



# District Six Development Framework

District Six Development Framework  
MARCH 2012

Prepared by:



Lucien Le Grange Architects and Urban Planners

Prepared for:



## Contents

|                                                                  |           |                                                                                 |           |
|------------------------------------------------------------------|-----------|---------------------------------------------------------------------------------|-----------|
| <b>Executive Summary</b>                                         | <b>i</b>  |                                                                                 |           |
| <b>1.0 Introduction</b>                                          | <b>1</b>  |                                                                                 |           |
| 1.1. Terms of Reference and Purpose of the Development Framework | 2         | 3.4 Spatial Design Informants                                                   | 28        |
| 1.2 Public Participation                                         | 2         | 3.5 The Concept and Structural Diagram                                          | 29        |
| 1.3 Structure of the report                                      | 2         | 3.6 The Indicative Land Use Framework Plan                                      | 30        |
| 1.4 Further investigations required                              | 3         |                                                                                 |           |
| 1.5 Vision, informants and principles                            | 4         | <b>4.0 Strategies</b>                                                           | <b>33</b> |
| 1.5.1 Vision                                                     | 4         | <b>4.1 Culture and Memory</b>                                                   | <b>34</b> |
| 1.5.2 Development Principles                                     | 4         | <b>4.2 Activities and Land Use Strategy</b>                                     | <b>40</b> |
| <b>2.0 Contextual Analysis</b>                                   | <b>7</b>  | 4.2.1 Land Use Programme and Parameters                                         | 40        |
| 2.1 Background                                                   | 7         | 4.2.2 Public facilities and institutions                                        | 42        |
| 2.2 Historic Development                                         | 7         | 4.2.3 Educational Facilities Strategy                                           | 45        |
| 2.3 Contextualising District Six within the City Bowl            | 9         | 4.2.4 Commercial Uses                                                           | 47        |
| 2.4 Planning overview                                            | 12        | 4.2.5 Retail                                                                    | 48        |
| 2.5 Legal and Policy Frameworks of relevance to District Six     | 12        | <b>4.3 Density Strategy</b>                                                     | <b>50</b> |
| 2.6 Land available for redevelopment                             | 20        | <b>4.4 Landscape Strategy</b>                                                   | <b>52</b> |
| 2.7 Geotechnical Condition of the Site                           | 23        | 4.4.1 Open Space Provision and Shared Land Resources                            | 56        |
| 2.8 Areas with Leasehold arrangements                            | 23        | 4.4.2 Water Systems Strategy                                                    | 58        |
| <b>3.0 Design Informants and Concept</b>                         | <b>25</b> | 4.4.3 Landscape bio diversity strategy:                                         | 59        |
| 3.1 Informants                                                   | 25        | 4.4.4 Tree planting and structured landscape                                    | 59        |
| 3.2 Spatial Opportunities                                        | 26        | 4.4.5 Hard landscaping                                                          | 60        |
| 3.3 Spatial Constraints                                          | 27        | 4.4.6 The community school model in terms of an integrated landscape philosophy | 60        |
|                                                                  |           | 4.4.7 Spaces for Play                                                           | 60        |
|                                                                  |           | 4.4.8 Sports and recreation                                                     | 61        |
|                                                                  |           | 4.4.9 Spaces for inner city food production                                     | 62        |
|                                                                  |           | <b>4.5 Urban Form Strategy</b>                                                  | <b>63</b> |
|                                                                  |           | 4.5.1 Public Structure                                                          | 64        |
|                                                                  |           | 4.5.2 Indicative Framework Plan                                                 | 65        |
|                                                                  |           | 4.5.3 Quarters and Character Areas                                              | 66        |
|                                                                  |           | 4.5.4 Vistas, Views and Landmarks                                               | 72        |
|                                                                  |           | 4.5.5 Urban Streets                                                             | 75        |
|                                                                  |           | 4.5.6 Urban Blocks                                                              | 80        |
|                                                                  |           | 4.5.7 Heights, Bulk and Massing                                                 | 82        |
|                                                                  |           | 4.5.8 Housing Typologies                                                        | 84        |
|                                                                  |           | 4.5.9 Residential Mix                                                           | 88        |
|                                                                  |           | 4.5.10 Housing design guidelines                                                | 90        |
|                                                                  |           | 4.5.11 Sustainable building requirements                                        | 92        |
|                                                                  |           | 4.5.12 Tenure and ownership                                                     | 93        |
|                                                                  |           | <b>4.6 Access and mobility strategy</b>                                         | <b>96</b> |
|                                                                  |           | 4.6.1 Streets as spaces                                                         | 98        |
|                                                                  |           | 4.6.2 Pedestrian Movement                                                       | 99        |
|                                                                  |           | 4.6.3 Cycles                                                                    | 100       |
|                                                                  |           | 4.6.4 Public transport                                                          | 102       |
|                                                                  |           | 4.6.5 Minibus Taxi                                                              | 103       |
|                                                                  |           | 4.6.6 Servicing Vehicles                                                        | 103       |
|                                                                  |           | 4.6.7 Parking                                                                   | 104       |

## 4.7 Sustainable infrastructure, services and technologies 106

|                                                         |     |
|---------------------------------------------------------|-----|
| 4.7.1 Energy                                            | 106 |
| 4.7.2 Existing Electrical Infrastructure and Capacities | 110 |
| 4.7.3 Telecommunication Services and Networks           | 112 |
| 4.7.4 Water                                             | 113 |
| 4.7.5 Waste                                             | 117 |

## 5.0 Planning Procedures 119

|                                                                                |     |
|--------------------------------------------------------------------------------|-----|
| 5.1 Environmental Impact Assessment                                            | 119 |
| 5.2. Additional Authorisations forming part of the Environmental Authorisation | 119 |
| 5.3 Procedural planning and associated land use applications                   | 120 |
| 5.4 Proposed Phasing                                                           | 122 |
| 5.5 Precinct Design and Implementation                                         | 122 |

## 6.0 Conclusion and Recommendations 125

|                     |     |
|---------------------|-----|
| 6.1 Conclusion      | 125 |
| 6.2 Recommendations | 125 |

## 7.0 References 127

## Appendices 128

|                                                                                  |     |
|----------------------------------------------------------------------------------|-----|
| Appendix A: District Six Final Development Framework Public Participation Report | 129 |
| Appendix B: List of additional Stakeholders                                      | 130 |

## Acronyms

|         |                                                 |       |                                    |
|---------|-------------------------------------------------|-------|------------------------------------|
| CBD     | Central Business District                       | SDF   | Spatial Development Framework      |
| CCDS    | Central City Development Strategy               | TBSDP | Table Bay Spatial Development Plan |
| CoCT    | City of Cape Town                               | WWTW  | Wastewater Treatment Works         |
| CTSDF   | Cape Town Spatial Development Framework         | ZS    | Zoning Scheme                      |
| CTZS    | Cape Town Zoning Scheme                         |       |                                    |
| D6BT    | District Six Beneficiary Trust                  |       |                                    |
| DRD&LR  | Department of Rural Development and Land Reform |       |                                    |
| Du's/ha | Dwelling units per hectare                      |       |                                    |
| FDDF    | Final Draft Development Framework               |       |                                    |
| hh      | Household                                       |       |                                    |
| IDP     | Integrated Development Plan                     |       |                                    |
| IRT     | Integrated Rapid Transport                      |       |                                    |
| IZS     | Integrated Zoning Scheme                        |       |                                    |
| LUPO    | Land Use Planning Ordinance                     |       |                                    |
| MW      | Mega Watt                                       |       |                                    |
| MvA     | Megavolt Ampere                                 |       |                                    |
| NGO     | Non-governmental Organization                   |       |                                    |
| NMT     | Non-motorised transport                         |       |                                    |
| PG:WC   | Provincial Government Western Cape              |       |                                    |
| PoP     | Package of Plans                                |       |                                    |
| PT      | Public Transport                                |       |                                    |

## List of Figures

Figure 1.1: Aerial photograph and site locality

Figure 2.1: Cultural Linkages and Assets

Figure 2.2: Strategic Opportunities

Figure 2.3: Table Bay District Plan (CoCT 2011)

Figure 2.4: Plan illustrating the land parcels which are understood to be available for development

Figure 2.5: Land for Development

Figure 2.6: Properties under leasehold agreement with the CoCT

Figure 3.1: Opportunities plan

Figure 3.2: Constraints plan

Figure 3.3: Design Informants

Figure 3.4: Structural Diagram

Figure 3.5: Indicative Land Use Framework Plan

Figure 3.6: Sites which form part of the District Six Restitution Project

Figure 4.1: Sites of Importance from an Archeological and Memorial Perspective

Figure 4.2: Broad Land Use Patterns

Figure 4.3: Existing Community Facilities

Figure 4.4: Existing Education Facilities

Figure 4.5: Plan illustrating potential areas for commercial uses

Figure 4.6: Retail Hierarchy Plan

Figure 4.7: Approximate Floor Area by Use Type

Figure 4.8: Net Density Plan

Figure 4.9: Landscape Framework Context Plan

Figure 4.10: Existing Landscape System

Figure 4.11: Proposed Landscape Structure

Figure 4.12: Overall Landscape Framework Plan

Figure 4.13: Open Space Provision

Figure 4.14: Water and Structured Landscapes

Figure 4.15: Public Structure Plan

Figure 4.16: Indicative Framework Plan

Figure 4.17: Character Areas

Figure 4.18: Views and Vistas

Figure 4.19: Aspects of views and urban balconies

Figure 4.20: Street typologies plan

Figure 4.21: New Hanover Street plans and sections

Figure 4.22: Typical secondary street plans and sections

Figure 4.23: Typical lower order streets plans and sections

Figure 4.24: Perimeter block diagrams

Figure 4.25: Illustrative heights plan

Figure 4.26: Proposed movement hierarchy

Figure 4.27: Proposed pedestrian network

Figure 4.28: Proposed improvements to the cycle network

Figure 4.29: Potential public transport routing plan

Figure 4.30: Plan showing precincts as per electrical loading

Figure 4.31: Plan showing existing and proposed sub stations

Figure 4.32: Plan showing existing telecoms services

Figure 4.33: Existing storm water services

Figure 4.34: Existing sewer services

Figure 5.1: Current zoning and schedule conditions

Figure 5.2: Plan of required areas which require closure of roads and public places

Figure 5.3: Fast Track Development Parcels

## List of Tables

Table 2.1: Relevant Legal Frameworks

Table 2.2: Key Policies

Table 2.3: Table of existing erven understood to be the total site

Table 2.4: Audit of available land and land budget allocation

Table 4.1: Sites of Archeological Merit

Table 4.2: Community Facilities required according to CoCT

Table 4.3: Proposed Housing Mix

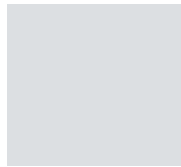
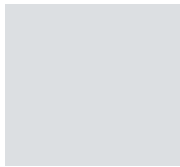
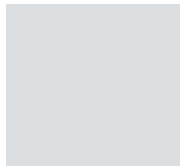
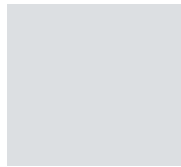
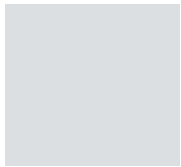
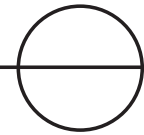
Table 4.4: Proposed residential mix and unit size

Table 5.1: Summary of Fast Track Developments



# E

## Executive Summary



## Executive Summary

### Introduction

The Development Framework for District Six located close to the Cape Town Central Business District (CBD) (Figure ES01) presents a set of principles, strategies, design and planning guidelines; as well as infrastructure proposals based on the existing inner city context of the site measuring approximately 40ha in extent. There is an urgency to get to a level of intervention that would enable the resettlement of returning claimants. The District Six Development Framework proposals begin to address the issue of social justice and the restoration of land rights lost to give effect to the provisions of the Restitution of Land Rights Act (Act 22 of 1994).

The Framework recognizes that District Six is an inner city area that can significantly contribute to the revitalisation of the city. It argues that the site should neither be speculated upon nor encouraged to be gentrified as may ordinarily be the case had restitution not formed the basis of its redevelopment imperative. An integrated approach is therefore taken that includes a range of social, environmental and economic concerns relevant to District Six and the Cape Town CBD. The approach is strongly informed by the history and memory of the site as the subject of forced removals more than 40 years ago. Social justice and restoration of land rights therefore form the pillars that proposals towards the realisation of the framework, are based on.

### Project Approach

The Package of Plans Approach, as required by the terms of reference, is adopted on the basis that the Cape Town Spatial Development Framework (2010) and the Table Bay Spatial Development Plan (2011) form the higher order plans that the District Six Development Framework falls within. Other important informants include the public participation processes undertaken over time with the Claimant community and public stakeholders between 05 December 2011 and 20 February 2012; as well as government departments particularly the City of Cape Town since March 2010 and more regularly since July 2011. In addition, the Development Framework focuses on underlying informants and analyses across scales that depict the significance of public structuring



FIGURE ES. 01 Site locality

elements such as existing historical buildings and street grids along with the rich history and memory of District Six as an historic quarter. Spatial proposals at a larger scale ensure linkage to other surrounding urban areas and opportunities such as the Cape Town CBD, Woodstock – Salt River and Vredehoek.

Landscape analysis underpins this rich history and heritage which result in proposals and strategies that begin to give meaning to the redevelopment of the site. Infrastructural considerations such as movement networks and engineering services to support urban housing, new public facilities and commercial land uses respond to the public structure.

The Development Framework outlines the central principles and strategies which come together to structure the redevelopment of District Six. It emerges from a large body of previous work as well as current research, analysis and information gathered and is further informed by the aspirations of the claimant community as well as a number of other stakeholders including National, Provincial and Local Government.

### Terms of reference

The District Six Development Framework was commissioned by the Department of Rural Development and Land Reform (DRD&LR) whose broad terms of reference to the planning and design team were to prepare a Development Framework and support the associated Business Plan.

The Development Framework performs two important functions. Firstly it provides the Client and claimants with a framework for decision making and forward planning. Secondly, it seeks to provide the authorities with a development strategy for the wider area to ensure that development happens in a coordinated and structured manner.

The Development Framework will be submitted to the City of Cape Town's relevant structures for information and as the basis for evaluating more detailed planning and design proposals to follow.

## Structure of the report

The Development Framework is divided into five sections.

### Section One: Introduction, Vision and Principles

This section sets out a broad vision for the area's redevelopment and building community within the area. The underlying principles outlined will guide the re-development of District Six.

### Section Two: Contextual analysis

Sets out a broad understanding of the site, the project and its physical and social context. It provides the basic framework at various scales, within which future development proposals will occur.

### Section Three: Design Informants and Concept

This section explains the design informants which have helped to frame and structure the Development Framework.

### Section Four: Strategies

Section 4 outlines the key principles and strategies that underpin the framework and illustrate these in a clear and intelligible manner.

### Section Five: Planning Procedures and Implementation

Sets out in broad principle terms the procedures, processes and phasing informed by the business plan.

### Section Six: Conclusions and Recommendations

Draws out a set of conclusions and makes a series recommendations for moving forward with the redevelopment of the area.

### Land available for redevelopment

The site includes existing development as well as those vacant sites to be developed as part of the restitution project which extends from Canterbury and Roland Street in the west, to Searle and Cambridge Street in the east, Sir Lowry and Albert Road in the north and De Waal Drive to the south (Figure ES02).

The sites that have been identified for redevelopment as part of the restitution project are also highlighted on Figure ES02. The total land area of these sites measures approximately 40.4ha. This area includes existing roads and open spaces which implies that the overall quantum of land available for development is reduced.

The development framework shows the potential provision of 5000 new homes on the sites identified for redevelopment. The proportional makeup of the housing in the framework and the associated business plan is as follows:

|              |                           |
|--------------|---------------------------|
| 1 500        | Claimants                 |
| 1 000        | Land Reform Beneficiaries |
| 1 500        | Social Housing            |
| 1 000        | Private Housing           |
| <b>5 000</b> | <b>TOTAL</b>              |

Based on the total of 5000 units District Six will have a population of approximately 20 000 people.



FIGURE ES.02 PLAN ILLUSTRATING THE LAND PARCELS WHICH ARE UNDERSTOOD TO BE AVAILABLE FOR DEVELOPMENT AS PART OF THE DISTRICT SIX RESTITUTION PROJECT.

### Spatial Constraints

As much as the site has opportunities in terms of its locational value, the site also has challenging spatial constraints.

1. Existing buildings need to be considered
2. Challenging geotechnical conditions; including steep gradients, infill and level changes present serious challenges to access and will require particular structural solutions.
3. Underground infrastructure and buried water courses are constraints for development unless relocated
4. Historically important environments such as the Castle, Grand Parade and existing institutions to be retained and their settings enhanced.
5. Nelson Mandela Boulevard and De Waal Drive are divisive elements and physical barriers to movement and access
6. Proposed road widening schemes in the East City, particularly the Tennant Street / McKenzie Street Scheme
7. The Cape Peninsula University of Technology is a large single land use and currently a physical, impenetrable barrier to movement
8. Other larger sites, such as schools and walled public facilities, form barriers to movement and access
9. Public green open space to be safeguarded and improved
10. Pedestrian access over the highways is limited to a number of pedestrian foot bridges
11. A potential vehicular underpass linking District Six to Vredehoek is proposed by the CoCT and needs to be safeguarded
12. De Waal Drive is designated as a Scenic Route and views from this national road to be protected
13. Archeologically sensitive sites requiring additional explorations to be safeguarded and integrated into the urban fabric.



FIGURE ES 03 CONSTRAINTS PLAN

## Fundamental Structuring Principles

The Development Framework provides policy guidance through a set of development principles, strategies and a structuring diagram (Figure ES04). The plan is ordered through a public space structure which is defined as a hierarchy of routes, spaces and places around which new development is associated. One of the major elements that gives order to urban form and consequently to the urban design intent is the public structure including the primary streets, open spaces, public institutions and the green structure. The diagram (Figure ES04) illustrates the key components giving structure to the site based on the following principles:

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



FIGURE ES.04 STRUCTURAL DIAGRAM

## Open Space Provision and Shared Land Resources

Considered a key component of the framework plan, open space as a recreational amenity for local residents is a significant informant to the framework. Current City of Cape Town standards and guidelines suggest open space to be provided at a ratio of 5ha per 1000 population (5m<sup>2</sup> of open space per person). As a means of addressing this, a wider view of access to open spaces and the notion of shared land resources has been adopted. This includes access to surrounding metropolitan and local scale parks and gardens.

The open space strategy recognizes that District Six is an inner city environment and there is a need to consolidate and share resources between pre-existing land uses and new proposals. This has informed ideas around the play parks, kick about spaces, school grounds and the Cape Peninsula University of Technology (CPUT) precinct. The existing and proposed schools have been integrated into the proposed green system, with several of the pocket parks and urban agriculture opportunities associated with schools / CPUT. This enables an efficient use of the land resources and promotes a more sustainable maintenance model.

In addition several pocket park sites have been located within the urban design proposal to facilitate ease of access and as part of a dominant pedestrian movement system across the site. It must be pointed out that while open space provision is important to ensure a good quality environment, the redevelopment of District Six would not be seen as suburban where large centralized open spaces are common rather than a network of hard and soft multi-provisional spaces including streets as urban space.

Based on the philosophy of shared land resources, the proposed landscape strategy is underpinned by the following principles:

- The natural green/water systems of the parks and mountain.
- The institutional sites as a connected integrated system within the urban development.
- The proposed reinforcement of New Hanover Street (Keizersgracht) as an active street, rather than a transport corridor, intends facilitating the development of District Six as a predominantly pedestrian/ community environment.
- The religious sites as active venues and places of community gathering.
- The potential green / urban linkages across the site and into the adjacent communities.
- The memorial sites as integrated public space.
- The opportunity for the sustainable use of water resources.
- As an overarching principle there will be no net loss of open space within District Six.
- The location and quality of existing open space will be interrogated in detail and where appropriate rationalised and reprovided in those parts of the site where there is an open space deficiency.
- The transplanting of the Ficus trees from within Keizersgracht road reserve to within the public open space, reinforcing religious sites / parks and memorials.
- The development of the zone abutting the N2 as a positive open space supporting proposed institutional resources and helping to manage rain water.
- The provision of recreational spaces that are integrated into existing educational sites, public parks and the proposed N2 recreational park.

## Density

The provision of affordable housing in District Six is central to the complex issue of restitution. In as much as the provision of housing for returning claimants is the primary aim of the process of restitution, the plan for District Six will provide additional residential accommodation to ensure well located urban housing for low income families as well as additional commercial development which will help cross subsidise the costs of the redevelopment project.

Given the strategic location of the available  $\pm 40$  hectares of land, the intrinsic value of the land and the need to house a substantial number of people, it is clear that the proposed residential densities in the area will be medium to high and must contain appropriate house types to ensure that high densities are not only achievable but also that a qualitative environment is delivered.

The following principles guide the development framework in respect of densities.

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

The targeted average gross density across the site is 60du/ha. This is in keeping with the City's Densification Strategy which aims for an average gross base density across the City of 25du/ha and a gross density within the Urban Core of 25-180du/ha. To achieve this density, net densities range from 70du/ha to 410du/ha, with an average net density of 162du/ha across the site.

March 2012

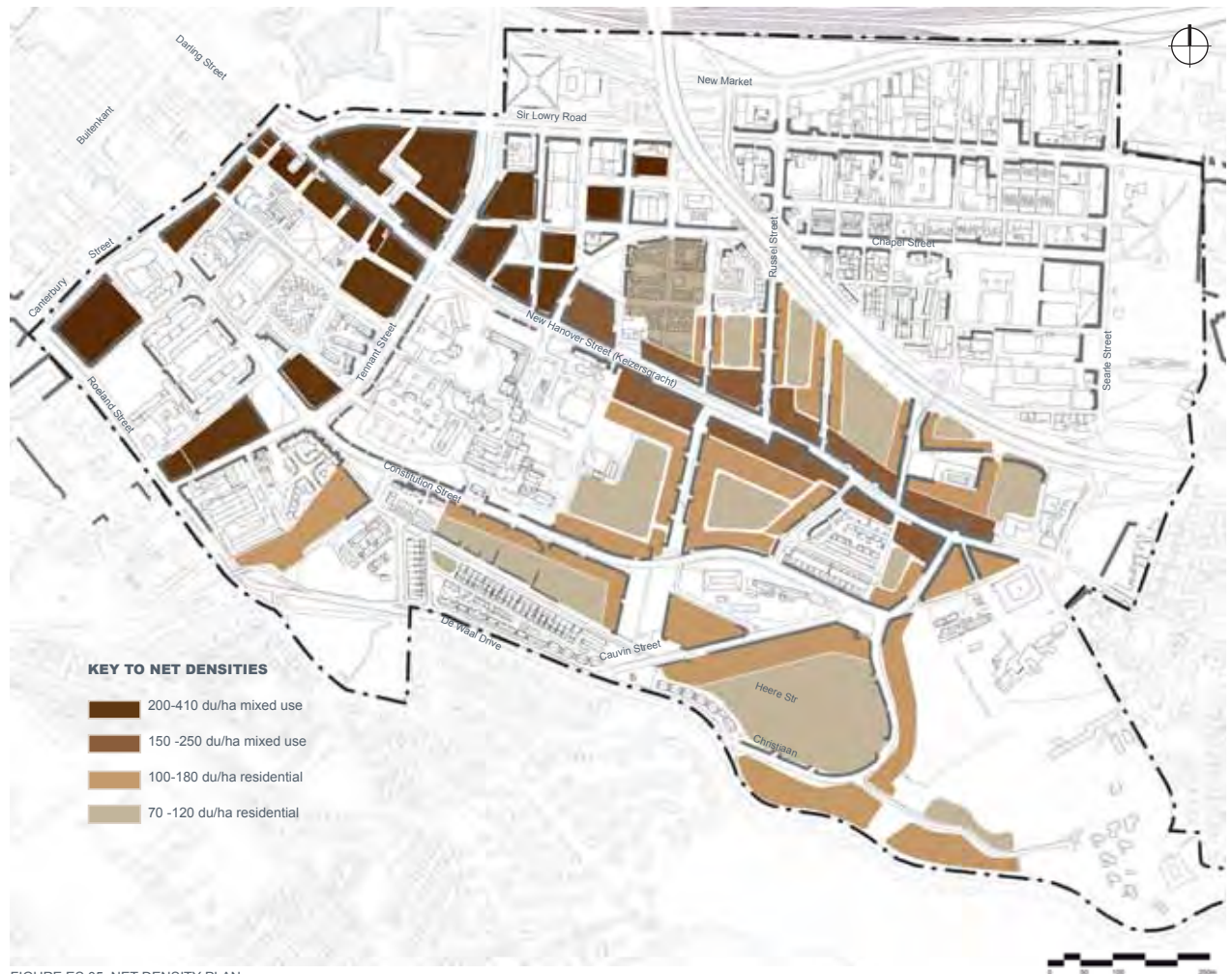


FIGURE ES 05: NET DENSITY PLAN

## Urban Transport

Being close to the city centre, District Six has the benefit of access to a range of high order public transport services including rail, bus and minibus taxis (Figure ES 06).

Cape Town Railway Station is located 1.5km to the north west of the centre of the site and is the terminus for most of the regional and suburban services. These services can provide a convenient means for District Six residents to access their existing places of employment, many of which are located outside the CBD and in outlying industrial and employment areas. It is expected that a significant proportion of trips to the railway station will be on foot.

Public transport within the site is limited to buses and minibus taxis. The services which currently serve the site run along the periphery of the site; Sir Lowry Road and centrally along New Hanover Street. A future integrated rapid transit (IRT) system will be introduced to the new scheme. The IRT service will take the form of a feeder service which will run through District Six emanating from Darling Street, continuing along New Hanover Street and then through Walmer and University Estate towards Salt River Station. This service is planned to be operational by 2012.

All primary movement routes will be designed to be inclusive of all users including people with disabilities, older people and people with mobility impairments. The pedestrian and cycle routes are fine grained and will provide good connections to the neighbouring areas, enabling local residents to continue to walk or cycle to, through and from District Six to reach local amenities such as shops and schools. The streets of District Six are viewed as social spaces and an essential part of the public spatial system.

Main vehicular traffic movement is encouraged to use streets on the perimeter of the site; Sir Lowry Road, Tennant Street and De Waal Drive with New Hanover Street / Keizersgracht being promoted as a high density activity spine, public transport and NMT corridor with more stop-start type movement for private vehicles.

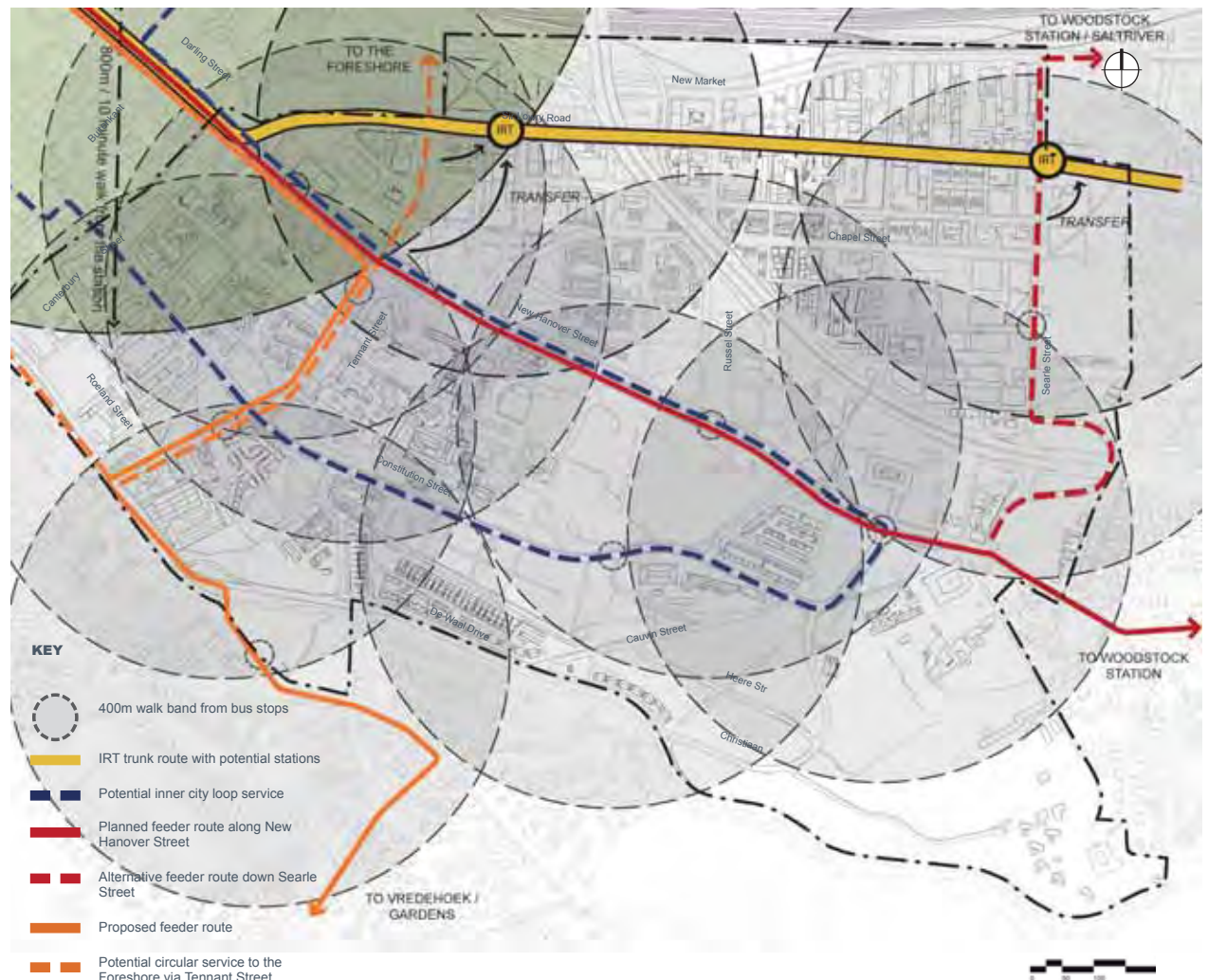


FIGURE ES 06: POTENTIAL PUBLIC TRANSPORT ROUTING PLAN

## Urban Streets

Streets are included within the urban form strategy by virtue of their role in place making. On a practical level the existing roads through the site that are in use carry the majority of the existing bulk services which may need to be upgraded and/or reinforced to cope with the new development. This need for reinforcement and upgrading offers the opportunity to reassess the width, alignment and urban cross section of these streets so that they contribute positively to the image and experience of District Six. The HIA Phase 1 (le Grange 2003) motivated that the streets within the old District Six were more than conduits of traffic, they were the primary social spaces for the community. The Development Framework seeks to reinforce this condition and create a hierarchy of streets which supports social interaction and community life.

The approach to the potential reorganisation of the street network is based on the following:

- Higher order mobility routes in the form of Nelson Mandela Boulevard, and De Waal Drive already exist on either side of the site. This implies that routes within the development are lower order and serve a more local function.
- The new streets will follow the alignment of the historic District Six streets. The new streets are to retain their former name.
- Streets are to be narrow and contain on-street car parking as a means of slowing vehicle speed and improve pedestrian safety.
- The streets which follow the old historic grid and run perpendicular to the contours will be steeper and may require steps within the sidewalk and in particular where sections of roads and pavements exceed gradients of 1:10 (which is the maximum gradient for new streets). This characteristic of the streetscape contributes to the sense of place and reconnects to the memory of the site. Due to their orientation these north-south streets form spatial and visual linkages between the sea and the mountain and will be more susceptible to the effects of the wind. New trees may be planted within these streets to help buffer the wind and create more pleasant

places to be in. These streets will contain on street car parking and the changes in level along these routes will provide the primary points of access to basement car parking.

- Streets which will run parallel to the contours are to be promoted as social spaces. As a general rule no access will be permitted to underground parking from these streets and on-street car parking along the length of the streets should be limited.

## Urban Blocks

Complementing the public space structure, the definition of streets and the open space system, is the treatment of urban blocks. To ensure the public use and vibrancy of streets, urban blocks and development parcels to be considered at precinct planning scale, will be required to adhere to the following principles:

- Block sizes should be informed by the remnants of historic blocks / street grid which favour provision of small blocks (60 –80 metres in length / width)
- Block shapes should be regular where possible
- Building layouts to create a perimeter block with clearly defined public private and semi-private spaces
- Blocks should have active public frontages - Buildings should engage with the street 'reaching out' with windows, balconies, level changes, etc. to provide overlooking and allowing occupants to take ownership of the streets
- Orientate active uses of buildings to open outwards towards outdoor spaces (both public and private)
- Frontages are to be broken up to create rhythms, articulation of facades, lively internal uses visible from outside
- Block interiors should comprise of parking, private gardens, semi-public spaces and play-lots

The heights, bulk and massing strategy is to reinforce the public spatial structure and the nature of the quarters identified in the Development Framework. The height and scale of buildings is as much determined by questions of density, as it is influenced by issues of heritage and the desired overall form and texture of the urban plan as well as the development rights in place on certain land parcels. The principles that underlie the heights strategy for the site include the following and are subject to the provisions of the Cape Town Zoning Scheme in as far as it applies to sites appropriately zoned for urban development.

- General uniformity of building mass across the site creating a mat of development which reflects the topography of the site
- Building heights to relate sensitively to the existing built fabric
- Building heights to reinforce the public space structure highlighting focal points of activity
- Building heights along the primary elements of public structure such as New Hanover Street to be between 4 and 6 storeys
- Medium height buildings of 3-4 storeys should run perpendicular to the contours framing views of the mountain and sea
- A minimum 2 storey building height
- Height to be varied along the street in relation to the topography to create interest within the skyline
- Higher buildings will be permitted at key gateways
- Building heights should be tested in order not to affect negatively micro-climate in terms of wind funnelling and turbulence
- Provide shallow footprints to ensure interior spaces are naturally lit and ventilated
- Building width and depth should allow for a flexibility of use and permit the addition of rear extensions.

## Housing Form and Identity

With the required density of development being medium to high and housing being the predominant land use in the scheme, consideration must be given to the individual identity of homes within the broader collection of buildings. In doing so, consideration should be given to:

- engaging residents directly in the design of their future homes
- the scale and massing of buildings, and in particular of houses, being of a 'human' scale, that permits the expression of individual identity. (The development and building of 'super-block' developments and large scale developments should be avoided)
- the limited allowance for the individual occupant's identity in the design of housing facades/edges that interface directly with the public realm
- ensure greater diversity, architectural commissions should be limited to appropriate block sizes and a number of architects should be involved in the design of each precinct.

- Housing is the predominant land use within District Six to encourage vitality and viability (Figure ES 07)
- Initiatives which support District Six being a place of learning, culture and innovation are supported
- Mixed use development is to be associated with key elements of the urban structure; concentrated on main arterials and particularly along New Hanover Street (Keizersgracht)
- Public or community facilities are used to create focal points or nodes within the area to encourage a sense of community and identity. These are to be reinforced with small scale public squares to denote a more civic environment
- The potential of clustering specific and special uses within a particular area to help characterise one quarter or precinct from another is to be explored with the community
- Buildings should be designed to be flexible and adaptable to accommodate changes in use over time
- Large scale 'big-box' uses such as supermarkets and retail warehouses to be 'wrapped' with active uses around their perimeter to enliven their frontages and avoid dead edges
- Transitional zones between focal points and nodes and the edges of development should include more flexible building types with ground floors which can accommodate dynamic mixes of shops, workshops, live –work environments

## Proposed Land Use

Figure ES 07 depicts the floor area by use type and demonstrates the predominance of residential.

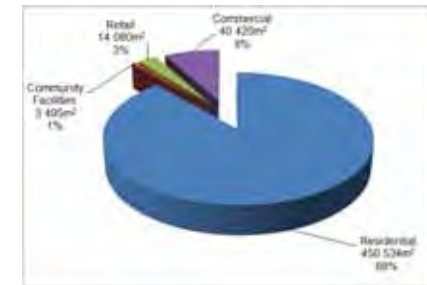


FIGURE ES 07 FLOOR AREA BY USE TYPE

Figure ES 08 is the indicative land use framework plan for District Six which seeks to bring together the principles contained in the preceding layers. Land use is structured primarily by the old fine grain street grid, the green structure of the site and public facilities (as per the structural diagram Figure ES 04) that remained after the destruction of District Six in the 1960s. All these layers are unpacked and explained in detail in Section 4 of the Development Framework.

Section 4 also outlines the approach to infrastructure including the challenges and potential mitigation / solutions in respect of these to ensure that the site is adequately prepared for urban redevelopment.



FIGURE ES 08 INDICATIVE LAND USE FRAMEWORK PLAN

## Planning Procedures and Implementation

In respect of planning procedure and processes that would give effect to the proposals in this framework, three types of sites have been identified notwithstanding the intent to follow the PoP approach.

- i) Sites presently under construction that are zoned appropriately;
- ii) Sites that are already zoned appropriately and ready for detailed precinct planning and sites development plans whereafter building plan submission and construction can happen; and
- iii) Sites that require statutory planning, environmental impact assessments and heritage impact assessments.

Figure ES 09 outlines the phases of implementation over the next three years.

- **Phase 1A: Fast Track Development Parcels.** These are sites that are zoned appropriately and on which construction can commence immediately after building plans have been approved by the CoCT. Approximately 950 residential units and 3960m<sup>2</sup> of commercial are to be constructed in this phase.
- **Phase 1B:** These sites are not zoned appropriately or have schedule conditions attached to them which mean that certain procedural processes need to be completed before development can occur. These processes include rezonings and removals of restrictions and may require certain environmental and heritage assessment processes. Approximately 670 units and 8060m<sup>2</sup> of commercial are to be constructed in this phase.

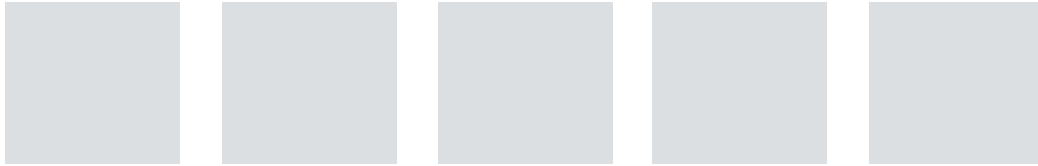
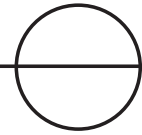


FIGURE ES 09 FAST TRACK DEVELOPMENT PARCELS



# 01

## Introduction and Vision



## 1.0 Introduction

The redevelopment of District Six, as augmented by the draft Business Plan and the implementation of two pilot schemes, finally affords the opportunity for restitution to take place. This redevelopment is no ordinary 'development' as typically considered in the speculative sense. It is rather about allowing for the return of a community that was forcibly removed more than thirty years ago and for the reconstruction of a significant quarter in the city centre. In doing so, it is an urban project that deals primarily with social justice. Redevelopment here is thus inextricably linked to the act of restitution in terms of the Restitution of Land Rights Act (No.22 of 1994) through which the right of a community to live in the heart of the city will be restored.

With restoration of land rights as a primary goal, this document presents the Development Framework for the redevelopment of District Six. The purpose of the document is to:

- Include all valid comments received from a variety of stakeholders who participated in and commented on the District Six Final Draft Development Framework (2011);
- Test the capacity of the approximate 40ha available for the redevelopment of District Six;
- Provide the basis for a feasible Business Plan; and
- Present an environmental, spatial, social and sustainable approach and principles to guide urban development in District Six.

The primary objective is to return claimants to the land that they were displaced from when District Six was declared a white group area in 1966 in terms of the Group Areas Act (No.41 of 1950) and as amended later on by the Group Areas Act of No. 77 of 1957 and the Group Areas Act No. 36 of 1966. The framework also considers non-spatial and legal aspects that are necessary to give effect to urban development in District Six in a holistic manner. It takes account of present urban policy directives and challenges some of the traditional approaches to making inner city environments in a resource-scarce urban context.



FIGURE 1.1 Aerial photograph and site locality

## 1.1. Terms of Reference and Purpose of the Development Framework

This framework was commissioned by the Department of Rural Development and Land Reform (DRD&LR) whose broad terms of reference to the planning and design team were to prepare a Development Framework and support the Business Plan.

A Development Framework is a planning instrument which forms part of the Package of Plans Approach. It is a forward planning tool which guides the development of a specified area. This Development Framework performs two important functions. Firstly it provides the Client and claimants with a framework for decision making and forward planning. Secondly, it seeks to provide the authorities with a development strategy for the wider area which will help ensure that development happens in a coordinated and structured manner that will support an attractive and functional place through the efficient use of space and organisation of land uses and activities within the district.

## 1.2 Public Participation

In 2006, a number of meetings, workshops and open houses were held with the District Six claimants and other interested and affected parties on 25 March, 01 April and 08 April 2006 at which the Draft Summary Document for District Six (August, 2005) was presented. In July 2010, the first draft of this document was also presented to the Claimant Community. The second Final Draft Development Framework (November 2011) was widely participated between 05 December 2011 and 20 February 2012 (refer to Appendix A: Public Participation Report, March 2012). At the same time this framework document was also circulated internally within the City of Cape Town (CoCT) for their comment. All valid comments were included in this document.

Given the importance and profile of the District Six redevelopment programme, the experience of the 2006, 2010 and 2011 participation process and the ongoing need for monitoring through proper checks and balances, the development framework had to be presented to

and participated with the claimant community as well as a number of steering committees comprised as follows.

*Task Team:* Chaired by the Deputy Minister of Rural Development and Land Reform, this task team comprises representatives from the DRD&LR, the Western Cape Provincial Government, the City of Cape Town and the District Six Beneficiary Trust. The task team's role is one of oversight of the content of the Framework Plan and the associated Business Plan and keeping the project programme on track. Its role is also to take strategic decisions on the basis of the work prepared by the consultants responsible for the Development Framework. On 15 November 2011 the Task Team approved the content of the Final Draft Development Framework (November 2011).

*Communications Steering Committee:* Chaired by the DRD&LR representative, this committee is responsible for the communications plan for the various planning and business plan components of District Six. The presentation to and participation of the Development Framework content with the claimant community as well as other stakeholders is arranged through this committee with the assistance of the Public Participation Consultant. It comprises representatives and officials from the DRD&LR, the Western Cape Provincial Government, the City of Cape Town and the District Six Beneficiary Trust (D6BT). Relevant consultants attend this Committee's proceedings as and when required.

*Technical Steering Committee:* Chaired by the City of Cape Town, this committee scrutinizes the content of the Development Framework in as far as it meets urban policy objectives and imperatives. It comprises officials who have a professional and/or technical or procedural role in the physical planning and design of District Six. Aside from City officials, relevant provincial government officials and the full consulting team serve on this Committee. Where officials play a specific role in terms of decisions relating to the provision of public facilities, a number of bilateral interactions also took place.

## 1.3 Structure of the report

This Development Framework is set out in such a manner so as to outline the central principles and strategies that come together to structure the redevelopment of District Six. It emerges from a large body of previous work as well as current research, analysis and information gathered and is further informed by the aspirations of the claimant community as well as a number of other stakeholders including National, Provincial and Local Government.

The Development Framework is divided into five sections.

### Section One: Introduction, Vision and Principles

This section sets out a broad vision for the area's redevelopment and building community within the area. The underlying principles outlined will guide the re-development of District Six.

### Section Two: Contextual analysis

Sets out a broad understanding of the site, the project and its physical and social context. It provides the basic framework at various scales, within which future development proposals will occur.

### Section Three: Design Informants and Concept

This section explains the design informants that have helped to frame and structure the Development Framework.

### Section Four: Strategies

Section 4 outlines the key strategies that underpin the framework and illustrate these in a clear and intelligible manner.

### Section Five: Planning Procedures and Implementation

Sets out in broad principle terms the procedures, processes and phasing informed by the business plan.

## Section Six: Conclusions and Recommendations

Draws out a set of conclusions and makes a series of recommendations for moving forward with the redevelopment of District Six.

### 1.4 Further investigations required

As in any study conducted within a specific time frame, not all matters could be resolved at the time of release of this document. The following gaps therefore exist that need to be considered sooner rather than later in the precinct planning stage.

- The need for further archaeological guidance in respect of new sites identified that are of archaeological significance. It must be noted that more detailed archaeological studies may unearth further constraints on the site.
- The confirmation of land to be made available for the redevelopment of District Six over and above the areas verified for restitution.
- The geotechnical studies that informed the Development Framework were not sufficiently detailed to ascertain the true geotechnical constraints of the site and the cost implications of delivering a viable development platform.
- This Development Framework has been based on available topographical information at 2m contour intervals which does not provide a sufficient level of information as there is significant variation in topography across the site.
- The Development Framework was not informed by a Transport Impact Assessment and detailed information on road schemes.
- Wind testing of the proposed development massing has not been undertaken as part of this exercise.

## 1.5 Vision, informants and principles

### 1.5.1 Vision

The redevelopment of District Six affords the opportunity for the urban reconstruction of a part of the city centre which has remained void for so long, and for this blighted landscape to be integrated with its surrounds. The vision for realising this opportunity has emerged over a long period and through extensive consultation. It is specific to the site and its social, historic and geographical context and is as follows:

*‘To provide restitution for those removed from District Six, through an integrated redevelopment which will result in a vibrant multicultural community whose dignity has been restored in a developmental environment, grounded in, and meeting the social and economic needs of the claimants and the broader community that will contribute towards the building of a new nation’.*

The vision as illustrated in the District Six Draft Development Framework (August 2005), is to provide a mixed land-use development accommodating a range of housing types, different tenure options as well as a vibrant mix of people. It will also include places of work and educational, social and public amenities which are required to sustain this community in a healthy and sustainable manner. Critical to this re-development is the provision of dignified homes for a diverse group of people and the inclusion of ‘social’ housing. While the area cannot be re-built as it previously was, elements of the historic urban fabric, former street grid and building scale have been employed in the conception of the new plan.

Associated with this view for a re-constructed District Six is a social vision that speaks to the rebuilding of a dispossessed community. The intention is that claimants will gradually be resettled, as houses are built, in precincts associated with new and pre-existing social facilities (churches, mosques and schools). Claimants will be afforded reasonably sized houses or apartments, the ownership of which will remain within the claimant families. In this way the sale of houses for speculative reasons will be discouraged and the gentrification of the area potentially avoided.

As far as it is possible the redevelopment of the area takes principles of sustainability into account. With the provision of public transport and pedestrian friendly streets, the pervading reliance on the privately owned car is likely to be diminished.

### 1.5.2 Development Principles

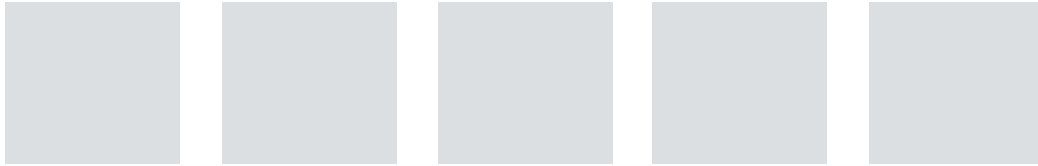
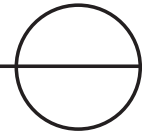
The Development Framework has been informed by the following urban planning and design principles which have been derived from an analysis of the site and its context.

- Create a socially and economically integrated community
- Contribute to the positive reinforcement of the genius loci or sense of place that is physically and socially rooted to its location, topography and history.
- Use the development of commercial assets to cross subsidise the costs of development of claimant’s housing.
- New development will be at a medium to high density to make most efficient use of valuable inner city land and allow for all claimants to return to the site.
- Balance increases in density with the provision of open space and social amenities to support healthy urban lifestyles.
- Pilot sustainable technologies which reduce negative impacts on the environment and reduce the long term running and operational costs for future occupants.
- Promote more sustainable movement behaviour and alternatives to car use and car ownership, as far as possible
- Create comfortable public spaces which take into account the micro climate.
- Create a safe and secure neighbourhood based on sound urban design principles.
- Create streets which are appropriately scaled and reduce the negative impact of motorised transport on the environment.
- Bring nature into the city through the provision of ecological spaces and improve levels of biodiversity within the built environment.



# 02

## Contextual Analysis



## 2.0 Contextual Analysis

### 2.1 Background

Before the declaration of District Six as a white group area in 1966, the area was inhabited by approximately forty-thousand people. Within this historically significant urban environment the community enjoyed a rich social and cultural life. With the beginning of forced removals in 1968, communities and families came to be divided and scattered across the Cape Flats. With the removal of families completed by 1980, a major part of the City's historic built fabric was destroyed.

From the mid-1980's community organisations opposed the redevelopment of the blighted area as a 'white group area'. While some building development, including the construction of the Cape Technikon, occurred towards the east-city, community opposition prevented the full development of the area. It was out of this community struggle that the District Six Beneficiary Trust (D6BT) was born. With the proclamation of the Restitution of Land Rights Act (Act 22 of 1994) the opportunity arose for communities who were dispossessed to submit land claims. More than 2 500 ex-residents (including landowners and tenants) have lodged claims of whom approximately 1500 claimants have been verified and are expected to be re-accommodated in the redeveloped area.

### 2.2 Historic development

The development of District Six occurred sporadically over time and initially no controlled planning process took place - planning was often implemented in a piecemeal fashion. In this process housing development did not necessarily occur chronologically. For example, urban block extensions planned in the 1820's were only occupied by housing after 1862. According to Ström (2003) three basic forms of planning took place in District Six, namely, the infill of older east-city blocks and the blocks planned between 1800 to 1830, the occurrence of an experimental phase where different block, row and court layouts were tested, and, a period of deliberate planning, especially from the 1850's where general plans for small house layouts were proposed (see Ström, Chapter 7, p.1). Despite such unevenness in the development and planning process, it was the facility and 'power' of the typical grid-iron plan as applied to District Six and as distorted by the local topography, that provided a greater order which could accommodate piecemeal growth, different house layouts and experimentation.



1818



1900



1944



1962

As early as 1812, the area was broadly defined by the sea to the north and Devil's Peak to the south. While farming estates on the lower slopes of Devil's Peak were still in existence, some of them were now being subdivided. During this early period of its growth, the planning of District Six is defined by the morphology of the slopes of Devil's Peak, the extension of roads in the east-city area (e.g. Darling Street, Caledon, Longmarket Streets), the property/ boundary lines of the farms and smallholdings, roads/tracks serving this agricultural land and the lines of the old French Battery to the east (now Trafalgar Park). With the planning of the New Market, east of the Castle, a grid of streets developed resulting in measuring about 56 by 58 metres. Between 1812 and 1860 the area developed by way of piece-meal planning involving some twenty landholdings. By 1938 urban blocks of longitudinal shape were developed along Hanover, William and Caledon Streets. Extended row-houses were typically constructed along the street edges, sometimes including mid-block courts. By the early 1840's much of this development was occurring through unregulated speculative developments, rather than by way of a clear local planning strategy.

Around 1862, a clearly defined grid of streets had emerged, including the extension of the street grid of the east-City area (See Snow's Map, 1862, in le Grange 2003). From 1869 property developers were required to submit plans and specifications of proposed buildings. With the proclamation of a new municipal act dividing the city into six districts, District Six acquired its familiar name. From 1867 activity streets such as Sir Lowry Road and Hanover Street became dominant. Along Sir Lowry Road, larger sites came to be occupied by smaller working class housing and commercial buildings. In general after the 1880's, developments acquired a more regularized pattern, largely through the enforcement of municipal controls and the scrutiny of proposed building plans. During this period the development of urban blocks was often piecemeal and sporadic (le Grange, 2003).

By 1900, District Six had been substantially developed and precincts between Sir Lowry Road and Hanover Street, as well as those near the east-City area, were consolidated. A tightly structured network of streets



1948 District Six figure ground (le Grange 2003)

characterized these precincts. The expansion of the city to the east was augmented by the introduction of the railway line, which created a barrier between District Six and the sea. With the outbreak of the Influenza epidemic of 1918 and later with the occurrence of tuberculosis, the Cape Town Municipality embarked on a city-wide public health program that saw the breaking down of some of the older housing stock in the area. In the place of these houses the city built some of its first social housing projects, such as the Stirling Street Flats and the Constitution Street Flats (see le Grange, 1985/1988/ 2001/2003).

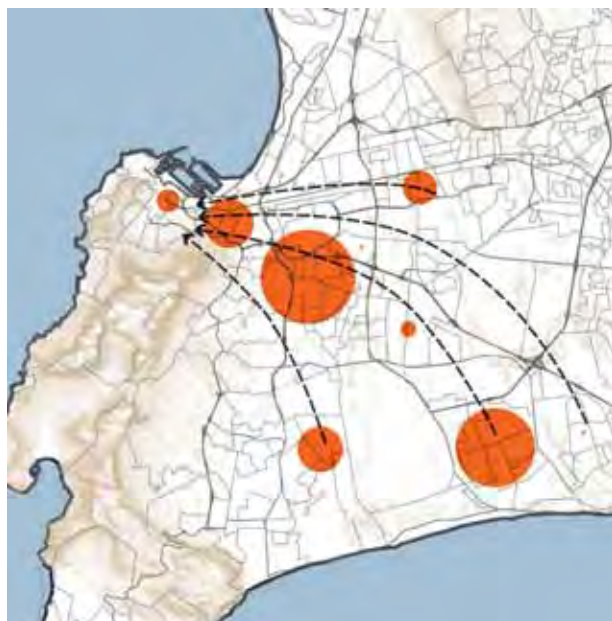
In 1944, the local street grids as structured by Sir Lowry Road, Hanover Street as well as Constitution Street were completed, and District Six became a fully developed area with parts of it having been upgraded through local authority slum clearing and social housing interventions. As part of this strategy the City Council had built tenement housing such as the Bloemhof Flats. Along the eastern edge of the District, the lines of the French Battery have been incorporated into Trafalgar Park and to the north the Foreshore landfill and road construction scheme



Remaining fragments of the historic fabric (le Grange 2003)

was implemented. To the south De Waal Drive, sited on the lower reaches of Table Mountain and Devil's Peak, now became formalized and consolidated forming an edge and barrier between the mountain and District Six.

With the construction of the Eastern Boulevard, renamed the Nelson Mandela Boulevard freeway, in 1964 the first forced removals in the area occurred, cutting a swathe through the housing fabric and occupying the southern edge of Trafalgar Park. In the process of such large-scale road engineering works, the old fine-grained urban fabric of the area was marred by the dominance of freeways. In February 1966 District Six was declared a white group area and all new development was frozen. In 1970 the area was renamed Zonnebloem after the original farmstead and the first victims of Group Areas removal were evicted. By 1979 redevelopment was limited to state sponsored building projects such as the Oriental Plaza, the Cape Technikon (occupying 22% of the land) and apartments for white policemen. By 1985 with all the original inhabitants now displaced to the Cape Flats, the population of District Six consisted of some 3 500 white people (see le Grange 2001).



Plan indicating where the former residents of District Six were relocated to during apartheid



Hanover Street (Noor Ebrahim)



Hanover Street at carnival time Putteril and Bloch, (1978)

By 1992, most of the old historic housing fabric had been demolished, with a few community buildings (churches, mosques and schools) and selected terrace-housing remaining (e.g. Constitution Street, Upper Ashley Street, Chapel Street, Searle Street, etc.). With the demolition and re-routing of most of the old roads, the last remaining traces of the area were wiped out. Old Hanover Street became replaced by Keizersgracht which follows a new alignment. In the late 1980's defiant developers built middle class housing for whites in isolated areas (e.g. north of Upper Ashley Street, and on the corner of Constitution and De Villiers Street).

