as follows:

- Establish the HWC requirements for the phased HIA;
- Confirm and map the cultural significance of the heritage resources on the site and the context;
- Assess the potential impacts of the demolition of each building and structures over 60 years, in addition to the cumulative impact of the demolitions;
- Submit the draft HIA to PPP for comment;
- Submit the HIA to HWC for assessment in terms of NHRA S 34.

1.5 ASSUMPTIONS AND LIMITATIONS

1.5.1 Assumptions

It is assumed that the data on the proposed project information provided by the client and project consultants is accurate and up to date at the time of finalising the HIA draft report.

1.5.2 Limitations

The report has not examined in any detail social and economic issues that will be affected by the proposed demolitions and subsequent development of the site for the proposed IRT route, as this is outside the brief of the report. Certain buildings were unavailable for access as the CCT eviction process is underway. These buildings are on Erven 52423, 58104 and 110205. The CCT provided limited 2012 interior images for the buildings on Erven 52423 and 110205.

1.6 APPROACH TO THE STUDY

The proposed approach to the study is based on the guidelines for Involving Heritage Specialists in EIA processes: Edition 1 CSIR report no. ENV-S-C 2005 053 RSA, Provincial Government of the Western Cape, Department of Environmental Affairs and Planning, Cape Town (DEA&DP). These guidelines are based on accepted international best practice guidelines.

1.7 PROJECT TEAM

The project team comprises of the following consultants:

- Client: CCT
- Engineers: SMEC
- Environmental Practitioner: The Environmental Partnership

Heritage Specialist:

Bridget O'Donoghue is the author of the HIA phased report. Tim Hart of ACO & Associates will provide a specialist AIA in the full HIA for the IRT route. Bridget O'Donoghue (B Arch [UCT] M Phil (Environmental Science) [UCT] has extensive heritage experience in public organisations and the private sector. As a registered Architect and accredited Professional Heritage Practitioner, Bridget has the qualifications and the skills to conduct complex heritage assessments that deal with the built environmental and cultural landscape. As a private consultant since 2007, Bridget has completed numerous heritage assessments, audits and surveys for public and private clients. Work with Cape Town CBD includes HIA for Green Market Square, Bo Kaap Quarries, The Modern and the Relocation of the Cenotaph and Adderley Street IRT Bus Station, in addition to surveys of the city's heritage resources.

1.8 DECLARATION OF INDEPENDENCE

This is to confirm that Bridget O'Donoghue is responsible for undertaking the HIA. Bridget O'Donoghue and ACO & Associates are independent and have no vested or financial interest in the proposed demolitions on Erven 52424, 52423, 58104, 58105 and 110205 being either approved or rejected by the relevant authorities.

SECTION 2 HIA STATUTORY FRAMEWORK

2.1 INTRODUCTION

Section 2 provides an overview of the administration context of the site and the applicable statutory frameworks.

2.2 ADMINISTRATIVE CONTEXT AND STATUTORY FRAMEWORK

2.2.1 Introduction

The site is located in Cape Town within the administrative context of Ward 77 of the CCT. For the purposes of this study, the following relevant policy and planning documents were reviewed:

- National Heritage Resources Act No. 25 of 1999 (NHRA);
- Provincial Spatial Development Framework (PSDF);
- Municipal Frameworks, Guidelines and Regulations;
- Existing heritage studies.

2.2.2 National Heritage Resources Act No. 25 of 1999 (NHR Act)

The NHRA serves as the controlling legal framework for heritage management in South Africa. South African heritage legislation is broad ranging and provides theoretical protection to all categories of heritage. The Act lays down general principles for governing heritage resources management throughout the republic and provides for the identification, assessment, and management of the heritage resources of the country. A heritage resource is described as "any place or object of cultural significance" (NHRA Section 26 [xvi]). Heritage resources significant enough to be considered part of the national "estate" in Section 3(2) of the NHRA, and may include *inter alia:*

- Places, buildings, structures and equipment of cultural significance;
- Places to which oral traditions are attached or which are associated with living heritage;
- Historical settlements and townscapes;
- Landscapes and natural features of cultural significance;
- Geological sites of scientific or cultural importance;
- Archaeological sites and objects;
- Graves and burial grounds;
- Sites of significance relating to the history of slavery in South Africa;
- Moveable objects including military objects, fine art, books records, documents, archaeological and paleontological objects, and materials.

Cultural heritage significance means aesthetic, historical, scientific, architectural, spiritual, technological or/and social significance. The process of deciding why a place is of heritage significance is called heritage assessment. Understanding heritage significance/s are essential to making sound decisions about the future of the heritage resource, to assess development proposals and to ensure the appropriate level of heritage management. Assessment of the heritage value or significance of places and objects and ensuring adequate legal protection follows a clear sequence of actions, as follows:

- Identification of places and objects that have apparent value in heritage terms;
- Identification of significant factors that make the place or object valuable in heritage terms.
- Assessment of significance using heritage assessment criteria;
- Determination of degree of significance of the place or object (grading);
- Assignment of the appropriate level of formal legal protection and management by the relative heritage authority.

A culturally significant resource or site is considered part of the national estate if it has cultural significance or any other specials values due to:

- Its importance in the community, or pattern of south Africa's history;

- Its possession of uncommon, rare or endangered aspects of South Africa's natural or cultural history;
- Its potential to yield information that will contribute to an understanding of South Africa natural or cultural heritage;
- Its importance in demonstrating the principal characteristics of a particular class of South Africa's natural or cultural places or objects;
- Its importance in exhibiting particular aesthetic characteristics valued by a community or cultural group;
- Its importance in demonstrating a high degree of creative or technical achievement at a particular period;
- Its strong association with a particular community or cultural group for social, cultural or spiritual reasons;
- Its strong and special association with the life or work of a person, group or organisation of importance in the history of south Africa;
- Sites of significance in relations to the history of slavery (Section 3[3] NHRA).

The NHRA provides formal protections for national and provincial heritage sites. Such sites are required to be declared by way of a notice in either the Government or Provincial Gazette. Provincial heritage authority must compile and maintain a heritage register listing the heritage resources in the province, which it considers conservation worthy. The Act provides for the protection of heritage resources that have not been formally protected. The relevant sections of the Act for this assessment are:

Section 7: The South African Heritage Resources Authority (SAHRA) has in terms of Section 7 (1) of the NHR Act, published regulations providing for grading systems and heritage resources assessment criteria (Government Gazette No. 24893. Government Notice No. 694 dated 30 May 2003). The criteria to be applied in assessment the significance of heritage resources for Grade 1, 2 and 3 heritage resources.

Section 38 (1): Heritage Impact Assessment (relevant sections highlighted in red)

(1) Subject to the provisions of subsections (7), (8) and (9), any person who intends to undertake a development categorised as –

(a) the construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier exceeding 300m in length;

(b) the construction of a bridge or similar structure exceeding 50 m in length;

(c) any development or other activity which will change the character of a site-

(i) exceeding 5 000 m ^{2} in extent; or

(ii) involving three or more existing erven or subdivisions thereof; or

(iii) involving three or more erven or divisions thereof which have been consolidated within the past five years; or

(iv) the costs of which will exceed a sum set in terms of regulations by SAHRA or a provincial heritage resources authority;

(d) the re-zoning of a site exceeding 10 000 m ^{2} in extent; or

(e) any other category of development provided for in regulations by SAHRA or a provincial heritage resources authority,

must at the very earliest stages of initiating such a development, notify the responsible heritage resources authority and furnish it with details regarding the location, nature and extent of the proposed development.

2.2.3 Municipal Policy and Planning Context

The following CCT planning documents are of relevance to the project.

2.2.3.1 Integrated Metropolitan Environmental Policy (IMEP): Cultural Heritage Strategy, 2005

The IMEP Cultural Heritage Strategy contains a series of policies of principle and management related policies, which guide and commit the City in the conservation and enhancement of historic sites and their appropriate use. The underpinning vision for the Strategy states:

Cape Town is a unique historic city. It derives its character from evidence of a layered and multi-faceted history, its dramatic scenic setting, its historical townscapes and cultural landscapes, its cultural and heritage diversity and the traditions and memories that arise from its past. The role of the City is to co-ordinate the protection and enhancement of this unique character. The protection of heritage sites and the traditions and memories associated with them, are an important part of City management.

The City's vision is where the heritage of its past and present inhabitants is respected, protected and enhanced through appropriate heritage management practices; adherence to sensitive, socially aware and appropriate heritage concepts and integration with other City responsibilities and policy objectives.

2.2.3.2 The Municipal Spatial Development Framework (MuniSDF)

The MuniSDF identifies the importance of high quality spaces as a cornerstone of appropriate metropolitan planning and urban management. Key spatial principles are identified in the creation of positive public spaces:

- Central location and high accessibility;
- Definition by buildings and space defining elements;
- Association of public facilities and public spaces;
- Human scale;
- Flexibility and multi purposes use.

2.2.3.3 Southern District Plan

The District Plan forms one of eight plans developed for each of the planning districts of the City of Cape Town (CCT), all of them informed by the city-wide Cape Town Spatial Development Framework (CTSDF). The Southern District is located in the south-west of the City of Cape Town metropolitan area and covers approximately 40 000 ha. It incorporates the densely urbanised southern suburbs located in the activity corridor centred on Main Road, agricultural lands and wine farms in the Constantia Valley, the mountain range and valley enclaves (such as Noordhoek, Fish Hoek and Hout Bay) of the South Peninsula.

The District Plan represents a medium-term plan (developed on an approximate ten-year planning frame) that guides spatial development processes within the District. In doing so the plan is aligned with and facilitates the implementation of the Provincial Spatial Development Framework (PSDF), Cape Town's Integrated Development Plan (IDP) and the CTSDF within the District. The plan also:

- Performs part of a package of decision support tools to assist in land use and environmental decision-making processes;
- Delineates fixes and sensitivities which will provide an informant to such statutory decision-making processes;
- Provides direction to the form and desired structure of areas for new urban development as well as areas for land use change in the District in a manner that is in line with the principles and policies of higher level planning frameworks;
- Provides a strategic informant to public and private investment initiatives which will assist in achieving the principles and policies of higher level planning frameworks; and
- Informs the development of priorities for more detailed local area planning exercises and frameworks that should provide detailed guidance to land use management and public and private investment.

2.2.3.4 Integrated Zoning Scheme Regulations 2013

Four of the five sites have split zoning as follows (refer Figure 6):

- Erf 52424: Split Zoning of Transport 2 and General Residential (GR)
- Erf 52423: Split Zoning of Transport 2 and General Residential (GR)
- Erf 58104: Split Zoning of Transport 2 and General Residential (GR)
- Erf 58105: Transport 2 (TR)
- Erf 110205: Transport 2 (TR)

Figure 6: Zoning of sites identified with black dots, affected by the proposed demolition (GR4: General Residential 4, TR2 Transport Route 2) CCT 2017

2.2.3.5 Existing Heritage Surveys and reports

A Heritage Screening report was commissioned for the proposed IRT Phase 2A route i order to advise of potential heritage constraints in the design of the proposed IRT route[2]. In relation to this application for the demolition of the structures on the identified sites, the Victorian era residence on Erf 52424 was identified as a Grade IIIB and the route between this Erf and the adjacent Erf identified as a potential heritage hotspot[3] (refer Figures 7 and 8).

"Chichester c/o Markham Road: The widening of Chichester Road as currently proposed would lead to the demolition of a substantially surviving and graded late 19th/early 20th C dwelling (Figure 21...)."

FIGURE 21: Substantially surviving and graded Victorian villa c/o Chichester & Markham Roads This building currently projects into the road reserve and would need to be demolished in terms of the current road widening proposals. (Image: the Authors, 7 March 2014).

Figure 7: Image from the CCT 2015 Heritage Screening report consultants M Atwell and ARCON identifying the residence on Erf 52424 as a Grade IIIB, page 32

[2] CCT Heritage Screening Report City Wide Integrated Public Transport Network (IPTN) Concept Design And Operational Plan: Lansdowne Wetton Corridor Component, Heritage Consultants Attwell & Associates and ARCON dated April 2014 Updated January 2015

[3] Ditto, page 32

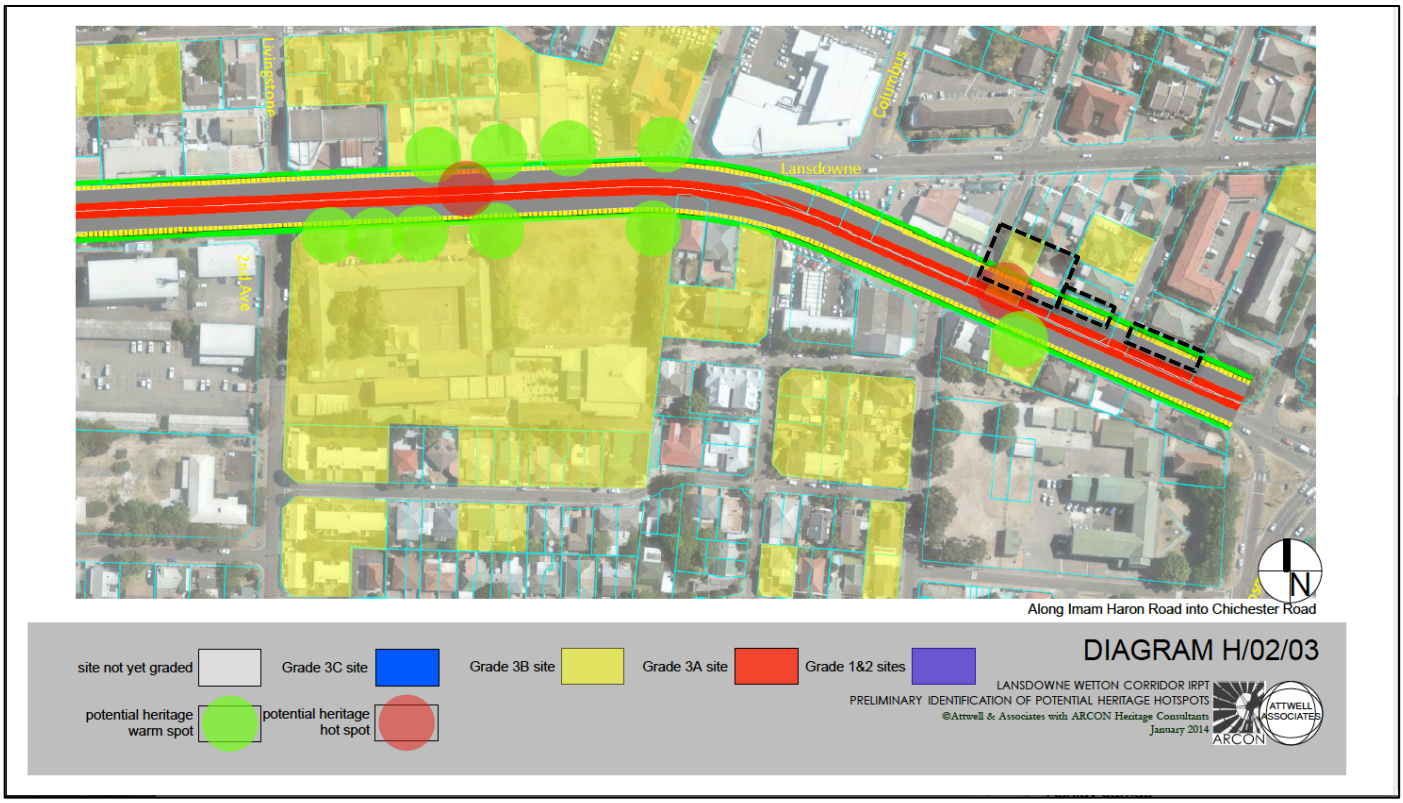


Figure 8: Diagram from the CCT Heritage Screening report on the preliminary identified heritage hotspots. In relation to the report, the residence on Erf 52424 as a Grade IIIB and the route opposite the house as a potential heritage hotspot due to the proposed IIIB house on the opposite side of Chichester Road. Site positions identified within black outline, source portion of Diagram H/02/03 CCT Heritage Screening Report City Wide Integrated Public Transport Network (IPTN) 2015 (refer full diagram in Annexure 2).

