

PROPOSED DISMANTLING AND REASSEMBLY OF THE CENOTAPH AND PROPOSED CITY OF CAPE TOWN IRT BUS STATION ON ADDERLEY STREET MEDIAN

CAPE TOWN WESTERN CAPE

HERITAGE IMPACT ASSESSMENT

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Prepared For

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EXECUTIVE SUMMARY

The Heritage Impact Assessment (HIA) for this proposed City of Cape Town IRT Bus Station on the road median in Adderley Street Cape Town between Riebeeck street and Hans Strydom Street and the dis- and re- assembly of the Cenotaph on the Heerengracht median is in accordance with the National Heritage Resources Act, No 25 of 1999 Section 30 and 37. The provincial heritage authority, Heritage Western Cape is the authorising authority in this application.

The City of Cape Town is implementing the Integrated Rapid Transport System for the Inner City of Cape Town with a system of open and closed bus stations. One of these stations, a Closed Feeder Station, is proposed in the median in Adderley Street between Riebeeck Street and Hans Strydom Avenue where the Cenotaph is presently situated. Three alternative sites were assessed in detail for the preferred Cenotaph relocation site: Heerengracht road median, Delville Wood Memorial Garden, Company's Gardens and the Grand Parade.

The HIA provisional statement of cultural significance states the Cenotaph has a provincial heritage grade and the existing site has historic significance. As the Cenotaph was moved in 1954 approximately 8 metres from its original position, this present position is not assessed as highly culturally significant. However, the associational significance to the military and historic main axis of the city centre is significant and should be retained if possible. Adderley Street and the Heerengracht is a cultural landscape that has evolved since its inception. As the main road of the settlement it accommodated public transport in the form of horse drawn cabs, trams and busses.

Public participation processes for this HIA has been conducted in three phases: initial comments from civic and professional organisations and then a publically advertised comment period. This draft report is for comment for a third phase of public comment.

Although it is assessed that the relocation of the Cenotaph does remove it from a site adjacent to the Railway Station, the recommended site of the Heerengracht median in on the historic axis, where the Cenotaph has always been situated.

The proposed MyCiti bus stations will significantly improved the integration of public transport within Cape Town. The proposed site on the lower Adderley Street is assessed of a lower cultural significance than the other portion of the historic axis (upper Adderley and Heerengracht). Due to the gradient slope of Adderley Street, views within the streetscape will not be negatively impacted in the medium and far distance.

The HIA recommends the Cenotaph be dis- and re-assembled on the Heerengracht median at the Hertzog Boulevard junction with recommendations pertaining to the construction of a new stone square base and interpretive signage. In addition the HIA recommends the construction of the proposed bus station on the lower Adderley Street median, as the impacts on the identified heritage resources of the site and the context are not assessed as negative.

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SECTION 1 INTRODUCTION

1.1 INTRODUCTION

Gibb Science and Engineering (Pty) Ltd appointed Bridget O'Donoghue Heritage Consultant as a Heritage Assessment Practitioner (HAP) for the Heritage Impact Assessment (HIA) for the proposed City of Cape Town Integrated Rapid Transport System Bus station proposed for the road median on Adderley street, the site of the existing Cenotaph. Phase One HIA identifies and assesses the heritage resources on the site (Adderley Street) and provides heritage indicators for future development proposed. Phase Two HIA assesses the development of the proposed bus station on the identified site.

1.2 LEGAL REQUIREMENT

The City of Cape Town have advised their consultant Gibb Science and Engineering that an HIA for the proposed relocation and development is required as Sections 38 [c][i] of the National Heritage Resources Act, No 25 of 1999 (NHR Act) is applicable for development. The proposal to construction bus stations in Adderley Street triggers Section 38 "any development or other activity which will change the character of the site exceeding 5000m² in extent¹. A Notification of Intent to Develop (NID) was submitted to HWC on 27 April 2011 for the IARCOM meet on 11 May 2011. However due to an administration error², the NID was not placed on the IARCOM agenda. Due to the project's time constraints, the HIA was submitted prior to the HWC assessment of the NID.

The HIA for the proposed Adderley Street IRT Bus station and the relocation of the Cenotaph was discussed at the Heritage Western Cape (HWC) Impact Assessment Review Committee (IARCOM) on Wednesday 15 June 2011. The outcome of the discussion was formally communicated by the HWC, as follows (refer Text Box 1 and Annexure 1: HWC Interim Comment 22 June 2011).

The HWC required the application to be divided into three applications:

1. Application under National Heritage Resources Act (NHR Act) Section 27: Proposal to erect the Cenotaph on a Provincial Heritage site (PHS) the Parade;
2. Application under NHR Act Section 34: Proposal to dismantle the Cenotaph (structure over 60 years);
3. Application under NHR Act Section 38 (1)(c)(i): HIA due to proposed change of character to a site of over 5000 square meters - assess the impacts of the proposed Bus stations on the Adderley street median.

The outcome of these decisions is that the HIA submitted to the IARCOM has to be 'divided' (and updated) to achieve the 3 separate applications:

Applications no. 1 and 2 require submission to the HWC Built and Environment Landscape

¹ Personal communication: Johan Cornelius CCT Environmental and Heritage Resources Management.

² Personal communication: Dr Andrew Hall CEO HWC, 13 May 2011

Committee (BELCOM) for assessment at the same time. An additional component for this submission is the method statements for the dismantling and reconstruction of the Cenotaph. This item is now brought forward as it was planned it would be achieved at a later stage of the project.

Application 3: Requires more consultation with additional military representatives, such as the Highlanders, MOTHS (Members of the Old Tin Hats) and SA Military Society and Air Force representatives involved with the Korean War. Additional drawings are required, such as cross sections through the portion of Adderley Street indicating the scale and position of the proposed Bus stations, a longitudinal section through Adderley Street to indicate the level changes from Wale Street to the Adderley and the scale for the proposed Bus stations. Additional maps required are the mapping of the heritage resources on the length of the Adderley street and Heerengracht.

HWC require the CCT to advertise the proposed applications No. 1 and 2 in the newspaper for any further comment by the public.

The IAR Committee concurred, there was:

- ☑ No principal objection to the dismantling of the Cenotaph;
- ☑ No principal objection to the reconstruction of the Cenotaph on the Grand Parade (refer Text Box 1).

Heritage Western Cape (HWC) agreed that:

1. The matter cannot be dealt with as a single application under Section 38 of the NHRA and, in the circumstances, advises the applicant to make 3 separate applications: Section 34 of the NHRA for the dismantling of the Cenotaph; Section 27 of the NHRA for its re-assembly on the Parade; and a Section 38 of the NHRA in respect of the construction of the IRT Bus Station Building which will effect the character of a site greater than 5000 m² in extent
2. No member of the committee had any objection in principal to the dismantling of the Cenotaph and its re-assembly on the Grand Parade however the decision will be made by the Built Environment and Landscape Committee (BELCom) of HWC
3. All three proposals should be communicated to the public via the newspaper and appropriate public consultation is required

Text Box 1: HWC Interim Comment, 22 June 2011

HWC required the further submission of a Notification for Intent to Develop (NID) application regarding the proposed Bus Stations. The second NID application was submitted to HWC on 17 April 2012. No response has been received from HWC at the time of the current public application.

The Heritage Statements for the Dismantling and reassembly of the Cenotaph was advertised by the CCT in regional and community newspapers for public comment during March 2012 and submitted to Heritage Western Cape on 11 April 2012. The HWC BELCOM discussed the application at the meeting on 18 April and made the following decisions:

- The majority of the Committee members accepted it was a theoretical possibility of relating the Cenotaph to a more appropriate location;

- The majority of the Committee were of the opinion that the Cenotaph should remain on the Adderley Street/Heerengracht axis;
- Ms. Melanie Attwell voiced her strong reservation regarding the dismantling of the Cenotaph for a Bus Station;
- The Committee resolved that a single heritage assessment report incorporating all the issues raised must be submitted;
- That a consultation with interested and affected parties (I&APs) with respect to the Bus Stations needs to be undertaken;
- It was also noted all I&APs must be afforded of their rights to representation in decision-making.

However the official comments from the meeting mentions only the items regarding the report submission and I&APs (refer to Text Box 2 and Annexure 2 for the complete letter).

- The Committee resolved that a single heritage report incorporating all the proposed interventions and issues raised must be submitted and that consultation with I&APs with respect to the bus station needs to be undertaken.
- It was also noted that all I&APs must be notified of their right to representation in decision making.

Text Box 2: HWC Interim Comment, 24 April 2012

1.3 PROPOSED CENOTAPH RELOCATION SITE AND BUS STATION LOCATION

The site of the proposed relocation site for the re assembly of the Cenotaph is on the Heerengracht Road Median at the intersection of Hertzog Boulevard. The proposed Bus Station site is the entire road median in Adderley Street, Cape Town, directly adjacent to the Cape Town Railway Station between Riebeeck Street and Hans Strydom Avenue (Refer to Annexure 5 Map 1).

1.4 PROJECT DESCRIPTION

The City of Cape Town (CCT) is implementing the Integrated Rapid Transport (IRT) System for the Inner City of Cape Town with a system of Open and Closed Bus Stations. A Closed Feeder Station is proposed in the median in Adderley Street between Riebeeck Street and Hans Strydom Avenue. This bus station consists of 3 buildings with associated roofed courtyards (refer Section 7). The Bus Station will service 7 IRT bus routes with a planned 100 busses stopping per hour. This bus station being situated adjacent to the main railway station will assists in integrating public transport accessibility in Cape Town. The proposed IRT bus station requires the Cenotaph currently situated on a section of the road median to be relocated to an alternative site.

1.5 HIA TERMS OF REFERENCE (TOR)

The terms of reference for the Phase 1 and 2 HIA are defined in the NHR Act Section 38, namely:

- Identification of all heritage resources on the site/s that will be affected by the proposals;
- Assessment of the significance of the identified heritage resources in terms of the criteria prescribed in the NHR Act;
- Identify the relevant heritage indicators for the proposed development;
- An assessment of the negative and positive impacts of the development proposals on the identified heritage resources;
- Research on the historical development of the site (archival study);
- The outcome of the consultation process with relevant civic commenting bodies;
- If the heritage resources are negatively affected by the proposal, assessment of alternatives;
- Mitigation measures of any negative impacts during the construction and operation phases of the proposed development.

1.6 ASSUMPTIONS AND LIMITATIONS

1.6.1 Assumptions

It is assumed that the data on the proposed project provided by Gibb Engineering and Science (Pty) Ltd, ARG Designs and the CCT is accurate and up to date at the time of finalising the draft HIA report.

1.6.2 Limitations

The report has not examined in any detail social and economic issues that will be affected by the proposed development and relocation of the Cenotaph as this is outside the brief of the report.

1.7 APPROACH TO HIA

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

1.8 SPECIALIST TEAM AND DETAILS

The Project Team consists of Bridget O'Donoghue who is a registered Architect with the South African Council for the Architectural Profession and member of the Association of Professional Heritage Practitioners (APHP) and the International Association of Impact Assessors (IAIA). She is a specialist heritage practitioner with 12 years' experience in the field of heritage and environmental management in addition to 15 years' experience as a professional Architect. Jan Core-wijn is a qualified Architect and is a specialist in the restoration of historic buildings, furniture, sculptures, and plasterwork. Jan has experience in the renovation and relocation of memorials and sculptures.

1.9 DECLARATION OF INDEPENDENCE

This is to confirm that Bridget O'Donoghue is responsible for undertaking the Heritage Statement; Jan Core-wijn is responsible for the Method Statement of the dismantling of the Cenotaph. Bridget O'Donoghue and Jan Core-wijn are independent and have no vested or financial interest in the Dismantling and Re- assembly of the Cenotaph in addition to the proposed IRT Bus Stations being either approved or rejected by the relevant authorities.

1.10 REPORT STRUCTURE

The report is divided into 10 Sections, namely:

- Section 1: Introduction: Presents the project and site description, terms of reference, and report structure;
- Section 2: Statutory Framework of the sites;
- Section 3: General description of Adderley Street and Heerengracht in addition to the Cenotaph and proposed Bus Station site;
- Section 4: Provisional Statement of Heritage Significances of the Cenotaph and Adderley Street and Heerengracht;
- Section 5: Cenotaph: International precedents, Heritage Design indicators and alternatives sites assessed for the relocation
- Section 6: Method Statement: Dis – and re- assembly of Cenotaph
- Section 7: Proposed IRT Bus Stations Adderley Street Median
- Section 8: Heritage Assessment of proposed IRT Bus Station
- Section 9: Public Participation processes Reports on the civics and public consulted and responses received
- Section 10: Conclusions and Recommendations: Presents the conclusions of the report and the recommendations for the preferred Cenotaph relocation site and proposed IRT Bus Stations.

SECTION 2 STATUTORY FRAMEWORK

2.1 INTRODUCTION

Section 2 provides an overview of the administration context of the site and the applicable statutory framework. Historical development for the site and its context are provided and a description of the site's current structures, landscape features and land uses.

2.2 ADMINISTRATIVE CONTEXT AND STATUTORY FRAMEWORK

2.2.1 Introduction

The site is located in Cape Town within the administrative context of Ward 77 of the City of Cape Town. Ward 77 consists of District six, Salt River (west portion), Vredehoek, Gardens, Oranjezicht, Tamboerskloof, Higgovale, Bo Kaap, Cape Town city centre, Foreshore and de Waterkant. For the purposes of this study, the following relevant policy and planning documents were reviewed:

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

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

The NHRA serves as the controlling legal framework for heritage conservation in South Africa. The Act lays down general principles for governing heritage resources management throughout the republic and provides for the identification, assessment, and management of the heritage resources of the country. The Act only applied to "those heritage resources of South Africa, which are of cultural significance or other special value for the community and for future generations." A heritage resource is described as "any place or object of cultural significance" (NHRA Section 26 [xvi]). Heritage resources significant enough to be considered part of the national "estate" in Section 3(2) of the NHRA may include *inter alia*:

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

Cultural heritage significance means aesthetic, historical, scientific, architectural, spiritual, technological or/and social value / significance. The process of deciding why a place is of heritage significance is called heritage assessment. Assessment helps to work out exactly why a place or area is important and how parts or elements contribute to its significance. Understanding heritage

significance is essential to making sound decisions about the future of a place, and is central to developing a conservation plan. It guides management actions, such as planning compatible uses, can inform the development of educational materials, helps to justify the allocation of resources and to explain to people why a place is important. The assessment of the heritage significance of a place or object is the essential departure point for any system of heritage management. The NHRA requires the heritage significance of any site or object be assessed so as to ensure the appropriate level of management of the country's heritage resources.

Assessment of the heritage value or significance of places and objects and ensuring adequate legal protection follows a clear sequence of actions, as follows:

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

A culturally significant resource or site is considered part of the national estate if it has cultural significance or any other special value because of –

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

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

The NHR Act, Section 30: Public monuments and memorials state that *"Public memorial must, without the need to publish a notice to this effect, protected in the same manner as placed which are*

entered in a heritage register referred to in Section 30³. The relevant sections of Section 30 relate to the register of heritage resources and the requirement to notify any conservations bodies which have registered their interest in the geographical area or type of property concerned and give them a reasonable period in which to register an objection or make other representations with respect to the application and the right to appeal against decisions made on a proposed development.

DRAFT FOR PUBLIC COMMENT

³ NHR Act Section 30

If the responsible heritage resources authority decides that the heritage resources on the site could be affected by the proposed development or administration changes, it requires a heritage impact assessment (HIA).

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

2.2.3 Provincial Spatial Development Framework – Statutory Report

The Western Cape Provincial Spatial Development Framework (WCPSDF, commonly referred to as the PSDF) is an approved structure plan in terms of Section 4 (6) of the Western Cape Land Use Planning ordinance (LUPO)⁴. The PSDF is a policy document; as such it does not create or take away any existing land use rights. However, any upgrading or changing of existing rights will have to comply with the PSDF. In other words, development proposals ultimately have to demonstrate that they conform to the principles, objectives and directives of the PSDF in order to gain approval. Furthermore, in drawing up Integrated Development Plans (IDPs) and Spatial Development Frameworks (SDFs), organs of state and officials are obliged to take account of, and apply the relevant provisions of the PSDF as applicable to their areas of jurisdiction. No lower (i.e. district or local municipal) level planning documents may be in contradiction to the PSDF, unless the necessary steps are taken to first amend the PSDF. The overriding purpose of the PSDF is therefore to send clear signals as to how land use rights should be allocated and exercised in order to re-orientate our society towards an equitable and sustainable future. The PSDF highlights the importance of conserving environmentally sensitive sites, but there are no explicit recommendations on heritage resources.

2.2.4 Municipal Policy and Planning Context

The following Local Government planning documents are of particular relevance to the project:

City of Cape Town: Integrated Metropolitan Environmental Policy (IMEP): Cultural Heritage Strategy, 2005

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

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

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

⁴ WCPSDF was approved in June 2009 by the WC Minister of DEA&DP, Mr Anton Bredell

responsibilities and policy objectives. Among the stated and approved heritage policies, the following have relevance to this report:

- **Access:** Citizens should enjoy rights of access to public heritage resources as part of the common legacy of the historic City. Access to heritage resources should not be restricted on the grounds of gender, disability or race;
- **Community Participation:** Community participation in heritage is a vital part of sustainable heritage management. The communities of Cape Town have a key interest in heritage and an essential role to play in identifying and protecting heritage resources. Communities are valuable resources of knowledge, and partnerships between authorities and the public may empower both;
- **Integration:** To be effective, heritage decisions should be integrated into economic, environmental and planning processes;
- **Tangible and intangible heritage:** Cultural value resides in both tangible and intangible heritage. Oral traditions, ceremonies, events and knowledge systems are a vital part of heritage. Intangible heritage enriches the experience of the physical environment through memory and knowledge.

The Municipal Spatial Development Framework (MuniSDF)

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

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

Zoning Regulations

At a municipal level, the site of the present memorial and the proposed memorial is situated outside of the declared central city heritage area (formerly Urban Conservation Area) and is zoned a road reserve. The CCT Department of Planning and Building Development Management, Strategy and Planning Directorate have granted the consent in terms of Sections 15 and 16 of the Cape Town Zoning Scheme Regulations for all and any buildings in street zone⁵. No rezoning is required for the construction of the proposed bus stations in the roadway. Buildings in the road are considered infrastructure which is associated with the primary use of a road i.e. it is used for vehicular transportation of people⁶. Council granted consent for the proposed bus station with the condition that the approval of Heritage Western Cape must be obtained prior to moving the Cenotaph.

2.2.5 Existing Heritage Surveys

The following heritage studies are relevant to the HIA:

⁵ CCT Strategy and Planning Directorate for Application No 181405 letter dated 2009/08/27. Consent in terms of Section 16 of the Zoning Scheme regulations to erect special buildings; Consent in terms of Section 15 of the zoning scheme buildings regulations to erect such buildings within the roadway, which is zoned Street Purposes use only.

⁶ It is interesting to note that Cape Town is the only scheme where these restrictions are applicable –in other areas it is regarded as buildings associated with a primary right and thus it is permitted without any further ado (communication: Consultant Planner Anine Trümpelmann 11/04/11)

- City of Cape Town: Cape Town central city heritage survey (c 1995) and review (c 1985)
- Monuments, memorials and sculptures within Cape Town, 2009 by CCT⁷
- South African Heritage Resources Agency (SAHRA) audit of Monuments and Memorials, 2005

Cape Town's central city heritage survey, CCT

The most recent heritage survey of the Cape Town's central city by the CCT with consultant Professor Fabio Todeschini was in c 1980s and its review in mid 1990s. The present site of the Cenotaph was not identified of heritage significance in the Central City Heritage Area or the review and the Cenotaph was not recommended for heritage significance grading.

Monuments, memorials and sculptures within Cape Town 2009, CCT⁸

This study was completed for the CCT Arts and Culture Directorate in order to assist in the management and maintenance of the CCT monuments, memorials and sculptures situated on publicly accessible land within the CCT. The CCT cemeteries were excluded from the audit. The report detailed the Cenotaph, its history, and its condition. The SAHRA 2005 audit described the Cenotaph.

2.2.6 Archaeology

No archaeological survey has been done within the HIA. Adderley Street is assessed as having a high archaeological significance. It is recommended that an Archaeologist has a watching brief when the relocated Cenotaph is being disassembled.