With the launching of the Hands Off District Six Campaign in 1986 the redevelopment of the area as a white suburb was largely frustrated. In the early 1990's, as the BP (SA) initiative of 1986 came to be consolidated in the work of the original District Six Steering Committee and its Technical Working Group, privately owned land was expropriated by the State and the growth of the Cape Technikon was re-directed towards the west.

### 2.3 Contextualising District Six within the City Bowl

The two plans which follow (Figures 2.1 and 2.2 ) are the result of a wider contextual analysis of the city bowl, the contextual setting of District Six. The plans identify cultural linkages and strategic opportunities which become the informants to ensure that the future layout of District Six contributes to the identity and functionality of the city.

The Cultural Linkages and Assets plan (Figure 2.1) identifies the key public institutions, historic sites, natural water courses and strategic green open spaces.

The Strategic Opportunities (Figure 2.2) builds on the previous plan and suggests interventions which would contribute to celebrating and improving the city and the way it works. These include improved cultural and social linkages, green and open space systems, interfaces, movement routes, nodes of opportunity and infrastructural upgrades.

#### Historic / Conservation Areas

- A Current conservation area ( District Six)
- B Current Urban Conservation Areas (Woodstock / Salt River)
- C Old District Six site
- D Area containing conservation worthy buildings and features. (Bo-Kaap)
- E Upper Table Valley Urban Conservation Area
- F Central Cape Town Urban Conservation Area

#### Significant routes, connections and interfaces

- a. Tafelberg Road
- b. Historically significant routes ( mountain to sea )
- c. Historic water course
- d. Old Shorelines - 1870 & 1920
- e. Old Connection to sea / harbour / trade
- f. Historic Longmarket Street / Hanover Street Link
- g. Albert / Newmarket / Strand Street Link
- h. Historic Darling - Sir Lowry Road - Victoria Main Road route from hinterland into City

#### Significant sites / landmarks and features

1. Molteno Reservoir
2. Kramats & Buildings of Religious Significance
3. Wash houses in Deer Park
4. Old mill sites
5. City Gardens, The Avenue and Slave Bell
6. Long Street Baths
7. South African Museum
8. National Art Gallery
9. Houses of Parliament
10. St. Mary's Cathedral
11. South African Library
12. St. Georges Cathedral
13. Stone building & old firestation
14. Tana Baru Cemetery
15. Bo-Kaap wash house Quarry
16. Bo-Kaap Quarry
17. Old Bo-Kaap stables
18. Bo-Kaap Museum
19. Auwal Mosque in Dorp Street - First Mosque in South Africa - 1798
20. Magazine site
21. Signal Hill observation site
22. Lion's Head Battery
23. Riebeeck Square & St. Stephen's Church
24. Greenmarket Square
25. Grand Parade
26. Castle - Slave Lodge
27. District Six Museum ( old Methodist Church)
28. The place of execution (slaves & criminals)
29. Drill Hall
30. The slave tree - slave auctions held
31. Site of the slave lodge 1820-1828
32. Palm Tree Mosque - 1830's
33. South African Missionary Society's Church
34. Roggebaai Fish Market
35. Prince Street waterpump
36. Holy Cross Convent, Catholic Church, Primary School & hall
37. Zonnebloem Estate
38. Tafelberg Creche
39. New Apostolic Church
40. Baptist Church

41. Upper Ashley Preparatory School
42. George Golding Primary School
43. Moravian Hill Chapel
44. Ellesmere Street Mosque
45. Trafalgar High School
46. St. Marks Church
47. Aspelg Street Mosque - Al Azhar Mosque
48. Johnson Street Mosque
49. Hanover Street - continuation of Longmarket Street & primary public & cultural space of District Six - destroyed during removals
50. Bloemhof Flats
51. Hewat Training College / Harold Cressy High
52. St Philips Church
53. Chapel Street Primary School
54. Searle Street Mission School (Berlin Mission)
55. Trafalgar Swimming Baths
56. French Reboubt
57. Woodstock Hospital
58. Hellenic Church & hall
59. Old Post Office
60. Presbyterian Church
61. Dutch Reformed Church
62. Castle breweries
63. Peninsula Maternity Hospital
64. Old Grid of D6 some of which is still visible
65. Old Morning Market (New Market)
66. City Hall

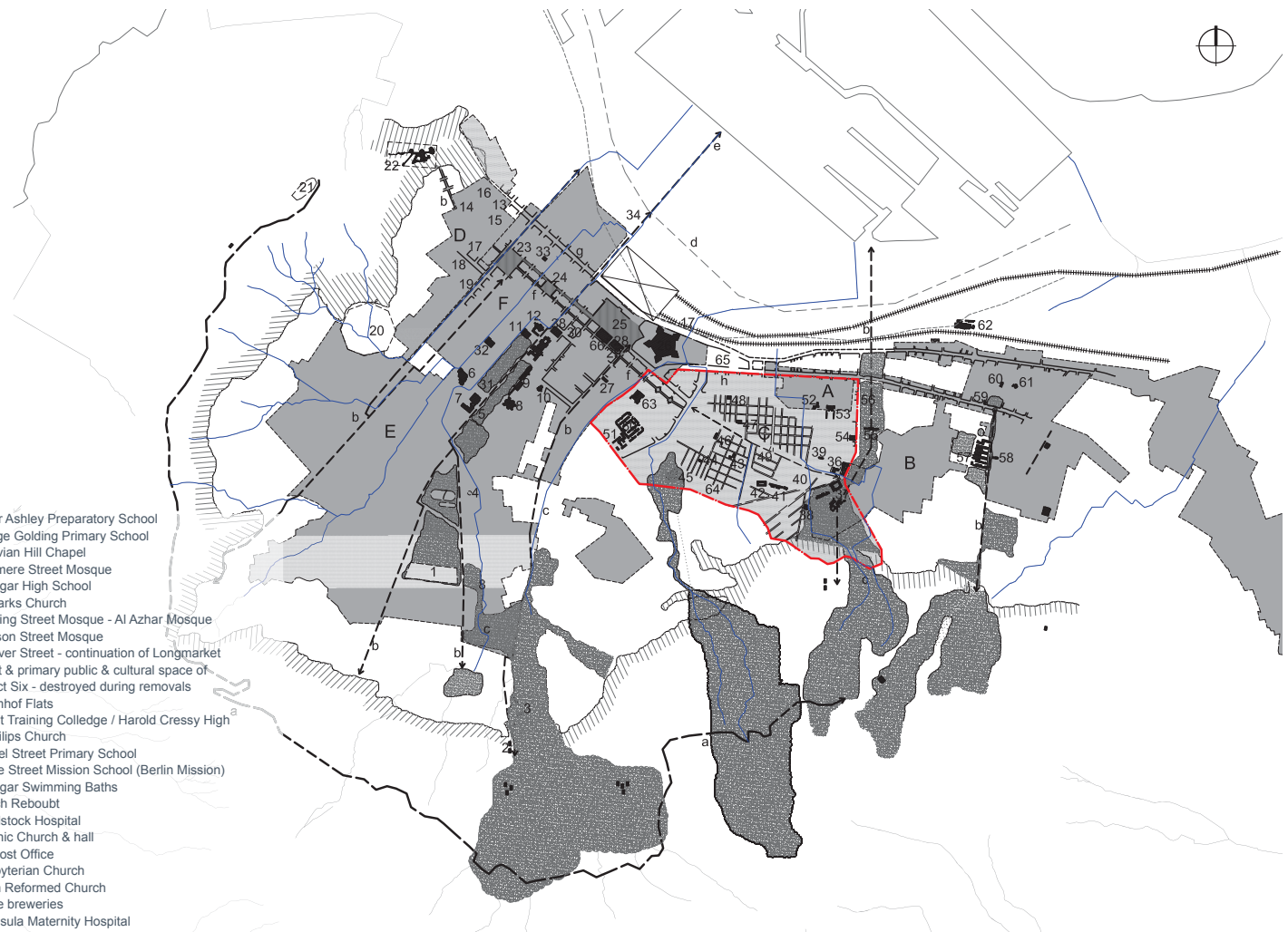


FIGURE 2.1: CULTURAL LINKAGES AND ASSETS

KEY:

#### CULTURAL AND SOCIAL LINKS

1. Cultural and historical link via Longmarket Street and extension, between Signal Hill, Bokaap / CBD and District Six to the original Hanover Street
2. Connection along Keizergracht (Old Hanover Street) - Darling - Shortmarket Street, linking the Study Area to the Grand Parade, Green Market, Riebeeek Square
3. Connection along Plein Street from Cape Town Station towards Parliament past the Grand Parade
4. Historic Main Road corridor as connection between the CBD and the rest of the growing Metro area

#### GREEN SYSTEMS AND CONTINUITY

5. Potential to create continuous green link between the mountain and sea, inclusive of Molteno Reservoir, De Waal Park, Company Gardens and Adderly Street.
6. Potential to create continuous green pedestrian mountain to sea link using Trafalgar Park
7. Potential of Mountain Road to serve as a pedestrian link between Devils Peak and the Main Road

#### SIGNIFICANT INTERFACES

8. Potential for Keizergracht Street to act as mixed- use high density edge
9. Existing Victoria Road/ Sir Lowry mixed use corridor edge

#### MOVEMENT ROUTES

10. Opportunity to connect potential nodes/ places of significance in relation to strong local pedestrian desire lines and vehicular movement routes such as the following:
  - a. Chester Road
  - b. Searle Street
  - c. Russell Street
11. Somerset Road link to Seapoint and Greenpoint
12. Sir Lowry / Victoria / Main Road as key urban corridor / public transport feeder into the CBD
13. Buitenkant Street as a link between the transport hub and the Upper Table Vally residential areas
14. Kloof Nek Road as link to Upper Table Valley, Table Mountain and Camps bay from the CBD

#### AREAS/NODES OF OPPORTUNITY

15. Interface zone between Old District Six and CBD including potential forecourt to Good Hope Centre and District Six museum.
16. Zonnebloem Institutional Node
17. Potential Mountain Road recreational node
18. Public transport stop and drop / public forecourts
19. Cathedral Precinct
20. Castle Precinct (part of larger future cultural precinct)
21. Gardens Cultural Precinct including Parliament, National Gallery and Natural History Museum
22. City Hall ( City Library etc ) and Grand Parade
23. Remnants of residential fabric, churches and mosques in District Six that provide clues for future development
24. Deer Park Primary Gateway to Table Mountain National Park ( TMNP)
25. Secondary Gateway link to mountain
26. Lions Head Battery and Magazine Site as potential gateways into TMNP
27. Cape Town Station, Taxi and Bus interchange
28. Buitenkant institutional node including Caledon Square, Cape College and the District 6 museum
29. Mountain Road public node including City Hall, Library and Woodstock Hospital

#### URBAN FABRIC

30. Historical fabric of Bokaap
31. Historic fabric of East City
32. Historic fabric of Woodstock

#### LAND & INFRASTRUCTURAL DEVELOPMENT / UPGRADE

33. Development of Culemborg will increase residential population and thresholds for viable urban settlement in the City Bowl
34. Construction of road link between Zonnebloem and residential area above De Wall Drive will allow integration of communities.



FIGURE 2.2: STRATEGIC OPPORTUNITIES

## 2.4 Planning overview

Provisionally the planning boundary includes the entire area historically known as District Six. Approximately 150 hectares in extent, it extends from Buitenkant and Roeland Streets in the west to Walmer Estate and Trafalgar Park to the east to the slopes of Devil's Peak in the south to the main railway line and Castle to the north. This boundary, as defined in the Draft Contextual Framework (2003), has been decided upon to ensure that the planning of the vacant land in the area takes into account the surrounding residential and commercial developments, the Cape Peninsula University of Technology (CPUT), other planning initiatives and urban development. Presently the focus within the Study Area is confined to approximately 40ha of publicly owned vacant land, as is shown in Figure 2.4 later in this document.

The spatial impact of redevelopment would be significant not only in the historic sense of restitution but also in the large number and range of housing opportunities that will be afforded and the return of life and activity into what is currently a derelict and degraded urban environment in a prominent inner city location.

## 2.5 Legal and Policy frameworks of relevance to District Six

Table 2.1 below outlines the existing land use and associated legislation that governs the land use procedures and development control of urban development when resettlement is contemplated on the District Six site. Table 2.2 identifies policies relevant to the redevelopment of District Six.

| Relevant Legislation and Regulations                           | Implications and impact of regulations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Townships Ordinance No.33 of 1934                              | Restrictive conditions were imposed in terms of this ordinance and require removal to effect the intentions of the Development Framework                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Cape Town Zoning Scheme, 1990                                  | The Cape Town Zoning Scheme is the guiding framework for land use parameters for District Six.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| The Land Use Planning Ordinance, Ordinance 15 of 1985 (LUPO)   | This ordinance protects the impact of development on property rights and requires that desirability of the proposed land uses be demonstrated when land use change applications are made in District Six.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Restitution of Land Rights Act (Act 22 of 1994)                | This act was enacted to restore or compensate people for their land rights lost as a result of racially discriminatory laws or practices, after 19 June 1913. The District Six claimants' restoration of land rights and return are in terms of the provisions of this act.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| National Environmental Management Act (No. 107 of 1998) - NEMA | <p>The NEMA provides a variety of stipulations regarding the protection of the environment, including (section 31) the release of information relating "to the state of the environment and actual and future threats to the environment, including any emissions to water, air or soil and the production, handling, transportation, treatment, storage and disposal of hazardous waste held by any person where that information is necessary to enable such organs of state to carry out their duties in terms of the provisions of this Act or any other law concerned with the protection of the environment or the use of natural resources."</p> <p>Regulations in terms of Government Notice 543, 544, 545 and 546 in Government Gazette No. 33306 of 18 June 2010 [as corrected by "Correction Notice 1" (GN No. R. 660 of 30 July 2010) and "Correction Notice 2" (GN No. R. 1159 of 10 December 2010)]. List of Activities and Competent Authorities identified in terms of Sections 24(2) and 24D of the Act.</p> |
| National Heritage Resources Act (No. 25 of 1999)               | Permits to be obtained in terms of Section 38 of the Act. Also Section 22- 28 ; Regulation 3 (3 (a) of PN 298 (29 August 2003) and Part II of the Act                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

TABLE 2.1: RELEVANT LEGAL FRAMEWORKS

| Relevant Policies                                    | Implications for District Six Development Framework                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Cape Town Spatial Development Framework, 2010</b> | <p>The Cape Town Spatial Development Framework is a strategic planning document which outlines the future development of the city. It is supported by a suite of technical reports which deal with various aspects of the city in more detail and focuses on eight planning districts throughout the Cape Town Metropolitan Area. District Six is located within the Table Bay district which includes an extensive area spanning from Camps Bay to the west and eastwards including the City Bowl to Pinelands, Langa and Epping. Vanguard Drive forms the boundary of the district to the east.</p> <p>The Cape Town Spatial Development Framework (CTSDF) was approved in terms of the Municipal Systems Act (No 32 of 2000) as a component of the IDP. The development of District Six will therefore be evaluated against the CTSDF. The District Six Development Framework is consistent with the relevant CTSDF policy statements including:</p> <p><i># 3 - Introduce land use policies and mechanisms that will support the development of small businesses (both informal and formal):</i><br/> The District Six DF envisages informal trading to be located within generous sidewalks along routes that carry high volumes of traffic. Principles include the promotion of flexible and adaptable building design so as to accommodate small, medium and large businesses. There is also the intention to investigate opportunities for live-work units, at the Precinct level, in locations along key routes.</p> <p><i># 11 - Ensure that new urban development is supported by appropriate public transport infrastructure and services:</i><br/> The proposals respond strongly to this policy guidance.</p> <p><i># 13 - Introduce walking and cycling as essential components of land use planning.</i><br/> The District Six DF strongly promotes this policy guideline.</p> <p><i>#16 - Encourage, medium-higher density forms of urban development to locate or adjacent to activity routes, development and activity streets.</i><br/> The District Six DF proposals support the CTSDF's approach that densification should be location specific and that 'one size fits all' should not guide density decisions in an urban context.</p> <p><i>#22 - Promote appropriate land use intensification</i><br/> The proposed density is well above the minimum average gross base density of 25 du/ha stipulated by the PSDF and is a baseline measurement in the CTSDF. The District Six DF proposals support medium to high densities in appropriate locations and encourages mixed land uses linked to public transport and walkability.</p> |

TABLE 2.2: KEY POLICIES

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p><i>#30 - Promote a culture of sustainable development and living</i><br/>This policy guidance is supported by the District Six DF.</p> <p><i>#35 - Redress existing imbalances in the distribution of different types of residential development and avoid creating new imbalances.</i><br/>The District Six DF is compliant with the CTSDf policy as it aims at redressing the historical legacies of separatist planning. The District Six DF also promotes a range of size, type and cost of housing opportunities in appropriate locations within the site.</p> <p><i>#38 - Identify land for land reform and publicly led housing delivery programmes.</i><br/>National Government's Land Reform Programme encompasses land restitution which is a primary aim of the District Six DF.</p> <p><i>#39 - Generally support development, rezoning, subdivision and similar applications that promote a greater mix of land uses, people and or densities.</i><br/>The District Six DF promotes social integration through the inclusion of medium to high density developments that cater for different income groups as well as mixed use areas</p> <p><i>#41 - Ensure that development proposals provide an adequate and equitable distribution of social facilities, recreational space and public institutions.</i><br/>The District Six DF is compliant with the CTSDf policy as it aims to provide local public facilities, public space and institutional uses while also making sure that existing public resources within the city bowl are shared and efficiently utilised.</p> <p><i>#43 - Identify, conserve and manage heritage resources including cultural landscapes</i><br/>The District Six DF aims to acknowledge and celebrate important heritage sites (including mosques and churches) and reinstate the old historic street pattern. New Hanover Street is to be reinstated as the central spine and activity focus of District Six.</p> <p><i>#48 - Carefully manage land uses and interventions along identified scenic routes, and places of scenic and visual quality.</i><br/>The District Six DF identifies important views of the site from the adjacent scenic routes of De Waal Drive and Nelson Mandela Boulevard.</p> |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

TABLE 2.2: KEY POLICIES CONT.

|                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Cape Town Table Bay District Spatial Development Plan and Environmental Management Framework, 2011</b> | <p>The TBSDP which is the higher order planning policy within which the District Six Development Framework is framed and explicit reference to District Six is made within this policy. The plan defines the role of District Six as a “New Development Area” with high to medium density mixed use and residential development. It also highlights the importance of District Six to the city both in terms of size and location and stresses that continued effort should be made to ensure its development and renewed integration into the surrounding urban fabric.</p> <p>Other key informants to the Development Framework include:</p> <ul style="list-style-type: none"> <li>• The reinforcement of metropolitan open space systems &amp; green linkages, particularly the Trafalgar Park mountain to sea link</li> <li>• Improved public transport is supported through the extension of the IRT network through District Six with a feeder service running along New Hanover Street.</li> <li>• Movement and access is highlighted with emphasis placed on integrating District Six with neighbouring Vredehoek and historically through to the BoKaap</li> <li>• Emphasis is placed on pedestrians and NMT movement as well as overcoming barriers (De Waal Drive and the N2 freeways) to pedestrian access. Two street typologies pertinent to District Six namely activity routes and activity streets are promoted in the District Plan.</li> <li>• Public Facilities: District Six has a wealth of important cultural and educational facilities, including the Cape Peninsula University of Technology, with the capacity to serve both the community and the wider district. These should be provided in a sustainable manner and clustered where possible.</li> <li>• A greater mix of land uses in conjunction with residential development is promoted particularly along New Hanover Street. Land uses which are to be compatible and may include a variety of commercial, institutional and public uses are encouraged.</li> <li>• Residential areas: Residential densities within District Six should be high density but relatively low-rise development. It is also stressed that residential development should be more inclusive of all income groups and provide adequate housing for people of different income levels. The public realm and concern for the environment: A qualitative built environment should be of an appropriate scale with a strong focus on the public realm to create a comfortable and human scaled place for its residents and everyday users.</li> </ul> |
| <b>Draft Central City Development Strategy, 2008</b>                                                      | <p>The vision of the Draft Central City Development Strategy (CCDS) is that ‘Cape Town Central City will grow and greatly enhance its reputation as a business and people centre’.</p> <p>The Draft CCDS has the following aims to:</p> <ul style="list-style-type: none"> <li>• Strengthen the links between the Central City and the Cape Metropolitan Area (CMA) and region;</li> <li>• Expand and sustain the economic contribution of this node in relation to the other nodes in the CMA;</li> <li>• Increase the sustainability measures adopted in the Central City;</li> <li>• Enhance and co-ordinate interactions between the private and public sectors;</li> <li>• Communicate a shared vision for the city; and</li> <li>• Create combined mechanisms to achieve this vision.</li> </ul> <p>The Draft CCDS goes beyond the area originally managed by the Cape Town Partnership and extends from Greenpoint Common in the west to Salt River in the east, the port in the north and the gardens in the south. It divides this area into 20 precincts each with a distinct character, investment opportunities and development challenges.</p> <p>The strategy makes explicit reference to District Six, seeing its role as a site for residential densification and the provision of affordable housing. It also identifies the East City as an important cultural precinct with the potential to attract new cultural facilities and institutions as well as the creative industries.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

TABLE 2.2: KEY POLICIES CONT.

|                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Draft District Six Contextual Framework, March 2003</b>                                                                                                                                                                                                                                                                 | This Framework sets the policy and strategy context for the Socio-economic, Spatial Design, Infrastructure and Services and Procedural frames within which District Six's redevelopment is to be considered. While the Framework is based on all other policies that inform planning and design in the inner city, one of its shortcomings is its focus on the study area only. The site has to be considered from a larger perspective given its location and role as an extension of the Cape Town central business district and also take account of the latest policies that have emerged to inform urban development at a city wide and district scale.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>District Six Development Framework (Draft): Summary Document, August 2005</b>                                                                                                                                                                                                                                           | The spatial principles and values adopted in this document form the basis of the Development Framework outlined in the following pages. These principles are augmented by further informants discussed below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Cape Town Densification Strategy: Technical Report, Draft 2009b</b>                                                                                                                                                                                                                                                     | The Densification Strategy highlights the CoCT's commitment to higher density development. It sets out targets for densities, and identifies areas where increases in density are to be encouraged. It specifically draws attention to well located areas such as District Six and stresses that higher densities (25 – 180 du/ha (gross) or 50 du/ha – 375 (nett) )within this area are to be supported. It also acknowledges that in many instances, infrastructure constraints will constrain dense development until such time that these constraints can be overcome. The CoCT will make every effort to ensure that utilities are provided to support higher densities which are considered in an integrated manner.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>City of Cape Town: Scenic Drive Network Management Plan Volume 3 of 2002</b>                                                                                                                                                                                                                                            | This policy has implications for Nelson Mandela Boulevard as a scenic route with high visual quality. The policy states that the redevelopment of District Six must take into consideration the views of the mountain from this scenic route and control is required regarding unattractive buildings, signage and fencing along this route. De Waal Drive provides important views of the CBD and the policy makes specific reference to the need for the redevelopment of District Six not to detract from the scenic qualities of this route.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Energy Efficiency Strategy of the Republic of South Africa, 2005</b>                                                                                                                                                                                                                                                    | As the first energy efficiency strategy for South Africa, the document provides clear and practical guidelines for the implementation of efficient practices within the country. The vision of the strategy is to contribute towards affordable energy for all, and to minimise the negative effects of energy usage upon human health and the environment. This will be achieved by encouraging sustainable energy development and energy use through efficient practices. The strategy sets a national target for energy efficiency improvement of 12% by 2015.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Integrated Metropolitan Environmental Policy (IMEP), 2001</b>                                                                                                                                                                                                                                                           | A policy which forms the foundation of an environmental management strategy for the City of Cape Town. The policy was officially adopted by the City of Cape Town on 31 October 2001.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>City of Cape Town: Various Guidelines and Criteria for energy efficient development , 2005 – 2009</b><br><br>The City of Cape Town has a draft Green Building Guidelines policy, a draft Energy Efficiency Water Heating By-law; an Integrated Environmental Management Agenda (2009 to 2014) developed mainly in 2008. | The City will see the implementation of a by-law which requires all new buildings to meet at least a 4 star rating in terms of the Green Building Council of South Africa (GBCSA) guidelines pertaining to commercial buildings at present. Resource consumption targets are set in these guidelines. The GBCSA rating for residential buildings has not yet been completed. Residential EE guidelines include the following: <ul style="list-style-type: none"> <li>• Only Energy Efficiency water heating with strong preference given to Solar Water Heaters with timers.</li> <li>• Effective ceiling insulation.</li> <li>• Energy Efficient structure with passive solar / thermal design.</li> <li>• Gas for cooking - kitchen design to include space for a hotbox.</li> <li>• EE lighting only, maximum daylight water efficient showerheads; low flow taps and toilets (reduces need for pumping while saving water).</li> <li>• Preferably natural heating and cooling with no air conditioning; however EE air-conditioning where necessary.</li> </ul> Although the above guidelines mostly refer to the scale of a residential housing unit, more attention needs to be placed at the larger urban scale (settlement) as well. |

TABLE 2.2: KEY POLICIES CONT.

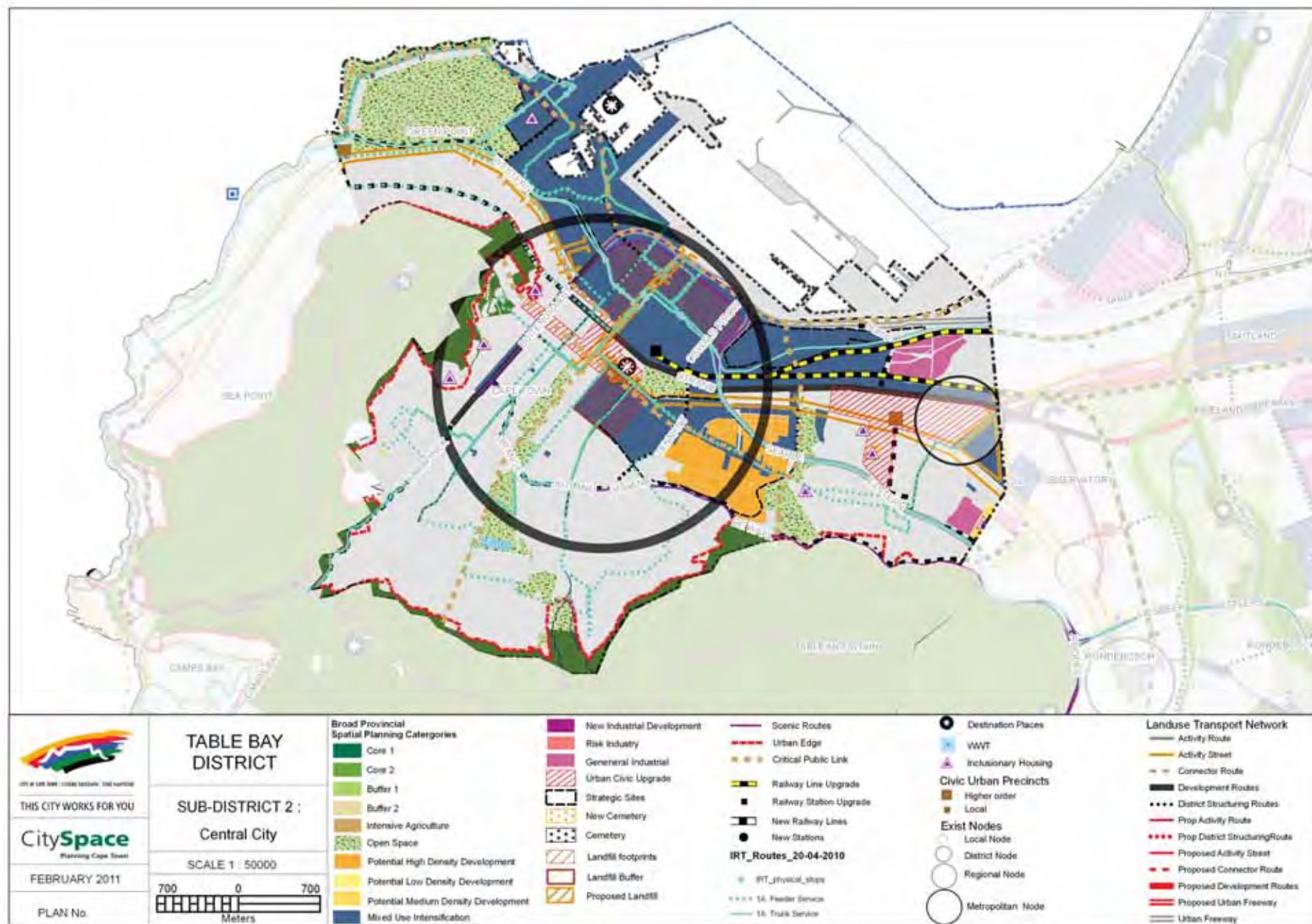


Figure 2.3: Table Bay District Plan (CoCT 2011)

|                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>City of Cape Town: Management of Urban Storm Water Impact Policy, 2009</b>                             | <p>The intent of the policy is to reduce impacts of urban storm water systems on receiving waters, all storm water management systems which shall be planned and designed in accordance with best practice criteria with the following objectives:</p> <ul style="list-style-type: none"> <li>• Improve quality of stormwater runoff</li> <li>• Control quantity and rate of stormwater runoff</li> <li>• Encourage natural groundwater recharge.</li> </ul> <p>The implication of this policy for District Six is to respond appropriately to these objectives as far as possible.</p> |
| <b>City of Cape Town Facilities Management: Sustainable Landscapes, Practices and Guidelines, undated</b> | <p>The Policy provides guidelines for the sustainable design of urban landscapes including green and urban spaces. The implications for District Six are to adopt appropriate guidelines stemming from this policy in a potentially highly urbanized and dense context.</p>                                                                                                                                                                                                                                                                                                             |

TABLE 2.2: KEY POLICIES CONT.



## 2.6 Land available for redevelopment

The land to be made available for the reconstruction of District Six has long been a point of contention as the project of apartheid and the forced removal of the community from District Six occurred over a prolonged period and extended beyond what is now defined as District Six. In addition some of the land has been privatised and sold off to private developers or was developed by the Apartheid government for other purposes such as the construction of CPUT. Historically District Six extended eastwards into the East City towards Buitenkant Street and southwards, through the Chapel Street area to Albert Road. Early figures in the City of Cape Town's District Six: Draft Contextual Framework (2003) stated that a total of 40ha would be available for the re-establishment of the District. This area included space required for circulation (roads), open space and public facilities. Once allocations for these uses are made within the land budget the overall amount of land available for development reduces to between 50 and 70%.

The adjacent plan (Figure 2.4) illustrates the land or erven which are currently understood to be available for the restitution project. The combined area of this land is 404 331m<sup>2</sup> (40.4Ha) (See Table 2.3). However this total area includes a number of unproclaimed road reserves (such as Roeland Street (A1), Mckenzie Street (S1) and Justice Walk (N)) and once these are removed from the equation, the overall area available for development reduces.

In addition it must be noted that some portions of the site (Block E for instance) have already been returned to claimants through the 'Pilot Projects'. Combined the pilots have delivered 139 new homes for claimants with an additional 35 currently under construction. The remaining area, identified on Figure 2.5 and in Table 2.4 is that which is considered to be realistically available for development and totals 383 754m<sup>2</sup> (38.4ha). This area includes a number of sites (namely C0, and parts of I2 and J2) which have previously not been included in the land allocated to claimants.

It further needs to be acknowledged that not all this land will be developed and additional areas need to be deducted from the developable land for circulation, public facilities and open space leaving approximately 315 158m<sup>2</sup> (31.4ha) of net land area available for development.



FIGURE 2.4: PLAN ILLUSTRATING THE LAND PARCELS WHICH ARE UNDERSTOOD TO BE AVAILABLE FOR DEVELOPMENT

| Parcel Number | Area (sq.m) | Issues requiring further investigation.                                                                                                         |
|---------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| A1            | 4 047       | A number of Erven currently form part of Roeland Street road reserve which is not a proclaimed Road Scheme.                                     |
| A2            | 2 612       |                                                                                                                                                 |
| B1            | 2 142       | B1 and B2 are separated by Road Reserve which is included in B1 area                                                                            |
| B2            | 926         |                                                                                                                                                 |
| B3            | 1 477       |                                                                                                                                                 |
| B4            | 986         |                                                                                                                                                 |
| C1            | 990         | Sites surrounding all C parcels contain redundant road reserve which could be consolidated to form larger development parcels                   |
| C2            | 2 349       |                                                                                                                                                 |
| C3            | 2 830       |                                                                                                                                                 |
| C4            | 1 292       | Archaeological significance of C4 and claim in respect of portion of adjacent erf 115929 to be negotiated with owners or their representatives. |
| C5            | 3 086       |                                                                                                                                                 |
| D1            | 4 892       | Site surrounded by very generous/ redundant road reserve                                                                                        |
| D2            | 18 058      | Includes a number of separate erven                                                                                                             |
| D3            | 2 848       |                                                                                                                                                 |
| D4            | 1 567       |                                                                                                                                                 |
| D5            | 3 323       | Site under highway (limited development potential)                                                                                              |
| E1            | 26 645      | Includes a number of separate erven and include the sites of Pilot Project Phase 2                                                              |
| E2            | 13 352      | Site of Pilot Projects                                                                                                                          |
| F             | 38 344      | Includes a servitude which links to the pedestrian footbridge                                                                                   |
| G             | 24 673      |                                                                                                                                                 |
| H             | 6 664       |                                                                                                                                                 |
| I             | 2 275       |                                                                                                                                                 |
| J             | 27 879      | Note numbering different to Working Schedule - and has Perth Road running across it which is not a registered road reserve                      |
| K1            | 19 532      |                                                                                                                                                 |
| K2            | 26 310      |                                                                                                                                                 |
| L             | 29 359      |                                                                                                                                                 |
| M1            | 1 208       |                                                                                                                                                 |
| M2            | 498         |                                                                                                                                                 |
| N             | 28 329      | The erf includes Justice Walk which is not defined as a road reserve                                                                            |
| O             | 11 053      |                                                                                                                                                 |
| P             | 37 903      |                                                                                                                                                 |
| Q             | 25 091      | Western Boundary with CPUT not legally defined                                                                                                  |
| R             | 13 593      | R is on the same erven as Trafalgar High School and subdivision needs to occur                                                                  |
| S1            | 13 692      | Erf includes McKenzie Street which is not a road reserve                                                                                        |
| S2            | 4 506       | Includes what appears to be a thin slither of erf which may be a road reserve                                                                   |

**TOTAL AREA 404 331**

TABLE 2.3: TABLE OF EXISTING ERVEN UNDERSTOOD TO BE THE TOTAL SITE FOR THE PROJECT

Opportunities to expand this original area could entail the inclusion of other portions of publicly owned land within close proximity to the site. This would aid the development process by providing additional land for the development of housing, the provision of larger community facilities such as schools as well as create sites for enabling development which will help cross subsidise the construction of the new homes. A number of these opportunities have been identified and will be taken forward by the D6BT in conjunction with other members of the Task Team.

| Land budgeting |                    |                       |                      |                           |                  |
|----------------|--------------------|-----------------------|----------------------|---------------------------|------------------|
| Parcel number  | Parcel Area (sq.m) | Circulation Allowance | Open Space Allowance | Area of open space (sq.m) | Developable Plot |
| A1             | 3 645              | 0%                    | 0%                   | -                         | 3 645            |
| A2             | 2 715              | 0%                    | 0%                   | -                         | 2 715            |
| B1             | 3 020              | 0%                    | 0%                   | -                         | 3 020            |
| B2             | 1 475              | 0%                    | 0%                   | -                         | 1 475            |
| B3             | 985                | 0%                    | 0%                   | -                         | 985              |
| C0             | 1 725              | 5%                    | 0%                   | -                         | 1 639            |
| C1             | 990                | 0%                    | 0%                   | -                         | 990              |
| C2             | 2 350              | 0%                    | 0%                   | -                         | 2 350            |
| C3             | 2 855              | 0%                    | 0%                   | -                         | 2 855            |
| C4             | 1 270              | 0%                    | 0%                   | -                         | 1 270            |
| C5             | 3 090              | 0%                    | 0%                   | -                         | 3 090            |
| D1             | 5 475              | 0%                    | 0%                   | -                         | 5 475            |
| D2             | 15 760             | 15%                   | 10%                  | 1 576                     | 11 820           |
| D3             | 2 522              | 10%                   | 10%                  | 252                       | 2 018            |
| E1             | 2 589              | 0%                    | 0%                   | -                         | 2 589            |
| E2             | 3 078              | 0%                    | 0%                   | -                         | 3 078            |
| E3             | 6 411              | 5%                    | 0%                   | -                         | 6 090            |
| E4             | 4 158              | 5%                    | 0%                   | -                         | 3 950            |
| E5             | 2 193              | 0%                    | 0%                   | -                         | 2 193            |
| E6             | 21 253             | 10%                   | 30%                  | 6 376                     | 12 752           |
| E7             | 2 850              | 0%                    | 0%                   | -                         | 2 850            |
| E8             | 1 560              | 0%                    | 0%                   | -                         | 1 560            |
| E9             | 3 895              | 0%                    | 100%                 | 3 895                     | -                |
| F1             | 10 357             | 10%                   | 0%                   | -                         | 9 321            |
| F2             | 9 012              | 10%                   | 0%                   | -                         | 8 111            |
| F3             | 19 944             | 20%                   | 15%                  | 2 992                     | 12 964           |
| G1             | 5 666              | 0%                    | 0%                   | -                         | 5 666            |
| G2             | 3 071              | 0%                    | 0%                   | -                         | 3 071            |
| G3             | 16 701             | 20%                   | 15%                  | 2 505                     | 10 856           |
| H1             | 6 712              | 5%                    | 15%                  | 1 007                     | 5 370            |
| I1             | 2 315              | 0%                    | 0%                   | -                         | 2 315            |
| I2             | 13 834             | 0%                    | 0%                   | -                         | 13 834           |
| J1             | 11 430             | 0%                    | 5%                   | 572                       | 10 859           |
| J2             | 8 570              | 0%                    | 5%                   | 429                       | 8 142            |
| K1             | 6 981              | 0%                    | 5%                   | 349                       | 6 632            |
| K2             | 14 536             | 10%                   | 5%                   | 727                       | 12 356           |
| K3             | 11 483             | 10%                   | 5%                   | 574                       | 9 761            |
| K4             | 13 375             | 10%                   | 0%                   | -                         | 12 038           |
| L1             | 8 053              | 5%                    | 0%                   | -                         | 7 650            |
| M1             | 1 300              | 0%                    | 100%                 | 1 300                     | -                |
| M2             | 490                | 0%                    | 0%                   | -                         | 490              |
| M3             | 1 470              | 0%                    | 0%                   | -                         | 1 470            |
| N1             | 13 921             | 10%                   | 5%                   | 696                       | 11 833           |
| N2             | 11 100             | 10%                   | 5%                   | 555                       | 9 435            |
| O1             | 4 044              | 0%                    | 5%                   | 202                       | 3 842            |
| O2             | 6 290              | 5%                    | 5%                   | 315                       | 5 661            |
| P1             | 7 807              | 15%                   | 5%                   | 390                       | 6 246            |
| P2             | 13 065             | 20%                   | 15%                  | 1 960                     | 8 492            |
| P3             | 12 341             | 15%                   | 5%                   | 617                       | 9 873            |
| Q1             | 2 764              | 15%                   | 5%                   | 138                       | 2 211            |
| Q2             | 14 185             | 20%                   | 15%                  | 2 128                     | 9 220            |
| Q3             | 9 897              | 15%                   | 5%                   | 495                       | 7 918            |
| R 1            | 5 100              | 5%                    | 10%                  | 510                       | 4 335            |
| R 2            | 7 260              | 10%                   | 5%                   | 363                       | 6 171            |
| S1             | 10 516             | 0%                    | 40%                  | 4 206                     | 6 310            |
| S2             | 4 300              | 0%                    | 0%                   | -                         | 4 300            |
| <b>383 754</b> |                    |                       |                      | <b>35 128</b>             | <b>315 158</b>   |

TABLE 2.4 : AUDIT OF AVAILABLE LAND AND LAND BUDGET ALLOCATION

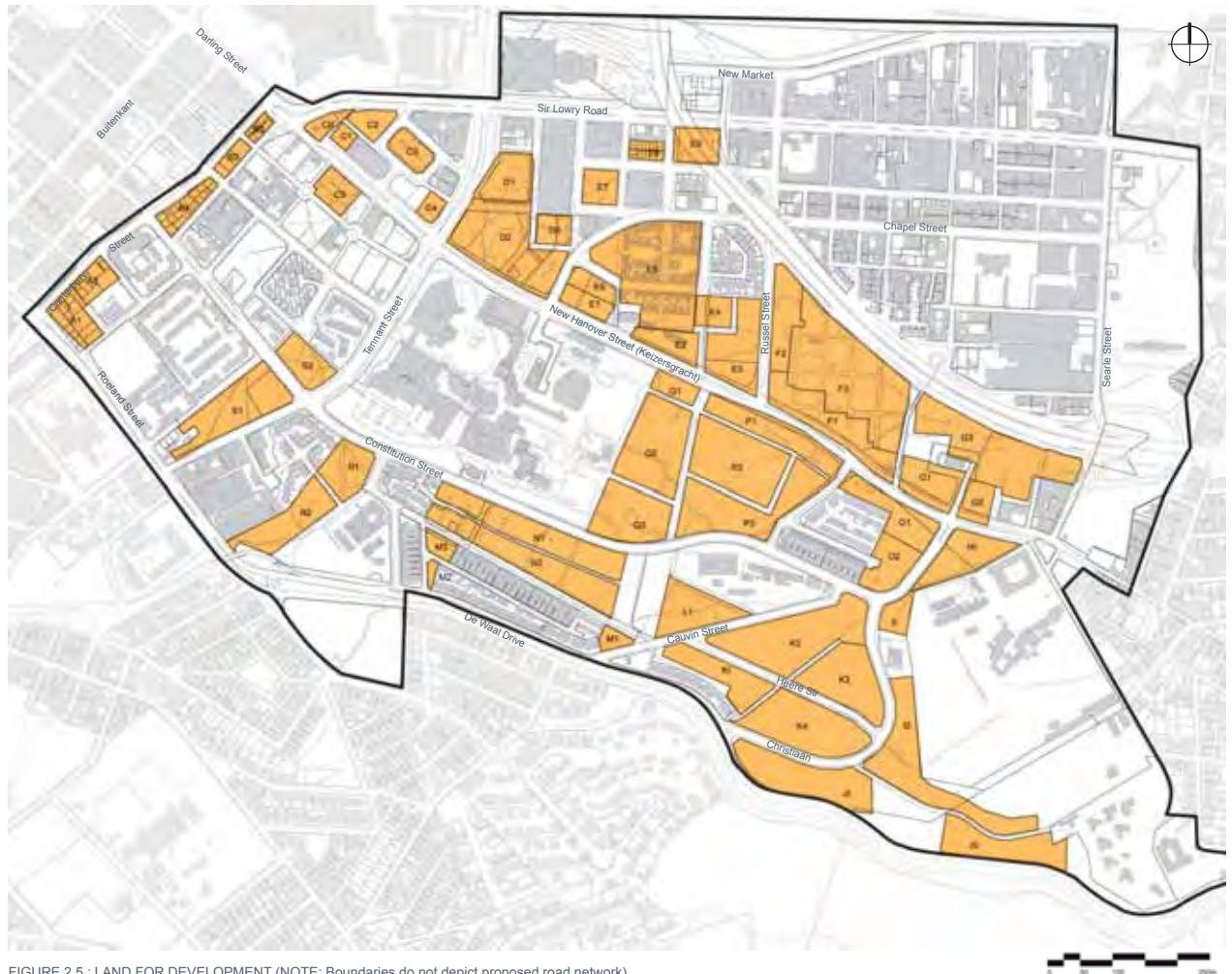


FIGURE 2.5 : LAND FOR DEVELOPMENT (NOTE: Boundaries do not depict proposed road network)

## 2.7 Geotechnical Condition of the Site

The site is situated on the slopes of Devils Peak with gradients varying from in excess of 20% on the south side near De Waal Drive to around 2% in the north near Sir Lowry Road. Large parts of the site are underlain with rubble from demolished houses and in places it is mixed with domestic refuse. Rubble fill is expected to cover approximately 80% of the site at a depth of around 1m to 1.3 m. Beneath the rubble fill, founding conditions vary from fairly poor due to the presence of soft clayey silt to fairly good with the presence of dense silty sands. Founding methods will vary from site to site and more detailed investigations are essential to determine the best means of founding for each individual site. It is suggested that bulk earthworks be undertaken on a significant portion of the site to remove unsuitable material and establish suitable founding material. By using mobile crushing and screening plants the existing rubble may be recycled for suitable fill material. Any clay or cohesive materials encountered within bulk excavations are to be spoiled off site.

## 2.8 Areas with leasehold arrangements

The adjacent plan depicts areas that have current lease agreements in place. It also shows lease agreements that have expired and those that are due for renewal. It should be noted that the site marked number 11 is utilised by Azaad Youth Services with no lease agreement in place.

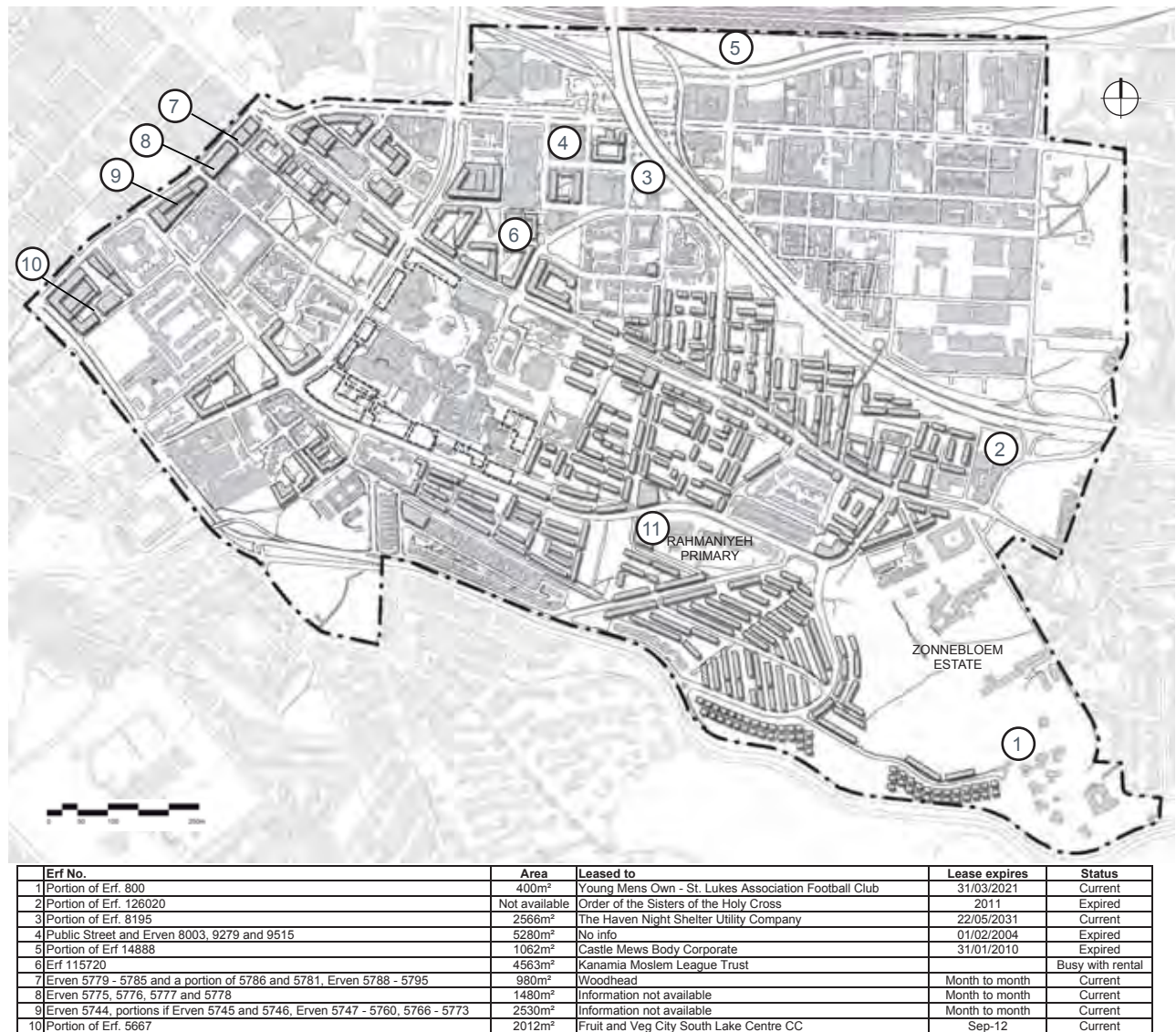
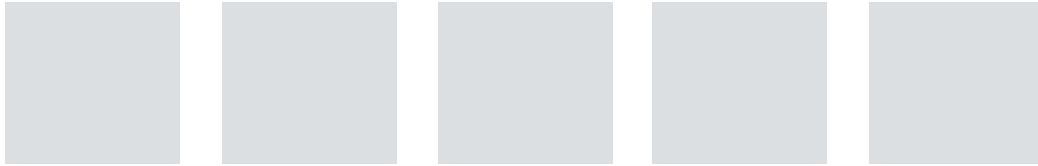
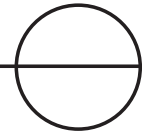


FIGURE 2.6: PROPERTIES UNDER LEASEHOLD AGREEMENT WITH THE CITY OF CAPE TOWN, Source: City of Cape Town, Property Holding Department, 2012.

# 03

## Design Informants and Concept



## 3.0 Design Informants and Concept

### 3.1 Informants

The urban planning context for District Six is based on the following key principles which have been derived from an understanding of the site and an interpretation of the brief. They have been arrived at after many years of study, and are the result of an iterative program of work, including a process of community participation. Together they constitute the broad informants of the Urban Design Framework.

#### 3.1.1 Community and Restitution

Central to the District Six project is the fact of land restitution - to return the land to those who were forcibly removed with the implementation of the Group Areas Act from the late 1960's onwards. It is the return and re-housing of this community that focuses the brief/program of the overall project at its various scales. In interpreting this brief, consideration was given to:

- the issue of restitution and inner-city reconstruction;
- an understanding of the social dynamics between people and place; and
- the needs and aspirations of claimants.

#### 3.1.2 The Idea of Place and the District Six Site

The District Six site is of significance not only because of the social history associated with it, but also because of its important physical qualities and the way these define the character of the place. With this understanding of the site, consideration has been given to:

- the "genius loci" of the site – its setting in a place between mountain and sea;
- the physical geography and morphology of the site – its various gradients along the slopes of Devil's Peak;
- the identification of landscape assets worthy of preservation;
- the natural features - springs, tree avenues, ridges and valleys; and
- the linkages to surroundings – visual and access systems.



Community Meeting 1998



Signing of the agreement with Land Affairs 2000

#### 3.1.3 Heritage Issues

While District Six has been blighted with the destruction that followed in the wake of the forced removals, there are many remaining buildings as well as 'latent' heritage elements that have informed the urban design framework, the interpretation of which includes:

- the District Six site as a palimpsest - a layering of different histories, memories and realities;
- the conservation and celebration of remaining community buildings;
- the recovery and reconstruction of historic street grid; and
- the preservation of archaeological sites.

#### 3.1.4 The role of the site within the context of the City of Cape Town

Given its strategic location and proximity to the CBD, the District Six site must fulfil a number of broader objectives in terms of the way the city works and will work in the future. This includes amongst other things:

- the repair and re-use of "brown-field" land;
- District Six as mixed use but primarily residential district providing well located urban housing for returning claimants and a range of other income groups;
- District Six as an important destination within the City as a place for learning, education, skills acquisition and is home to a number of important inner city schools and institutions including CPUT; and
- with the view to provide a vibrant and sustainable environment a deliberate strategy of mixed land use development is also of crucial importance.

The Development Framework has been further informed through an understanding of the spatial opportunities and constraints which are inherent in the site. These are summarised as follows:

### 3.2 Spatial Opportunities

- ① Reestablish New Hanover Street / Keizersgracht as the central spine and activity focus of District Six
- ② Create a heart or centre along New Hanover Street with a distinct character that people can identify with
- ③ Reinforce and celebrate the gateways into District Six
- ④ Integrate District Six and the East City with the CBD
- ⑤ Make visible the built heritage of the site by acknowledging and celebrating important sites and reinstating the historic street pattern
- ⑥ Investigate the opportunity to narrow the width of Keizersgracht which is over scaled given its envisaged role within the wider movement network
- ⑦ Reinforce the MOSS Green open space mountain to sea link through Trafalgar Park and the Zonnebloem Estate
- ⑧ Bring the existing hidden and buried water courses to the surface and use the water in a positive and productive way where possible
- ⑨ Consolidate under utilised green open space and create a clear and legible open space network
- ⑩ Improve connectivity within the site and to the surrounding urban areas of Chapel Street, Woodstock and Vredehoek
- ⑪ Capitalise on strategic transport improvements, particularly the IRT along Sir Lowry Road and use the footfall generated by these facilities to structure the urban fabric and create vibrant public spaces
- ⑫ Develop Government owned land and vacant sites not part of the restitution project
- ⑬ Celebrate the entry into the city on De Waal Drive
- ⑭ Visually connect to the mountain and sea
- ⑮ Retain and enhance existing public facilities and improve spatial and institutional linkages
- ⑯ Reinforce the educational cluster around the Zonnebloem Estate.