Figure 9: CCT EHRM grading of the five affected sites in addition to sites in the immediate context, CCT 2017

SECTION 3 SITE AND CONTEXT DESCRIPTION

3.1 CONTEXT

The buildings are located on Chichester Road, certain erven on the corners of Markham and Franklin Roads in Claremont Cape Town. These erven are outside of a declared or proposed Heritage Protection Overlay Zone (HPOZ). The context consists of mixed era buildings, road network and a large empty site where building have been demolished for the proposed IRT route The built environment context is low scale and predominantly residence buildings, certain of which are used for commercial use (refer Figures 10 - 14).

Figure 10: Apartment Flats on Imam Haron, September 2017

Figure 11: Low scale buildings on Chichester with unbuilt site in foreground

Figure 12: Markham streetscape with adjacent residence now used as a commercial business, with undeveloped site (right) and Erf 52424 indicated with arrow, September 2017

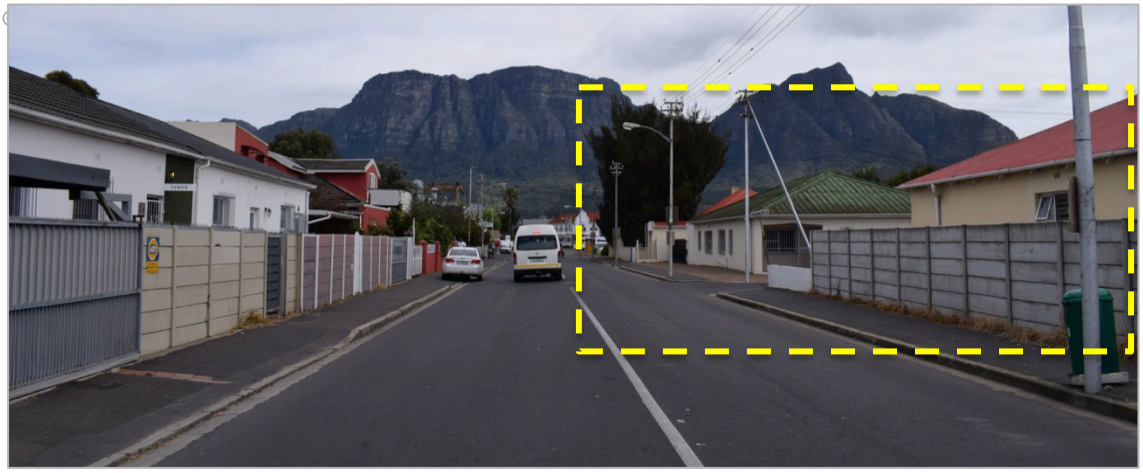


Figure 13: Chichester Road streetscape viewing west, site identified within yellow outline, September 2017

Figure 14: Franklin Road viewing north, Erven 58104 and 58105 (left) and Erf 110205 (right) depicted with arrows, September 2017

3.2 SITES DEVELOPMENT

As the five erven forms part of and is located in the proposed route of the IRT road infrastructure, these demolitions are proposed. The development of the sites with the existing buildings has been identified with a series of historic maps and aerial photographs.

Table 1: Construction date of buildings proposed for demolition

No.	Erf	Date of Construction	Reference to Figure/s
1	52424	Between 1925 and 1926	16 and 17
2	52423	Between 1925 and 1926	16 and 17
3	58104	Between 1926 and 1945	17 and 18
4	52422	Between 1926 and 1945	17 and 18
5	110205	Between 1926 and 1945	17 and 18

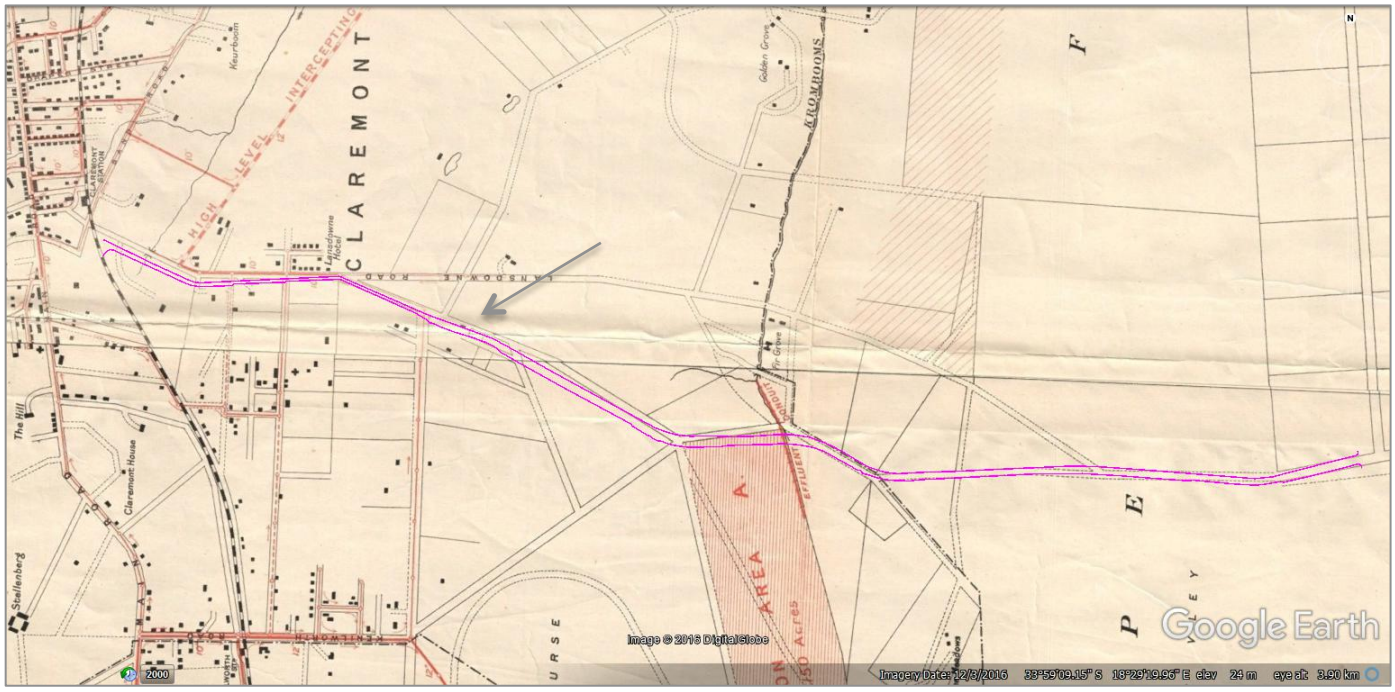


Figure 15: : 1889 map which indicates no buildings are present on the five erven, approximate site position & proposed IRT route from Jan Smuts to Stanhope Bridge indicated, source Plan of Proposed Scheme of Sewerage and Sewage Disposal for the Municipalities of Wynberg, Claremont, with Newlands, Rondebosch, Mowbray and Woodstock, South Africa Lithographic setting in the Surveyor General's Office, printed by WA Richards, Cape Town.

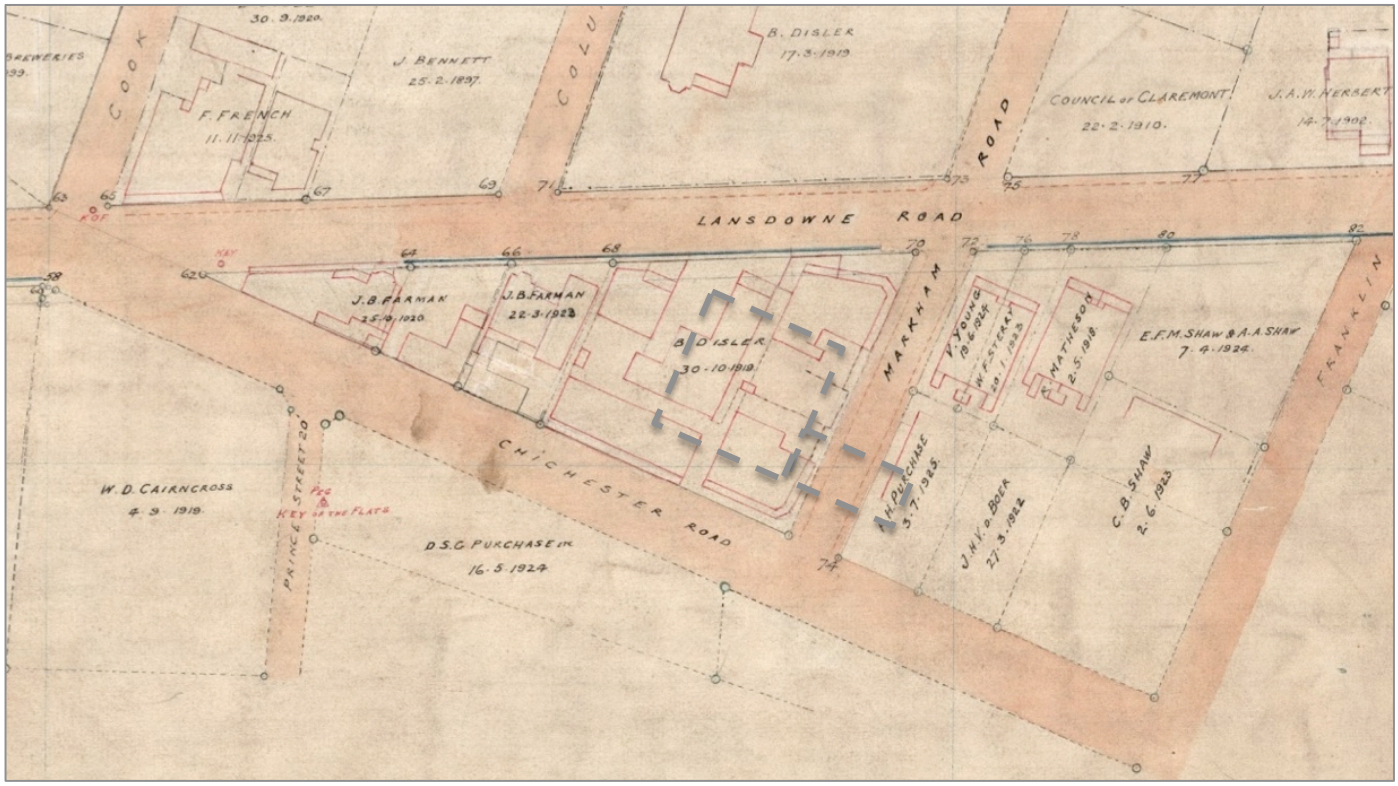


Figure 16: 1926 map, which identifies no buildings identified on the five sites assessed (four sites indicated in grey outline); map indicates site the date of free hold (F.H) purchase for Erf 52424; owner and date of purchase (J.H v d Boer 27.3. 1922) for Erf 52423; owner and date of purchase for Erven 58104 and 58105 (C.B Shaw 2.6.1923). Erf 110205 is not indicated on the map, source CCT Plan Q23_[1926]

Figure 17: 1926 aerial photograph that confirms the ages of the residences on Erven 52424 and 52423 (all sites indicated within yellow line block, note Erf 58105 is indicated as Erf 52444), source Chief Directorate National Geo-spatial Information. 1926_19_1013-14; _20_1036; _21_1050; _22_1063; _24_1108.

Figure 18: 1945 aerial photograph identifying all the five sites buildings, (all sites indicated within yellow line block, note Erf 58105 is indicated as Erf 52444), source Chief Directorate National Geo-spatial Information. 203A_015_01009-12; -14; -16.

Figure 19: 1968 aerial photograph with the sites identified, (all sites indicated within yellow line block, note Erf 58105 is indicated as Erf 52444), source Chief Directorate National Geo-spatial Information. 620_010_00141HR; -2-3.

3.3 FORCED REMOVALS

In response to the CCT EHRM comment on the recommendation to include information within the report on forced removals in this area, the following section has been included (refer Annexure 4 CCT EHRM comment). The primary source of information on forced removals in lower Claremont is the University of Cape Town Centre for Popular Memory book titled Lost Communities, Living Memories in addition to information gathered on a HIA in Draper Street Claremont.

The Centre for Poplar Memory chapter on Community and Forced Removals in Lower Claremont concentrate on the area presently known as Harfield Village i.e. between the roads, Bell, Imam Haron, Chichester and Rosmead i.e. immediately south of the site. It is therefore unknown if the five sites were within a mixed race suburb, although its is confirmed they were immediately adjacent to the Lower Claremont Area (presently Harfield Village. The five residences under assessment could have been within the area that was subjected to forced removals in the 1970s and 1980s, however it seems unlikely from the research undertaken.

The forced removals resulted when Claremont was declared a white area in November 1969. Claremont has been identified as a black spot as early as 1953 when the apartheid government expressed concerns about the squatting of African families in Cape Town suburbs[4]. It was a densely populated area and home to a dynamic community of over 19 000 people[5]. It was a culturally mixed area, comprising coloured, black, white and Indian residents, but the majority was coloured. This community of old or lower Claremont had over a long period of time forged a strong sense of identity and community spirit that cut across religious, racial and class divides[6].