⁷ City of Cape Town: Audit of monuments, memorials and sculptures on public land within Cape Town, 2009, Bridget O'Donoghue Heritage Consultant

⁸ City of Cape Town: Audit of monuments, memorials and sculptures on public land within Cape Town, 2009, Bridget O'Donoghue Heritage Consultant

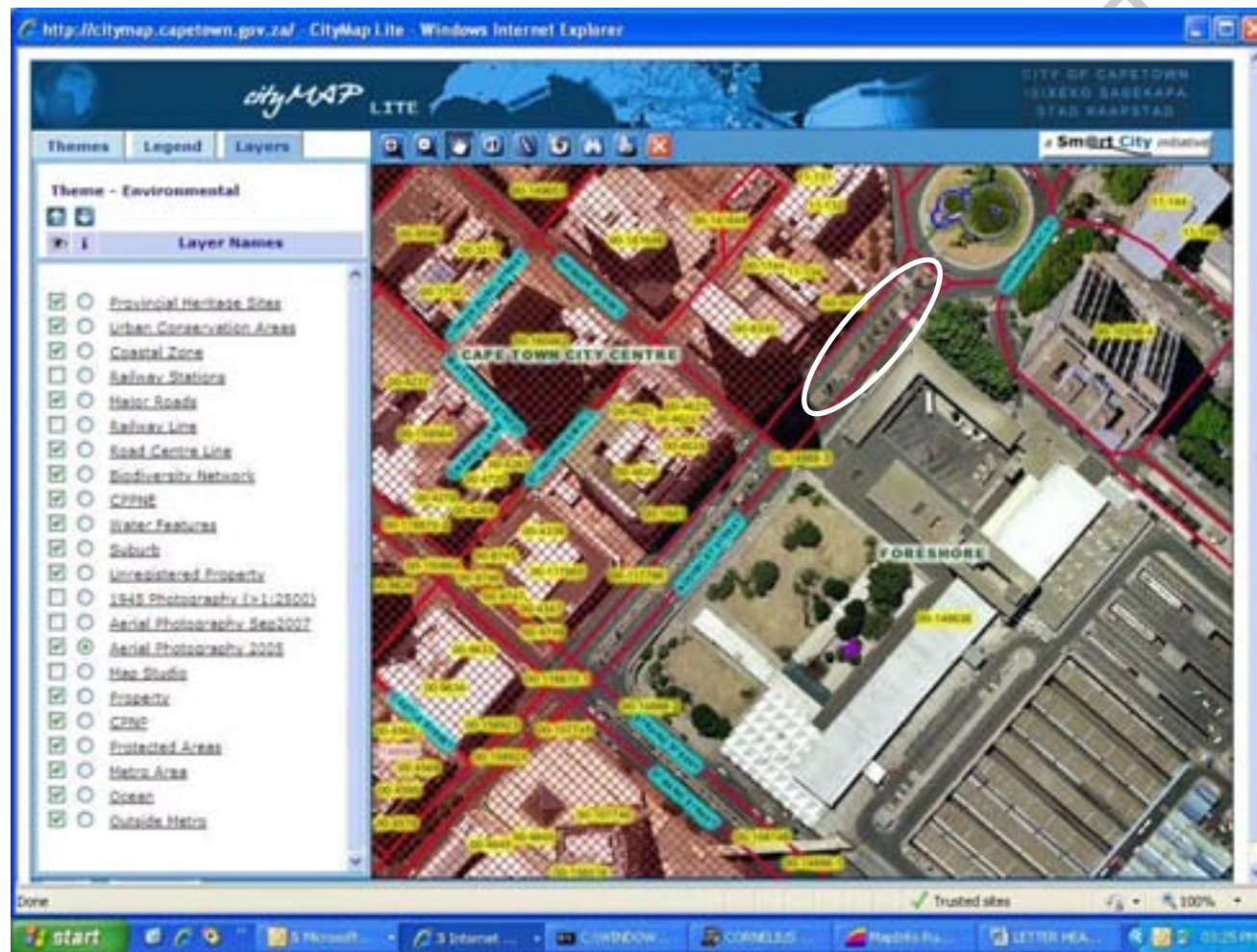
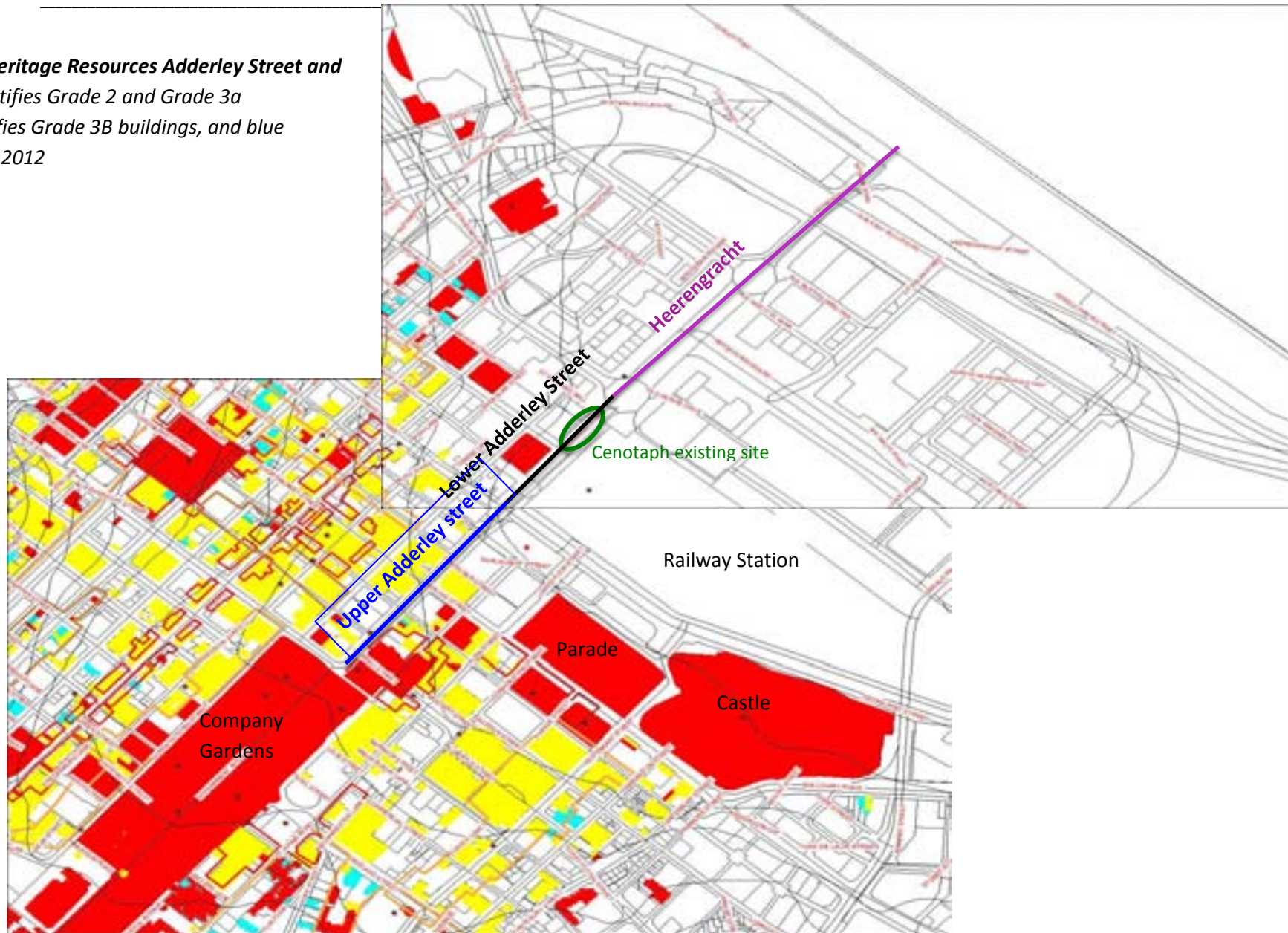


Figure 3.1: Identification of Central City Urban Conservation Area (UCA), in relation to Adderley street site of proposed Bus station, CCT 2011, UCA hatched in red, site of proposed Bus stations is not within the UCA, CCT Environment and Heritage Resources Management

Figure 3.2: **Identified Heritage Resources Adderley Street and Heerengracht**, red identifies Grade 2 and Grade 3a Buildings, yellow identifies Grade 3B buildings, and blue identifies grade 3C CCT 2012



SECTION 3 GENERAL DESCRIPTION OF THE SITES

CENOTAPH ADDERLEY STREET HEERENGRACHT

3.1 INTRODUCTION

The sites described within Section 3 are Adderley Street and Heerengracht within the context of the city.

3.2 SITE CONTEXT

3.3.1 Adderley Street and Heerengracht

Cape Town's historic centre main street is Adderley Street, which was laid out by the Dutch after their arrival in 1652. The settlement grid was deliberately placed in relation to the original fort, with a setback to allow for a field of cannon fire. This together with the slope of the Table Mountain valley, the direction of the streams, coastline and arable land (for the Company's Garden) set the axes around which the grid of the City developed. The initial settlement set the line of the Heerengracht (later Adderley Street) and Keizergracht (later Darling Street), as well as the position of the new Castle in 1666. The areas first developed in the grid were those occupied by the Castle and the areas surrounded by Riebeeck and Hout Streets off Heerengracht. Heerengracht led from the shore inland to the Dutch East India Company's produce garden (Company's Garden) and became the main thoroughfare (refer Figure 1). This main street of Cape Town, Heerengracht (Gentlemen's Walk) was named after a canal in Amsterdam and a gracht ran the entire length from the Company's Gardens to the sea.

This main road soon became the street du jour for the Cape's wealthiest inhabitants. It was a sought-after address, a place where the affluent went to see and be seen, to shop and socialise and take in the fresh air. In the horse drawn carriage era, prior to the discovery of asphalt, roads were made from wooden sets (cobble) covered in creosote and sand (refer Photograph 3.20)⁹.

A dispatch arrived in Cape Town in 1848 from the colonial secretary, Lord Grey, stating that the Cape was to be included in those places to which British ticket-of-leave convicts or prisoners on parole would be sent. Sir Harry Smith, Governor of the Cape Colony stated it was the duty of the Cape to help the mother country, as she has helped the Cape in the past. However, due to a large opposition in Cape Town to the proposal and a well-motivated argument by British Parliamentarian Sir Charles Adderley to the British Council, this plan was dropped. In Sir Adderley's honour, the administration of the Cape renamed Heerengracht to Adderley Street in 1850.

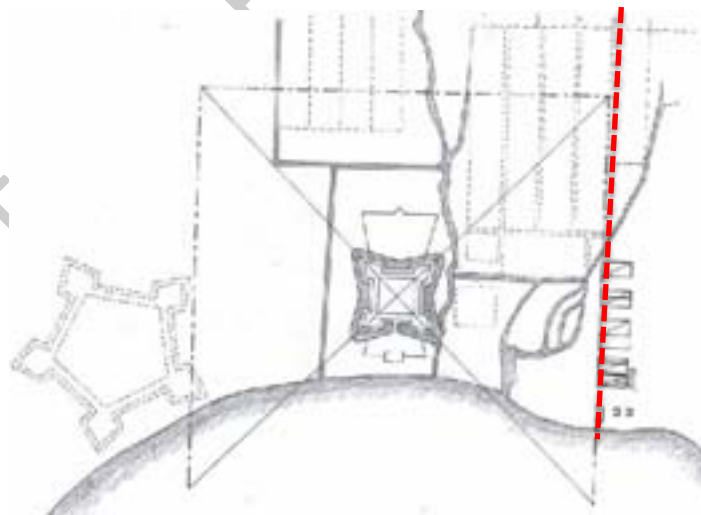
The heart of Cape Town in the late 19th c was in Adderley Street, around the first railway station, commercial exchange, and the Groote Kerk. During the 19th c trams ran the length of the middle of the street and connected passengers to Sea Point and Camps Bay. The last tram ran from Adderley Street to Sea Point in January 1939. A focal point of the lower street was the Railway Station. It was a destination for the majority of the SA Soldiers leaving and returning from the war. There were also times when the Imperial troops left from the railway station, such as The City of London Imperial Volunteers who marched from the Green Point Common via Somerset Road to the Station.

⁹ In 2011 when the CCT was constructing their cycle paths, they discovered wooden sets under the asphalt in Adderley Street in front of the Grote Kerk.

As the oldest, largest city and the capital of the Cape Colony, Cape Town was unrivalled by other cities in South Africa until the early 20th c when Durban became South Africa's largest harbour and Witwatersrand underwent large scale industrialised development. The Act of the Union, 1910 secured Cape Town as the joint capital city with Pretoria.

Adderley Street terminated at the Company's Gardens at the intersection of Wale Street and ended at the Railway Station. The axis route was extended into a pedestrian pier constructed in 1913. The pier consisted of an amphitheatre, amphitheater, restaurant, observation tower, bathing cubicles and a landing stage for sailing and rowing boats (refer Photographs 3.7 and 3.8). The former termination of Adderley Street was at Hans Strydom. The Pier was demolished in 1940 to make way for the major reclamation scheme known as the Foreshore, which extended the city, created land for freeways and wharfs for the modern port. However, the foreshore isolated the city from its waterfront and sea access until the construction of the Victoria & Alfred Waterfront in early 1990s. Present day Adderley Street and the Heerengracht are in one route from the Company's Gardens to the harbour.

Adderley Street has a high degree of culturally significant in the upper portion buildings originating from the 19th c, which reflects its status as the city's main road. This upper section is situated within a declared local Heritage Area. The original Railway Station, built in 1878 was demolished in 1969. No 19th c buildings remain adjacent to Adderley Street between Strand and Hans Strydom: the majority of present buildings were built after the mid-1950s (the exception being the Colloseum Building by WH Grant constructed 1936 – 1938). The elevated road on the Adderley / Strand Street junction has negatively impacted the connections between the adjacent buildings and the road. The widening of Strand Street, the removal of walkways and the creation of an underground link under Strand Street has created a pedestrian barrier and negatively impacted the historic character of Adderley street between Strand and Riebeeck streets. This has resulted the adjacent buildings with minimal shop fronts and fenestration.



Map 2.1: Site of the original Fort, Grand Parade, and Heerengracht (Adderley Street). The early fort shows the cannon field of fire precautionary building line, which sets the position of Adderley Street. The first streets outside this line are indicated (Heerengracht identified on map with red line) (Van Oers, *Dutch Town Planning Overseas during VOC and WIC Rule 1600 – 1800*, Walburg 2000, quoted in Rennie 2003 in *CCT Grand Parade HIA Phase1 2006*).



Map 2.2 : “A Plan of the Cape of Good Hope and its Environs” 1770, engraving by Bourset after Francois Valentijn, in Hoerikwaggo: N Vergunst. This shows the early development of Cape Town, the link between the Castle, the Grand Parade, Heerengracht, and the Company’s Garden (CCT Grand Parade HIA Phase1 2006).



Map 2.3: Enlargement of portion of A Plan of the Cape of Good Hope and its Environs 1770, engraving by Bourset after Francois Valentijn, in Hoerikwaggo: N Vergunst (CCT Grand Parade HIA Phase1 2006)(Heerengracht identified in red line



Photograph 3.1: Adderley street c 1875 Arthur Elliot, www.aemusuemssyndicate.com



Photograph 3.2: Adderley street 1875 Arthur Elliot, www.aemusuemssyndicate.com



Photograph 3.3: Adderley street c 1875 by Arthur Elliot, www.b-guided.co.za



Photograph 3.4: Funeral procession of Cecil John Rhodes 3 April 1902, www.thesouthafricanguide.com



Photograph 3.5: Adderley street 1910, www.mondotram.it



Photograph 3.6: Adderley street c 1900, note no pier and no Cenotaph, www.bidorbuy.com



Photograph 3.7: Pier constructed in 1913,
www.arctionline.net



Photograph 3.8: Pier on axis to Adderley Street continued the main street route over the coastline,
www.kapstadt.de/reisefuehrer/stadtgebiet/innenstadt/historische-bilder/



Photograph 3.11: Adderley street early 1900s
Hansom cabs, trams and busses on Adderley street
www.dogreatthings.com



Photograph 3.11: Adderley street c 1925
www.dogreatthings.com



Photograph 3.11: Adderley street early 1900s,



Photograph 3.12: Adderley street c 1950s,

www.kapstadt.de/reisefuehrer/stadtgebiet/innenstadt/historische-bilder/



Photograph 3.13: Adderley street c 1960, www.kapstadt.de/reisefuehrer/stadtgebiet/innenstadt/historische-bilder/

www.kapstadt.de/reisefuehrer/stadtgebiet/innenstadt/historische-bilder/



Photograph 3.14: Military Processions in Adderley Street c 1960s, National Library of South Africa, Special Collections



Photograph 3.15: Dr HF Verwoed funeral procession Adderley Street, 1966 www.myfundi.co.za



Photograph 3.16: Lower Adderley street adjacent to Railway Station with Cenotaph in view c 1970s, National Library of South Africa, Special Collections

DRAFT



Photograph 3.17: Adderley street c 1970,
www.kapstadt.de



Photograph 3.18: Foreshore development with wide boulevard named Heerengracht, www.worldprint.com



Photograph 3.20: Adderley street former surface: Wooden sets discover in 2010 during the construction of the cycle lane, O'Donoghue 2010



Photograph 3.21: Adderley Street night market on upper Adderley Street with Christmas lights December 2010, www.whatsonincapetown.com



Photograph 3.22: Opening of Parliament Military Processions in Adderley 2010,
www.namibsands.wordpress.com



Photograph 3.23: Water week procession Adderley street, www.ansoncfi.com

3.3.2 Spatial analysis of Adderley Street

The context of the present Cenotaph site is perceived in relation to the historical main road of Cape Town. Although the route from Company's Garden to the sea has two names, Adderley and Heerengracht, it is a continuum of space with a variety of characters and cultural significances.



Photograph 3.24: Views from Adderley/Heerengracht (traffic circle Hans Strydom) towards the upper portion Adderley Street and the mountain, O'Donoghue 2011

3.3.2.1 Urban Context

Adderley Street/Heerengracht can be described in 4 sections:

- Upper portion: Adderley Street (Strand to Wale Streets);
- Transition zone on the Adderley/Strand Street junction;
- Railway Station portion Strand to Hand Strydom Streets);
- Heerengracht (Hands Strydom to the harbour).

Adderley Street: Upper Portion

The Adderley Street upper portion is an active shopping precinct with commercial enterprises operating at ground and upper floor levels with offices and residential uses above ground level. The city's grid blocks are approximately 60 metres, which allow narrow intersection streets to access onto Adderley. Pedestrian crossings, road intersections, trees and parking bays in roads median, parking bays on its edges, cycle tracks and informal kiosks give the upper portion a tight-knit people scaled precinct. Historic buildings predominate with modern high-rise buildings situated closer to Strand Street. The road culminates at the Adderley/Wale Street road intersection, but continues as a pedestrian route and visual connection into Government Avenue, Company's Garden, and the upper Table Valley. Focal points in this section are the flower market, public buildings (e.g. Slave Lodge, NG Grote Kerk) and the many significant historic buildings.



Photograph 3.25: Lower section, of the upper portion Adderley Street, O'Donoghue 2011



Photograph 3.26: Upper portion Adderley Street, O'Donoghue 2011

Adderley / Strand Street Road Intersection

The Adderley/Strand Street transition zone is characterised by a lack of active shop fronts and pedestrian activity. Pedestrians are routed under the Strand Street via an underground shopping precinct. Buildings, c 1980s are positioned on 3 corners of the Adderley / Strand Street. The containment of space within the upper portion of Adderley Street is reduced with large sky vistas visible towards the harbour.



Photograph 3.27: **Strand Street transition zone**, O'Donoghue 2011



Photograph 3.28: **Strand Street transition zone**, O'Donoghue 2011

Adderley Street, lower portion

Adderley Street lower portion from Strand Street to Hans Strydom Avenue has a different special character to the upper and Strand Street intersection precincts. These two city blocks have four large buildings on the northern side and a landscaped open area and low-scaled building on the southern side. Few shops open onto the street at ground level and no informal traders are situated on the pavements. These two blocks are spatially open to the southeast due to the Railway Station garden and low scaled buildings. Busy regular pedestrian traffic occurs across Adderley Street into Riebeek, Hans Strydom streets towards St George's Mall, Victoria and Alfred Waterfront and Green Point.



Photograph 3.29: Lower Adderley Street and Heerengracht, www.sharonkardzkorner.com



Photograph 3.30: **Adderley street between Riebeeck and Strand streets**, O'Donoghue 2012



Photograph 3.31: **Adderley street between Riebeeck and Strand streets**, O'Donoghue 2012



Photograph 3.32: **Lower Adderley Street/ fountain traffic circle**: O'Donoghue 2012



Photograph 3.33: **View of buildings bordering lower Adderley Street** viewed from Railway Station forecourt, O'Donoghue 2012



Photograph 3.34: **pedestrian access to upper Adderley Street via underground shopping precinct**, O'Donoghue 2012



Photograph 3.35: **Cenotaph with ABSA building in background**, O'Donoghue 2012



Photograph 3.36: Lower Adderley street viewed from fountains traffic circle, O'Donoghue 2012



Photograph 3.37: Pedestrian sidewalk opposite Cenotaph, O'Donoghue 2012



Photograph 3.38: Buildings bordering lower Adderley Street viewed from fountains traffic circle, O'Donoghue 2012



Photograph 3.39: Cape Town railway station complex, completed in 1961, and covered between 25 and 35 city blocks. It underwent a major renovation in 2009/2010;

Heerengracht

Heerengracht (lower portion of the route) has a wide road reserve and slip road, vegetated road medians and walkways situated adjacent to water channels. Buildings are medium scaled of 8 – 12 stories high. Memorials and sculptures are concentrated in this section of the route:

- Statues of Jan van Riebeeck and his wife Maria de la Queillerie are situated on the Heerengracht/Hans Strydom traffic circle;
- Bartholomeu Dias is situated within the Heerengracht Oswald Pirow traffic circle;
- Bartholomeu Dias Voyage Rotary Club Memorial is at the Heerengracht / Oswald Pirow traffic circle junction;
- Scott Memorial at the road reserve, fountains traffic circle;
- Cape Town International Convention Centre public memorials (Old Ouvai and Exuberance);
- Piers Place sculptures;
- SATS General Botha War Memorial on Hertzog Boulevard median.

There are well utilised road connections from/to Adderley street to Herzog Boulevard, Coen Steytler and Oswald Pirow roads in the east and west directions. Focal points of the route are the Hans

Strydom and Oswald Pirow landscaped traffic circles, Piers Place landscaped area, open craft market, Heerengracht vegetated road median, sculptures and memorials in addition to modern buildings.



Photograph 3.40: Heerengracht at Oswald Pirow intersection viewing towards Table Mountain, O'Donoghue 2011



Photograph 3.41: Heerengracht from fountains traffic circle, O'Donoghue 2012



Photograph 3.42: Heerengracht pedestrian precinct with tree avenues and water canal, O'Donoghue 2012



Photograph 3.43: Heerengracht median at Hertzog Boulevard road intersection, O'Donoghue 2011



Photograph 3.44: Buildings bordering lower Heerengracht on north west boundary, O'Donoghue 2011



Photograph 3.45: Piers Place on Hertzog Boulevard axis, O'Donoghue 2011



Photograph 3.46: Buildings bordering upper Heerengracht on north west boundary, O'Donoghue 2011



Photograph 3.47: Heerengracht and Hertzog Boulevard road intersection, view from Hertzog Boulevard, O'Donoghue 2011

3.3.3 Bus Stations Proposed Site

The site for the proposed bus stations and the present Cenotaph is the Adderley street road median between Riebeek Street and Hans Strydom Avenue. The vegetated road median separates a two lane two way tarred roadway. Pedestrian access across the road median is limited due to balustrades limiting cross movement and the Cenotaph. Nine mature Palm trees, assessed to be planted at the time of the construction of the Railway Station in 1960¹⁰.



Photograph 3.48: Adderley street road median between Hans Strydom and Riebeek Street with its mature Palm trees (*Phoenix canariensis*), O'Donoghue 2011

¹⁰ These Palm trees are shorter than the Palms on the Heerengracht road median which were planted in c1950 after the Foreshore was created



Photograph 3.49: Lower portion Adderley Street, *O'Donoghue 2011*



Photograph 3.50: Absa Bank Building, north of proposed bus station site, *O'Donoghue 2011*

3.3.4 The Cenotaph

A Cenotaph is a monument erected in honour of a dead person whose remains lie elsewhere. The word derives from the Greek: κενotάφιον = *kenotaphion* (*kenos*, one meaning being "empty", and *taphos*, "tomb"). Although the vast majority of cenotaphs are erected in honour of individuals, many noted cenotaphs are instead dedicated to the memories of groups of individuals, such as the lost soldiers of one country or empire. The Cenotaph, designed by Vernon March, the sculptor unknown was initially unveiled on 3 August 1924 at the bottom (east) end of Adderley Street. The monument was re-dedicated to honour the servicemen and women who were killed in action, died of wounds, or died on service in the First World War. At this position the soldiers took their last

glace of the city and Table Mountain before they marched into the Railway station or the docks to serve in the South African defence force in the First two World Wars.

'And the way where many of the gallant lads marched their last on South African soil on their way to the Railway Station or to the docks to serve in the South African defence Force in a war zone in the two World Wars'¹¹

The Cenotaph is designed in the typical style of the period immediately after World War One (WW1). A winged victory based on the torso of the Winged Victory of Samothrace, was chosen as one of the noblest examples of Greek art, holding aloft a laurel wreath, the traditional victor's crown and treading underfoot a serpent of evil, atop a globe, which represents the earth. The sculpture is located on a central column and is accompanied by two figures of South African soldiers. One soldier is depicted in the uniform worn by South Africans in East Africa during WW1. The other is depicted carrying field equipment and wearing a shrapnel helmet in the uniform worn by the South African soldiers in Flanders (Belgium). There are four base relief panels on the base of the central pedestal. These depict Delville Wood, the South African Field Artillery in East Africa and the South African Airmen. They served in the SA Aviation Corps, Royal Firing Corps, and the Royal Air Force. The South African Aviation Force (SAAF) was only established after WW1.

Granite blocks separate the three sculptures. The present Cenotaph is situated on granite blocks erected for the present location. Initially the Cenotaph was positioned on a square base on which three steps allowed access from all four directions (refer Photographs 3.51 and 3.52). A badly rusted iron railing with brass feet and finials is currently positioned on the northern and southern edges. The Cenotaph is one of five memorials in Cape Town to have an annual ceremony on its site¹². The Cenotaph was originally accessed via three stairs on a square sandstone base (refer historic Photographs 3.1 – 3.5). This base was narrowed to the existing rectangular base with stair access on the side when relocated by 25 foot and reoriented to face west to its present position. It was re unveiled on 8 November 1959 with additional inscriptions to commemorate World War Two and the Korean War. The original base was surrounded by granite or sandstone bollards and steel bollards onto which a chain was fixed, most probably to prevent damage to the structure from passing vehicles. The size of the present Cenotaph is 4m wide x 11m. The approximate heights of the two soldiers are 4m and the winged victory is 8m from the road median level. The Cenotaph was repaired and cleaned in 2010¹³ and replicas of the missing portions of the memorial (rifle straps and bayonet tip) were replaced with fiberglass replicas¹⁴. The brass finials to the balustrade were stolen during January 2012.

