



Enquiries Guy Thomas

Tel: 021 483 9685

Email: guy.thomas@westerncape.gov.za

Date:

15 July 2015

Case No:

15050401GT0527M

Auto IDs:

2147 - 4170

FINAL COMMENT

**In terms of section 38(8) of the National Heritage Resources Act (Act 25 of 1999)
and the Western Cape Provincial Gazette 6061, Notice 298 of 2003**

Attention: Dr Nicolas Baumann
43 Glen Crescent
Higgovale
Cape Town
8001

CASE NUMBER: 15050401GT0527M

**HIA: PROPOSED EXTENSION OF THE BREAKWATER DOLOS REVETMENT ACROSS GRANGER BAY,
RECLAMATION OF LAND IN THE SEA AND ASSOCIATED MIXED USE DEVELOPMENT WITHIN THE GRANGER
BAY PRECINCT, V & A WATERFRONT**

The matter above has reference.

Heritage Western Cape is in receipt of your correspondence on the above matter,

The matter was tabled at the Impact Assessment Committee.

FINAL COMMENT

The Committee supported the proposals contained in the Granger Bay Precinct Plan (with reclamation), option 2, subject to the consultant's recommendations, the mitigation measures proposed in clause 15.3 of the HIA and further subject to the following amendments:

1. The essential mitigation measures and the optional mitigation measures must all be considered essential mitigation measures.
2. The height of the proposed buildings adjacent to the Water Club and all indicated 'A' on the Figure 23 must be moderated by a review of the angle of declination so as to ensure that the remaining view from the fort is protected from cumulative impacts. Structures on the roofs of these buildings must be included in these height restrictions.
3. The future SDP's must be referred back to this Committee for consideration
4. The archaeological survey report must be submitted to HWC for its record.

The following conditions, contained in the consultant's recommendations in the HIA report, are endorsed:

1. The top floor of buildings flanking the view corridor of the main gun placement of Fort Wynyard must have a different architectural treatment, which must be lighter and more fragmented in form and set back from the main structure.
2. The 30m view corridor in front of Fort Wynyard must be treated as a major public space, linking the Sea Point promenade to the Waterfront and be appropriately landscaped.
3. Buildings on either side of this corridor must be staggered to open up the corridor. The top two floors on either side of the view corridor must be set back behind the envelope established by the approved Beach Road development as illustrated in the VIA (Viewpoint 5) .
4. The continuity of the coastal corridor must be ensured for public access and visual amenity



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(views of mountain and sea) and must be between 20 and 30m wide. Blank, non-active edges and access to underground parking must be kept to a minimum along the promenade.

5. Public access to the water's edge via the 30m view corridor must not be impaired in any way.

This includes access for fishing boats under the management control of the licensee for the Oceana Boat Club slipway (see DEA&DP permit of 23/10/2014), to ensure that traditional patterns of access for the fishing community are ensured.

6. Gaps between buildings must be established to enable a degree of visual permeability and to maximize potential sea views from Beach Road, as provided for in terms of the approved Granger Bay (Phase 1) Precinct Plan

7. Building forms must be articulated and fragmented. The continuous, potentially monolithic slabs as indicated in the present block diagrams, which represent a worst case scenario, must not be permitted.

8. The building form and architectural character and the spaces between them must be subjected to urban, architectural and landscaping guidelines which must form part of the SDP approval process and which must be incorporated into any conditions of approval at the SDP level.

9. Before construction starts a physical survey must be carried out by a qualified maritime archaeologist to verify if any remains of a wreck are observed on the sea bed. A proton-magnetometer survey must be done to identify the presence of wrecks buried in the sand. If any wreck is found it must be identified, recorded and documented, and, depending on the significance, it must either be removed (if significant) or back filled under the new development after documentation.

10. Shipwrecks are protected under the National Heritage Resources Act (25 of 1999) and a permit for their excavation is required to be obtained from the SAHRA Maritime Unit if any wreck would have to be disturbed.

Terms and Conditions:

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

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

Yours faithfully

Dr Errol Myburg
Interim Chief Executive Officer
Heritage Western Cape