Below the railway line, lower Claremont formed one of there pockets of mixed areas bounded by the broader white residential area of Claremont. During the 1970s and 1980s a sizable portion of the Coloured community in Claremont was fragmented and moved to new homes all over the Cape Flats, for example Manenberg, Hanover park, Mitchells Plain, lavender Hill, Grassy Park, park Town and Atlantis. In September 1999, the first land and property claims in lower Claremont were settled. In sharp contrast to

[4] UCT 2001 p 112
[5] UCT 2001 p 100
[6] UCT 2001 p 101

the angry and emotional stories expressed by the people interviewed about their forced removals, the memories of life before the forced removals are filled with nostalgia and portray a world of community cohesion and solidarity[7].

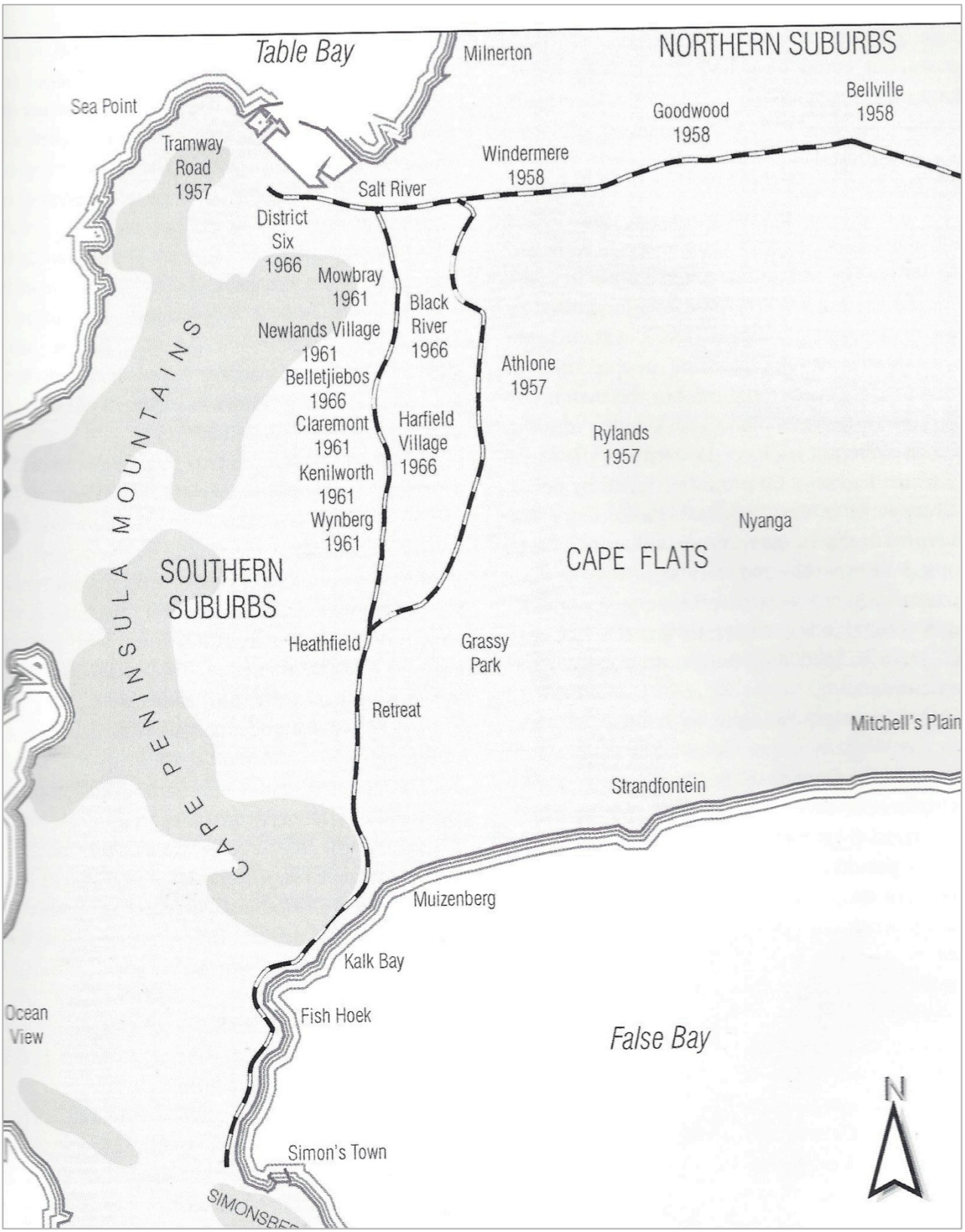


Figure 20: Area of forced removals, note the suburb Harfield Village is identified on the map, an area bounded by Bell, imam Haron, Chichester and Rosmead, source UCT 2001

[7] UCT 2001 p 116.

3.4 DESCRIPTION OF CURRENT BUILDINGS AND SITES

The basic description of the buildings and structures on the five sites are outlined in Table 2. Two erven have early 20th century buildings designed in the Victorian style. Two buildings dating between 1926 and 1945 all contain two units each, designed a pairs of semi-detached residences (refer Figures 21 – 58).

Table 2: Basic description of the five sites

No.	Erf & street address	Description	Current use	Mature Vegetation
1	52424 Corner Chichester & Markham	Detached single storey early 20th c residence Double gables and pitched roofscape	Vacated	Mature trees adjacent to tow streets. Predominately insignificant tree species
2	52423 17 Chichester Rd.	Detached single storey early 20th c residence. Hipped roofscape	Residence	Tree on rear of site
3	52105 Cnr. Chichester & Franklin Roads	Detached building consisting of two units. Hipped roofscape	Vacated	No vegetation
4	52104 40 Franklin Road	Detached building consisting of two units	Businesses	No vegetation
5	110205 Cnr. Chichester & Franklin Rds.	Detached building consisting of two units	Residences	No vegetation

Figure 21: Diagrammatic depiction of age of buildings proposed for demolition identified within yellow outline, Google Earth 2017

3.4.1 Erf 52424 Corner Chichester and Markham Roads

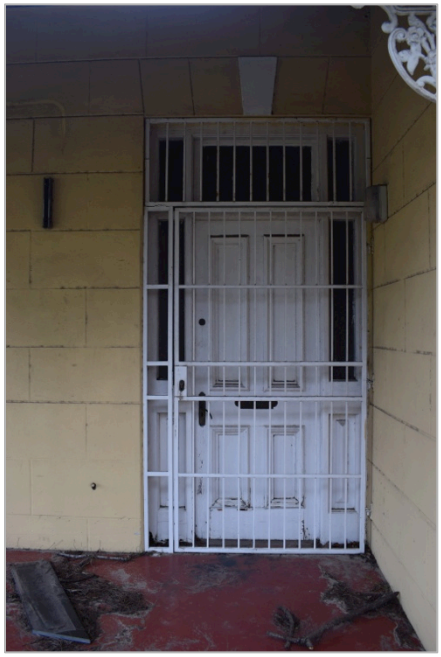
The building on Erf 52424 dates from c 1925 and is the only building of the assessed five building that is recommended for a cultural significance (refer Section 4). The two gables pitched roof building's facades are predominantly intact with the original front door, sash windows, verandah on tow facades, fireplaces and chimneys, including the internal structures and materials remaining (refer Figures 22 – 334). Minor and reversible alterations and additions have occurred to the buildings, as follows:

- Additional structures: garage, rear verandahs, wall in front verandah;
- External replacement structures: boundary wall and palisade fence
- Internal alterations: Widening living room doorway into passage, skirting's in living room, kitchen and bathroom fittings, skylight in rear bedroom, door to rear verandah, alteration to interior (doorway

width extended, new skirting's, skylight, replacement rear and side external doors, replacement kitchen window).

Figure 22: Western facade facing Markham Road, note the replaced boundary wall/fence and the new grade, and the mature vegetation facing both abutting streets, September 2017

Figure 23: Front facade facing Chichester Road, with a high intact facade, September 2017



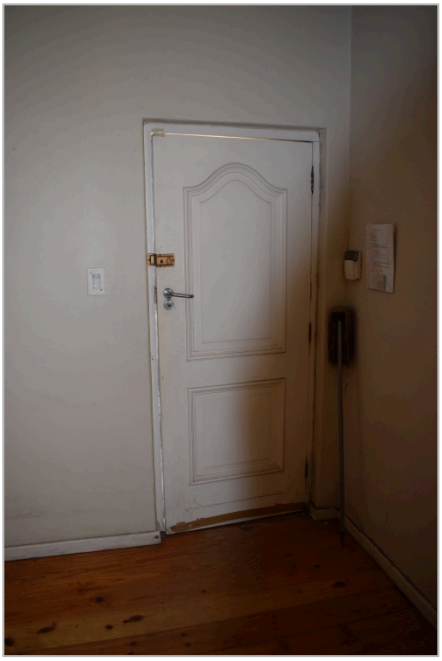


Figure 24: Front door with skylights and sidelights facing Chichester Rd.

Figure 25: Passage with front door in background

Figure 26: 1930/40s replacement door to verandah from living area

Figure 27: Medium tact Living area fireplace (fireplace element missing)

Figure 28: High intact front room fireplace

Figure 29: Living area with intact timber floors, and replacement skirtings'

Figure 30: Front room with intact bay windows and new cupboards

Figure 31" Rear facade with later verandah and replacement windows and doors

Figure 32: New wall within front verandah

Figure 33: Garage added to rear of site, and later boundary wall and fence

Figure 34: Kitchen with later fittings and window

3.4.2 Erf 52424 17 Chichester Road

This building dates from c 1925 and is a simpler version of the adjacent corner (on Erf 52424) building constructed in the same era. No current access to this building's interior was possible due to the present CCT eviction process, however photographs from 2012 were used. The assessment of the Chichester Road facade and the two lateral facades allowed a recommended grading and the degree of facades alterations. A new garage (c 1940s) is situated on the street boundary, allowing the facade to remain visible. The original verandah has ben replaced with a larger verandah that is higher, extended footprint and of different materials. The front door and front sash windows remain. Two replacement windows have occurred on the eastern facade. A minor extension to the rear footprint on the western facade has occurred (refer Figures 35 - 44).

Figure 35: Chichester Road elevation. Building has a replaced verandah c 1940s and an added garage, September 2017

Figure 36: Street facade with new verandah, low vibracrete wall, and original front door and sash window.

Figure 37: Eastern facade with later garage

Figure 38: Original front door and sash window and 'block' plaster detailing on main facade

Figure 39: Eastern facade with two replacement windows

Figure 40: replacement bathroom fittings c late 20th century, source CCT 2012

Figure 41: Replacement ceilings, source CCT 2012

Figure 42: Extension to rear of western facade, source CCT 2012

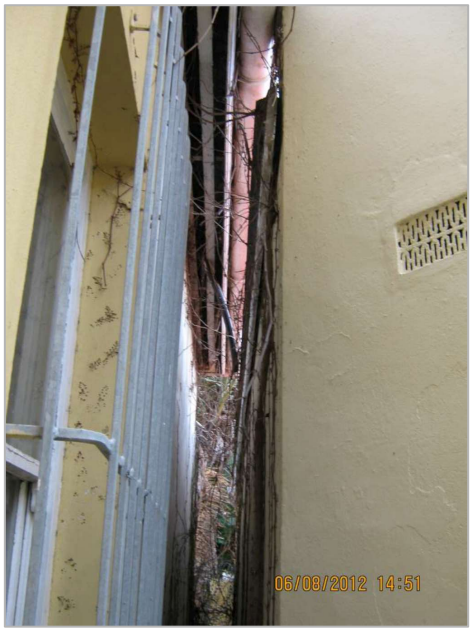


Figure 43: Juxtaposition of residences on Erf 52424 (left) and 53423 (right)[extension structure], source CCT 2012

Figure 44: Original steel framed windows to rear of residence. Source CCT 2012

3.4.3 Erf 58104 and 58015: Corner Chichester and Franklin Roads

The building on the two erven consists of two semi detached units. Access was available to the unit on Erf 58104. Both units' facades have been altered with replacement aluminium framed windows. The unit on 58104 (right) in Figure 45 retains the original porch window. The interiors of the building on Erf 58104 are highly altered (refer Figures 49 – 52).

Figure 45: Building consisting of two semi detached residences on Erven 58104 and 58105, situated on the corner of Chichester and Franklin Roads Claremont, September 2017

Figure 46: Chichester Road facade of building on Erf 52105

Figure 47: northern lateral facade of building with replacement aluminium framed windows

Figure 48: Rear facade with parking area to rear of building

Figure 49: Front room with later dry walling to create numerous small windowless rooms

Figure 50: porch with later floor tiles and security gates

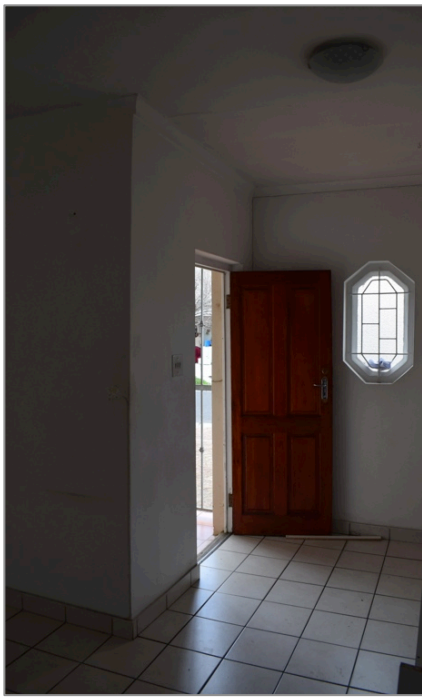


Figure 51: replaced entrance door and original octagonal shaped window

Figure 52: later internal arrangements with dry walls and new internal materials

3.4.4 Erf 110205 Corner Chichester and Franklin Roads

The building on Erf 110205 consists of two semi detached residences with the access and main facade to Franklin road. Internal images dating from 2012 were used, as the site was not accessible due to current CCT eviction processes. The building is of high facade intactness with original windows and roofscape and materials existing. Brickwork to the Franklin Street facade has been painted (refer Figures 53 – 59).