The Cenotaph has various inscriptions in English and Afrikaans:

*/To the immortal honour of the South Africans who made the supreme sacrifice in the Great War.
This memorial is proud and grateful recognition by their countrymen/
/Sea and Air/
/Their name liveth for evermore/
/1914-1918/
/The Second world war
/1939-1945/
/The Korean war/
/1950-1953/*

¹¹ Crump, A and Van Niekerk, R: Public Sculptures and Reliefs, Cape Town 1988, Clifton Publishers (Pty) Ltd

¹² The Cape Town city memorials which have annual ceremonies are: Cenotaph, Gunners Memorial, General Botha Memorial, Deville Wood Memorial and the Merchant Navy War Memorial

¹³ Specialist Architect Jan Core-wijn was commissioned by the CCT to repair and clean the Cenotaph in 2010

¹⁴ Personal communication: Jan Core-wijn, 31 May 2011



Photograph 3.51: Front Façade Cenotaph, National Library of South Africa, Special Collections



Photograph 3.52: Front Façade Cenotaph, National Library of South Africa, Special Collections



Photograph 3.53: *Front Façade Cenotaph, National Library of South Africa, Special Collections*



Photograph 3.54: *Deconstruction of Cenotaph in 1959 due to Adderley Street widening, National Library of South Africa, Special Collections*



Photograph 3.55: *Cenotaph Adderley Street: Front, 2009 O'Donoghue*



Photograph 3.56: *Cenotaph Adderley Street: Soldier sculpture, 2009 O'Donoghue*



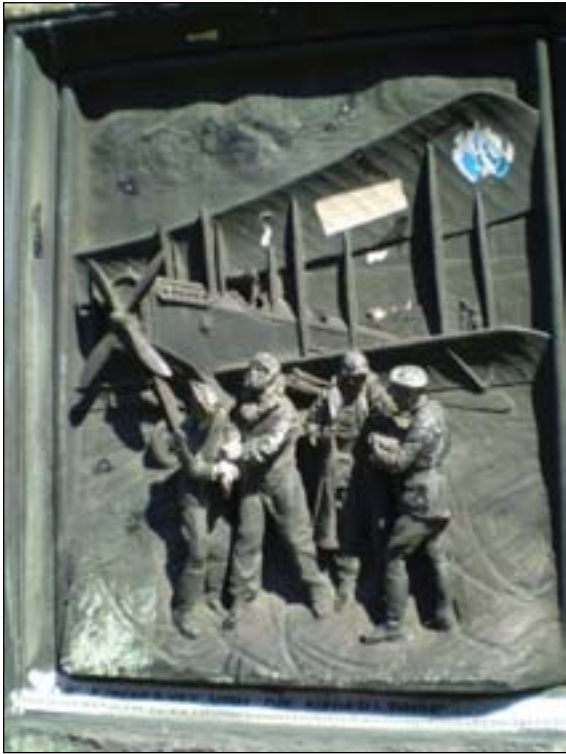
Photograph 3.57: Cenotaph Adderley Street: Soldier Sculpture, 2009 O'Donoghue



Photograph 3.58: Cenotaph text descriptions, 2009 O'Donoghue



Photograph 3.59: Cenotaph bronze plaque depicting SA Field Artillery in German East Africa, 2009 O'Donoghue



Photograph 3.60: Cenotaph: bronze plaque depicting South African Airmen, 2009 O'Donoghue



Photograph 3.61: Cenotaph bronze plaque depicting 1st SAI Brigade at Delville Wood, 2009 O'Donoghue



Photograph 3.62: Cenotaph: detail of Bronze lettering, 2009 O'Donoghue

3.3.5 Remembrance Day Ceremony

Remembrance Day (also known as Poppy Day, Armistice Day or Veterans Day) is observed worldwide to commemorate the 11th hour of the 11th day of the 11th month in 1918 with the German Government signing the military agreement known as The Armistice which brought to an end to the hostilities of World War 1. The document was signed in a railway carriage in Compiègne Forest in Northern France, at 5am in the morning of 11 November 1918 – but to come into effect at 11am that day, Paris time. The next year, a few days before 11 November 1919, King George V dedicated Remembrance Day to the memory of all those members of the armed forces who had been killed during World War I. Since then, it has become a memorial day to honour all those who have fallen in various armed conflicts since the First World War. A total of 25 000 South Africans died in World War 1.

The Commemoration ceremonies are usually held on the 11th November at 11am or on the following Sunday. At the ceremony the "Last Post" is played by a bugler followed by the observation of a two-minute silence¹⁵. Capetonians were the first to observe the 'two-minute pause' when the first World War I casualty list was issued in 1916. By 1918, a bugle sounded from Cartwright's Corner at noon daily from May to December. By 1919, the 'minute's silence' had spread across the entire British Empire¹⁶. Although the focus is on the First World War, the silence is observed for all those who have died in all wars across the world.

The two largest commemoration ceremonies to mark the event in South Africa are held in Johannesburg at the Cenotaph (where it has been held for 84 consecutive years), and at the War Memorial at the Union Buildings in Pretoria. Many high schools hold Remembrance Day services to honour the past pupils who died in the two World Wars and the Border war. The South African Legion holds a street collection to gather funds to assist in the welfare work among military veterans.

Attending the ceremonies are senior politicians, diplomats, veterans, the South African National Defence Force (SANDF), religious leaders, other dignitaries lay wreaths at the Cenotaph in Adderley Street. In the event of bad weather, the ceremony does take place on the Concourse Level of the Cape Town Civic Centre at the same times. Many public spectators also attend the ceremony. In addition to the annual Remembrance Day ceremony, students and tourist interested in military history visit the memorial during the course of the year. Services have been held on site annually since 1924.

The Remembrance Day Memorial Service occurs on the Sunday that falls closest to 11 November due to traffic and parking arrangements as the memorial is situated on a road median. The City of Cape Town affects temporary road closure to accommodate the practice and official ceremonies. These closures are on Adderley Street, between Strand Street and Hertzog Boulevard, from midnight on the Saturday before the Sunday service until 14:30 on the Sunday. In addition, the two left hand lanes adjoining the Standard Bank Centre on Hertzog Boulevard, are closed from 06:00 to 14:30 on the Sunday. On the day of the rehearsals, the above-mentioned streets are closed to traffic from 18:00 to 21:30.

¹⁵ Various explanations exist about the history of this tradition and it has become part of the tradition of remembering and honouring all those who died in the wars – one minute of silence for those who died, and one minute of silence for those who survived. CCT Enviroworks July 2011

The red remembrance poppy has become a familiar emblem of Remembrance Day. Lord Macaulay who first drew attention to this strange symbolism and it was he who first suggested that the poppy should be known as the flower of sacrifice and remembrance. These poppies bloomed across some of the worst battlefields of Flanders in World War I; their brilliant red colour considered an appropriate symbol for the blood spilt in the war. Colonel John McCrae, a medical officer who witnessed the slaughter of thousands of men in the battles of that war, first wrote of it:

In Flanders Fields

*In Flanders fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.*

*We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.*

Before he himself died of wounds he penned another verse of which the last two lines are:

*Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.*



Photograph 3.63: Remembrance Day Ceremony, dignitaries include General Jan Smuts, note Pier behind the centrally situated Jan van Riebeeck statue, National Library of South Africa, Special Collections



Photograph 3.64: Remembrance Day Ceremony, c 1940s National Library of South Africa, Special Collections



Photograph 3.65: Remembrance Day Ceremony, National Library of South Africa, Special Collections



Photograph 3.66: Remembrance Day Ceremony c 1940s, National Library of South Africa, Special Collections



Photograph 3.67: **Remembrance Day Ceremony, 2010** Soldiers positioned in front of Cenotaph and dignitaries behind within tented structures situated on Adderley street, <http://namibsands.wordpress.com>



Photograph 3.68: **Remembrance Day Ceremony, 2010** Dignitaries situated within tented structures situated on Adderley street, <http://namibsands.wordpress.com>



Photograph 3.69: **Remembrance Day Ceremony, 2010** Soldiers positioned in front of Cenotaph, <http://namibsands.wordpress.com>



Photograph 3.70: **Remembrance Day Ceremony, 2010** Wreaths laid on Cenotaph fence, <http://namibsands.wordpress.com>



Photograph 3.71: **Remembrance Day Ceremony, 2010** Four Gun Salute after Last Post, on Traffic Circle, <http://namibsands.wordpress.com>



Photograph 3.72: **Remembrance Day Ceremony, 2010** Public given flowers to add to wreath laying area, <http://namibsands.wordpress.com>

SECTION 4 PROVISION STATEMENT OF HERITAGE SIGNIFICANCES OF CENOTAPH AND ADDERLEY STREET/HEERENGRACHT

4.1 INTRODUCTION

The assessment of the provisional cultural significances of the Cenotaph, Cenotaph site, and Adderley Street/Heerengracht is developed according to the requirements of the NHR Act S 38 (3)(b).

4.2 CENOTAPH: CULTURAL HERITAGE SIGNIFICANCES

The Cenotaph is assessed to be a part of the national estate as it has high cultural significance due to the following values:

1. Importance in the community or pattern in South African history: Cenotaph is the memorial to soldiers who fought and died in the WW1, WW2, and the Korean War. It commemorates an international event and is valued by South Africans and foreigners.
2. Rare aspects of South African's cultural heritage: the only Cenotaph in the Western Province and one of the major war memorials in South Africa;
3. Potential to yield information that will contribute to an understanding of South Africa's cultural heritage: SA soldiers from all racial groups fought in the WW1 and WW2. This fact is not always well understood in all SA societies with the perception being that the WW1 and WW2 were 'white man's wars' fought by white soldiers only. Soldiers that represented all races fought in the WW1 and WW2;
4. Importance in exhibiting particular aesthetic characteristics valued by a community and cultural group: The Cenotaph aesthetic is valued by the communities within Cape Town, South Africa and internationally.
5. Importance in demonstrating a high degree of creative or technical achievement: The Cenotaph is considered a high degree of technical achievement dating from the early 20th c. It is regarded as a fine example of design by a renowned designer, Vernon March and expertly executed by an unknown sculptor;
6. Strong or special association with a particular cultural group for cultural reasons: Associated with the soldiers and their families who fought and /or died in the wars, in addition to all military organisations past and present;
7. Strong or special association with the life of work of a group and organisation of importance in the history of South Africa: The Cenotaph has strong and special associations with the military organisations, former soldiers and their families.

The cultural significances of the Cenotaph and its context are historical, architectural, social, and technical as outline below:

Historical:

- Associated with historic organisations: South African National Defence Force (SANDF) and military organisations;

- Associated with historic events: World War 1, World War 2 and Korean War in addition to the annual Remembrance Days Ceremonies;
- Is representative of a historical periods: World War 1 and World War 2, Korean war

Aesthetic significance

- The Cenotaph is of outstanding aesthetic significance;
- Significant to design history: memorial designed by Vernon March;
- Possesses special features, sculptures and plaques are assessed as excellent detail and workmanship.

Social & associational significances:

- Associated with social activity from 1924 until the present: Annual Remembrance Day Ceremonies, daily viewing opportunities for the public
 - Significant in terms of social memory: associated with soldiers fighting international wars
 - Associated links with living heritage and cultural traditions: Annual Remembrance Day Ceremonies, daily viewing opportunities for the public;
 - It has been associated with the Remembrance Ceremonies in Adderley Street since 1924 until the present;
 - It is part of an international set of Cenotaphs, unifying various countries, peoples, and values.

Intrinsic Significance¹⁷

- High scarcity value as it is the only Cenotaph in Western Cape;
- High intrinsic significance due to its age (88 years) and its intactness (above the stone base);
- High representational value to the military and families of soldiers who fought in the various wars;
- High representational value to the State with the respect it shows to the soldiers who fought in the various wars;;

Environmental significances

- Contributes to the character of an area: Adderley street and Cape Town central city precinct
- Part of an important group of heritage resources: International collection of Cenotaphs and war memorials, component of SA's war memorials;
- Landmark quality: highly visible on Adderley street;
- Major landmark along the historic and primary city axis.

The Cenotaph is assessed as a heritage resources in terms of the NHR Act Section 3(2) as it is a:

- Structures of cultural significance;
- Place to which oral traditions are attached and which are associated with living heritage;
- Cultural landscape of cultural significance.

It is assessed to satisfy the criteria contained in the NHR Act S 7 (1) b, namely:

Grade 2: Heritage Resource with qualities so exceptional that they are of special provincial significance due to its outstanding social an associational, historical, aesthetic, and intrinsic sculptural significances.

¹⁷ Ability for physical or material evidence to demonstrate a past design style period technique, philosophy or belief.

4.3 CENOTAPH SITE: ADDERLEY STREET MEDIAN CULTURAL HERITAGE SIGNIFICANCES

The existing site of the Cenotaph, as the 2nd site of the memorial, is assessed to have historic significance as a part of the Adderley street original route in addition to archaeological sensitivity with respect to the Dutch and English period archaeology. With the Cenotaph on the median, it has cultural significance but if the Cenotaph is relocated, the site's value is diminished.

4.4 ADDERLEY STREET: PROVISIONAL STATEMENT OF CULTURAL SIGNIFICANCE

Adderley street /Heerengracht is divided into three portions in terms of its provisional statement of significances.

4.4.1 Adderley Street Upper Portion (between Wale and Strand Streets)

Aesthetic significance

The upper portion has a high aesthetic significance due to the collection of architecturally significant buildings on its boundaries, the vista of the Company's Garden and Table Mountain to the harbour. The aesthetic value of this precinct is enhanced by the trees planted on the street median and the flower Market. The current era has seen the street upgraded with soft and hard landscaping features (tree, paving) and new and upgraded historic buildings. These street scale improvements to the public sites and the alteration of historic buildings have been within the management of significant heritage resources.

Architectural Significance

Adderley street is defined by some of the most historically and architecturally significant buildings in the City. These include the Grootte Kerk, Standard Bank building and Slave Lodge. The collection of historic buildings is significant to architectural history of Cape Town and many buildings possess special features fine details or workmanship.

Historical Significance

Adderley Street is of high historical significance. It has been the main street in Cape Town through the Dutch Period (1652 – 1795), British Occupation Period (1795 – 1892) and the 20th and 21st centuries. It is associated with the origins of the city and was the major route between the Company's Gardens and the port. It has been a focal point of celebrations, marches and protests. It is the place where the people of the City have participated in and celebrated numerous local, national and international events. It is a place of memory associated with major events, for example military marches, celebratory routes by visiting dignitaries, funeral processions of major politicians, political marches, etc.

Social Significance

Adderley Street is of outstanding social significance having been associated with public protest, celebration, and traditions. It is a route of high social significance with ceremonial events (military marches, University Rag Day Parade, Cape Minstrels) political and social marches, public social events (Christmas lights, Christmas open air markets). The street is associated with economic activity with commercial enterprises at ground floor levels. The street is significant in terms of social memory and is associated with living heritage and cultural traditions.

Visual spatial significance

Adderley Street is the main street in Cape Town's city centre with its associated city streets of different characters. It retains a visual connection between the Table Mountain, Company's Gardens and the sea. Although vistas are interrupted by mid street vegetation, elevated road structures, there is a strong sense of connection.

Historical archaeological potential

The street is of high archaeological sensitivity with respect to colonial period archaeology. The discovery of the wooden sets below the asphalt during 2011 is an indication of the sensitivity of the route.

4.4.2 Adderley Street Lower Portion (between Strand Street and Hans Strydom Traffic Circle)

Historical Significance

The historic significance of the lower portion of Adderley Street pertains to its use for Remembrance Day ceremonies from 1924 until the present. Military marches were towards and from the adjacent Railway Station. The lower portion of Adderley street was the junction of the street and the former Pier approximately where the present Hans Strydom/Adderley Street traffic circle is located. It was the end point of Cape Town's main road in the early settlement.

Social

Lower portion Adderley Street is of social significance having been associated with remembrance Day Ceremonies, public protests, celebration, and traditions. People marches on this portion of the street towards the upper portion. Christmas lights are positioned from the Hans Strydom traffic circle. The street is significant in terms of social memory and is associated with living heritage and cultural traditions. The popular Fan Mile bisects the street

Visual Spatial significance

The lower portion has a different spatial character from the upper portion. The containment within the upper portion is not experienced due to the Railway Station landscaped forecourt. The road is wider and the buildings are set back from the road to allow for wide pedestrian pavements on each side. The Railway Station on the eastern boundary is low scale thereby offering views towards Table Mountain and Devils Peak. The buildings on the western boundary vary in scale from high rise (Absa Building) and medium rise. There is a lack of pedestrian activity on the street edges due to few shops at ground level and the underground pedestrian access connecting the upper and lower portion of the street. The lower portion of Adderley Street is at the start/finish of the City's Fan Mile connection to Green Point and the Cape Town Stadium and therefore relates to the extended city pedestrian routes.

4.4.3 Heerengracht (Hans Strydom Traffic Circle and the harbour)

Aesthetic significance

The generous width of Heerengracht designed as modern landscaped boulevard in 1940 has resulted in an aesthetically pleasing section of the city. The route's mid section is a heavily vegetated environment complemented with a running water canal and benches. Flanking buildings are similar in scale and provide a modern aesthetic backdrop to the precinct. Sculptures and memorial also add to the grandeur and flavour of this section: Jan van Riebeek and Maria de la Queillerie position at the head of the Heerengracht and Bartholomew Dias memorial plaque at its base. The vehicular traffic circle with its water foundations and occasional art displays adds to the aesthetic appeal of the area.

Historical Significance

The historic significance of Heerengracht are the places that refer to its past use. The statue of Jan van Riebeek is positioned to represent European cultures arriving in southern Africa.

Visual spatial value

Heerengracht has a landmark qualities different from Adderley Street. The reclaimed land is evenly levelled and the buildings on its boundaries are positioned further away from the road. Avenues of

trees on the median and the sidewalks give the route a well-vegetated Boulevard. The roadway is positioned between two traffic circles. Hertzog Boulevard bi-sects the Heerengracht the road from the east. The Cape Town International Convention Centre (CTICC) is situated in the lower section and the route which terminates at the harbour. The lower section contains sculptures and memorials, which add to its spatial value.

4.4.5 SUMMARY: PROVINCIAL STATEMENT OF CULTURAL HERITAGE SIGNIFICANCES

The cultural significances of the Cenotaph, Cenotaph site and the Adderley street precincts are provisionally assessed as follows:

Item	Cultural Significance	Recommended Grade in terms of the NHR Act
Cenotaph	Historic, aesthetic, social & associational	Grade 2
Site of Cenotaph	Historic, associational	Grade 3 B
Adderley Street Upper Portion	Architectural, historic, aesthetic, social	Grade 2
Adderley Street Lower Portion	Historic, associational	Grade 3C
Heerengracht	Aesthetic, historic, social and associational	Grade 3B
Historic axis (Adderley street/Heerengracht)	Historic, associational, social	Grade 3A

4.5 Heritage Design Informants for Adderley Street (between Hans Strydom and Riebeeck Streets)

The heritage design informants for Adderley Street lower portion are as follows:

- New structures should respect the historic axis between the upper Adderley Street and Heerengracht;
- Scale of new structures should be mindful of vistas along the historic route;
- New structures within the road median should attempt to allow views and pedestrian connections between the edges of Adderley Street;
- New structures should promote and enhance the street as the main street in the city through high quality of design and finishes.

SECTION 5

CENOTAPH

INTERNATIONAL PRECEDENTS ALTERNATIVE SITES

INDICATORS

HERITAGE SIGNIFICANCES

5.1 INTRODUCTION

The proposed relocation of the Cenotaph is required to be guided by the aim for improved functioning of the Cenotaph as a public memorial in terms of permanent public access and the function of the Armistice Day Ceremony as well as retaining and enhancing its cultural significance. Issues considered for the preferred site alternative are:

- Ability of the site to accommodate the Cenotaph without a negative impact on the site's heritage resources;
- Appropriate space and suitable dignified surroundings for Armistice Day Ceremony;
- Position within city historic route/area that relates to the soldiers of for whom the memorial was created;
- Historic use and position of the Cenotaph in city;
- Historic route of soldiers when leaving and arriving from the Railway Station.

5.2 PRECEDENT INTERNATIONAL CENOTAPH CONTEXT

The majority of Cenotaphs globally were erected in the years after the World War 1. The illustrated precedents are taken of the capital cities of the Allied forces, such as England, Scotland, Ireland, France, Australia, New Zealand and Canada in addition to the Cenotaphs in South Africa..



Photograph 5.1: Cenotaph Whitehall London designed by E L Luytens on Remembrance Sunday



Photograph 5.2: Cenotaph Whitehall, London, situated in the centre of the road



Photograph 5.3: Cenotaph Auckland New Zealand, situated in front of the Military Museum

<http://www.navy.mil.nz/nr/rdonlyres/1706ea5d-281b-4403-a922-16271fb85932/0/mc100125024.jpg>



Photograph 5.4: Cenotaph Belfast Northern Ireland located in Remembrance Garden in the City Hall grounds, The Belfast Cenotaph was unveiled on 11 November 1929

http://upload.wikimedia.org/wikipedia/commons/5/5a/Cenotaph,_Belfast_-_geograph.org.uk_-_634554.jpg



Photograph 5.5: Cenotaph Ottawa Canada situated on Confederation Square. Confederation Square is an urban square in Ottawa and is considered the second most important ceremonial centre in Canada's capital city, after Parliament Hill. Roughly triangular in area, with the Cenotaph Canada's at its centre and the Valiants' Memorial at its periphery, the square is bounded by streets http://upload.wikimedia.org/wikipedia/commons/thumb/8/88/Confederation_Square_Ottawa.JPG/390px-Confederation_Square_Ottawa.JPG



Photograph 6.6: Cenotaph Maritime Place, Sydney. Martine Place, presently a pedestrian mall is the place where the majority of Sydney based soldiers enlisted for the WWI and the adjacent GPO was the main source of news information http://www.maritimequest.com/misc_pages/monuments_memorials/cenotaph_sydney/cenotaph_peter_f_williams_a.JPG



Photograph 5.7: Cenotaph Glasgow Scotland Sculptor Ernest Gillick(1874-1951) Designed by Sir JJ Burnet and Norman Dick Date executed 1921-4 on George Square with Glasgow City Chambers in the background http://i1.squidoo.com/resize/squidoo_images



Photograph 5.8: St Georges Square Glasgow, Cenotaph in rear in front of Glasgow City Chambers Square has many memorials
<http://www.europetraveldestinations.com/wp-content/uploads/2010/05/Glasgow-Scotland-George-Square21.jpg>



Photograph 5.9: Cenotaph Farewell Square Durban, The design was the result of a competition in 1921, won by the Cape Town architectural firm of Eagle, Pilkington and McQueen. The ceramics were made in England by Harold and Phoebe Stabler of the Poole Pottery, and shipped to Durban for assembly: because this process took some time, the memorial was only unveiled in 1926. The Cenotaph is set in a small garden walled in stone with memorial plaques and closed off from the street by a fence. The Cenotaph was the object of a bombing attack in June 1981, when a large granite basin behind the memorial was slightly damaged artdecobuildings.blogspot.com



Photograph 5.10: Cenotaph Port Elizabeth, unveiled on 10 November 1910 designed by James Gardner of the Art School. The lower portion represents the earthly life which uplifts gradually to a symbol of the heavenly life, which is the upper portion stgeorgespark.nmmu.ac.za



Photograph 5.11: Cenotaph Beyers Naude Square Johannesburg, October 2011, unveiled by the Earl of Athlone on 10 October 1926, and is a replica of the Cenotaph in London
<http://www.allatsea.co.za/cems4/jhbcenotaph.htm>



Photograph 5.12: Cenotaph Johannesburg, new plaque inserted in 2002 honouring all people who made the supreme sacrifice in all wars, battles and armed struggles,
<http://www.allatsea.co.za/cems4/jhbcenotaph.htm>

5.3 CENOTAPH HERITAGE DESIGN INDICATORS

The heritage design indicators for the alternative site for the re-assembled Cenotaph are to guide decision for the preferred site. The following section deals with the specific features on the site, namely heritage significance, context, landscape features, land use, development pattern of the city and surrounding urban context. The three sites examined in detail are the Grand Parade, Memorial Garden, Company Garden and the Heerengracht Median (Hertzog Boulevard junction). The heritage assessment is informed by the criteria outlined in Section 3(3) of the NHR Act, which have been expanded to include additional criteria outlined in Annexure 2. The following categories of significance of heritage resources are attributed in varying degrees to the following types of cultural heritage significance: urban, aesthetic, architectural, historical and visual spatial and historical archaeological potential. The assessment has been undertaken in two scales, namely the urban context and the local scale.