FIGURE 3.1 OPPORTUNITIES PLAN

### 3.3 Spatial Constraints

- ① Existing buildings and private ownership need to be respected
- ② Challenging geotechnical conditions; including steep gradients, infill and level changes will present serious challenges to access and will require particular structural solutions.
- ③ Underground infrastructure and buried water courses are constraints for development unless relocated or reinforced can not be built over
- ④ Historically important environments such as the Castle, Grand Parade and existing institutions to be retained and their settings enhanced.
- ⑤ Nelson Mandela Boulevard and De Waal Drive are divisive elements and physical barriers to movement and access
- ⑥ Proposed road widening schemes in the East City, particularly the Tennant Street / McKenzie Street Scheme
- ⑦ The Cape Peninsula University of Technology is a large single land use and currently a physical, impenetrable barrier to movement
- ⑧ Other larger sites, such as schools and walled public facilities, form barriers to movement and access
- ⑨ Public green open space to be safeguarded and improved.
- ⑩ Pedestrian access over the highways is limited to a number of pedestrian foot bridges.
- ⑪ A potential vehicular underpass linking District Six to Vredehoek is proposed by the CoCT and needs to be safeguarded
- ⑫ De Waal Drive is designated as a Scenic Route and views from this national road are protected
- ⑬ Archeologically sensitive sites requiring additional explorations to be safeguarded and integrated into the urban fabric



FIGURE 3.2 CONSTRAINTS PLAN

### 3.4 Spatial Design Informants

Spatial design informants are closely connected to the opportunities and constraints. They do not constrain development nor are they explicit opportunities but rather become a frame of reference within which future design decisions can be made during later precinct design stages. These include:

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

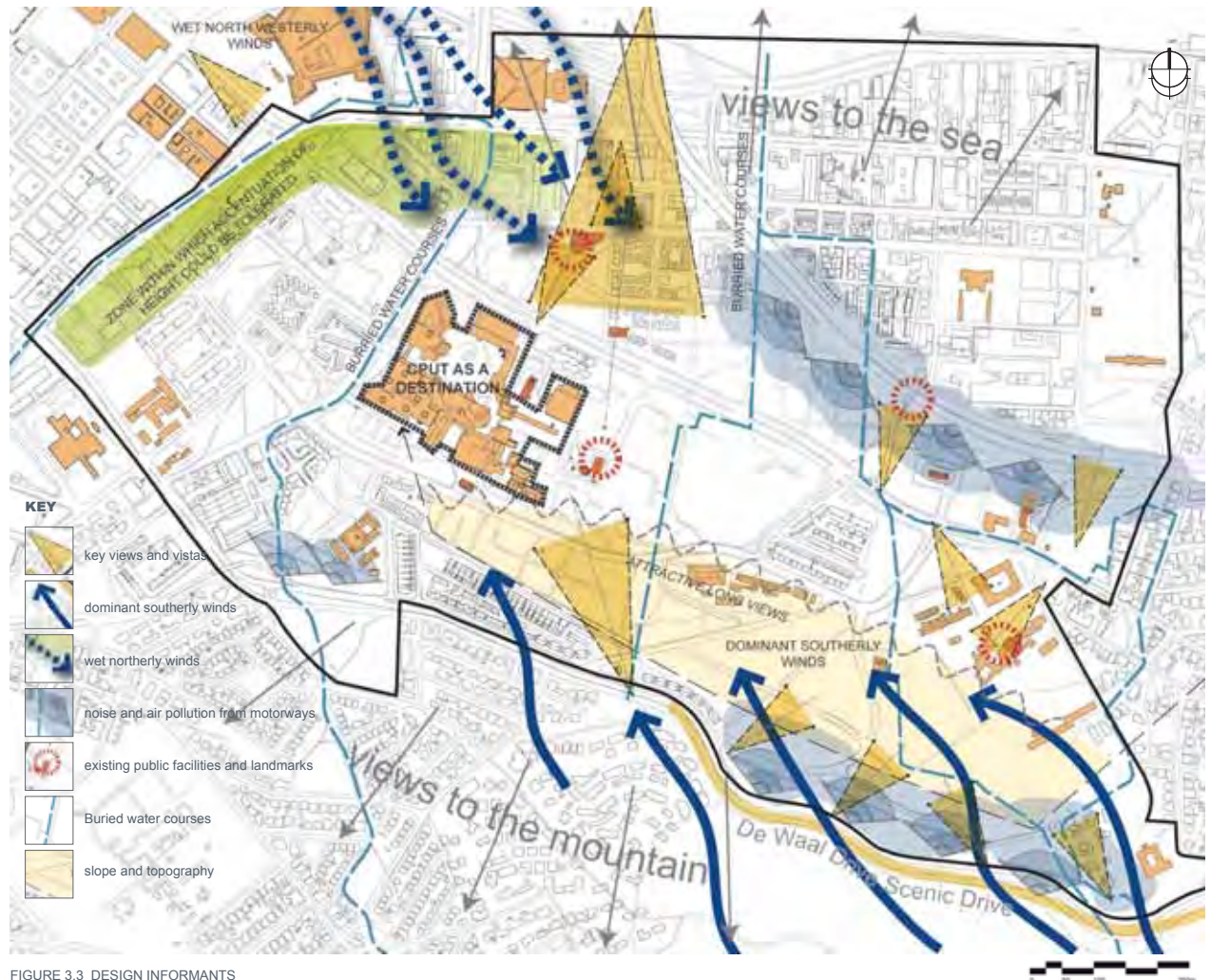


FIGURE 3.3 DESIGN INFORMANTS

### 3.5 The Concept and Structural Diagram

Unlike a spatial concept which may underpin the design of a building the concept for the District Six Development Framework is more abstract and provides a framework which guides further development. The concept is therefore flexible, adaptable and layered and is further unpacked as a series of strategies which are outlined in Section 4.

The adjacent structural diagram seeks to distil the essence of the framework into a single diagram.

- Strategic green mountain to sea linkages
- The underlying historic street grid
- Primary urban gateways
- Key connections and routes
- Key nodes and focal points within the area at the intersection of key pedestrian links
- Institutional landscape connections
- Green open space connections
- Primary and secondary frontages
- The location of the primary open spaces

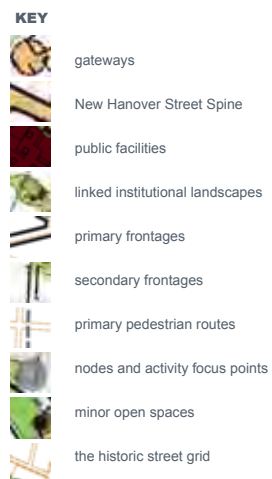


FIGURE 3.4 STRUCTURAL DIAGRAM

### 3.6 The Indicative Land Use Framework Plan

The principles and informants outlined above, together with the guidance provided in the TBSDP form the basis on which the proposed land use for District Six has been developed. The adjacent plan (Figure 3.5) contextualises the Structural Diagram (Figure 3.4) of the site and considers the site as a whole including all the sites identified for restitution as well as other sites that will be developed in time. It illustrates the key structuring routes, the distribution of uses and densities, the key open space and the location of existing and proposed community facilities.

#### Fundamental Design Principles

The fundamental design principles of the Indicative Land Use Framework are as follows:

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

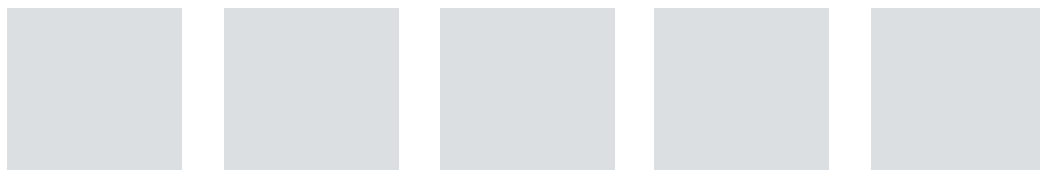
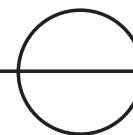


FIGURE 3.5 INDICATIVE LAND USE FRAMEWORK PLAN



# 04

**Strategies**



## 4.0 Strategies

At this point it is once again important to re-emphasise the fact that this Development Framework forms part of the Package of Plans approach to urban planning. As such, the Development Framework should be viewed as an assemblage of overlapping strategies which are layered one upon the other to inform future development.

In this section, the framework has been divided into its key constituent strategies. These include subsections on landscape, land use and built form among others. Each is dealt with separately within the chapter but should be considered as part of a whole. Each sub-section or strategy is structured as follows:

- |             |                                                                                                          |
|-------------|----------------------------------------------------------------------------------------------------------|
| Philosophy  | - outlines the overarching philosophical approach to the strategy;                                       |
| Principles  | - sets out the underlying principles informing the framework. This is highlighted in a call out box; and |
| Application | - briefly outlines the spatial implications of applying these principles to the site.                    |



## 4.1 Culture and Memory

Cities, and the neighbourhoods which constitute it, are repositories of memory for those who live in it. The physical environment of urban blocks, landmarks, streets and buildings that make up cities, inform both the tangible and intangible memories of its citizens. This association of memory and place equally applies to District Six, despite the fact that much of its fabric was destroyed after the declaration of the Group Areas Act in 1966.

The cultural and symbolic significance of the area as a 'memory site' of national forced removals requires that its redesign remains faithful to the 'spirit' of the original District Six. With this understanding in mind, the design challenge is one that must seek innovative ways by which to draw upon memory, to accommodate returning claimants and to contribute towards restructuring the apartheid city.

As is well known, District Six has been a contested territory over the past forty years. The initial struggle against the forced removals of its inhabitants in the 1970's, the later resistance campaign against its redevelopment as an apartheid urban renewal project in the 1980's and the recent frustrations impeding development, all attest to this condition of dispute. Against this backdrop the imminent re-building of District Six constitutes a dual act of restitution. Firstly it is an instance of restoring the land to its former inhabitants who were forcibly removed over a number of years after the area was declared a white group-area in terms of the Group Areas Act in 1966, and secondly it constitutes an act of reparation to the urban fabric of a historic quarter situated in the heart of the City of Cape Town.

For obvious historic, political and practical reasons, this process of restitution cannot be about the restoration of the area to its original state. In the face of contemporary realities and developmental logic, the replication of the former historic urban landscape is clearly not feasible. This acknowledgement should however not deny the central importance of questions of heritage and memory in the re-design of the built environment of District Six.

In working towards the realization of an appropriate built environment for District Six, a number of core principles have been considered in the development of the Urban Design Framework. These principles, addresses both policy issues as well as questions of design, and are of necessity inter-related. They are also principles that are inextricably linked to the complex issues of memory.

### Memory, Conservation and Development

In comparison to acclaimed international urban space memory projects, such as those in Berlin or Buenos Aires (Memorial Park), the re-building of District Six is in many ways unique. As a memorial site it promises active integration into the urban fabric of central Cape Town. With the pending repatriation of former residents and other claimants to the area, there is the prospect of a re-developed District Six becoming a 'living memorial', and not remaining a dormant memory site.

In the blighted landscape that remains today (see Figure 1.1 ), the former area of District Six continues to be symbolic of all forced removals in South Africa. It is this symbolic value and historical significance that has contributed to the area now being awarded the status of a National Heritage site. Ironically this vacant landscape – this void in the centre of the city – has over the past twenty years served as a memorial and constant reminder of the destruction of the area. In pursuit of the process of restitution and the reclaiming of the space by those forcibly removed, the area cannot, however, remain unoccupied. The void – as commemorative site – needs to be filled and other forms of memorialization would need to be imagined. In this regard the ongoing memory work of the District Six Museum needs to be harnessed and be directed towards defining appropriate memorial projects within the reconstructed urban fabric.

Clearly, the former District Six cannot be recreated. Not only will this approach be undesirable and inappropriate, but it will also be unable to address contemporary realities. Neither can an artificial reconstruction of parts (a street, a precinct) of the former area be considered in as much as this 'scenographic' approach would create the semblance of



District Six Museum (Buitenkant Street)

a theme park, or Disney World quality, that would ridicule the process of restitution. Given the national symbolic significance of District Six, the process of restitution associated with it, and the scale of the development, a different approach to memorialization is required.

The appropriate approach that has been considered is the extraction and use of many of the valuable and endearing historic urban design principles of the original District Six (of urban fabric 'grain', building scale, land-use mix, transitional spaces, the street as public space, etc.) that could be adapted to present day requirements and contemporary forms of production. This approach is one that makes sense in terms of current and informed conservation theory, both locally and internationally. It is also an approach that the affected community seems to favour, as voiced at the launch of the 'Pilot Project' in February 2003.

The associations that claimants have with the former District Six, are generally more directly linked to intangible social and cultural values, rather than just to that of the former physical environment. In as much as the construction of buildings and physical spaces, as manifestations of material culture, generally are expressions of the time of their conception and realization, the adoption of this approach has been considered to be more feasible.



Memory projects run by the District Six Museum

Despite the destruction of most of the former urban fabric of District Six, the redevelopment of the area should complement the conservation of the few remaining assets of cultural and historic worth. These assets consist primarily of two elements, namely the remaining community buildings (Churches, Schools as well as Mosques), and the historic street grid that has been uncovered from beneath the rubble, left in the wake of the area's destruction almost thirty years ago.

An acknowledgement of this remaining street fabric and the conservation of all remaining buildings of social, historical, cultural and architectural significance, is thus important to the redevelopment of the area. Indeed, it should be from these nuclei of community activity, which have been continuously used by the community despite their removal from the area, that the physical growth of the built environment should develop organically. Within this format and its rendition to serving contemporary needs, different non-monumental ways of memorialisation will have to be discovered.



The establishment of the District Six Museum Foundation almost twenty years ago was prompted by the fact that the memory of the area was in danger of being erased. With the physical destruction came the real possibility that a new apartheid sensibility would be inscribed upon it. The authors of this new development, the state, not only renamed District Six – they called it Zonnebloem - but sought to efface the materiality of its landscape. They sought to leave no trace behind of what the District was and what it meant for the people of Cape Town.



## Heritage and Cultural Landscapes

The heritage value and historical significance of District Six has been discussed at length in the Heritage Impact Assessment (HIA, Phase 1, Lucien le Grange Architects & Urban Planners, May 2003). The recommendations of importance that are made in the HIA and that should inform the future development of the area, include:

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

## Potential Vulnerabilities to Heritage Resources

The danger of the erosion of a past through new physical interventions always exists. Much has already been said in an earlier section of this chapter about the significance of the site and its remnant portions. Reference was also made to attempts by the previous government to obliterate all traces of its existence by even renaming the area. This is an ongoing danger about which to remain ever-vigilant.

Gentrification of parts of the area is already underway with the acquisition of key portions of the District by developers only interested in financial gain. The area has to be protected, to allow it to come into its historic mandate of showing the city how that which once was – its ability to take in and work with rather than repel difference – can be drawn on to build a new city of inclusivity.

The plan to have District Six declared as a Grade 1 National Heritage Site was part of an attempt to ensure that its significance was protected and that national resources could be leveraged in order to do so. Given the limited number of remaining heritage resources within the District Six site, great care needs to be taken to preserve these assets. For various reasons the remaining community buildings have somehow escaped erosion over the past thirty years. While some have been altered (i.e. the Muir Street Mosque additions) and others have been put to new uses, they have all retained their original architectural form. With the redevelopment of the area these resources will in all likelihood become vulnerable to a number of impacts, and thus have to be carefully managed. Towards this end the following threats need to be carefully monitored:

- change of use – as far as possible retain, or restore, the buildings to their former use;
- un-sympathetic additions and alterations; and
- unreasonable parking requirements.

In addition to the buildings, the historic street grid that has been uncovered (e.g. between Keizersgracht and the Nelson Mandela



Members of the community interacting with displays in the Museum



Digging of foundations for the Pilot Project



Pegging Wishes and Dreams Horstley Street

Boulevard) needs to be protected and fully integrated with the new development. The retrieval of old granite kerb stones and cobbles need to be carefully monitored, catalogued and stored.

### Specific Strategies for Archaeological Work

‘Strictly speaking, the whole of District Six is an archaeological site and thus a potential source of historical information’ according to the Heritage Impact Assessment. However, the costs of a large-scale archaeological study is prohibitive and impractical given the restitution-driven urgency to develop the areas as a site of physical return. The plan for the area always needs to maintain the delicate balance between the practical needs of a growing community and the heritage needs of a removed and traumatized community.

One of the first steps that will need to be taken, is to appoint an archaeological team which should include a site archaeologist as well as relevant staff from SAHRA and the City to work alongside the principal agents for the development. A programme of training and site supervision will have to be agreed upon. The landscape architects will also be required to work with the archaeological reports on the area particularly as relates to wells, streams and other natural contours which can be incorporated into the development. District Six Museum will play a role as far as providing an ongoing public involvement aligned with the different phases of the development and supporting the programmatic and interpretive components to the process.

### Uncovering of artefacts and remaining fabric of the built environment

Discussions have been held with the St Philip’s Church in Chapel Street and will be continued with the Moravian Chapel to provide spaces for storage of found artefacts. There is overall support for this but will depend on logistics such as movement of material, conditions of storage which includes security, and space required.

### Ongoing programme

As sites such as those noted in Table 4.1 and on Figure 4.1 overleaf are located within a functioning community, wonderful opportunities can be created for the involvement of the current residents in planning how these might be re-integrated into the site. The Museum can play a leading role in this regard and will work closely with the educational institutions in the area as well.

In addition the ACO report (noted in the HIA 2003: 28) highlighted a number of areas that displayed a high potential for yielding archaeological finds:

- late 18th C structures (Welgelegen, Bloemhof, Hope Lodge), covered drain, buried stream (blocks D4, D15)
- 18th, 19th C intersection, upper portions of Hanover Street at old entrance to Zonnebloem (blocks E10, E11)
- 19th C watercourse, middens (blocks A2, A4, D1, D2, D10, D11, D12, F1, F2)
- 19th, 20th C residential structures (blocks A3, A14, A15, B2, B10, B11, B13, B14, B21, C2, C3, G5)
- 20th C structures, waterworks, cinemas (blocks B6, B22, E5)
- Block D11 – further excavation to supplement work done at Tennant Street

These listings by no means encompass the entire archaeological potential of the site.

### Specific Sites

The reports prepared by the ACO refer to a number of sites of 'archaeological significance'. It would be useful for the consultants on site to have these marked on maps which will be synchronized with their development interventions, precinct by precinct. The map should indicate which are for further study and which for archaeological oversight. Specific sites of archeological merit are included in Table 4.1 and depicted on Figure 4.1 overleaf.

| Site                                            | Comment                                                                                                                                   | Proposed work                                                                                                                                                                                                                                                                          |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Horstley Street / Memorial Park                 | Archaeological study completed; research material and documentation of public programme exists                                            | No housing or commercial development to take place on this site. Museum is currently undertaking an audit of material as well as processes, so as to take it to the next stages. Archaeologists to play an oversight role                                                              |
| Lydia Williams School                           | Remnant of foundation identified by community. Possible recreation of part of the structure as a site of memory and community interaction | Site archaeologist to be centrally involved in preliminary dig on site. Museum has started to develop a programme around this site which is linked to its ongoing work with the memory of the enslaved people at the Cape                                                              |
| Tennant Street site                             | Has been identified by earlier archaeological studies as being 'artefact rich'                                                            | Site archaeologist to be centrally involved in preliminary dig on site. This site is likely to yield much material for storage and re-embedding in the development. Careful monitoring and programme to be developed                                                                   |
| Stuckeris Street                                | Earlier reports have revealed foundations and traces of residential life from different periods                                           | As above                                                                                                                                                                                                                                                                               |
| Little Hanover Street remnant / cairn of stones | This has been the site of community engagement over many years and a community memorial has organically evolved over the years            | Some way of embedding the cairn into the development needs to be found, which will include easy access for many who will not be resident in the area. Site archaeologist to assist with identifying fabric of remaining street and environs as well as traces of more recent memorials |

TABLE 4.1: SITES OF ARCHAEOLOGICAL MERIT

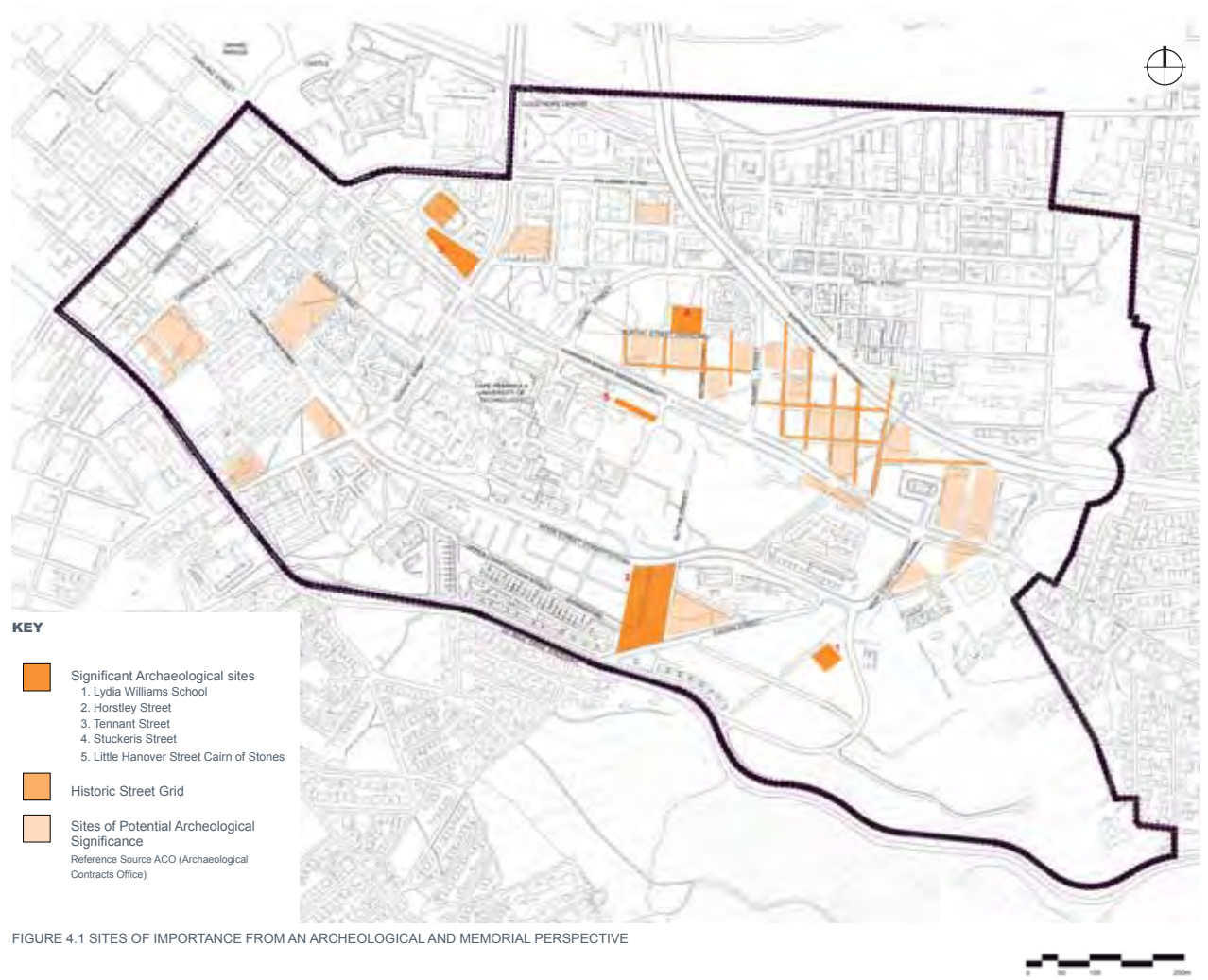


FIGURE 4.1 SITES OF IMPORTANCE FROM AN ARCHEOLOGICAL AND MEMORIAL PERSPECTIVE

## 4.2 Activities and Land Use Strategy

### 4.2.1 Land Use Programme and Parameters

#### Philosophy

While District Six will contain a mix of uses its primary role is that of a residential district providing well located urban housing for returning claimants and broader community which will contain a range income groups. District Six also plays an important role within the City as a centre of learning with a rich concentration of education facilities. This includes 7 primary schools and 4 high schools and very importantly CPUT.

The population size of the returning community will determine the types of activities which can be supported and the number and types of community facilities which will need to be provided on the site. This Development Framework shows the potential rep provision of 5000 new homes within District Six.

For the purposes of calculating the overall population the average household size has been assumed as being 4 persons per household. This assumption has been made on the following basis.

- i) the social survey of the claimant group;
- ii) the average household size in the Western Cape being 3.8 (Statistics South Africa, 2009); and
- iii) the average household size of middle to upper income groups who are likely to occupy the private units within the development of 3.

For the purposes of this exercise therefore the total population is calculated using an overall unit number of 5,000 resulting in a population of approximately 20,000 people.

With the view to creating a vibrant and sustainable environment a deliberate strategy of mixed land use development has been adopted and is based on the following principles:

#### Principles:

- Housing is the predominant land use within District Six to encourage vitality and viability
- Initiatives which support District Six being a place of learning, culture and innovation are supported
- Mixed use development is to be associated with key elements of the urban structure; concentrated on main arterials and particularly along New Hanover Street (Keizersgracht)
- Public or community facilities are used to create focal points or nodes within the area to encourage a sense of community and identity. These are to be reinforced with small scale public squares to denote a more civic environment
- The potential of clustering specific and special uses within a particular area to help characterise one quarter or precinct from another is to be explored with the community
- Buildings should be designed to be flexible and adaptable to accommodate changes in use over time
- Neighbourhood scale 'big-box' uses such as supermarkets and retail warehouses to be 'wrapped' with active uses around their perimeter to enliven their frontages and avoid dead edges
- Transitional zones between focal points and nodes and the edges of development should include more flexible building types with ground floors which can accommodate dynamic mixes of shops, workshops, live –work environments.

#### Application

The land use strategy comprises five basic elements which reinforce the concept of the urban quarters articulated within the urban form strategy and helps to contribute to the sense of place. These are illustrated on Figure 4.2 overleaf.

#### The New Hanover Street Spine

Hanover Street is the activity focus of District Six and will contain a mix of uses with shops (retail) and offices at lower levels and residential accommodation above.

#### The East City Precinct

The East City is District Six's interface with the City Centre. It contains a number of public and private sites which are currently underdeveloped and ready for regeneration. The Cape Town Partnership through its Creative Cape Town Project is currently pursuing a project called "The Fringe" which looks to promote the area, which includes some of the restitution sites, as an innovation district. Being an interface location it will contain a rich mix of uses including residential uses but the area will have a focus on commercial office and creative industries uses. Opportunities to extend CPUT into this area as an urban campus should be explored. Ground floors should contain active uses such as retail and offices with the potential for residential uses above.

#### The Cape Peninsula University of Technology

The Cape Peninsula University of Technology plays an important role in the area and is a destination for students from around Cape Town as well as from elsewhere in the country. It is largely self contained and plans for the future expansion are to be focused on other campuses and towards the City Centre. Opportunities to open up the Campus to provide greater levels of permeability within the broader site should be explored with all stakeholders.

### The Residential Neighbourhoods

These areas will provide a range of residential accommodation for claimants, other restitution claimants, social housing residents, students and new residents. These areas may contain some local retail as well as lower order facilities such as crèches. Each neighbourhood should have its own open space which residents can identify with as a shared space.

### The Knowledge Triangle

Located to the eastern side of District Six and focused around the Zonnebloem Estate is an area which has been called the Knowledge Triangle. This is because of the concentration of three existing schools in this area. It is and will continue to be a key destination particularly for young residents. Opportunities should be explored for schools within this area to share facilities and other facilities, such as playing fields and tennis courts, should be made available to local clubs and the general public when not required for school purposes.



FIGURE 4.2: BROAD LAND USE PATTERNS

## 4.2.2 Public facilities and institutions

### Philosophy

It is important that the provision of new housing is considered together with the provision of new community facilities to ensure the development of a healthy, sustainable and fully functional community. As a precursor to this is the objective to ensure that most of the residents' primary day to day needs are met within a 30 minute travel time. This ensures that residents' are not forced to travel unreasonable distances and waste unnecessary time and money accessing basic services. The City of Cape Town's Policy for Public Facility Provision has been used as the basis for determining the provision of public facilities for new development. The adjacent table (Table 4.2) is based on the schedule of standards contained in the *Guidelines for the Spatial Provision of Social Facilities, Public Institutions and Public Open Space in Cape Town, CSIR 2007* and a population size of 20 000 people as a baseline.

It is important to note that the table outlines the range of facilities that would ordinarily have to be provided for the population of District Six. The situation is however that there are a number of existing facilities on the site that will be able to serve the community and these facilities serve, and will continue to serve, a larger area or catchment. This calls for a more flexible approach to the provision of facilities and their space standards. For instance facilities such as schools and religious institutions already exist on site and others are located within easy walking distance of the site in Woodstock, Vredehoek and Walmer Estate. Other smaller scale facilities such as medical clinics and crèches can be easily accommodated within the residential fabric but sites will need to be identified for larger, higher order facilities such as schools which will require their own dedicated sites.

It must be noted that the existing public facilities will also come under renewed pressure as a result of the urban infill and proposed development. Further engagement is required with the City of Cape Town as well as other State departments such as the Department of Education to assess phasing and delivery of facilities. At present only the Provincial Government: Western Cape (Health Department) has confirmed their commitment to the provision of a new community health clinic within the East City within the next 2 years.

## PUBLIC FACILITIES

*\* based on Schedule of standards and Guidelines for the Spatial Provision of Social Facilities, Public Institutions and Public Open Space in Cape Town, CSIR 2007*

|                 |                |
|-----------------|----------------|
| Number of units | 5000           |
| House hold size | 4 * Assumption |
| Population      | 20 000         |

|                                  | Threshold<br>pop/fac | Scale of<br>ref | Distance<br>(km)  | Walk<br>Dist | ha/fac | No. of fac<br>Required | Accessible to<br>District Six | No. New<br>Facilities<br>Required |
|----------------------------------|----------------------|-----------------|-------------------|--------------|--------|------------------------|-------------------------------|-----------------------------------|
| <b>Educational Facilities</b>    |                      |                 |                   |              |        |                        |                               |                                   |
| Early Childhood centre / Crèche  | 2 000                | L               | 750m              | 10min        | 0.20   | 10.0                   | 1 TBC                         | 9 TBC                             |
| Primary School                   | 6 000                | L               | 1.5km             | 15min        | 2.00   | 3.3                    | 2 775 Places                  | 1 265 Places                      |
| Secondary School                 | 10 000               | A               |                   | 30min        | 3.00   | 2.0                    | 2 035 Places                  | 355 Places                        |
| <b>Health Facilities</b>         |                      |                 |                   |              |        |                        |                               |                                   |
| Clinic                           | 30 000               | A               | 2-5km walk        |              | 1.00   | 0.7                    | 1                             | 0                                 |
| Aids Clinic                      | 60 000               | A               | 2-5km walk        |              | 0.20   | 0.3                    | 0                             | 0                                 |
| Community Hospital               | 80 000               | M               | 2-5km walk        |              |        | 0.3                    | 0                             | 0                                 |
| <b>Social Facilities</b>         |                      |                 |                   |              |        |                        |                               |                                   |
| Library                          | 35 000               | A               | <0.8 from schools |              | 0.10   | 0.6                    | 1                             | 0                                 |
| Community Centre                 | 22 000               | A               | <0.8 from schools |              | 0.50   | 0.9                    | 1                             | 0                                 |
| Place of Worship                 | 2 500                | L               |                   |              | 0.15   | 8.0                    | 10                            | 0                                 |
| Old aged home                    | 50 000               | L               |                   |              |        | 0.4                    | 0                             | 0                                 |
| <b>Public Service Facilities</b> |                      |                 |                   |              |        |                        |                               |                                   |
| Post Office                      | 11 000               | L               |                   | 2.0          | 0.01   | 1.8                    | 1                             | 0                                 |
| Police Station                   | 60 000               | SM              |                   | 1.5          | 0.20   | 0.3                    | 1                             | 0                                 |
| Fire Station                     | 30 000               | SM              |                   |              | 1.20   | 0.7                    | 1                             | 0                                 |
| <b>Sports and Recreation</b>     |                      |                 |                   |              |        |                        |                               |                                   |
| Sports Local                     | 3 000                | L               |                   | 0.8          | 0.60   | 6.7                    | 1                             | 8                                 |
| Neighbourhood Sport              | 10 000               | N               |                   |              |        | 2.0                    | 1                             | 0                                 |
| District Sports Complex          | 50 000               | SM              |                   |              |        | 0.4                    |                               | 0                                 |
| Swimming pool                    | 60 000               | N               |                   | 1.0          | 0.75   | 0.3                    | 1                             | 0                                 |
| <b>Public Open Space</b>         |                      |                 |                   |              |        |                        |                               |                                   |
| Local Play Park                  | 3 000                | L               |                   | 7 min        | 0.12   | 6.7                    | 0                             | 7                                 |
| Community Park                   | 5 000                | N               | 300-750m          | 30min        | 1.00   | 4.0                    | 2                             | 2                                 |
| District Park                    | 50 000               | SM              | 5km               |              | 2.50   | 0.4                    | 0                             |                                   |
| Food Gardens                     | 6 000                | L               | 200m              | 5min         | 0.25   | 3.3                    | 0                             | 3                                 |
| Cemetery                         | 100 000              | M               |                   |              |        | 0.2                    | 0                             | 0                                 |

TABLE 4.2 COMMUNITY FACILITIES REQUIRED ACCORDING TO CoCT

Note: The above table only gives an indication of the type and number of facilities which would need to be provided for a community of 20,000 people under typical circumstances. There are a number of existing facilities in and within close proximity to District Six and the eventual number and type of facilities which will be provided will be determined through engagement with the City of Cape Town and other State departments.

## Principles

- Provide a wide range of facilities within District Six which fulfil all the day to day needs of residents within a 30 minute travel time from residents' homes.
- As opposed to providing new facilities the intention is to optimise the use of existing facilities through multiple occupancy, mixed use, collocation and effective management
  - In particular:
    - Optimise the use of school facilities such as libraries, halls, sports fields, and computer rooms so that they can be shared or made available to the public outside school hours
    - Optimise the use of CPUT which could provide a host of venues to the community and general public, the use of which could be extended beyond normal operating hours
    - Intensify the use of The Good Hope Centre as a potential indoor sports venue and community facility
    - Optimise the use of facilities located within nearby Woodstock which are currently under utilized. This can be done through an awareness campaign informing the community and general public about what facilities are available, where they are located, opening times and how to get to them.
- Improve access to facilities located outside the area by ensuring that adequate provisions are made within the public transport system so that these facilities are accessible in an easy and convenient manner.
- New public facilities should be associated to higher order elements of the urban spatial structure
- New public facilities could be located on sites which previously contained buildings of social significance before the destruction of District Six.
- Co-location of various community facilities in multipurpose buildings will be encouraged
- Public facilities will be provided in a more urban manner with tighter space standards than traditionally delivered ie, multi- storey schools

## Application

As stated above, there are a number of existing facilities within the area which will be able to serve the returning community. The Development Framework seeks to ease access to these facilities. In addition various departments of the City of Cape Town and the Province have been engaged with regards to the future provision of facilities. The outcomes are as follows:

### Libraries:

The Libraries Department of the City of Cape Town have been engaged as part of the Development Framework process and has indicated that no new facilities are being planned for District Six at this time. District Six is surrounded by four public libraries, Woodstock, Vredehoek, Kloof Street and Central (Drill Hall). Of the four, Central is a City-wide library open 63 hours per week and will provide the most comprehensive service to the community.

### Health facilities

At the scale of the city residents of District Six will have good access to a number of higher order facilities including, Groote Schuur Hospital, Somerset Hospital and Chris Barnard Private Hospital.

At the level of the site the Provincial Department of Health has committed to the construction of a new Community Health Centre on the site of the old Peninsula Maternity Hospital on Caledon Street. The planning and design of this facility has commenced and is due to be completed by 2014. While within the District Six area, this facility is not located on a site which has not been identified for restitution and therefore no provision needs to be made within the land budget for this facility. Other smaller medical facilities such as doctors rooms and clinics can be easily accommodated with the floor space currently allocated for commercial uses in the broader framework area.

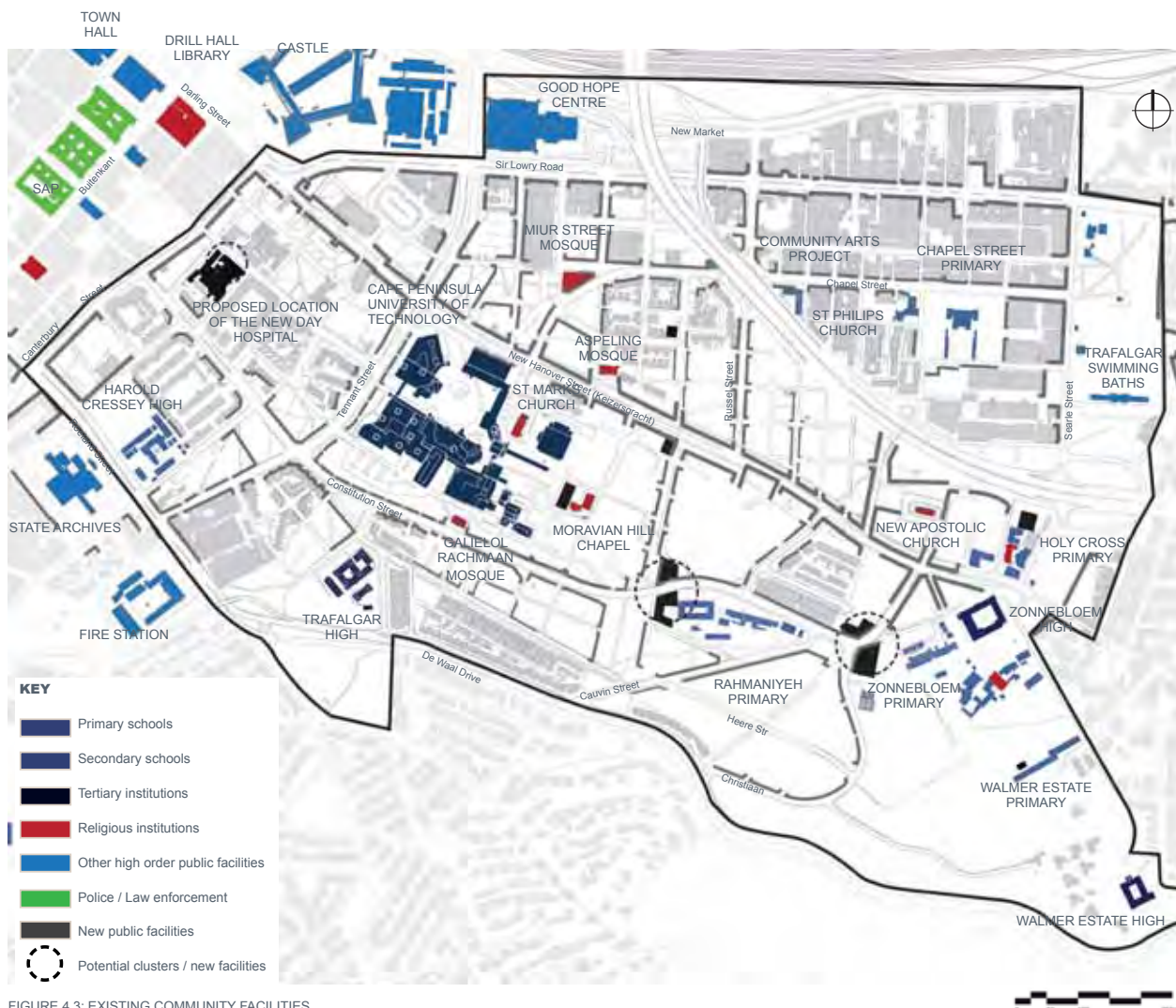


FIGURE 4.3: EXISTING COMMUNITY FACILITIES

## 4.2.3 Educational Facilities Strategy

### Philosophy

Education is arguably the most valuable resource that the residents of District Six will want to access. Education within South Africa is provided at three levels. At the highest, tertiary level residents of District Six will have physical access to a wealth of institutions which are within close proximity to where they live. These include; the Cape Peninsula University of Technology, the University of Cape Town and a number of private colleges located within the CBD, such as the College of Cape Town.

At the primary and secondary level there are 7 Primary Schools and 4 secondary schools within and in close proximity to the site which will be able to serve the resident population (See the Figure 4.4). An assessment has been carried out on the capacity of the existing schools and their ability to accommodate an additional population of 20 000 residents. The key findings are as follows:

- At present most of the schools are fully attended and have limited capacity to absorb new learners.
- A large proportion of the learners who attend these schools are not from the local area and travel in from other parts of the metropolitan area, mainly the Cape Flats.
- The existing schools have a wide catchment which extends beyond District Six and is broadly defined as the Central City. Current school provision in this area is low.
- The City's desire to densify the central city area will be limited in part by the scarcity of schools which require large land areas. More urban school typologies will need to be investigated.
- The current physical condition of many of these existing schools is poor and a significant amount of investment will be required to bring the schools up to an acceptable standard. This will help raise the level of education by creating an environment which is conducive to learning.
- Due to the challenges of the slope most of the schools lack playing fields and opportunities for youngsters to engage in sports activities

is limited.

- It is also noted that many of the schools are small when compared to contemporary schools. For example new primary schools cater for 1 100 learners whereas the schools in District Six have approx. 300 learners. The same is true of secondary schools which by current regulations cater for 1 200 learners and where most schools in the area cater for approximately 750 learners.
- One of the implications of small schools is that they are inefficient to manage as the number of administrative personal and staff relative to the number of learners is high.
- The implications for schools and the DoE of the densification of the site will be complex as it can not be assumed that future residents will send their children to local schools. In the long term however it is likely that the new residents of District Six will increasingly attend local schools thereby changing the profile and catchment of the schools, linking local communities and local needs directly to school provision.

While the provision of new public schools is the responsibility of the Provincial Department of Education (DoE), it is essential to ensure that adequate provision is made for the education of the future population. The Development Framework Team have engaged the Provincial Education Department, who are in the process of developing policy for the provision of new schools. While it has not been possible to come to a long term resolution about the future of school provision, it is clear that the strategy would involve both the construction of new facilities as well as improving the capacity of the existing schools through extensions and renovation.

The provision of education facilities is a complex matter and continued engagement with the DoE will be required during the implementation of the project. This engagement should be guided by the following key principles

### Principles

- New early childhood centres and crèches are to be appropriately integrated into the residential fabric
- Establish a working group which seeks to resolve wider issues of education within District Six consisting of community representatives, school principals and the DoE
- Existing schools need to be improved and upgraded so as to be able to accommodate increased demand
- New school sites should be associated with higher order elements of the public space structure
- It is suggested that new primary schools should be provided such that its catchment is within 400m of residents homes allowing children to walk to school alone or accompanied within 5-10 minutes
- New Secondary Schools would have a wider catchment of 800 / 1200m which allows for older children with higher levels of independence to walk, cycle or take public transport to school
- Schools are to be more actively managed to allow for the use of facilities, such as halls, computer rooms and sports facilities by the community after school hours
- Opportunities to increase the size and consolidate some of the secondary schools into larger institutions should be explored
- Urban school typologies are to be explored which include multi-storey school buildings with rooftop playing grounds and internal play spaces
- Promote the use of school buildings on a 16 hour basis
- Opportunities to provide education through private schools should be explored. This may occupy floor space which has thus far been allocated for commercial uses

## Application

The adjacent plan (Figure 4.4) illustrates the location of the existing schools and sites which have been identified and will be reserved for new schools. It also identifies Rahmانيyeh Primary, Zonnebloem Primary and Zonnebloem High School as schools which have the potential to be expanded so that they are able to accommodate larger learner populations.

One of the issues which still needs to be addressed, and was raised by one of the school principals, is access to playing fields. This should be addressed at precinct planning level.

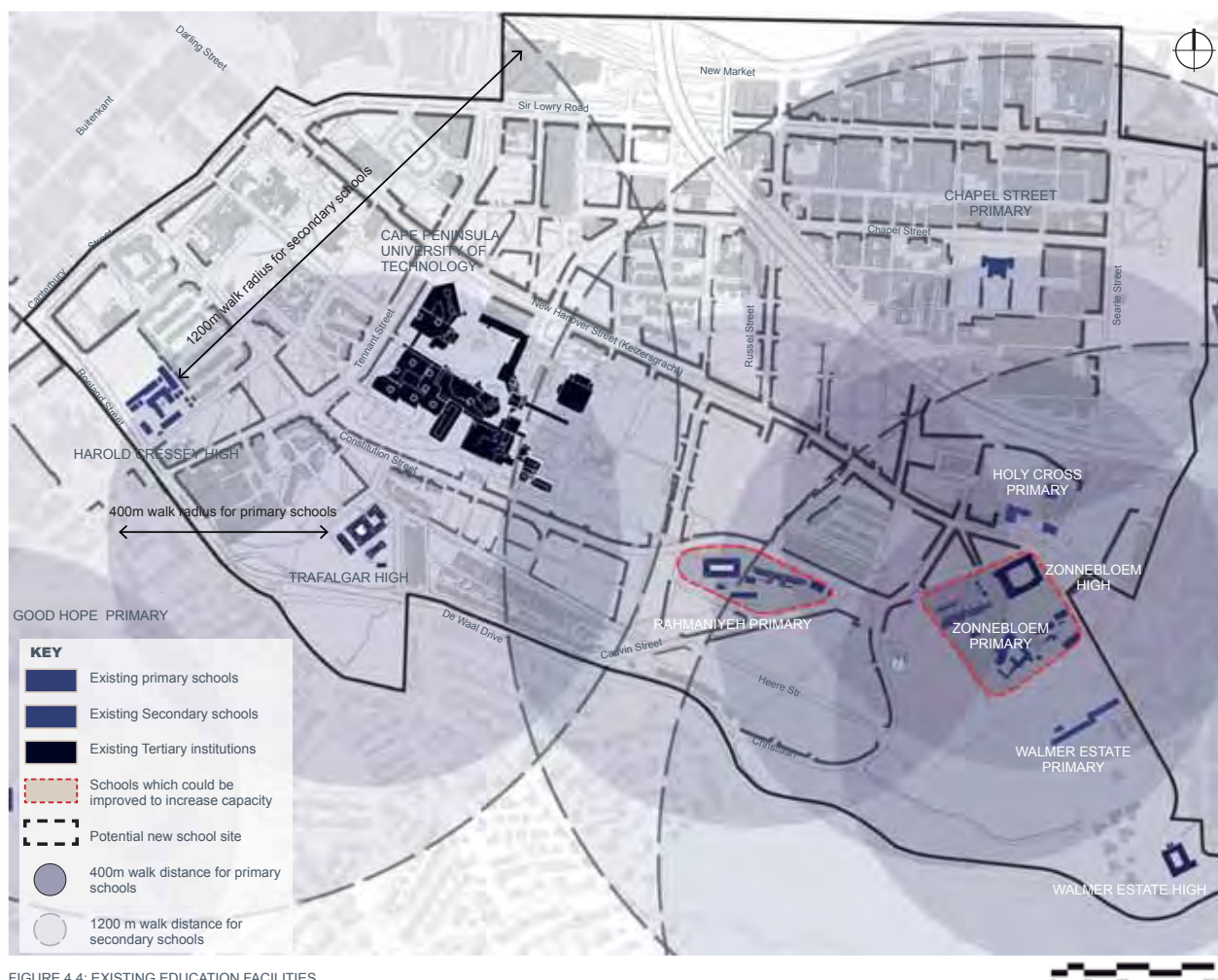


FIGURE 4.4: EXISTING EDUCATION FACILITIES

## 4.2.4 Commercial Uses

### Philosophy

By definition, District Six is primarily a residential area, but its proximity to the City Centre also makes it a potential location for commercial uses which can be used to cross subsidise the construction of the claimants' houses. It is proposed that commercial uses are integrated into the fabric through mixed use developments. The adjacent plan and list of principles should guide future commercial provision.

### Principles

- Focus commercial activities within the East City and along main arterials.
- Reinforce New Hanover Street as a linear 'spine' of commercial/retail in line with its historic role.
- Commercial accommodation to form part of mixed use development.
- Ensure that the design of buildings are flexible and adaptable so as to accommodate small, medium and large businesses and respond readily to market demand.
- Ensure that infrastructure, (wireless networks, fibre-optic cables and telecommunications) is in place from the outset to support business.
- Provide opportunities for hives and shared space office environments which are suitable for SMME and emerging businesses who are looking for greater flexibility and cannot afford large dedicated office space.
- Investigate opportunities for live-work units within the urban fabric.

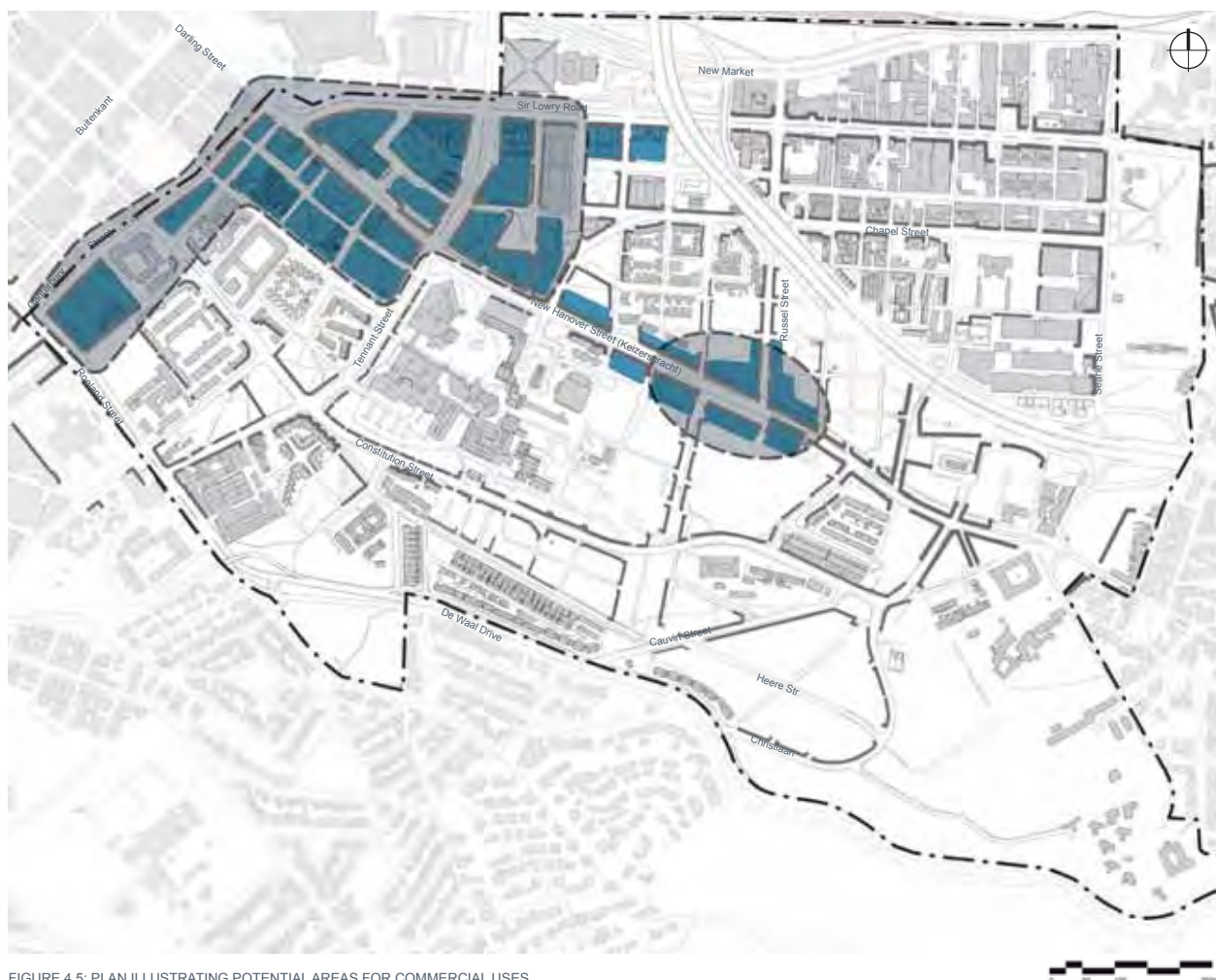


FIGURE 4.5: PLAN ILLUSTRATING POTENTIAL AREAS FOR COMMERCIAL USES

## Application

The existing concentration of A Grade offices within Cape Town is in the CBD, with other urban nodes such as Claremont, Century City, Belville and Durbanville currently competing for larger A grade commercial occupiers. It is therefore envisaged that the type of commercial accommodation will be smaller in scale (B and C Grade offices) which are less demanding in terms of infrastructure, space requirements as well as car parking. Potential users include, the creative industries (media, design and software) cultural industries and Government related companies (NGO's etc) which seek location in close proximity to State Departments (provincial and local government) and Parliament. Some commercial occupiers and businesses will be attracted to the area due to its history, proximity to the city centre and public transport however the cost of car parking and high rentals may deter some operators and take up may be variable.

Figure 4.5 illustrates the approach to commercial development within the Development Framework. From Figure 4.7 that follows it is envisaged that approximately 40 500m<sup>2</sup> of commercial floor area will be delivered within the sites allocated for restitution over the long term. At present, no sites have been identified for purely commercial development. Commercial accommodation is contained in mixed use buildings which may contain retail or commercial uses at ground floor and commercial and residential uses above. These developments are concentrated in the East City and along New Hanover Street. Other opportunities to include live-work units along key routes will also be explored at the Precinct Design stage to provide start up locations for small and emerging enterprises or for residents who are not able to afford higher rents in well located parts of the city.

Other commercial land users such as hospitality (hotels) and service stations which are considered short-term income and revenue generators will also be considered depending on market appetite and interest.

## 4.2.5 Retail

### Philosophy

A potential population within District Six of 20,000 people will generate a need for additional retail floor space. The nature of retail within District Six is envisaged to be low key and serve more local and specialist needs. This position has been arrived at through a consideration of the wider urban context and retail hierarchy of the city centre which recognises that higher order shopping facilities such as Golden Acre and Gardens Centre exist within close proximity to the site and are powerful metropolitan retail destinations in their own right. These will absorb most of the shopping potential from District Six. Retail provision within District Six is likely to serve more local needs and will be based on the following principles:

### Principles

- Retail is focused along New Hanover Street and anchored by a medium sized food retailer / supermarket / market hall close to the centre of the site where Russell Street intersects with New Hanover Street.
- Retail activity outside the spine must associate itself with higher order elements of the urban structure.
- Informal trading to be accommodated within the public realm by providing generous side walks in areas and along routes that carry high volumes of pedestrian traffic.
- Potential for themed activities within the area will be explored to create unique experiences and link to District Six's historic past (for example jazz clubs and music venues).

## Application

Retail activity within District Six is focused along New Hanover Street and Sir Lowry / Victoria Road to the north. A total retail floor area of approximately 14,250m<sup>2</sup> has been provided within the new development (See Figure 4.7). This importantly excludes existing retail premises and potential other retail accommodation in the area under private ownership. The main focus of retail activity will be New Hanover Street with a node located centrally to the street, close to its intersection with Russell Street. This node could be anchored by a destination store / medium sized food store (±400-600m<sup>2</sup>). This could be supplemented by an indoor market providing an organised venue for small traders and locals to sell their wares and locally produced products. Secondary retail comprising of smaller units (60-200m<sup>2</sup>) may extend marginally down Russell Street benefiting from the pedestrian traffic generated by the anchors and commuters accessing public transport on Sir Lowry / Victoria Road. Secondary retail should be controlled and should taper off approximately 100m from the node.

A second retail node activity is located at the western end of New Hanover Street, within the East City and will be different in nature to the main node capitalising on pedestrian movement generated by people moving towards the railway station and from the station to the CPU.

Other shops along Sir Lowry / Victoria Road have larger footprints and have a level of exposure which will be more attractive for larger retailers such as furniture and clothing stores.

Local shops within the residential fabric will provide convenient and easily accessible shopping to meet the more day to day needs of local residents. These should be located on primary routes as identified in the public space structure diagram and distributed such that they are within a 2 minute / 200m walk from a resident's front door. Where possible they should be associated with bus stops and other smaller community facilities to create a small focal point or node.

Shops are to have minimal parking to discourage drive in shopping.

While informal trade makes a valuable contribution to the functioning of South African cities and provides a livelihood for many of its citizens it is acknowledged that informal activities are reactive and not generative by nature. Informal trade in particular relies on high levels of pedestrian movement which may be occasioned by public transport, schools, formal shopping areas and public facilities. Opportunities to accommodate informal trade within District Six would be explored together with the CoCT and provision may include generous sidewalks with allocated stalls and trading structures. As already mentioned, opportunities to provide an indoor market space should be explored at Precinct Planning stages which could provide a location for smaller traders to operate with greater security of tenure and within a higher quality environment.