Figure 53: Franklin Road main elevation of semi detached residences; each residence has a porch with a casement window to the front room and a circular window to the passage, September 2017

Figure 54: Chichester Road elevation of hipped roof building with rear lean to and chimney over the kitchen fireplace, September 2017

Figure 55: Part rear elevation as viewed from Chichester Road, September 2017

Figure 56: Kitchen with original fittings, source CCT 2012

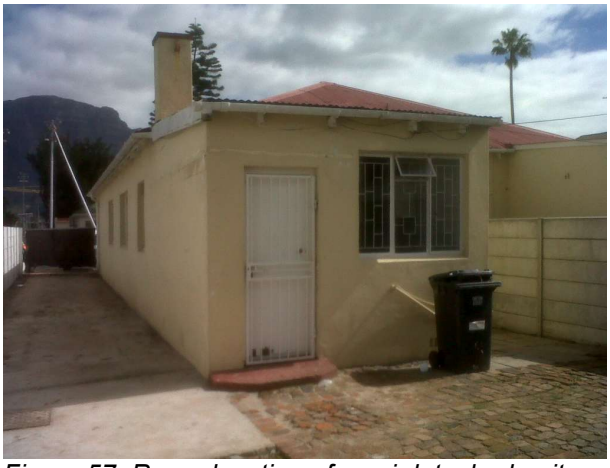


Figure 57: Rear elevation of semi detached unit, source CCT 2012

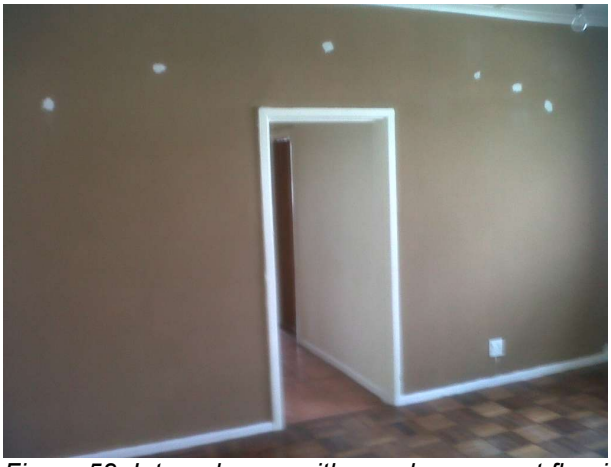


Figure 58: Internal room with wooden parquet flooring, source CT 2012

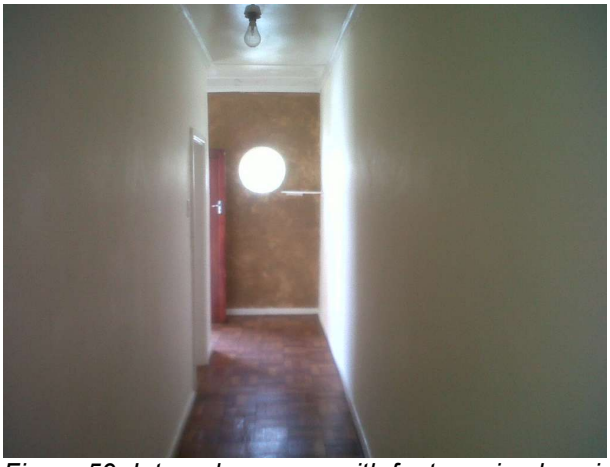


Figure 59: Internal passage with feature circular window and wooden parquet floors, source CCT 2012

SECTION 4 RECOMMENDED CULTURAL SIGNIFICANCES OF SITE

4.1 INTRODUCTION

The assessment of the provisional cultural significances of the buildings on the identified five erven is developed according to the requirements of the NHRA S 38 (3)(b). The Act defines cultural significance as "historical, architectural, aesthetic, environmental, social or technological/scientific value or significance". The following criteria are used to determine broad categories of heritage significance, based on for by CCT EHRM guidelines:

- Historical/Archaeological significance: associated with a historic use or activity; illustrates an historical period;
- Architectural/Aesthetic significance: significant to architectural or design history; important example of a building type, style or period; possesses special features, fine details or workmanship; work of a major architect or builder;
- Urban/Visual/Contextual significance: contributes to the character of the street or area, continues the urban patterns of an area; part of an important group of buildings, structures or features, landmark quality.

In undertaking an overall analysis of heritage significance the following documents were used: CCT Heritage Grading Guideline and Heritage Significance Checklist, HWC Policy on Implementation of Heritage Management (draft 2015), HWC Grading guideline 2016.

4.2 SITES CULTURAL ASSESSMENT

Each site is assessed for cultural significance and a recommended grading (refer Section 4.2.1 – 4 and Figure 60). The report's recommended grading is reflected in the 2015 Heritage Screening report.

Figure 60: Recommended grading of site and context; sites indicated

4.2.1 Erf 52424

The existing building on Erf 52424 is recommended for Grade IIIB heritage significance for its architectural and historic values, in addition for having medium to high level of intactness, as outlined in Tables 3 - 5).

Table 3: General types of assessment criteria as per S.3 (3) of the National Heritage Resources Act (Act 25 of 1999). The degrees are ranged from least significant (Low), to exceptional significance (High)

Category of Significance	Degree of Significance	Notes
Pattern of History	Medium	Use Typology: detached residence situated within a precinct of designed residences developed between 1900 and 1950.
Rare or endangered	Low	Numerous early 1920s residences within Cape Town. The subject building is assessed as medium rare in the suburb precinct and not rare in Cape Town.
Yield Information	Medium	Medium/High degree of information yield due to standard building architecture and medium high level of intactness.
Representivity	Medium	Medium
Aesthetic Character	Medium	Medium
Creative /technical achievement	Medium	Medium
Associational	Low	Unknown
Social	Low	Unknown
Person or group	Low	Unknown

Table 4: Additional range of assessment criteria types appropriate to the building and context, as envisaged by S.3 (3).

Assessment Criteria	Degree of Significance	Notes
Age	Low	Early 20th century building (constructed c 1925 pre 1926)
Socio- Historical	Medium	Building is a component of the initial settlement in the Claremont area east of Main Road.
Contextual	Medium	Building contributes to streetscape due to design (roofscape, verandah, mature vegetation trees and visually permeable palisade boundary fence).
Architectural/I intrinsic qualities	Medium	Qualities of original design remain due to medium high level of building intactness
Archaeological	Unknown	-

Table 5: Summary of building's cultural significances

No	Item	Significance in terms of NHRA S 7
1	Context	Medium scale streetscape relationship
2	Site Townscape	Medium
3	Site Aesthetic	Medium
4	Site Architectural	Medium
5	Site Social	Unknown
6	Site Historical	Medium
7	Site Associational	Unknown
8	Site Scientific	No
9	Site Technical	Medium
10	Site Visual Spatial value	Medium / Low
11	Site Intrinsic	Medium
12	Site Rare	Not rare in Claremont and Cape Town

4.2.2 Erf 52423

The existing building on Erf 52423 is recommended for Grade IIIC for its contextual value although it lack architectural significance due to the medium/ high degree of alteration to the facade, as outlined in Tables 6 - 8.

Table 6: General types of assessment criteria as per S.3 (3) of the National Heritage Resources Act (Act 25 of 1999). The degrees are ranged from least significant (Low), to exceptional significance (High)

Category of Significance	Degree of Significance	Notes
Pattern of History	Medium	Use Typology: Detached residence situated within a precinct of designed residences developed between 1900 and 1950.
Rare or endangered	Low	Numerous 1920s residences within Cape Town. The subject building is assessed as medium rare in the suburb precinct and not rare in Cape Town.
Yield Information	Medium	Medium degree of information yield due to standard building architecture and medium low level of intactness
Representivity	Medium	Low
Aesthetic Character	Medium	Low/medium
Creative /technical achievement	Medium	Low
Associational	Low	Unknown
Social	Low	Unknown
Person or group	Low	Unknown

Table 7: Additional range of assessment criteria types appropriate to the building and context, as envisaged by S.3 (3).

Assessment Criteria	Degree of Significance	Notes
Age	Low	Early 20th century building (constructed c 1925 pre 1926)
Socio- Historical	Medium	Building is a component of the initial settlement in the Claremont area east of Main Road.
Contextual	Medium	Building contributes to streetscape due to design (roofscape, and low boundary fence.
Architectural/Intrinsic qualities	Medium	Qualities of original design remain due to low/medium level of building street facade level of intactness
Archaeological	Unknown	

Table 8: Summary of building's cultural significances

No	Item	Significance in terms of NHRA S 7
1	Context	Medium scale streetscape relationship
2	Site Townscape	Medium
3	Site Aesthetic	Low/ medium
4	Site Architectural	Low/medium
5	Site Social	Unknown
6	Site Historical	Low (post 1905)
7	Site Associational	Unknown
8	Site Scientific	No
9	Site Technical	Low
10	Site Visual Spatial value	Low/ medium
11	Site Intrinsic	Low
12	Site Rare	Medium rarity value in Lower Claremont, not rare in Cape Town

4.2.3 Erven 58104 and 58105

The existing building on Erven 58104 and 58105 is recommended for Not Conservation Worthy for its lack of cultural significances and the high levels of internal alterations as outlined in Tables 9 - 11).

Table 9: General types of assessment criteria as per S.3 (3) of the National Heritage Resources Act (Act 25 of 1999). The degrees are ranged from least significant (Low), to exceptional significance (High)

Category of Significance	Degree of Significance	Notes
Pattern of History	Low	Use Typology: Detached building residence c 1940s.
Rare or endangered	No	Numerous c1940s residences within Cape Town. The subject building is assessed as not rare in Claremont and in Cape Town.
Yield Information	Low	Medium degree of information yield due to standard building architecture and low level of intactness
Representivity	Low	High level of alterations
Aesthetic Character	Low	-
Creative /technical achievement	Low	-
Associational	Low	Unknown
Social	Low	Unknown
Person or group	Low	Unknown

Table 10: Additional range of assessment criteria types appropriate to the building and context, as envisaged by S.3 (3).

Assessment Criteria	Degree of Significance	Notes
Age	Low	Mid 20th century building (constructed c 130/40s)
Socio - Historical	Low	Building is a component of the post World war II residential settlement in Claremont east of Main Road.
Contextual	Low	Building does not contribute to streetscape due to design (roofscape and lack of vegetation).
Architectural/ Intrinsic qualities	Nil	No architectural and intrinsic qualities due to sub standard design and high level of alterations.
Archaeological	Unknown	

Table 11: Summary of building's cultural significances

No	Item	Significance in terms of NHRA S 7
1	Context	Low
2	Site Townscape	Low
3	Site Aesthetic	Low
4	Site Architectural	Low
5	Site Social	Unknown
6	Site Historical	Low (post 1926)
7	Site Associational	Unknown
8	Site Scientific	No
9	Site Technical	No
10	Site Visual Spatial value	Low
11	Site Intrinsic	Low
12	Site Rare	Medium rarity value in Lower Claremont, not rare in Cape Town

4.2.4 Erf 110205

The existing building on Erf 110205 is recommended for Not Conservation Worthy for its lack of cultural significances, as outlined in Tables 12 - 14).

Table 12: General types of assessment criteria as per S.3 (3) of the National Heritage Resources Act (Act 25 of 1999). The degrees are ranged from least significant (Low), to exceptional significance (High)

Category of Significance	Degree of Significance	Notes
Pattern of History	Low	Use Typology: Detached building for two residences c 1930/40s.
Rare or endangered	No	Numerous same era residences within Cape Town. The subject building is assessed as not rare in Claremont and in Cape Town.
Yield Information	Medium	Medium degree of information yield due to standard building architecture and high level of intactness
Representivity	Low	High level of alterations
Aesthetic Character	Low	-
Creative /technical achievement	Low	-
Associational	Low	Unknown
Social	Low	Unknown
Person or group	Low	Unknown

Table 13: Additional range of assessment criteria types appropriate to the building and context, as envisaged by S.3 (3).

Assessment Criteria	Degree of Significance	Notes
Age	Low	Mid 20th century building (constructed c 1930/40s)
Socio - Historical	Low	Building is a component of the 1930/40s settlement in Claremont east of Main Road.
Contextual	Low	Building does not contribute to streetscape due to design and lack of vegetation.
Architectural/ Intrinsic qualities	Nil	No architectural and intrinsic qualities due to standard design.
Archaeological	Unknown	

Table 14: Summary of building's cultural significances

No	Item	Significance in terms of NHRA S 7
1	Context	Low
2	Site Townscape	Low
3	Site Aesthetic	Low
4	Site Architectural	Low
5	Site Social	Unknown
6	Site Historical	Low (post 1926)
7	Site Associational	Unknown
8	Site Scientific	No
9	Site Technical	No
10	Site Visual Spatial value	Low
11	Site Intrinsic	Low
12	Site Rare	Not rare in Claremont and Cape Town

SECTION 5 HERITAGE IMPACT ASSESSMENT

5.1 INTRODUCTION

Section 7 assesses the proposed development in relation to the heritage design criteria, which are based on the significance of the heritage resources on site and in site context. The Heritage Impact Assessment sets out to identify and quantify the potential negative impacts of the proposed demolition of five building on the identified five erven.

5.2 ASSESSMENT

The assessment of the proposed demolitions is outlined in Table 15.