5.4 CENOTAPH INFORMANTS

In order to develop site informants for the Cenotaph, an examination of the present Cenotaph site and the Remembrance Day Ceremony was undertaken. The following items were noted in the heritage assessment and from participating commentators:

Current site problems:

- Current lack of space and inappropriate setting in Adderley street median (current site);
- Remembrance Ceremony requires the closure of Adderley Street and can therefore only take place on the first Sunday after the 11 November due to this necessity and not on Armistice itself;
- Distance of the Cenotaph from the Castle means that soldiers are transported to the ceremony in trucks;
- Lack of a dignified setting for the Cenotaph;
- Overshadowed by tall buildings;
- Lack of safe pedestrian access and viewing opportunities created by the busy road.

Current site assets

- Strong connection to the Railway Station from where the majority of the troops departed;
- Close to the original position of the Cenotaph;

The following indicators are developed for the assessment of the preferred site for the Cenotaph¹⁸:

- Reconstruct the former square granite base as it was or close to the original design. This will enable the memorial to be accessible from all four sides as originally intended;
- Position the Cenotaph in a place that allows ample space for the Remembrance Day Ceremony. At present, the attendees consist of dignitaries, soldiers, veterans and their families and the public. It is intended that the ceremony could be expanded to incorporate additional members of the public;

¹⁸ Certain indicators contradict each other i.e. one site cannot satisfy all the indicators

- Preferably position the Cenotaph in a space that does not require many street closures on the practice and ceremonial days;
- A position for the Cenotaph should relate to the route and/or buildings used by the soldiers departing and arriving from the wars;
- The setting for the ceremony is important; relationships between the context and the Cenotaph strengthen or weaken the ceremonial activities. A dignified setting appropriate to the cultural significance of the memorial is required;
- The memorial requires a safe viewing area which is safely accessible by pedestrians;
- The site could also relate to the existing Adderley street axis;
- The site could have a connection to the Castle and the historic or existing routes used by the soldiers;
- Safety and a site that is less likelihood to be repeatedly vandalised.

DRAFT FOR PUBLIC COMMENT

5.5 ALTERNATIVE SITES ASSESSED FOR CENOTAPH RELOCATION SITE

The intention was to retain the Cenotaph within the city centre due to the historic significance of the city and the connection between the roles of the Military and the city. The following three sites were considered in detail the assessment:

- Heerengracht median,
- Grade Parade;
- Delville Wood Memorial Gardens, Company's Garden.

The following sites for the relocated Cenotaph were assessed:

Site	Reason for not exploring in detail
Railways Station forecourt	Site does not belong to CCT
Hertzog Boulevard road median	Existing War Memorial and landscaped road median
Pier Place open area	Existing sculptures, densely vegetated and therefore lack of visibility Too contained by high buildings
Company's Garden (other than Memorial Garden)	Lack of open space
Other sites outside Cape Town central business area (CBD)	Lack of connection to Railway station and/or Castle
Thibault Square	Site does not belong to CCT
Heerengracht median – other sites	Occupied by existing memorial (Bartholomeu Dias memorial and the Bartholomeu Dias Voyage Memorial
Adderley Street: between Strand Street and Riebeek Street	Still situated in road median with poor daily viewing possibilities

5.5.1 HEERENGRACHT MEDIAN

The Heerengracht median was assessed as an alternative site for the relocation of the Cenotaph due to its size and it being on the Adderley Street axis as the Cenotaph has always been along this historic axis. The pedestrian walkway on Heerengracht median is interrupted at the Heerengracht - Herzog Boulevard link road. The water canal terminates prior to this road intersection and the water is piped underground. The pedestrian median precinct within the road median canal, avenues of existing Palm and Fever trees and benches provide a positive environment for the pedestrian. There are numerous existing memorials on the Heerengracht median, traffic circles and adjacent open areas. The only possible site within the Heerengracht median is above the Heerengracht - Herzog Boulevard link road as there are few trees and the canal is under the road/pavement level. (refer Photographs Section 3 and 5.9, 5.10).



Photograph 5.9: **Heerengracht median**, site alternative, O'Donoghue 2011



Photograph 5.10: **Heerengracht median**, pedestrian environment with canal and avenues of trees, benches, O'Donoghue 2011

5.5.2 GRAND PARADE

The Grand Parade was assessed in detail for a suitable site for the Cenotaph. One of the primary considerations was to positively impact the open space of the Parade. Consideration was therefore on the Parade edges of the Buitenkant, Darling and Castle Streets, either within or in front of the tree line. The CCT Directorates and Branches consulted in this selection process were adamant that the Cenotaph could not be placed within the centre of the Parade due to potential disruptions to major public events. There were nine Parade sites identified and assessed (refer Photographs 6.19, 6.20 and 6.19). Issues considered were vistas, connections to historical routes, connections to military marching routes and military parades, axes, entrances, subterranean conditions, archaeological sites and responses to existing memorials.



Photograph 5.11: Grand Parade, views towards Buitenkant Street, potential site on central entrance, O'Donoghue 2011



Photograph 5.12: Grand Parade, views towards Castle, potential site on tattoo entrance, O'Donoghue 2011



Photograph 5.13: Grand Parade, views towards western portion and Darling Street, potential site on centre of Parade, O'Donoghue 2011



Photograph 5.14: Grand Parade, potential site on corner Darling and Buitenkant Streets, O'Donoghue 2011



Photograph 5.15: Eastern site on the Grand Parade on axis to Boer Memorial within Stone Pine saplings on middle paving strip with vegetated backdrop on traffic island, O'Donoghue 2011



Photograph 5.16: Views of Grand Parade from Castle Entry, O'Donoghue 2011



Photograph 5.17: Views of Grand Parade site on axis of Parade Street from within Parade, O'Donoghue 2012



Photograph 5.18: Boer Memorial on Parade perimeter within tree line, adjacent to Darling Street site, O'Donoghue 2012



Photograph 5.19: King Edward VII Statue on axis to City Hall main entrance, O'Donoghue 2012

5.5.3 DELVILLE WOOD MEMORIAL GARDEN, COMPANY GARDENS

The Company's Garden was formally established in 1652 by Dutch settlers who sought to establish a victualing station to service and re-provision spice-trading sailing ships on the long sea route to the east. It was superimposed on a landscape that was occupied occasionally by indigenous hunter-gatherers and modified by pastoralists who used the area in the standard migratory agricultural pattern of the time. This halfway-house was the foundation stone of the Western colonisation of southern Africa.

Cape Town's earliest records show that the Garden was originally divided into rectangular fields protected by high trimmed myrtle windbreaks, and watered via a system of open irrigation furrows fed by the area's numerous mountain streams. The design was typical Dutch agricultural practice of the time, apart from the furrows, which had been adapted to suit the region's topography and weather.

During the 17th century Cape Town grew significantly, fuelled in no small part by its role in supplying ships engaged in foreign wars. The Garden expanded accordingly, and became famous for its plants, which were increasingly exported. In 1795, a new gateway and guardhouse, designed by Louis Thibault, was built. However, at the turn of the 18th century the Dutch East India Company, until then responsible for the Garden's upkeep, became bankrupt and by 1795, the Garden was in ruin.

The Delville Wood Memorial Garden was landscaped to commemorate the 1916 WW1 battle at Delville Wood in France. The landscape was created with succession of ponds and formal landscaping and unveiled in 1930. The Delville Wood memorial is the focus of the garden, and the statue of General Henry Lukin and a WW1 Artillery field gun.



Photograph 5.20: **Delville Wood Memorial** (right) with Delville Wood Memorial Gardens, Company's Garden, www.groovel.com



Photograph 5.21: **Delville Wood Memorial Gardens** with WW1 Artillery Field Gun in foreground, www.cape-town.eventseekr.com

5.6 HERITAGE DESIGN INDICATORS FOR CENOTAPH ALTERNATIVE SITES

5.6.1 GRAND PARADE HERITAGE DESIGN INDICATORS

The heritage design informants for the Grand Parade are as follows¹⁹:

- The Grand Parade operates as the major POS in the city and accommodates large numbers of people for public occasions. The open space within the Parade is therefore important to retain as far as possible;
- As former military parade grounds, the eastern portion of the Parade closely relates to the existing remaining buildings used/associated with the military such as the Castle, Drill Hall, The Granary;
- The spatial linkages between the Castle and the Parade are strong. Vistas between the Castle and the Parade are presently uncluttered even though when the Stone Pine saplings mature, the views between the Castle and the Parade will reduce with the trees forming a defining enclosure to the Parade;
- Major sight lines and axis and centrality are important elements in the Parade and should be respected by new elements;
- It is important to respect the context of all significant elements on site, such as the existing memorials, vegetation, historic entrances, dominant axes, and important vistas.

5.6.2 DELVILLE WOOD MEMORIAL GARDEN, COMPANY GARDENS HERITAGE DESIGN INDICATORS

The heritage design informants for Memorial Garden are as follows:

- Retain major vistas, dominant axes, linkages and movement routes;
- Scale of new structure must be sensitive to existing and memorials and garden design;
- Respect the context of all significant elements on site, such as the existing memorials, vegetation, and historic entrances.

5.6.3 HEERENGRACHT MEDIAN (ON AXIS OF HERZOG BOULEVARD) HERITAGE DESIGN INDICATORS

The heritage design informants for the Heerengracht median are as follows:

- Cenotaph should not completely restrict pedestrian access routes on the road median;
- Cenotaph should be situate on the historic axis with the Hertzog Boulevard median;
- New structures should utilise the vista opportunities of the Hertzog Boulevard / Heerengracht axis;
- Remove minimal amount of vegetation as possible;
- Existing view lines necessary for a major road intersection must be retained;
- Aim to allow space on both sides of the memorial for optimised viewing and ceremony procedures.

¹⁹ CCT Grand Parade HIA Phase 1, 2006

5.7 ASSESSMENT OF POTENTIAL IMPACTS OF RELOCATION PROJECT ON ALTERNATIVE SITES

This Section covers the assessment of potential impacts of the Cenotaph on the three identified alternative sites. The proposals are assessed on authenticity and integrity, visual, change of sense of place, cultural landscape, social, landscaping.

5.7.1 Assessment of Potential Impacts of the Cenotaph on 3 Site Alternatives

The potential impacts of the Cenotaph are assessed on the three identified sites. The preferred site is assessed to be the Grand Parade. The assessment on the preferred site on the Parade is contained in Table 5.3 (refer Photograph 6.26).

Table 5.1: Potential Heritage Impact of Cenotaph on Identified alternative sites

Potential Heritage Impact	Heerengracht Median on axis of Hertzog Boulevard	Grand Parade: Darling Street perimeter on axis of Parade Street	Delville Wood Memorial Garden Company's Gardens
Authenticity & Integrity	No negative impact on the authenticity and integrity of the median as the site is assessed as possessing a low degree of authenticity & integrity	Not authentic to place Cenotaph on Grand Parade as it was previously on Adderley Street. The Parade is assessed to possess high heritage significance with a multitude of historic layering and relatively intactness	Site not authenticity due to its removal from Adderley / Heerengracht street axis Negative impact to the site and the existing memorials which have high intrinsic and authenticity values
Visual Impacts	Positive visual impact , as the Cenotaph will create a landmark on the road median at the cross axis of Heerengracht and Hertzog Boulevard	Positive visual impact to the Parade as the Cenotaph would be an added focal point. The view between the Parade and the Castle would remain as existing although in time will be altered by perimeter Stone Pine trees	Negative visual impact on existing memorials, space and vistas in Memorial Garden and Cultural Museum
Change of Sense of Place	Positive change of sense of place as a focal point within the road median. Positive element to a public walkway and road network. Becomes a component of a collection of memorial and statues on the Heerengracht axis	Medium scale positive change to western portion of Parade. The preferred site on the Parade forms an added component to the existing Memorials on the western edge. Cenotaph will not impact the functioning of the public open space or negatively impact the 2 existing memorials or the open space.	A negative impact to the sense of place due to the current design of the Memorial Gardens and the size of the Cenotaph

Potential Heritage Impact	Heerengracht Median on axis of Hertzog Boulevard	Grand Parade: Parade Street on axis with Parade Street	Memorial Gardens: Company's Gardens
Cultural Landscape	Positive impact created by the inclusion of public memorial on public space accessible by pedestrians and in close proximity to other memorials	Cenotaph would add another element of similar nature to the existing elements in the Grand Parade. The Cenotaph would contribute to the public space and would reduce vehicular access into the Parade from Buitenkant street.	Negative impact as the Memorial Gardens has many existing memorials and no additional space to accommodate the Cenotaph without creating negative impacts to the site and immediate context
Social and Economic Impacts	Neutral impact as the Cenotaph would be positioned on the same axis as it was historically, but the potential of greatly improving the current Remembrance Day Ceremonies is potentially limited due to the spatial constraints of the site. Improved social impact as memorial would more accessible to the pedestrian in a safe pedestrian environment.	Positive social impacts due to an improved Remembrance Day Ceremony and a ceremony that would not obstruct the city roads functions; The position close to the Castle will accommodate soldiers marching to ceremony. Improved opportunities to view Cenotaph by public than in its present position. High concern of potential vandalism to Cenotaph on Parade due to current management on the Parade.	Positive social benefits by the Cenotaph being more accessible than at present to the pedestrians. Remembrance Day Ceremony can be accommodated in the Gardens but there is a greater distance from the Castle. Site offers a dignified setting for the memorial.

Table 5.2: Grand Parade: Assessed alternative sites

	SITE	HERITAGE RELATED INFORMANTS ²⁰	POSITIVE IMPACTS	NEGATIVE IMPACTS
1	Buitenkant Street Main entrance inside tree line	Tree species defining edge Parking for special events only	Central position on Eastern boundary of Grade Parade Castle Backdrop Close proximity to Castle Accommodate Remembrance ceremony Nor reduction of open space on Parade for public events	Close historic entrance to Parade from Buitenkant Street Disturb clear vistas between Castle and Parade Street
2	Buitenkant Street Tattoo entrance within trees	Tree species defining edge Parking for special events only	Close entrance which is an existing management problem Close proximity to Castle Accommodate Nor reduction of open space on Parade for public events Excellent visibility for cenotaph	Disturb clear vistas between Castle and Parade
3	Buitenkant Street on axis of King Edward VII outside tree line	Tree species defining edge Parking for special events only	Nor reduction of open space on Parade for public events In proximity to existing military memorial Excellent visibility for cenotaph	Disturb clear vistas between Castle and Parade
4	Parade Central position	Tree species defining edge Parking for special events only	Excellent visibility for cenotaph	Inhibits open space for large public functions
5	Darling Street/Buitenkant street corner	Tree species defining edge Parking for special events only	Good visibility of Cenotaph Does not impeded views between the Castle and Parade	Corner position does not relate to orthogonal design of Parade
6	Castle Street Mid-block adjacent to Mandela tree	Tree species defining edge Parking for special events only Archaeological site: historic SW pipe (Snow 1862) <i>Tree planted by Mandela</i> <i>Archaeological site of existing 1690mm dam storms water pipe</i>	Does not affect views between Parade and Castle Excellent visibility for Cenotaph Proximity to Castle	Situated on aqua flow and storms water and would occur high costs for foundations Archaeological site: over existing 1690mm dam storms water pipe

²⁰ Informants (in normal text) from City of Cape Town Grand Parade Heritage Impact Assessment Phase 1 2006 (Consultant Melanie Atwell & Associates) Heritage Indicators – informants in italics are added in current assessment

DRAFT FOR PUBLIC COMMENT HERITAGE IMPACT ASSESSMENT
 PROPOSED RELOCATION OF THE CENOTAPH FOR THE IRT BUS STATION ADDERLEY STREET CAPE TOWN

	SITE	HERITAGE RELATED INFORMANTS ²¹	POSITIVE IMPACTS	NEGATIVE IMPACTS
7	Castle Street On axis with Boer Memorial within treeline	Tree species defining edge Parking for special events only <i>In proximity of tree planted by Mandela</i>	Off site of 1862 SW pipes and aqua flow On axis of Boer Memorial Proximity of Mandela's tree Contributes to boundary of memorials on Castle street edge Opportunity to create symbiotic relationship between Mandela tree and Cenotaph Proximity to Castle	Existing township style light posts in same axis
8	Western portion Parade	Review outline of Van Riebeeck Fort on ground surface	Good visibility of Cenotaph	Issues of traders affect public viewing Less proximity to Castle and Drill Hall Less proximity to Castle Interferes with possible outline of Van Riebeeck Fort on ground surface Difficulties of ceremony on practice and Remembrance Day Ceremony due to existing traders
9	Parade Street Perimeter Edge (Preferred site)	Tree defining perimeter Retention of Open space Retention of axes and vistas	Positive contribution to the western edge of the Parade Provides vista focus point form Parade street Close association with Drill Hall and City Hall Does not impact the vistas form the Parade towards the Castle Forms a component of the memorials on the Parade Able space in front of the cenotaph for the Armistice Day Ceremony Scenic backdrop to Cenotaph of historic buildings and Table Mountain	In proximity to other memorials In existing pedestrian route In proximity of historic storms water pipe Effects the removal of 2 Stone Pine saplings

²¹ Informants (normal typeface) from City of Cape Town Grand Parade Heritage Impact Assessment Phase 1 2006 Consultant Melanie Atwell & Associates Heritage Indicators – informants in italics are added in current assessment

Table 5.3: Assessment of Relocated Cenotaph onto Grand Parade (Western Perimeter adjacent to Darling Street edge on axis with Parade Street)

DESIGN PROPOSAL	TYPE OF IMPACT (without mitigation measures)						IMPACT SIGNIFICANCE Without mitigation	Mitigation measures	IMPACT SIGNIFICANCE With mitigation
	Nature of impact	Extent of impact	Duration of impact	Intensity of impact	Probability of impact	Confidence of specialist			
PLACEMENT OF MEMORIAL	Positive	Parade & immediate context (Darling Street, City Hall, Drill Hall, Eastern portion of Parade, existing Parade Memorials, Castle)	Long term	High	Probable	High	High	Lighting	High Positive
FOOTPRINT/ LAYOUT AND MASSING	Positive	Site & immediate context	Long term	High	Probable	High	Medium	Improved square granite stone base structure	Positive
LANDSCAPING	Negative	Site & Context	Long term	High	High	High	High	Replant Stone Pine saplings trees on Darling and Buitenkant corner or replace dead Stone Pine saplings on Parade to CCT Spatial Design approval.	Positive
The assessment is evaluated using the following criteria: <ul style="list-style-type: none"> • Nature of the impact: Do the proposals have a positive or negative impact of the identified heritage resources on the site? This impact is on the different values of the site i.e. the aesthetic, architectural, historical, scientific, social, technological, spiritual and/or linguistic. • Extent of the impact (positive or negative); does the impact extend beyond the immediate site boundaries (the greater context, the town, the region or the national scale); • Duration of the impact: What is the lifespan of the impact (short term, medium term, and long term); is the impact revisable? • Intensity of the impact: Can the intensity of the impact be described (low, medium or high)? • Probability of the impact: What is the likelihood of the impact occurring (high, medium, low) 									

- **Confidence of the specialist:** confidence of the heritage specialist in determining the levels of impact (high, medium, low)

Table 5.5: Assessment of Relocated Cenotaph onto Heerengracht Medium (on axis to Hertzog Boulevard)

DESIGN PROPOSAL	TYPE OF IMPACT (without mitigation measures)						IMPACT SIGNIFICANCE Without mitigation	Mitigation measures	IMPACT SIGNIFICANCE With mitigation
	Nature of impact	Extent of impact	Duration of impact	Intensity of impact	Probability of impact	Confidence of specialist			
PLACEMENT OF MEMORIAL	Positive	Pedestrianized Street median, Heerengracht and Hertzog Boulevard intersection precinct	Long term	High	Probable	High	High	On axis of Hertzog Boulevard allowing space between road lanes and pedestrian walkways adjacent to canals	High Positive
FOOTPRINT/ LAYOUT AND MASSING	Positive	Site & immediate context	Long term	High	Probable	High	Medium	Improved granite stone base structure	High Positive
LANDSCAPING	Neutral	Site & Context	Long term	High	High	High	High	CCT to replant cactus plants where appropriate	Neutral

The assessment of the proposals for Adderley Street is evaluated using the following criteria:

- **Nature of the impact:** Do the proposals have a positive or negative impact of the identified heritage resources on the site? This impact is on the different values of the site i.e. the aesthetic, architectural, historical, scientific, social, technological, spiritual and/or linguistic.
- **Extent of the impact** (positive or negative); does the impact extend beyond the immediate site boundaries (the greater context, the town, the region or the national scale);
- **Duration of the impact:** What is the lifespan of the impact (short term, medium term, and long term); is the impact revisable?
- **Intensity of the impact:** Can the intensity of the impact be described (low, medium or high)?
- **Probability of the impact:** What is the likelihood of the impact occurring (high, medium, low)?
- **Confidence of the specialist:** What is the confidence of the heritage specialist in determining the levels of impact (high, medium, low)

5.8 RECOMMENDED PREFERRED CENOTAPH RE LOCATION SITE

The criteria for the assessment of the alternative sites is weighted on retaining the Cenotaph on the Adderley Street/Heerengracht axis.

Table 5.4: Comparative analysis of Cenotaph alternative sites

INDICATORS	HEERENGRACHT MEDIAN	GRAND PARADE	COMPANY'S GARDENS
Landmark impact	High	Medium	Low
Enlarged Base feasible	Yes	Yes	Yes
Space for Remembrance Day Ceremony	Yes	Yes	Yes
Street closures required	Yes Can be accommodated with road closures	No	No
Site relates to the route the soldiers marched	Yes, when soldiers marches to the ships during the WW2	Yes	No
Dignified setting	Yes, occurs on pedestrianized road median & road lanes and retains link to the historic city axis	Yes Grandeur of space Dignified setting	Yes
Safe viewing area for pedestrians	Yes	Concern re Parade management	Yes
Relate to the existing Adderley street access	Yes	No	Yes
Safety of memorial	higher	Low	Higher
Impact onto existing site	Positive landmark feature, although Reduces views down pedestrian access	Positive landmark, although concern raised on too many memorial on Parade	Negative, Lack of space Inappropriate space – ponds, negatively impacts existing memorials No link to Castle or historic axis
Impact onto existing context	Positive context is local cultural significance	Positive, although site and context has high cultural significance Connection to military precinct of city Historical links to military use, Castle and military parades	Negative impact on site of high cultural significance. Reduces positive context of existing war memorials

Summary of Assessment of 3 alternative sites

Heerengracht median

- High positive landmark impact
- Space for ceremonies
- Can be reoriented to original position
- Remains on original Adderley street/ Heerengracht axis;
- Less degree of vandalism than Parade;

- Requires relocation of existing low vegetation
- Positive impact to precinct;
- Dignified setting.