FIGURE 4.6: RETAIL HIERARCHY PLAN

## 4.3 Density Strategy

### Philosophy

The provision of affordable housing in District Six is central to the complex issue of restitution. In as much as the provision of housing for returning claimants is the primary aim of the process of restitution, the plan for District Six will provide additional residential accommodation to ensure well located urban housing for low income families as well as additional commercial development which will help cross subsidise the costs of the development.

Currently the perception of all claimants is that they will not only be resettled on land in District Six, but will be housed in stand alone housing units (one house one plot suburban model).

Given the strategic location of the available ±40 hectares, the intrinsic value of the land and the need to house a substantial number of people, it is clear that the proposed residential densities in the area will be medium to high and must contain appropriate house types to ensure that high densities are not only achievable but also that a qualitative environment is delivered.

### Principles

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

### Application

While the total number of units to be developed in District Six will be determined in time, for the purpose of this document and to inform the business plan a total number of 5000 units and an estimated population of approximately 20 000 people form the basis of the business plan.

The housing within District Six will be mixed and is envisaged to be as follows:

|              |                           |
|--------------|---------------------------|
| 1 500        | Claimants                 |
| 1 000        | Land Reform Beneficiaries |
| 1 500        | Social Housing            |
| 1 000        | Private Housing           |
| <b>5 000</b> | <b>TOTAL</b>              |

TABLE 4.3: PROPOSED HOUSING MIX

The targeted average gross density across the site is 60du/ha. This is in keeping with the City's Densification Strategy which aims for an average gross base density across the City of 25du/ha and a gross density within the Urban Core of 25-180du/ha (CoCT, Densification Strategy for Cape Town, Draft 2, May 2009).

Achieving a higher than average density is possible due to the site's strategic location and access to public transport. This density is consistent with the density of old District Six (168 du/ha net) that of nearby Woodstock which is a mixed use area with a similar level of intensity that is envisaged for District Six.

In order to achieve this density, net densities per parcel range from 70du/ha to 410du/ha as indicated in the adjacent diagram, with an average net density of 162du/ha across the site. The Density Plan (Figure 4.8) illustrates how residential densities are distributed across the site. The key to this plan shows that the net density in any given area is not fixed and is represented as a range and overlaps with the land use categories. This is to allow greater design freedom during precinct design stages where detailed proposals will be developed and the reapportioning and redistribution of bulk and building heights may allow for improved light penetration and open space amenity.

The distribution of density across the site is inextricably linked to the desired massing of buildings. This, in turn, is directly related to the public spatial structure, access to public transport and where the existing built form allows for taller buildings and higher bulk factors. Higher densities will only be permitted where it is demonstrated that open space requirements as outlined in the landscape strategy (Section 4.4.) have been fulfilled.

It is proposed that in general, higher densities are achieved in the lower lying areas, closer to the city centre. Here buildings could be 4-8 storeys or higher and residential accommodation is provided in high-density mixed-use developments, that include retail, commercial and residential space. Along the major New Hanover Street corridor as well as along routes associated with urban space structuring elements (i.e. Russell Street, Constitution Street) 4-5 storey mixed-use medium to high density housing development is encouraged. Within the remaining areas between New Hanover Street and Nelson Mandela Boulevard to the north, as well as the higher lying areas to the north, 2-3 storey housing developments would predominate. Lower density areas are found on the steeper slopes further away from public transport.

With the development of precinct plans the application of these guidelines would have to be tested in greater detail.

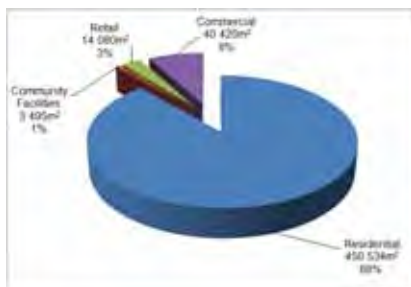


FIGURE 4.7: APPROXIMATE FLOOR AREA BY USE TYPE

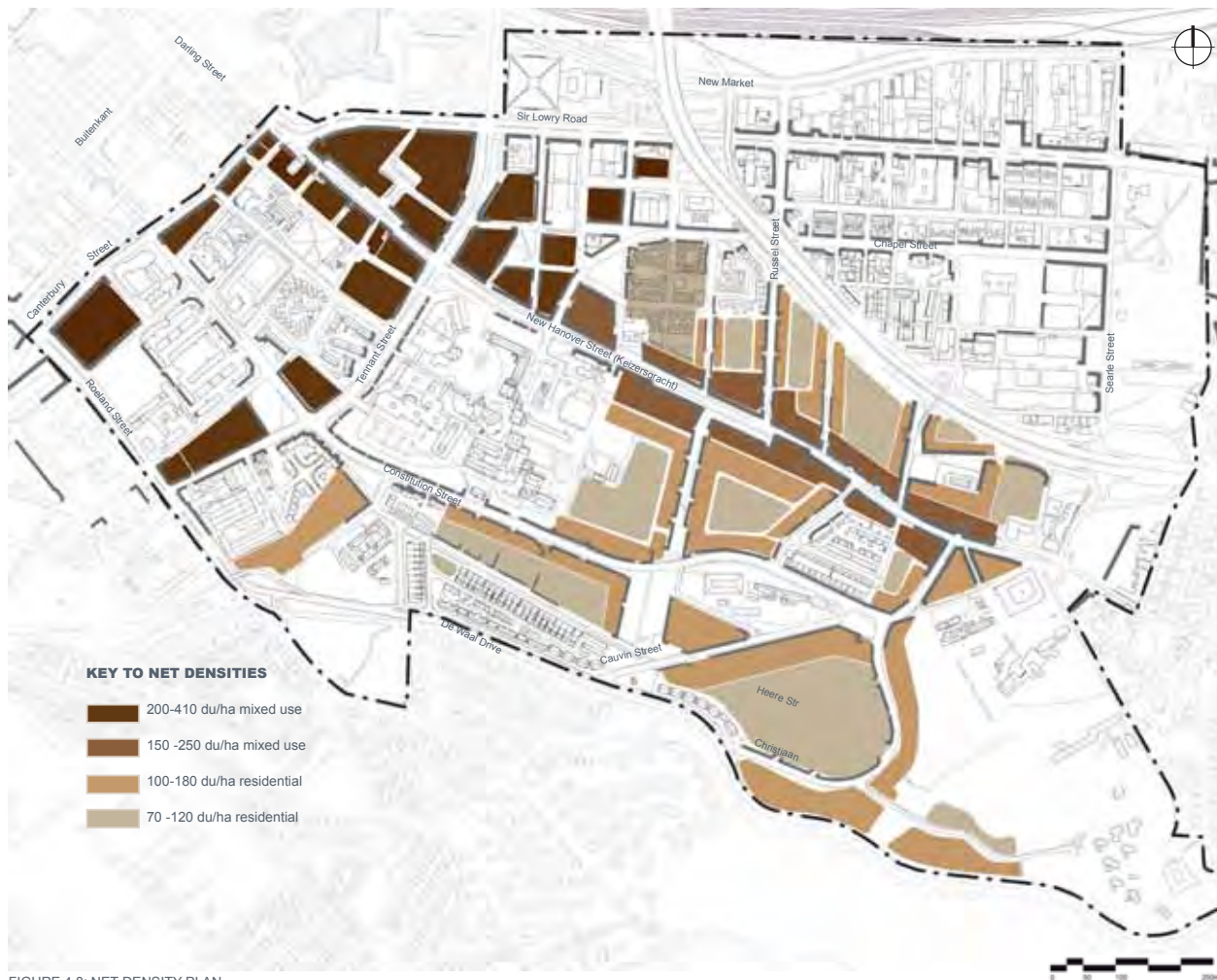


FIGURE 4.8: NET DENSITY PLAN

## 4.4 Landscape Strategy

### Philosophy

The landscapes referred to within the context of District Six evolved out of an understanding of the relationships between the natural systems, urban systems and cultural heritage systems particular to District Six. It is understood that the character of these landscapes will be informed by their location and the role they play within the context of the City and District Six.

In terms of natural systems, the critical issues that need to be addressed, revolve around the revitalization and use of the stream waters that are presently piped and not visible on the site, as well as the methodologies for the amelioration of the storm water on site and the design and creation of habitable open spaces within this wind exposed environment, catering for the recreational and productive needs of the returning community.

In terms of the urban and cultural heritage systems, the landscape framework needs to address the integration of these systems with the green system enabling a legible user friendly environment. The dominant concerns in terms of these systems is the desire to create pedestrian conducive environments that simultaneously accommodate the needs of the users and demonstrate and communicate the heritage value of the respective environments.

Broader city wide concerns in respect of biodiversity, habitat creation, storm water amelioration and a reduction in the use of scarce resources serve as informants in the formulation of the principles for the framework plan. In terms of the City of Cape Town's concerns and practice guidelines with regards to sustainable landscapes reference has been made to the City of Cape Town's "Facilities Management: Sustainable Landscapes, Practices and Guidelines" ([www.capetown.gov.za](http://www.capetown.gov.za)). The landscape principles have been integrated into the proposed landscape philosophy for District Six.

In addition it is clear that the urban area around District Six is under a rapid process of transformation and densification with new development being constructed on an annual basis.



FIGURE 4.9: LANDSCAPE FRAMEWORK CONTEXT PLAN

Much of this is occurring on an ad hoc / piecemeal basis with no overall strategy for the provision of open space. Land for open space is continually under threat from this kind of development. While individual developers with small sites are unable, and often unwilling to give over valuable development area for open space, the development of District Six with +/- 40ha of potential development area offers the opportunity to address this issue and provide open space to support healthy living environments.

As the inner city and its open spaces become more intensively used by an increasingly larger population, stringent management regimes will need to be implemented to ensure that open space is designed appropriately and maintained adequately. To ensure the sustainability of the public spaces, both within the natural and urban environments, it is recommended that the issues of maintenance and management are addressed from the design stage through to implementation of the projects. Enabling community members to participate in these developments and be part of the management processes will be critical to the healthy functioning of the public realm.

In addition to the development of appropriate hard landscaping, materials that contribute to creating comfortable environments and enable the exploration of memory within the built environment will be employed. The choice of the soft landscape elements need to be carefully evaluated in terms of climatic conditions, spatial requirements, resource utilization and the impact on biodiversity to ensure that sustainability is addressed at precinct design stages where greater levels of certainty are possible.

As with all urban environments the needs and concerns of the community change, requiring that a system of monitoring and evaluation is put in place from the inception of the project to enable continuous evaluation and adjustments to occur.

## Principles

Principles utilized in determining the landscape framework include.

### 1. Engagement and utilization of the natural resources in a positive and sustainable manner, namely:

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

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

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

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

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

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

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

## Application

The primary natural structuring elements of the site are the green and water systems overlaid onto the topography of the site, as illustrated on Figure 4.10. Historically the streams provided a water resource; currently they are piped under the site and discharged into the sea. The green corridors that connected the Mountain to the Coast have become fragmented through the transport corridors and urban development.

The potential opportunities inherent within these systems in combination with the sites of memory and ritual within District Six, contribute to the re-integration of the proposed development into the natural and urban landscapes, as illustrated on Figures 4.9 and 4.10.

Commencing with the reinforcement of the religious sites, the institutional and natural green systems and the primary memorial sites form a strong landscape network. The landscape framework incorporates both hard and soft landscape systems, recognizing the need to both physically and visually connect these systems.

The development of the individual streetscapes and the green courts within the block are proposed to occur as these streets and blocks are developed. The larger framework and the inherent place making characteristics of the site, namely its topography and orientation, not only reveal the magnificent views but also the extreme exposure to the seasonal climate.



FIGURE 4.10: EXISTING LANDSCAPE SYSTEMS

The proposed landscape strategy, as illustrated on the adjacent diagrams evolved through reinforcing:

- The natural green/water systems of the parks and mountain.
- The institutional sites as a connected integrated system within the urban development.
- The proposed reinforcement of New Hanover Street (Keizersgracht) as an active street, rather than a transport corridor, intends facilitating the development of District Six as a predominantly pedestrian/ community environment.
- The religious sites as active venues and places of community gathering.
- The potential green/urban linkages across the site and into the adjacent communities.
- The memorial sites as integrated public space.
- The opportunity for the sustainable use of the water resources.
- As an overarching principle there will be no net loss of open space within District Six.
- The location and quality of existing open space will be interrogated in detail and where appropriate rationalised and reprovided in those parts of the site where there is an open space deficiency.
- The transplanting of the Ficus trees from within Keizersgracht road reserve to within the public open space, reinforcing religious sites/ parks and memorials.
- The development of the zone abutting the N2 as a positive open space supporting proposed institutional resources and helping to manage rain water.
- The provision of recreational spaces that are integrated into existing educational sites, public parks and the proposed N2 recreational park.



FIGURE 4.11: PROPOSED LANDSCAPE STRUCTURE

## 4.4.1 Open Space Provision and Shared Land Resources

### Philosophy

The Development Framework sets out to provide open space as a recreational amenity for local residents. Current City of Cape Town standards and guidelines suggest open space to be provided at a ratio of 5ha per 1000 population (5m<sup>2</sup> of open space per person). As a means of addressing this requirement, a wider view of access to open spaces and the notion of shared land resources has been adopted. This includes access to surrounding metropolitan and local scale parks and gardens.

### Application

This open space strategy recognizes that District Six is an inner city environment and therefore has a need to consolidate and share resources between pre-existing land uses and new proposals. This has informed ideas around the play parks, kick about spaces, school grounds and the CPUT precinct.

The existing and proposed schools have been integrated into the proposed green system, with several of the pocket parks and urban agriculture opportunities associated with schools/CPUT. This enables an efficient use of the land resources and promotes a more sustainable maintenance model.

In addition several pocket park sites have been located within the urban design proposal to facilitate ease of access and as part of a dominant pedestrian movement system across the site. It must be pointed out that while open space provision is important to ensure a good quality environment, the redevelopment of District Six would not be seen as suburban where large centralized open spaces are common rather than a network of hard and soft multi-provisional spaces including streets as urban space.



FIGURE 4.12: OVERALL LANDSCAPE FRAMEWORK PLAN

In terms of the City's open space guidelines and serving a proposed population of 20 000 people, a total of 10ha of green open space needs to be accessible to local residents. To fulfil this requirement the following considerations have been taken into account:

**Key metropolitan open spaces which are accessible to the community:**

- Table Mountain
- The Grand Parade
- The Castle Moat
- Trafalgar Park
- Deer Park
- Company Gardens

**Proposed new public green open spaces which will be delivered as part of the project:**

- Memorial Park.
- McKenzie Park
- as well as a number of smaller pocket parks

The adjacent plan illustrates the location of these proposed spaces. The City's guidelines are met in the following manner:

|                                     |               |
|-------------------------------------|---------------|
| <b>Total open space</b>             | <b>12 Ha</b>  |
| <b>Open space in school grounds</b> | <b>7.5 Ha</b> |

These calculations exclude access to a number of existing open spaces amongst others, Table Mountain Reserve and The Grand Parade which are publicly accessible and will be used by the community, as was the case historically.



FIGURE 4.13: OPEN SPACE PROVISION

## 4.4.2 Water Systems Strategy

### Philosophy

The water systems strategy explored in this section deals primarily with landscape issues pertaining to water use and needs to be read together with section 4.7.4 in the Sustainable Infrastructure, Services and Technology section of this document. This strategy raises two concerns in terms of the sustainability of water and water management :

1. Under-utilisation of the existing stream water that passes through the site.
2. Potential detention and retention of the storm water caught on the site:
  - a. Roofscape rain water harvesting.
  - b. Street/ hard surfaces runoff, detain as much storm water flow on site as possible without compromising the 'no net loss' open space principle.

### Application

In terms of the landscape irrigation water strategy a three stage system is proposed:

- First stage: Endeavour to utilize existing water on site, namely the streams, when this water source is not available, the following should be utilized:
- Second stage: Rain water harvesting, store roof water runoff in rain water tanks for re-use.
- Third stage : Potable water connection to be in place if the previous two supply systems are not available.



FIGURE 4.14: WATER AND STRUCTURED LANDSCAPES

#### Utilisation of existing water resources on site:

The proposal promotes the maximization of the use of the stream water crossing the site, within the restructuring of the District Six landscape, both as a visual and pragmatic resource. In terms of the public landscape spaces, two different systems for the mountain stream water have been developed. The conceptual ideas for the streams are:

1. Trafalgar Park Stream: water from this stream could potentially be stored along its route to serve as reservoirs for irrigation to the street trees and school gardens. There might be a need to pump this water, and potential connections to potable water (stage three) would need to be determined.
2. The Horstley Street Stream enters the site at the Memorial Park. The landscape framework idea is that these waters are utilized in an interactive, visual and emotive way. This serves to reinforce the ideas of memory around water in District Six, travelling through the site in open channels that open into displays of water within the Memorial Squares. The intention is that when there is no water in this system (seasonal occurrence) the system is retained in a dry state, evoking thoughts and memories around the lack thereof.

To ascertain the viability of these ideas water flow rates and quality tests need to be taken throughout the year for both streams.

#### Potential detention and retention of storm water on site:

The proposals in terms of storm water re-use and amelioration needs further discussion with the relevant consultants and the CoCT officials. In terms of the impact on the landscape, there is a potential within Trafalgar Park and the school sites associated with the Zonnebloem Estate to accommodate storm water amelioration systems, namely bio swales and detention basins. The extent of these will require further exploration as the urban / inner city location of District Six and the associated high land value precludes the adoption of land intensive solutions such as detention ponds. In addition the existing site soil conditions may prevent the use of bio swales and rechargeable paving within the urban scape of the development (see Section 4.7.3.2).



Urban water channels in Stellenbosch



Bio swales and channels can be integrated into the urban landscape and help attenuate and clean storm water

#### 4.4.3 Landscape biodiversity strategy

At a macro scale the intention is to link the District Six green urban systems into the Table Mountain Park via Trafalgar Park / Zonnebloem Estate. The soft landscaping strategy at precinct level would serve to reinforce the macro scale intentions, providing habitats and food sources for bird life and other invertebrates. In addition the opening up of the Trafalgar Park Mountain stream would facilitate a positive ecological linkage system between the Mountain and District Six.

The development proposal includes a variety of landscape typologies, ranging from streetscapes, communal courts, parks, play grounds, urban agriculture allotments and private gardens. These will contribute to the creation of a particular sense of place structured and informed by the natural resources, heritage informants and community needs.

#### 4.4.4 Tree planting and structured landscape

The role of tree planting within the public realm is to reinforce the pedestrian system through the site, provide shaded routes across the site and due to the topographic nature of the site contribute to the legibility of the green network.

The role of tree planting within the city centre residential development is recognized not only for its micro climatic effects and its visual attributes, but also for the role trees play in the removal of air pollutants and enhancement of the energy efficiency of buildings when appropriately placed.

It is recognized that the choice of tree types will be influenced by the extreme climatic conditions and the spatial intentions of the urban open spaces. The planting of appropriate tree species will contribute to plant material biodiversity, however this might be limited as there is a limited number of tree species that grow successfully under these climatic conditions. In addition the choice of tree species will be informed by the historic use and heritage value of certain tree types.

#### 4.4.5 Hard landscaping

It is recommended that the hard landscaping materials utilized are sourced from within or in close proximity to the Cape Town Metropolitan area. Where recycled materials and materials from site can be used this would be preferable, i.e. fill material for berms, and cobble paving. In addition, the choice of the hard landscaping materials will be informed by the location and intended role within the broader design. The parallel roles of enabling inhabitable environments and the making of memorial places will inform the material choices.

#### 4.4.6 The community school model in terms of an integrated landscape philosophy

##### Philosophy

If schools are considered as institutional landscapes they can make very positive contributions to the functioning of District Six and its community. This is based on the concept that school halls, libraries and school grounds are accessible after school hours to the surrounding community for use as public space and amenity as mentioned in Section 4.3.3 above.

Management of the schools' resources could benefit the community and in terms of ensuring optimum use, continuous surveillance and enabling alternative income initiatives, schools could play a significant role.

There are several potential landscape components within this strategy:

1. Sport - sports fields, play courts etc.
2. Recreation - parks, play grounds
3. Resource maximization - recycling, composting, agriculture

To facilitate this model, agreements between the schools, the CoCT, the Special Purpose Vehicle (SPV) and the community would need to be put in place. As the 'school model' partners with a permanent community, other stakeholder issues related to the management and surveillance of the spaces and facilities are likely to be resolved which will contribute to their viability and sustainability.

In terms of the CPUT, there is an opportunity for its integration into District Six through making their public spaces accessible to the surrounding community. In addition CPUT could play a role in training and up skilling community members through joint programs for example in the plant nursery, where courses in urban agriculture and Arboriculture could benefit individual community members and who could in turn play a larger role in the management and maintenance of the public landscape.

#### 4.4.7 Spaces for Play

##### Philosophy

Healthy urban environments support urban family living and provide the right kind of spaces and environments for positive childhood development. It is important that play spaces are not seen as separate spaces within the open space system but are rather integrated within a more multifunctional network of spaces which serves a variety of users and age groups.

##### Principles

- Play space is considered as integral to the public space structure and not as a separate type of open space.
- A hierarchy of play environments is provided which cater for children of different ages.
- Play spaces are equipped with appropriate apparatus to engage children in different types of play.
- The lowest order play spaces must be within easy walking distance for a parent with a pushchair (5 minute walk).

##### Application

A hierarchy of play spaces will be developed to cater for children of different age groups. In the precinct development stages design teams will also look to open space standards of international cities such as London where urban densities are high and where local authorities seek to strike a balance between density and quality of life for children.

## 4.4.8 Sports and recreation

### Philosophy

Opens spaces for active recreation are crucial to creating a fit and health community. Social sporting activities can also play a useful role in community building by bringing people from diverse social and economic backgrounds together to engage in an activity. The Sports Recreation and Amenities Department of the City of Cape Town have been engaged as part of this process and have confirmed that the City's approach to sports and recreation provision is shifting away from provision for formal codes and towards promoting informal active recreation within urban environments. The motivation is that informal recreation helps develop skills which then allow individuals to enter into the formal codes where participation is on a much more competitive basis.

### Application

For District Six this shifts the focus away from formal codes (sports pitches) and requires the open spaces within the area to perform a more functions. As such public open spaces should include level areas for ball games and a number of hard court areas to allow for sports such as mini football, basket ball, netball etc. to be engage on an informal manner other small informal team sports to take place.

Due to the sloping nature of the site it is particularly challenging to provide large, level playing fields. For this reason the intention is to intensify the use of the existing playing fields associated with the schools and make them available for wider community use. This will require careful management to ensure that grass pitches are not overused and may require a number of the existing pitches to be transformed as all weather astroturf or similar type pitches. The City of Cape Town has committed to assist in maintaining school fields and will work together with school governing bodies to establish management committees to maintain and manage the use, maintenance and access to these facilities

The same principle applies to indoor sports venues where school assembly halls can be used after hours by sports clubs. The City of Cape Town also identified the potential for a multi functional sports centre to be developed within District Six which could act as a base for a number of sports clubs and codes. One option would be the construction of a new facility but the effective reuse and management of the Good Hope Centre could perform this potential.

In terms of the formal codes, the aspiration is that the communities formal sports and recreational requirements are fulfilled on site or within a 20 minute commute by public transport (including waiting time at stops) which computes to an approximate 5km distance. The rationale for this is that the combined travel time to and from the facility should be equivalent to 30% of the time involved in that activity.

There are a number of existing recreational facilities which will be accessible to the community:

- Trafalgar Park Pool
- The Greens (Zonnebloem) (YMO /St Lukes Football Club)

Regionally significant facilities which are accessible to the community within a 30 minute travel time. These include:

- Greenpoint Stadium
- The River Club
- Hartleyvale Stadium
- UCT Sports Grounds

Additional specialist indoor sports facilities such as squash courts and gyms will need to be provided, presumably by the private sector.



YMO St Lukes Football club currently on the Greens



Trafalgar Swimming baths

## 4.4.9 Spaces for inner city food production

### Philosophy

The idea of sustainable livelihoods and urban agriculture is now accepted by Government as a vital ingredient to delivering sustainable communities. Its particular application to 'new' communities merits further explanation. Internationally the "green fingers" movement has been gathering pace in high density cities in Europe and in the UK where there is high demand and long waiting lists for spaces in allotment and community growing areas. This trend is set to continue with increased concern for food security in South African cities.

Urban agriculture is associated with a number of wider social and economic benefits including:

- It reconnects people to nature, the rhythms and cycles of growth
- It provides recreation
- It provides the young with passive education and helps instil a healthy respect for the natural environment
- It provides low income families with a means for putting a variety of food on the table and helps supplement a balanced diet with fruit and vegetables
- It reduces food "miles"; the distance food travels from where it is produced to our supper tables, and as a result reduces carbon footprint

It is important here to note that not only is it necessary to reserve space for food production but also instil a culture of food cultivation within the community. This can be facilitated through educational projects run by the NGO's who could, jointly with members of the community manage allotment space and collect rents. Proceeds from the food producing areas could be sold at community markets and further supplement the income of poorer families.

### Application

Within District Six, a number of initiatives should be explored to support inner city food production. This will include:

- support for residents to start vegetable and herb gardens in back gardens and courtyards
- larger allotment, community orchards, and community gardens as precinct level open spaces (to be defined during precinct and detailed planning stages)
- food growing areas within designated parks and open space (to be defined during precinct and detailed planning stages)
- vegetable gardens within school grounds and other institutional properties (Churches / Mosques),
- green houses and propagation areas associated with CPUT
- grove / orchard planting along the freeways as a productive buffer to noise and pollution.

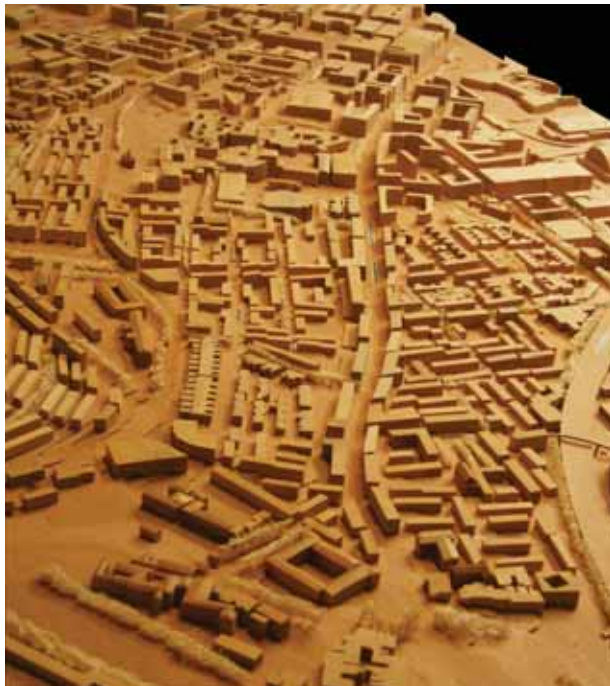


Woodstock community Gardens just off Nelson Mandela Boulevard

## 4.5 Urban Form Strategy

### Philosophy

District Six is an integral part of the city centre of Cape Town. As part of the inner 'city bowl' the site has historically been a logical extension of the city in terms of the street grid, the built-up fabric, massing and form. Historically District Six shared these urban form qualities and future re-development should retain these qualities – albeit in a manner appropriate to the contemporary 21st century condition. In the development of the spatial framework the following principles have been considered:



Photographs of the physical model for the redevelopment of the site showing New Hanover Street as the primary structuring element and the fine grain texture of the proposed development.

March 2012

### Principles

#### Reinforcement of the Public Spatial Structure

- Built form to respond positively to and reinforce the public space structure, creating a legible hierarchy of spaces and places

#### Reinstate the grain of the historic street grid

- New development should make evident and retain the old alignment of the streets and where not represent these in a modern / contemporary manner

#### Differentiation and characterization

- Define quarters / character areas with distinct identities and functions together with the returning communities and in relation to the heritage and memory of the site
- Acknowledge and express different gradients;
- Prominent features and landmarks (vertical expression of community buildings – height, towers, minarets, steeples);
- Accentuate one part above others by means of size, interest, intensity and location within the district

#### Views and Vistas

- Connect visually to the sea and mountain
- Celebrate landmarks and focal points

#### Texture, Grain and Fabric of Urban Form

- Consistent urban form texture that responds to the underlying urban structure and is appropriate to the topography, local context and capacity of the site;
- Permeable urban block to facilitate ease of movement
- Repetition of rhythmic intervals (street patterns, celebrating corners, courtyards, etc);
- Similarity or harmony of form and surface, both horizontally and vertically

#### Simplicity of Form

- Clarity and simplicity of visible form (in a geometrical sense);
- Limitation of parts (e.g. clear grid system);

#### Edge and Continuity

- Continuity of massing (to create an even fabric, a skyline);
- Continuity of street frontage to create active streets and spaces.

### 4.5.1 Public Structure

One of the major elements that gives order to urban form and consequently to the urban design plan is the 'public space structure'. Public space structure is defined as the hierarchy of routes, spaces and places around which new development is associated. The adjacent Public Structure Plan (Figure 4.15) highlights the higher order urban elements which will structure the redevelopment of District Six. This includes the primary streets, open spaces, public institutions and the green system.



FIGURE 4.15 : PUBLIC STRUCTURE PLAN

### 4.5.2 Indicative Framework Plan

The adjacent Framework Plan illustrates how the Public Spatial Structure manifests in District Six by illustrating building footprints on the sites which will be developed in the future. It is important that this Framework Plan is not thought of as a masterplan. It is rather an illustration and a flexible framework that imagines how District Six could be and forms the basis for the physical model (Photos of which are included in this report overleaf). Its purpose is to illustrate how the principles of the Development Framework could manifest spatially in plan, and by so doing serves to give an indication of the grain, texture and character of the streets and spaces.

It is critical to note that the final layout for each quarter will only be resolved at more detailed stages of the Package of Plans process. It is only at this later stage that detailed information will be developed and residents participate in the design process, that finality about the layout of urban blocks, buildings and open space can be reached.



FIGURE 4.16: INDICATIVE FRAMEWORK PLAN





### 4.5.3 Quarters and Character Areas

#### Philosophy

Implicit in the Illustrative Framework Plan is the idea of urban quarters or character areas. In our understanding of the social and urban history of District Six, the area was experienced as one single quarter within the city. While residents of the area (especially in the last fifty years of its existence) had names for some of the sections of District Six for example the Dry Docks, there were never clearly defined neighbourhoods in the sense of Kevin Lynch's 'Image of the City' (Lynch, 1960). New Hanover Street /Keizersgracht was the main arterial and commercial corridor which assumed landmark status and somehow was the main seam that bound the community. Other landmarks and streets perhaps did help to form the subtle physical and social boundaries of sub-areas, but were never of a permanent and definite nature. It is hoped that the returning community will identify their own characterization of the area.

#### Principles:

For the purposes of defining development impact on the area and for assisting future planning work, the area has provisionally been divided into twelve precincts (see the adjacent plan). The criteria for defining such precincts include:

- its locality;
- the predominant land use;
- memory and associational significance;
- topographical qualities of the area;
- buildings /sites of historical significance;
- grain of the former urban fabric, and
- prevailing edge conditions.

## Application

The 2003 HIA argued that while District Six existed as a single urban precinct, it could be divided into eight smaller sub precincts, which together constitute the whole. These sub precincts or character areas may not be all encompassing in assisting in the definition of precincts, and others may have to be reconsidered as further discussion takes place. The precincts identified in Figure 4.17 and discussed below generally all gravitate in a linear fashion towards Hanover Street. While Hanover Street may be the edge or boundary of most of these precincts it is also the seam that sews them together. For this important reason it may very well be that these somewhat arbitrary defined areas need to be first developed along their respective peripheries, not unlike the historic development of the old market gardens/farmsteads that previously occupied the area (though these were much smaller in area).

The 'quarters' or character areas are listed individually below and supported by a short written description outlining the characteristics and qualities envisaged for each quarter. Again it is important to note that the identified character areas may be consolidated into wider precincts and will inform the later Precinct Planning Design Stages. It is also envisaged that each quarter will be named by the community through the participative design process.

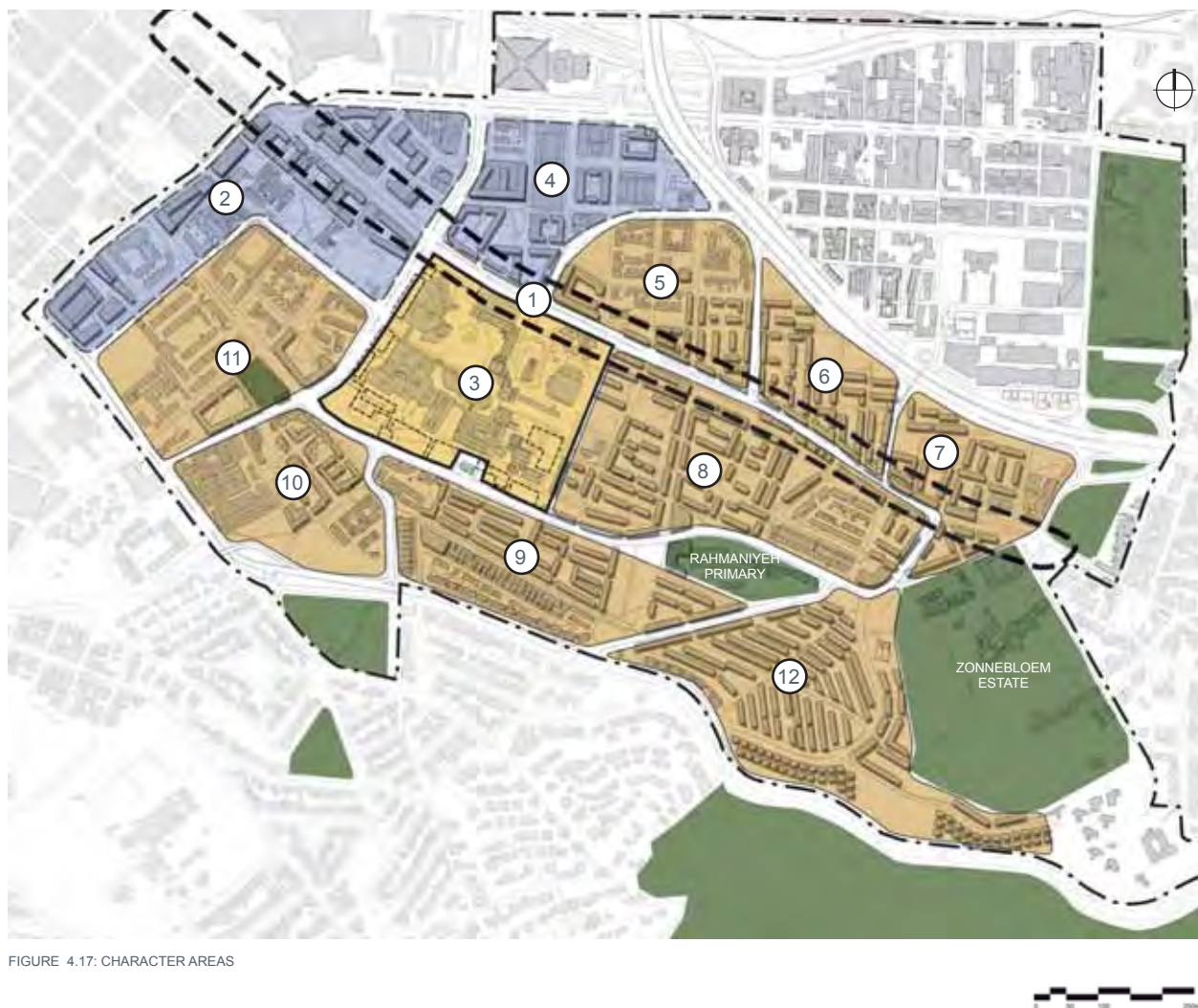


FIGURE 4.17: CHARACTER AREAS



### Character Area 1 (New Hanover Street)

New Hanover Street (Keizersgracht) is to be reinforced as the central spine and activity corridor of the district. Its character and function impacts on all the other quarters whose edges are bounded by it. Resembling in part the historic Hanover Street, it will be fronted on either side by mixed use buildings which vary in height from 4-6 storeys. The ground floor of the buildings will have active frontages onto the street, with narrow shop frontages creating rhythm and vibrancy to the streetscape. Focal points along the length of the street that could accommodate special retail activities will coincide with major pedestrian cross routes. Accentuation in building height at the street corners is encouraged, particularly at the nodes and where more active uses such as shops, cafes and restaurants could be located.

The character of New Hanover Street is to be urban with the existing width of Keizersgracht being narrowed from 32m to approximately 17m once it has been established that this wide road reserve is not required for transport-related purposes. This is potentially achieved through the removal of the central median and removing one lane in each direction. The alignment of the street is to vary along its length to create a series of closed views. The existing Ficus trees that currently line the route are to be relocated to frame the new public spaces identified within the open space system. The urban character of New Hanover Street is to be maintained at all times when transportation planning takes place, ideally integrated with land use planning.

Car parking is accommodated to the rear of the buildings or in basements that are accessed from side streets. Limited, short stay, on-street car parking is provided along the length of the street for shoppers and visitors.



### Character Area 2

The Castle Bridge / Harrington Street area has historically been a mixed use area and served as a 'threshold' into District Six. Many remnants of the historic fabric remain and generally consist of low rise 2-4 storey commercial buildings which collectively create a tight knit urban fabric and human scaled environment. New development within this quarter will be mixed use with a high percentage of commercial office floor space. It should respond sensitively to the existing fabric with building heights ranging from 4- 8 storeys (or higher).

There may be opportunities to increase building heights towards Roeland Street and around the Castle where development plots are larger and able to accommodate larger footprints. In these instances there are also opportunities to include wrapped multi-storey car parks within this area to generate revenue for the development.

Where buildings exceed 4 storeys they should acknowledge the existing fabric with an expression or setback at the height of 4 storeys. Care will need to be taken to ensure that new development does not block out light from existing or proposed buildings.

Car parking will predominantly be accommodated in basements. Opportunities to bring the under-ground water course/spring, which is currently buried beneath Canterbury Street to the surface should also be explored at precinct design stage.



### Character Area 3 (Cape Peninsula University of Technology)

The CPUT occupies a large portion of the former District Six site. In its current form, it is impenetrable, inward looking and does not contribute positively to the functioning and experience of the district. Long term aspirations are to integrate this important facility with its surrounding context with new pedestrian linkages to create a more permeable urban campus which offers a range of facilities to students as well as the local community and public at large.

Consideration should be given to the development of existing vacant land along the edges of the CPUT site (e.g. along New Hanover Street, Tennant Street and Constitution Street), in a manner that creates a more human scaled and permeable edge to the complex. In this regard the presence of the Galieloeel Rachmaan (Ellesmere Street) Mosque along Constitution Street needs to be acknowledged and better celebrated.

The concept of an institutional open space network identified in the landscape strategy will assist the integration of CPUT as a key element of precinct planning. Further negotiations with CPUT will be required to address issues of access, car parking and shared facilities.



#### Character Area 4

With direct frontage onto the higher order mobility routes of Tennant Street and Sir Lowry Road, this quarter is a prime site for dense urban development. The scale of the existing roads and buildings make it possible to accommodate taller buildings (6-8 storeys) with larger floor plates and high bulk factors. New developments should consist of mixed-use buildings with a high proportion of commercial accommodation at the lower levels and residential accommodation above. The location of the CPUT to the north of the quarter and proposed IRT stop in front of the Good Hope Centre will generate considerable pedestrian traffic through this quarter with students moving from the public transport to the Technikon and bringing life and energy to the area.

A generous new open space is created internally to the quarter, set back from New Hanover Street. This space provides a reprieve from the intensity of the built form around it and serves as an amenity space for local residents. It should be activated on its edges with small shops, leisure facilities, gyms, cafe's and restaurants that take advantage of the pedestrian movement and proximity to public transport facilities.

The quarter is defined at its eastern edge by the Zinatul-Islam (Muir Street) Mosque and the extension of Chapel Street, which turns towards the mountain to meet New Hanover Street. This point marks the transition from buildings of 6-8 storeys to buildings of 2-4 storeys high.

Parking within this quarter is typically provided within structured parking typologies - underground and podium car parking, complemented by on-street car parking bays.



#### Character Area 5

Development of this quarter is already substantially underway with the construction of the Pilot Projects. It largely consists of lower scale 2-3 storey terraced houses with taller 4-5 storeys onto New Hanover Street.

The perimeter of the quarter along New Hanover and Russell Street is wrapped with retail and commercial accommodation at ground floor level to create an active edge of activity with residential (and possibly student housing) on the upper floors. Private residential areas will be accommodated to the rear.

Smaller more local open spaces are provided within the quarter for play and recreation. Car parking takes a variety of forms with on-site parking, on-street parking and parking courts predominating.



#### Character Area 6

The character of this urban quarter is defined by the tight historic street grid that formerly structured this area. The reclaimed streets are to be tight in width and urban in character. Taller 4-5 storey buildings form a continuous edge along Russell Street and New Hanover Street, with lower scale 2-3 storey houses occupying the inner areas of the quarter. This edge is to consist of largely mixed development with shops at ground level and residential development above. 3-4 storey residential buildings will line the route towards from New Hanover Street towards the existing pedestrian footbridge and help define the edges of the public space associated with the New Apostolic Church.

As noted in the landscape strategy, the green band of open space along Nelson Mandela Boulevard is due to perform an amenity function as well as help deal with stormwater which is generated on site. The City of Cape Town's City Parks Department has indicated that the maintenance intensive idea of a planted berm is not desirable and discussions need to be held with City Parks regarding alterations to the grassed berm.

Parking provision includes a mix of at-grade open and structured options. Within the larger urban blocks and residential courts, parking is provided in a more informal manner with on-street parking and parking courts. Basement parking is to be accommodated under the larger mixed-use buildings.



### Character Area 7

This quarter is located towards the eastern end of New Hanover Street and functions as the eastern gateway to District Six from Walmer Estate and Searle Street. It incorporates a number of religious and educational institutions of historic significance, including the Zonnebloem and Holy Cross complexes, and the New Apostolic Church. The proposed layout seeks to reinstate the historic entrance to the Zonnebloem Estate from New Hanover Street which is celebrated with an avenue of gum trees and reconnects this important institution into the fabric of District Six. The area to the north of New Hanover Street is focused around the New Apostolic Church and a new open space to the east of the existing church building. Most buildings within the Character Area are 2-3 storey terraced houses with 3-4 storey flats providing greater levels of enclosure around the space. Taller 4-5 storeys are proposed to front onto New Hanover Street.

A new open space link is created along the side of the M3 to form a buffer along the freeway and provide a pedestrian link between the two pedestrian bridges over the freeway. The open space serves as a play space for the Holy Cross School, which forms an integral part of the quarter. The strip of land along the M3 has also been identified as a potential location for new institutional facilities and will also perform a storm water retention function. The design of this space must be investigated further at the Precinct Planning Level.

Parking provision takes a variety of forms, possibly including structured car parks along the freeway as well as on-street and courtyard car parking.



### Character Area 8

This quarter, located between New Hanover Street and Constitution Street is the largest and most consistent in terms of character and function. The large existing terraces developed since the area was blighted are removed and the former gradual and consistent sloping ground plane reinstated. Reinstating the historic street pattern of old District Six, the built form consists of perimeter blocks and terraced housing. A linear open space, following the traces of Blythe Street runs up the slope connecting the former Horstley Street and the proposed Memorial Park to New Hanover Street. Opportunities to bring the stream that used to run through this area to the surface should be explored at the next level of design. The northern most blocks along New Hanover Street are particularly narrow so as to reinstate the alignment of the Old Hanover Street. This area is imagined as the focus of retail activity with larger retail units and potentially an indoor market at ground floor. The narrowness of the block requires a particular urban solution that accommodates apartments on the upper floors, with limited parking provided in basements.

New housing to the interior of the quarter forms continuous rows of 2-3 storey terraced housing, running parallel to the contours creating long, level streets sheltered from the wind. The shorter streets which run perpendicular to the contours provide greater permeability for pedestrians. Buildings along these north-south orientated narrower streets could be 3-4 storeys in height to protect and frame long views of the sea and mountain. As a result of the slope these buildings will have stepped facades and roof lines. Parking is provided through a number of different solutions, which include parking courts and basement parking slipped underneath the buildings as facilitated by the changes in level.



### Character Area 9

This quarter is located on a narrow strip of land between Constitution Street and Justice Walk. Its main focus is the proposed Memorial Park in the area around old Horstley Street that is the primary and green open space within District Six. The Memorial Park plays an important role both as a recreational space and as a place that memorialises the destruction of District Six. It is of utmost importance that the District Six Beneficiary Trust, City of Cape Town and District Six Trust Museum be key stakeholders in the design and management of the Memorial Park.

The built form character of this quarter is defined by its topography. The buildings run predominantly parallel to the contours creating continuous frontages along the existing streets which run in an east-west direction. In addition short runs of stepped terraces are provided - running in a north-south direction and perpendicularly to the contours. Buildings along Constitution Street are generally between 3 and 4 storeys and the level change to Justice Walk (of approximately 9m) means that views of the sea from this upper level are maintained. Buildings fronting onto the Memorial Park are to be taller to provide greater level of enclosure and positive overlooking to the park. These proposals need to be tested for their impact on views from De Waal Drive as a scenic route.

Due to its topography north-south pedestrian linkages will be provided as narrow lanes with stairs and ramps to resolve the changes of levels. A number of pause spaces and urban balconies will be provided along these routes which allow for long views over the CPUT and toward Table Bay to be appreciated.

Parking takes a variety of forms with basement and under-croft parking slipping underneath the buildings where the slope allows.



#### Character Area 10

This narrow quarter sits between Constitution Street and Roeland Street and is constrained by existing buildings and movement infrastructure. Long term aspirations are to provide a new link to the west - between the restitution site (R) and Tennant Street via Stirling Street, passing by the former Trafalgar Junior School. The realisation of this link will need to be negotiated with the adjacent land owners when these sites come up for redevelopment.

Buildings along Constitution Street are set back from the street edge to align with the historic street grid and create a visual link and small open space towards Justice Walk. The buildings within this quarter could be larger in scale, 3-6 storeys to create a compact cluster of buildings around smaller community spaces. The new development should address the Trafalgar High School buildings and its forecourt in a positive manner. The scheme should also include a link between Constitution Street and Roeland Street for pedestrians and cyclists.

Parking within this area will need to be more structured and measures will need to be put in place to mitigate against noise and air pollution generated by the De Waal Drive flyover.



#### Character Area 11

The quarter is expected to continue to play a low key role with new mixed use infill development being between 4-6 storeys. Some of this infill development will occur on McKenzie Park which is one of the identified restitution sites. The motivation behind this proposal is that in the old District Six McKenzie Road Park did not exist. The park was the site of four narrow urban blocks between what were then Cannon and De Villiers Streets. While the majority of the park is built on, a smaller park on the site will be reprovided, set back from Tennant Street by a low rise community building such as a crèche, small hall or other smaller community facility. Existing trees and play equipment will either be integrated into the new design or relocated appropriately.

The buildings that surround the new open space will be larger in scale, (4-6 storeys) providing higher residential densities, improved surveillance and a greater level of enclosure to the park. Car parking is provided to the rear of the building in parking courts or as basement car parking.



#### Character Area 12

As a topographically distinct part of the site the 'Dry Docks' Quarter presents the opportunity to develop a unique character and identity that responds directly to the contours and lay of the land. While the pattern of the historic streets are maintained in the northern-most (and larger) area, the built form of terraced and stepped housing should be of a fine grain, with north-south pedestrian and narrow vehicular routes providing views towards the sea and mountain. Housing along Cauvin Street is to be 3-4 storeys in height, while those sites towards the east should comprise of 2-3 storey terraced houses. Parking in this section of the quarter is more likely to take the form of structured bays cut into the landscape.

The area bordering De Waal Drive and tucked into the steeper slopes of Devils Peak is the most unique and structurally challenging part of the site to develop. New buildings within this sub-quarter should seek to take advantage of the spectacular views of the bay and the northern suburbs. This character area also plays an important role in maintaining the continuity of the metropolitan green open space connection between the mountain and the sea which connects through the Zonnebloem Estate and Trafalgar Park. As such the built form will be more dispersed with gaps between the buildings and large 3-4 storey stepped homes / apartment buildings which terrace up towards the mountain. These heights need to be tested for their impact on views from De Waal Drive as a scenic route. The buildings will also be required to meet sustainability targets with indigenous planting, green roofs and terraced gardens. Care must also be taken not to obstruct long views from De Waal Drive classified as a scenic route. Parking is to be provided as on- site parking in grouped private garages that are cut into the slopes.

#### 4.5.4 Vistas, Views and Landmarks

The urban structure, design of streets, use of distinctive buildings and concentration of community and commercial uses in the proposed framework plan of District Six, all contribute to creating a legible and attractive place that is easy to orientate oneself in and understand. To aid in making the structure of District Six legible development should respond to the following principles:

##### Principles

- Use views to reinforce the local sense of place - views down/up streets, views of the mountain, sea and city centre
- Respect and enhance views which enjoy statutory protection such as the De Waal Drive Scenic Drive
- Use local landmarks as reference points; (churches, mosques and new community facilities)
- Use landmarks to emphasize the hierarchy of place
- Group tall buildings and create interest within the skyline (ridge lines, towers, minarets, steeples, office buildings)
- Align routes with key buildings, (include a varied sequence of short and long views, terminate selected views with landmarks)
- Create special viewing points / urban 'balconies' and provide spaces for pausing and viewing

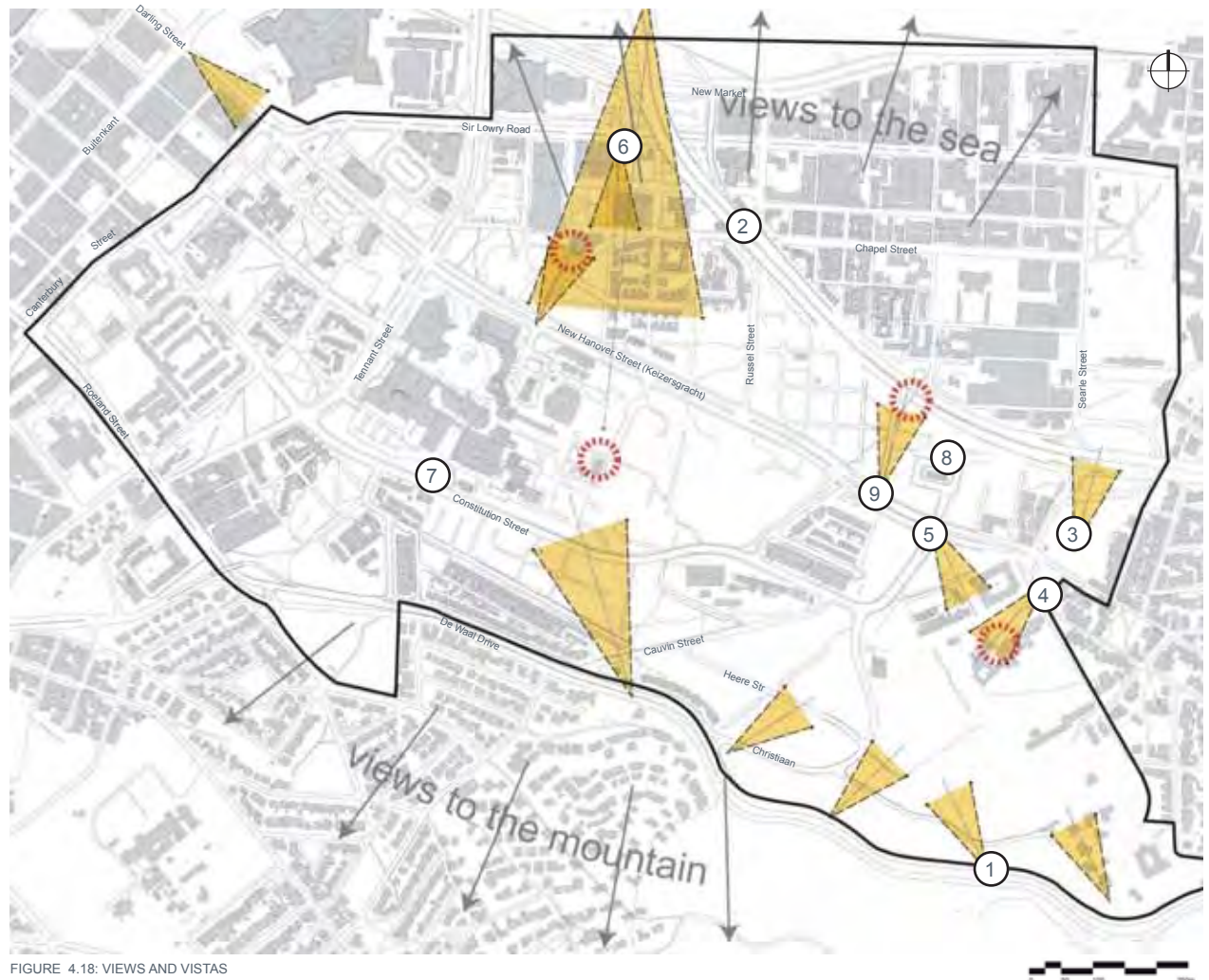


FIGURE 4.18: VIEWS AND VISTAS

## VIEWS

## VISTAS

## LANDMARKS

## Application

### Views

Views, as defined in this Development Framework are long views of distant objects appreciated from particular points within the urban fabric. Within this subgroup are two categories of views; views of /over the site and views from the site. Situated on the slopes of Devil's Peak and between the mountain and the sea, District Six commands spectacular views of Table Bay, the Harbour, Table Mountain and the City Bowl (as illustrated in photographs 1,2 and 3). In order to exploit this unique character of the site the intention is to:

- preserve and consolidate historic views in the area and create new views (i.e. up/down streets - towards Table Mountain (2), and towards the Harbour/Sea, along and through the city-bowl area - Longmarket / Shortmarket Streets(1));
- retain views towards the sea and mountain - heights of buildings that run along the contours in an east-west direction should not exceed two to three storeys;
- create urban 'balconies' where appropriate, to exploit sea and mountain views, or views of special areas in District Six (e.g. over sports-fields);and
- provide spaces for pausing and viewing.

### Vistas

Vistas are defined as views of distant objects often framed by objects to form a visual corridor (As illustrated in 4,5 and 6 adjacent). Vistas help to enhance the 'legibility' of the area where provision should be made for a clear network of different routes/paths, as a series of connections between places. To ensure the achievement of this legibility,

- align such routes with key buildings;
- integrate such routes with special landscaping elements; and
- include a varied sequence of short and long views and terminate these, where appropriate, with landmarks.



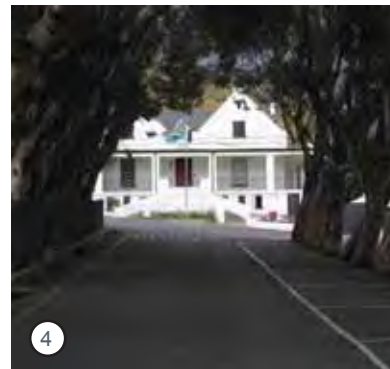
Long view of the city centre from De Waal Drive Scenic Route



Visual connections between mountain and sea - From Nelson Mandela Boulevard



A long view of Table Bay from Searle Street Park



A strong avenue of gum trees frames the approach to the Zonnebloem Estate



The axial avenue of trees frames the view from New Hanover street to the Zonnebloem Church



This key vista picks up on three important landmarks; the minarets of Zinatul-Islam (Muir Street) Mosque, the Aspeling Mosque and the Moravian Church. This view is to be protected.