Table 15 : Heritage Impact Assessment

Type of impact	Explanation	Impact
Nature of the impact	Assessment of the nature of the impact on a heritage resource, with some indication of its positive and/or negative effect/s. It is strongly informed by the statement of resource significance. The nature of the impact may be historical, aesthetic, social, scientific, linguistic or architectural, intrinsic, associational or contextual.	Only Erf 52424 is assessed as heritage resource Nature of impact: Historical, aesthetic. Contextual
Extent of impact	How will the impact be experienced: • On a site scale, i.e. extend only as far as the activity • Within the immediate context of a heritage resource • On a local scale, e.g. town or suburb • On a metropolitan or regional scale; or • On a national/ international scale	Extent is immediate site context
Duration	Lifespan of the impact will be: • Short term • Medium term • Long term • Permanent Of relevance to the duration of an impact are the following considerations of reversibility of the impact and renewability of the heritage resource.	Permanent impact s buildings will be demolished and the site be used for the IRT road infrastructure. The impact is not reversible and the heritage resource (building) is not renewable. However the features of the buildings (for example windows, doors, joinery, fittings [fireplaces] can be reused.
Intensity	Whether the impact should be indicated as: • Low, where the impact affects the resource in such a way that its heritage value is not affected; • Medium, where the affected resource is altered but its heritage value continues to exist albeit in a modified way; • High, where heritage value is altered to the extent that it will temporarily or permanently be damaged or destroyed.	High impact as the buildings will be permanent removed from the site

Type of impact	Explanation	Impact
Probability	Likelihood of the impact actually occurring: • Improbable, where the possibility of the impact to materialize is very low either because of design or historic experience; • Probable, where there is a distinct possibility that the impact will occur; • Highly probable, where it is most likely that the impact will occur; • Definite, where the impact will definitely occur regardless of any mitigation measures.	Definite, as the proposal is for demolition
Confidence	Relate to the level of confidence that the specialist has in establishing the nature and degree of impacts. It relates to the level and reliability of information, the nature and degree of consultation with I&AP's and the dynamic of the broader socio-political context. • High, where the information is comprehensive and accurate, where there has been a high degree of consultation and the socio-political context is relatively stable. • Medium, where the information is sufficient but is based mainly on secondary sources, where there has been a limited targeted consultation and socio-political context is fluid. • Low, where the information is poor, a high degree of contestation is evident and there is a state of socio-political flux.	High Confidence There will be a comprehensive public participation process. The information on the buildings and the proposed IRT infrastructure is comprehensive
Impact Significance	The significance of impacts can be determined through a synthesis of the aspects produced in terms of the nature and degree of heritage significance and the nature, duration, intensity, extent, probability and confidence of impacts and can be described as: • Low; where it would have a negligible effect on heritage and on the decision • Medium, where it would have a moderate effect on heritage and should influence the decision. • High, where it would have, or there would be a high risk of, a big effect on heritage. Impacts of high significance should have a major influence on the decision; • Very high, where it would have, or there would be high risk of, an irreversible and possibly irreplaceable negative impact on heritage.	Impact significance is assessed as low as only one building out of five is assessed as a heritage resource, and this building is isolated from other graded buildings in a site precinct that is proposed for a high degree of change. The buildings on the abutting triangular site have been demolished and the remaining buildings on the site block and opposite the site are highly likely to be replaced with higher density use buildings, as the site is close to major transport infrastructure and facilities.

SECTION 6 PARTICIPATION PROCESS

6.1 INTRODUCTION

The public participation process (PPP), is according the HWC requirements, as follows:

- Site notices, visibly displayed;
- Advertising within local newspapers - the local newspapers, Cape Times and Cape Argus. HWC suggests a local paper such as the Community Post, Tatler etc.
- If the consultant / developer have a website, an advert easily accessible to the public is recommended to be placed online;
- Email sent out to all I&APs (registered conservation bodies, CCT Environmental and Heritage Resources Management, neighbours) who have shown an interest in the application;
- Advert placed at the local library and supermarket;
- A copy of the application can be left at the HWC offices for viewing.

Although the CCT conducted a more limited PPP than the HWC requires, the HWC Case Officer confirmed that another PPP is required that adheres to HWC requirements. The CCT PPP in June 2017 consist of the following actions[8]:

- The advert published in both Die Burger and Cape Argus on the 30th of June 2017;

- Hand delivered letters as well as posted it to the neighbours on 7 July 2017
- Numbers:
  - 22 Chichester
  - 32 and 34 Chichester
  - 36 Chichester
  - 38 Chichester
  - 37 Franklin

- Emails were sent to the ratepayers association by the ward Councillor on 10 July 2017.

6.2 PUBLIC PARTICIPATION PROCESS (PPP)

The PPP that officially ran from 2 November to 2 December 2017 consisted of the following actions:

- Newspaper adverts (Cape Times and The Voice (refer Figures 62 and 63);
- Site notices on each residence (refer Figures 61, 68 – 75);
- Notice on the exterior noticeboard at SPAR Rosmead Avenue (refer Figure 65 and 66);
- Request for comment to the Harfield Village Association (registered HWC Conservation body) and the Lynfrae Residents association (non registered Conservation body);
- Paper copies left at the Claremont Library and HWC public counter (refer Figure 67).

[8] Information on the CCT PPP in June was supplied by CCT officials Ashley James and Danielle Van Der Westhuizen

CALL FOR PUBLIC COMMENT

PROPOSED DEMOLITION OF FIVE BUILDINGS
ON ERVEN 52423, 52424, 58104, 58105 AND 110205
CLAREMONT CAPE TOWN

Notice is hereby given that a Heritage Impact Assessment (HIA) process, as required by the provincial heritage authority, Heritage Western Cape (HWC) in terms of the National Heritage Resources Act No. 25 of 1999 (NHRA) Section 38(3) is currently underway in respect of the proposed demolition of the existing structures on Erven 52423, 52424, 58104, 58105 and 110205 situated on Chichester Road Claremont Cape Town.

The Draft HIA report in terms of NHRA Section 38(3) is available for comment prior to the submission to Heritage Western Cape.

Electronic copies of the Draft HIA report are available from Heritage Practitioner Bridget O'Donoghue via e-mail: bodonoghue@telkomsa.net. A hard copy of the Draft HIA report are available at HWC, situated on the 3rd Floor, Protea Assurance Building Greenmarket Square Cape Town, open weekdays between 9:00 and 12:00 hours, and at the Claremont Library Imam Haron Road Claremont.

Comments on the Draft HIA should be submitted to Bridget O'Donoghue Architect, Heritage Specialist Environment via e-mail: bodonoghue@telkomsa.net and/or via post: PostNet Suite 122 Private Bag X1005 Claremont 7735 Cape Town South Africa before 2 December 2017.

The final HWC report to be submitted to HWC will include all comments received by the due date. Late comments may be disregarded.

Bridget O'Donoghue

Architect, Heritage Specialist Environment

Figure 61: Official notices that was placed in the newspapers and used as noticed on the sites, noticeboards and within the paper copies at Claremont Library and HWC public counter.

MINISTER NOT SATISFIED

Sapo won't take over grants

African News Agency

SOCIAL Development Minister Bathabile Dlamini yesterday ruled out giving the South African Post Office (Sapo) more than a limited role in paying out welfare grants and said the government would invite other companies to bid for the contract.

In a statement, Dlamini said Sapo fell short on three of four key functions needed to pay out grants to some 12 million recipients every month.

It could not print the required 4.2 million beneficiary cards per annum that were required, or vouch for a subcontractor who would do so, she said.

Neither could it provide a full-scale banking service that includes a disbursement account linked to a card with biometric verification data and assure that cards were compliant with all existing ATM machines.

This would force grant recipients to travel to receive their payouts and put their safety at risk, she suggested.

The minister said the SA Social Security Agency believed Sapo could play a role in grant distribution by "supplementing the current distribution infrastructure with the Sapo brick and mortar".

"This can be achieved in a very short space of time, through the deployment of ATMs and point of sale devices that provide cash back. Authentication and verification can be achieved through biometric and the testing of biometric enrolment should start in February.

"This will assist the Sapo to revive its closed outlets, in particular, the ones that are based in rural areas and townships so that employment is also created."

Dlamini said Sassa would therefore initiate a new procurement process for service providers to handle those functions Sapo cannot.

The procurement process will conclude on February 28

The procurement process will conclude on February 28.

This is a month before the deadline imposed by the Constitutional Court for a new contract to replace the current one with Cash Paymaster Services (CPS) expires.

Dlamini's critics have in recent months accused the minister of seeking to manufacture another welfare payout crisis, and extend the deal with CPS.

She made the announcement a day before she was expected to appear before Parliament's standing committee on public accounts to explain delays in reaching an agreement with Sapo.

The minister infuriated the committee last week when she failed to appear to report back on negotiations which were clearly in danger of stalling.

On Friday, Scopa chairperson Themba Godi threatened to call for a vote of no confidence in the minister if she did not report substantive progress in talks with the Post Office.

He pointed out that Sapo chief executive Mark Barnes had stressed that it would take five months to prepare to take over grant payments from April.

Further delays created the impression that the minister was dragging her feet and engineering a repeat of the crisis the country faced this year when the CPS contract was due to expire with no other suitable service provider signed up.

WITNESS: Former political prisoner Laloo Chiba shares his experience of imprisonment on Robben Island with DA leader Mmusi Maimane, during a tour organised by the Ahmed Kathrada Foundation. *Picture: Ahmed Kathrada Foundation*

Maimane salutes Uncle Kathy on visit to island

Nicola Daniels

A LONG-time dream of the late anti-apartheid activist Ahmed Kathrada came true when DA leader Mmusi Maimane toured Robben Island with the Ahmed Kathrada Foundation (AKF) yesterday.

The tour was led by former Robben Island inmate and AKF board member Laloo Chiba.

Chiba shared his experiences from the island and took the delegation of five through section B, the isolation section of the prison where Nelson Mandela and Walter Sisulu lived, the dining facility, and section G, the general section for all other prisoners.

They also visited the lime quarry and the Robert Sobukwe house.

"On behalf of the foundation, I am pleased to honour this commitment. We wondered what should we do, as Kathy is no longer here, but I said we should still honour what he wanted and I am glad we did," Chiba said.

"We have to honour all the sacrifices of those who fought in the Struggle and carry on their legacy."

Maimane said although he had visited the island several times, this was the most special visit.

"It is deeply moving to know that Uncle Kathy wanted us to understand what Robben Island meant in the context of our Struggle history, and had wanted to take us there himself. His absence here today was felt by all," he said.

"Those like Uncle Kathy who were imprisoned on the island paid an enormous price so that our country could escape the oppression of the apartheid government. It was their freedom for ours."

Barbara Hogan, Kathrada's widow and a member of the foundation's board, said the trip was about showing the inclusivity of our heritage, and that it stood for all of us.

"This is very special after Kathy passed, because it was where he lived for so many years, and it shows the sacrifices and commitment of his generation," she said.

Nelson Mandela Foundation chief executive Sello Hatang said it was an honour to do what Kathrada wanted.

"Although the island housed many different political parties, they had one goal.

"This past site of oppression should be there not just to remember the past, but to remind us of the future we want," said Hatang.

nicola.daniels@inl.co.za

Fireblade ruling at airport seen as 'privatisation'

Baldwin Ndaba

A LANDMARK ruling in the Gauteng High Court in Pretoria, allowing the Oppenheimer family to operate customs and immigration services at OR Tambo International Airport, was yesterday described as the privatisation of government's functions.

This was the view of Professor Loren Landau, of the African Centre for Migration and Society, at Wits University.

Landau made the comment after Judge Sulete Potterill ruled that former minister of home affairs and now Minister of Finance Malusi Gigaba had indeed given the Oppenheimers, through their company Fireblade, permission to run customs and immigration services at OR Tambo International Airport.

The Oppenheimers lodged a court application after Gigaba denied that he had given them permission in January 2016 to go ahead with their plans.

They argued that Gigaba went back on his word after Denel suddenly cited security concerns over the proposed terminal.

They argued that the Guptas were behind the backtracking. Gigaba and Denel denied the allegations against them.

But Judge Potterill ruled in favour of the family, saying Gigaba's approval was "of force and effect and may not be revoked without due cause".

"This has been the argument of corporate South Africa to put pressure on government to facilitate the movement of highly skilled people to South Africa. In reality, it is the privatisation of the state function," Landau said.

He made an example about the landing of hundreds of people at Waterkloof Air Base to attend the Guptas wedding at Sun City in 2013 without undergoing thorough security checks by local immigration officers.

"To allow a family to run customs and immigration services suggest that the state was giving some of its responsibilities to private institutions," Landau said.

Home Affairs reacted to the ruling, saying they "were studying the contents of the judgment and will make an announcement in due course".

EFF spokesperson Mbuyiseni Ndlozi, said his party condemned the exclusive access granted to the Oppenheimer family to OR Tambo Airport.

"We condemn this as a sign that this family seeks to use its financial power to continue enjoying the apartheid set-up of exclusive access and exit points for Europeans only. The VVIP will, by and large, be used by Europeans to the exclusion and marginalisation of the majority of non-Europeans as it will be based on financial muscle."

Chamber frustrated over train vandalism

Mary Jane Mphahlele

THE CAPE Town Chamber of Commerce and Industry has urged the city council to prioritise ending the vandalism on trains and copper theft when it takes over the commuter rail service.

This comes after the council gave mayor Patricia de Lille the go-ahead to proceed with its plans to take over management of the passenger rail service in the city.

The council will now submit a business plan to the Department of Transport which has proposed that the takeover takes place in a structured and incremental manner.

Chamber president Janine Myburgh said the council was well equipped to stop vandalism and cable theft on the trains.

"The city council's copperheads anti-metal theft unit has performed well and has a good understanding of the problem. I see no reason why the metro police, working with the copperheads, cannot arrest the ongoing destruction of train sets, the signals system and other infrastructure," she said.

Myburgh said the trains were not well looked after or properly guarded at night or during weekends.

"The proof is in the ugly graffiti that defaces the coaches. This vandalism can only be done in daylight or under lights so it should be easy to spot the culprits.

"The graffiti advertises to the copper thieves that the train sets are easy targets," she said.

Mayoral committee member for transport and urban development councillor Brett Herron said the council would approach national government to seek approval and funding for their plans.

Meanwhile, United National Transport Union (Untu), a union representing train drivers, plans to frustrate the council's plans to take over Metrorail.

The union claimed the council's move was misleading.

However, De Lille said the takeover was necessary as the council could not survive without a fully functional, effective and world-class passenger rail service.

breakfast with the CAPE TIMES

Keeping you informed

"I had always desired to make a positive difference, no matter how small, and suddenly it dawned on me like a revelation that I wanted to make a difference in Africa."
IRENE OCHEM

Join founder and CEO of the AWIEF (African Women Innovation and Entrepreneurship Forum), IRENE OCHEM, as she shares insights from her journey of economic empowerment, participation and leadership and the critical role that women play in the transformation and development of Africa.

DATE 15 November 2017
TIME 07:30 - 09:30
VENUE Southern Sun Newlands

R180 PER PERSON (includes a full English breakfast and a month's subscription to Cape Times)

Book online at quicket.co.za

ARGON ASSET MANAGEMENT

Outcry continues over ANC branch meetings

Bongani Hans

AS the ANC branch general meetings (BGMs) enter their third week, there has been an outcry by some party members in KwaZulu-Natal, one of the ANC biggest and most influential provinces, about the manipulation of membership data through gatekeeping and other methods

The concerns emanate almost exclusively from the supporters of Deputy President Cyril Ramaphosa.

The looming appeals against the BGMs are a threat to the sitting of the ANC national conference in December where candidates, including front runners Ramaphosa and Nkosazana Dlamini Zuma, will be battling it out in the party presidential race.

Concerns raised include:

- Gatekeeping

This has been reported in many branches that have sat for the important meetings.

In the eThekwini Regio KwaXimba branch, Ramaphosa was only nominated by three people. Others had complained about being prevented from entering the venue as their names did not appear on the voters roll.