Grand Parade - adjacent to Darling Street

- Positive landmark impact
- Space for ceremonies
- Can be reoriented to original orientation
- Does not remain on original Adderley street/ Heerengracht axis;
- High degree of vandalism that Parade due to current management;
- Requires relocation of existing young vegetation
- Positive impact to precinct.
- Dignified setting.

Memorial Garden Company Gardens

- Negative landmark impact
- reduced space for ceremonies
- Cannot be reoriented to original orientation
- Does not remain on original Adderley Street/ Heerengracht axis;
- Low threat of vandalism due to current management of Gardens;
- Requires no relocation of existing vegetation
- Negative impact to immediate precinct (Memorial Gardens) .
- Dignified setting.

The preferred site is the Heerengracht median for the following reasons:

- On the historic axis as it has always been located;
- Has enough surrounding space with road closures for the Remembrance Day Ceremonies;
- Provides a positive landmark to the city urban precinct
- Provides easy pedestrian access for daily viewing
- Has less likelihood of being vandalised than on the Grand Parade



Image 5.1: *Photomontage of Cenotaph on Heerengracht Median*

SECTION 6

CENOTAPH

DISMANTLING AND REASSEMBLY METHOD STATEMENT

6.1 INTRODUCTION

The method statement for the Cenotaph dismantling and reassembly process covers the detail recording of the memorial in its present situation, removing the sculptures, bronze plaques, the stone blocks, and the concrete / brickwork structural core. There are many unknowns regarding the inner construction of the memorial and fixing details of the Cenotaph that will only become apparent once the dismantling process is underway, for example, the size and material of the inner core, the fixing details of the bronze sculptures and the plaques. As the Cenotaph is being dismantled, an accurate record is required to be made of the fixing detailing and order of dismantling. The manner in which the Cenotaph is dis-assembled, relocated and re-assembled is of importance due to its high heritage significance. This proposed move to the Heerengracht median is the Cenotaph's second relocation.

6.2 RESOURCES REQUIRED AT DISMANTLING SITE

The dismantling process requires an electrical and water connection. If the CCT connections for electricity are unavailable, a generator will be required. A container of approximately 3 x 2.4m footprint is required to act as a site office and equipment store. Security on the site must occur on a 24-hour basis for the entire dismantling operations.

A steerable gantry on wheels is required to dismantle lower blocks and plinth in an orderly way²². This gantry requires engineering input to determine maximum loading and safety. Either an existing gantry is required to convert for use or one needs to be designed and constructed. The types of strapping and methods for the smaller elements are to be devised on site by a specialist contractor. All preparation for the gantry to start before work on site commences.

A 70-ton mobile crane is required to lift the sculptures and blocks from the present position and place them on a low bed truck for transportation to the new approved site. Sculptures must remain upright and stone blocks must be laid in single layer.

6.3 SECURING DISMANTLING SITE

The work site will be established on a Sunday when the surrounding roads experience less traffic load. The CCT Roads and Transport Branch will be approached to close the road lanes adjacent to both sides of the Cenotaph for the duration of the dismantling process. A 1.8 m steel fence with shade cloth on the inner side will be securely positioned by the Contractor on the edges of the site. Both the fence and the traffic hazard signs must be to the approval of the CCT Department of Roads and Transport. Scaffolding is required to be erected around the Cenotaph to assist the workmen to remove the elements and correctly place the riggings.

6.4 SITE PREPARATION AT NEW LOCATION

Prior to the commencement of the dismantling procedures, the site establishment at the new location must be implemented. The requirements of the site at the new location are a guarded site

camp, which includes the site for the new Cenotaph and a site work area. This site work area will be utilised for the storage and cleaning of the Cenotaph elements, an equipment store, and a site office. Within the site work area, an inner area must be demarcated to store the sculptures. This sculptures store must be demarcated with a 2.5m welded galvanized steel fencing with suitable access points. Within the site camp a Container (6 x 2.4m) to be used as a site office and an equipment store is required. The site camp is recommended to be not less than an area of 13m x 30m in addition to an area of 5m x 15m to give a total of 465 square meters.

6.5 TRANSPORTATION OF CENOTAPH TO NEW LOCATION

The new location is the proposed site is the Heerengracht Road median. All the Cenotaph elements transported to the new location by a reputable rigging company experienced in such work and must be protected as specified and planked and wrapped up with belts. The contract with the future service provider contracted to dis- assemble, move and reassemble the Cenotaph should specify that all repair of damages to the Cenotaph caused in the required procedures should be to the cost of the service provider. The route from the existing Adderley Street median to the Heerengracht median is via Adderley Street into Heerengracht Street.

6.6 CENOTAPH DISMANTLING PROCESS

The following process is prescribed for the correct procedures of dismantling the Cenotaph in Adderley street road median.

6.6.1 Record of existing Cenotaph

The accurate record of the Cenotaph has been completed by a photographic audit and a geomantic survey of 8 elevations and 3 dimensional models. A record is made of all damaged portions, for example, cracked stone blocks.

6.6.2 Marking Stone Blocks

All granite and sandstone blocks are to be numerically numbered from the bottom left to right for future assembly purposes using acrylic paint and a stencil and an arrow indicating the up position. If blocks are cracked the fragments must have the same numbers. Each elevation of the stone numbers must be marked in a different colour.

6.6.3 Remove Railings and Flood Lights

Before the removal of the hand railing in sections, it is to be marked on as a flat sheet metal section. The north, south, east and west elevations must be marked for purposes of remaking and galvanizing if required in the future²³. In removing the handrail, care must be taken not to crack or damage the granite brass finials. The brass feet of the handrail must be carefully removed for safe keeping using hydraulic process and lubrication. The floodlights must be removed and stored for possible re-use.

²³ It is recommended that the hand railing is not reused in the reassembled Cenotaph as the new stepped stone base is constructed too match the original base.

6.6.4 Dismantling the Sculptures, stone blocks and corresponding bases

In order to dismantle the sculptures, scaffolding is required to be positioned around the Cenotaph to facilitate the workmen fitting the protection layers and rigging to the sculptures for its lifting process. In order to protect the sculptures in the lifting and transportation process, the sculpture is to be wrapped in sponge rubber and the rigging spreader bars must be set up to keep straps away from the sculptures, for example in a 'lace pattern'.

The dismantling procedures must occur in the following order:

1. Lift of angel
2. Lift swords
3. Lift base below swords
4. Lift soldier no 1
5. Lift soldier no 2.

When the cement joints between the stone blocks are cut, a hardwood or plastic wedges should be utilized. No pressure on the edge of the stones must be created. Timber protection in the form of planking must be provided before strapping for lifting. If wedging is necessary, wide should be used. Any cutting must be done with fixed guide rails, which can be bolted into surrounding joints or clamped on the blocks. If any blocks have a structural flaw and breaks, the fragments must be glued together immediately with suitable adhesives. All stone blocks are to remove in a correct sequence for the correct re-assembly at new location. The joints between the blocks must be recorded by cutting timber spacers, which can then be numbered and used for assembly at the new location. Care must be taken that no spalling occurs near the edges of the blocks when dismantlement. The following sequence is to be adhered for the dismantling of the sandstone and granite stone base:

1. Dismantle base of angel.
2. Remove 4 bronze plaques
3. Transport stone blocks to new location.
4. Remove stone blocks – layer 1
5. Remove stone blocks – layer 2
6. Remove stone blocks – layer 3
7. Remove granite stone blocks.
8. Remove Plinth stone blocks to the floor.

The bronze plaques, when removed, are to be placed in protective wooden crates for secure storage and stored in place of safety at CCT (to be determined by the CCT Environmental and Heritage Resources Branch). The padlocks on the container must be placed in protective mild steel boxes designed to prevent the use of bolt cutters.

6.6.5 Dismantling structural core

Once all the sandstone and granite blocks have been removed, a measured drawing must be made of the remaining brickwork or concrete core, for the purposes of replicating it on the new concrete sub structure at the new location. Prior to the start of the demolition and remove existing brickwork or concrete core and its disposal at a CCT licensed waste dump, a watching brief of an archeologist must be in place. Disconnect electrics and water and over site to City of Cape Town. The site must be formally handed over by the specialist contractor to the CCT Roads and Transport Branch.

6.7 RELOCATION OF CENOTAPH

For the Cenotaph relocation process, a low bed truck will be utilised to transport the Cenotaph to the new location. The 70 tone mobile crane will be used to lift the sculptures from their existing position onto the truck. The Cenotaph will require a few journeys to the new proposed location on the Grand Parade. The sculptures will be transported to the new location with the protective sponge rubber and lace rigging guides²⁴ in place. The sculptures are required to remain vertical during the transportation procedures. A conservation specialist experienced in this type of work is required to work with an experienced rigger to affect these movement procedures as the bronze is a brittle material and can easily be damaged. All stone blocks will be required to be boxed in timber planks during transportation.

6.8 SITE PREPARATION AT NEW LOCATION

6.8.1 Site Establishment

Prior to the start of the Cenotaph dismantling procedures on the Adderley Street road median, the site establishment on the Heerenracht median must be implemented. The secured area required on the median is approximately 18 x 12 meters. The requirements of the site are secure guarded site camps demarcated from the public area. Within the site camp, a secondary fenced area must be created for the securing of the 3 sculptures. A 10mm weld mesh fence to a minimum of 2.5m high must secure this sculpture area. Razor wire must be fixed on top of the mesh fence for additional security. This sculpture fencing must be securely fixed to the ground surface. Access to the cage is to be via a lockable gate of approximately 2m wide opening. Within the site camp a container (6 x 2.4m) for a site office and equipment store is required. The sculpture camp is to store the 3 sculptures situated on trestles for cleaning purposes. The 24-hour security service is required on site to protect the Cenotaph. A container with locks and protective steel box covers are required within this secure area for securing bronze panels and power tools for assembly.

6.8.2 Required Site Resources

The resources required for the reassembly of the Cenotaph and the construction of the new base and core sub structures are specified construction materials and water and electricity. Electricity is obtainable from the CCT street connection. This connection is a 3-phase connection and an electrician would be required to deliver a 1-phase connection to the secured site area. There is no water supply for temporary construction use and a temporary water meter and connection point is required.

6.9 REASSEMBLY OF THE CENOTAPH

The reassembly of the Cenotaph is required to be in reverse to the disassembly process. It involved the establishment of the secure site works area adjacent to the new site to store, clean, and repair the sculptures and stone blocks. A new sub base is required to support the reassembled Cenotaph, in addition to the construction of a core substructure and base sub structure.

6.9.1 STORAGE, CLEANING AND REPAIR OF THE CENOTAPH COMPONENTS

All elements must be cleaned prior to the reassembly process.

²⁴ Rigging guides are designed to not touch the sculpture during the lighting transportation and lowering procedures.

Sculptures

The sculptures must be placed on trestles that are confirmed by the consulting engineer to be secure and strong enough for the cleaning operations. The entire sculptures including the undersides must be cleaned. The bronze surfaces must be cleaned using a chemical application (repagination) and a specialist restorer must replace damaged or removed pieces. After the repagination process, the sculptures must be waxed with tree wax²⁵.

Stone Blocks

The stone must be storage single layer on suitable strength timber pallets. The methodology for the reconstruction and restoration of damaged sandstone and granite, whether previously damaged or damaged incidentally during the course of dismantlement and assembly is a specialist procedure. The blocks, which have holes for the present handrail, must either be turned upside down or if this is not possible in case the hole goes right through, they must be restored with special non-cementateous binder material and reconstituted granite stone to a specialist specification. The repairs to the cracked granite and sandstone blocks must be similarly repaired with a binding material and matching crushed stone. The damage cannot be repaired with epoxy or cementation products or any other commercial glue on the market.

Prior to the reassembly of the stone base and plinth, the existing Cenotaph stone blocks require cleaning using the following method:

- Remove the cement if applicable with fine acid sand blasting and/or cement remover. The removal of cement on the sandstone blocks must be done in a more careful manner than the granite blocks, due to the softer nature of the sandstone;
- Remove oil and grease stains with a degreaser;
- Wash with clear water

If during the cleaning process, new aspects appear that require confirmation, advice must be sought from a recognized and established United Kingdom Restoration Company. Once the blocks are reassembled, the acrylic painted numbers must be removed and an anti-graffiti sealer on all the exposed faces must be applied correctly.

Bronze Plaques

The bronze plaques are to be cleaned prior to fixing between the sandstone blocks. The cleaning process is the same as the sculptures cleaning process, i.e.:

- Bronze surfaces must be cleaned using a chemical application (repagination);
- Any damaged or missing portions must be replaced by a specialist restorer;
- Plaques must be waxed with a suitable wax formulated for bronze.

6.9.2 REASSEMBLY PROCEDURE

The reassembly process consists of the reassembly of the repaired and cleaned Cenotaph sculptures, stone blocks, letterings, and bronze plaques on the constructed base and core structures, as follows:

1. Construction of a sub-terranean concrete slab to Engineer's specifications;

²⁵ The CCT Arts and Cultures Department should wax the sculptures on an annual basis using a specialist to inspect the condition of the bronze and do a report if necessary on bronze disease.

2. Construction of a core sub structure onto which the sculptures are positioned, to Engineer's specifications;
3. Fixing the sandstone blocks on the base of the sculptures;
4. Fixing the bronze plaques;
5. Fixing of the new 3 sculptures;
6. Construction of a new base sub structure onto which the new square base will be constructed;
7. Lay new granite stone blocks on base sub structure according to CCT approved specialist drawings and specifications for sourcing new granite steps to match existing by specialist stonemason.

6.9.2.1 Sub terranean concrete sub structure

The required base of the Cenotaph will be marked out on the preferred site. Existing paving will be removed and kept in the secure store. The only additional cutting that may be required before casting the base slab is whether any present lineal format are present (as was observed in the photograph before it was moved for the 1st time). The new concrete subterranean base for the Cenotaph will be constructed to a consultant Engineers specification. It will consist of a blinding layer (15 MPa 15mm thick) and a concrete slab (30MPa 30mm thick) with high tensile re-enforcing.

6.9.2.2 Core sub structure

The construction of a core sub structure for the 3 sculptures and stone cladding is to be to the same specification as was recorded at the Cenotaph disassemble site, unless otherwise recommended by the consulting Structural Engineer. The mortar used is to have non-shrink mortar specifications.

6.9.2.3 Sculptures

Protect the sculptures with sponge rubber wrapping prior to the fitting of the rigging and special timber guides for the lifting by the crane onto the respective sculpture's base. The following implantation schedule for lifting the sculptures is required:

1. Lift 1 – base below swords.
2. Lift 2 – block with swords.
3. Lift 3 – angel
4. List 4 – soldier
5. Lift 5 - soldier

6.9.2.5 Stone Work on Core bases

The rebuilding of the stonework is required to occur in an organized relay process for reassembly i.e. reassemble the blocks in the order of the disassembly. The blocks must be bedded into position using non-shrink grout for total control of the levels when the crane places the sculptures into position. The spaces between the blocks must be as they presently exist of approximately 10mm – 12mm wide. Gaps would be measured in the disassembly process and a relay process of numbered hardwood blocks would be utilized. All stonework joints must be pointed as existing presently. Refit bronze plaques with protecting glass sheets. The painted numbers and cement must be removed by micro blasting and the from the reassembly process must be removed

6.9.2.6 Bronze Plaques

Prior to the re-fixing of the bronze plaques, moulds are to be made of the relief sculptures. If the plaques are damaged or stolen, the plastic moulds can be used for their re-creation. Fix the bronze plaques using the existing details between the sandstone blocks. Due to the high financial value and

vulnerability of the bronze plaques, it is recommended that a 10mm amour plate glass, slightly wider than the plaques, be fixed to the surrounding stonework joints via a series of lugs.

6.9.2.7 New Square Base sub structure

A schedule of the required granite blocks is required to source, order and purchase granite stone blocks for the new square base to closely as possible match the original base of 10.2m x 10.2 m footprint. The existing railing is proposed to be omitted from the new base to match the original base design. New cast iron bollards (maximum 800mm high) and linked chain is recommended to be erected on the corners and mid points of the new base similar to the bollards and chain of the historic base²⁶. The following procedures are required for the new base:

- Marking out exact position of Cenotaph new square base;
- Removal and replanting of Stone Pine trees on positions on the Parade's perimeters to the approval of the Spatial Planning Branch;
- Excavations for sub structure for base;
- Construction of reinforced concrete base to Engineers specification;
- Make good surrounding Grand Parade paving.

6.9.2.8 Construction of Stone blocks on base substructure

Build stone base with new and existing granite stone blocks with joints between the blocks as existing between 10mm – 12mm. All painted numbers on existing stone blocks must be removed by micro blasting.

6.9.2.9 New Cenotaph lighting

It is recommended that the Cenotaph be well lit on all four sides by a new lighting system positioned approximately 5 m away from the base of the Cenotaph. A specialist lighting consultant will be required for specialist services.

6.9.2.10 Interpretive signage

The Environmental and Heritage Resources Branch have indicated the willingness for an interpretive signage for the Cenotaph in its new location to detail its history and symbolism. There does still need to be discussions within the CCT on the interpretive signage. The signage should be realized in all official languages and in braille. Durable interpretive signage presently developed by the CCT can be considered and could be incorporated into the relocated site.

6.9.2.11 Equipment Required for the Reassembly Process

The following equipment is required for the reassembly process:

ITEM	EQUIPMENT	USAGE
1	Diamond bandsaws	Cutting cement joints between stonework
2	Cutting blades	Cutting cement joints between stonework
3	Wedges	Removing stone blocks
4	Diamond cutting disks, Large and small angle grinders, Steel cutting disks, Concrete cutters	Cutting cement joints between stonework + between sculptures and stonework
5	Hydraulic jack	Lifting
6	Steel for bracket frames	Stone work
7	Saw and support systems	

²⁶ Recommendation for many military representatives as a protection device

8	Hoarding, Shade cloth	secured site camps
9	Scaffolding	Ease of work
10	Generator	if electrical connection not available on new location
11	Miscellaneous equipment	as required on site
12	Containers: Parade x1	Storage of Cenotaph elements and equipment; site office
13	Lifting equipment - Forklift, Hydraulic grab	Lifting sculptures and stone blocks
14	Gantry for the reassembly process	Prove ease of movement for the reassemble process

DRAFT FOR PUBLIC COMMENT

SECTION 7 PROPOSED ADDERLEY STREET IRT BUS STATIONS

7.1 DESIGN PROPOSALS

The City of Cape Town (CCT) is implementing the Integrated Rapid Transport (IRT) System for the Inner City of Cape Town with a system of Open and Closed Bus Stations. The stations are designed to exactly the same structures in all positions within the city. Differences between the stations relate to their context and size i.e. how many buildings and links, in addition to vegetation within the links. The closed feeder stations are situated on the road medians to facilitate access from the inner road bus lanes.

A Closed Feeder Station is proposed in the median in Adderley Street between Riebeeck Street and Hans Strydom Avenue. This bus station consists of 3 buildings (bus stations) with associated covered links that enable busses to access and exit the stations (refer ARG Architects: Plans and Elevations). The Bus Station will service 7 IRT bus routes with a planned 100 busses stopping per hour. Adderley Street bus station is positioned to promote the integration of public transport as it is situated adjacent to the city's main railway station.

Entrance and exit into the bus stations occurs either from busses or from the ramps entering the termination points of the bus stations. At Adderley Street median pedestrian crossings, ramps connect pedestrians between the street and the station. A kiosk at the two bus station entrances facilitates ticket sales. The 2 links between the three bus stations facilitate movement between the buildings and are proposed to be landscaped. A visually permeable fence encloses the link area from the street.

MyCiTi services operating at the station on Adderley Street, will replace the taxi services on the Fountain traffic circle as well as the Golden Arrow Bus Services operating on Adderley Street adjacent to the Railway building. The proposed 3 platform IRT station on Adderley Street fits on the median between Reinbeck Street and the Fountain traffic circle and does not interrupt any existing pedestrian crossings.

The dimensions of the bus station are as follows:

- Width: 4 264mm excluding a 669mm roof overhand
- Length: Total Length: 94 710 mm
 - Links 11 070 mm
- Height: Stations: 4 579mm from road level to roof top
- Bus Station sign approximately 7000 mm high

Seven of the eight proposed bus routes will service the Adderley Street Bus Station. These bus routes will provide public transport within the city bowl and to Camps Bay, Hout Bay, Fresnaye, Sea Point, and Salt River.