Galeeier Rahmaan Mosque



New Apostolic Church



The pedestrian foot bridge(s) over the freeway

## Landmarks

Landmarks are defined as readily identifiable objects which serve as external reference points for people using or negotiating an area. These can consist of existing buildings (schools, churches, mosques, etc.), new buildings (new community facilities) memorials, art works and natural features such as trees. Towards this end the intention is to:

- provide reference points by way of distinctive civic buildings, steeples/minarets and towers and emphasize the hierarchy of a place (See 7, 8 and 9 on the previous page);
- provide new landmarks to create a 'sense of surprise', a point of punctuation, a way to terminate vistas;
- emphasize the prominence of nodes/gateways and places of transition as arrival points;
- provide a sense of entrance to major junctions and cross routes;
- celebrate and hold the corners of urban blocks; and
- provide a sense of entrance to courtyards, local parks and multi-functional car-parking courts.

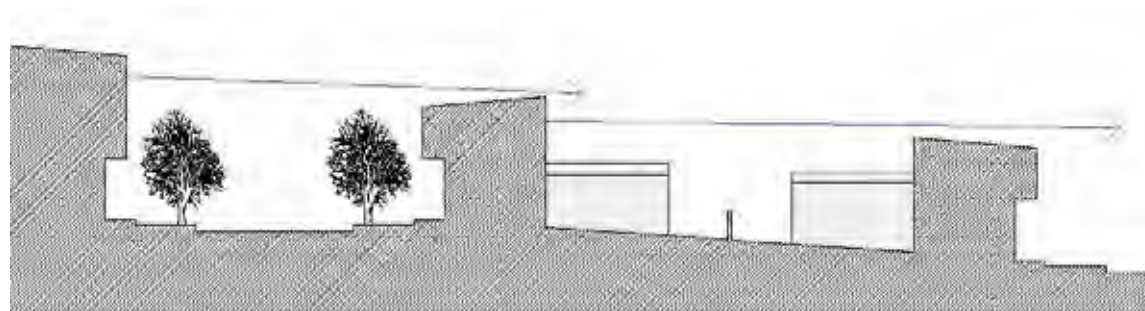
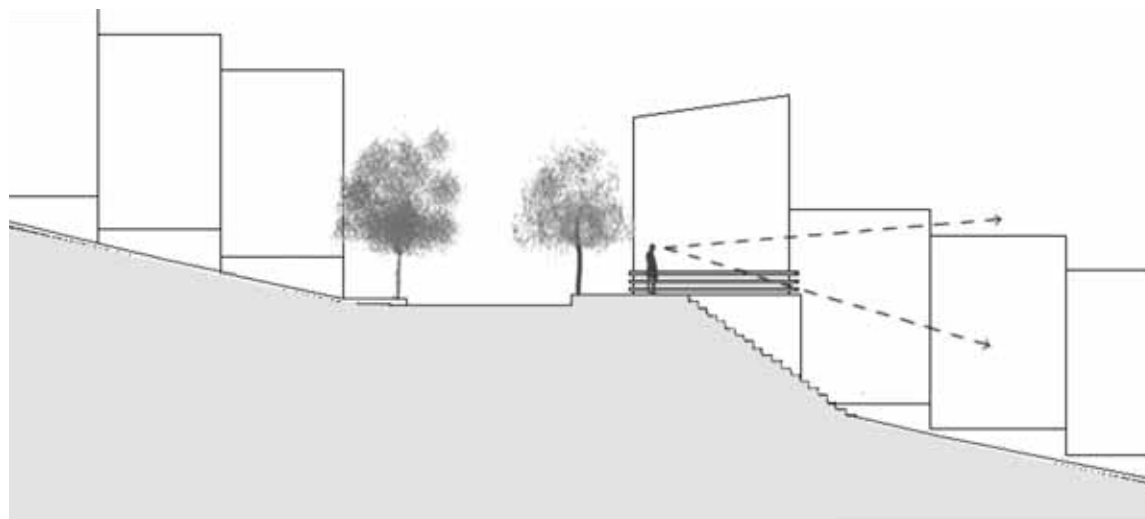


FIGURE 4.19 : ASPECTS OF VIEWS AND URBAN BALCONIES

## 4.5.5 Urban Streets

### Philosophy

While a vital element of the Access and Mobility Strategy (explored in 4.6 below), streets have been included within the urban form strategy by virtue of their role in place making. (For details on the principles which underpin the conditions of the streets, see section 4.6). On a practical level the existing roads through the site that are in use carry the majority of the existing bulk services which may need to be upgraded and/or reinforced to cope with the new development. This need for reinforcement and upgrading offers the opportunity to reassess the width, alignment and urban cross section of these streets and that they contribute positively to the image and experience of District Six. The HIA Phase 1 (le Grange 2003) motivated that the streets within the old District Six were more than conduits of traffic, they were the primary social spaces for the community. This Development Framework seeks to reinforce this condition and create a hierarchy of streets which supports social interaction and community life.

### Application

The adjacent plan (Figure 4.20) illustrates the hierarchy of streets within the proposed framework. As such the approach to the potential reorganisation of the street network is based on the following:

- Higher order mobility routes in the form of Nelson Mandela Boulevard, and De Waal Drive already exist on either side of the site. This implies that routes within the development are lower order and serve a more local function.
- The new streets will follow the alignment of the historic District Six streets. The new streets are to retain their former name.
- Streets are to be narrow and contain on-street car parking as a means of slowing vehicle speed and improve pedestrian safety.

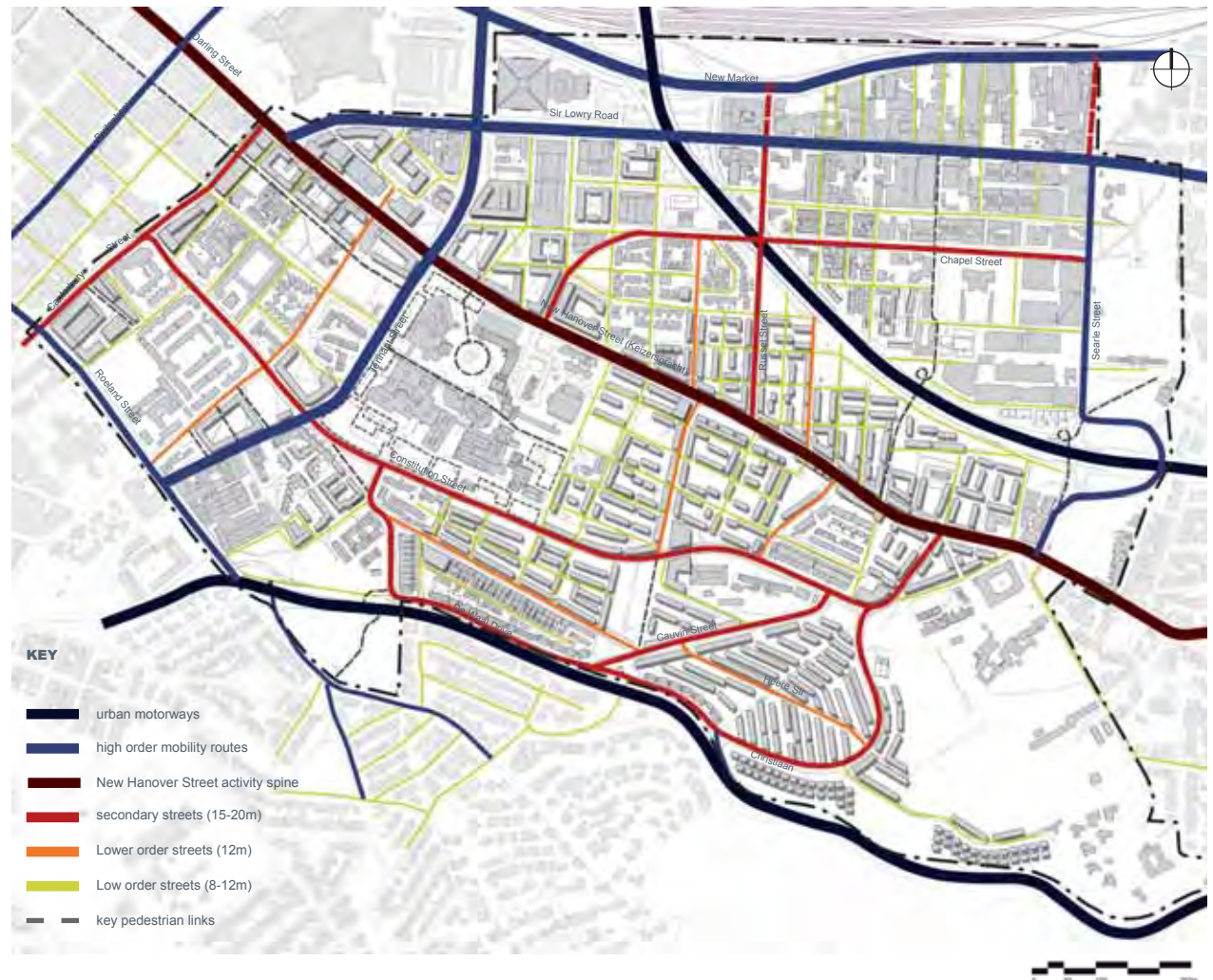


FIGURE 4.20: STREET TYPOLOGIES PLAN

- The streets which follow the old historic grid and run perpendicular to the contours will be steeper in nature and may require steps within the sidewalk and in particular where sections of roads and pavements exceed gradients of 1:10 (which is the maximum gradient for new streets). While not strictly compliant with regulations, this characteristic of the streetscape contributes to the sense of place and reconnects to the memory of the site. Due to their orientation these north-south orientated streets form spatial and visual linkages between the sea and the mountain and will be more susceptible to the effects of the wind. New trees may be planted within these streets to help buffer the wind and create more pleasant places to be in. These streets will contain on street car parking and the changes in level along these routes will provide the primary points of access to basement car parking.
- Streets which will run parallel to the contours are to be promoted as social spaces. These streets are better protected from the dominant winds by built form and are more level creating a more usable street environment and greater opportunities for social interaction. As a general rule no access will be permitted to underground parking from these streets and on-street car parking along the length of the streets should be limited.

### Street Typologies

The street sections which follow are illustrative and the intention is that they are refined during the next precinct design stage in consultation with the CoCT and also be subject to a Transport Impact Assessment (TIA). As a general principle street widths are defined spatially by the distance between building frontages and not by the lanes of traffic. The streets in District Six are similar to the streets of historic Cape Town and old District Six and are in general narrower than conventional road standards to discourage speeding and create safer environments for pedestrians and cyclists.

#### Primary Streets - New Hanover Street

At the highest order of the street hierarchy are primary streets. These are the streets which carry higher levels of vehicular traffic and, most importantly, public transport. New Hanover Street / Keizersgracht is the single most important street within the network. Aspirations are to narrow the existing street width and road reserve from 30m to 20m where the TIA and existing services allow. This is in keeping with the historic character of Hanover Street which was narrow and an intensely urban street.

All buildings fronting onto the New Hanover Street will be required to have a 3m covered arcade / colonnade providing pedestrians with shelter from the sun and inclement weather. This may need to be registered as public rights of way. The southern edge of the street is proposed to have no sidewalk outside the colonnade and the colonnade will therefore need to be slightly wider to perform the role of a sidewalk. The fall across the street allows for the creation of an urban balcony on the sunny, north facing side of the street, slightly raised from the level of the carriageway. This space could be used as a spill out space for restaurants and be a suitable area for organised street trading. The existing Ficus trees are proposed to be removed from the street and replanted within the proposed public spaces, as previously suggested in the landscape strategy.

The width of the carriageway allows for one lane of traffic in each direction as well as on-street car parking. This narrow width and regular intersections serve to slow traffic movement and discourages rat running through the area. Bus priority measures may need to be implemented at specific junctions but this can only be determined once the TIA for the development has been completed. In addition the on-street car parking could be regulated in such a manner that during peak periods, parking is suspended and the one lane may be operated as a time limited priority bus lane to facilitate the services operating during peak hours.



POSITIVE PRECEDENT FOR NEW HANOVER STREET- FROM TOP TO BOTTOM: SEA POINT MAIN ROAD CAPE TOWN, ST PATRICK STREET, CORK, IRELAND

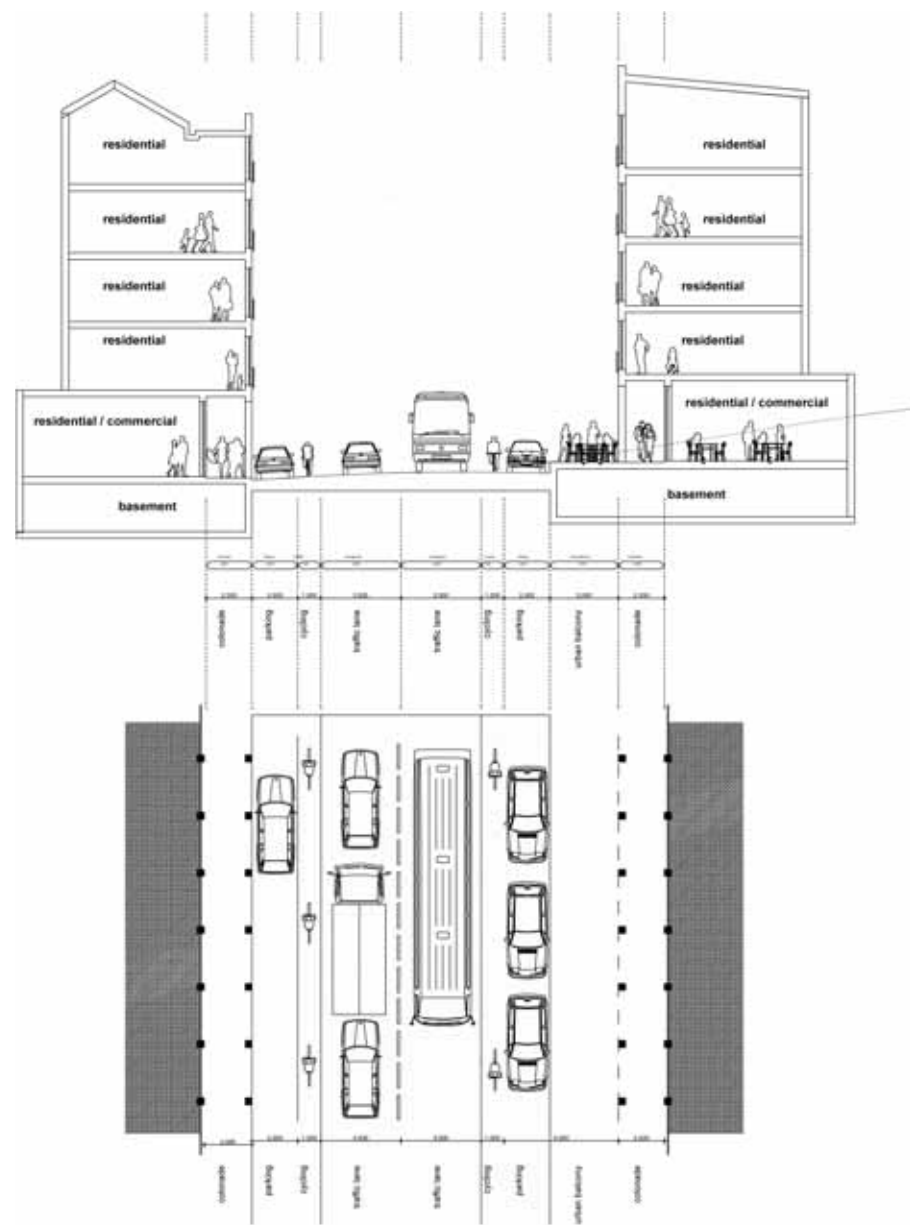


FIGURE 4.21: NEW HANOVER STREET PLANS AND SECTIONS

## Secondary Streets

Secondary streets are primarily residential in nature however, some streets such as Russel Street are encouraged to have commercial or retail uses on the ground and first floors. The units at ground floor should be designed to be flexible so that they are able to be converted to live-work units which take advantage of high pedestrian movement and exposure to passing traffic.

Secondary streets which serve precincts could be classified as class 4 or 5 roads depending on the TIA. The street width at this stage is envisaged to be approximately 15m wide, building face to building face, and able to accommodate parallel on-street parking on both sides as well as public transport where required.

The following streets are identified as secondary streets:

Russel Street, Constitution Street, Christian Street and Cauvin Road.

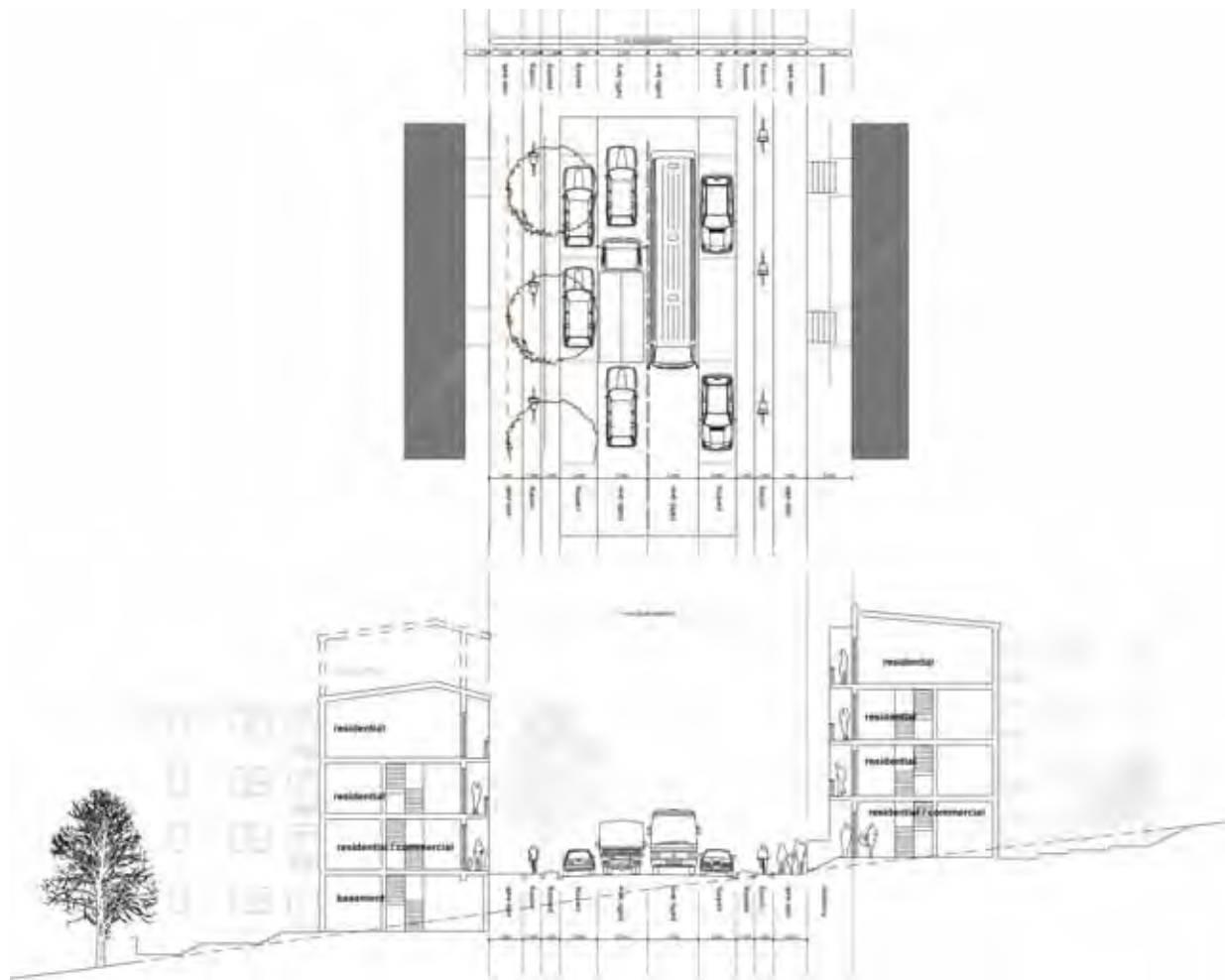


FIGURE 4.22: TYPICAL SECONDARY STREET PLANS AND SECTIONS



### Lower Order Streets and Shared space zones

At the lowest level of the road hierarchy are residential streets and shared surface streets where pedestrians and vehicles share the same space. These routes shall be classified as class 5 roads depending on traffic movement and layout and may also include one way traffic. These are narrow streets ranging from 8-12 m, building face to building face and have no dedicated sidewalks. The surface treatment of both the roads and the sidewalks is consistent with only small, 25-50mm drop-kerb directing storm water run off to catch pits. On-street car parking is only provided on one side of the street and low bollards are installed to ensure that a minimum sidewalk of 600mm to allow access to the front doors and transition space of the houses, is possible. These streets have no road markings and priority is clearly given to non-motorised modes of transport.

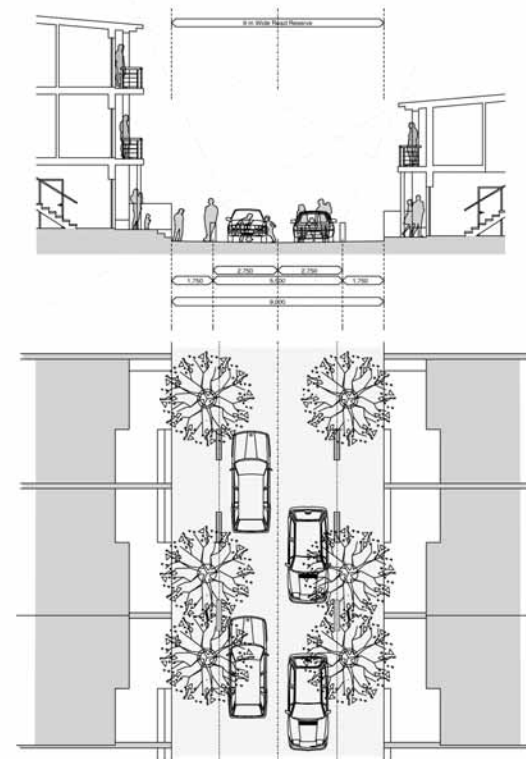
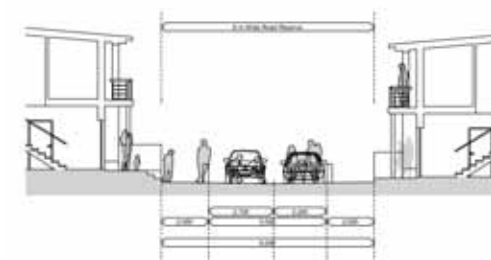
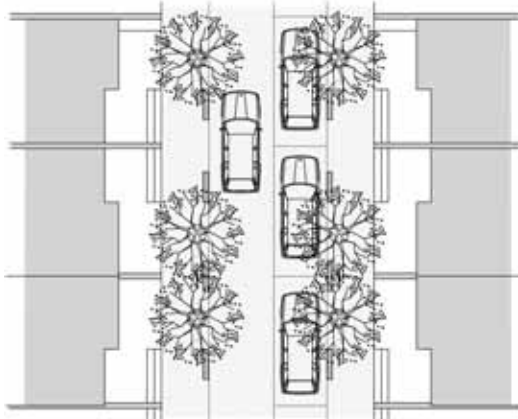
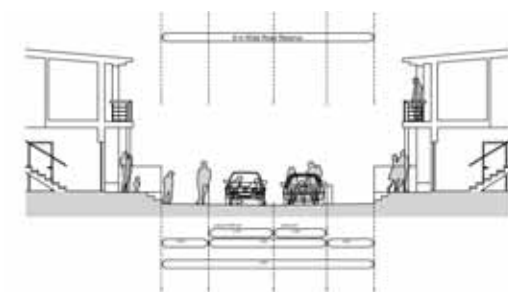


FIGURE 4.23: TYPICAL LOWER ORDER STREETS PLANS AND SECTIONS

## 4.5.6 Urban Blocks

Complementing the public space structure, the definition of streets and the open space system, is the treatment of urban blocks. To ensure the public use and vibrancy of streets (at its various scales) urban blocks and development parcels which are resolved during precinct planning will be required to adhere to the following principles:

### Principles

- Block sizes should be informed by the remnants of historic blocks / street grid which favour provision of small blocks (60 –80 metres in length / width)
- Block shapes should be regular where possible
- Building layouts to create a perimeter block with clearly defined public private and semi-private spaces
- Blocks should have active public frontages - Buildings should engage with the street 'reaching out' with windows, balconies, level changes, etc. to provide overlooking and allowing occupants to take ownership of the streets
- Orientate active uses of buildings to open outwards towards outdoor spaces (both public and private)
- Frontages are to be broken up to create rhythms, articulation of facades, lively internal uses visible from outside
- Block interiors should comprise of parking, private gardens, semi-public spaces and play-lots

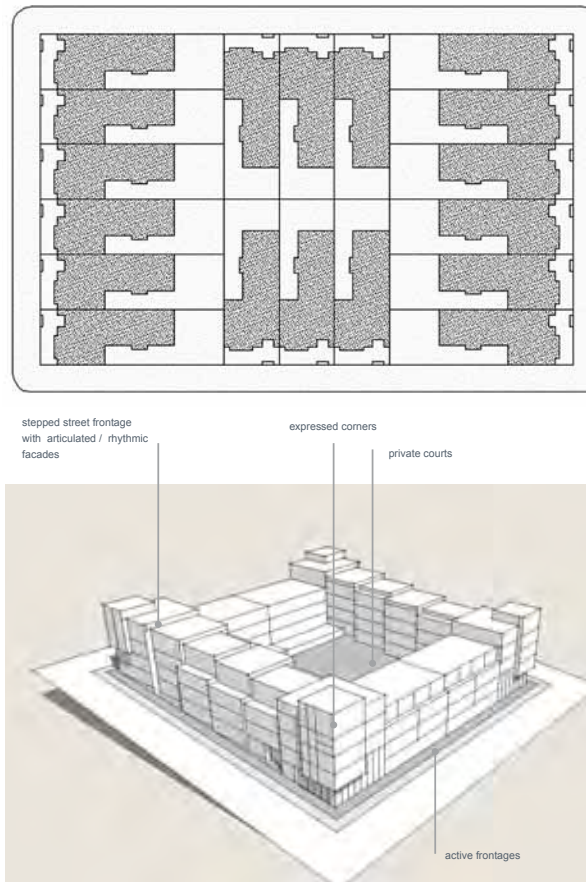


FIGURE 4.24: PERIMETER BLOCK DIAGRAMS

### Application

#### Block Size

Historically the block sizes in District Six varied depending on the local topography and influence of speculative development patterns. Blocks north of Hanover Street were generally small and almost square in shape (approximately 40 x 60m). Blocks south of Hanover Street (i.e. further up the slope) were generally elongated rectangles conforming to the topography. When planning the various precincts the following are to be considered:

- reinstating the shape of the historic urban grid (on the premise that if District Six had not been demolished, the urban blocks would still retain their original geometry);
- the use of a range of block sizes to promote variety of building type and use;
- the favouring of the provision of small blocks (40 x 60 metres and/ 60–85 metres), the latter being in keeping with the Cape Town historic CBD grid; and
- larger blocks should be broken up by finer grain pedestrian routes to maintain high levels of permeability.

#### Block Shapes

Various block shapes should be considered, depending on the pattern of existing infrastructure and preferred land uses. With the development of precinct plans consider:

- reinstating the shapes of the historic urban grid;
- differently proportioned blocks allow for the accommodation of a range of commercial and residential uses;
- irregular blocks can respond to topography and permits the creation of focal points, i.e. public squares, sites for civic buildings, etc.

## Block Interiors

The quality and use of block interiors should vary, subject to their size, shape, degree of publicness and associated land use. These interiors can either be left open (as play-lots, parking courts, etc.), as in the case of residential uses, or be filled, as in the case of commercial developments with amenity decks above. In developing perimeter block interiors, consider:

- the treatment of edges should create a clear definition of public and private spaces as well as secure and defensible spaces
- access conditions will need to be carefully considered to allow different levels of pedestrian and vehicular access (narrow shared surface streets, lanes, etc.);
- blocks should be designed to allow for internal flexibility in order to facilitate change over time;
- the provision of communal courtyards, private gardens, semi-public spaces and play-lots could be located within the protected interior of the block; and
- the provision of parking lots and service yards.

## Development Parcel Sizes

In the redevelopment of District Six, land parcels and plot sizes are likely to vary given that the available 40 hectare land area will not necessarily be developed by a single developer. There are obvious advantages in terms of developing larger sites as development phasing is more easily managed and larger sites present greater flexibility for design teams working on the resolution of the precinct plan. Larger land parcels may be developed on land closer to the Central Business District where land is more suitable for commercial exploitation. Large development parcels may also be developed for the provision of housing without necessarily resorting to sub-division.

In planning large areas or precincts, opportunities should be sought to sub-divide development parcels. This could be done as and when houses need to be developed for various categories of the community, or for individual commercial developments. In assembling development strategies and development 'packages' consider that:

- larger land parcels can offer greater flexibility, capable of accumulating a variety of uses but can be subdivided at a later date; and
- smaller land parcels will allow for a finer grain of development (possibly by acknowledgement of the historic grid in certain instances).

## Plot Sizes

The sub-division of land parcels should consider issues of viability, land uses and ground floor plate requirements.

- small and narrow plots promote a diversity of land uses and forms of tenure. They also allow for a richer variety of buildings to occur;
- larger plots are more suited for commercial uses, structured / basement car parking and flats which permit higher densities to be achieved; and
- subdivision should allow for incremental growth to take place.

Where the provision of large plots cannot be prevented, or where they are already in existence, consider:

- 'wrapping' existing larger plots such as the Cape Peninsula University of Technology, with shallow plots or finer grained (and associated) development to create active frontage. Allowance should be made for the potential opening of the sites with new linkages; and
- 'wrapping' new large plots with smaller plots and/or street orientated uses.

## Parcel and Plot Sub-divisions

Plot and land parcel sub-divisions often relate to types of land use and forms of tenure. When preparing precinct plans and site development plans consider the following:

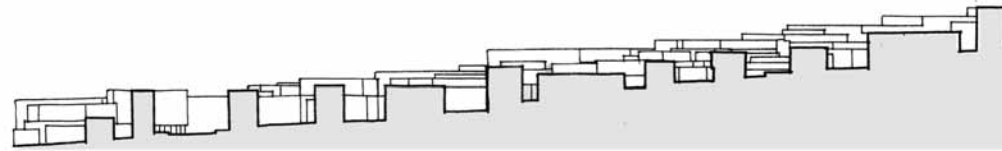
- parcels should be sized appropriately to allow for long term flexibility, particularly with regards to the provision of on-site car parking, open space and large footplate uses such as commercial offices and shops
- run boundaries between land use types or developments along the back of plots (or land parcels) rather than on the street;
- narrow frontages allow for an efficient provision of services; and
- a fine grain of subdivision allowing for the ownership of land.

### 4.5.7 Heights, Bulk and Massing

The heights, bulk and massing strategy is to reinforce the public spatial structure and the nature of the quarters identified earlier in the Development Framework. The height and scale of buildings are as much determined by questions of density, as they are influenced by issues of heritage and the desired overall form and texture of the urban plan. Relevant zoning is the most significant determining factor where height is concerned. The principles which underlie the heights strategy for the site include:

#### Principles

- General uniformity of building mass across the site creating a mat of development which reflects the topography of the site
- Building heights to relate sensitively to the existing built fabric
- Building heights to reinforce the public space structure highlighting focal points of activity
- Building heights along the primary elements of public structure such as New Hanover Street to be between 4 and 6 storeys
- Medium height buildings of 3-4 storeys should run perpendicular to the contours framing views of the mountain and sea
- A minimum 2 storey building height
- Height to be varied along the street in relation to the topography to create interest within the skyline
- Higher buildings will be permitted at key gateways
- Building heights should be tested in order not to affect negatively micro-climate in terms of wind funnelling and turbulence
- Provide shallow footprints to ensure interior spaces are naturally lit and ventilated
- Building width and depth should allow for a flexibility of use and permit the addition of rear extensions



A generic long section through the site illustrating continuity of massing, even fabric / texture

#### Application

The heights strategy is illustrated in the adjacent heights plan (Figure 4.25). The roofline of the settlement as a whole will form a soft and varied silhouette against the mountain and variations in height in excess of 2 storeys within an urban block or development will not be permitted except at key corners. The minimum building height within District Six is 2 storeys or 7.5m measured from the highest point of the development plot at local street level. Most development will be 3-4 storeys in height with taller buildings located within the East City where buildings up to 12 storeys may be considered and will be assessed on merit.

Three areas within the site have been identified as having the potential to accommodate a cluster of tall buildings. These are at the western gateway to District Six at the Darling Street, along Sir Lowry / Victoria Road fronting onto Castle and along Roeland Street. Tall buildings are to be well considered, elegantly proportioned and must not exceed the height of the tallest building along the mountain edge measured from mean sea level. Tall buildings will only be permitted where it has been demonstrated that their impact in terms of overshadowing and wind tunnelling has been convincingly demonstrated by expert specialists.

In these instances proposals for tall buildings will need to be suitably motivated and will be evaluated on their impact on the streetscape and local environment. Buildings which exceed 4 storeys are to have an express line or set back at a level of 12-15m above ground level (at approximately 4th storey level) to make symbolic reference to the historic and existing built fabric of District Six.

Additional massing / bulk beyond that which is defined in the zoning scheme will not be permitted unless it is demonstrated that the impact of additional bulk does not negatively impact on the environmental quality enjoyed by adjacent properties or in any way limit their future development potential. This is particularly relevant to privacy distances, day-lighting and overshadowing.

To encourage, cross ventilation and natural lighting residential buildings should be between 8 and 12m in width, commercial offices between 11 and 16m and retail units should be no deeper than 30m.

It is important to reiterate that proposed heights as indicated on Figure 4.25 are illustrative only and not intended to replace height restrictions in terms of existing development rights and zoning.



A view up Buitenkant, the seam between the City and the East City exhibiting a range of building heights from 2 storeys to 19 storeys towards Roeland Street



Photo from the East City illustrating the low scale historic nature of this part of the city with typical heights ranging from 2-6 storeys

March 2012

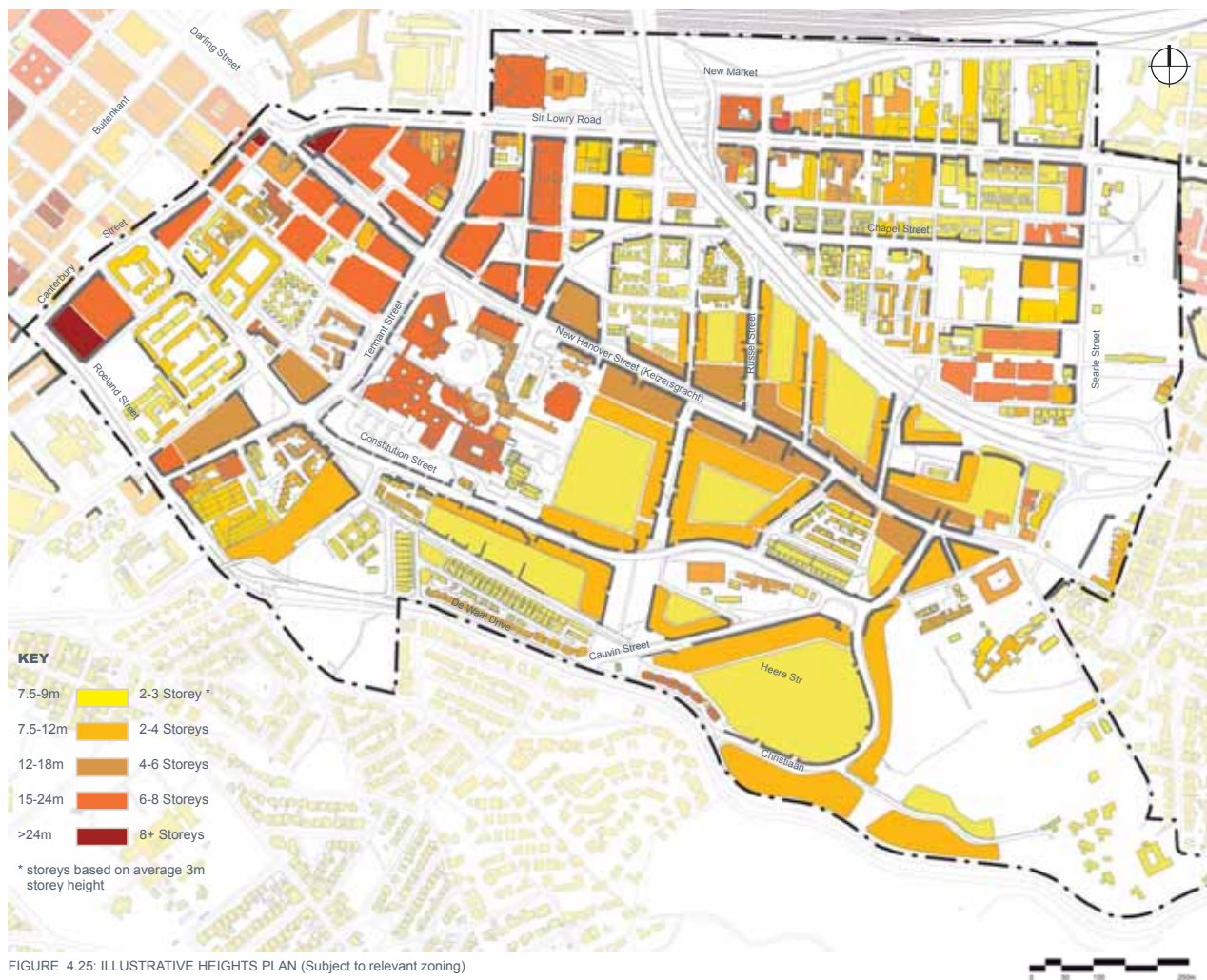


FIGURE 4.25: ILLUSTRATIVE HEIGHTS PLAN (Subject to relevant zoning)

### 4.5.8 Housing Typologies

The housing typologies discussed below are obviously not comprehensive and it is likely that other appropriate typologies will be explored during the precinct planning phase. In general the choice of these typologies has been informed by an understanding of the District Six site and its capacity, as well as by broader urban design objectives. Issues such as the 'genius loci' of the site (the sloped setting between mountain and sea), a preferred 'texture' of built fabric and the preservation of views, have all influenced the choice of housing typologies. With this understanding the achievement of density has been sought in the provision of medium-rise (walk-up) housing typologies, rather than high-rise towers. This shall be done on the following basis:

#### Principles

- A range of different housing typologies will be provided within District Six.
- There will be a mix of unit sizes within the housing stock to ensure that residents are provided with a variety and choice of unit to suite their individual lifestyles and personal needs
- Claimants will have a choice as to what form of housing they will receive. This will be addressed through a participative planning and design process as has been undertaken previously in the pilot project
- In order to achieve an average gross density of 60du/ha a mix of flats and houses need to be delivered. The proportional mix will be in the region of between 80:20 to 70:30
- It will be critical to ensure a good mix of tenure and ownership types to promote greater social integration and avoid both gentrification and ghetto-isation.

Four housing typologies, namely Row (Terraced) Houses, Courtyard Houses, Stepped Housing and Perimeter Apartment Blocks, are discussed below.

#### Row (Terraced) Houses

Row house duplex units are related to ground floor with direct individual access to the street. They are suitable for accommodating older claimants moving back to District Six and who are not able to use stairs. Typically this housing type has a front and back outside space, and plot sizes are narrow and long (ranging in 3.5 to 7.0 meters in width and 15.0 to 18.0 metres in depth). This is consistent with the urban design guidelines set out above which is concerned with minimizing street frontages. This typology is also flexible as it can be easily integrated with maisonette / flatted units within any visible difference allowing for a maximisation of density. It is likely that three-storey high units (comprising of duplex and simplex units) can be explored in certain areas. In the design development of this housing typology, consideration should be given to the following:

- provide a transitional or threshold space (of steps and/or stoep and/or garden);
- the street frontage is to be a minimum of two-storeys;
- service provision (of sewage infrastructure) is to be kept to the rear of the unit, relying on 'mid-block' servicing; and
- provide parking in front of houses, in shared courts and/or in exceptional cases on site.



## Courtyard Houses

The courtyard housing typology is typically related to ground floor access and is considered as an alternative to the medium density row house typology. With density requirements permitting, this typology could be explored in certain of the precincts. Typically these housing types have a front and back external space, and the plot sizes are more rectangular in shape (ranging from 9.0 to 12 metres in width and 12.0 to 16.0 metres in depth). In the design development of this housing typology, consideration should be given to the following:

- provide a transitional or threshold space (of steps and/or stoep and/or garden);
- the street frontage of the houses are to be a minimum of two storeys;
- zero building lines along the side and rear boundaries;
- courtyards to be sized appropriately to allow for the penetration of light and adequate ventilation; and
- provide parking in front of houses, in shared courts and/or in exceptional cases on the house plot.

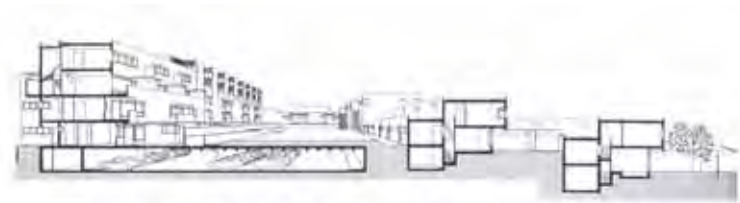


Examples of courtyard houses from Charles Correa and the middle east

## Stepped Housing

The consideration and application of stepped housing will typically occur where the topography of the site makes it feasible. The slope of each site within the relevant precincts, will determine the extent to which the house steps. With this typology the different views offered by the site can be maximised. In the design development of the stepped housing typology, consideration should be given to the following:

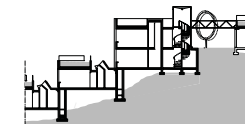
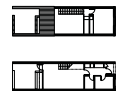
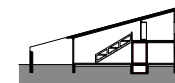
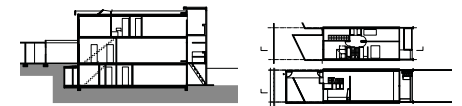
- different forms of access (off streets and/or pedestrian lanes) to units should be considered;
- different levels of access to the unit (potential entrances off lower or upper levels depending on slope and location);
- provide a transitional or threshold space (of steps and/or stoep and/or garden); and
- the provision of courtyard parking and structured parking.



Roland Rainer, Low-Rise, High-Density Housing, Puchernau, Austria, 1960-80. Section.



Roland Rainer, Low-Rise, High-Density Housing, Puchernau, Austria, 1960-80. Typical house

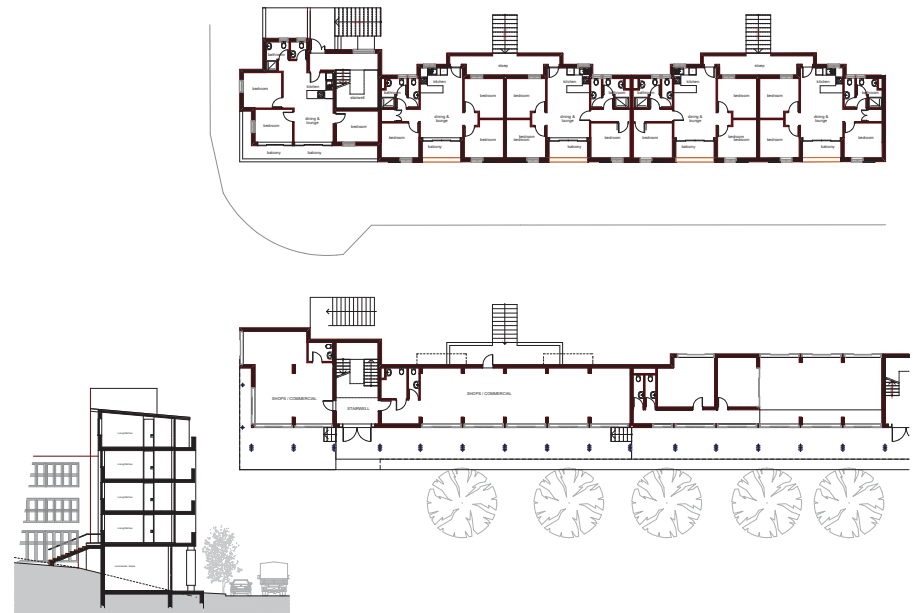


## Perimeter Apartment Block Housing

Perimeter block housing affords the opportunity to increase the overall density considerably. Ranging from up to eight storeys in height in the Castle Bridge / Harrington Street area, to four/five storeys in height along New Hanover Street, this typology should generally accommodate mixed land-uses. In the blocks closer to the city, both retail and commercial lettable space on ground floor level can complement the housing on the upper floors. In these instances vertical access would have to be provided by mechanical means.

In the areas within the heart of District Six (e.g. along New Hanover Street and Russell Street) the inclusion of retail space on the ground floor would help to animate the public streets. In these instances all apartments would have 'walk-up' access. In the design development of this housing typology, consideration should be given to the following:

- make provision for colonnades, especially where there is an intensity of pedestrian movement along major routes, to help define the public/private edges;
- where applicable provide different uses (retail, commercial and of-course residential) within perimeter block designs;
- wherever possible provide point or core access rather than gallery access, as this reduces the feeling of anonymity, increases the privacy of units and ensures an active street frontage;
- where feasible provide limited private open space to each unit (e.g. balconies or roof gardens); and
- provide structured parking or car parking within the court of the development.



| Average (Across the site)    |               |                                    |              |
|------------------------------|---------------|------------------------------------|--------------|
| Mix of units                 | Total         | Average Size<br>Sq.m. (net<br>int) | no.          |
| <b>FLATS</b>                 |               |                                    |              |
| 1 bed flats                  | 14.0%         | 34                                 | 700          |
| 2 bed flats                  | 36.0%         | 57                                 | 1 800        |
| 3 bed flats                  | 31.0%         | 90                                 | 1 550        |
| <b>Total Flats</b>           | <b>81.0%</b>  |                                    | <b>4 050</b> |
| <b>HOUSES</b>                |               |                                    |              |
| 2 bed house                  | 1.0%          | 75                                 | 50           |
| 3 bed house                  | 9.5%          | 80                                 | 475          |
| 4 bed house                  | 6.0%          | 115                                | 300          |
| 5 bed house                  | 2.5%          | 135                                | 125          |
| <b>Total Houses</b>          | <b>19.0%</b>  |                                    | <b>950</b>   |
| <b>Total</b>                 | <b>100.0%</b> |                                    | <b>5 000</b> |
| <b>Average net unit size</b> |               |                                    | <b>71.8</b>  |

TABLE 4.4 PROPOSED RESIDENTIAL MIX AND UNIT SIZE

| District Six<br>Claimants | no.          | Sq.m. | NFA (Sq.m)     |
|---------------------------|--------------|-------|----------------|
|                           |              |       |                |
| 0.0%                      | 0            | 48    | 0              |
| 30.0%                     | 450          | 70    | 31 500         |
| 40.0%                     | 600          | 100   | 60 000         |
| <b>70.0%</b>              | <b>1 050</b> |       | <b>91 500</b>  |
|                           |              |       |                |
| 2.0%                      | 30           | 75    | 2 250          |
| 15.0%                     | 225          | 80    | 18 000         |
| 10.0%                     | 150          | 115   | 17 250         |
| 3.0%                      | 45           | 125   | 5 625          |
| <b>30.0%</b>              | <b>450</b>   |       | <b>40 875</b>  |
| <b>100.0%</b>             | <b>1 500</b> |       | <b>132 375</b> |

1500

Average Size

89.75

## 4.5.9 Residential Mix

### Philosophy

As outlined above the development proposal for District Six will offer its future residents a range of different house types and unit sizes. A further objective is to develop District Six as a fully integrated development with housing for all income groups within the same area.

At this stage of the development process the mix of units has been determined on the basis of a number of high level assumptions around unit sizes based on the proposed housing mix illustrated in Table 4.4. It is important to note that the final size and type of unit will be determined during the next Precinct level design stage and will include a participative design process to engage future residents and claimants in particular.

The principles which will inform the type and distribution of units within the development include the following:

### Principles

- A mix of units will be developed across the site with no concentration of units of a particular size within any area
- There should be a balanced distribution of tenure types within an urban block and along any given street
- The mixing of different types of tenure within a single property is discouraged so as to avoid potential management problems
- As a matter of principle multi-storey residential developments should have no more than 6 units per floor and no more than 20 units accessed off each core. This restriction helps to weld a greater sense of community as levels of anonymity within a residential development are reduced and residents feel more secure as they become familiar with a smaller group of residents
- To encourage social integration no more than three consecutive erven with the same tenure should occur within single urban block
- Communal space within any development must be accessible to all residents of the property, irrespective of their tenure or income status
- At least 50% of units within any development are required to be dual aspect (i.e. have habitable rooms on either side of the building which allows for passive cross ventilation)
- Claimants are entitled to larger units (at least 90 m<sup>2</sup>)
- Larger private houses are likely towards De Waal Drive where the cost of developing these properties will be higher than the rest of the site on account of the slope

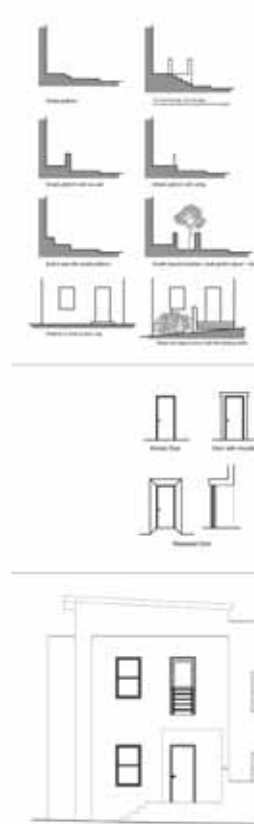
## 4.5.10 Housing design guidelines

Further to the above mentioned urban criteria, the following principles will be used to inform the future development of the housing stock.

### Housing Form and Identity

With the required density of development being medium to high consideration must be given to the individual identity of homes within the broader collection of buildings. In doing so, consideration should be given to:

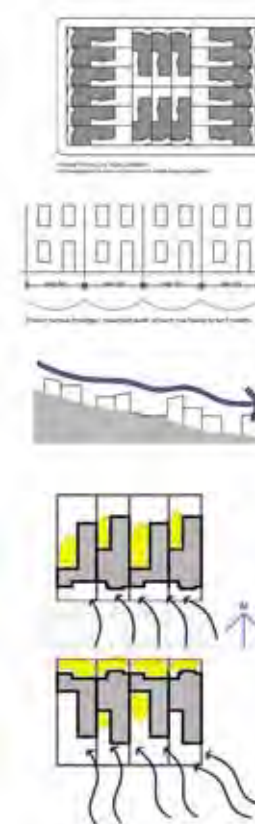
- engaging residents directly in the design of their future homes;
- the scale and massing of buildings, and in particular of houses, being of a 'human' scale, that permits the expression of individual identity. (The development and building of 'super-block developments and large scale developments should be avoided);
- the limited allowance for the individual occupant's identity in the design of housing facades/edges; and
- ensure greater diversity, architectural commissions should be limited to appropriate block sizes and a number of architects should be involved in the design of each precinct.



**Stoeps / Transitional Spaces:**  
All housing to have transitional spaces separating the private indoor areas from the public street areas.  
Many variations of stoeps may be used.

**Entrance Doors:**  
Entrance doors to be celebrated.  
All entrance doors to be solid.

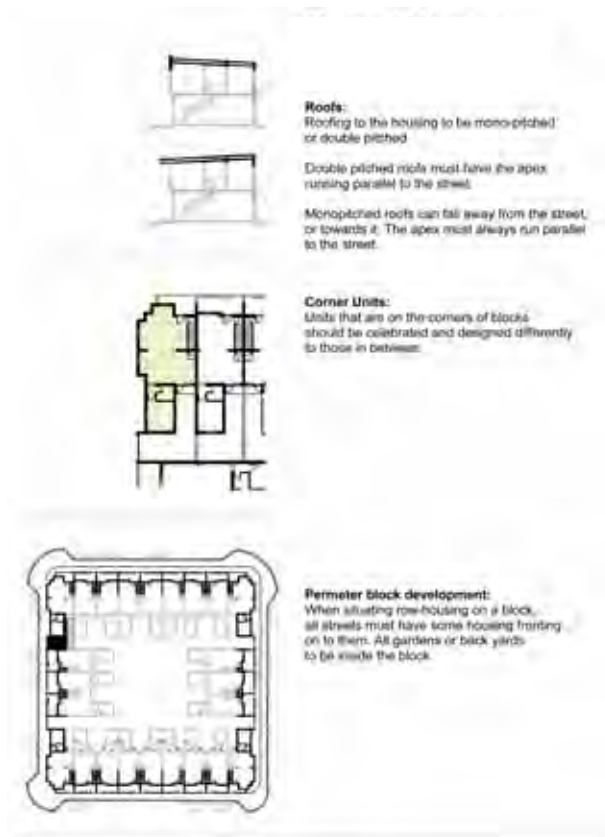
**Windows:**  
All windows to be vertically proportioned.



**Perimeter Block Development:**  
All housing and development to be built as close to the street edge as possible.

**Narrow Frontages:**  
Maximum width of plots to be 6 metres.

**Wind:**  
Strong south westerly winds to be considered.  
Wind tunnels must be avoided and sheltered areas must be provided for each unit.



### Creating places which are safe and where people feel secure

Medium density housing – particularly within South African perceptions – is generally associated with a lack of safety. In the planning and design of housing development should:

- allow for residents to see the street and the activities within it;
- allow for passive and 'natural' surveillance, which strengthens the residents' governance of the street;
- provide for residents to have easy and direct access to streets where possible; and
- limit the number of units within a development and the number of units accessible off a single access core.

### Clear Definition of Private and Public Realms

In order to reinforce the identity and ownership of individual homes, clear definitions between the private and public realms must be allowed for. In pursuit of this design objective, consideration should be given to:

- the design of housing with an outlook/aspect that provides a clear definition between public and private space;
- clear boundary definition;
- housing layouts that form continuous fronts (and backs) with consistent levels of privacy; and
- stoeps, steps and front gardens that serve as a zone of semi-private space.

### Designing Adaptable and Robust Dwellings

With the design of housing units and unit groupings at the precinct planning stage, the adaptability and robustness of chosen housing typologies should be considered. With this intention in mind:

- housing layouts and design should be flexible in order to cater for the needs of present and future generations of users;
- the growth and adaptability of housing units, where applicable, should be allowed for;
- comfortable house sizes and spacious room sizes – as advocated within the D6BT's call for dignified homes- should be provided, and,
- robust layouts, especially of ground floors, so as to accommodate changing circumstances (live/work arrangements) should be considered.

### Housing Form and Materials

In addition to the above-mentioned principles, the 'making' of housing contributes towards the urban street space, the overall urban block form and development texture. In the design of housing/buildings consideration should be given to:

- the roof-scapes of buildings – in as much as they assist in unifying various developments and give coherence to the visual quality of blocks and precincts; and
- as a general rule, roof pitches of double-pitched roofs should not exceed 30° and roof pitches of mono-pitched roofs (which may incorporate parapet walls) should not exceed 6°. Exceptions will be permitted where roofs are used for the installation of solar technologies or where a cogent design argument is made by a design team.