The same concerns have been raised in Umdoni Municipality's Ward 8, South Coast, where members had at the weekend disrupted the BGM by confiscating a voters roll.

"Some people were kicked out of the meeting," said an ANC member in uMlazi.

- Use of firearms at BGMs

Also in Ward 8, members said three men fired gunshots at aggrieved ANC members as they ran away with the voters roll, which they claimed did not include their names despite having renewed their membership in January. Some members also made claims of assault.

Simphiwe Mbhele, Ward 5 branch secretary at Tugela Ferry village, complained about "gun- toting goons" at the BGM late last week.

- Presence of metro police

Ramaphosa supporters have accused eThekwini metro police of bias and intimidation at some branches. SACP provincial chairperson James Ngumalo has even vowed to reject the outcome of the BGM at his Ward 4, Ntshanga, because of the metro police presence.

Similar allegation have been made in branches in uMlazi.However, metro police acting deputy head Sbonelo Mchunu justified their presence, saying they were providing security for people attending BGMs.

- Misinformation about BGM dates

In Msinga, Dlamini Zuma was nominated in a BGM allegedly attended almost exclusively by her supporters. This is a common claim at branches. In Durban, Ramaphosa supporters stormed an ANC meeting, as they had suspected that a "secret" BGM was taking place.

All issues have been raised with party structures but provincial secretary-general Super Zuma has claimed that the BGMs have gone well.

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Bridget O'Donoghue
Architect, Heritage Specialist Environment

Makwakwa to return to Sars

JOHANNESBURG: SA Revenue Service (Sars) announced yesterday, its chief officer for business and individual tax Jonas Makwakwa will return to the organisation after he was cleared of charges.

In September 2016, the Financial Intelligence Centre (FIC) submitted a report to Sars containing some serious allegations against Makwakwa regarding how large amounts of money ended up in his bank account.

Sars then sought an outside legal opinion on the matter after the commissioner, Tom Moyane, took the decision to suspend Makwakwa pending an independent investigation.

International law firm Hogan Lovells was appointed to investigate the matter.

Hogan Lovells submitted an investigation report which recommended that disciplinary action be taken against Makwakwa.

The law firm then appointed senior counsel advocate Terry Motau to chair the hearing.

"Sars wishes to confirm that advocate Motau, SC, has submitted the final report, which found that Makwakwa was not guilty of any of the charges levelled against him," Sars said.

"This concludes the disciplinary action against Makwakwa.

"As (a) result Sars will immediately implement the outcome of the hearing as is. He will return to Sars to resume his position as CO: Bait with effect from November 1, 2017."

However, DA spokesperson on finance Alf Lees said that they had written to the chairperson of the standing committee on finance to request that Sars be required to report in detail on the Makwakwa matter.

Lees said this must include a detailed explanation for the return to Sars of Makwakwa; an unabridged copy of the Hogan Lovells investigation report; whether the FIC had been informed of the outcome of the Hogan Lovells investigations; and what had been the outcome of the criminal investigation into the Makwakwa matter by the Hawks.

"Despite repeated requests by the DA for progress reports on the Hogan Lovells investigation Sars have steadfastly refused to give any reports." – ANA

Figure 62: Newspaper Advert Cape Times October 31, 2017

2 Voice Thursday, November 2, 2017

FIVE-DAY WEATHER FORECAST

Today	Friday	Saturday	Sunday	Monday
22° 17°	20° 15°	20° 14°	21° 15°	28° 17°
WIND: W 21km/h	WIND: NW 41km/h	WIND: W 24km/h	WIND: S 40km/h	WIND: S 62km/h

Today's tides

HIGH TIDE:	0145; 1357
LOW TIDE:	0746; 2014

Sun and Moon

SUNRISE:	5.46am
SUNSET TODAY:	7.14pm
MOONRISE:	4.20pm
MOONSET TODAY:	4.45am

NEWSFLASH

Everybody's talking about

8 killed in NYC attack

INVESTIGATORS worked through the night to determine what led a truck driver to plough through people on a bike path near the World Trade Centre in New York, brandishing air guns and yelling "God is great" in Arabic.

Eight people were killed and 11 seriously injured.

The driver was in critical condition after a police officer shot him in the abdomen.

PowerBall Tuesday, October 31, 2017

6 10 16 36 43 B 17

POWERBALL PLUS

1 9 13 20 24 B 16

LOTTO RESULTS

WEDNESDAY, NOVEMBER 1 2017

3 12 28 42 43 47 B 23

LOTTO PLUS 1

10 28 30 36 38 46 B 18

LOTTO PLUS 2

8 24 33 38 42 44 B 52

CONTACT THE Voice

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Sight for snor eyes

STAND: Testicular cancer survivor Timothy Hart has a shave at Gallows Hill

Picture by JASON BOUD

THE traffic cops of old used to sport handlebar moustaches and aviator sunglasses. Were you even a *bloubaadjie* if you didn't have a *snor*?

Yesterday traffic cops at Gallows Hill got into the spirit of Movember – but instead of growing moustaches, they shaved theirs off, to raise awareness for testicular and prostate cancer.

Representatives for the Movember Foundation, along with Mayco Member for Safety, Security and Social Services, JP Smith, said they were proud of the men in blue who chose to be part of the initiative.

COPS GET INTO MOVEMBER SPIRIT

REPORTING BY Saafia February

Month

#Movember was started in aid of Men's Health Awareness Month, which takes place in November and is an initiative by the Cancer Association of South Africa (Cansa).

The foundation says prostate cancer affects one in 18 men in SA, and often develops without any symptoms in the early stages, which is why it is important for men to have regular check-ups.

The late Nelson Mandela also had prostate cancer.

Firefighter and testicular cancer survivor, Timothy Hart, stood loud and proud, telling his fellow City of Cape Town colleagues "to listen to the signs their bodies give them".

He was diagnosed in 2014 and said he had swelling and pain in one testicle, as well as very sensitive nipples.

"I was having severe pain just after completing the Argus Cycle Tour and it took me three weeks to pluck up the courage to go see a doctor," says Timothy.

His one testicle was removed and he has been in remission for three years.

"If you ignore the signs, it spreads faster. My message to men is to get over themselves and go to the doctor straight away if you are worried about anything."

Traffic Services Inspector Sizwe Siyo looked nervous as he approached the barber's chair. He has had his moustache for many years, but shaved it for a good cause.

"I stand and support the men who have cancer and encourage all men to have themselves checked out," he said.

Smith, who didn't have a shave, urged *mense* to support #Movember.

"We live in a society where the 'cowboys don't cry' mindset continues to feature prominently. I appeal to men to consider how their attitude towards their own health is affecting them, their families and possibly their communities. We need to change the narrative and move away from the perception that men's health is limited to condom distribution and usage."

SPIRIT: Officer Matyholo with JP Smith

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Bridget O'Donoghue

Architect, Heritage Specialist Environment

Troops is reg virrie Flats

By ANA REPORTER

'WE DONNER': SANDF ready to tackle Cape Flats

THE Chief of the South African National Defence Force, General Solly Shoke, has welcomed calls by Minister of Police Fikile Mbalula to deploy soldiers in gang-ridden areas of Cape Town.

Shoke, who was speaking at a media briefing held in Pretoria at the Waterkloof Air-force Base yesterday, said: "If called, we will duly comply. We don't deploy ourselves and we don't make decisions as to where we go, but we are ready.

"We are soldiers, we take orders, we don't determine what we do, we go anywhere, any direction where the country needs us to go. But when you deploy us you must be ready to accept the consequences thereof because we *donner*, we don't take nonsense.... We are not trained to combat crime, we are trained to win battles."

Quell

Last month, Mbalula said he was requesting the SANDF to quell gang violence in Gauteng and the Western Cape.

The presidency has yet to respond to his request.

Even though they are willing to be deployed, Shoke said the SANDF has issues of budget constraints.

READY: Solly Shoke

"More and more tasks are being given to the defence force. Right now, as we speak, people are calling for the defence force to deploy and help the police to fight crime and we cannot do that without personnel, you need boots on the ground," he says.

Figure 63: Newspaper advert The Voice, 2 November 2017

Figure 64: Notice on noticeboard outside Rosmead Spar

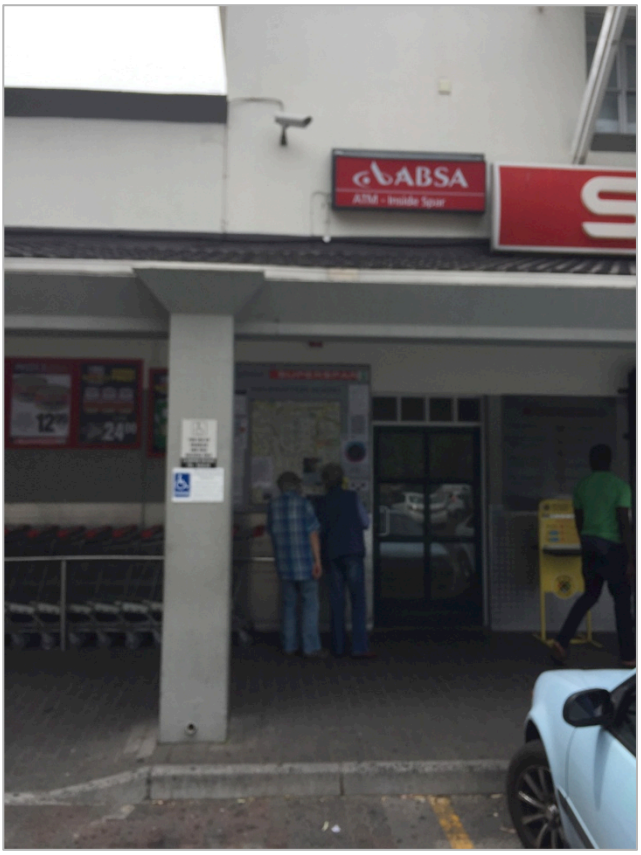
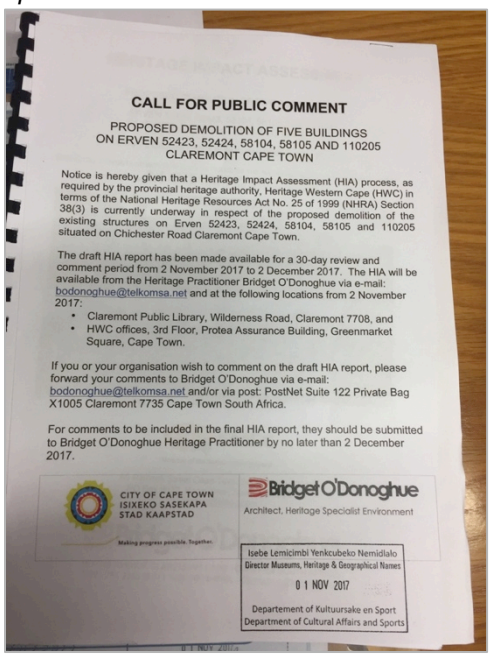


Figure 65: Rosmead Spar noticeboard left of entrance doors



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Bridget O'Donoghue
Architect, Heritage Specialist Environment

Isebe Lemicimbi Yenkcubeko Nemidlalo
Director Museums, Heritage & Geographical Names
01 NOV 2017
Departement of Kultuursake en Sport
Department of Cultural Affairs and Sports

Figure 66: Confirmation of documents left at the HWC public counter

Figure 67: Notice placed on the gate of Erf 52424 Claremont

Figure 68: Notice placed on the gate of Erf 52423 Claremont

Figure 69: Notice placed on the gate of Erf 58105 Claremont

Figure 70: Notice placed on the gate of Erf 58105 Claremont

Figure 71: Notice placed on the gate of Erf 58104 Claremont

Figure 72: Notice placed on the burglar bars the semi detached house on Erf 110205 Claremont

Figure 73: Notice placed on the gate of the semi detached house on Erf 110205 Claremont

Figure 74: Notices placed on the gates / burglar bars of each semi detached house on Erf 110205 Claremont

Figure 75: Notices placed on the gates / burglar bars of each semi detached house on Erf 58105 Claremont

Figure 76: Notices placed on the gates / burglar bars of each semi detached house on Erf 58104 Claremont

Figure 77: Notices placed on the burglar bars of each semi detached house on Erven 58104 and 58105 Claremont

6.2 COMMENTS RECEIVED

Comments were received from the CCT EHRM and the Harfield Village Associations (HVA). One person contacted the author via e-mail for the draft HIA, but no comment was received. No comments were received via post.

6.2.1 HVA

The HVA comment stated their agreement with the only site worth retention is on Erf 52424, but within the overall scheme of the IRT route acknowledges the position of the house outside the Harfield Village designated overlay area and therefore support the demolitions of all five properties (refer Annexure 4).

6.2.2 CCT EHRM

The CCT EHRM comments dated 7 December 2017 stated the agreement with the findings and recommendations. However the recommendation was for information on the forced removals of this lower Claremont area, in addition to more information on the recommended Grade IIIB building and states its difference from the assessed grading i.e. CCT EHRM consider it to b a grade IIIC. The recommendation also notes that the building on Erf 5224 has a significant setback from the street and an assessment if the building can be retained is required. CCT EHRM supports the demolition of the buildings located on Erven 52423, 58104, 58105 and 110205 as they are not worthy of placement on the heritage register (refer Annexure 4).

SECTION 7 CONCLUSIONS & RECOMMENDATIONS

7.1 CONCLUSIONS

The existing buildings on the five assessed sites are assessed for their cultural significances and grading in order to assess the proposed demolitions. Only two buildings on Erven 52424 and 52423 are recommended for cultural significances, Grade IIIB and IIIC respectively. However these buildings are not rare in Cape Town and are isolated from other identified significant sites and buildings. The mature vegetation on these site's street boundaries contributes to the streetscapes but also shield the building from public view. The remaining buildings on Erven 58104, 58105 and 110205 are all assessed as Non Conservation Worthy.

Sourced literature has identified Harfield Village as the suburb that was a mixed race area and that was affected by the forced removals in the 1970s ad 1980s. The five sites are therefore assessed not to have high social significance for previous forced removals.

The assessed cumulative impact of the demolitions for the proposed IRT road infrastructure is assessed to not result in a high level of negative impact to an area that has a very low level of culturally significant buildings and sites. This location of the erven is outside of a HPOZ and the demolitions will not impact the heritage significance of Harfield Village, a proposed HPOZ that is situated opposite the site.

The proposed IRT route from Jan Smuts Drive to Stanhope Bridge will be assessed in another HIA required by HWC. Issues of proposed Landscaping will be addressed in this larger HIA.