Image 7.1: Adderley IRT Bus Station West Elevation with the Lower Adderley Street buildings in the background, ARG Design 2012



Image 7.2: Adderley IRT Bus Station East Elevation with the Railway Station in the background, ARG Design 2012



Image 7.3: Views from Adderley and Riebeeck Streets intersection of proposed Bus Station, ARG Design 2012



Image 7.4: Views from Adderley Street of proposed bus station, just above fountain traffic circle, ARG Design 2012



Image 7.5: Views from Adderley Street of proposed bus station, just above fountain traffic circle, ARG Design 2012



Image 7.6: Views from just above Adderley and Strand Streets intersection of proposed bus station, ARG Design 2012



Image 7.7: Views from Fountains circle above Heerengracht of proposed bus station, ARG Design 2012

DRAFT FOR PUBLIC COMMENT HERITAGE IMPACT ASSESSMENT
PROPOSED RELOCATION OF THE CENOTAPH FOR THE IRT BUS STATION ADDERLEY STREET CAPE TOWN

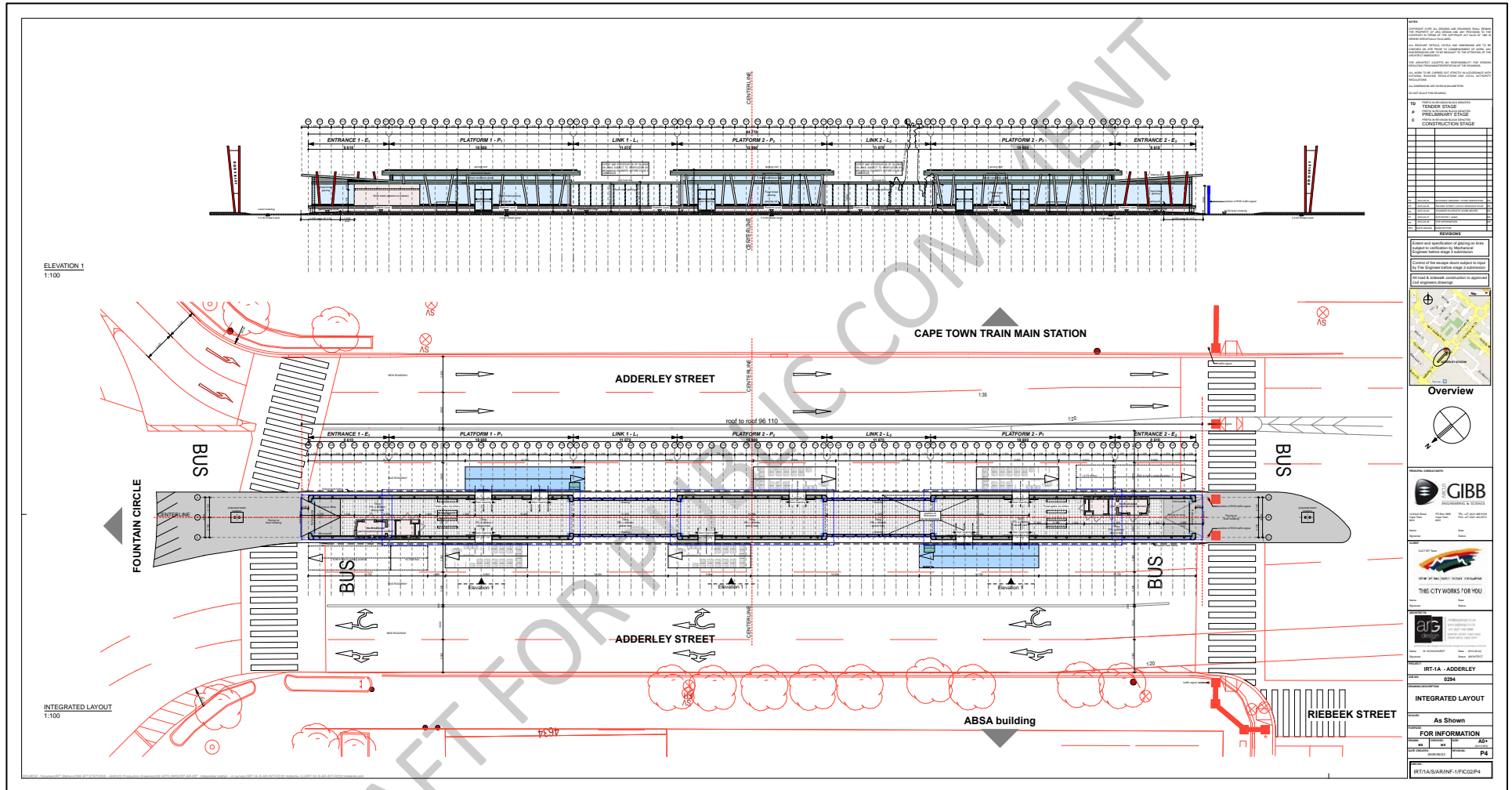


Image 7.1: Plan and Elevation of proposed Adderley Street IRT Bus Station, ARG Design 2012

EXAMPLES OF EXISTING IRT BUS STATIONS



Photograph 7.1: **IRT Thibault Bus Station**, view from fountain traffic circle, ARG Architects



Photograph 7.2: **IRT Thibault Bus Station**, view from street median, ARG Architects



Photograph 7.3: **IRT Thibault Bus Stations**, ARG Architects



Photograph 7.4: **IRT Green Point Bus Station**, vegetated link fencing between stations, ARG Architects 2010



Photograph 7.5: **IRT Green Point Bus Station**, entry point from access ramp, ARG Architects



Photograph 7.6: **IRT Green Point Bus Station** entry point from access ramp, ARG Architects 2010

SECTION 8 ASSESSMENT OF PROPOSED BUS STATION ASSESSMENT OF POTENTIAL IMPACTS

8.1 INTRODUCTION

This Section covers the assessment of potential impacts on portion of Adderley Street by the proposed Bus Stations in addition to the potential impacts of the Cenotaph of the three identified alternative sites. The proposals are assessed on the following issues

- Authenticity and Integrity
- Visual
- Change of sense of place
- Cultural Landscape
- Social and Economic
- Landscaping

8.2 ADDERLEY STREET

The potential impacts on the site and the route of Adderley Street by construction of a IRT bus Station and the removal of the Cenotaph are assessed.

Table 8.1: Potential Heritage Impacts of removal of Cenotaph from present lower Adderley Street site

Type of Potential Heritage Impacts	Identified portion of Adderley Street
Authenticity & Integrity	As the Cenotaph is not in the original position, and its context has changed by the development of the Foreshore, change to road alignments, demolition and erection of adjacent buildings, the impact of the removal on the authenticity and integrity of the Adderley Street/Heerengracht axis is assessed as low negative and is mitigated by the fact that the Cenotaph is proposed to remain on the same historic axis.
Visual Impacts	The negative visual impact by the relocation of the Cenotaph is mitigated by the fact that the proposed relocation site will contribute to the axis far more than its current position.
Change of Sense of Place	A negative change of sense of place on this portion of axis by the proposed removal of the Cenotaph as it is an element that positively adds to the sense of place by its historical connection to the departure and arrival of the soldiers during WW1 and WW2. This negative impact is mitigated by the proposed relocation site on the same axis and reoriented to its original alignment.
Cultural Landscape	A change to the cultural landscape by the removal of the Cenotaph opposite the Railway Station
Vegetation	A negative impact to the existing mature nine Palm trees as the majority will have to be relocated
Social and Economic Impacts	Positive impact, by improvement of position of Cenotaph to a site that can accommodate easier and safer public access and the Remembrance Day ceremony.

Table 8.2: Potential Impacts on identified heritage resources on Adderley /Heerengracht axis by the proposed Bus Station

Type of Potential Heritage Impact	Portion of Adderley Street
Authenticity & Integrity	Adderley Street / Heerengracht axis has evolved over time to its present state. The route from Company's Garden to Fountains circle dates from late 17 th c and is intact as an alignment but does not have a high degree of intactness due to changes in road levels, widths and materials (which is the evidence of its historical layering). The proposed bus station adds another component to the route's historical layers. The proposed bus station will not have a negative impact on the of the historic axis low level authenticity & integrity as the route alignment is retained.
Visual Impacts	Minimal reduced views on the historic axis by the construction and future operation activities of the bus stations. Close range views are impacted far more than middle and distant views of the route. Mitigatory factors that reduce the visual impact are the road levels changes and existing median vegetation.
Change of Sense of Place	There will be a resultant change of sense of place by the proposed bus station on the road median. This change will reduce views between the boundaries of the road in the immediate context of the bus station. The assessment of the impact on the change of sense of place is assessed as low negative as the road median through the route currently contains structures and elements (trees, water canal, pedestrian railings, Cenotaph).
Cultural Landscape	A change to the cultural landscape by the proposed bus stations and the removal of the Cenotaph
Vegetation	A negative impact with the removal of the mature Palm trees on the site of the proposed bus station. This impact can be mitigated by the relocation of these trees to another portion on the Heerengracht and the increase in vegetation on the portion of the route immediately below Strand Street.
Social and Economic Impacts	Positive Impact, by the improvement of an integrated public transport system

Assessment Summary for Proposals

The assessment of the proposals for Adderley Street is evaluated using the following criteria:

- **Nature of the impact:** Do the proposals have a positive or negative impact of the identified heritage resources on the site? This impact is on the different values of the site i.e. the aesthetic, architectural, historical, scientific, social, technological, spiritual, and/or linguistic.
- **Extent of the impact** (positive or negative); does the impact extend beyond the immediate site boundaries (the greater context, the town, the region or the national scale);
- **Duration of the impact:** What is the lifespan of the impact (short term, medium term, and long term); is the impact revisable?
- **Intensity of the impact:** Can the intensity of the impact be described (low, medium or high)?
- **Probability of the impact:** What is the likelihood of the impact occurring (high, medium, low)?
- **Confidence of the specialist:** What is the confidence of the heritage specialist in determining the levels of impact (high, medium, low)?

The Impact significance is determined through a synthesis of the aspects mentioned above (low, medium, high, very high).

Table 8.3: Assessment of IRT Bus Stations on Adderley Street

DESIGN PROPOSAL	TYPE OF IMPACT (without mitigation measures)						IMPACT SIGNIFICANCE	Mitigation measures	IMPACT SIGNIFICANCE
	Nature of impact	Extent of impact	Duration of impact	Intensity of impact	Probability of impact	Confidence of specialist	Without mitigation		With mitigation
PLACEMENT OF BUILDINGS	Neutral The site (street median) has a local grade cultural significance (historic) and is not surrounded by identified architecturally significant buildings. The visual impacts have identified the low visual impact of the proposed bus stations of the vistas above and below the site. The structures width of 4264mm is not assessed as excessive within a multi lane roadway. The bus stations will potentially improve the immediate city block due to improved pedestrian usage	Site & Context of mid-block	Long term	medium	Probable	High	Medium	None possible	Neutral
FOOTPRINT AND MASSING	Positive Bus Stations occupy length of road median between traffic circle and Riebeeck Street but do not impact on	Site & Context	Long term	High	Probable	High	Medium	None possible	Positive

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	existing pedestrian routes. No pedestrian access occurs legally over this site of the proposed bus station. Scale is kept to a minimum and due to the contrasting scale of the adjacent buildings, the massing and footprint is assessed as positive								
LANDSCAPING	Negative Loss of mature trees	Site & Context	Long term	High	High	High	High	Replant palm trees on historic axis if possible (lower Heerengracht)	Negative Loss of historic trees
ARCHITECTURE	Neutral	Site & Context	Long term	High	Medium Probable	High	Medium	Recommend architectural measures to façade	Positive

SECTION 9 PUBLIC CONSULTATION

9.1 INTRODUCTION

The requirement for comment on the Heritage Statement is a requirement of the NHR Act, Section 38(3) (e) which states: "The results of consultation with communities affected by the proposal and other interested parties". The requirement for public comment on this Heritage Statement is a requirement of the Heritage Western Cape (refer Annexure 1). Initial comments from civics and interested and affected parties were obtained during the initial phase of this project when other sites on the Grand Parade were explored for the new location of the Cenotaph.

The complete public comments received will be compiled within the report at finalisation stage.

The comments outlined below were received on the HIA: Proposed Relocation Of Cenotaph Adderley Street Cape Town and Construction of an IRT Bus Station on the Site Cape Town, Western Cape: Heritage Impact Assessment, May 2011 from the following organisations.

- Cape Institute of Architects (CIA): Heritage Committee;
- Commonwealth War Graves Commission;
- South African Legion of Military Veterans;
- City Bowl Ratepayers Association (CIBRA): Conservation Committee;
- South African Heritage Resources Agency (SAHRA) Built Environmental Landscape Committee (BELCOM);
- Urban Design Institute of South Africa (UDISA) Executive Committee;
- Captain Charles Ross (retired), Secretary of the Commonwealth War Graves Commission: telephonic and meeting on the Grand Parade;
- Brigadier Colonel John Del Monte, South African Legion: telephonic discussion
- Mr Willem Steenkamp, telephonic and meeting on the Grand Parade.
- Mr Johan de Beer, Roads and Transport Branch
- Mr Johan Cornelius and Clive James, Environmental and Heritage Management
- Mr Fritz Marx, Head of Protocol and Mayoral Events, Office of the Executive Mayor
- Ms Sonette Smit CCT Urban Design Branch
- Ms. Berendine Irrgang, CCT Urban Design Branch
- Mr. Tommy Pressinger, CCT Roads and Transportation
- Mr. Imraan Jacobs, Engineer Gibb Science and Engineering

9.2 OUTCOME OF PARTICIPATION PROCESS – 1ST PHASE

Certain of the meetings with civic organisations and officials occurred in the process of the initial Heritage Impact Assessment (HIA) process and the comments received guided the outcome of the HIA and heritage Statement.

9.2.1 Civic Organisations

The HIA was presented to a range of relevant civic organisations due to the significance of the proposed changes to the portion of Adderley Street and the preferred site alternative. A summary of the comments received is as follows:

SAHRA BELCOM

The SAHRA BELCOM hereby grants its in-principle support for:

- The relocation of the Cenotaph along the eastern edge of the Grand Parade without preference for a specific siting, and,
- Recommends that attention be given to protecting the installation from vandalism through security measures such as *uplighters* and the use of robust materials.

CIA Heritage Committee:

- Supported the HAP proposal that the Cenotaph is recommended as a Provincial Heritage Site;
- Regarding the site alternative for the Cenotaph, the Company Gardens alternative was viewed by the committee as being the least favourable due to no suitable site being readily available. Its remoteness from its present location and its strong historic association with Adderley Street was a negative factor;
- The Heerengracht/Hertzog and Grand Parade locations were viewed as the most compelling alternatives. Both were viewed as having strong positive attributes;
- The proposed Heerengracht / Hertzog Boulevard site was viewed by some members as the preferred location as the memorial would not be moved too far from its original position and that the historic connection between the Cenotaph and the most important city axis would be retained;
- The landmark quality of the Cenotaph was viewed as being of such significance that it had to remain on the main axis and that it would be enhanced by relocating it to Hertzog Boulevard;
- The meaning of the original Cenotaph location should be understood and considered if it is still relevant today and considered how this meaning is honoured in present-day heritage management.

CIBRA CONSERVATION COMMITTEE:

- The preferred site for the Cenotaph relocation is the Grand Parade, on the section closest to the Castle. The various potential positions on this section of the Parade were discussed with the understanding that various alternatives were suitable and would be finalised in the course of the HIA.

UDISA:

- Concern that consultation with UDISA regarding the proposed IRT Bus station in Adderley Street was done at very short notice and at the end of the process rather than earlier on in the process.
- Supported the Grand Parade as the preferred site alternative for the relocation of the Cenotaph, providing it is located on the central long axis of the Parade (off Buitenkant street), and that it must be set back in line with the trees;

9.2.2 Military Organisations

The comments from the representatives of the military organisations assisted with information on the movement of soldiers on route to the wars and on their return, the significance of the Cenotaph, the appropriateness of the site alternatives for the Armistice Day Ceremony and the history and logistics of the ceremony. A summary of the discussions is as follows:

- The relocation of the memorial was supported as the present site (Adderley Street median) does not suit the requirements for a major civic ceremony due to logistical reasons (space, parking, connection to Castle for soldiers) and lack of an appropriate setting;
- The recommended site for the relocation was the Grade Parade as this was the city's cultural military precinct with the Drill Hall and the Castle;
- The Grade Parade would offer space for the Remembrance Day Ceremony and the parking requirements of the attendees in addition to causing minimal disruption to the city's traffic;
- The Grand Parade is ideally situated close to The Castle for the ceremony which is historically linked to the soldiers who fought for the country;
- The Cenotaph is a memorial to the people who were killed during World War 1 and 2 in addition to the Korean War. The South African soldiers who fought in the world wars were a citizen army of all races who served the country under difficult circumstances;
- The major POS in the city is the appropriate place for a Cenotaph to the peoples' army of citizen soldiers;
- A ceremony on the Parade will cause minimum disruption to the city's road network;
- International experience for ceremonies around Cenotaphs is an appropriate peaceful context, such as a Public Open Space;
- The links to the Castle and the Parade by the soldiers was due to the route taken: the troops either gathered at the Rosebank Agricultural Show grounds (now the hockey field at the University of Cape Town) or the early morning market on the eastern edge of town (now the site of the Good Hope Centre). Troops were then sent to the Castle where the administration of their departure took place. From the Castle they gathered at the Parade before marching via Darling and Adderley Streets to the Railway Station or the harbour. The majority of troops from Cape Town were sent to training bases prior to their departure for their service. These training grounds were situated in Voortrekkerhoogte (just south of Pretoria), Premier Mines, and Zonderwater on the Rand (Johannesburg) and Potchestroom. From these camps the soldiers travelled by train to Durban where they boarded ships for East Africa and the Middle East in both World Wars. Departure from Durban was preferred to Cape Town as it was closer to the destination. Certain troops were sent to the German South West African Campaign and travelled overland. Another reason for not utilising Cape Town as a major destination port was the threat from the German Squadron in the Atlantic Ocean, which reduced from 1915.

9.2.3 CCT Officials

The communication with the CCT officials consisted of a site visit to the Grand Parade and Heerengracht site alternatives in addition to correspondence over details of the Grade Parade site alternative.

Roads and Transport: Mr Johan de Beer

- Advised of the retention of the Parade's 2 vehicular entrances from Buitenkant Street due to the traffic requirements for large events. Darling Street is generally closed for large events and these entrances are important to retain for good functioning;
- The closure of the central vehicular entrance is problematic as the 'Tattoo' entrance is situated close the road bend; cars entering and existing the Parade from/to upper Buitenkant would have difficulties;

Urban Design Branch (Sonette Smit and Berendine Irrgang)

- Do not support the position of the Cenotaph in the main space of the Parade due to the requirements for an large open area for public events;
- Preferred position is at the Tattoo entrance within the tree line; the Tattoo Entrance was designed to be used once a year for the Tattoo and that the original entrance to the parking was at the existing entrance; The existing entrance is causing problems from an operational point of view and the Cenotaph will assist to stop cars from the illegally entering here. We do not want to remove the Stone Pines and the existing entrance is ideal from this point of view.
- We see the Cenotaph as a landmark that will attract attention towards the Castle;
- The military nature of the Cenotaph will assist to strengthen the link between the Castle and Grand Parade.
- Cenotaph on Castle Street edge: Castle Street is not a very attractive street and the current activities of the Bus terminus are not very compatible with the Cenotaph; the permeable paving is on Castle street side and it will be difficult to install something on top of it.

Heritage Resources Management (Johan Cornelius [JC]), Clive James)

- Investigate the Company Gardens Memorial Garden as a site alternative for the Cenotaph;
- Investigate the origin of the one minute silence fist held in Adderley street;
- JC supported the preferred site on Grand Parade Castle street edge on axis with the Boer memorial as the views from the Parade to the Castle should be retained without interruption;

Security: Daryl Domeyer

- Security on the Parade is assisted by three CCV cameras situated on the Golden Acre Building, Castle on the corner of Corporation and Darling Street; These cameras are monitored by the CCT strategic surveillance unity, based in the Convention Centre
- Uplighters to the Cenotaph would assist in securing the memorial.

9.3 OUTCOME OF PARTICIPATION PROCESS – 2ST PHASE

In the public participation process conducted in March 2012, the public were invited to make comment. Meetings and discussions were held with additional representatives of the Military organisations and CCT officials.

The CCT adverts placed in the major Cape Town newspapers and the local community newspapers was as follows:

CITY OF CAPE TOWN

MEDIA RELEASE

8 MARCH 2012

Moving Cape Town's Cenotaph – your chance to comment

The City of Cape Town is constructing a MyCiTi station on the present site of the Cenotaph in Adderley Street, outside the Cape Town rail station.

A heritage assessment was commissioned to evaluate alternative sites for the War memorial, which originally was on the site where soldiers marched away in World War I.

Three new locations for this striking memorial were assessed – the median of Heerengracht, the Memorial Garden in the Company Gardens and the Grand Parade.

Initial comments were received from interested civic and professional organizations.

The recommended site for the Cenotaph is on the western side of the Grand Parade, which was extensively upgraded in 2010, and which has long associations with the military. Some of the positive aspects of the move include providing better access to the Cenotaph, especially for annual Remembrance Day events.

Members of the public and interested organizations are invited to comment on the proposed location **by 31 March 2012**.

Comments can be sent to Bridget O'Donoghue using one of these options:

Cell: 071 109 0900

Tel: 021 789 0222

Fax: 086 511 0389

Post: P O Box 1753, Sun Valley 7985

Comments will be included in the final report, which will be submitted to Heritage Western Cape. The full heritage assessment report is available on <http://www.capetown.gov.za/haveyoursay>

End

Issued by: Communication Department, City of Cape Town

Media enquiries: Councillor Brett Herron, Mayoral Committee Member for Transport, Roads and Stormwater, City of Cape Town, Tel: 021 400 1298 or Cell: 082 518 3264, E-mail:

brett.herron@capetown.gov.za

Kylie Hatton, Manager: Media, City of Cape Town, Tel: 021 400 4684 or Cell: 082 874 4605, E-mail:

kylie.hatton@capetown.gov.za

The following points were made during a discussion with the CCT official Mr. Samuel Festus regarding the management of the Grand Parade (refer Annexure 10: CCT Grand Parade Management Plan 2011).

Grand Parade Management: Samuel Festus

The CCT is in process of implementing a new management structure for the Grand Parade. It involves the various Directorates within the CCT. At present service level agreements are being signed by the majority of the relevant CCT directorates. It is planned that this management will be in place for the following 6 – 18 months. After this period expires the management of the Grand Parade will be in accordance with a future Management Plan.

The security currently consists of the following measures:

- CCV Cameras situated on top of the Golden Acre (not very successful as the distances are too great);
- Six people from the local CID are monitoring the parade on a daily basis;
- CCT law enforcement allocates 2/3 hours per day and respond to reported incidents;
- South African Police achieve two patrols per day and have a mobile unit on the Parade at certain times.

It is planned to install additional security cameras on the Parade. Discussions on where they will be positioned are underway. Items on the Parade such as the current concerns such as the vehicular parking and the various contracts for the informal traders (refer Annexure 5: Grand Parade management Plan, Sports, Recreation and Amenities

In summary of the comments received during the public comment period, many people believe the Cenotaph should stay where it is as it has as strong historic link to the station and to where the soldiers marched. It was also commented upon that the removal of the Cenotaph will downgrade Adderley Street and it will result in the Cenotaph being less visible to the public.

Other comments were received that approved of the proposed relocation. Certain people believed the Grand Parade is the correct choice, other felt the Company's Garden was better due to its tranquil surroundings and better security. The Herrengracht median was preferred by others and the Cenotaph would still have a strong link to the sea and be situated on the same axis as exists.

There was a consistent concern on the threat of vandalism of the Cenotaph on the Grand Parade. It was considered that the Parade is an unsafe place for tourists and residents alike and that the Cenotaph will be vandalised in due course.

OUTCOME OF PUBLIC PARTICIPATION – 3RD PHASE

This section will be finalised once the third phase public participation is complete.

SECTION 10

CONCLUSIONS AND RECOMMENDATIONS

10.1 CONCLUSIONS

Although situated on the Adderley Street/Heerengracht axis close to its original position, the current position of the Cenotaph lacks a dignified setting, which allows easy and safe pedestrian access and a suitable venue for the annual Remembrance Day Ceremony. It is overshadowed by tall buildings on the northern aspect and fails as a place where one can safely navigate the heavy traffic and comfortably view the memorial and pay respects to the soldiers who fought in the international wars. The site is assessed to possess low cultural significance and spatial qualities. It lacks integration to the upper section of Adderley Street and has become a high traffic space. The relocation of the Cenotaph to the Heerengracht median on the Adderley street axis is assessed as a positive impact on the Heerengracht and for the Cenotaph as it provides the space for the annual Remembrance Day ceremony to occur, and provides a dignified setting for the memorial to be viewed. In addition, the opportunity to reconstruct a revised granite base will enhance the memorial and the experience of the viewers.

The proposed low-scaled bus stations on the existing road median will not negatively impact on the historic route of Adderley Street. The roadway has historically been a major transport route with tramlines situated on its median in the 20th c. Major social events such as parades, the proposed bus station will not disrupt marches. Visuals have confirmed that the proposed bus station will not negatively impact views up or down the historic route. Major improvement to the integration of public transport systems will result from the Bus Station situated opposite to the Railway station. The proposed bus stations will result in the improvement of integrated transport services and pedestrian activity in the immediate area in addition to an improved site context for the Cenotaph. As this portion of the streetscape has presently a low spatial value and aesthetic character and is not situated within a declared conservation area or situated adjacent to identified significant architectural buildings, the impact of the bus stations on the Adderley Street/Heerengracht is assessed as neutral.

The negative impact assessed by the second relocation of the relocated Cenotaph since 1924 is assessed as a minor negative impact mitigated by the fact that the Cenotaph remains on the Adderley Street/Heerengracht historic axis. It will become a landmark feature on the main street of the city and contribute to the aesthetic qualities of the Heerengracht.