- the proportion of the individual buildings and of the different elements that constitute it (e.g. doors, windows, etc.) in order to help define the street space; and
- the consistent use of limited and appropriate building materials. A consistent pallet of building materials and built forms assist in providing unity and continuity in the overall development of urban blocks and streets.

#### 4.5.11 Sustainable building requirements

##### Life cycle approach

Building design and material specification play a key role in determining longevity of a building and how sustainable a building is. These design decisions must take into consideration the entire life cycle of building products from how and where materials are harvested to how they are treated to the amount of 'embodied' energy and water that go into their manufacture and transportation of the materials all along the production and retail chain, before being used in the building.

While designers have greater control over the construction of a building, attention must also be paid to how a building is maintained and repaired during its productive life. Consideration should be given to which elements of the building will need to be replaced or repaired and how this could be achieved in a more sustainable manner. By taking a long term view designers should also consider how a building is 'disassembled' after its productive life and which elements could be reused in other buildings. This may favour a particular attitude to the making of buildings and their techtonic expression.

##### Material selection

The selection of building materials can play a critical part in achieving good levels of sustainability. One of the primary objectives is to specify and source materials responsibly to minimise adverse impacts on people and the environment. The potential solutions include:

- Reuse / recycle deconstructed or demolition material on site to reduce both waste to landfill and raw material consumption;
- Use local salvage / recycling centres to maximise beneficial reclamation of materials locally and reduce transport;
- Design for future deconstruction (bolt instead of weld, avoid composites etc.) to maximise reuse and recycling opportunities at the end of the building life;
- Renewable materials – such as timber to reduce consumption of non-renewable materials;
- Materials with high recycled content to reduce both waste to landfill and raw material consumption;
- Locally sourced materials to reduce impacts of transport and support the local economy;
- Green Guide 'A+' and 'A' rated where possible to maximise use of materials with low life cycle impacts; and
- Pre-fabrication to minimise waste during construction.

##### Future proofing buildings

Future proofing means designing and constructing buildings in a traditional way whilst at the same time ensuring that they can be easily upgraded in time and fitted with sustainable technologies without a lot of work to the physical envelope of the building. This ensures that when sustainable technologies, such as solar panels, become more affordable they are simply installed and "plugged into" the existing systems to make the building more sustainable and reduce running costs for the occupants.

This requires buildings to:

- have at least one roof sloping northwards to allow for the installation of solar panels / solar water heating units. This roof must be designed to be able to withstand the additional loading;

- sleeves and conduits need to be built and delivered as part of the original building to allow for the technologies to be installed and plumbed without modification to the superstructure;
- roof falls and the location of down pipes should allow for the future installation of rainwater butts and tanks;
- apartment buildings should be designed to support rain / grey water tanks on the roof for irrigation and toilet flushing; and
- designers should identify suitable locations for gas bottles within / outside the residential unit with conduits built into the fabric of the building allowing for the future installation of gas fuelled appliances kitchens.

##### Continued monitoring, evaluation and improvement

It will be useful to gather information on the performance and impact of sustainable initiatives within District Six so as to continue to improve environmental performance. This starts with an evaluation of a building's performance immediately after completion and regularly monitoring certain performance indicators thereafter. Monitoring systems should be designed from the outset so that these are an integral part of the construction and operation process. It also includes raising awareness and educating users of the benefits of these technologies and how to use them properly. The developer (SPV) should play a critical role in pursuing the optimal performance of green building systems by setting targets and providing support and maintenance where required.

At a practical level and as part of the Health and Safety file for each building or unit should be a full operational manual compiled to assist inhabitants to use and maintain buildings and technologies in optimal working order.

#### 4.5.12 Tenure and ownership

As stated earlier the provision of well located urban housing for lower income groups is central to the project of restitution. As such, the development mix will accommodate the following resident groupings.

##### Resident Groups:

##### Claimants' housing

There are approximately 1500 certified claimants who will be returning to District Six. A survey of the claimant community and their specific needs has been undertaken as part of The Business Plan process. Claimants are entitled to full ownership rights of their new homes.

##### Land Reform Beneficiaries

As part of the RLLC objectives to provide restitution to those who were dispossessed of their property as a result of apartheid, a number of other claimant groups have been identified and will be offered an option of restitution in District Six. This includes those who are either:

- late comers / former residents of District Six who missed the deadline for claims and who will be allowed to return to District Six; and
- other restitution claimants who have laid claims on sites other than District Six.

##### Social Housing / Rental Housing Stock

There is a dire need to provide more socially rented accommodation on well located urban sites within the city. Social rented accommodation provides subsidised accommodation where low income earners would typically be out priced by the private sector. Social tenants are required to qualify for accommodation and pay a nominal rental for the units based on household income. Additional government subsidies are available to deliver this form of housing. Social housing is typically owned and managed by Housing Associations, Local Authorities or NGO's. The Business Plan expands the concept of social housing

##### Gap Housing

"Gap housing" is a term that describes housing provision which serves a very particular sector of the housing market. The gap housing market comprises people who typically earn between R3 500 and R10 000 per month, which is too little to enable them to participate in the private property market, yet too much to qualify for state assistance.

##### Housing list beneficiaries

There is a desperate need to address the backlog of housing in Cape Town and provide well located, low income housing within the City of Cape Town. A particular group of people has been identified from the housing list and who will qualify for new housing in District Six. These are people who have remained on the list from the N2 Gateway project and are still awaiting housing. Details of this community were not available at the time of drafting this framework. Provision of low income housing within District Six is, however subject to viability implying that this category may need to be excluded or limited and as a matter of principle low income housing will only be provided when it can be demonstrated that the claimants' requirements have been fulfilled and viably met.

##### Private / Market related Residential Stock

As a well located urban quarter there is a great interest from the private sector to develop new residential accommodation within District Six. Apart from helping to create an integrated development private sector housing plays a critical part in ensuring that the delivery of District Six is viable through the cross-subsidisation of claimant housing. Where this is the case, land will be disposed of to the private sector on a long lease basis so that in the long term the land and property returns to the claimants through the SPV will be used to the benefit of the wider community. The D6 Business Plan explains this further.

##### Commercial offices

Like private residential development, commercial accommodation within District Six plays a critical role in ensuring the viability of the

restitution project. Commercial development in District Six will take the form of mixed use developments which will be disposed of to private developers on a long lease basis and to various businesses who wish to locate in District Six through the SPV on a short to medium term basis.

### **Hotels and short stay accommodation**

Hotels and other short stay accommodation facilities fall within the classification of commercial operations and will be treated in the same manner as commercial office space.

### **Sheltered housing and retirement living**

Many of the original District Six residents and Claimants are now elderly and will require special housing needs. While some of these residents will reside within a larger family home, there is likely to be a need for sheltered housing and retirement / assisted living from the returning community. Sites will need to be identified at the precinct level to ensure that adequate facilities are provided to cater for those who may require special care. It is not known at this stage to what extent special needs care would need to be provided and it is understood that it is customary for elderly within the community to reside with the family during the aging process. Accommodation should therefore be made within private residences to facilitate this.

### **Student Accommodation**

With the CPUT located in the heart of District Six and a number of other tertiary institutions within close proximity to the site it is anticipated that there is likely to be a demand for student accommodation. Student accommodation may take a variety of forms which include formal institutionally / market provided student residences as well as private board accommodation which could be provided from both the private and claimant community.

## **Ownership**

As a mixed and integrated urban neighbourhood, the residential accommodation within District Six will include a variety of different forms of ownership. While the purpose of the Development Framework is not to set out in detail what the various forms of ownership will be it does set out the principles for future precinct planning and detailed level design investigations.

All land within District Six should be protected as the equity of the claimant community whatever form such protection may take. The sale / disposal of land for solely commercial purposes should therefore be limited. At this stage only claimants can be guaranteed full ownership rights, title and interest in the scheme, and even this is subject to the conditions set out in the Restitution of Land Rights Act 22 of 1994.

It is also important to note that in order to achieve the densities required in the brief a large percentage of the units in District Six i.e. over 80%, will be flats. This will determine the types of ownership which will be made available to future residents and the weighting towards flats as opposed to houses means that the majority of the units will be owned under Sectional Title Schemes or one form or another of the Shareblock Scheme.

### **Freehold Ownership**

Freehold ownership is a traditional form of ownership where the property owner owns the land and all improvements to the land (buildings, landscape etc.) and this is registered in a title deed. While appropriate to single dwelling residential areas, its application within dense urban environments is limited, except where a large, usually wealthy land owner owns an apartment block and the individual units are rented out to tenants.

Some claimants will be offered freehold title but the sale of property delivered to claimants is restricted in the terms of policies which will govern the transfer of ownership rights and sale of property.

### **Sectional title**

Another traditional form of ownership governed by the Sectional Titles Act No 95 of 1989 relates specifically to multi occupant buildings such as flats, apartments, cluster development and town houses. The form of ownership entitles owners to full ownership rights of a section of the building or property and limited and/or exclusive use rights over communal areas which may or may not be tied to the section. The management of the property is undertaken by a body corporate which is constituted by the owners of the units and usually facilitated by a professional management agent. A monthly levy is usually applied to each unit to cover rates and taxes as well as a certain portion of the levy being put towards a fund for the long term maintenance of the property.

### **Shareblock**

Shareblock Schemes may present the most attractive form of ownership for claimants and at the same time will allow the SPV to effectively manage and cross subsidise the building stock where residents are not able to access a bond for the full amount of the property. Under this form of ownership, owners own a share or equity in the property and this share entitles them to rights to the use and occupation of various parts of the building in much the same manner as Sectional Title allows. As with Sectional Title schemes a body corporate is responsible for maintenance of common areas and the collection and administration of levies.

### **Part / Intermediate ownership**

This form of ownership is a form of Shareblock arrangement where the property is held as equity in trust within an agreement between an institutional body and the owner/occupier. The difference between the Intermediate ownership and Shareblock is that the owner is only ever able to own between 60-80% of the asset value of the unit and the rest remains in the hands of the institution. A nominal rent is paid by the owner/occupier to the institution on the balance of the unit / share value. Intermediate ownership allows for people earning lower incomes to enter the housing market at affordable levels.

## Leasehold

Leasehold is a form of tenure where one party buys the right to occupy land or a building for a given length of time. As a lease is a legal arrangement, the leasehold can be bought and sold on the open market with the agreement of the Freeholder. A leasehold thus differs from a freehold where the ownership of a property is purchased outright and thereafter held for an indeterminate length of time, and also differs from a tenancy where a property is rented on a periodic basis such as weekly or monthly. Long leases often measured in decades are quite common and the leaseholder has the right to remain in occupation as an assured tenant paying an agreed rent to the owner.

Leasehold arrangement will be common for commercial properties where land and equity cede to the SPV at the expiry of the lease period.

### Principles

- It will be critical to ensure a mix of tenure and ownership types to promote greater social integration and avoid ghetto-isation. It will be important to develop a strategy for how these are arranged throughout the site.
- Mixing of tenure within a single property is discouraged. Where this does occur access cores are to be separated and the body managing the intermediate / socially rented stock within the development will be responsible for levies, rates and taxes.
- Communal space on the property must be accessible to all residents of the property, irrespective of their tenure.
- There must be a range of tenure types within an urban block and along a street.
- Where the built form takes the form of flats, no more than three consecutive properties with the same tenure should occur.
- Where the built form is plot- based, no more than 8 units and no less than 4 units of the same tenure type should run consecutively within an urban block.

## 4.6 Access and mobility strategy

### Philosophy

Being a well located urban quarter, District Six has many of the attributes which support a more sustainable approach to movement and accessibility. It is close to public amenities (parks schools and shops) and job opportunities (within the city centre, Woodstock / Salt River and the harbour / Culembourg/ Paarden Island) which means that many people will be able to walk or cycle to access these places. It also benefits from excellent access to the public transport system with Cape Town Station within easy walking distance, which is the terminus to all suburban rail services and contains the largest mini bus taxi rank in the city, and the planned Integrated Rapid Transit system which will run along the edge of the site along Sir Lowry Road.

The access and mobility strategy for District Six seeks to improve access and promote sustainable transport behaviour by influencing travel choice. It places NMT (the pedestrian and cyclists) and public transport above the car and the street network is designed to discourage unnecessary through traffic by slowing down traffic through the application of a number of passive design techniques.

The strategy has been based on the following broad principles:

### Principles

- Streets are not only conduits of movement but elements of the public space structure
- The quality of the environment will be considered above the need for mobility
- Routes identified as having a mobility function will be recognised but not withstanding the mobility function the quality of the environment will still be an important consideration on these routes
- New Hanover Street (Keizersgracht) should be transformed to create a more urban street. The possibility of narrowing the road cross section will be further investigated in the Transport Impact Assessment (TIA)
- Segregation of modes of movement within the lower order movement network is discouraged, with streets being able to accommodate all modes safely
- A fine grain network of streets, routes and spaces will be provided to create a permeable and walkable urban area
- Non-motorised transportation is prioritised above other modes
- Streets and route spaces will be designed to provide equitable access for all, particularly those with disabilities to achieve universal access
- Signalled junctions will allow for adequate pedestrian phasing to create safe environments for those on foot and cycle
- Extra provision will be made along routes which are likely to have high pedestrian movement such as around public transport stops, schools, shopping areas and other community facilities. This may include wider and more generous side walks as well as better lighting and more robust street furniture
- New connections and linkages will be made to overcome existing physical barriers and integrate District Six into its surrounding urban fabric
- A hierarchy of streets will be developed and defined both by their role within the public space structure and secondly, by their traffic capacity requirements (e.g. primary, district and local distributors, access roads and cul-de-sacs)
- New Hanover Street, Sir Lowry / Victoria Road and Constitution Street, Russel Street are the primary distributors. All other roads are classified as lower order, class 4/5 Access Ways. This will be confirmed through the TIA process
- Focus on public transport and proposals for future routings will be integrated with emerging plans for the Inner City Public Transport Project and other strategic transport projects such as the IRT
- Main public transport routes will operate on Constitution Street, New Hanover Street and Sir Lowry / Victoria Road
- Bus stops will be provided at regular intervals to ensure that residents have adequate access to public transport. Walk distances to bus stops will be less than the traditional 400m on account of the slope which makes walking more difficult
- Priority measures will be put in place to ensure that public transport works efficiently. This may include bus lanes and priority signals for buses, especially along New Hanover Street
- Special provision will be made for cyclists where required at key intersections and busy junctions with advance stop lines for cyclists
- Primary cycle routes will be integrated with the emerging city wide cycle network and be clearly signposted
- While it is acknowledged that car use is an essential part of modern urban living, the concept of car use needs to be detached from car ownership. Car ownership within District Six will be actively discouraged by providing attractive alternatives to the motor car as the primary means of mobility.
- Junctions will be tight with buildings defining the space at junctions whilst still allowing for vehicle movement and clear sight lines
- Where a movement route cuts across a public space, instead of the conventional black top surface the pavement is to be brick paved to create a space where pedestrians are prioritised

## Application

At this stage Cape Town can only hope to establish and follow strategies such as Community Transport Plans (CTP's) including lift clubs, shared transport and so on. While sustainable transport is gaining support among the citizens and government officials, it is still focused on the private car. It is hoped that a critical mass is established within the District Six returning community and that the car would have less emphasis over time and public transport and NMT would be the dominant modes of getting around. However there is no reason why the business community cannot lead by example in terms of promoting a culture of sustainable transport as is suggested below.

The Access and Mobility Strategy uses a combination of soft and hard measures to achieve its sustainable transport objectives. Softer measures include the promotion of travel plans and lift clubs, whilst harder measures include specific physical interventions across the transport modes such as new public transport services and bus stops.

#### 4.6.1 Streets as spaces

As identified in the Urban Form Strategy (Section 4.5.5), the streets of District Six are viewed not simply as conduits of movement but rather as social spaces and an essential part of the public spatial system. The adjacent plan illustrates the hierarchy of movement routes within the District.

All primary movement routes will be designed to be inclusive of all users including people with disabilities, older people and people with mobility impairments. The pedestrian and cycle routes are fine grained and will provide good connections to the neighbouring areas, enabling local residents to continue to walk or cycle to, through and from District Six to reach local amenities such as shops and schools.

Streets and spaces will be designed to slow down vehicle speeds by reducing the width of the carriageway, tightening up junctions and providing on street car parking. Bus routing will be integrated with the City's emerging IRT proposals and Inner City Feeder Bus Routes. Feeder services through the area will be implemented on New Hanover Street in late 2012 according to the City of Cape Town.

Main vehicular traffic movement is encouraged to use streets on the perimeter of the site; Sir Lowry Road, Tennant Street and De Waal Drive with New Hanover Street / Keizersgracht being promoted as a high density activity spine and public transport and NMT corridor with more stop-start type movement for private vehicles.



FIGURE 4.26: PROPOSED MOVEMENT HIERARCHY

## 4.6.2 Pedestrian Movement

### Philosophy

As walking is the most sustainable mode of transport it is the primary focus of the movement network. The pedestrian movement strategy has been developed on the following principles:

### Principles

- Urban blocks should be short and where blocks exceed 100m in length, they should include pedestrian lanes which are well surveyed to provide safe shortcuts for pedestrians
- The gradients of streets should be a maximum of 1:10 where possible to facilitate ease of walking
- Pedestrian phases at traffic lights to be triggered on demand and allow for sufficient time to cross the road
- Footpaths and sidewalks which are likely to experience high pedestrian volumes will have wider and more generous side walks with high levels of street lighting to improve safety and security

### Application

The adjacent plan illustrates the hierarchy of pedestrian routes. The pedestrian network is structured by anchor destinations which include: Cape Town Station, Cape Peninsula University of Technology, shops, bus stops, schools, community facilities and footbridges over the freeways. The block layout facilitates pedestrian movement by creating a fine grain and permeable network of routes which provide greater choice and make walking attractive and convenient. Higher order pedestrian routes will have wider footways of a minimum of 2m effective width and adequate street lighting to create a safer environment. The slope of the site and the aspiration to reinstate the historic street grid will make it challenging to conform to current regulations with regards to disabled access. In some instances gradients for roads will exceed 1:10 and steps will need to be introduced to resolve changes which means that some parts of the site will not be directly accessible to people with disabilities. These issues will be explored in detail during precinct design and convenient alternative routes to these spaces will be provided for people with physical challenges.



FIGURE 4.27: PROPOSED PEDESTRIAN NETWORK

### 4.6.3 Cycles

#### Philosophy

With moderate gradients in an east-west direction and the proximity to job opportunities, cycling is to be promoted as a means of moving through and around District Six.

#### Principles

- All streets will be designed to make the environment safe for cyclists and pedestrians
- A network of cycle routes will be established which link directly into the wider City of Cape Town cycle network
- Cycle routes will be clearly marked and signposted to provide directional information to local landmarks and destinations and also to raise awareness of cyclists within the area
- Transport planners will work together with the City to create dedicated cycle lanes within busier urban roads
- Measures will be explored to allow cyclists priority at the traffic lights with the view of improving visibility and safety while turning
- Cycle parking will be provided throughout the site with concentrations at public transport stops and at popular destinations such as shops, schools and community centres
- Secure cycle parking will be provided within each commercial development parcel at a ratio of 1 space for every 10 employees
- Changing and showering facilities for cyclists are to form part of all commercial building designs
- Blocks of flats are to include secure cycle parking at a ratio of 1 space for every 2 persons / inhabitants



New cycle route delivered through the installation of the IRT route to Table View (CoCT)



Opportunities to provide advance stop areas should be explored to improve safety for cyclists on busy roads.



Secure bike storage will form integral parts of housing developments



Potential cycle hire and cycle tours related to tourism

## Application

It is envisaged that all lower order streets within District Six will be less trafficked and be able to safely accommodate cycles without specific interventions to make the environment safe for cyclists. Greater emphasis therefore needs to be placed on cycle provision within higher order streets. While the details of a wider cycle plan for District Six will need to be developed together with the City of Cape Town, the adjacent plan illustrates the potential measures which could be implemented to protect and promote cycling within the area. This includes:

### Dedicated cycle lanes

These would consist of dedicated 1.5m (per direction) wide cycle lanes painted onto the carriageway of busy urban streets. The key streets identified for these measures include Sir Lowry Road, Albert Road, Russel Street, Tennant Street and New Hanover Street. Cycle lanes have the effect of raising awareness of cyclists and at the same time make the road space appear narrower which encourages motorists to drive more slowly. Particular attention needs to be paid to the intersections of Russel Street with Albert and Sir Lowry Road which are important cycle commuter routes from the wider city network.

### Advanced stop lines

Advanced stop lines may be required at signalised junctions based on demand and the directional movement of cyclists. These provide cyclists with priority at the traffic lights, increased visibility and safety while turning. Potential location of advanced stop lines have been indicated on the plan.

### On-street cycle routes along quieter roads

Alternative cycle routes along quieter roads such as Chapel Street will be marked and sign-posted to direct cyclists off busier main routes such as Sir Lowry Road. These routes do not have dedicated cycle lanes and could be identified by street markings on the carriageway at regular intervals.

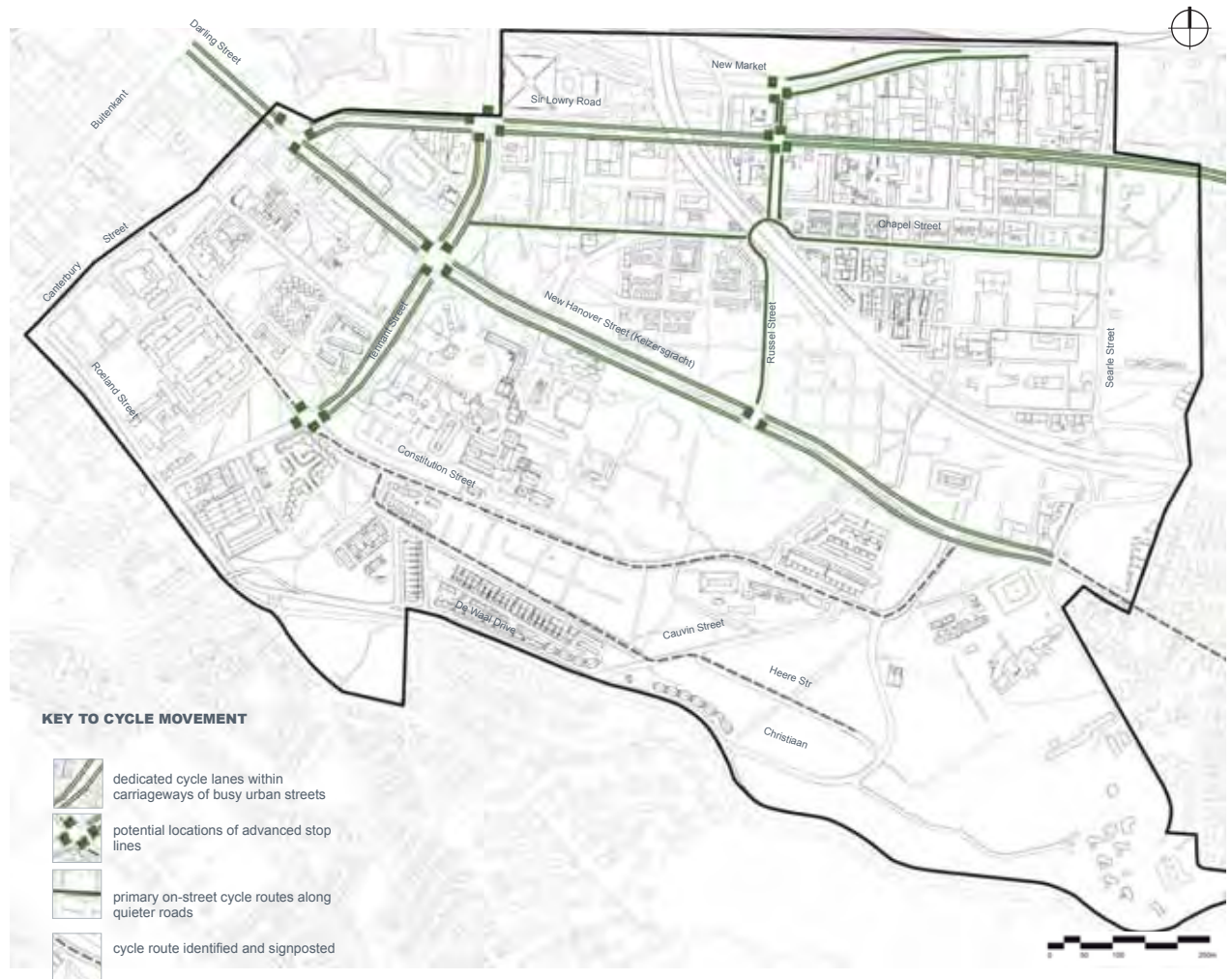


FIGURE 4.28: : PROPOSED IMPROVEMENTS TO THE CYCLE NETWORK

#### 4.6.4 Public transport

Being close to the city centre, District Six has the benefit of access to a range of high order public transport services including rail, bus and minibus taxis.

##### Rail:

Cape Town Railway Station is located 1.5km to the north west of the centre of the site and is the terminus for most of the regional and suburban services. These services can provide a convenient means for District Six residents to access their existing places of employment, many of which are located outside the CBD and in outlying industrial and employment areas. It is expected that a significant proportion of trips to the railway station will be on foot through the use of public transport (IRT and feeder services).

##### Bus:

Public transport within the site is limited to buses and minibus taxis. The services which currently serve the site run along the periphery of the site; Sir Lowry Road and centrally along New Hanover/Keizersgracht Street.

Residents of District Six will benefit greatly from the proposed IRT trunk routes which are proposed to run along Sir Lowry Road and which will connect the CBD to the outlying urban areas. The two stops / station are located in District Six; the first will be in front of the Goodhope Centre and the second at the northern end of Trafalgar Park. These trunk services will provide high quality road based transport into the Cape Flats where many Claimants currently reside and where a large proportion of claimants and beneficiaries work.

An IRT feeder service has been planned to run through District Six emanating from Darling Street, continuing along New Hanover Street and then through Walmer and University Estate towards Salt River Station. This service is planned to be operational by 2012 and will start with a small 9m/50 seater buses servicing the area from kerb side bus stops. This service could be increased to 12m/70 seater buses as demand increases with the growth of D6.

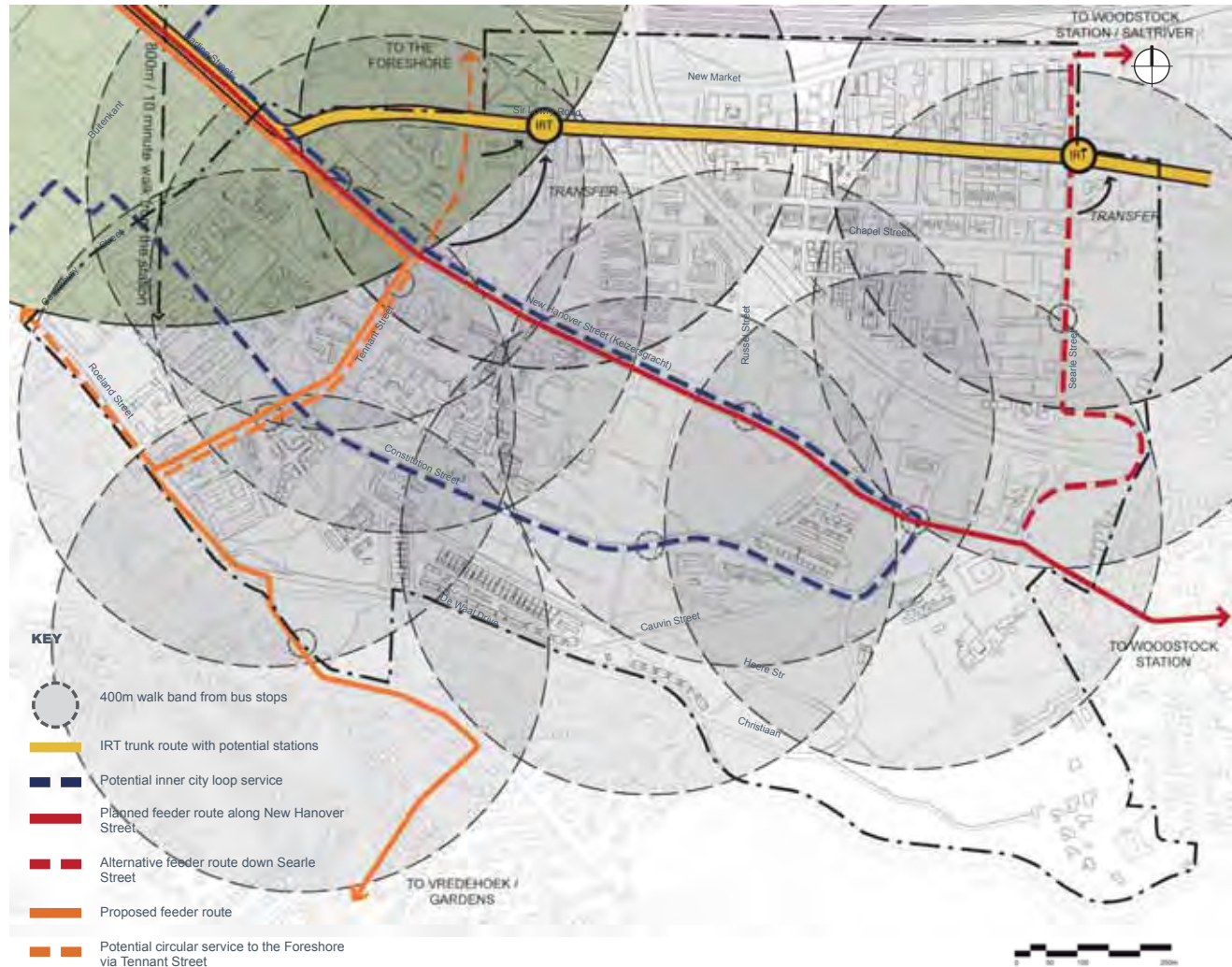


FIGURE 4.29: POTENTIAL PUBLIC TRANSPORT ROUTING PLAN

Within District Six buses will be given priority on internal road networks with opportunities for bus priority lanes along primary movement routes such as New Hanover Street (Keizersgracht). Transport planners will work together with the City of Cape Town to ensure integration with the proposed extension to the inner city bus network. There are a number of options for potential routes as indicated on the adjacent plan (Figure 4.29). Bus stops will be appropriately located at key nodes and close to community facilities, particularly schools. The main objective is to have bus stops located conveniently and within a 400m radius of all houses to promote their use. Bus stops will be provided approximately every 400-800m along a route and stops within primary nodes will be compulsory stops.

Sidewalks will be widened or built out at bus stops where appropriate to allow sufficient space for people waiting for the bus. All bus stops will be designed to be able to accommodate real time display in the future which will provide passengers with up to the minute updates on services and timetables. Bus shelters will be designed to protect passengers from the elements and assist the physically challenged boarding and alighting the bus. The area around bus stops should be carefully considered to capitalise on passing pedestrian traffic with potential location for shops and buildings adjacent to the stops to have windows and active frontage onto the street to increase safety through surveillance.



Trunk services and stations which will run along Sir Lowry Road



Bus stops will be clearly sign posted within information on routes and services.

#### 4.6.5 Minibus Taxi

Minibus taxis play a vital role in the mass transportation of people within Cape Town. The informal arrangements which govern the taxi industry make them flexible and quick to respond to changes in movement patterns. This flexible character enables minibus taxis to play a useful role by responding to the specific needs of residents and users of the site for which formal services are typically slow to respond to. Negotiations with the local taxi industry will be crucial to ensure integration and avoid conflict which may arise. To this end an reasonable number of minibus taxis will be permitted to use bus lanes but will not be permitted to stop and obstruct the bus lane to pick up passengers.

#### 4.6.6 Servicing Vehicles

Due to the low key and small scale nature of the retail and commercial operations which are likely to occur within District Six, servicing is envisaged to be relatively straight forward with on-street, front-of-house services taking place on an ad hoc basis throughout the day. A limited number of loading bays will be provided along the main streets to ensure that shops and businesses are conveniently serviceable. If this approach is found to be problematic, the servicing of shops and offices could be regulated such that servicing is only permitted between specified hours of the day.

General refuse collection for the residential areas will occur within the road reserve. The need for off-street refuse collection areas will be assessed in the TIA.

## 4.6.7 Parking

### Philosophy

The provision of feasible and efficient parking solutions for the area is a complex issue that needs careful consideration. Here a careful balance needs to be struck between considerations of density, the land value associated with a car parking bay, the cost of delivering structured car parking, the desire for car parking and broader sustainability objectives.

Key challenges include:

- High car ownership within claimant group (1-2 cars/hh)
- Expectation from claimants is for high levels of parking provision
- Many claimants will not be able to afford the cost of car parking in the city which ranges from R80 -R200 000
- Private and commercial rental and sales values are closely linked to parking provision. Low car parking provision reduces potential for cross subsidisation from these uses
- Access to parking is a factor considered by businesses when choosing a new location to trade from
- Other new residents – rental housing tenants are likely to have low car ownership and will not be able to afford the costs of car parking
- High parking ratios have cost implications which are passed onto future residents which effectively out-prices lower income groups and deny them a place in the city and in well located areas
- Surface car parking takes up valuable development area and has a negative impact on the quality of the environment when car parking occupies more than 10% of the land budget
- Surface car parking solutions are inefficient and not viable at densities over 50du/ha
- Structured parking (basements and multi-storey car parking) is required when densities exceed 75 du/ha

Given District Six's strategic location and access to public transport this Development Framework argues the City should consider reduced car parking provision as opposed to implementing the provisions of the current Cape Town ZS.

The principles on which the car parking strategy has been based are as follows:

### Principles

- Reduced car parking ratios will be negotiated with the City on the basis of the site's high level of access to work opportunities and public transport on the following basis:
  - a) Where shared parking opportunities exist
  - b) Where parking at community facilities / institutions can be used by adjacent businesses
  - c) Where on street parking is available.
- Parking provision should take a variety of forms including on street parking, courtyard parking, basement and structured multi-storey structures
- The choice of provision should take into account local topography, ground conditions and surrounding uses
- On street parking is promoted to increase the use and survey of streets
- On street car parking should be accepted as a form of provision which fulfils residential requirements
- Public transport and NMT will be prioritised over the provision of on-street parking
- Retail activity is to serve local demand and car parking at shops is to be limited to short stay, on-street bays to encourage walking to shops with minimal inconvenience to shoppers
- Surface and court parking is not to occupy more than 10% of the land budget and should be provided as small parking courts with a maximum of 20 bays per court. These courts should be overlooked to increase levels of surveillance and security
- Where appropriate car parking should be located remotely from buildings in order to influence modal choice. The intention is to make it less convenient to use a car and more convenient and attractive to use public transport or other more sustainable transport modes
- Large multi-storey car parking structures may be built within the East City to provide centralised parking for existing office uses and create a revenue stream for development



Examples of how basement car parking can be sensitively and attractively integrated into the urban fabric

- Structured parking should be wrapped with active uses to provide positive frontage onto the public realm
- Structured parking should not protrude above natural ground level by more than 1.5m unless wrapped with active uses

### Application

On street car parking is proposed to be provided liberally throughout the site on all roads which are wide enough. Potential centralised multi-storey car parking facility locations are identified in the East City which will serve commercial and mixed use development in this area. Basement car parking could be provided along all major movement routes and where the topography allows. Access to these basements is gained off side streets allowing main streets to have more continuous active frontage.

Car parking provision within each development parcel will be determined on a precinct by precinct basis and as proposals are developed at detailed design level. This will involve consultation and negotiations with the City of Cape Town and future residents around what is considered acceptable in terms of car parking provision against the provisions of the CTZA

#### Car parking for commercial uses

A greatly reduced parking ratio will be motivated for in terms of provision for commercial uses. Any proposals will need to be subject to market studies which interrogate the viability of developing and letting commercial floor space without dedicated parking. It is assumed that all car parking related to commercial uses will be provided as structured or basement parking.

#### Car parking for residential uses

A number of different approaches to residential car parking have been explored and will need to be revisited during precinct level planning. These include:

- reduced car parking ratios across the board on account of access to public transport and job opportunities. An aspirational average target ratio of 0.7 bays per unit over the whole site is possible although parking requirements will be investigated in further detail in the TIA and in discussion with the City of Cape Town, especially for sites where new development rights are being sought.

Given that residential car parking will be prevalent throughout the site a variety of different forms of car parking should be explored. For the purpose of informing the business plan the following categories of parking have been assumed:

- on street bays (40%),
- parking courts (10%),
- basement car parks(40%) and;
- car parking structures (10%).

Shared parking – both between proposed commercial and residential uses and between institutions such as the Cape Peninsula University of Technology should also be explored as a way of providing car parking.

## 4.7 Sustainable infrastructure, services and technologies

As we enter the second decade of the 21st century cities will be experiencing even greater pressure for resources to sustain urban life. These times will challenge both the designers and the end users of built environments to create, use and maintain environments which are less resource intensive and make the most of valuable limited resources such as fossil fuels. Delivering sustainable infrastructure up front will be more expensive in the short term but the long term benefits of these technologies, including lower monthly utility bills, will result in a net saving to the occupier over the life cycle of the building. The following section deals specifically with sustainable infrastructure and has been based on the City of Cape Town's emerging policies on waste and energy use (see Chapter 2). It considers what technologies could be investigated as part of the rebuilding of District Six .

### 4.7.1 Energy

#### Philosophy

Energy security is and will increasingly become a serious factor affecting urban populations. With the increasing cost of electricity in South Africa fuel poverty is becoming a major issue. (Fuel poverty is defined as when more than 10% of a households' income is spent on energy. Addressing energy use within District Six is therefore central to ensuring the long term sustainability of the community. The energy strategy for District Six will lean heavily on the City's Integrated Metropolitan Environmental Policy (IMEP) 2001 and Energy and Climate Change Strategy 2006.

Energy efficiency and renewable energy use is a critical component of the District Six redevelopment. A well designed, energy efficient house will use less than 50% of the energy of a conventional one, with no sacrifice of lifestyle (Sustainability Institute 2007).



Examples of sustainable urban environments where green technologies play a major role in improving the quality of life for local residents. (BedZED (UK) and Frieberg (Germany))

## Principles

The energy strategy seeks to:

- minimise energy use through passive design;
- use energy more efficiently;
- employ the more efficient sources of energy appropriate for the application (gas/electrical/electro magnetic);
- the use of renewable energy;
- future proofing design; and
- set the benchmark for local energy production in South Africa.

The Development Framework sets out in broad principle terms how District Six could become an exemplar project and set the benchmark for sustainable energy use and energy production in South Africa.



## Minimise energy use through passive design

The Development Framework adopts a philosophy of “passive approaches first”. Passive design approaches seek to minimise the need for energy intensive infrastructure such as air conditioning and central heating through conscious design decisions which take into account the qualities of the existing environment. These include:

- The site benefits from a favourable, northerly aspect and it will be important that architects in the design and **orientation** of the new buildings take full advantage of this quality to maximise on natural lighting and solar gain.
- Energy requirements for space heating and cooling is greatly minimised through **proper building insulation**. Insulation within the roof space has been proven to be cost effective and assists in countering windchill and the evaporative cooling effect of wind passing over wet roofs. In addition proper wall insulation, including cavity walls, insulated panels and double glazing assist in both minimising heat loss in winter and heat gain in the summer months. Over and above SABS 10400 new buildings in District Six will be required to be insulated to a minimum R value of 5.



- Issues of **air-tightness** need to be considered hand in hand with insulation. Air tightness reduces energy demand by stopping the flow of warm or cold air from the interior to the exterior of a building or vice-versa thereby reducing the need for environmental control. This is particularly pertinent for development in District Six given the strong and persistent windy conditions. Areas where air-tightness can easily be improved without significant cost include proper sealing around door and window frames, and air tight seals on opening sections. The building envelope will be required to allow for a maximum of 5 air changes per hour at 50 pascals.
- The use of **solar shading** (both horizontal and vertical) and mechanical shutters should be explored by designers to minimise unwanted heat gain and limit the need for air conditioning. These may be mechanically or manually operated depending on their application and the budget available.
- Environmental management through **thermal mass** should be explored to keep buildings cool in the summer months and warm in winter. This is achieved by using heavier and denser materials which absorb heat energy and radiate it out when the energy source stops.

- Building depths should be narrow (12-16m) to allow for passive ventilation and natural lighting.

### Using energy more efficiently

While more difficult to implement and control within individual households, the use and installation of appliances with high energy efficiency rating can be mandated for commercial buildings. This applies at a number of scales, from installation of energy saving light bulbs (LED technology), to solar powered street lights and within buildings to large mechanical installations such as escalators, lifts, hot water cylinders, and climate control systems (air conditioning and heaters).

### The employment of suitable energy sources for a particular application

Research has shown that different sources of energy are more or less efficient for different applications. By segregating out the energy needs of a house and applying the most appropriate technologies it is possible to reduce energy use and demand. This can be done for cooking, water heating and space heating. For instance, gas fuelled cooking appliances are more efficient, emit less carbon and use less energy than electrical appliances. While Cape Town lacks a gas reticulation system, future house designs should make provision for potential gas appliances fuelled through gas bottles, appropriately located within the house or apartment building, and sized in terms of domestic building regulations.

### Renewable energy

Micro renewable technologies can help provide carbon free energy to the homes within District Six. As a target development in District Six will seek to meet 10% of its energy needs from on site renewable sources. As Eskom and the National Energy Regulator NERSA have not yet developed systems for feeding excess energy produced on site from renewable sources onto the national grid, energy which is produced on site will need to be fed into individual developments and used in private houses and stored if possible. Once Eskom develops a feed-in tariff structure the SPV should investigate opportunities to use feed in tariffs as a form of revenue.

### Solar

The site's northerly aspect make it ideal to harness solar energy. While solar electricity generation technology through photo voltaic cells is currently expensive and may not be attainable within the budgetary constraints of the project, solar water heating has been demonstrated to be cost effective and will be implemented on 80% of the new buildings within each precinct. It is possible that a 2m<sup>2</sup> solar water panel is able to provide 100% of a family's daily hot water requirements and in winter the hot water can be used to heat buildings through a reticulation system.

### Wind

Wind generation is also a potential source of renewable energy given that District Six experiences a constant wind velocity throughout the year. While large turbines may be inappropriate given the sites location against the mountain, smaller building mounted turbines should be considered during precinct level design. Issues which will need to be dealt with include noise and danger to wildlife such as bird life and bats.

### The commercial value of renewable energy

In order to harness renewable energy a private organisation could be engaged by the SPV to form an Energy Supply Company (ESCO). This company would be tasked with the long term installation and management of the sustainable energy infrastructure within the district and distribute the resulting energy to the houses. To facilitate this process, a condition could be written into the title deeds of new properties which entitles the SPV or the ESCO as an extension of the SPV to install renewable energy generating devices (wind or solar) on roofs of the houses which are not being used for this purpose by its owners. It is most likely that all of the energy generated on site would be used within the development, however the SPV should continue to engage with Eskom to establish the viability of structured feed in tariffs for energy supplied onto the grid. Revenue generated through this mechanism could be used for other social projects or could be reinvested into sustainable technologies on site.

### Heat pumps

Heat pumps have also gained broader acceptance in South Africa as a means for heating household water. This technology uses a series of fans and pumps to convert and concentrate the heat energy from the ambient air into a pressured water system. These systems are relatively inexpensive to households which install heat pumps but they are entitled to rebates from Eskom. The location of heat pumps and appropriateness the District Six needs to be tested at the next precinct level design stage.



### Absorption chillers

Absorptive refrigeration is a more sustainable means of cooling buildings. It uses a source of heat to provide the energy needed to drive the cooling process. The most common application is in commercial climate control (offices) and in cooling of machinery but its application can be extended to other forms of buildings such as residential buildings. Absorptive refrigeration is also used to air-condition buildings using the waste heat from a gas turbine or water heater. The process is very efficient, since the gas turbine produces electricity, hot water and air-conditioning.

### Waste to energy technologies

While this technology is new and largely untested in South Africa, anaerobic digestion at a smaller building or block level should be considered during precinct design. This technology transforms household waste into methane which can be used to power turbines which produce electricity or be used for cooking or heating. While at present these technologies are expensive, design teams and focus groups should explore financing options and other, potential international funding which could help realise this technology.

### Mains Distribution

Notwithstanding the above it is clear that the bulk of the energy requirements for District Six will be met by electricity supplied off the national grid. Initial load estimates, based on 5000 housing units including commercial, indicate that the development would require an 'after diversity maximum demand' (ADMD) of 24.09 MVA.

## 4.7.2 Existing Infrastructure and Capacities

The District Six site has a network of electrical and telecommunications underground services running throughout the proposed site. These comprise both primary and secondary services which would either have to be relocated / diverted / protected as required by the overall layout of the development plan. For planning purposes District Six has been divided into the 6 different load centers (Precincts A to F), as shown in Figure 4.30.

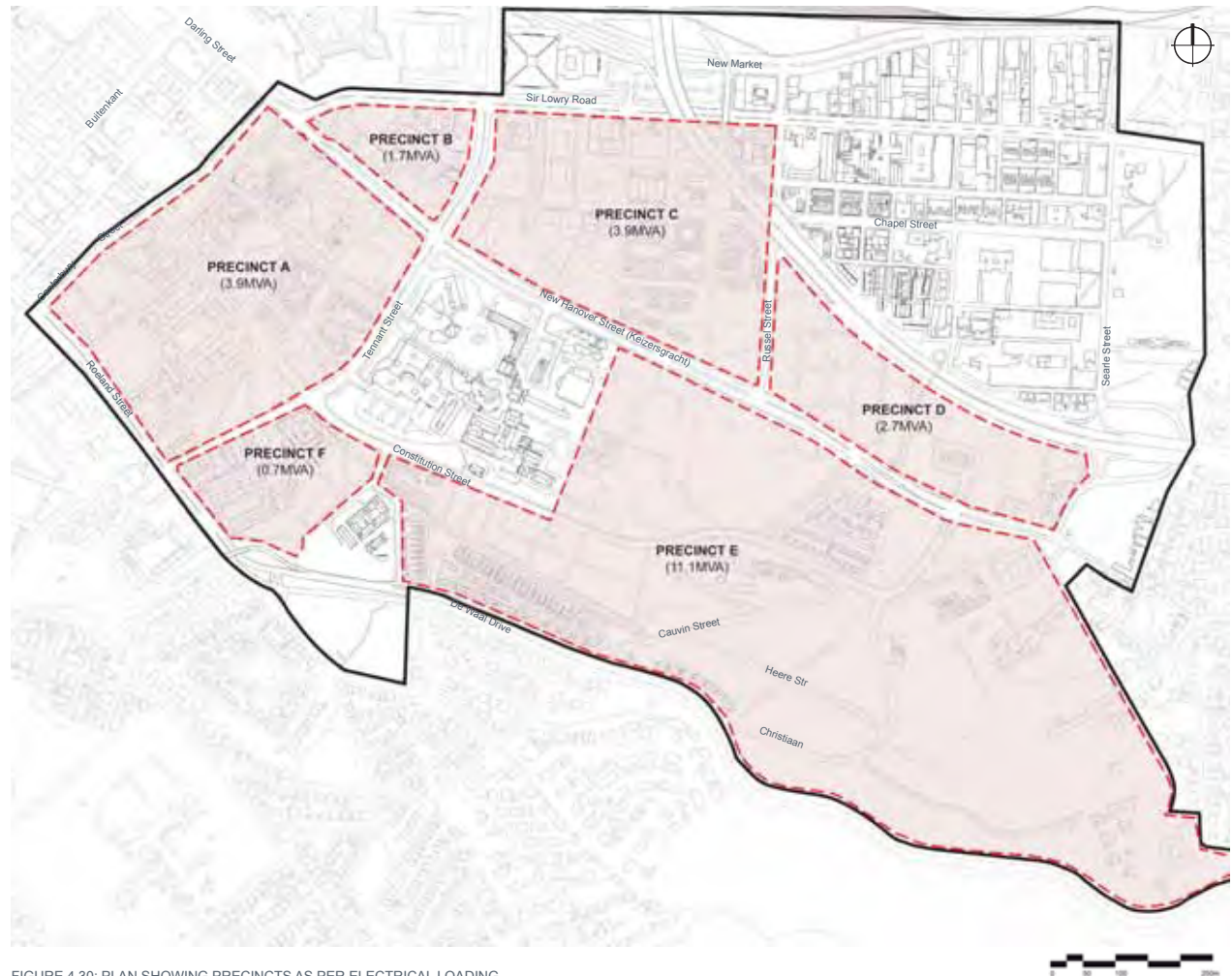


FIGURE 4.30: PLAN SHOWING PRECINCTS AS PER ELECTRICAL LOADING

## Primary Services

A major electrical feed runs through the site from the existing Woodstock Substation, down Chapel and Tennant Streets towards Roeland Street. This is the City of Cape Town's major 132kV interconnection to Tamboerskloof.

The 11kV network feeding the existing CTM substations on the District Six precinct runs through most roads on the site. A particular area of congestion of cables is in Constitution Street towards the Constitution Street Substation, on Canterbury and Sir Lowry's Streets. This network of cables feeds the existing buildings and the Cape Peninsula University of Technology.

## Secondary Services

Secondary services comprise mainly existing electricity and telecoms consumer connections, street lighting and traffic control services. These secondary services would generally run in the existing road reserves and can easily be protected / diverted to fall in line with the new road layout of the overall development plan.

Indicative locations have been identified for new substations on Figure 4.31. These have been located in relation to the proposed bulk (Figure 4.7). The exact location of these facilities will need to be confirmed during precinct level planning.

The estimated bulk supply capacity required to supply the proposed development is 25MVA. There are two major substations located within the development area: Constitution Street and Woodstock Main Substations which have sufficient capacity for the full redevelopment. To distribute electricity within the development area, a primary medium voltage network comprising underground cable will be required and an estimated 9 brick built substation buildings, each of which will require a site of 20m x 14m. In addition, a secondary medium voltage network comprising underground cable and an estimated 35 to 40 miniature (5m x 4m sites) will have to be established.

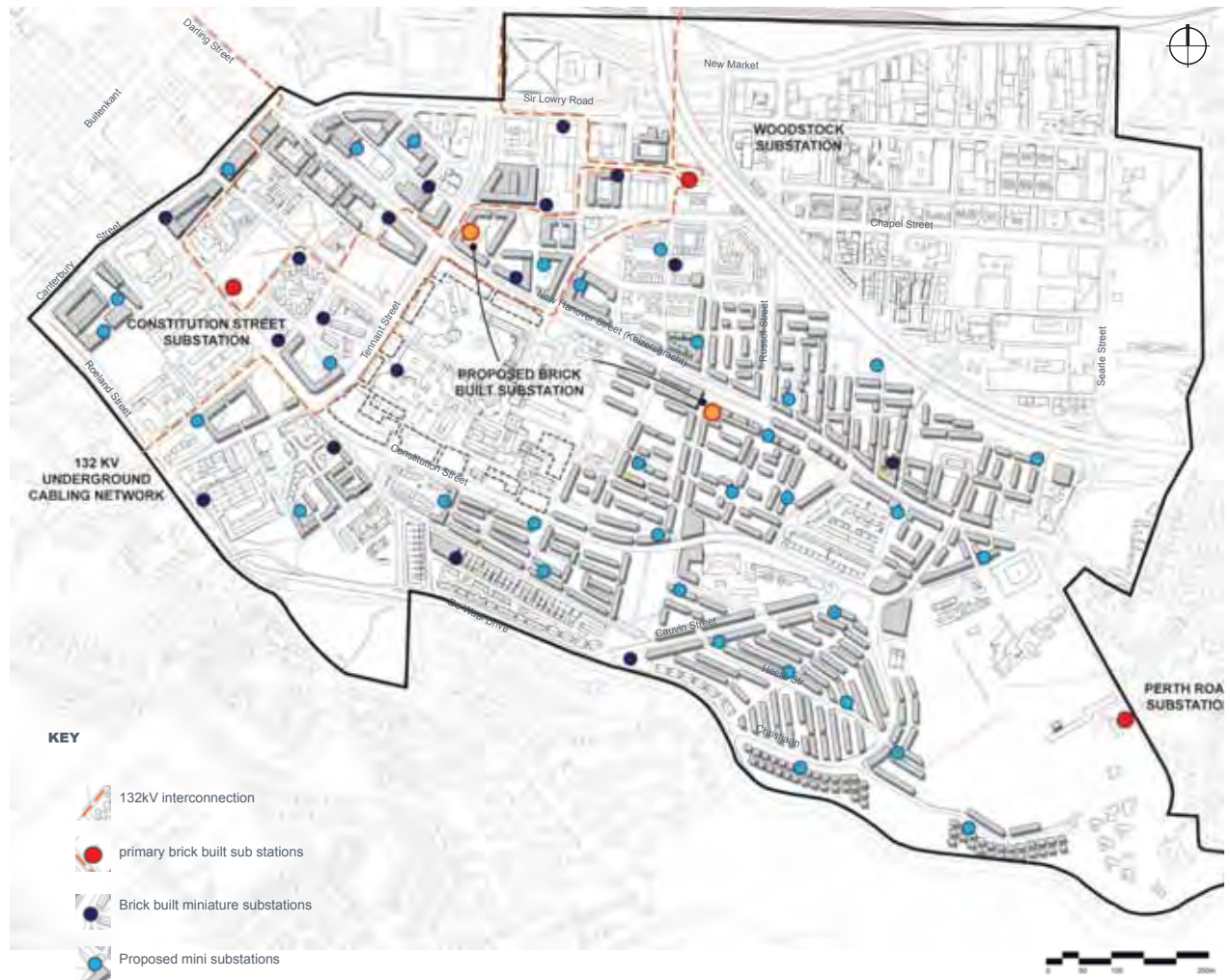


FIGURE 4.31: PLAN SHOWING EXISTING AND PROPOSED SUB STATIONS

### 4.7.3 Telecommunication Services and Networks

#### Existing Infrastructure

Figure 4.33 indicates the existing telecommunications infrastructure within District Six. It comprises an underground pipe and chamber system which runs through most roads on the site. A main fibre optic backbone runs along Sir Lowry, Tennant, Constitution and Roeland Streets.

The services generally run in existing road reserves and can easily be protected / diverted to fall in line with the new road layout of the overall development plan.

#### Proposed Telecommunications Services and Requirements

Telkom / Neotel will provide the infrastructure for telephone and data transmission at the request of end users. For the purpose of this study it is important to note that Telkom / Neotel will provide sleeves and street boxes to the developer for installation in the main feeder roads within the development. Telkom will then install telephone cables to the street boxes in the ratio of 1.5 lines per unit in anticipation of a mixed use area.

High-speed data connections will be provided on application to Telkom / Neotel of any 2 Megabit connections within the development. This type of connection will enable the transmission of Video image and could form the transmission medium of a neighbourhood surveillance system comparable to the Business Against Crime initiative in Cape Town.

Distribution panels and associated equipment will be located along the spine to provide the development with the following services:

- Telkom
- Data
- Security

The main spine will be provided with additional spare fibre optic cables to allow for future expansion and also to meet the long term needs of the development. The main spine will run in underground sleeves along the internal feeder roads within the development.