7.2 RECOMMENDATIONS

The HIA recommends to HWC:

1. This report is accepted by HWC as it meets the requirements of NHRA Section 38(3);
2. On the basis of this, and in terms of NHRA Section 38(4), HWC supports the proposed demolition of all five buildings and structures on Erven 52424, 52423, 58104, 58105 and 110205 Claremont Cape Town.
3. The client will ensure that all noteworthy fittings and materials from these buildings will be recycled for future use, for example fireplaces, timber, doors and windows.

7.3 SOURCES

Literature, Statutory

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National Heritage Resources Act, No 25 of 1999

Provincial Government of the Western Cape, Department of Environmental Affairs and Planning, Cape

Town (DEA&DP): Edition 1 CSIR report no. ENV-S-C 2005 053 RSA

SMEC South Africa Project Information

University of Cape Town: 2001 Centre for Popular Memory book titled Lost Communities, Living Memories

ANNEXURES

Annexure 1	HWC NID response
Annexure 2	CCT Heritage Screening Report 2015 Diagram
Annexure 3	Design Proposal of IRT route adjacent to sites
Annexure 4	Comments

ANNEXURE 1

HWC NID RESPONSE

17 OCTOBER 2016

ILifa leMveli leNtshona Koloni
Erfenis Wes-Kaap
Heritage Western Cape

Our Ref: HM/CAPE TOWN METROPOLITAN/CLAREMONT
Case No.: 16062006KR0928E
Enquiries: Kate Robinson
E-mail: Katherine.Robinson@westerncape.gov.za
Tel 021 483 9783
Date: 17 October 2016

Mr. D. Buerger for City of Cape Town – Transport for Cape Town
17th Floor
Civic Centre – Tower Block
12 Hertzog Boulevard
Cape Town
8000
In care of: Ms. B. O'Donoghue

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: HIA REQUIRED
In terms of Section 38(2) 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: PROPOSED MYCITI BUSSES ROUTE ALONG IMAN HARON, CHICHESTER, DONCASTOR, RACECOURSE AND TURFHALL ROADS, CLAREMONT, SUBMITTED IN TERMS OF SECTION 38(2) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

CASE NUMBER: 16062006KR0928E

The matter above has reference.

Heritage Western Cape is in receipt of your application for the above matter received on 28 September 2016. This matter was discussed at the Heritage Officers meeting held on 07 October 2016.

You are hereby notified that, since there is reason to believe that the proposed MyCiti Busses Route along Iman Haron, Chichester, Doncastor, Racecourse and Turfhall Roads, Claremont, 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. This HIA must have specific reference to the following:

- A built environment study of all affected structures along the above mentioned route
- An archaeological study

The required HIA must have an integrated set of recommendations.

The comments of relevant Interested and Effected Parties and the relevant Municipality must be requested and included in the HIA where provided. Proof of these requests must be supplied.

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.

Yours faithfully

.....
Mr Mxolisi Dlamuka
Chief Executive Officer, Heritage Western Cape

www.westerncape.gov.za/cas

Street Address: Protea Assurance Building, Green Market Square, Cape Town, 8000 • **Postal Address:** Private Bag X9067, Cape Town, 800
• **Tel:** +27 (0)21 483 5959 • **E-mail:** hwc.hwc@westerncape.gov.za

Straatadres: Protea Assuransie-gebou, Groentemarkplein, Kaapstad, 8000 • **Posadres:** Privaatsak X9067, Kaapstad, 8001
• **Tel:** +27 (0)21 483 5959 • **E-pos:** hwc.hwc@westerncape.gov.za

ANNEXURE 2

DIAGRAM H/02/03

CITY OF CAPE TOWN

HERITAGE SCREENING REPORT CITY WIDE INTEGRATED PUBLIC TRANSPORT

NETWORK (IPTN) CONCEPT DESIGN AND OPERATIONAL PLAN:

LANSDOWNE WETTON CORRIDOR COMPONENT

APRIL 2014 UPDATED JANUARY 2015

ATTWELL & ASSOCIATES AND ARCON
HERITAGE CONSULTANTS

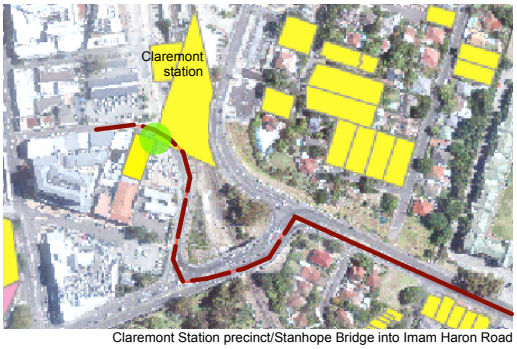
DIAGRAM H/02/03

CLAREMONT PRIORITY FOCUS AREA: POTENTIAL HERITAGE HOT SPOTS AND WARM SPOTS

IPTN main route

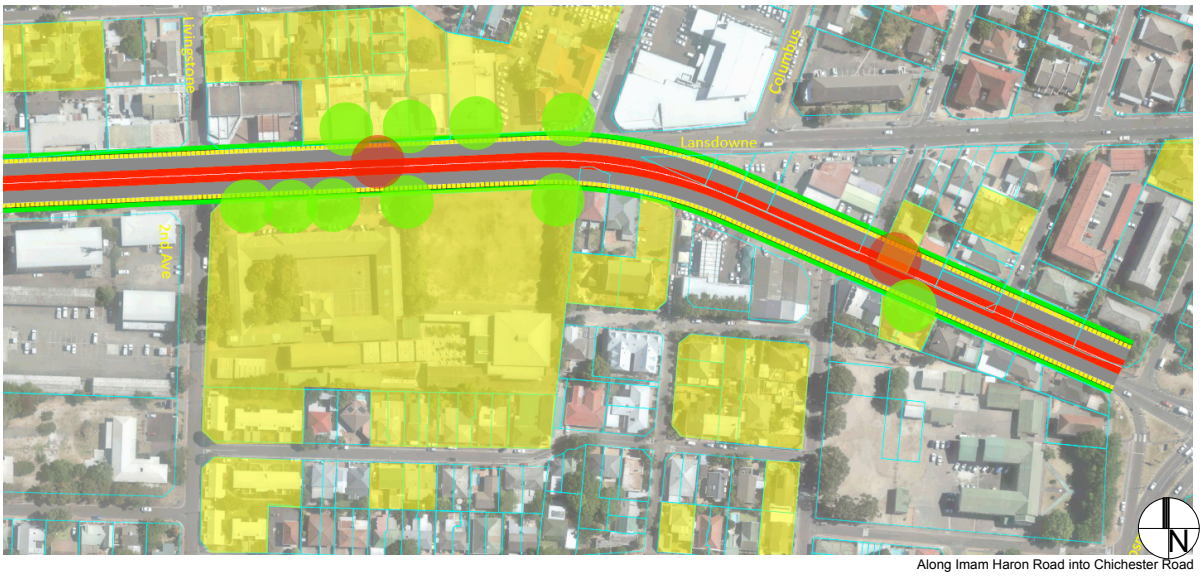
new IPTN road on main route

potential heritage warm spot



Claremont Station precinct/Stanhope Bridge into Imam Haron Road

Into and along Imam Haron Road



Along Imam Haron Road into Chichester Road

site not yet graded

Grade 3C site

Grade 3B site

Grade 3A site

Grade 1&2 sites

potential heritage warm spot

potential heritage hot spot

DIAGRAM H/02/03

LANSDOWNE WETTON CORRIDOR IRPT
PRELIMINARY IDENTIFICATION OF POTENTIAL HERITAGE HOTSPOTS
©Attwell & Associates with ARCON Heritage Consultants
January 2014

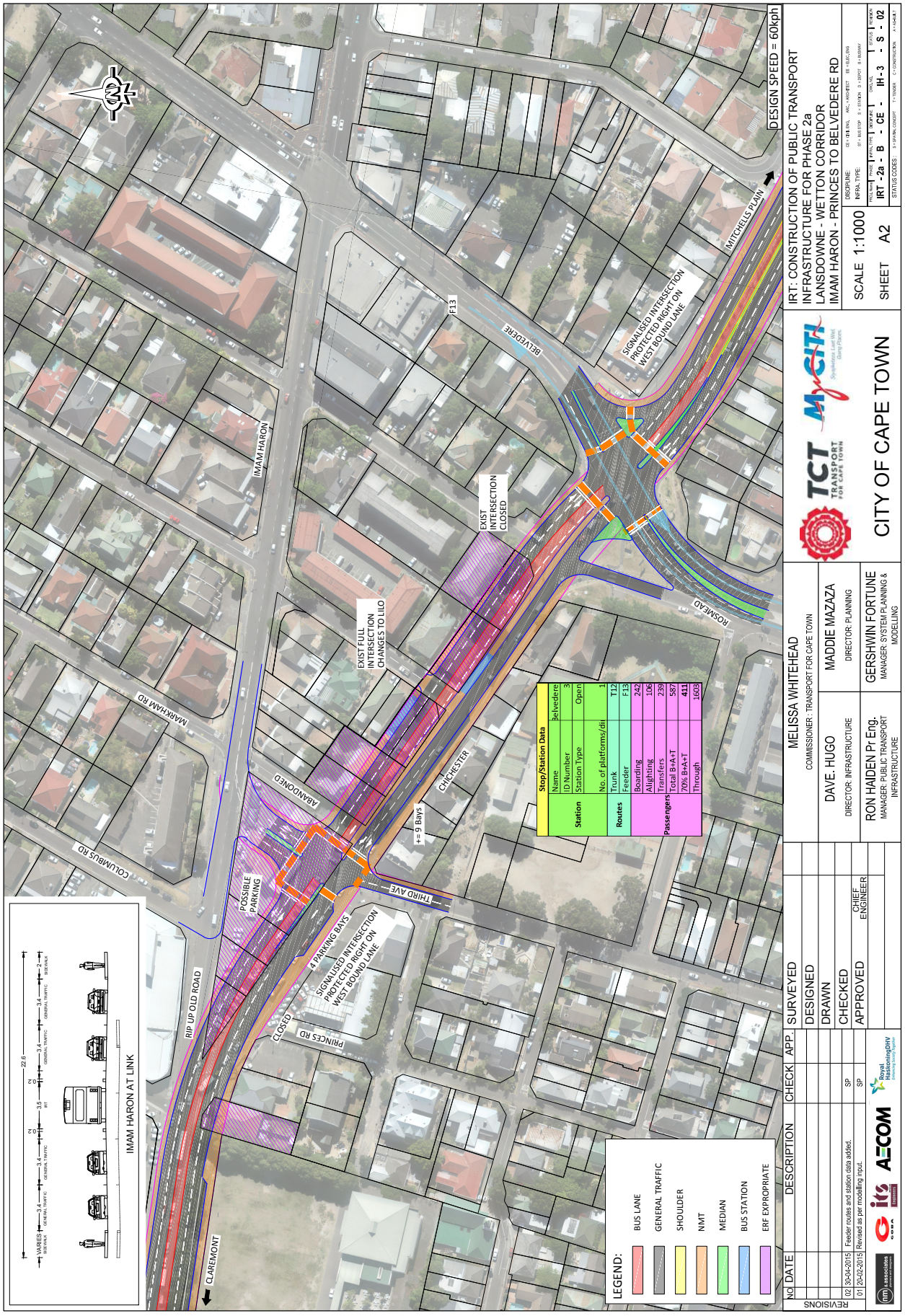
ARCON ATTWELL ASSOCIATES

ANNEXURE 3

CCT IRT INFRASTRUCTURE DESIGN

ADJACENT TO ERVEN 52424, 52423, 58104, 58105 & 110205

P:_J02xxxx\J02025\TRANSP-PLAN\DRAWL\V Corridor\Concept\April 2015 layouts\Imam Haron Chichester Racecourse and Turfhall.dwg



ANNEXURE 4

COMMENTS RECEIVED

CITY OF CAPE TOWN ENVIRONMENT AND HERITAGE RESOURCES MANAGEMENT

HARFIELD VILLAGE ASSOCIATION

CIVIC ASSOCIATIONS COMMENTS: HVA

HARFIELD VILLAGE ASSOCIATION HVA
A Special Area
P.O.Box 2627 Clareinch 7740

To: Bridget O'Donoghue 28th November 2017

Re: Proposed demolition of housing on erven 52424,52423,58104,58105 and 110205.

Dear Bridget,

We have assessed the above and considered your report and agree that the only erf with a structure worthy of retention,is 52424.The house has not been lived in for many years and recently utilized as an office for a Contractor.In the greater scheme of development we acknowledge that the property falls within the area designated for the proposed IRT road infrastructure but also outside of the Harfield Village designated overlay and therefore grant our approval for the demolition of all five properties,inclusive of the house on erf 52424.

Yours faithfully,

Bruce Burmeister

PO box 2627 Clareinch Claremont 7740. www.harfield-village.co.za Email : harfieldvillage@gmail.com

CONFIRMATION OF REQUEST TO COMMENT TO LYNFRAE CI VIC ASSOCIATION

Bridget O'Donoghue <bodonoghue@telkomsa.net>
Comment required on HIA IRT proposed demolitions Chichester Avenue Claremont
17 October 2017 12:14 PM

Dear Greater Lynfrae Civic Association

I am required to submit a HIA for the civic's comment for the HWC submission.

Please advise your requirements: electronic or/and paper copies of the HIA etc. and where to submit.

regards

Bridget

Bridget O'Donoghue
Architect • Heritage Specialist • Environment

T 021 761 2355
C: 071 1090 900
10 Firs Avenue Claremont Cape Town 7708

Email Disclaimer:
Any email or attachment from Bridget O'Donoghue Architect Heritage Specialist Environment is confidential. If you are not the intended recipient, or not the person responsible for delivering to the intended recipient, please notify the sender immediately that you received the email in error, and delete it. You should not copy the email or use it for any purpose, or disclose its contents to any other person.

NO PUBLIC COMMENTS RECEIVED

ONE REQUEST FOR THE HIA

Naomi Jacobs <naomilorrainej@gmail.com>
H I A
15 November 2017 10:22 AM

I am resident in the Claremont area.
Kindly forward me by return of email, the draft HIA report.
Thanking you.
Kind regards
N Lewis

WeTransfer <noreply@wetransfer.com> Deta
naomilorrainej@gmail.com downloaded your WeTransfer files
15 November 2017 11:24 AM

naomilorrainej@gmail.com
downloaded your files

1 file, 25.4 MB in total · Will be deleted on 22 November, 2017

Download link
https://we.tl/7RNhlPPkRe

1 file
HIA Demolition on Erven IRT Draft 2 for PPP 20171017.pdf

Message
Dear Naomi

Please find HIA report for your comment.