Vegetation, taxi bays, posts, and railings in addition to road level changes have altered the median of Adderley Street and Heerengracht over the past decades. These changes and the development of the adjacent buildings have resulted in a continual spatial and character change to the streetscape. The landscape elements within the street median have considerably reduced views up and down the street and pedestrian access between street pavements. The combination of the inclined street gradient between its highest point at the intersection of Wale and Adderley streets and the lower level at the Heerengracht allow for views over the proposed bus station.

The introduction of the IRT Bus station is assessed as a medium negative impact to the lower portion of Adderley Street. It will provide a destination point for public transport and will improve a present precinct of the Adderley Street/Heerengracht route where the majority of pedestrians do not linger but pass through the space on route to other parts of the city. In addition, it will significantly

improve the integration and service of public transport within the city for the residents and visitors to Cape Town.

The bus stations will replace the focal point on lower Adderley Street currently created by the Cenotaph. The loss of the significant vegetation is a negative impact of the bus station proposal.

Certain sections of the public have insufficient connotations to bus stations. These can be dangerous places where crime occurs and they can have a negative impact to the surrounding context, for example the bus station on Strand Street adjacent to the Grand Parade is a place where few people linger and negatively impacts on its context. As the IRT Bus stations are relatively recent addition to the cityscape, it is understandable that there are negative connotations to the bus stations. However examples of recently constructed bus stations in the city centre indicate that they positively impact their streets and their contexts due to their scale, architecture, and placement within the cityscape. They are clean, safe, and pleasant to use and enormously contribute to increasing public transport facilities.

10.2 RECOMMENDATIONS

This report is submitted to HWC (IARCOM) for approval and/or endorsement with the following provisions:

Cenotaph Recommendations

- The Cenotaph be relocated to the Heerengracht median on axis to the Hertzog Boulevard;
- The small scale vegetation on site is relocated by the CCT to accommodate the Cenotaph on the Heerengracht median;
- An Archaeologist has a watching brief on the existing Cenotaph site is effected when the Cenotaph is dismantled below street level;
- The CCT Roads and Transport responsible for this Cenotaph Relocation Project employ the services of a specialist sub-contractor to the approval of the CCT Environmental and Heritage Resources Management Branch for the entire relocation and reconstruction procedures; The tender for the relocation project be only to specialist heritage construction firms/practioners.
- The CCT Roads and Transport/IRT project division provide a written undertaking to the CCT
- The Method Statement contained in Section 6 guides the Cenotaph relocation and reconstruction processes;
- A new square granite base similar to the Cenotaph's historic square base be designed and constructed for the re-assembled Cenotaph;
- The war veterans be consulted on the addition of bronze plaques to honour the soldiers who died in the SS Mendi and South African border wars in addition to the MK and Apla veterans and all soldiers of peace keeping operations; It is recommended that an unveiling ceremony occurs at the relocated site with the appropriate dignitaries invited to perform the ceremonial functions;
- Armour plated glass is fixed over the bronze panels by the specialist memorial contractor in order to protect the memorial from vandalism; Details of glazing fixing to be to the approval of the CCT Environmental and Heritage Resources Branch;

- A process implemented by the CCT for the declaration of the Cenotaph as a National Heritage site.

Bus Station Recommendations:

Although IRT bus station is an architectural brand for purposes of identification that is designed to be the same throughout the city, the Adderley Street bus station should be slightly different as to acknowledge its placement on an historic route and site, as follows:

- The bus station columns are placed on the inside of the glass;
- There is no artwork on the glass;
- The exterior facade constructed of masonry (kiosk wall) could be used for historic photographs of Adderley Street. The details of this artwork to be to the approval of the CCT Environmental and Heritage Resources Management Branch.
- The existing palms should be removed, stored in a suitable place and replanted as soon as possible in the inner city, preferably on the lower Adderley street or Heerengracht.

DRAFT FOR PUBLIC COMMENT

10.3 SOURCES

Interviews and personal communication:

Captain Charles Ross (retired), Secretary Common Wealth War Graves Commission

Brigadier Colonel John Del Monte, South African Legion

Mr Willem Steenkamp, military historian

Melanie Attwell, Consultant heritage practitioner of the Grade Parade HIA Phase 1 2006

City of Cape Town officials: Sonette Smit, Berendine Irrgang, Clive James, Johan Cornelius, Fritz Marx, Johan de Beer, Daryl Domeyer

Books and reports

City of Cape Town: *Grand Parade HIA Phase 1 2006*, consultant Melanie Attwell and Associates

City of Cape Town: *Company's Garden Policy Framework and Action Plan February 2002*, consultants OVP Associates

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Web sites

<http://www.salegion.co.za/about-the-sa-legion.html>

<http://www.answers.com/topic/remembrance-day#ixzz1JCMT8EJX>

<http://www.capetown.gov.za/en/Pages/CtocommemorateRememSunday.aspx>

ANNEXURE I

Heritage Assessment Criteria

DRAFT FOR PUBLIC COMMENT

CRITERIA FOR THE ASSESSMENT OF IMPACT OF DEVELOPMENT ON HERITAGE RESOURCES

A. DEFINITION OF CULTURAL SIGNIFICANCE AND CRITERIA FOR THE ASSESSMENT OF CULTURAL SIGNIFICANCE

Cultural significance is defined as “historical, architectural, aesthetic, environmental, social or technological/scientific value or significance” (NHRA 25 of 1999).

The NHRA lists broad criteria for the assessment of cultural significance. This is based on the following:

- Importance in the community or pattern in South African history;
- Possession of uncommon, rare or endangered aspects of South African's natural or cultural heritage
- Potential to yield information that will contribute to an understanding of South Africa's natural and cultural heritage;
- Importance in exhibiting particular aesthetic characteristics valued by a community or cultural group
- Importance in demonstrating a high degree of creative or technical achievement during a particular period
- Strong or special association with a particular community of cultural group for social, cultural or spiritual reasons
- Strong or special association with the life or work of a person, group or organisation of importance in the history of South Africa.

Such criteria can be categorised, in terms of the NHRA, as follows:

Historical:

- Associated with an historic person or group
- Associated with a historic event, use or activity
- Is representative of a historical period

Architectural:

- Significant to architectural or design history
- Important example of a building type
- Possesses special features, fine details or workmanship
- Work of a major architect

Environmental:

- Contributes to the character of an area
- Part of an important group of heritage resources or features
- Landmark quality
- Important for reasons of natural environmental considerations

Social:

- Associated with economic social and religious activity
- Significant in terms of social memory
- Associated with living heritage and cultural traditions

Technical/Scientific:

- Important to industrial technological or engineering development
- Important to archaeology, palaeontology, geology and botany.

As the sites in question are largely composed of agricultural land, assessment has been undertaken in most parts at a broad-brush level. Where the impact of settlement is stronger and where there is more evidence of heritage resources, assessment has been undertaken at a site-specific scale.

OTHER ASSESSMENT CRITERIA

(Kerr 2000 used by Bauman and Winter 2003)

The following additional criteria are used in understanding cultural landscapes and the cultural significance of a place in terms of its physical evidence and contextual qualities

Intrinsic Significance

Ability for physical or material evidence to demonstrate a past design style period technique, philosophy or belief.

The degree of heritage significance is determined by:

- Age
- Scarcity value
- Intactness (presence of original features)
- Representational value (outstanding, important or typical value)
- Evidence of historical layering

Associational Significance

Associational links with past events, activities, persons or social groupings for which there may not be physical evidence.

Degree of Significance is determined by:

- The significance of past events
- Intimacy of the association
- Duration of the association
- Evocative quality of a place and its setting relative to the period of association

B. CONTEXTUAL/EXPERIENTIAL SIGNIFICANCE

Qualities that give a place historical character, a sense of continuity with the past, a sense of orientation, and structure within the landscape. It encompasses the physical properties (scale, form edges, alignments, views spaces, orientation) of a place and it's setting.

Degree of significance is determined by:

- Level of coherence or unity
- Level of intactness
- Level of interpretive qualities
- Level of continuity or historical layering
- Level of vividness
- Relationship with its setting
- Evocative versus disruptive qualities of contrasting elements.
- The NHRA grades sites according to their national (Grade 1) provincial (grade 2) or local (grade 3) significance.

C. ASSESSMENTS OF IMPACTS

Criteria for the assessment of heritage impacts has been based (Baumann and Winter) on those contained in the EIA regulations published in terms of the ECA)

These are the following:

Nature of the impact in terms of

- Physical and material impacts
- Visual spatial qualities
- Associational impacts

Extent of the impact in terms of

- Regional/townscape scale
- Local scale
- Farm/site scale
- Individual element scale

Duration of the impact

These may be

- Permanent
- Long term
- Medium term
- Short term
- Temporary

Magnitude of the impact

These may be

- High involving severe alteration or damage. Substantial mitigation required
- Medium involving significant alteration or change. Significant mitigation required.
- Low involving minimal alteration or change. Minimal mitigation required
- Very low and within the capacity of the site to absorb.

Status of impact in terms of cost benefit analysis

The NHRA requires that impacts on heritage resources are also to be assessed in the light of the proposal to the resource to provide social and economic benefit to the community and economy at large.

These can be assessed as

- Positive
- Negative
- Neutral

Applying levels of significance

The levels of significance in terms of the potential impacts to the heritage resource can be summarized as follows:

- No Significance.
- Low Significance
- Moderate Significance
- High Significance
- No development option

ANNEXURE 2

Heritage Western Cape

Interim Comments 22 June 2011 and 18 April 2012

DRAFT FOR PUBLIC COMMENT

Our Ref: HMICAPE TOWN METROPOLITAN CITY CENTRE CBD IRT BUS
STATION ADDERLEY STREET

Case No: 110603JL01
Case ID: 1447
Unique Letter ID: 1365



Enquiries: Jenna Lavin
Tel: 021 483 9685
E-mail: jlavin@pgwc.gov.za

22 June 2011

Gibb Engineering and Science
14 Kloof Street
Cape Town
8001

INTERIM COMMENT

HIA: PROPOSED RELOCATION OF CENOTAPH ADDERLEY STREET, CAPE TOWN AND CONSTRUCTION OF AN IRT BUS STATION ON THE SITE

The above matter was discussed at the Impact Assessment Review Committee (IARCom) meeting held on 15 June 2011. In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999):

Heritage Western Cape (HWC) agreed that:

1. The matter cannot be dealt with as a single application under Section 38 of the NHRA and, in the circumstances, advises the applicant to make 3 separate applications: Section 34 of the NHRA for the dismantling of the Cenotaph; Section 27 of the NHRA for its re-assembly on the Parade; and a Section 38 of the NHRA in respect of the construction of the IRT Bus Station Building which will effect the character of a site greater than 5000 m² in extent
2. No member of the committee had any objection in principal to the dismantling of the Cenotaph and its re-assembly on the Grand Parade however the decision will be made by the Built Environment and Landscape Committee (BELCom) of HWC
3. All three proposals should be communicated to the public via the newspaper and appropriate public consultation is required

Yours faithfully


Andrew Hall
Chief Executive Officer
Heritage Western Cape
Tel: 021 483 5959
abhall@pgwc.gov.za

www.capegateway.gov.za/en/interim_comment

Street Address: Protea Assurance Building, Green Market Square, Cape Town, 8001 + Postal Address: Protea Bldg 3967,
Cape Town, 8001 + Tel: +27 (0)21 483 142 + Fax: +27 (0)21 483 9687 + E-mail: hwc@pgwc.gov.za

Streetadres: Protea Assuransgebou, Groenmarktplaas, Kaapstad, 8000 + Posadres: Proteabouk 3967, Kaapstad, 8001
+ Tel: +27 (0)21 483 142 + Fax: +27 (0)21 483 9687 + E-pos: hwc@pgwc.gov.za

Case No: 110603JL01
File No: HM/CAPE TOWN/GRAND PARADE
Enquiries: Jonathan Windvogel
E-mail: jwindvogel@ppwcc.gov.za
Tel: (021) 483 9736
Date: 24 April 2012



Gibb Engineering and Science
14 Kloof Street
CAPE TOWN
8001

Dear Sir / Madam

CASE NUMBER: 110603JL01

APPLICATION FOR THE PROPOSED DISMANTLING AND RE-ASSEMBLY OF THE CENOTAPH ADDERLEY STREET, CAPE TOWN AND THE CONSTRUCTION OF AN IRT BUS STATION ON THE SITE.

The application for the above has reference:

Kindly note that your application for a permit in terms of **Section 27** of the National Heritage Resources Act (Act 25 of 1999) for a new building on the above mentioned property was tabled at the meeting of the Built Environment and Landscapes Committee (BELCom) of **18 April 2011**.

- The Committee resolved that a single heritage report incorporating all the proposed interventions and issues raised must be submitted and that consultation with I&APs with respect to the bus station needs to be undertaken.
- It was also noted that all I&APs must be notified of their right to representation in decision making.

NOTE:

- This decision is subject to an **appeal period of 14 working days**.
- The applicant is required to inform any party who has expressed a *bona fide interest* in any heritage-related aspect of this record of decision. The appeal period shall be taken from the date of being informed. It should be noted that for an appeal to be deemed valid it must refer to the decision, it must be submitted by the due date and it must set out the grounds of the appeal. Appeals must be addressed to the official named above and it is the responsibility of the appellant to confirm that the appeal has been received within the appeal period.

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

Yours faithfully

AB Hall
(CEO: Heritage Western Cape)

www.capegateway.gov.za/culture_sport



ANNEXURE 3

City of Cape Town Planning Approval IRT Bus Stations

DRAFT FOR PUBLIC COMMENT



Media City 2nd Floor
Cnr Heerengracht & Hertzog Blvd
Cape Town 8001
P O Box 4528
Cape Town 8000
Ask for: J Leslie
Tel no: 021 400 6450
Fax no: 021 4211953
E-mail: Juliet.Leslie@cape.gov.za
Website: <http://www.cape.gov.za>
Application no: 181405

Media city 2nd Floor
Cnr Heerengracht & Hertzog Blvd
Cape Town 8001
P O Box 4528
Cape Town 8000
Call: J Leslie
Umxhasa: 021 400 6450
Ifaxki: 021 4211953

Media City 2nd Floor
Cnr Heerengracht & Hertzog
Kaapstad 8001
Kaapstad 8001
Kaapstad 8000
Vra vir: J Leslie
Tel no: 021 400 6450
Faks no: 021 4211953

Aansoek nr:

STRATEGY & PLANNING

Department: Planning & Building Development Management

Date 2009-08-27

Application no: 181405

Anine Trimpelmann
@planning
P O Box 164
Observatory
7935

Dear Sir

PROPOSED CONSENT FOR IRT STATIONS: ADDERLEY STREET, HANS STRYDOM AND MILL STREET: ERVEN 192, 1502 AND OTHER UNREGISTERED ERVEN IN THE INNER CITY OF CAPE TOWN

With reference to your application in the above regard (Application No 181405), and in terms of delegated powers of authority, it has been resolved by the delegated authority / official as follows:

That your applications for:

1. Council's Consent in terms of Section 16 of the Zoning Scheme Regulations to erect special buildings (IRT bus station buildings); and
2. Council's Consent in terms of Section 15 of the Zoning Scheme Regulations to erect such buildings within the roadway which is zoned Street Purposes Use Zone;

be approved subject to conditions set out in the attached delegated application assessment report which have been signed by Mr Gregory September on 2009-08-27.

Reasons for the above decision are set out in the abovementioned attached delegated application assessment reports.

Kindly note, this approval does not guarantee approval of any related building plan application in terms of the National Building Regulations and Building Standards Act, No 103 of 1977 and that building work may therefore only commence once such plans are formally passed.

Yours faithfully

[Juliet Leslie]

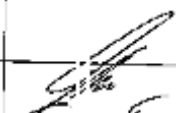
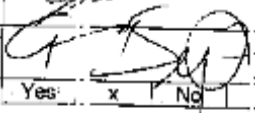
for DIRECTOR : PLANNING & BUILDING DEVELOPMENT MANAGEMENT

CITY OF CAPE TOWN			
DEPARTMENT OF PLANNING & BUILDING DEVELOPMENT MANAGEMENT			
LAND USE MANAGEMENT			
DELEGATED APPLICATION ASSESSMENT REPORT			
FOR FILE RECORD PURPOSES			
Application no	1814	File ref	LM5266
Applicant	Anine Rumpelmann	Date complete	2009-07-16
Application premises	Erff. Plan 192, 1502 and unregistered erven	Allotment area	Cape Town
Application type	Res. perm.	<input checked="" type="checkbox"/>	Consent / conditional use
	Temporary departure	<input type="checkbox"/>	Regulation departure
	Subdivision	<input type="checkbox"/>	Subdivision exemption
	SD approval	<input type="checkbox"/>	SDP amendment
	Subdivision condition deletion	<input type="checkbox"/>	LEP/EA Designation foot
Other (please specify)			
Application purpose / proposal description	Consent in terms of Sections 15 and 16 of the Zoning Scheme Regulations to permit the erection of IRT bus stations in Adderley Street, Hans Strydom Road and Mill Street, Cape Town.		
Public participation?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Objections?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Departmental comments of significance?	<p>Note: Advertising is not required in terms of the Land Use Planning Ordinance No 15 of 1985. In terms of Section 9 of the Zoning Scheme Regulations, Council is only obliged to obtain comment from any person who may be adversely affected by such application for Consent. In the case of the applications concerned, Council is of the opinion that no person will be adversely affected by the proposed bus station buildings which will be located in the roadway at various locations within the Central City. The District Manager has waived the need to serve notices on any external parties for the granting of Consent to erect the bus station buildings (See attached memorandum dated 2009-07-16).</p> <p>The applications were circulated to Council's Environmental Management and Heritage Resources, and Spatial planning and Urban Design Directorates for comment. In addition, comments were also received from Council's City Parks Directorate. No objections to the station buildings were received. Comments regarding landscaping proposals were forwarded to the applicant and architects responsible for the IRT stations for their consideration, but were not considered to be issues that would affect the issuing of Consent approval for the station buildings. Notwithstanding the fact that the perimeter fencing around the stations will be visually permeable, Council's Environmental Management and Heritage Resources, and Spatial Planning and Urban Design Directorates have requested that the height of the perimeter fence around the Adderley Street Station be reduced to improve the visual appearance of the fence. This amendment has been incorporated in the drawings which are the subject of this application. The erection of the IRT station buildings on Adderley Street will require the relocation of the war memorial. The Consent approval for the Adderley Street IRT station which affects the war memorial will be made subject to authorisation being granted from Heritage Western Cape for the relocation/removal of the war memorial concerned. Therefore there are no objections to this application from any Council Departments.</p>		

18/08/2009

	<p>Note: In a letter dated 2010-08-05, The Department of Transport and Public works has offered no objection to the construction of the IRT stations within the road reserve and associated statutory 5m building line of all Proclaimed Roads in the Cape Town Metropolitan area. As built drawings will have to be submitted to such Department for their records.</p>									
<p>Assessment</p>	<p>Consent to erect buildings within the roadway</p> <p>The subject of this application is the bus station buildings and not any alterations to the road-way, footways, on-street parking areas or traffic flow that may be affected by the planned IRT transport system. Council already has the right to do road works in a public street.</p> <p>The bus stations are situated within the road reserve and form part of the street infrastructure. They are therefore an integral part of the street for which land is already appropriately zoned, having a deemed Street-Purposes Use Zone in terms of Section 13 of the Zoning Scheme Regulations.</p> <p>Impact on surrounding properties</p> <p>Due to the location of the buildings in the median of the road and not on either side of the road, no private property owners abutting the roadway should be affected by the proposed buildings. The activity at the bus stations will blend into the activity and noise already being experienced in the CBD.</p> <p>The station buildings have been carefully designed as simple, functional buildings which are aesthetically pleasing and which will not dominate or detract from the character of the surrounding built environment. The buildings are single storey structures with visually permeable panels, a flat roof and visually permeable perimeter fences. The design of the buildings has taken pedestrian safety into account including the safety of disabled passengers.</p> <p>Street environment</p> <p>The surveillance of the street provided by the visually permeable station buildings, visually permeable perimeter fences and the provision of security cameras and improved street illumination will enhance the general safety of the street environment.</p> <p>Heritage Resources</p> <p>The buildings are not located within a declared Urban Conservation Area and Council's Heritage Resources Unit have offered no objection to the proposals. The erection of the IRT station buildings on Adderley Street will require the relocation of the war memorial. The Consent approval for the Adderley Street IRT station which affects the war memorial will be made subject to authorisation being granted from Heritage Western Cape for the relocation/removal of the war memorial concerned.</p>									
<p>Recommendation/decision <small>(Please see clause 16)</small></p>	<table border="1"> <tr> <td>Approval</td> <td><input checked="" type="checkbox"/></td> <td>Refusal</td> <td><input type="checkbox"/></td> <td>Decision delegated?</td> <td><input type="checkbox"/></td> <td>X</td> <td>No</td> <td><input type="checkbox"/></td> </tr> </table> <p>It is recommended that the following applications be approved in respect of the proposed IRT bus stations situated on Erven 192, 1502 and Unregistered Erven on Adderley Street, Hans Strydom Road and Mill Street in Cape Town:</p> <ol style="list-style-type: none"> Council's Consent in terms of Section 16 of the Zoning Scheme Regulations to erect special buildings (IRT bus station buildings); and 	Approval	<input checked="" type="checkbox"/>	Refusal	<input type="checkbox"/>	Decision delegated?	<input type="checkbox"/>	X	No	<input type="checkbox"/>
Approval	<input checked="" type="checkbox"/>	Refusal	<input type="checkbox"/>	Decision delegated?	<input type="checkbox"/>	X	No	<input type="checkbox"/>		

08/08/2012

	2. Council's Consent in terms of Section 15 of the Zoning Scheme Regulations to erect such buildings within the roadway which is zoned Street Purposes use Zone: subject to conditions set out below.		
Relevant plan no(s)	Adderley Street: Plan numbers: Plan 2.1 prepared by @Planning: Plans prepared by ARG: IRT/1/VS/AR/INT/FIC02/PG1/P2 IRT/1/VS/AR/INT/FIC02/PG2/P2 Thibault Square: Plan numbers: Plan 3.1 prepared by @Planning: Plans prepared by ARG: IRT/1/VS/AR/INT/FIC02-2A/P or IRT/1/VS/AR/INT/FIC02-3/P Mill Street: Plan numbers: Plan 4.1 prepared by @Planning: Plans prepared by ARG: IRT/1/VS/AR/INT/FIC46/P	Dated	21 August 09 21 August 09 18 June 09 19 June 09 17 & 18 June 09
Conditions of approval (if any) <small>(Change set out to suit criteria to conditions)</small>	AOD applicable / signed? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> X 1. Development to be generally in accordance with the abovementioned plans. 2. The Consent approval for the Adderley Street IRT station which affects the existing war memorial is subject to authorisation being granted from Heritage Western Cape for the relocation/removal of such war memorial prior to building plan approval for the IRT station.		
Reasons for decision <small>(Change set out to suit criteria to Assessment)</small>	The station buildings will be situated in the roadway and will not have a negative impact on the street environment or surrounding property owners. See assessment above.		
Counter-signatory		Date	21/08/2009
Delegated official signature (checked number)		Official name	J. LETELE
		Date	27/08/2009
		Official name	G. SEPTEMBER
Tracker updated?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Capturer initials	JL



City of Cape Town
 Planning Department
 113 The Promenade, Cape Town 8001
 Tel: +27 (0)21 421 1263
 Fax: +27 (0)21 421 1263

City of Cape Town
 Planning Department
 P.O. Box 4528, Cape Town 8001
 J. Leake
 Telephone: 400-0400
 Email: jleake@capetown.gov.za

Supersentrum
 Adderley Boulevard 12
 7000 Cape Town
 Tel: 400-6450
 Fax: 400-0271

Website: www.capetown.gov.za

DEVELOPMENT SERVICES – Planning & Building Development Management

MEMORANDUM

DATE: 2009-07-15
TO: THE DISTRICT MANAGER: DISTRICT A
ATTENTION: Mr. Consoles

MOTIVATION TO FOREGO EXTERNAL ADVERTISING: CONSENT IN TERMS OF SECTIONS 15 AND 16 OF THE ZONING SCHEME REGULATIONS TO PERMIT THE CONSTRUCTION OF BUS STATIONS IN ADDERLEY STREET, HANS STRYDOM AND MILL STREET, CAPE TOWN

1 Introduction

The application is for Council's Consent to erect bus station buildings in the roadway in Adderley Street, Hans Strydom and Mill Street part of the City's Inner City Integrated Rapid Transit System. None of the station buildings concerned are situated in a declared Urban Conservation Area and therefore the Consent of Council in terms of Section 108 is not needed.