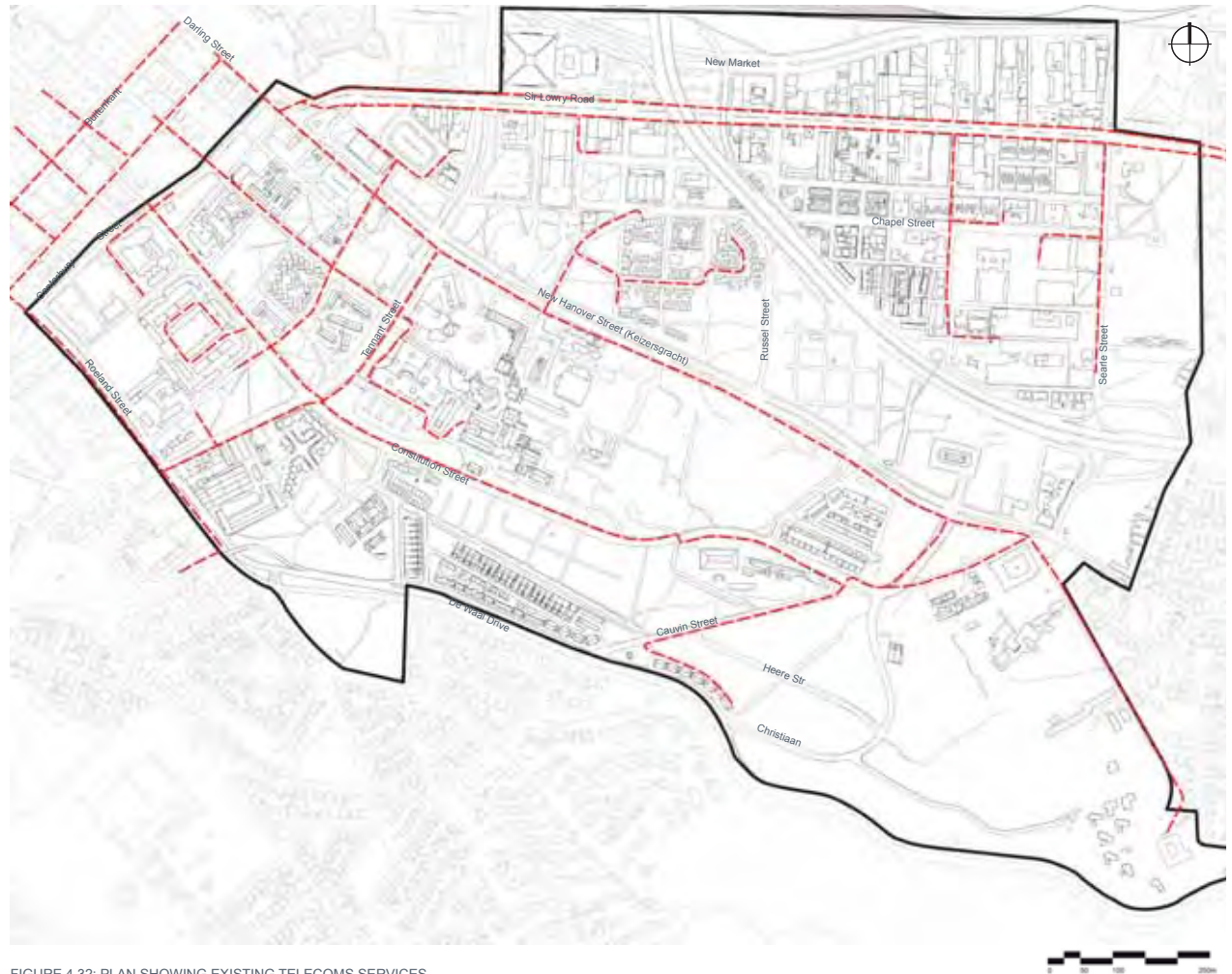


FIGURE 4.32: PLAN SHOWING EXISTING TELECOMS SERVICES

## 4.7.4 Water

### Philosophy

The Western Cape is a water scarce region and it is predicted that by 2013 it will suffer severe water shortages placing even greater pressure on urban residents and the CoCT who are responsible for supplying and managing water within the city. Confronting this challenge is a complex matter which needs to be addressed at a city wide level with coordinated action between a number of stakeholders including the City of Cape Town and its citizens.

With this in mind a holistic and sustainable water strategy for District Six should be developed based on the following principles:

#### Principles

- Promote an approach that considers potable, rain water and waste water as a holistic and integrated water system
- Utilise and celebrate natural water courses and systems within the site
- Use existing water resources efficiently by installing water efficient fittings and fixtures
- Capture and reuse as much rainwater on site; both for irrigation and for potable water replacement in toilets
- Solutions will initially adopt traditional solutions and applications with a long term view of integrating more sustainable and non-conventional approaches
- Capture and recycle water on site through filtration and grey water systems
- Investigate on site waste water treatment opportunities
- Use sustainable urban drainage systems where ground conditions allow

### Applications

#### 4.7.4.1 Existing Water Services and capacities

It is clear that the major portion of the development's water needs will be met from a piped municipal source. Currently the existing municipal water system is performing adequately. The soundness of the local water reticulation is measured by the number of burst water mains and due to the fact that the site is largely undeveloped it is difficult to make an accurate assessment of the condition of this system. Pressure recordings taken hourly every day at fixed pressure monitoring points do not indicate any cause for concern. What can be said is that the distribution system is over 40 years old and it is likely that it will require more frequent maintenance in the future.

As most of the existing water services are located within road reserves, the existing distributor roads should be maintained where possible as they carry the majority of water mains to service the development area. New reticulation will service the new precincts feeding from the existing mains.

#### 4.7.4.2 Existing Storm water infrastructure

At the strategic level it is important to note that, due to District Six's location between the mountain and the sea, natural storm water runoff and streams emanating from the northern slopes of Devil's Peak are routed to and through District Six via the existing underground drainage system which discharges into Table Bay (Figure 4.33).

The development area of District Six is currently served by a traditional storm water drainage system consisting of grid and kerb inlet structures and an underground pipe network that discharges into Table Bay at the harbour. The underground pipe network is supplemented by the roads, which act as channels during the larger less frequent storm rainfall events.

This existing stormwater system is currently operating at capacity and will not be able to take on additional storm water flows from development once the existing permeable "soft areas" are hardened through development. This, together with the fact that the development will be required to comply with the CoCT's Urban Stormwater Management

Policy (2009) means that a large quantum of storm water will need to be retained or detained on site. The nature of this retention will be determined at the next detailed level of planning when more information about the development and state of the system is known. It may also be necessary to apply leniency in respect of strict compliance with the 2009 Policy given that District Six is situated on a slope in an inner city area where land-intensive detention areas may be inappropriate. Potential interventions include rain water harvesting, green roofs and swales as well as overland stormwater escape routes in severe flooding periods such as the 1:50 event.

The City of Cape Town requires that a storm water masterplan be commissioned to determine with accuracy what quantity and quality requirements will be applicable to the catchment area that District Six falls within.

#### 4.7.4.3 Existing Sewage Services

The existing sewerage system which is in place in District Six is a conventional waterborne sanitation system. A review of the current sewer system suggests that the majority of future flows from the new development will gravitate towards the Green Point Waste Water Treatment Plant and Pump Station (Figure 4.34).

The majority of sewerage out fall will be pumped towards the Green Point Treatment Works and a small portion of the sewerage outfall from the site will fall towards the Woodstock Sewage Pump Station catchment and finally towards the Athlone Waste Water Treatment Works. This is currently at capacity, and will require upgrading before development can be permitted.

The pipes throughout the catchment are generally old and while the existing earthenware pipes are extremely durable they do suffer from failure of the cement caulking or rubber ring joints allowing ingress of groundwater, particularly during the rainy winter months. This weakness also allows roots to grow into the sewer resulting in blockages.

Existing bulk sewer services are to be maintained where in good condition and allow for a new sewer reticulation network that will serve a high density development similar to what existed in the area before removals. There is no requirement for sewer pumping stations within the site as the topography demonstrates sufficient grade for sewers to discharge by gravity into the existing bulk system. However, there appears to be a bottle neck at the Green Point sewerage pump station. The outlet to sea can only manage 1100 litres/second during day weather and the full 1400 litres/second when it rains due to the ingress of rain water into the sewer system.



FIGURE 4.33: EXISTING STORM WATER SERVICES



FIGURE 4.34: EXISTING SEWER SERVICES

#### 4.7.4.4 Sustainable Initiatives for water management

Given District Six's location and size, it is uniquely placed to help address water management in a positive and progressive manner. This may include the following considerations:

##### Storm Water Management

The future storm water management and drainage system that will serve District Six should be based and planned using the "Sustainable Urban Drainage Systems" (SUDS) principle to meet the criteria proposed for the development, as well as those of the local policy and national legislation.

The SUDS concept includes long term environmental and social factors that take into account the management of storm water runoff quantity, improve it's quality and realise it's amenity value in the urban environment. SUDS are sustainable because they:

- Manage runoff flow rates thus reducing flooding
- Protect or improve water quality
- Are sympathetic to the environmental setting and the needs of the local community
- Can encourage groundwater recharge

The planning of the system to serve the District Six Development will be governed by the following:

- The upstream inflow from Devil's Peak
- The existing underground storm water drainage system
- The underlying geotechnical soil conditions which exhibit a high clay content and raised water table which will restrict groundwater re-charge.

In order to plan and implement SUDS the following should be considered during the next precinct planning development phase:

- Upstream runoff and water emanating from the springs on Devil's Peak should be considered for both water supply use, as well as for utilisation in open space amenities.
- Storm water swales be used to convey runoff to assist with water quality improvement.
- Permeable paving be incorporated into the urban landscape design to provide storm water attenuation and encourage groundwater re-charge.

##### Streams

There are three buried streams which originate from springs on Table Mountain and Devils Peak and are piped under the site and directly into the sea. While the quality and quantity of this water source needs to be confirmed through further studies what is clear is that this water is piped from higher up on the mountain slopes, and flows directly into the ocean under the urban and reclaimed land and it plays no significant role in sustaining local ecosystems down stream. It can therefore be argued that this water could be put to productive use within District Six. Further consultation will be required with the Ministry of Water Affairs to establish how this valuable resource could be used.

Subject to more detailed topographical studies, and confirmation of the seasonal flow patterns some of the stream water could be redirected into the urban fabric using a system of "lei" water channels which could run within the road reserve and in front of the houses. This water could be used to replenish rain water tanks for reuse in the buildings or for irrigation. These tanks could be located underground; buried within the transition space or back garden. The lei water could in addition produce a cooling effect during the hot summer months.

Water reservoirs built at the higher parts of the site and on rooftops allow water to be gravity fed into the development without additional pumping and energy use which would further reduce the carbon footprint of the development.



Swales can contribute to creating greater biodiversity



Water channels can easily be integrated into more urban contexts

### Rainwater Harvesting

Being a new development of a significant scale, all new buildings and houses could be equipped with rain harvesting devices which catch rain water for use in flushing toilets, irrigation and washing machines.

Rain and spring water could be stored in water bodies within the new public spaces for use in irrigation (albeit of limited scope – seasonal storage for irrigation in summer is not possible).

### Greywater Use

New development could include a segregated grey water system for use in toilets and for irrigation. This could reduce potable water consumption per household by up to 25% (dependent on rainfall and water use). The approach could be tested on a site by site or pilot project basis and rolled out more widely if found to be viable. In addition to making efficient use of valuable water the implementation of a grey water system places less demand on the bulk sewerage system which would help address the City's existing capacity backlog with wider benefits for urban management.

### Treatment of Sewage and Re-use of Effluent

While there are land use constraints that limit the possible local treatment, and re-use of waste water effluent, technologies are available which allow for this to happen within urban environments. For these sorts of schemes to be viable in the context of the development larger areas may need to be considered which include District Six as well as Culemborg. The possible reticulation of treated sewage effluent should be considered in the planning of District Six by defining the areas to be irrigated, and access servitudes for this purpose.

### Water related Targets and initiatives:

#### Resource Measurement

- Install flow measuring equipment at strategic points in the storm water system in winter 2012.

#### Non-domestic uses

- Aim for water use of less than 1.5m<sup>3</sup>/p/yr in commercial buildings and achieve no more than 4m<sup>3</sup>/p/yr.
- Landscaped areas to use less than 0.5m<sup>3</sup>/m<sup>2</sup> per year by use of correct selection of vegetation, and maximising use of rainfall and stream runoff.

#### Domestic

- 40% of houses to be fitted with water harvesting devices;
- All new development to use water saving plumbing fittings and sanitaryware;
- Achieve water use of less than 105L per person per day; and
- 45% reduction to total phosphorus.



A swale in an urban condition - Frieberg Germany



Permeable paving to be used in parking courts

## 4.7.5 Waste

### Philosophy

The SPV should develop a waste management strategy which all residents and commercial enterprises will be required to adhere to. The waste management strategies will be based on the principles of reduce, reuse and recycle.

### Principles

- Reduce waste produced on site during construction
- Coordinate and enforce recycling within commercial development
- Make recycling easier and more convenient for local residents
- Work with the City of Cape Town and private commercial waste companies to coordinate recycling collection or the provision of recycling drop off points
- Household wet waste should be composted on site where possible and used to enrich soils in parks, open spaces and allotments

### Application

#### Household Waste

Strategies should be put in place making it easier and more convenient for residents to recycle and compost household waste. All new buildings will contain areas for the separation and storage of waste and households will be encouraged to separate their waste and take this to recycling facilities provided on the street, at local schools or in purpose built facilities. These could be provided as underground reservoirs which will store waste for regular collection (as indicated in the adjacent example).

Local / communal composting facilities should be provided throughout the site for wet waste. These could be associated with schools, open spaces and food growing areas. Compost could be used to supplement soils in parks and communal open spaces.

#### Commercial Waste

All commercial buildings will be equipped with communal recycling facilities and compactors. The collection of recyclable waste should be coordinated by a central agency. In addition shops within District Six should be encouraged not to sell plastic shopping bags and will be encouraged to minimise packaging.

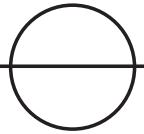
#### Sustainable Approach to Construction

A detailed strategy to deal with construction waste will be developed once the SPV has been established. This will include a zero construction waste to landfill policy and through the use of standard building design parameters, modular construction and prefabrication techniques in conjunction with comprehensive recycling strategies for construction companies. Rubble from buried foundations is to be used on site as compacted fill where the composition of the substrate allows. Crushed material from rubble can be used for fill and SSG of new roads.



# 05

## Planning Procedures



## 5.0 Planning Procedures

The planning and development of District Six will need to follow the statutory planning and development processes set out by National, Provincial and Local Government as discussed below.

### 5.1 Environmental Impact Assessment

There are specific components of the development that trigger the Scoping and EIA/BAR processes in terms of the National Environmental Management Act (NEMA), Act No. 107 of 1998. These components may include the following among others.

List 1: activity 23

The transformation of undeveloped, vacant or derelict land, to residential, retail, commercial, recreational, industrial or institutional use, inside an urban area, and where the total area to be transformed is 5 hectares or more, but less than 20 hectares, or (ii) residential, retail, commercial, recreational, industrial or institutional use, outside an urban area and where the total area to be transformed is bigger than 1 hectare but less than 20 hectares, except where such transformation takes place for linear activities.

List 1: activity 24

The transformation of land bigger than 1000 square meters in size to residential, retail, commercial, industrial or institutional use, where, at the time of the coming into effect of the Schedule, such land was zoned open space, conservation or had an equivalent zoning.

List 2: activity 15

Physical alteration of undeveloped, vacant or derelict land for residential, retail, commercial, recreational, industrial or institutional use where the total area to be transformed is 20 hectares or more; except where such physical alteration takes place for: (i) linear development activities; or (ii) agriculture or afforestation where activity 16 in this Schedule will apply.

List 3: Activity 26

Phased activities for all activities listed in this Schedule and as it applies to a specific geographical area, which commenced on or after the effective date of this Schedule, where any phase of the activity may be below a threshold but where a combination of the phases, including expansions or extensions, will exceed a specified threshold.

### 5.2. Additional Authorisations forming part of the Environmental Authorisation

#### Department of Water Affairs

The Department of Water Affairs (DWA) would have to permit certain activities such as the placement of water and sewerage pipelines, etc. The DWA authorisations would be made in terms of Section 20 of the Environment Conservation Act, 1989 (Act 73 of 1989) and Chapter 4 and Section 21 of the National Water Act, 1998 (Act 36 of 1998) and Section 7 of the Water Services Act, 1997 (Act 108 of 1997).

#### The Heritage Approval Process

The National Heritage Resources Act, 1999 (Act 25 of 1999) determines that any significant development (as detailed in Section 38) is subject to authorisation by the responsible heritage resources authority. The applicant is required to notify the responsible heritage resources authority and furnish it with details regarding the location, nature and extent of the proposed development, in response to which the responsible heritage resources authority will specify information to be provided in a heritage impact assessment. As part of the Development Framework process the relevant authorities have been engaged and the following has been agreed:

- The District Six Phase One HIA, approved by the South African Heritage Resources Agency (SAHRA), has been a key informant to the Development Framework and the Stage One development. After discussions with officials from SAHRA, Heritage Western

Cape (HWC) the Environmental and Heritage Management Branch of the City of Cape Town and the Department of Environmental Affairs and Development Planning (DEA&DP) it has been proposed that the draft DF should be subjected to an integrated EIA/HIA and land use planning procedure with one public participation process.

- It is recommended that the DF should be subjected to an integrated EIA/HIA and land use planning procedure with one public participation process. The nature of the heritage assessment would thus be a Section 38(8) application in terms of the NHR Act, with both SAHRA and HWC functioning as commenting authorities and with DEA&DP as the authorizing agency.
- It is intended that the nature of the assessment will be strategic in nature and should clearly identify those heritage issues which need to be assessed at the macro level and those heritage issues which could be assessed at the precinct level according to the “package of plans” approach.
- Key issues likely to be identified at the macro level i.e. the Stage Two HIA level include parameters related to density, bulk, height, land use, grain/texture and the public space framework. The primary consideration at this scale will be the need to preserve memory and the sense of place and sense of history and the need to ensure that new development is appropriate to the spatial and historical context. The purpose will not be to micro-manage the process.
- The need for sufficient flexibility is a core consideration of the strategic approach. The primary heritage issues need to be addressed (the essence of what constitutes the physical and social environment) and allowance made for more specific design proposals to be assessed at precinct level. Congruence will, however, be ensured between the different levels of assessment i.e. lower order assessments will be embedded within the higher-order assessment.

- The strategic nature of the Development Framework assessment will accommodate the components of the plan already identified in the draft DF as having existing development rights and which are congruent with the Spatial Development Framework and the Table Bay District Plan. These fast track sites which are appropriately zoned in terms of the draft DF will be clearly identified for information purposes during the public participation process.
- A plan of study clearly indicating the procedure envisaged for integrating the LUPO/EIA/HIA processes will be submitted to DEA&DP, SAHRA and HWC for approval. This will include the tiered approach to the proposed assessment process i.e. a “higher order” assessment of the key issues pertaining to the social and historical context as set out in the FDDF (2011) and the more detailed assessment at the precinct level.

### 5.3 Procedural planning and associated land use applications

Notwithstanding the imminence of the City of Cape Town's Integrated Zoning Scheme (IZS), the following planning procedure is applicable to District Six.

#### Existing Zoning and schedule conditions

There are a variety of existing zonings in the District Six Study area including General Residential, Commercial, Public Open Space, etc (Refer to Figure 5.1). However certain of these zonings (for example, land zoned for public open space) as they presently stand are not suitable for the specific development proposed in the Development Framework. As a result, rezoning in terms of the Land Use Planning Ordinance (Ordinance No.15 of 1985) or LUPO is required to facilitate, manage and control development in District Six following a package of plans approach.

Various restrictive conditions were imposed in terms of the old Townships Ordinance 33 of 1934. These include schedule conditions that apply to specific erven and dictate the form of development that may take place. An application for the removal of these conditions would have to be made based on Figure 5.1.

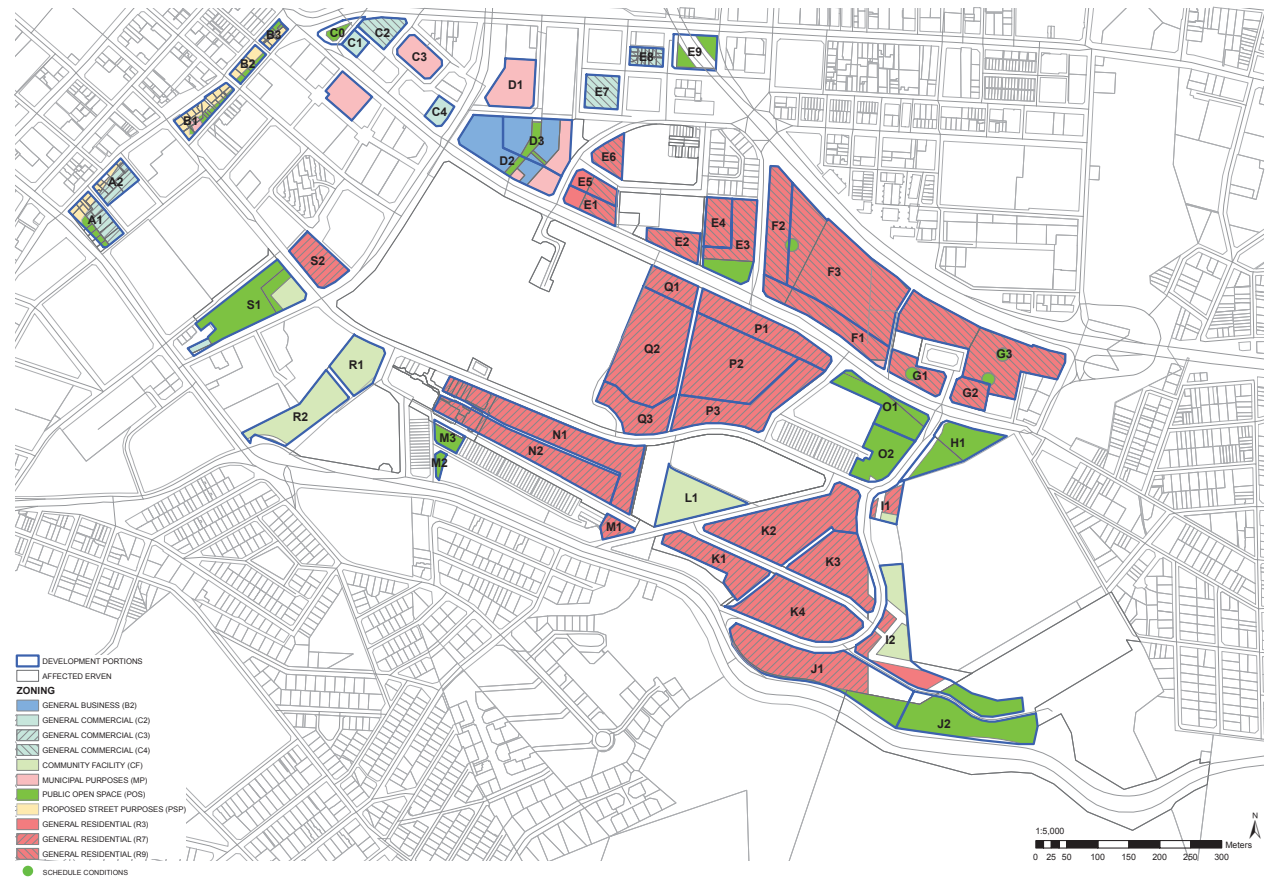


FIGURE 5.1: CURRENT ZONING AND SCHEDULE CONDITIONS

A deeds search needs to be conducted by a conveyancing attorney to determine whether there are any restrictive conditions of title that would restrict, limit or prevent the proposed development to occur in terms of the framework proposals.

### Closure of roads and public places

Certain roads and public places require closure to allow for the proposed development framework to take effect on the ground. Refer to Figure 5.2.

### Approach to rezoning of land in District Six

The approach to the rezoning of certain portions of land in District Six in terms of LUPO will continue on the basis of a Package of Plans (PoP) approach which would entail the following broad steps.

#### a) CTSDF and TBSDP (Contextual and Conceptual Framework)

The CTSDF and TBSDP will form the higher order contextual and conceptual frameworks for the redevelopment of District Six as discussed in Section 2.

These frameworks comprise a number of principles expressed graphically and built upon in this District Six Development Framework.

#### b) Development Framework

The content of this report comprises the Development Framework for District Six which will be submitted to the City of Cape Town's relevant structures for information, as the basis for evaluating further detailed planning and design proposals.



FIGURE 5.2: PLAN OF REQUIRED AREAS WHICH REQUIRE CLOSURE OF ROADS AND PUBLIC PLACES

### c) Precinct Plans

Precinct planning comprises the following:

- Proposed layout plan and land uses,
- A detailed land use programme,
- Urban design parameters and guidelines,
- Transport, circulation and parking plans
- House types
- Environmental and associated Impact Assessments, where required
- Notice of intent to develop in terms of heritage requirements,
- Preparation, submission and approvals are obtained for rezoning and subdivision of parcels / precincts that require land use applications.

### d) Site Development and Building Plans

These are very detailed plans that carry the following information:

- Site boundary for general plan registration purposes
- Building footprints
- Cadastral information and proposed subdivisions
- Hard and Soft Landscaping plans
- Access and egress, on-site / on street parking layouts
- Public spaces and / or court yards
- On site management of environmental, zoning, heritage conditions of approval
- Building plans for all types of residential and non-residential buildings to be built in specific individual locations on a cadastrally-defined erf
- All procedural land use requirements and compliance with the National Building Regulations

Notwithstanding the intent to follow the PoP approach, the District Six redevelopment area of approximately 40ha has 3 types of sites including:

- i) Sites presently under construction that are zoned appropriately;
- ii) Sites that are already zoned appropriately and ready for detailed precinct planning and site development plans whereafter building plan submission and construction can happen; and
- iii) Sites that require statutory planning, environmental impact assessments and heritage impact assessments (refer to Figure 5.3).

## 5.4 Proposed Phasing

The final phasing of the project will be informed by a number of factors which will bring together considerations of spatial planning, financial deliverability as well as procedural matters as outlined above.

In July 2011 a commitment was made by National Government to settle all validated District Six Claimants within a 3 year period comprising three main phases depicted on the adjacent plan (Figure 5.3) and Table 5.1.

- **Phase 1A: Fast Track Development Parcels.** These are sites which are zoned appropriately and on which construction can commence immediately after building plans have been approved by the CoCT.
- **Phase 1B:** These sites are not zoned appropriately or have schedule conditions attached to them which mean that certain procedural processes need to be completed before development can occur. These processes include rezonings and removals of restrictions and will require certain environmental processes to be undertaken as described above. The intention is that the rezoning and detailed planning of these sites are undertaken at the same time or parallel to the EIA process. This will speed up the approvals process in that final planning approvals could be granted as soon as the environmental authorisation is issued.

## 5.5 Precinct Design and Implementation

The manner in which the District Six redevelopment will be implemented and building procurement will occur will be subject to the findings and recommendations of the Business Plan and dependent on how the SPV is established. Over the past number of years District Six has developed in a piece-meal fashion, with the building of the Pilot Projects. The adoption of this Development Framework provides a robust structure to coordinate future growth and development on a structured roll out basis.

For both the Pilot Projects conventional building contracts have been entered into with medium sized contractors where through the efforts of the D6BT and DRD&LR, housing has been provided to claimants.

At this stage there are possibly three forms of building procurement that could be considered, namely the use of Medium sized Contractors, Small Building Contractors and the provision of Owner-build opportunities. The extent to which each of these forms are employed will be subject to the envisaged pace of development, preferred development phasing, strategies of empowerment, the participation of the community and the availability of funding.

| Parcel No.      | Parcel Area (m <sup>2</sup> ) | Zoning               | Est Unit Numbers | Residential Mix |            |            |            | Possible m <sup>2</sup> of Commercial Space |
|-----------------|-------------------------------|----------------------|------------------|-----------------|------------|------------|------------|---------------------------------------------|
|                 |                               |                      |                  | 67% Claimant    | 16% Social | 16% Gap    | 17% Market |                                             |
| E2              | 3 078                         | C4                   | 35               | 35              |            |            |            | 310                                         |
| <b>PHASE 1A</b> |                               |                      |                  |                 |            |            |            |                                             |
| C2              | 2 350                         | C4                   | 80               |                 |            | 40         | 40         | 2820                                        |
| C4              | 1 270                         | C2                   | 30               |                 |            |            | 30         | 1140                                        |
| K2              | 14 536                        | R7                   | 170              | 170             |            |            |            |                                             |
| K3              | 11 483                        | R7                   | 130              | 130             |            |            |            |                                             |
| N1              | 13 921                        | R7                   | 160              | 160             |            |            |            |                                             |
| N2              | 11 100                        | R7                   | 130              | 130             |            |            |            |                                             |
| Q2              | 14 185                        | R7                   | 120              | 120             |            |            |            |                                             |
| Q3              | 9 897                         | R7                   | 130              | 130             |            |            |            |                                             |
| <b>Subtotal</b> | <b>78 742</b>                 |                      | <b>950</b>       | <b>840</b>      | <b>0</b>   | <b>40</b>  | <b>70</b>  | <b>3960</b>                                 |
| <b>PHASE 1B</b> |                               |                      |                  |                 |            |            |            |                                             |
| B1              | 3 020                         | PSP / SP / POS / MUN | 70               |                 |            | 18         | 52         | 2 720                                       |
| B2              | 1 475                         | PSP / POS            | 30               |                 |            | 8          | 22         | 1 330                                       |
| B3              | 985                           | PSP / SP / POS / MUN | 40               |                 |            | 10         | 30         | 1 480                                       |
| G1              | 5 666                         | R9                   | 130              | 78              | 32         |            | 20         |                                             |
| G2              | 3 071                         | R9                   | 40               | 24              | 10         |            | 6          |                                             |
| G3              | 16 701                        | R9                   | 110              |                 | 30         | 30         | 50         |                                             |
| H1              | 6 712                         | POS                  | 90               | 54              | 23         |            | 13         |                                             |
| P1              | 7 807                         | R7                   | 120              | 52              | 50         |            | 18         | 1 870                                       |
| Q1              | 2 764                         | R7                   | 40               | 20              | 20         |            |            | 660                                         |
| <b>Subtotal</b> | <b>48 201</b>                 |                      | <b>670</b>       | <b>228</b>      | <b>165</b> | <b>66</b>  | <b>211</b> | <b>8 060</b>                                |
| <b>TOTAL</b>    | <b>130 021</b>                |                      | <b>1 655</b>     | <b>1 103</b>    | <b>165</b> | <b>106</b> | <b>281</b> | <b>12 330</b>                               |

TABLE 5.1: SUMMARY OF FAST TRACK DEVELOPMENT

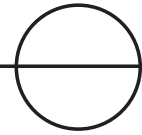


FIGURE 5.3: FAST TRACK DEVELOPMENT PARCELS

# 06

## Conclusion and Recommendations

---



## 6.0 Conclusion and Recommendations

### 6.1 Conclusion

The Development Framework for District Six, augmented by the Business Plan prepared in parallel, facilitates and allows the redevelopment of District Six to occur at a reasonably rapid pace. While some gaps still remain, together these two guiding frames provide more certainty as to the nature, scale, manner and form that urban development would take in the District. In this way, the returning community and key stakeholders will have a clearer sense of what is workable for the site and the city given that District Six is an urban project that deals in essence with social justice and the restoration of land rights of a community to return to the heart of the city.

The responses to comments from participating claimants and members of the public have been based mainly on District Six as a land claim and its location as an inner city site (Appendix A). A list of local stakeholders is attached as Appendix B to facilitate ongoing stakeholder engagement.

The following key actions and negotiations are recommended in order to take both the planning and re-development process forward. It is incumbent on stakeholders and the Task Team in particular, to ensure that these actions are followed through consistently and with commitment.

#### Negotiations with Key Stakeholders

With the preparation of the Development Framework a number of negotiations with key stakeholders have already taken place; and committees were established as recorded earlier in this document. However, further engagements need to be embarked upon to resolve questions of land acquisition, land transfers, possible lease agreements and engaging directly with Claimants and interested and affected parties with the view to redeveloping District Six.

### Existing Community Facilities and Institutions

A significant and important stakeholder grouping includes the institutions that operate within District Six and its surrounds. Existing community facilities / institutions and their representatives must be engaged as they play a crucial role in the planning process.

#### Cape Peninsula University of Technology (CPUT)

The Cape Peninsula University of Technology (formerly the Cape Technikon) is an important role player in the re-development of District Six in as much as it holds strategic landholdings within the area. The rationalized use and sharing of both landholdings and building facilities are subjects that need to be discussed as part of ongoing negotiations amongst the D6BT, the CPUT and the City of Cape Town.

#### Zonnebloem Trust – Anglican Diocese

The incorporation of the open space areas associated with the historic Zonnebloem Estate into the major open space system (that forms an integral part of the Development Framework) needs serious consideration. The development and integration of this land area - as a sports and recreational amenity that would generally serve the regeneration of District Six requires urgent negotiations amongst the D6BT, the Zonnebloem Trust and the City of Cape Town.

#### The Involvement of the District Six Museum

Over the past fifteen years the District Six Museum has played a crucial role in celebrating and preserving the memory of District Six. In addition it has served as a base from which, and through which, former residents of the area have voiced their concerns and aspirations. In order to continue the process of restitution and the healing of a community, the District Six Museum should continue to play an ongoing role particularly in the approval and implementation of the Draft Conservation Management Plan (The District Six Museum, 2006).

### 6.2 Recommendations

#### Land Matters

Not all questions of land acquisition, land transfers and titling have been fully resolved. It is therefore recommended that a full deeds search be commissioned and for a conveyancing attorney to verify and confirm land matters still in question. Furthermore land over and above that earmarked for the claimants should also be pursued and confirmed so as to determine their availability for inclusion in the District Six redevelopment. For example additional land in the ownership of the State and CPUT could be more aptly considered as part of the redevelopment area.

#### Archaeological Input and Monitoring

As the Development Framework advances the involvement of archaeological expertise will become crucial. In as much as the District Six area is a site of historical significance and the fact that archaeological investigations have already occurred in the past, consideration should be given to engaging an archaeologist in the process of preparing Precinct Planning and also where the implementation of housing projects is either in progress or about to be implemented. This involvement is critical in order to monitor the preparation and excavation of sites, as part of a watching brief.

#### Topographical Survey

A detailed Topo-cadastral Survey of the entire site should be commissioned at a minimum 0.5m contour interval and should identify and confirm cadastral boundaries, the location of existing services, trees, existing buildings etc.

#### Planning Procedures and Processes

It is important to initiate the integrated EIA / HIA / Planning process starting with a plan of study not later than April 2012 for sites where these are required for future development. A number of studies are required to give effect to the planning and development process. These include, among others, a Transport Impact Assessment which has to be

mindful of the urban character to be achieved in District Six; a Waste Water Master Plan; a Storm Water Master Plan; a Services Impact Assessment including an Electricity Network Development plan and other specialist studies to be identified.

#### **Other investigations**

As mentioned in Section 1.4 the following investigations are to be undertaken.

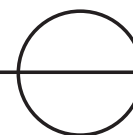
- The land to be made available for the redevelopment of District Six over and above the areas verified for restitution must be confirmed.
- Detailed geotechnical studies to determine a viable development platform across the site is required.
- Wind testing of the proposed development massing is required.

## 7.0 References:

- Arcus Gibb (2010) District Six Development Framework , Civil Services Preliminary Report.
- Cape of Good Hope (1934): Townships Ordinance (No. 33 of 1934).
- City of Cape Town (2001). Integrated Metropolitan Environmental Policy.
- City of Cape Town (2003). District 6 Contextual Framework, Ninth Draft.
- City of Cape Town (2006). City of Cape Town Energy and Climate Strategy.
- City of Cape Town (2008). Central City Development Strategy, Draft.
- City of Cape Town (2009a). Spatial Development Plan and Environmental Management Framework: Table Bay District Plan. Draft for comment.
- City of Cape Town (2009b). Cape Town Densification Strategy: Technical Report. Draft for comment.
- City of Cape Town (undated). City of Cape Town Green Building Guidelines, Draft.
- City of Cape Town Facilities Management: Sustainable Landscapes, Practices and Guidelines ([www.capetown.gov.za](http://www.capetown.gov.za) accessed on 03 May 2010).
- City of Cape Town, (2010). Cape Town Spatial Development Framework Technical Report. (Final Draft for Comment).
- City of Cape Town, (2011). Table Bay District Plan. Spatial Development Plan and Environmental Management Framework. Volume 1: Baseline Information and Analysis Report. (Final Draft for Comment).
- City of Cape Town, (2012). Properties in District Six under leasehold agreements. Property Holding Department 27 January.
- CSIR, (2007). Guidelines for the Spatial Provision of Social Facilities, Public Institutions and Public Open Space in Cape.
- District Museum (2006). District Six: A National Heritage Site Draft of Conservation Management Plan prepared for SAHRA Council. July 2006.
- Lucien le Grange, Architect and Urban Planners (May 2003) District Six Heritage Impact Assessment.
- Lucien le Grange and NM & Associates. (2005). District 6 Development Framework: Summary Document, Draft.
- Lynch, K (1960). Image of the City, Massachusetts Institute of Technology.
- NM & Associates Planners and Desingers (2011) District Six Development Framework Final Draft.
- Municipality of the City of Cape Town (1990): Municipality of the City of Cape Town: Zoning Scheme: Scheme Regulations.
- Provincial Administration Western Cape (1985): Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985).
- Republic of South Africa (1994): Restitution of Land Rights Act (No. 22 of 1994).
- Republic of South Africa (1998): National Environmental Management Act (No. 107 of 1998).
- Republic of South Africa (1989):Sectional Titles Act (No 95 of 1989).
- Sustainable Energy Africa in partnership (2007). How to implement renewable energy and energy efficiency options Support for South African Local Government.
- Statistics South Africa (2009), Community Survey 2007, Basic Results - Western Cape. Pretoria: Statistics South Africa.
- Ström, Karen, (2003), The Development of Working Class Housing in Cape Town, 1839-1914: A Case Study of the Evolution of Cape Town variant of the small 19th Century Terraced House, Draft PhD unpublished, January 2003.
- The Sustainability Institute (2007) Integrated Analysis Energy Baseline Report of Cape Town.



# Appendices



## Appendix A: District Six Final Draft Development Framework: Public Participation Report



# District Six Final Draft Development Framework: Public Participation Report

March 30  
2012

The purpose of this report is to record the comments received from all non-government stakeholders including the District Six claimants and the broader public and respond to these comments.

Bergstan SA assisted by:  
District Six Beneficiary & Redevelopment Trust  
Lucien le Grange Architects and Urban Planners  
NM & Associates Planners and Designers  
Target Projects



Compiled by:  
Bergstan SA

For: **The Department of  
Rural Development & Land  
Reform**

## 1. Introduction

This report records the public engagement process on the:

- a) The Final Draft Development Framework for District Six dated November 2011 (also known as the District Six spatial plan); and
- b) The Business Plan principles to give effect to the Final Draft Development Framework for District Six.

Both the Final Draft Development Framework and Business Plan were participated, displayed and explained to the claimant community and more broadly the interested and affected parties of Cape Town in an Open House held between Monday, 05 and Friday, 09 December 2011 from 10h00 to 19h30 (Monday to Thursday) and 09h00 to 12h00 on Friday at Trafalgar High School located in District Six. Since 2005, there were many previous engagements with the claimant Community which were recorded at the time of taking place.

This report deals only with the participation process that commenced with the Open House on 05 December 2011 and continued in the form of a review of the Final Draft Development Framework material at the offices of Bergstan SA from Monday, 23 January 2012 until Monday, 20 February 2012. The purpose of this report is to record the comments received from all non-government stakeholders including: the District Six claimants and the broader public and respond to these comments as far as possible. The initial closing date for comment was 27 January 2012, however given the substantial interest in the redevelopment of District Six, this closing date was extended to 20 February 2012.

## 2. Public Participation Method

Various ways and means were employed to inform and invite stakeholders to the Open House / Exhibition and view the material throughout the participation process conducted between 05 December 2011 and 20 February 2012.

### 2.1 Invitations:

The stakeholders were invited to attend the open house public participation process by various communication methods.

- The first, a letter of invitation to attend the launch of the Draft District Six Development Framework and Business Plan was transmitted by post, facsimile and email to all claimants by the appointed Public Participation Consultant, Bergstan SA.

- The second was a letter of invitation directly delivered / mailed by means of mail drops, emails and facsimile or regular mail postage to the attached list of interested and affected parties as defined by the City of Cape Town (Annexure A) by the appointed Public Participation Consultant, Bergstan SA.
- The third was by means of public notices placed in the local media: The Cape Argus, Die Burger, Cape Times and Cape Towner during the week of 05 to 09 December 2011 (Please refer to Annexure B).
- The fourth method of invitation was by means of mail drops to claimants that had already been resettled in District Six.
- The fifth means of communicating the public participation event was through the website: [www.districtsix.za.org](http://www.districtsix.za.org).
- Lastly all interested and affected parties listed in Annexure A were notified in writing of the extension of time granted for the closing date for comments from 27 January 2012 to 20 February 2012 (refer to Annexure C). This was also announced on the website: [www.districtsix.za.org](http://www.districtsix.za.org)

### 2.2 Format of Participation

The participation took the form of an Open House and public exhibition. This included a scaled model of the redevelopment proposals, 13 exhibition boards (displayed on two separate walls to accommodate 'mass' perusal) and a running power point presentation. In addition two hard copies of the Draft Development Framework were available to view. All professional consultants were available between 10h00 and 13h00 and again from 17h00 to 20h00 in the course of the week to provide explanation and answer questions directly. However, throughout the day representatives from the professional team were available to address questions. On at least two days the exhibition only closed at 21h00 due to members of the public arriving late but still needing to engage the material and the consultants.

All participants who attended the event were requested to sign an attendance register. In addition the website ([districtsix.za.org](http://districtsix.za.org)) was launched where all the exhibition material, including the exhibition boards, the Final Draft Development Framework document and other materials could be accessed and

downloaded. Also available on the website were all the previous documents and reports which helped inform the Final Draft Development Framework.

Comment sheets were made available for attendees to provide their comment and input into the process. Attendees were also invited to submit written comment to an email and/or postal address so that they could be considered as part of the Development Framework Review process. Alternatively, claimants and members of the public could submit comments via the website. The deadline for comments on the Final Draft Development Framework and Business Plan principles was initially 27 January 2012. However, given that school and Christmas holidays commenced soon after the closing of the exhibition and there was great interest in the project, a number of participants requested that the closing date for comment be extended. The comment period was therefore extended to 20 February 2012 with the permission of the DRD&LR and the District Six Task Team to afford the participants more time to state their views. The same material presented at the Open House / Exhibition was made available for perusal between 10h00 and 14h00 at the offices of Bergstan SA between 20 January 2012 and 20 February 2012.

### 3. Summary of Comments

The general response to the Draft Development Framework and Business Plan was positive with a large number of respondents communicating their support for the project. Specific concerns were raised in respect of the Business Plan which concerns were to be addressed at more intimate sessions held with the claimants in the week of 12 December 2011 and in the second half of January through to February 2012.

Comments received from the claimant community, Interested and Affected Parties (I&AP's) and the general public were collected, recorded, numbered and filtered into appropriate categories to allow for meaningful assessment and response (See Annexure D) for the full list of respondents who submitted written comment). As was expected the comments submitted at the consultation touched on a number of diverse and interrelated issues, not all of which related specifically to the Development Framework or the Business Plan. The comments were filtered into the following categories:

- Responses conveying support for the project;
- Responses conveying objection to the project;

- Responses related to the content of the Development Framework touching on issues such as density, house types, parking, tenure etc.;
- Responses related to communication - a lack of information, claimants not receiving invitations, the late change of venue without adequate forewarning and requests for access to information;
- Responses and comments related to the business plan which have to do with issues of housing allocation, affordability, accessing finance and contributions; and
- Responses related to claimants and others either wanting to confirm their contact details with the DRD&LR or wanting to enquire where their names were on the list.

The general response to the project was positive with 37 respondents communicating their direct support for the project. Only 2 of respondents objected strongly to the project and process. The main issues identified by participants included:

- Concerns about density;
- Concerns about a lack of open space;
- Concerns from claimants about their choices and housing options;
- The availability of car parking and garages;
- Frustrations with the slow progress of the project; and
- Poor communication.

It is noted that a distinct grouping of comments came from residents of Justice Walk / Canterbury Square. For ease of reference and given the detail of this group's inputs, a separate section has been allowed for to record their comments. Claimant and public comments were reviewed and categorised in the Table below to enable an appropriate response. The number of respondents recorded in the right hand side column of the Table below provides an indication of how many respondents expressed the comment / issue / concern.

Even though only 155 comments including those of Justice Walk and Canterbury Square (who were counted as one but 160 households were party to the collective comment), it is estimated that between 200 and 300 persons visited the exhibition per day in the week of 05 to 09 December 2011. However, only 657 people signed the attendance register during the participation period held between 05 December 2011 and 20 February 2012.

Table: Comments by claimant community and broader public stakeholders and responses on the Final Draft Development Framework and Business Plan Principles

| Theme / Issue                                 | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Comment Record Number                                                                                      |
|-----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| <b>Public Comments</b>                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                            |
| General Support                               | Respondents are supportive of the project and proposals and are eager for the project to go ahead. Responses vary from “delight” to “extremely impressed” to “keep it up”. In some cases names of particular individuals are mentioned but most are more generally supportive. Many respondents express a desire for the process to move forward more quickly as they are old and want to return to District Six while still able to appreciate it. Some respondents were impressed by the website and requested to be informed on how the process develops (Also see communication section below).                                                                                                                                   | Noted                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1,2,3,4,5,6,7,8,9,10,11,12,13,14,16,17,18, 19,20,21,22,23,24,25,26,27,31, 36,40,77, 92,101,104,107,143,146 |
| Objections                                    | Respondents express anger and disillusionment about the process. Comments largely relate to claimants wanting their land back and these individuals are not interested in being part of the planning process. Some respondents are critical of the process and express suspicion with regards to the individuals involved in the process. Some respondents form part of the advocacy group resisting the development for various reasons.                                                                                                                                                                                                                                                                                             | Noted                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 28,29                                                                                                      |
| <b>Development Framework related Comments</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                            |
| Density                                       | <ul style="list-style-type: none"> <li>Many respondents and particularly claimants expressed concerns about the density of the proposed development and the proposed heights of buildings.</li> <li>Many noted the high percentage of flats relative to houses within the development and responded negatively to this.</li> <li>Many respondents complained that their concerns with density had been raised during previous consultation events and had not been addressed.</li> <li>Some respondents associated density with crime and are concerned that if the densities are high that the area will degenerate into a slum and become a haven for gangsters. These included both claimants as well as non-claimants.</li> </ul> | <p>While the issue of density features high on the respondents list of concerns, these comments are the result of perceptions of density rather than the nature of urban / city centre environments which are by nature dense.</p> <p>There are a number of reasons why a higher density in District Six is desirable and in fact necessary:</p> <ol style="list-style-type: none"> <li>District Six is an inner city area where land values are high and low rise, low density development is inappropriate, particularly on portions located closer to the City centre.</li> <li>Densities in the old District Six were historically high ranging from 85 to 100 du/ha gross and an average of 168du/Ha net</li> <li>The Draft CoCT Densification Strategy (2009) and the Table Bay Spatial Development Plan suggest that gross densities within District Six should be between 25 and 180du/Ha. The proposed average Gross Density of 60du/Ha (162du/Ha net) for District Six is therefore in the lower end of this range and appropriate for an inner city neighbourhood.</li> <li>The brief to the consultants from the DRD&amp;LR and D6BT, which as agreed with the claimant community at previous consultations, was to accommodate between 4500 and 5500 homes within District Six. The Final Draft Development Framework plans for 5000 units and includes a mix of claimant units, Market units and other forms of housing. This mix is necessary to ensure that more development can cross-subsidise the cost of construction of the homes for returning claimants.</li> <li>The division of the available land into individual plots for claimants would yield approximately 210m<sup>2</sup>. This option was discounted by claimants and the D6BT a number of years ago as;               <ol style="list-style-type: none"> <li>the costs of servicing these plots would be high and this alone makes the project unviable.</li> <li>A single plot/house form of development is inappropriate for the</li> </ol> </li> </ol> | 30,31,32,33,34,38,40,41,42 44,45,46, 47,49,50,52,61,62,85,87,138                                           |

| Theme / Issue          | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                     | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Comment Record Number                   |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>inner city.</p> <p>iii) There would be no land available for non residential development which could cross subsidise the construction of the claimant housing.</p> <p>iv) This approach to the project undermines the spirit of restitution on which the project was founded as many more people were removed from District Six than those who are verified claimants, and can potentially move back to the area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         |
| House Types and Design | Claimants requested that their homes be designed to their specification and that they be involved in the design process.                                                                                                                                                                                                                                                                                                                    | Claimants will be engaged in the next Precinct Planning stage of the project and will be directly involved in the design of their homes, as was the case for Pilot Projects 1 and 2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 30,33,35,36, 152                        |
|                        | Many respondents are unhappy about the high proportion of flats relative to houses. A number of claimants requested double storey / duplex units. Some argue that most of the claimants were elderly and would have problems negotiating stairs and therefore single storey development is more appropriate. A number of claimants complained the units which were built as part of the pilot project were too small and requested gardens. | <ul style="list-style-type: none"> <li>• Claimants will all be accommodated in the low-rise duplexes. They may, however, opt for units in the higher density and high rise clusters.</li> <li>• As set out in Section 4.5.8 and 4.5.9 the Final Draft Development Framework does not support a “one-size-fits-all” approach to the provision of housing. It must be acknowledged that claimants have different needs and requirement and therefore a mix of different types of houses is appropriate.</li> <li>• All claimants are entitled to a dignified home of a minimum of 90m<sup>2</sup>.</li> <li>• It must also be acknowledged that due to the slope of the site different typologies are more appropriate than others.</li> <li>• The high percentage of flats relative to houses is necessary to achieve the required densities. A failure to deliver the total number of units suggested in the Development Framework could potentially make the development unviable and put the Business Plan in jeopardy.</li> <li>• The development of flats and sectional title schemes also make it easier to provide secure car parking on site in an affordable and attractive manner.</li> <li>• All the above factors will be considered in detail during the Precinct Planning stage of development.</li> </ul> | 30,33,34,35,36,41,42,46,47,48,49,61,146 |
|                        | Some respondents expressed concerns about steps and disabled access to homes as well as other public facilities (Aspeling Street Mosque).                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>• As a matter of principle all the units developed for claimants will have a bedroom on the ground floor for elderly or disabled people.</li> <li>• Depending on the design and scale of a building lifts will be provided to give access to the upper storeys (this applies to multi-storey buildings above 4 to 5 storeys only).</li> <li>• Section 4.6.2 of the Final Draft Development Framework makes explicit reference to the need to plan for people with disabilities. These concerns will be dealt with at detail and building design level.</li> <li>• Future planning will take greater heed of issues faced by the disabled.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 53,56,                                  |
|                        | A number of respondents requested that provision be made specifically for the elderly in the form of “pensioners’ cottages” and other related amenities.                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>• The Final Draft Development Framework is a high level planning document and does not make specific provision for the elderly. The aspiration is that all the facilities required by the elderly will be easily accessible, as it should be in any good urban environment. It is anticipated that in most cases the elderly will either live with their families or independently in smaller units.</li> <li>• Opportunities for care homes for the aged can be explored during precinct planning stage.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 27,51,53, 88,89                         |
| Garages and parking    | Many claimants requested garages to be provided within their property. While some respondents were unhappy about how the garages are currently being allocated, others are willing to pay an additional contribution for a private                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>• The provision of car parking is informed by the desire and need for car parking, planning policy and regulations, the availability (or lack thereof) of land, the cost of providing car parking and the value of car</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 21,30,42,47,48,49,50,111,112            |

| Theme / Issue                 | Comment                                                                                                                                                                                                                                                                                                                                                                                                                    | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Comment Record Number       |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
|                               | garage.                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>parking within the inner city.</p> <ul style="list-style-type: none"> <li>• The principle of reduced car parking provision which is promoted in the Development Framework is in keeping with international development trends and is appropriate for a site such as District Six which enjoys good access to public transport.</li> <li>• Garages create dead facades at ground level and lead to unattractive and less safe streets due to decreased passive surveillance (eyes on the street).</li> <li>• Garages and on site parking within urban environments require crossovers, dropped kerbs and breaks in the front boundary wall which detract from the quality of the urban environment and streetscape.</li> <li>• Not all units will have garages or on site car parking. People who own cars and do not have garages will need to park their cars on the street or in a common parking court.</li> <li>• It is easier to provide structured car parking for flats or sectional title type developments.</li> <li>• Those units where garaging/off-street is available are allocated through a democratic process involving all the claimants eligible for a unit at the time that it becomes available.</li> </ul>                                                                                                                                                                                             |                             |
| Tenure options and management | <p>Respondents raised questions around the tenure options which would be available within the development and how the development would be managed. Other respondents expressed concerns about private ownership and wanted to know where the social housing elements would be located. Questions were also raised with regards to what mechanisms would be put in place to prevent overcrowding and backyard rentals.</p> | <ul style="list-style-type: none"> <li>• Section 4.5.12 of the Final Draft Development Framework presents a range of tenure options which will be available within the development. Only validated claimants and land reform beneficiaries will own their dwellings. The remainder will be rental stock managed by a company with the capacity to do so.</li> <li>• Social housing will be interspersed amongst other units thereby adhering to the principle of integration. This integration is there precisely to maintain the quality of the environment. The vast majority of poor people are decent families looking for a quality residential environment, just like anyone else. Living amongst the wealthy in dwellings of no lesser quality will go a long way to encouraging the aspirations of the poor.</li> <li>• The upkeep and maintenance of individual properties will be the responsibility of the property owner.</li> <li>• As required by law Sectional title properties will be required to form body corporate/s that will be responsible for the upkeep and maintenance of the buildings.</li> <li>• It is anticipated that the Special Purpose Vehicle (SPV) will provide additional assistance and support to body corporate/s in the interest of ensuring that the whole development is properly maintained according to a set of guidelines and rules that will ensure good standards.</li> </ul> | 27, 31, 44, 86, 87, 89, 138 |
| Development Quality           | <p>Respondents expressed concerns with regard to the quality of the proposed development given limited resources. Some respondents point out that a number of the pilot project houses are not being adequately maintained and are degrading. A number of questions relate to how the built quality will be guaranteed and monitored, who is accountable for maintenance?</p>                                              | <ul style="list-style-type: none"> <li>• It is in the interest of all parties to ensure that the development is built to an acceptable standard. Section 4.5.10 and 4.5.11 of the Final Draft Development Framework sets out broad development guidelines which will be developed in greater detail during later stages.</li> <li>• All proposals will be assessed by the CoCT and SAHRA to ensure that building regulations are complied with and the development is befitting of a (proposed) National Heritage Site.</li> <li>• The SPV will establish a Design Review Committee consisting of a range of professionals and other relevant members to review proposals and</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 41, 59, 60, 89              |