Note that comment is required before the end of 2 December 2017.

Regards
Bridget O'Donoghue

ANNEXURE 5

PREVIOUS CCT PPP JUNE 2017

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

ASSETS AND FACILITIES MANAGEMENT
PROPERTY MANAGEMENT

Danielle van der Westhuizen
Clerk: Property Holdings (CTR)

T: 021 400 1984
E: Danielle.VanderWesthuizen@capetown.gov.za

MEMORANDUM

2017/07/07

ATTENTION

DEMOLTION OF CITY LAND, Erven 110205, 58105, 58104, 52423 & 52424 Cape Town, 39, 41 & 42 Franklin, 17 Chichester and 2 Markham road, Claremont,

Ward Councillor: Ward 58 Councillor Sharon Cottle **sharon.cottle@capetown.gov.za**	**Chairperson: Sub-Council 20** Councillor Ian Iversen **Ian.Iversen@capetown.gov.za**
Manager: Sub-Council 20 Richard White **Richard.White@capetown.gov.za**	
MFMA Supply Chain Management Helpdesk Western Cape Provincial Treasury **SupplyChainManagement.HDMFMA@westerncape.gov.za**	**The Director: MFMA Division** Department of National Treasury. **mfma@treasury.gov.za**

To whom it may concern,

The above-mentioned matter refers.

The City of Cape Town is considering the demolition of the above-mentioned City-owned properties.

Attached please find a copy of the statutory advert which appeared in the press on **Friday, 30 June 2017** for your information. A copy of the locality plan is also attached for ease of reference.

It would be appreciated if the advertisement can be placed on the noticeboard at the Sub-council offices.

Kind regards

~~For~~ **HEAD: Improved Properties / Telecommunication Infrastructure Portfolio**

3RD FLOOR, MEDIA CITY BUILDING
HERTZOG BOULEVARD CAPE TOWN 8001 P O BOX 4557 CAPE TOWN 8000
www.capetown.gov.za

Making progress possible. Together

Demolition

•Erven 110205, 58105, 58104, 52423 & 52424, Cape Town, situated at 39, 41, 42 Franklin, 17 Chichester and 2 Markham rd, Claremont

Notice is hereby given that the Council is, in terms of Section 4(3) (a) of Council By-Law LA.12783 promulgated on 28 February 2003 and the Policy on the Management of certain of the City of Cape Town's Immovable Property, approved by Council on 26 August 2010, considering the Demolition of erven 110205, 58105, 58104, 52423 & 52424, Cape Town, Claremont.

- **Purpose:** to demolish these properties to make provision for Road Infrastructure, specifically, the MyCiti Phase 2A Project.

For further details of the transaction contact Ashley James, tel 021 400 3730, Property Holding, 3rd floor, Media City Building, Hertzog Boulevard, Cape Town, 8001 between 07:30-16:00 on weekdays. Any concerns, comments or objections to the proposal must be submitted in writing, together with reasons therefore, to the Regional Head: Property Holding, Cape Town Region PO Box 4557 Cape Town 8000, or fax 021 425 3730 or email **ashley.james@capetown.gov.za** on or before 31 July 2017.

Sloping

• Erf 110205, 58105, 58104, 52423 en 52424 Kaapstad, geleë te Franklinweg 39, 41, 42, Chichesterweg 17 en Markhamweg 2, Claremont

Kennisgewing geskied hiermee, ingevolge artikel 4(3)(a) van Raadsverordening LA.12783, gepromulgeer op 28 Februarie 2003, en die beleid oor die bestuur van sekere van die Stad Kaapstad se onroerende eiendom, goedgekeur deur die Raad op 26 Augustus 2010, dat die Raad oorweging skenk aan die sloping van erf 110205, 58105, 58104, 52423 en 52424 Kaapstad, Claremont.

- **Doel:** Om hierdie eiendomme te sloop om voorsiening te maak vir padinfrastruktuur, spesifiek vir die MyCiti fase 2A-projek.

Kontak Ashley James weeksdae tussen 07:30 en 16:00 by tel. 021 400 3730, eiendomsbesit, 3de verdieping, Media City-gebou, Hertzog-boulevard, Kaapstad 8001, vir meer besonderhede oor die transaksie. Enige besorgdhede, kommentaar of besware teen die aansoek, met redes daarvoor, moet voor of op 31 Julie 2017 skriftelik gerig word aan die streekshoof: eiendomsbesit, Kaapstadstreek, Posbus 4557, Kaapstad 8000, faks 021 425 3730 of e-pos ashley.james@capetown.gov.za.

35 FRANKLIN ROAD,

CLAREMONT. 7708

24 JULY 2017

Director: Property Management,
Danielle van der Westhuizen.
Cape Town Region,
P O Box 4557,
CAPE TOWN. 8000

Dear Sir/Madam,

PROPOSED DEMOLITION OF CITY LAND, ERVEN 110205, 58105, 58104, 52423 & 52424 CAPE TOWN,39, 41 & 42 FRANKLIN , 17 CHICHESTER AND 2 MARKHAM ROAD, CLAREMONT

My family and I have been living at 35 Franklin Road, Claremont since 1948. In that time what was a quiet residential street has turned into a racetrack at times. Taxis, private cars and at times even Golden Arrow busses use the street as a way of avoiding the congestion in both Imam Haron and Chichester roads. This has made it extremely dangerous when trying to exit our driveway.

We understand that the demolition of the houses mentioned above intended to make provision for a road infrastructure specifically the My Citi Phase2A project. Whilst this bus route might improve the situation for bus users, it poses a very serious problem for residents left in the area.

Our house 35 & 37 Franklin road will be isolated on a very busy roadway and totally exposed to large volumes of traffic and noise. This means that a solid security wall will need to be erected both for safety and sound reduction, a considerable cost which we as pensioners can ill afford.

The plan attached shows only the houses that are to be demolished but has no indication of how and where the road is to be widened and which roads (if any) are to be closed off.

For the above reasons, we are therefore objecting to the demolition of the proposed houses in Franklin, Markham and Chichester roads.

Yours faithfully,

Miss E.T.Nalin,
Miss E.Nalin, Mrs E. Moore, Mrs M. Edmonds-Smith & Mrs G. Lind
Property Owners of
35/37 Franklin Road

Ashley James Details

RE: PROPOSED DEMOLITION OF CITY LAND, FRANKLIN ROAD, CLAREMONT.
02 August 2017 10:07 AM

Dear Ms Nalin, Mrs Moore, Mrs Edmonds-Smith and Mrs Lind,

Thank you for noting your concerns in your letter dated 24 July 2017, in response to the anticipated demolition of structures on City Owned Land in the vicinity of Franklin, Chichester and Markham Roads Claremont.

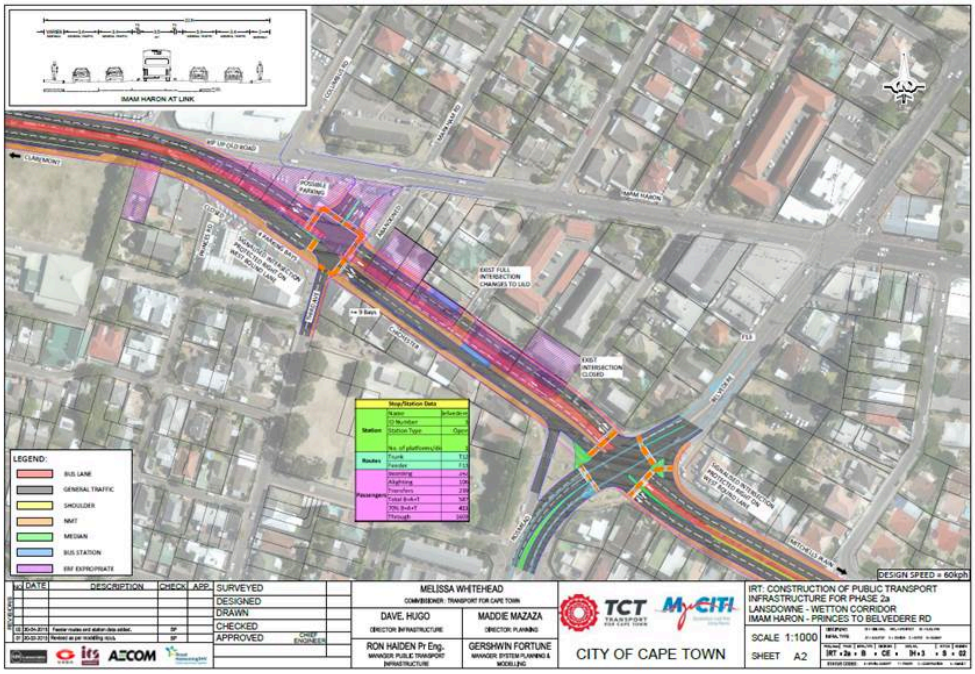
The proposed road improvements is anticipated to mitigate the current congestion experienced for all road users. Public, private and Non-Motorised Transport (NMT) users (pedestrians, cyclists, etc.) will benefit from the proposed upgrades. The proposed road and NMT infrastructure is anticipated to utilize the full width of the properties in question.

In your letter, you refer to the current situation of traffic "avoiding the congestion" by using Franklin Street. This situation is due to the currently inadequate and incomplete state of both the road network system and the public transport system.
The road network system is deficient due to incomplete road schemes and the lack of a proper road hierarchy.
The very fact that Franklin Road, a Class 5 Residential Street, is exposed to traffic bypassing the other two higher-order roads is testimony to this fact.
This project aims to complete the required road schemes in the area and thus reinforce a proper road hierarchy which will then resolve the very problem that is described in your letter as a concern.

Access management of Franklin Road

- Currently Franklin Road has full access to Chichester Road and Imam Haron Road – this means that all turns are possible, i.e. left in, left out, right in, right out.
- The proposal is to restrict access to left-in and left-out only. This measure in itself will improve the situation of passing traffic on Franklin Road and make it undesirable for external traffic to access this street.
- This will in effect reduce the current noise pollution by the passing traffic through Franklin Road as well as provide the residents of Franklin a more exclusive use of the road.

Below is the conceptual design for information purposes.



regards,

Ashley James
Property Management
3rd Floor, Media City Building
Cnr Heerengracht & Hertzog Boulevard, Cape Town
Tel: 021 400 3730
Fax: 086 548 2339
Cell: 072 987 7213
Email: ashley.james@capetown.gov.za

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

From: Kathy Dumbrell [mailto:dumbrell@gmail.com]
Sent: 11 July 2017 03:07 PM
To: Ashley James
Cc: belvederecivic@gmail.com; Sharon Cottle; Colette M Scheermeyer; Zwelibanzi Shiceka; Mxolisi Dlamuka; Penelope E Meyer; Sjanel Martin; Andy Greenwood
Subject: Re: FW: Proposed Demolition of Erven 110205, 58105, 58104, 52423 & 52424 Cape Town, 39, 41 & 42 Franklin, 17 Chichester and 2 Markham road, Claremont

Dear Mr James

I note the City's advertisement with regards demolition of erven 110205, 58105, 58104, 52423 & 52424 Cape Town, 39, 41 & 42 Franklin, 17 Chichester and 2 Markham road, Claremont.

I am writing to enquire just what this advertisement means. At what stage is the process? What heritage impact assessment has been done? I am aware that the BRT terminus is the proposal behind these demolitions and thus consider it important that the heritage issues be addressed not just as s34 demolition applications, but as part of a broader analysis of impact.

Are you able to forward me any relevant studies that indicate the level of attention the heritage aspects have received?

Otherwise, please lodge this as my objection to the proposal - on grounds that total destruction of heritage resources should not be considered until thorough heritage assessment and full provenance (history) of each resource is provided for public scrutiny. The comment of HWC should also be included in such an advertisement. How are we to expect public compliance with the NHRA if the City does not lead by example?

Yours sincerely

Katharine Norman

(owner erf 51685 Claremont and an independent heritage practitioner)

t/a

Kathy Dumbrell
Architectural Historian

Kathy Dumbrell Details
Re: FW: Proposed Demolition of Erven 110205, 58105, 58104, 52423 & 52424 Cape Town, 39, 41 & 42 Franklin, 17 Chichester and 2 Markham road, Claremont
12 July 2017 2:15 PM

Dear Mr James

I would indeed be interested in reading the report. That portion of Claremont is close to Livingstone High School, with all its social history and struggle history associations. In addition, that part of Claremont saw many forced removals. I would hope your consultant will address social history of the properties and their place in the pre-removal fabric of Claremont very carefully. Provenance of those buildings is going to be very important and needs very sensitive investigation and assessment.

I know the properties were bought for demolition. That does not mean they are assured demolition. The NHRA processes must run their course here, with due care and sensitivity to the traumatic history of the area.

Regards
Kathy

Kathy Dumbrell
Architectural Historian

Tanglewood Farm
PO Box 654
Swellendam
6740

fax: 0866038265
cell: 0824609899

From: Accounts Department @ Olympic Cycles [mailto:accountsdepartment@olympiccycles.co.za]
Sent: Monday, July 24, 2017 12:10 PM
To: Danielle Van Der Westhuizen
Subject: PROPOSED DEMOLITION OF CITY LAND, FRANKLIN ROAD, CLAREMONT.

Dear Sir/Madam,
Enclosed please find letter of objection to the demolition of houses in Franklin Road, Claremont.

Yours faithfully

E.T. Nalin

OLYMPIC CYCLES

Tel : 021-671 5008
Fax: 021-671 3800
Email: accounts@olympiccycles.co.za

From: Danielle Van Der Westhuizen
Sent: Monday, 10 July 2017 3:32 PM
To: Sharon Cottle <Sharon.Cottle@capetown.gov.za>; Ian Iversen <Ian.Iversen@capetown.gov.za>; Richard White <Richard.White@capetown.gov.za>; SupplyChainManagement.HDMFMA@westerncape.gov.za; mfma@treasury.gov.za
Subject: Proposed Demolition of Erven 110205, 58105, 58104, 52423 & 52424 Cape Town, 39, 41 & 42 Franklin, 17 Chichester and 2 Markham road, Claremont

Good Morning

Please find attached documents for your further attention.

Kind regards

Danielle van der Westhuizen

Clerk: Improved Properties

Property Holdings

Property Management

3rd floor, Media City

Cnr Heerengracht Street and Hertzog Boulevard

Cape Town

8000