| Theme / Issue                        | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Comment Record Number                   |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | design and monitor construction as the scheme's development progresses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                         |
| Open Space                           | Respondents expressed concerns around the perceived lack of open space within the development. There is also concern over the loss of some existing parks and open spaces including Fawley and Mckenzie Parks. A number of respondents requested detailed proposals for the new open spaces.                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>• Implicit in the Landscape Strategy is a principle of no net loss of open space.</li> <li>• The development will also comply with current planning policy with regards to the provision of public open space.</li> <li>• A review of the historic plans of District Six indicates that many of the existing public open spaces in District Six (Fawley and Mckenzie Parks in particular) never existed. They were not planned as public parks but rather resulted from the left over space following the demolition of the historic fabric and the forced removal of the community. Most of them are not overlooked, have blank frontages fronting onto them and are not landscaped in a meaningful way. They have also been identified from early on as sites for restitution. The opportunity has therefore arisen through the Development Framework process to interrogate the location, purpose and design of open space across the entire District Six site with the intention of developing land efficiently and creating a network of integrated and quality open spaces. These proposals will need to be developed further and assessed during precinct planning and will involve claimants as well as local residents.</li> <li>• Existing trees and play equipment will either be integrated into the new design or relocated appropriately.</li> <li>• Detail plans and proposals of open spaces will only be developed during the Precinct Planning stages.</li> </ul> | 32, 46, 54,58,60, 70,85,87,88, 138, 145 |
|                                      | There were a number of positive responses with regards to the proposed open spaces, with support for the Memorial Park and the idea of water being reintroduced into the development. A number of requests were made for more trees to be planted within the development.                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>• Detailed landscape interventions and proposals for open spaces and proposed streams will be developed during the Precinct Planning stages.</li> <li>• Section 4.4.4 of the Final Draft Development Framework outlines an approach to tree planting and a structured green landscape within the development.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 88,138,                                 |
| Cultural and community facilities    | Some respondents requested that more attention be paid to cultural facilities (arts, performance, music, etc.). A number of these respondents offer their personal services with regards to the running of facilities (childcare) and cultural facilities (amphitheatre and entertainment venues). Suggestions were also made for shared spaces for meeting, congregation and celebration. A specific proposal was suggested for a shared faith meeting area where interaction between people of different faiths and religions could be facilitated. | <ul style="list-style-type: none"> <li>• While section 4.1 of the Final Draft Development Framework provides a broad approach to aspects of culture and memory, these aspects of the site and community can only be developed meaningfully through community participation and engagement. It is not the place or purpose of the Development Framework to plan these facilities but the intention is that the guidelines and framework remains flexible enough for these ideas to emerge and be driven by the various parts of the community and individuals / companies with a special interest.</li> <li>• Respondents are encouraged to make contact with the SPV, once it is established, to present and investigate cultural opportunities and should target existing community halls for this purpose.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 21,55,57,59, 60,88                      |
| Businesses / commercial development. | Some claimants and respondents enquired as to how they could secure commercial premises within the development to open a business.                                                                                                                                                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>• Respondents are encouraged to make contact with the SPV, once it is established, to investigate commercial opportunities.</li> <li>• The letting of commercial space will follow a procurement protocol similar to that envisaged for the redevelopment programme where community members are given first preference.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 30, 50, 61, 111                         |
|                                      | One comment related to the disproportion between housing and employment and questioned where residents would be employed.                                                                                                                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>• While there is a mix of uses proposed in District Six it will remain predominantly a residential area.</li> <li>• The proximity of the CBD and other employment areas such as</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 46                                      |

| Theme / Issue                                                                    | Comment                                                                                                                                                                                                                                                                                                                                                               | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Comment Record Number |
|----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
|                                                                                  |                                                                                                                                                                                                                                                                                                                                                                       | <p>Woodstock and Salt River, together with good access to public transport will make it easy and convenient for residents to access employment.</p> <ul style="list-style-type: none"> <li>• The relocation of claimants to District Six is not intended to uproot them from their existing employment.</li> <li>• A proposed component of the SPV is a Not for Profit Company (NPC). The NPC will drive community programmes including training in skills and entrepreneurship.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                       |
| Sustainability                                                                   | A number of respondents expressed support for a sustainable development and used terminology such as “Eco friendly hub”. One respondent requested that the development be “off-grid”. There was also general support expressed for alternative energy and developing a green economy.                                                                                 | <ul style="list-style-type: none"> <li>• Support is noted and welcomed.</li> <li>• All proposals will need to be investigated further during Precinct Planning and detailed design stage in compliance with the guidelines outlined in the Final Draft Development Framework and relevant National and Municipal requirements in respect of sustainable development.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 40, 61, 89            |
| Access                                                                           | One respondent requested that measures be put in place to ensure that those with disabilities are able to access public transport.                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>• It is the intention of the CoCT to improve access to public transport for the disabled.</li> <li>• Further consideration will need to be made at detail design level.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 53, 56                |
|                                                                                  | A number of comments questioned whether the existing road infrastructure can cope with increased traffic from the proposed new development. There were particular concerns about the proposals to narrow Keizersgracht. One respondent identifies a contradiction between the narrowing of the road reserve and the provision of bus lanes.                           | <ul style="list-style-type: none"> <li>• The Development Framework will be subject to a full Transport Impact Assessment (TIA) during the forthcoming planning processes. The Transport Impact Assessment will in turn inform future plans for Keizersgracht.</li> <li>• Preliminary investigations suggest that the Road reserve of Keizersgracht could be reduced while still being able to accommodate bus lanes. Further investigations will be undertaken during Precinct Planning and once the Transport Impact Assessment has been completed.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 60, 87, 89, 138       |
|                                                                                  | Some respondents expressed support for cycle and pedestrian friendly environments with dedicated cycle lanes.                                                                                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>• For more information see Section 4.6 of the Final Draft Development Framework. Detailed proposals for cycle lanes are to be investigated during Precinct Planning stages.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 89, 138               |
|                                                                                  | There were concerns about narrow lanes and the safety and securing aspects related to these.                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>• Pedestrian lanes play an important role in increasing levels of permeability for residents making access more convenient and potentially safe. A careful balance will need to be struck during Precinct Planning and detailed design stages to ensure that these lanes are sufficiently surveyed with eyes onto the spaces.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 89, 138               |
| Questions related to statutory processes and the legal status of the exhibition. | One respondent questioned the intention of the consultation and its relationship with an Environmental Impact Assessment (EIA) process. They were particularly critical of the lack of technical material available at the exhibition, questioned the legality of the process and wondered whether the project was just being “pushed through” for political reasons. | <ul style="list-style-type: none"> <li>• The purpose of this consultation process was to present the Final Draft Development Framework to the claimants, Interested and Affected Parties and general public for comment. Once comment has been received and revisions made to the Final Draft Development Framework it will be submitted to the City of Cape Town as a high level planning guideline document for District Six.</li> <li>• Some of the land that needs to be rezoned will go through an Environmental Impact Assessment process in as far as their use and development trigger an Environmental Impact Assessment in terms of the National Environmental Management Act (NEMA). Claimants, Interested and Affected Parties and the general public will be informed as to when this process begins and will have an opportunity to comment on the proposals again during the Environmental Impact Assessment process.</li> <li>• It must be noted that a large portion of the District Six land has existing</li> </ul> | 88                    |

| Theme / Issue                                                                             | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Comment Record Number                                                                                                                                             |
|-------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | development rights in place and can therefore be constructed on 'as of right'. Refer to Figure 5.1 in the Final Draft Development Framework.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                   |
| Other development opportunities                                                           | Claimant identifies land behind the schools which needs to be developed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>Figures 4.8 and 5.4 In the Development Framework clearly indicate that this land will be developed. Parcel K2 has been identified as one of the Fast Track Development Parcels.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 42                                                                                                                                                                |
| <b>Justice Walk and Canterbury Square</b>                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                   |
| <b>Justice Walk and Canterbury Square</b><br>(Comments received during Open House period) | A large number of comments came from residents of Justice Walk who complained that they should have been consulted before this late stage of the project. These related predominantly to the impact of the proposed development on their properties and concerns that they would potentially lose their views of the harbour. These respondents also expressed concern over the proposed density, the heights of buildings, particularly in parcels N1 and N2, heritage constraints, lack and loss of open space. Many respondents requested to be engaged during the detailed planning process for parcels N1 and N2.                                                                 | <ul style="list-style-type: none"> <li>It is important that we establish points of departure when engaging with these residents: <ul style="list-style-type: none"> <li>They occupy dwellings from which some of the community were forcibly removed</li> <li>They will now be participants in a scheme that is a model of restorative justice.</li> <li>While the returning community will not demand that existing residents be evicted because that would be a repeat of the injustice visited on South African society, they have an expectation that existing residents also embrace the concept of restorative justice.</li> </ul> </li> <li>Many of the issues raised by these respondents are addressed in the above responses.</li> <li>Sites N1 and N2 form part of the land claim, are appropriately zoned and will be redeveloped. Buildings within these parcels will range from 2-4 storeys.</li> <li>The issues of building heights and loss of views will be addressed at the precinct planning and site development plan stages.</li> <li>Residents will be consulted when this happens.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                   | 32, 58,59,60,69,70,84,85,87,89,138, 145, 147                                                                                                                      |
| Views                                                                                     | <p>Losing our views; exactly how high in meters will the buildings in front of Justice Walk be? Can you be specific?</p> <ul style="list-style-type: none"> <li>Concept plans speak of protecting views, but it sounds like the views of the double story flats, not the views of Justice Walk</li> <li>How deep will you excavate to sustain views for Justice Walk?</li> <li>How sure are you that 2, 3-4 storeys will not impair the views from existing buildings in Justice Walk? [And just being able to see over their roof tops is not a view]</li> <li>We do not believe the grading of 9 meters is sufficient for a 4 story building to not obliterate our views.</li> </ul> | <ul style="list-style-type: none"> <li>The reason that they have views is because the dwellings that once stood in front of their homes were razed to the ground when the community was forcibly removed.</li> <li>Having regard to what is said above about restorative justice, maintenance of their views is a secondary concern.</li> <li>The issue of 'views' is a complex one – within recent developments in SA, the preservation of views are increasingly seen as a 'privilege' rather than a 'right'. It is important for Justice Walk/ Canterbury Square residents to remember that the former District Six residents who occupied the existing houses along the southern edge of Old Constitution Street, now 'Justice Walk', did not enjoy an un-interrupted view of Table Bay/the City. Housing and commercial developments (i.e. the Tafelberg Hotel) blocked that view. It was only with the forced removals and the destruction of buildings that these houses along the southern edge of Justice Walk came to have a 'view' – a view privileged by the acts/actions of apartheid.</li> <li>With the redevelopment of District Six it is impossible – as elsewhere in the city and internationally – to guarantee that every residential unit will/must have a view. Where possible views will be protected but not at the expense of denying the redevelopment of District Six for returning claimants, nor at the expense of achieving reasonable residential densities.</li> </ul> | 148 (160 respondents) Note: Comments that follow from Justice Walk / Canterbury Square residents were received during extended comment period to 20 February 2012 |
|                                                                                           | Losing our views; exactly how high in meters will the buildings in Keizersgracht                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>Proposed as a primary of 'high street' New Hanover Street will be a</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 148                                                                                                                                                               |

| Theme / Issue                               | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Comment Record Number |
|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
|                                             | <p>Street in front of Canterbury Square and alongside Canterbury Square in Vogelgezang Street be? Can you be specific?</p> <ul style="list-style-type: none"> <li>You speak of protecting views but it seems that the views of Canterbury Square are not being considered at all.</li> <li>Canterbury Square was designed and built with urban balconies to ensure each property has a view, very much in line with your proposals for the new development.</li> <li>Hanover Street to the front of us is proposed to be a Primary Street with buildings of 4 to 6 storeys.</li> <li>Vogelgezang Street adjacent to us is to be a Low Order Street with buildings of 3 – 4 storeys.</li> <li>We were verbally assured at the Presentation at Trafalgar School the buildings in front and adjacent to us would be 2 storeys maximum.</li> <li>On the Vogelgezang side of our complex will you be excavating to sustain our views?</li> <li>Can you be specific</li> </ul> | <p>mixed land –use corridor that will include medium density housing provision. As the different precincts along this arterial route are developed and as further design occurs at the precinct level, the question of building heights, views and light will be discussed further with stakeholders.</p> <ul style="list-style-type: none"> <li>The commercial developments along New Hanover Street are critical to making the redevelopment as a whole sustainable. Shall the dispossessed community be denied their right lest we offend against those who stand to lose views? And more, these views that they claim ownership were gained off the back of the destruction of the homes of the dispossessed who now seek to return.</li> </ul> |                       |
| Light/shadowing and wind effects/tunnelling | <p>Losing light/shadowing and wind effects/tunnelling</p> <ul style="list-style-type: none"> <li>It appears to us any that multi story buildings built between Canterbury Square and Keizersgracht would result in loss of light to us.</li> <li>Can you be specific as regard to shadow lines?</li> <li>Will the effects on wind/tunnelling be established and will we be consulted about the findings.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>As the different precincts along this arterial route are developed and as further design occurs at the precinct level, the question of building heights, views and light will be discussed further with stakeholders. Detailed light and shadow projection studies will then have to be done.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                | 148                   |
| Building plans                              | <p>We would like all the ‘concrete’ proposed development and building plans to be open for inspection and discussion.</p> <ul style="list-style-type: none"> <li>We have only seen a concept of the proposed development</li> <li>We have no guarantees that our views over the harbour &amp; city will not be obstructed.</li> <li>The values of our Justice Walk and Canterbury Square properties are directly linked to having a view.</li> <li>We would like to see a proposed 'virtual plan' of the draft final outcome of the proposed development.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                     | <p>The Final Draft Development Framework discusses the urban design of District Six at a broad conceptual level and in terms of design and development principles. These general design strategies and principles have to be applied/ tested at Precinct level and detailed design stages. With precinct designs there will be the opportunity for stakeholders to understand the proposals in greater detail.</p>                                                                                                                                                                                                                                                                                                                                  | 148                   |
| Services                                    | <p>We need the police, welfare, fire and road planning departments to be involved for their comments (the Summer Greens development near Canal Walk was so badly planned fire engines or rubbish collection vehicles could not drive on narrow streets)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Various departments of the City of Cape Town are and will be making comments.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 148                   |
| Access                                      | <p>How can the Kuyper Road entrance to Justice Walk be used as road with direct access garages backing onto road (as shown on development plans in Trafalgar School</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>With the development of Block N1/N2 vehicular access to Justice Walk needs to be reviewed by the CoCT’s Roads Department. In doing so the status of Kuyper Road will have to be re-appraised.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 148                   |
|                                             | <p>Canterbury Square only has two access points, the driveway gate onto Vogelgezang Street &amp; the pedestrian gate leading out onto the Public Open Space between Canterbury Square &amp; Keizersgracht. Confirmation is required that should the Public Open Space be rezoned and or developed our pedestrian access will be preserved.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>With the further design development of precincts that surround Canterbury Square, these concerns of access and open space provision will have to be addressed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 148                   |
| Planned Development                         | <p>It should be strongly stated that a badly planned development will turn into the City of Cape Town's biggest problem in a few years' time. It is better to think it through properly now</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Agreed!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 148                   |

| Theme / Issue                         | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Comment Record Number |
|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| De Waal Drive Flats                   | <p>De Waal Drive Flats: We have a huge problem with the De Waal Drive flats. We don't want a duplication of that problem in front of and around us.</p> <ul style="list-style-type: none"> <li>Justice Walk concern is being sandwiched between the problem De Waal Drive Flats and potentially problem development in front.</li> <li>Canterbury Square and Blinde Street already experience high levels of crime and have the same concerns.</li> </ul> <p>De Waal Drive Flats, the problems</p> <ul style="list-style-type: none"> <li>Drug taking and dealing</li> <li>Unemployed youth have nothing to do</li> <li>A criminal element has moved into some of the flats, some of the other flat owners live in fear. This has been reported in the local newspapers.</li> <li>Vandalism to all of our properties</li> <li>Vandalism to the De Waal Drive flats and garages</li> <li>People living in the De Waal Drive Flat's garages</li> <li>Dumping of rubbish from the De Waal Drive flats above into the car parking bays in Lymington Close. This is an on-going monthly problem. It's like living in a rubbish dump. It's difficult to get the dumped rubbish removed.</li> <li>Shoddy maintenance of the De Waal Drive Flats and Garage buildings (Buildings are not timeously maintained by Human Settlements) it can take years to get things fixed.</li> <li>Graffiti is an on-going problem</li> <li>No proper tenant rules</li> <li>Back yard dwellers, would this be allowed elsewhere in CPT?</li> <li>De Waal Drive Flats in 3 words, shocking, disgusting, unacceptable</li> <li>The De Waal Drive flats are a problem which will only be exacerbated if it is not fixed.</li> </ul> | <ul style="list-style-type: none"> <li>These are issues that have to be taken up by Civic, Residents as well as Neighbourhood organizations and by the appropriate departments of the City of Cape Town.</li> <li>There is an unfortunate assumption here that the people who will be returning are rabble and miscreants.</li> <li>Part of the contribution that these beneficiaries of apartheid, and now of restorative justice can make, is on community driven strategies to limit criminality and poor neighbourliness. Drawing up a list is a good start. Making a plan that is inclusive and subscribes to our model of integration is the next step.</li> </ul> | 148                   |
| Allocation of Homes                   | <p>How will all the 4,500 – 5,500 new homes be allocated?</p> <p>As per DRAFT DISTRICT SIX DEVELOPMENT FRAMEWORK 2011 Page 7 of Chapters 5 &amp; 6 and TABLE 5.1: SUMMARY OF FAST TRACK DEVELOPMENT Phase 1A homes are allocated as: claimants as 840, social 0, gap 40, market 40 Phase 1B shows claimants 228 social 165, gap 66, market 211.</p> <p>So as we understand it, the majority of the claimants will be allocated homes in Phase 1A.</p> <p>Will the majority of any other group be homed in any other one phase?</p> <p>We are concerned that a majority of another phase may be allocated as rental properties instead of the homes in the phases being split between the various groups.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>The danger of accelerating the return of claimants was that we would sacrifice the principle of an integrated development. We have managed to limit that as the breakdown of categories demonstrates.</li> <li>With less time pressure in the remaining redevelopment, we should achieve a better mix and distribution of land reform beneficiaries, gap, social and market-related housing.</li> </ul>                                                                                                                                                                                                                           | 148                   |
| Commencement of building process      | <p>When will this first phase of building start and how long do they think it would take for completion?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>March/April 2012</li> <li>All claimants will return by February 11, 2014.</li> <li>The total redevelopment will take approximately 7 years to complete.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 148                   |
| Security                              | <p>Will security become an issue?</p> <ul style="list-style-type: none"> <li>The builders will have workers around 24/7?</li> <li>Will building sites be enclosed, patrolled &amp; monitored?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>The builders will by contractual agreements deal with issues of health, safety and security.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 148                   |
| Noise and Dust and Construction hours | <ul style="list-style-type: none"> <li>What steps will be taken to minimise noise and dust and inconvenience to current residents?</li> <li>Will buildings construction hours be strictly controlled?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>These are real and valid concerns that must be addressed with each precinct development. In terms of the Occupational Health and Safety Act the various building sites will have to have proper hoarding, security</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                | 148                   |

| Theme / Issue     | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Comment Record Number |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| Site laws         | <p>If we (the existing residents) are restricted to Heritage site laws in terms of adding onto and changing our homes.</p> <ul style="list-style-type: none"> <li>• Surely the sensitivity of preservation needs to be taken into account when erecting large buildings around &amp; in front of the Zonnebloem belt.</li> <li>• You speak of enhancing the setting of the remaining historic buildings as unique and distinctive places within the urban fabric. Can you be specific?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>fencing, signage, etc.</p> <p>Yes the 'sensitivity of preservation' needs to be considered, while still making it possible for the re-development of District Six to occur. In principle there should be a balance of conservation and development. In this regard the remaining historic buildings (of Churches, Mosques and Schools) should not be dwarfed by inappropriately tall/high buildings – they should retain their status as landmark buildings.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 148                   |
| Public Open Space | <p>Not enough Public Open green spaces within the project.</p> <ul style="list-style-type: none"> <li>• From the Concept/Spatial plan it looks as though they are even building on the little park at the end of Justice Walk and Lymington. Fawley Park as well as the Public Open Space between Canterbury Square and Keizersgracht Street.</li> <li>• Fawley Park, at the end of Justice and Lymington roads, is probably the only aspect of community that still exists in this strip. Children are seen playing soccer, cricket &amp; walking dogs every day, morning &amp; evening, why is this being ignored?</li> <li>•</li> <li>• Open spaces? Concept plans mention Trafalgar Park, It's not close, it's unsafe, and Zonnebloem Estate as open space, are we allowed access to Zonnebloem estate? Point is, these are not here, you need to get into your car and drive there.</li> <li>• As safety is an issue at Trafalgar Park, you wouldn't want to go there anyway.</li> <li>• There is no Open space within the proposed development big enough for outdoor recreation.</li> <li>• The Public Open Space between Canterbury Square and Keizersgracht is a narrow strip of land on which a large chunk of the original Hanover Street remains and is clearly visible.</li> <li>• It would be a good idea to establish a memorial park there so that there is at least some green space on the New Hanover Street. We have written to the city and various officials over the years offering to help where we can to establish such a park but no response has been received to date.</li> </ul> | <ul style="list-style-type: none"> <li>• As part of an inner-city quarter the re-developed District Six will contribute to, and share, amenities within the city bowl area. The provision of public open space in the re-developed District Six cannot therefore be thought of in terms of typical 'suburban' open space norms. Thus places such as Trafalgar Park would have to be made safe to be used by surrounding communities.</li> <li>• The public use of open spaces such as the Zonnebloem Estate needs to be integrated into the Business Plan and be negotiated with the Zonnebloem Trust. In addition the full and open public use of the CoCT owned playing fields (known as the 'Greens') needs to be negotiated. Together these expansive open spaces can serve as outdoor recreation areas to be used by residents and Schools alike.</li> <li>• As and when this precinct gets developed design issues of heritage, massing, heights, etc. will need to be considered with stakeholder input.</li> <li>• Refer to discussion on Open Space on page 5-6.</li> </ul> | 148                   |
| Memorial Park     | <p>The proposed memorial park, it should be positioned in front of existing houses in Justice Walk to ensure that at least some of the houses keep their existing views.</p> <ul style="list-style-type: none"> <li>• How will the Memorial park be constructed? At the moment its slopes are so steep it is not suitable for use as a park. It is not remotely conducive to any recreational use. It's also exposed to the full blast of the South Easter. It needs to be a park that residents can use and enjoy as an outdoor space.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>• The Memorial Park is to commemorate the forced removal of a community and to symbolize the wasted windswept landscape caused by the destruction of District Six. The intention is that it serves as a reminder to all of the destruction of a community. This is its primary purpose.</li> <li>• The primary purpose of the park is not to protect views. The site where the park is proposed is at Horstley Street (which still exists) where the first and last forced removals in the modern era happened. Justice Walk does not carry the same historical significance.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 148                   |
| Narrow streets    | <p>Rabbit warren streets</p> <ul style="list-style-type: none"> <li>• They are planning to narrow Keizersgracht from 30 to 17 meters. They don't want motorists using it as a detour to bypass traffic jams; a rat run was the term. Yet they want to use it for the My City buses and Taxis.</li> <li>• This needs a re-look, once the buildings are built it's hard to change the roads, what about in 50 years' time? What about imposing a strict, low, speed limit?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>• District Six is part of the inner city bowl area – it is not a suburb as understood in the conventional sense. It is urban in character rather than sub-urban. The reconstruction of District Six also involves building on a historic site, where the historic grid of streets remains in places and where these traces of history will be made tangible again.</li> <li>• Keizersgracht is therefore not envisaged as a transportation hub. The vision for this road is a place where community can celebrate, walk,</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 148                   |

| Theme / Issue                         | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Comment Record Number |
|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
|                                       | <ul style="list-style-type: none"> <li>You can plant trees in the middle of a wide street</li> <li>We need road engineering, the police, welfare and fire departments to be involved for their comments (the Summer Greens development near Canal Walk was so badly planned fire engines and rubbish collection vehicles could not drive on the narrow streets)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>shop, socialise and encounter. The detail design of the road has not been completed at this stage and is dependant on a transportation impact assessment being undertaken.</p> <ul style="list-style-type: none"> <li>The City of Cape Town, their Roads, Fire and Waste Disposal Departments will all make comments.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                       |
| Crime, Policing & Traffic in the area | <ul style="list-style-type: none"> <li>They are considering laneways between the buildings, the original street grid.</li> <li>What about crime prevention? Narrow streets that you cannot get a car down make the area difficult to police? A perfect escape route for criminals? Surely input from the police would help.</li> <li>Each section (should/must) be fenced off like the Mill and Canterbury Square with security access; criminals would then at least have to negotiate a fence in order to get away.</li> <li>How will the City be able to do rubbish collection if we have narrow streets trucks cannot drive down?</li> <li>This kind of development will need a lot of security features to prevent it from turning into the slum it once was.</li> <li>Will the city or province allocate additional police, Metro police, CCID security or traffic officers for the maintenance of proper law and order in the area?</li> <li>Will CCV cameras be installed as in the city?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>The provision of narrower streets does not preclude policing, rubbish collection and crime prevention – this has been proved all over the world. While streets may be narrow they will still allow vehicular access.</li> <li>Yes policing must occur – the extent and scale of such crime prevention measures should be taken up with SAPS, Neighbourhood Watch organizations, etc.</li> <li>Gated communities will not be allowed. The whole area is designed so that a community can establish itself. The process of community building itself involves tackling issues such as crime.</li> </ul>                                                                                                                                                                                                                                                                 | 148                   |
| Ownership and maintenance             | <p>Types of ownership &amp; Maintenance of the buildings</p> <ul style="list-style-type: none"> <li>The Full Title pilot phase buildings are not being maintained at all, not even a lick of paint. If you want photos, we have photos taken in December 2011.</li> <li>Many of the buildings to be erected will be Sectional Title Ownership. What guarantees can be made that the Body Corporate/s will produce a long term budget correctly for the maintenance and repair of the common property and raise sufficient levies to cover these costs and build an appropriate reserve for contingencies? Management Rules and Conduct rules are as automatically as prescribed but Conduct Rules need to be tailored and registered/filed to suit their application. Will Sectional Title experts such as Prof Graham Paddock and Tertius Maree be consulted to ensure that this is set up correctly and a professional managing agency be appointed?</li> <li>The balance of buildings could either be Full Title or Home Owners Associations. Full Title leaves everything related to the building up to the individual owning it and Home Owners Associations would in our opinion be more desirable as in this way the maintenance and repair of the buildings can be 'governed' the roads and sidewalks maintained as well as security if necessary.</li> <li>It is mentioned that the area should be divided into eight smaller sub precincts rather than one single urban precinct. This provides a good basis for home owners associations to be established.</li> <li>Please could you be specific as to how ownership is envisaged.</li> <li>Again, strict rules and guidelines will need to be put in place to prevent the area from becoming a slum.</li> </ul> | <ul style="list-style-type: none"> <li>All claimants and land reform beneficiaries will own their homes either through freehold or sectional title. The remainder will be let.</li> <li>The rental units will be managed by a properly qualified property management company.</li> <li>The basic rules of good neighbourliness are captured in the Social Compact that every returnee is required to sign and recorded in the title deeds.</li> <li>Apart from the fact that the returning community is very house-proud, as evidenced by the fact that previously dilapidated white areas such as Crawford and Rondebosch East now boast mansions with sky-rocketing property values, it must be remembered that the people living in the first pilot project live next a construction site. There is no point in painting now when there is a chance that the effort will be a wasted exercise.</li> </ul> | 148                   |

| Theme / Issue       | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Comment Record Number |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| Returning claimants | <p>Will the returnees live in the houses or will they be absentee landlords as appears to be the case with some of the houses down at the pilot phase?</p> <ul style="list-style-type: none"> <li>• Since most claimants are relatively old by now would we soon have a retirement village? Since they will soon pass on but have to keep their property for 15 years what would happen to it then. Does this mean their kids inherit it? What claim do they have to these properties as they are not returnees?</li> <li>• The pilot project below seems to have many absent landlords. Is the same going to happen here?</li> <li>• Are claimants permitted to rent their properties out?</li> <li>• If the claimant passes away are the heirs still restricted from selling it until the prescribed number years have elapsed?</li> <li>• Will heirs also pay zero rates &amp; will they be allowed to rent the properties out?</li> </ul>                                                                                                                                                                            | <ul style="list-style-type: none"> <li>• While we are doing everything possible to get the original evictees to return to guide the establishment of the new community, many have died or are too old to return.</li> <li>• They often give the houses to their children or rent it out to a family member.</li> <li>• In any event, and regardless to whom they rent, the Social Compact prohibits exploitative rentals. Poorer people must return to the City as a matter of priority.</li> </ul>                                                                                                                                                                                                                                                                              | 148                   |
|                     | <p>We've heard the returnees would not be required to pay rates and taxes for a number of years</p> <ul style="list-style-type: none"> <li>• We are concerned about the economic, social and aesthetic impact this arrangement could have on the neighbourhood</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• Not paying rates and taxes does not absolve the City of its responsibilities as the local authority.</li> <li>• The moneys saved from not paying rates will mean that there will be spare cash available to maintain their homes</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 148                   |
| Parking             | <ul style="list-style-type: none"> <li>• Where is the extra parking available for Mosque days?</li> <li>• You say that reduced car parking ratios will be negotiated with the city on the basis of the site's high level of access to work opportunities and public transport, that on street parking is promoted and walking to the shops will be encouraged &amp; the intention is to make it less convenient to use a car &amp; that a ratio of .7 parking per Household is aimed for.</li> <li>• As stated: paying, hiring and buying parking in the city is not affordable so what will car owners do?</li> <li>• In our opinion trying to minimising parking is extremely short-sighted, 1.25 parkings per household in the surrounding areas has already often proved to be inadequate.</li> <li>• What about visitors parking?</li> <li>• Using on street parking as ones primary parking increases ones insurance premiums substantially.</li> <li>• In our opinion lack of adequate parking facilities at the shops will discourage people from shopping in the area and the shops will lose trade.</li> </ul> | <ul style="list-style-type: none"> <li>• The provision of Parking in inner city areas such as District Six is a complex issue that needs to be addressed on an on-going basis and re-evaluated as transport trends change and as more sustainable public transport is provided. To provide parking in conventional terms and standards would drastically reduce the land area available for residential development. Thus parking provision needs to be made in a range of different ways, including, limited on-site parking, on-street parking, multi-use parking courts and where feasible parking garages.</li> <li>• In the case of the development of Block N1/N2 all four of these options are being considered as the Precinct level Urban Design progresses.</li> </ul> | 148                   |
| Levies              | <p>Levies for the administration, maintenance &amp; repair and upkeep of common Property</p> <ul style="list-style-type: none"> <li>• In the case of sectional title properties and Home Owners Associations levies for the administration, maintenance &amp; repair of the common property, insurance and so on would need to commence from day one at a realistic figure. [In Sectional Title it could probably be estimated to be approximately R10 per square metre per month to ensure that sufficient reserves are built up to cover all future expenses]</li> <li>• How will these levies be covered in the case of the returnees, will they be liable for these? Or is this another item they will not be required to pay and if so how will they be subsidized?</li> </ul>                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>• There is an unfortunate assumption here that the people who will be returning are rabble and miscreants.</li> <li>• It is neither the place of existing residents / owners nor a Development Framework to address the question of levies. It is the responsibility of the proposed Management Vehicle to attend to such matters.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             | 148                   |

| Theme / Issue                               | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Response                                                                                                                                                                                                                                                                                                                                                                                                      | Comment Record Number |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| Liaising with existing property owners      | <ul style="list-style-type: none"> <li>You mention consulting the claimants, but not existing owners?</li> <li>Canterbury Square has been here for more than two decades and some existing residents have been here for 40 years and more. We believe we have a right to be heard.</li> <li>We seem to be an afterthought in the consultation process despite requesting to be included over the years.</li> </ul>                                                                                                                                                                                                                                                                                                     | The claimants, their representatives and proponents of the scheme are aware and mindful of the fact that Canterbury Square has been in existence for many years. However, Canterbury Square was developed on land from which returning claimants were forcibly removed. The participation of the Draft Development Framework is the beginning of an unfolding process where all stakeholders will be engaged. | 148                   |
| Environmental Impact Studies                | <ul style="list-style-type: none"> <li>We would like to see the environmental impact studies.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | This will be considered if deemed necessary in terms of the National Environmental Management Act (NEMA).                                                                                                                                                                                                                                                                                                     | 148                   |
| Construction materials                      | <p>We are very concerned about the quality of the construction of the housing development. If it is based on the flats close to the Nelson Mandela Boulevard handed over in 2003, which now look like a sub- economic housing scheme, we are very worried.</p> <p>We have recent pictures taken in December 2011.</p> <ul style="list-style-type: none"> <li>What is the builder's track record?</li> <li>Will the tender/s process be open for public scrutiny?</li> </ul>                                                                                                                                                                                                                                            | While the upkeep and maintenance of some houses have been neglected, the overall process should not be misjudged. The Pilot Project built in 2003 and the Second Pilot Project currently under construction has been carried out with integrity. Sound building techniques and materials were/are being employed. An open tender process of building procurement has been followed.                           | 148                   |
| Further concerns of current local residents | <ul style="list-style-type: none"> <li>Is current ownership respected?</li> <li>Who is the Architect Lucien La Grange? There is little information on him on the web. Which prestigious developments did he work on? Is a CV of his work available?</li> <li>Where are the plans as we have not seen anything? Which architectural design is to be used and is it in keeping with the current style and heritage yet with consideration of modern requirements?</li> <li>What overcrowding laws (automatically laws apply) will apply to the housing and what overcrowding rules will apply to the occupation of sectional title units.</li> <li>Will allotments be available to current residents as well?</li> </ul> | <ul style="list-style-type: none"> <li>Lucien le Grange Architects &amp; Urban Planners will certainly have to improve their information on the web!</li> <li>As precincts are designed and developed so will participation of stakeholders' increase. Detailed plans, models and other three dimensional representations will be made available for public comment/input.</li> </ul>                         | 148                   |

| Communication                                 |                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                              |
|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| Lack of / poor communication (Claimants)      | Many Claimants complained that they were not informed about the consultation event and only heard about the event on the radio or through word of mouth. Many respondents expressed frustration with regards to the change of venue and requested better notification in future. [Note also see last section for DRD&LR to follow up on.]                                                                | This is being addressed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 20,23,42, 68,74 91, 92,96 97,99,110, 131, 132, 136, 146, 147 |
| No communication (Stakeholders)               | Some stakeholders, particularly residents of Justice Walk, Canterbury Square and other adjacent land owners, questioned why they had not been engaged during the DF process. They request to be involved and informed of developments in the future. Some respondents queried how Interested and Affected Parties who were unable to attend the exhibition would provide their comment into the process. | The public participation period (05 December 2011 and 20 February 2012) was the official engagement process with all stakeholders.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 59,60, 72, 83,89,138, 151                                    |
| Short consultation period                     | Some respondents complained about the short consultation period and notification period. They also recommend that in future consultants attending the exhibition wear name tags so that they can be identified. One respondent complained that no consultants were available to answer when the exhibition was visited.                                                                                  | The public participation comment and viewing (of materials) was extended from 27 January to 20 February 2012. Consultants were present at the times stipulated in the notification letters / public notices.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 47, 59,94                                                    |
| Request for additional information            | Some respondents requested copies (hard copies as well as high resolution digital copies) of the material on display. One respondent requested access to the running presentation which was not on the website. Others had problems accessing the material on the website and complained about the time it took to download the material.                                                                | Low resolution version of all the material which was on display at the exhibition, including the full Final Draft Development Framework, is available on the website. This includes the Final Draft Development Framework and Business Plan presentations. Higher resolution digital copies were available on CD's on request from Bergstan during the public participation process. All information on the website has been divided into 4MB files which are considered acceptable for downloading. Reducing file size further would have required reducing the quality of the images further making them illegible.                                                              | 22, 47,78,92, 95,98, 142                                     |
|                                               | One respondent expressed dissatisfaction around the lack of information presented on the business plan.                                                                                                                                                                                                                                                                                                  | Noted. The Claimants were intimately engaged in smaller workshops between the week of 12 December 2011 and February 2012.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 110                                                          |
| Greater Transparency                          | Some respondents criticized the apparent opacity of the process and suggest foul play. They complain that there is no clarity on the roles and responsibilities of the stakeholders for undertaking the project. They argue that it is therefore difficult to know who is accountable and who is in a position to make decisions.                                                                        | The Restitution of Land Rights Act makes provision for the process of restoring land rights lost. Stakeholders are encouraged to read the provisions of the act.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 28, 30, 85, 86, 151                                          |
| Communicating progress                        | One respondent suggested that a database for District Six be made public. This should include a list of claimants and a record showing how the project is progressing and a count to monitor the handover of homes to claimants.                                                                                                                                                                         | Noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 104                                                          |
| Public meetings                               | Respondents did not appreciate the format of the exhibition and requested a public meeting to be held for all claimants.                                                                                                                                                                                                                                                                                 | After consultation with the D6BT and other stakeholders it was decided that a more informal form of consultation in the form of a manned exhibition was more appropriate. A manned exhibition allows for people to come at a time that suits them, allows the material to be presented and explained to small groups of people and afford an opportunity for people to ask questions one-to-one. Public meeting have also proved problematic in the past with dissidents disrupting proceedings and not allowing others to express their views. Many of those who attended the exhibition commented that they preferred this format. This format has proved to be very successful. | 66, 93                                                       |
| District Six Community Health Centre Comments | A number of local residents questioned why they were not asked to comment on the proposals for the demolition of the Old Maternity Hospital.                                                                                                                                                                                                                                                             | In terms of the National Heritage Resources Act (No. 25 of 1999) a Heritage Impact Assessment (HIA) was completed by Dr Nicolas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 85,86                                                        |

|                                                        |                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                              |
|--------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
|                                                        |                                                                                                                                                                                                                                                                                                                                                | Baumann and submitted to Heritage Western Cape who identified the D6BT as a key stakeholder to be consulted in the Heritage Impact Assessment process for the new D6 CHC. The survey of claimants was a requirement of the D6BT being uncomfortable to make a decision on behalf of the entire claimant community of District Six in respect of the demolition of the Old Peninsula Maternity Hospital (PMH). A report on the findings of the survey can be accessed on <a href="http://www.districtsix.za.org">www.districtsix.za.org</a> |                                                                                              |
| <b>Business Plan</b>                                   |                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                              |
| Slow progress                                          | Many respondents communicated frustration with the slow progress of the project, political interference, un-kept promises and felt that claimants were being used as “political footballs”. Some respondents lament that their parents and partners were unable to see the areas redevelopment and are disillusioned with the process.         | Noted. However, with the buy-in of all tiers of government, this should no longer pose a problem.<br>Government support together with the Business Plan will unlock the Acceleration of the Development                                                                                                                                                                                                                                                                                                                                    | 17, 24, 25, 26, 34, 37, 42, 48, 52, 62, 63, 64, 65, 66, 67, 86, 113, 133, 142, 144, 153, 155 |
| Meaningful engagement and participation                | Claimants requested that their homes are designed to their specifications and that this should form part of the process.                                                                                                                                                                                                                       | They are already part of the process.<br>Claimants will be engaged in the next Precinct Planning stage of the project and will be directly involved in the design of their homes, as was the case for Pilot Projects 1 and 2 (within an Architectural Guideline                                                                                                                                                                                                                                                                            | 30,35                                                                                        |
| Allocation                                             | Concern was expressed over the allocation of the houses. Many objected to a “take a number out of a hat approach” which is perceived to be happening at present. There was also dissatisfaction with having to draw lots for a garage                                                                                                          | When the allocation gets done, eligible claimants are called into a meeting where the best way to approach the issue is first discussed. The process decided upon at the outcome is then implemented. Allocation based purely on the date of lodgement of the Claim as previously agreed by the majority of claimants as a fair basis for allocation.                                                                                                                                                                                      | 30, 39, 50,107, 113, 149                                                                     |
| Claimants and locations of choice                      | Many Claimants expressed a desire to live close to where they used to stay within District Six before they were relocated. Some claimants ask what the implication would be if they are offered a house and turn it down as they prefer another location (and are prepared to wait).                                                           | This is possible provided that they understand that it is unlikely that they will be allocated a unit in exactly the place where they lost their home<br>Claimants have a choice, but may need to wait a longer period of time before preferred locations are developed.                                                                                                                                                                                                                                                                   | 35, 39,43, 107, 111, 141, 142                                                                |
| Priority for the elderly                               | Respondents questioned whether the policy was still to house the elderly claimants first.                                                                                                                                                                                                                                                      | While a number of the older claimants were given houses in the pilot project the policy is now that allocations are done on a first come first served basis.<br>This was at the instance of the community in a meeting of the community held in 2008.                                                                                                                                                                                                                                                                                      |                                                                                              |
| Claimants and their choice of house types              | Claimants requested more information with regards to their choice of housing type, the size of units and their location. Related questions included: <ul style="list-style-type: none"> <li>Will the cost / contribution vary according to the size?</li> <li>If a claimant is able to contribute more can they get a bigger house?</li> </ul> | This issue is addressed when designs for a particular part of the development are workshopped with claimants who are eligible in terms of the selection process) for the houses built to be built.<br>Yes, the contribution will vary from R 200 000 to R 250 000 depending on the size of the unit. The figure stated on the website is the average cost.<br>Yes, however there is a limit to the number of larger units.                                                                                                                 | 107,113, 114                                                                                 |
| Restitution in relation to previous property occupied. | These respondents questioned whether the size of the property that Claimants would receive had any relationship to what they may have owned or lived in previously. This applies generally and specifically to people who ran businesses from their properties.                                                                                | No. The size of landholding of previous landowners will be a factor in the allocation of the number of units that landowner claimants will be entitled to.                                                                                                                                                                                                                                                                                                                                                                                 | 29,109,113, 128                                                                              |
| Date of occupancy                                      | Respondents expressed concerns and had questions around costs, affordability, the extent of the subsidies and financial implications for Claimants.                                                                                                                                                                                            | These are being workshopped with the claimants presently<br>This was communicated during the Focus Groups. The Claimant Contribution will remain the same until the end of 2014 at which stage all of the Claimants will have been settled.                                                                                                                                                                                                                                                                                                | 31, 42, 49, 66,80,101,102, 105,112                                                           |
| Funding and subsidies                                  | Many claimants enquired for more information of the potential dates when they would be able move back. Some are tired of waiting and concerned that                                                                                                                                                                                            | We will publish a list in order of date of lodgement. By comparing this list to an indicative construction programme, claimants will be able to                                                                                                                                                                                                                                                                                                                                                                                            | 37, 73, 74, 100, 106, 105, 112, 142,                                                         |

|                                                      |                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                         |                      |
|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
|                                                      | they are getting old, others want to know so that adequate financial arrangements plans can be made. Some Claimants have homes which they are willing to sell so that they can move and want to know when the contribution needs to be made.            | determine when, more or less, they will be eligible for a unit. Currently Government has committed to returning all Claimants by 2014.                                                                                                                                                                                                                                                                                                  |                      |
|                                                      | Some Claimants are ready to pay but want a guarantee of a house.                                                                                                                                                                                        | Each claimant will get a house. Guaranteed. Payment will ONLY be due at transfer at which stage FULL title will be given. All validated Claimants are guaranteed a house.                                                                                                                                                                                                                                                               | 101, 114             |
|                                                      | Some claimants query whether they will be able to access credit from financial institutions based on the value of the house.                                                                                                                            | Yes.<br>The District Six Company to be formed (of which the Claimants will be shareholders) will underwrite the bonds.                                                                                                                                                                                                                                                                                                                  | 113                  |
|                                                      | Claimant requests information on the costs of the house / house price and how this relates to unit size.                                                                                                                                                | In the current market it is estimated that costs will be in the order of R 1 million+ to build residences of this nature.                                                                                                                                                                                                                                                                                                               | 35                   |
| Timescales                                           | Respondents expressed doubt over the proposed 3 year time frame for delivery.                                                                                                                                                                           | This is based on a commitment by Government.                                                                                                                                                                                                                                                                                                                                                                                            | 40                   |
| Land                                                 | This respondent expressed support for the process but requests his portion of land back.                                                                                                                                                                | This is not possible given that much of the original land has been developed.                                                                                                                                                                                                                                                                                                                                                           | 45                   |
| SPV                                                  | Some respondents requested more information on the SPV and how it is intended to be run. Others are excited about the opportunity of investing in the Trust and think that this should be advertised more aggressively                                  | The SPV will be workshopped with the Claimants during the next round of workshops with Claimants starting in March 2012.                                                                                                                                                                                                                                                                                                                | 20,24, 47, 100       |
| Purchasing property in District Six                  | A number of respondents enquire as to how it will be possible to purchase property within District Six. This related to both claimants and the general public.                                                                                          | It is not possible to purchase property in District Six. All additional residential and commercial stock will be held by the District Six SPV as rental stock.                                                                                                                                                                                                                                                                          | 71,82,119,139        |
| Pilot / Next 100 Houses projects                     | A number of Claimants raised questions regarding the completed but still empty / unoccupied houses in the Next 100 Houses. Some requested to be moved into these houses.                                                                                | We have to respect the process and the community's demand that date of lodgement be the deciding criteria for prioritising.<br>We have put people who have not taken occupation of their houses to terms. Should they not take occupation within a stipulated period of time, the get shifted down the list and the next eligible family gets an opportunity to take the unit.<br>These are being dealt with and will soon be occupied. | 73,101,103, 108, 141 |
| Appointments                                         | Respondents enquired who is responsible for appointing and paying consultants and contractors during the development process. Respondents again make reference to a lack of transparency (see point on transparency above).                             | This is done by public tender managed by national DRDLR and overseen by the Task Team.<br>You could not have a more open process.<br>Currently the Government appoints consultants. Future appointments will be made by the District Six SPV in compliance with the tenets of the Public Finance Management Act.                                                                                                                        | 20, 30, 86           |
| Professional services                                | Some respondents offer their professional services (valuation, palisade fencing and waste pickup services) to the SPV. Other respondents expressed an interest in providing social services – soup kitchens, crèches and provide their contact details. | Procurement will be done with emphasis on the fact that a large pool of resources reside within the returning community.<br>There will be a Procurement Process for all goods and services with preference given to Claimants and Land Reform Beneficiaries and in compliance with the provisions of the BBBEE Act.                                                                                                                     | 70,76,81,111         |
| Local / Community Contractors                        | One respondent suggested that artisans from the community be employed in the construction process.                                                                                                                                                      | This is a principle that will be incorporated into procurement requirements and all companies will need to comply with such conditions                                                                                                                                                                                                                                                                                                  | 140                  |
| Purchasing or renting in District Six                | Some Claimants liked the idea that they or their children could buy or rent in District Six and wanted to know what the process for this would be for securing property.                                                                                | They will own their houses.<br>Claimant Families will have first preference.                                                                                                                                                                                                                                                                                                                                                            | 50, 119              |
| Questions related to the transfer of claims to other | Respondents make enquiries regarding what happens to a claim if a claimant has passed away without leaving a will.                                                                                                                                      | The claim goes to their heirs in terms of the Intestate Succession Act. The Claim will revert to the dependants and should there be no                                                                                                                                                                                                                                                                                                  | 65                   |

|                                                  |                                                                                                                                                                                 |                                                                                                                                                          |                                                                                                   |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| beneficiaries                                    |                                                                                                                                                                                 | dependants then the Claim will revert to the SPV.                                                                                                        |                                                                                                   |
| <b>Comments for DRD&amp;LR to address</b>        |                                                                                                                                                                                 |                                                                                                                                                          |                                                                                                   |
| Queries regarding claim numbers and verification | A number of respondents are awaiting claim numbers and correspondence from DRD&LR. Most have left contact details and request a response from the DRD&LR.                       | All claimants have been assigned a claim number. Land Reform Beneficiaries do not qualify for claim numbers.                                             | 65, 75,79, 91, 99, 115, 117, 118, 120, 122, 123, 127, 128, 129, 130, 131, 132, 133, 134, 135, 141 |
|                                                  | Respondents wanting to be added to claimant list                                                                                                                                | The closing date for claims was December 1998.                                                                                                           | 71, 82, 90, 119, 124                                                                              |
|                                                  | Claims that staff members at land affairs are uncooperative.                                                                                                                    | Noted. The DRD&LR is happy to investigate any specific complaints made against members of the department's staff.                                        | 132, 134                                                                                          |
| Institutional Claims                             | St. Marks Church Query on the status of their institutional claim                                                                                                               | All religious institutions who have lodged claims will be directly engaged by the DRD&LR by June 2012.                                                   | 88                                                                                                |
| Update contact details                           | A number of claimants complained that their contact details are incorrect and should be updated with the information provided on the comments sheets for future correspondence. | The information recorded on the comments sheets has been submitted to the DRD&LR to enable the department to correct and update their claimant database. | 16, 68, 72, 74, 99, 116, 121, 125, 126, 127,137, 146, 150, 154                                    |



## Appendix B: List of additional Stakeholders

### City Bowl Ratepayers Association

P O Box 12050, Mill Street 8010; Att: Mr G Leigh; Tel: 424-1793(h); 460-3419(w); Fax: 424-1793.

### Woodstock Residents Association

11 Roodebloem Road, Woodstock, 7925; Att: Mr GH Jellars.

### District Six Museum Foundation

P O Box 10178, Caledon Square; Att: Mr Valmont Layne; Tel: 461-8745; Fax: 650-3489.

### SAHRA

P O Box 4637, Cape Town 8000; Att: Beverley Crouts.

### Acting Manager: Heritage Resources Management Services

Private Bag X9607 Cape Town, 8000; Att: John Martin; Tel: 424-0410; Fax: 424-0457; E-mail: csnelling@pawc.wcape.gov.za.

### District Six Beneficiary Trust

40 Keppel Road, Walmer Estate, 7925 or c/o District Six Museum Foundation, P O Box 10178, Caledon Square, 7905  
Att: Anwah Nagia; Tel: 426-1313 / 426-0999 / 461-8745 (District Six Museum); Cell: 084 786-5786; E-mail: anwah@fraters.co.za.

### Heritage Committee, Cape Institute of Architects

71 Hout Street, Cape Town, 8001; Att: L. Robertson / F. Todeschini / N. Baumann / G. Jacobs; Tel: 424-7128; Fax: 424-3620.

### Department of Archeology

University of Cape Town, Rondebosch, 7001; Att: Dr Antonia Malan / Tim Hart; Tel: 650-2358; Fax: 650-2352.

### Cape Town Heritage Trust

PO Box 16092, Vlaeberg 8018; Att: Ms Laura Robinson; Tel: 424-9591; Fax: 424-3159.

### Ward Councilor Paddy Chapple

155a Rhoster Road, Observatory 7925; Tel / Fax: 447-3971; Cell: 083 530-0265.

### District Six Civic Association

7 Aspeling Street, District Six, 8000; Att: R Bester.

### Cape Peninsula University of Technology

(formerly Cape Technikon) Engineering Building, Tennant Street; PO Box 652, Cape Town, 8001; Att: Prof. Nico Beute; Tel: 460-3657, Fax: 460-3706.

### Central CID Cape Town Partnership

PO Box 1997, Cape Town, 8000; Tel: 419-1881; Fax: 460-3706; E-mail: ctp@worldonline.co.za.

### Regional Land Claims Commission

Private Bag X9163, Cape Town, 8001; Att: Sam Molepo; Tel: 426-2930; Fax: 424-5146; Cell: 082 977-3278.

### Schotche Kloof Civic Association

161 Voetboog Road, Schotche Kloof Flats, Cape Town, 8000; Att: Mrs N Kasu; Tel: 426-5746.

### University Estate Residents Association

108 Upper Roodebloem Road, University Estate, 7925; Att: M. Matzener; Tel: 424-6344(w), 447-5638 (h); or P O Box 13182, Mowbray, 7705; Att: Amy Grainger; Tel: 447-1944; Fax: 683-6030.

### Upper Woodstock Residents Association

11 Roodebloem Road, Woodstock, 7925; Att: Teun Baartman.

### Walmer Estate Resident Community Forum

Moosa Sydow, Tel: 477-6498; Cell: 074-143-3210;

### Walmer Estate Resident Community Forum (WERCF)

33 Keppel Street, Walmer Estate, 7795; Att: Roland Langley; Tel: 447-2783 (h) / 550-7510 (w); Fax: 550-7638.

### District Six Crisis Committee

Att: Mr Dickie Davids (Chair); 18 Edgar Road, Landsdowne, 7780.

### Transformation, City of Cape Town

Director: Jane Hudson; 1st Floor, Paul Sauer Building.

### Target Projects

PO Box 6853, Roggebaai, 8012; Att: Terrence Smith; Tel: 461-0077; Fax: 461-0097; E-mail: targetpm@global.co.za.

### Resource Access

PO Box 373, Newlands, 7725, Cape Town; Att: Jeannette de la Harpe; Tel / Fax: 686 2257; Cell 082 402-3294; E-mail: cityaccess@icon.co.za.

### Concerned Voices of District Six

c/o Cosren Shipping, PO Box 6635, Roggebaai, 8012; Att: Mr Anwar Levy (Chair) / Mr. Nasser Benjamin (Secretary).

### SCHOOLS:

**HAROLD CRESSY HIGH SCHOOL**; 103 Roeland Street, Cape Town, 8000.

**VUYISEKA SCHOOL**; PO Box 941, Cape Town 8001; Tel: 462-1757.

**TRAFALGAR HIGH SCHOOL**; Birchington Road, District Six, 8000.

**ZONNEBLOEM COLLEGE**; Cambridge Street, District Six 8000, PO Box 216, Woodstock 7925.

**HOLY CROSS CONVENT SCHOOL**; Searle Street, District Six, Cape Town, 8000.

**CHAPEL STREET PRIMARY**; Chapel Street, District Six, Cape Town, 8000.

**RAHMANIYAH PRIMARY**; Pontac and Nelson Street, District Six, Cape Town, 8000.

**WALMER JUNIOR PRIMARY & WALMER SECONDARY SCHOOL**; Cambridge Street, Cape Town, 8000.

### Churches, Mosques, Creches and Community Organizations:

**ST MARKS CHURCH**; Att: Father John Olivier; Tel: 468 1006; Fax: 468 8000; E-mail: smd6@xsinet.co.za or revjohn@iafrica.com; 35 Beresford Road, University Estate.

**ST .PHILLIP'S CHURCH;** Rev. Michael Weeder, Chapel Street, District Six; Tel: 462-6355.

**MORAVIAN CHURCH;** Albert Road, Lansdowne; Tel: 761-4030.

**HOLY CROSS PARISH;** 26 Nile Street, District Six, Cape Town, 7925.

**NEW APOLISTIC CHURCH;** Hardy Close, District Six, 8000; Tel: 462-1631.

**ZINATUL MOSQUE** (Muir Street Mosque); Chapel Street, District Six; PO Box 750, Cape Town, 8001.

**AL-AZHAR MOSQUE** (Aspeling Street); Aspeling Street, District Six, Cape Town, 8000; Tel: 637-4514.

**GALIELOEL RACHMAAN MOSQUE;** Ellesmere Street, District Six, Cape Town, 8000; Tel: 683-3784.

**MARION INSTITUTE;** 124 Chapel Street, District Six, Cape Town 8000.

**AZAAD YOUTH SERVICES;** Tel: 461-4573; Fax: 461-4585, 200 Constitution Street, District Six, Cape Town 8000; E-mail: azaadys@mweb.co.za.

**TAFELBERG CRECHE;** Att: Ms Basson; 11 Christiaan Street, District Six, 8001; c/o National War Memorial Health Foundation; PO Box 3939, Cape Town, 8001; Tel: 447-7013/4; Fax: 447-964; E-mail: nwmhf@mweb.co.za.