2 Motivation to waive external Advertising


In terms of Section 9 of the Zoning Scheme Regulations, Council has the discretion whether or not to undergo public participation in respect of applications for Council's Consent. In terms of Section 9 of the Zoning Scheme Regulations, Council is only obliged to obtain comment from any person who Council believes may be adversely affected by such application for Consent. In the case of the applications concerned, Council is of the opinion that no person will be adversely affected by the proposed bus stations proposals.

Reasons for waiving advertising:

- The subject of this application is the bus station buildings and not any alterations to the roadway, footways, on-street parking areas or traffic flow that may be affected by the planned IRT transport system. Council already has the right to do road works in a public street.
- The bus station buildings/structures are situated within the road reserve and form part of the street infrastructure. They are therefore an integral part of the street for which land is already appropriately zoned, having a deemed Street Purposes Use Zone in terms of Section 13 of the Zoning Scheme Regulations.
- Due to the location of the buildings in the median of the road and not on either side of the road, no private property owners abutting the roadway should be affected by the proposed buildings.
- The station buildings have been carefully designed as simple, functional buildings which are aesthetically pleasing and which will not dominate or detract from the character of the surrounding built environment. The buildings are single storey structures with visually permeable panels and a flat roof. The design of the buildings has taken pedestrian safety into account including the safety of disabled passengers.
- The surveillance of the street provided by the visually permeable station buildings and the provision of security cameras and improved street illumination will enhance the general safety of the street environment.
- No heritage resources will be affected by the proposals. The buildings are not located within a declared Urban Conservation Area.

3 Recommendation

Taking cognisance of the above reasons, it is recommended that the District Manager waives the need for the serving of notices on any external parties for the granting of Council's Consent to erect bus station buildings in Adderley Street, Hans Strydom and Mill Street, Cape Town.


 Approved: District Manager

2009-07-16
 Date



DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
DEPARTMENT VAN VERVOER EN OPENBAAR WERKE
SEBHE LEZOTHUTHO NE MISEBENZI YOLUNTU



Reference: 13/25/09/0248 (JOS 15.1.0)
Verwysing:
Isitshani:

Enquiro: Mr DD Swaneepoel
Nevras:
Imbizo:

City of Cape Town
District A
2nd Floor
Media City Building
Heerengracht
CAPE TOWN
8001

Attention: Ms J Leslie

Dear Madam

INTEGRATED RAPID TRANSIT SYSTEM (IRT) BUS STATION APPROVAL: CITY OF CAPE TOWN

1. PC045 and PC047 of 14 July 2009 from @Finning.
2. This Branch is supportive of this public transport improvement initiative and my representatives do attend all the relevant meetings/discussions dealing with the IRT system.
3. This Branch realizes the urgency of this initiative and is prepared to deviate from the norm as far as approval for the construction of bus stations on Proclaimed Roads is concerned, notwithstanding the fact that we have no final design plans.
4. Accordingly, this Branch in terms of Section 17 of Ordinance 19 of 1978 approves of the construction of all IRT bus stations and associated infrastructure relating to Phase 1a within both the road reserve and associated statutory 5m Building Line of all Proclaimed Roads in the Cape Town Metropolitan area on condition that as built drawings are submitted to this Branch for our records.

Yours faithfully

EXECUTIVE MANAGER: ROAD AND TRANSPORT MANAGEMENT

Date: 5-Aug-2009

40000 5-25, Dept. of Transport and Public Works
PO Box 2600, Cape Town 8001

40000 5-25, Dept. of Transport and Public Works
PO Box 2600, Cape Town 8001

121 1 432 4588 0 27 005-0188
E-post@transport.gov.za

ANNEXURE 4

Public Participation

Comments from public, relevant Government,
Civic and Professional organizations

From Joan Taitz

31/03 2012 14:28 FAX

001

Cenotaph - Bridget O'Donoghue, Fax: 086 5110389

Just as many other people who have expressed their distress, I too, am appalled at the idea of moving the Cenotaph to make space for a bus stop, has gone this far.

It is a shocking idea.

The clear thinkers among the bus stop decision makers should have found an alternate location.

People wishing to catch the bus could walk a short distance to a bus stop positioned strategically.

This could be done without having these hideous, laminating bus stop structures defacing the lovely city of Cape Town and changing its precious character.

It is such an insult to those who fought and died, and others who carry the mark of war for life, not to be revered and treated with respect and dignity.

Moving the Cenotaph at all is disturbing. Not to move it would be more fitting.

The Company Garden is a more serene choice than the parade. The Garden is a reflective and peaceful location and would be a preferable place, though it will not be seen and paid tribute to, and those it reminds us of, as frequently as we are able to do now.

Still, the whole notion is demeaning to all soldiers and citizens of Cape Town, past and present.

Joan Taitz.

March 31 2012

From: Ms M Mitchell

KOPIKAAN MNR. MARTIENS V. BARI

TO: ME BRIDGET O'DONOGHUE
FAX: 0865110389

FROM: MRS. M MITCHELL
P.O BOX 2360
BELLVILLE
TEL: 021 9497328

RE: MOVING OF CENOTAPH TO A DIFFERENT LOCATION

ACCORDING TO AN ARTICLE IN THE BURGER NEWSPAPER OF 24 MARCA 2012 THE CITY PROPOSES TO MOVE THIS MONUMENT.

- ①. AESTHETICALLY THIS BUS STATION COULD NOT POSSIBLY ADD TO THE ENTRANCE TO THE MOTHER CITY.
- ② THIS MONUMENT IS BEAUTIFUL AND HONOURS SOLDIERS WHO FELL IN BATTLE DURING TWO WORLD WARS AND THE KOREAN WAR, WHICH MAKES IT A SACRED MONUMENT TO BE REPLACED BY A MONSTROSITY LIKE A BUS STATION
- ③ THE COST TO MOVE THE CENOTAPH WOULD BE TREMENDOUS, THAT MONEY COULD RATHER BE SPENT IN MORE PRODUCTIVE WAYS, BY A CITY WHO ALWAYS PLEADS POVERTY!
- ④ SURGLY THERE MUST BE SOME VACANT SPOT ON THE FORESHORE FOR THIS BUS STATION.
- ⑤ IN THE ARTICLE IT IS MENTIONED THAT BECAUSE OF HEAVY TRAFFIC IN ADDERLEY ST., VISITORS FIND IT DIFFICULT TO PHOTOGRAPH OR EXAMINE THE PLAQUETTES ON THE SIDE OF THE MONUMENT. HOW MUCH MORE DIFFICULT FOR PASSENGERS GETTING ON OR OFF THE BUSES AT THAT SPOT IN THE HEAVY TRAFFIC?
- ⑥ THIS CENOTAPH ADDS CLASS TO THE CITY'S ENTRANCE, SOMETHING TO BE PROUD OF, WHICH NO AWFUL BUS STATION COULD DO.

YOURS, M. MITCHELL

From: "Mervin Wessels" <mervin@mweb.co.za>

Subject: Cenotaph

Date: 28 March 2012 12:25:48 PM SAST

To: <bodonoghue@telkomsa.net>

Dear Bridget

Thank you for the telephonic information. Herewith the report with regard to the proposed moving of the Cenotaph. Please find the attached the memorandum in this regard.

Regards.

Mervin Wessels

Chairman: SAEWA - Tourism

MEMORANDUM:

Moving Cape Town's Cenotaph

Thank you for the opportunity to comment on the proposed moving of the Cenotaph on Adderley Street.

As a tourist guide the cenotaph is part of a site seeing city tour by bus or on foot. It offers a lot with the freezes for transport in the past on the walls of the station. The cenotaph is therefore an important part of the tour itinerary for most tour operators. It is a visible reminder of our participation in world events, namely the WWI, WWII and Korean War. It also defines a space where a historic gathering took place. The gathering of people on the Grand parade to welcome back Nelson Mandela upon his release from prison is an important site. Adderley Street was also the point of departure for a city group leaving on the Great Trek. All of the above need to be reflected to put the space into its historical context.

As the trade union for tourism (SAEWA – Tourism), we will probably find a move to the memorial garden appropriate, as long as the historical significance of the Adderley street space is defined in a freeze or elevated landmark of commemoration.

An architectural design to the MyCity station, reflecting on the war memory, can also be recommended. The current MyCity station at the civic centre is a monstrosity that will not enhance the city of Cape Town's reputation as a leading tourist destination.

There are several sites in the city of Cape Town that should be considered as a must-see for tourist while touring our city. That will include the railway station, the transport freezes, the war memorial (possibly a new creation to replace the cenotaph), Robert Falcon Scott memorial on the traffic circle as well as the water well inside the Golden Acre. Others can be linked as well. All of these sites should be considered for incorporation into a covered, elevated walkway to protect tourist from weather elements in winter. We should enhance the reputation of Cape Town as a winter destination for tourism as well.

In conclusion, the Cenotaph should be moved to the Company Gardens, and in its place there should be an interpretive display/design to maintain our tourism value for this site.

Regards.

Mervin Wessels

Chairman: SAEWA – Tourism

082 8222542

MURIEL FINCHAM – 2nd letter

OBJECTION TO RE-SITING OF CENOTAPH

To those who do understand, no explanation is necessary;
To those who do not understand, no explanation is possible!

The proposal for the re-siting of the Cenotaph war memorial (“Cenotaph to make way for bus station”, Bulletin March 29) made in a heritage report commissioned by the City and published by Bridget O'Donoghue, a heritage consultant refers. I believe it to be just crass and disrespectful cultural and moral vandalism towards those who are memorialised for giving up their lives for a country which puts some bus station ahead of their memory.

The published letter by Ian Pretorius, Chairman, Simon van der Stel Foundation (“Cenotaph must stay”, Bulletin April 5) stating that “As a concerned heritage body we have not been consulted on the proposal”, leads one to believe that the City was not even prepared to initially consult with such a respected organisation before spending ratepayers money by commissioning a ‘heritage consultant’ AND it has just come to my attention that the bus lanes have already been designed and constructed alongside the central median of roads!!

Further, the reported comment by MAYCO member for Transport, Roads and Stormwater, Cllr Brett Herron, which states that the portion of land opposite the rail station, is the ideal location for the MyCiti bus station, does not sit easy with me as there is just something about moving a memorial just because it is in the way of a proposed bus station.

If it is envisaged that a MyCiti bus station is able to be squeezed into the space vacated by the memorial, would it not be more logical to rather re-site the MyCiti bus station which could then obviate losing what is of historical value deserving of the same appropriate treatment as any other heritage site.

I shall be a willing party to any public outcry against this grotesque idea which is bound to occur in the near future - until the powers that be ‘who dreamed up this shocking proposal realise that there might be much more of a valid reason held by those who voted councillors into power for retaining this magnificent Cenotaph’ in the central street of Cape Town, than their own for relegating it to a back seat.

Another report stated that a heritage assessment was done by the City to find out what would be a suitable location for the relocation of the Cenotaph and according to the Cllr “We came up with three possible locations for the Cenotaph. However, the ideal location would be to put it on the Grand Parade”. One can only wonder as to the other two options, for how much more shocking could they be than the “ideal” Grand Parade! Cllr Herron should be appraised of the fact that this is part of our heritage which is not only of tremendous historical value, but a reminder to us all of the brave men who purely as volunteers fought, and of those who lost their lives, in the 1st and 2nd World Wars, and to a far lesser degree for tourists to admire and thereby also admire what Capetonians hold dear when they display by their very presence at least annually that “We will remember them”.

I have just read the comment by West Beach resident, Agi Orfanos that “Moving the Cenotaph to a glorified parking lot and a third-rate flea market is not the way to go,” and that “Converting our main city boulevard (Adderley and Heerengracht) into a bus station is a disgrace.” How very true.

The Stellenbosch historian, who specialises in World War I, Professor Bill Nasson, put the matter very succinctly, when he calls the plan to move the Cenotaph "an appalling" idea and his sentiments will be shared by not only Capetonians, but many around the country as well as by many other expats around the world. Another significant factor in favour of the current location is that it is sited where volunteers assembled to board troop ships and also not far from the old Monument Station where so many soldiers caught the troop trains out of the city - some never to return.

Does the City feel that they wish that the expansion of the MyCiti bus services is of greater importance (coupled perhaps with the large potential income therefrom) than a monument of this stature which stands for far more than we can imagine? Does the City have any idea just how steeped in history the Cenotaph is? Could an expanded MyCiti bus service overshadow that? Those were not the standards and values of the brave South Africans who went to war to ensure freedom for this country and by association, this city. Allow us to continue honoring them in the place chosen with such care by the former city fathers, who did so for right and logical reasons.

Councillors should not only consider this a memorial to honour the dead but they should remember that many, many young and old living members of families of those South African soldiers, sailors and airmen, would prefer to remember, respect, and cherish the courage of all those volunteers who went to war to defend their country with such pride, at exactly the same spot where the Cenotaph was originally intended. Utter respect has been shown every 11th November since the unveiling of the Cenotaph in 1924 which clearly showed when, often very old men, stood proudly to attention at each corner of that same Cenotaph without a movement during the entire lengthy Armistice Day ceremonies - often in the November heat. Make no mistake, that pride has also filtered down throughout the generations. None of those family members, myself included (as a relative of at least 8 brave volunteers of both World Wars), would wish to see our priceless Cenotaph being relegated to the Grand Parade - where bit by bit it will no doubt eventually find its way to the scrapyards, if not of history, then by those who realise its monetary value!

The City has undertaken to consider all public opinion and comment on this issue and I urge interested people if in agreement with my objections to take advantage of that opportunity by expressing their opinions of utter horror of, and dissent at, what I believe to be a totally outrageous proposal.

If all else fails perhaps a signed petition is called for and if anyone feels as passionately opposed to the proposal by CTCC, please email me at megallen@telkomsa.net so that we can all work together to prevent this tragedy and travesty from happening.

MURIEL FINCHAM
PLUMSTEAD
(75 Constantiaberg Villas
Birmingham Road
Plumstead
021-7610426 / 083-741-9993)

From: "Stephanie Potgieter" <steph@sundevelopment.co.za>

Subject: moving of the Cenotaph

Date: 05 April 2012 12:44:03 PM SAST

To: <bodonoghue@telkomsa.net>

To whom it may concern

I fully support the moving of the Cenotaph to make way for the BRT station.

It is the perfect location for another station. Also I believe moving the Cenotaph to the parade would make it more accessible for people to bring flowers etc. on remembrance day, as it is fenced with no space for assembly in front of it at the moment.

I believe moving it would be a win-win situation for the city's history and future!

Best Regards

Stephanie Potgieter

Urban Designer Assistant/Architect

Situational Crime Prevention- Informal Settlements

t. 021-400 3996

f. 021-400 3990

c. 084-584 6016

steph@sundevelopment.co.za

www.vpuu.org

From: Tertius Thiart <Tertius.Thiart@capetown.gov.za>

Subject: CENOTAPH IN ADDERLEY STREET, CAPE TOWN

Date: 09 March 2012 8:14:25 PM SAST

To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

Ms Bridget O'Donoghue,

I am totally against the proposed moving of the Cenotaph to make way for another MyCiti bus stop! The idea is to say the least short-sighted and out of place.

The MyCiti bus service should find another location in Adderley Street (or another street nearby) to build the proposed bus stop.

The Cenotaph is of great historic importance to brave South African men of all colours (or I suppose women too) who fought in the senseless World War 1 and lost their lives.

There is absolutely NO way the Cenotaph can make way for a bus stop!!!

Regards,

T. THIART

Table View

From: Ruan Beneke <Ruan.Beneke@capetown.gov.za>

Subject: Move it

Date: 09 March 2012 4:36:57 PM SAST

To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

Hi

According to me, the statue can be moved to another place in the city where it will have a significant impact.

It is not a statue, as is common with some other world statues, where masses of people plan yearly visits to these statues on plains and other places of remembrance, e.g. Berlin and Nelson in Trafalgar Square – London.

Ruan Beneke

From: Sue Binedell <Susan.Binedell@capetown.gov.za>

Subject: war memorial removal

Date: 12 March 2012 6:50:09 AM SAST

To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

I strongly disagree with the removal

It just shows what is more important these days –money!

Most people have forgotten our war heroes. Men and woman who laid down their lives for us

I know by the tone of your proposal that you have already decided to move the memorial

I hope you can live with your decision

Sue Binedell

GIS Technician

Planning & Building Development

Ledger House Athlone

021 684 4373

From: Edward G D Moore <EdwardGD.Moore@capetown.gov.za>

Subject: CENOTAPH

Date: 12 March 2012 8:07:44 AM SAST

To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

In my view the Cenotaph could be moved to somewhere on the Grand Parade. It has a special place in my heart as an ex part time SA Air Force Pilot. I have attended a few services over the years. I always read your reports.

Yours faithfully,

Edward G D Moore

Principal Plans Examiner

City Health Department, Floor 2 Media City Building 1 Hertzog Boulevard

FORESHORE 8001

Tel: 021 400 6603 Fax: 021 421 4664

From: Jean Yslie <JeanMorne.Yslie@capetown.gov.za>
Subject: Public Comment - Cenotaph
Date: 12 March 2012 8:16:31 AM SAST
To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

My personal view is to keep it in Heerengracht as close as possible to the original site.
My second choice would be The Company Gardens.
Alternatively I would also suggest Thibault Square.

I would not suggest the Grand Parade as the current statues are constantly vandalised with graffiti.

Regards

Jean Yslie

From: Ian McDonald <Ian.McDonald@capetown.gov.za>
Subject: Possible move of cenotaph - Adderley Street
Date: 12 March 2012 9:17:47 AM SAST
To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>
Cc: Ian McDonald <Ian.McDonald@capetown.gov.za>

Attention: Bridget O'Donoghue.

The proposal to move this Cenotaph should be resisted for the following reasons.

- At present its presence is commemorated annually on 11th November at 11:00hrs - this is a significant event internationally and must not be forgotten;
- The location of the Cenotaph commemorates both the event and the place where troops mobilised - any move away from this location loses its significance and being out of the public eye is soon forgotten - this is the same as the historic first S A steam locomotive removed from the C T station - gone and now forgotten;
- On the mountain side of the Adderley and Riebeek Street intersection is adequate space for a myCiti bus station which is still opposite the Cape Town Station and immediately adjacent to the new pedestrian walkway between the CBD and the C T stadium and the Waterfront;

Regards,

Ian McDonald Pr. Eng.
Roads and Stormwater Directorate
City of Cape Town.
P O Box 1694
Cape Town, 8000.

From: "howzit.agi@gmail.com" <howzit.agi@gmail.com> (Mr Agri Orfanos)
Subject: Photo attached. converting our city's only Boulevard into a bus depot is a disgrace!
Date: 12 March 2012 9:20:50 AM SAST
To: <bodonoghue@telkomsa.net>
Reply-To: "howzit.agi@gmail.com" <howzit.agi@gmail.com>

Converting our city's main boulevard (Adderley and Heerengracht) into a bus station or depot is a disgrace; removing our CENOTAPH from it's dominant position even more so! Our predecessors had more insight into aesthetics and beauty than the developers of the day. The CENOTAPH stands proudly in memory of soldiers who fought for world justice during world wars and marks the point from which they marched away to battle and death. It's position on our only boulevard with majestic Table Mountain as it's backdrop is perfect, being passed daily by tourists, commuters and motorists alike. Our main city road should not be transformed into a bus depot of any kind. It should rather be beautified in an attempt to make Cape Town a truly world class city. Paris, the world's most visited city on the other hand, is forever "burying" parking lots and busy roads under ground and converting the space into public squares or parks. How can we justify to make this central point a bus depot? It's our gathering point where year after year families arrive to see our Christmas lights. Our city needs to visually and architecturally brighten up our environment and not remove the tiny amount of monuments or art that we have displayed. It's bad enough that our only fountain was downgraded for myCITI. The bus station should be placed elsewhere where it doesn't distract from the view of Table Mountain. When I first saw the artistic impression of the station before any bus lane work had commenced I had challenged myCITI at a public meeting and they had replied that the monument would not be affected. Meanwhile it was my call years ago (when the city council was prepared to allow the old City Hall to fall into disrepair) to convert the Grand Parade (in recognition of Mandela's release speech) into one of the world's greatest squares, the likes of Trafalgar Square. Moving the CENOTAPH to this glorified parking lot (Grand Parade) and third rate flea market is not the way to go.

AGI ORFANOS 50 Willow Road West Beach. Tel0824432104

Sent from my Nokia phone

From: "howzit.agi@gmail.com" <howzit.agi@gmail.com>

Subject: Follow up on Monument

Date: 12 March 2012 9:48:46 AM SAST

To:

<bodonoghue@telkomsa.net>,<Ian.Neilson@capetown.gov.za>,<melissa.whitehead@capetown.gov.za>

Reply-To: "howzit.agi@gmail.com" <howzit.agi@gmail.com>

Most great cities have a main road as a tourist attraction. Adderley Street and Heerengracht are still a far cry from that. This is our starting point to become a world class city. By making it a bus station is like putting the hotel bill on the top of the wedding cake. This is the "centre piece" of our city. The bus station does not belong there but rather on a side road or intersection and if need be the bus route should go along side the station where the parking lots are. You cannot and must not distract from our central road. Once it was lined by magnificent buildings demolished in the name of development. (some have been replicated at Grand West Casino) Similarly "You" want to relocate the CENOTAPH. No definitely no! Do not ruin our city. Adderley Will one day be paved in cobbles or decorative brick paving. One day it Will be greened and beautified. One day it Will have monuments and art, one day it Will be our mantle piece, one day it Will be a world class tourist attraction; but not if it becomes a transport hub. The grand stations of the world were grand-art pieces, points of attraction. The bus lanes should never have gained a dominate route through the central road. Next

I wouldn't be surprised if myCITI asked to take a route through the Gardens directly to Mount Nelson (between the oaks and squirrels) you have the bus route. You spoiled the city's only fountain circle (most grand cities have huge fountain circles and monument circles) now don't destroy our only city boulevard. No station whatsoever. Reassess the situation. The question was raised during the planning phase 3 or more years ago and dismissed as merely an artistic impression. The few respondents may be misled thinking the CENOTAPH Will get prominence on the Grand Parade forgetting that we in the process Will basically diminish any Hope of having a central city boulevard which once extended all the way into a pier into the sea. Do not downgrade this further.

AGI ORFANOS tel 0824432104

Sent from my Nokia phone

-----Original Message-----

From: howzit.agi@vodamail.co.za [mailto:howzit.agi@vodamail.co.za]

Sent: 11 March 2012 08:55 AM

To: Mayor; Melissa Whitehead; Mike Marsden; Ian Neilson; Magrieta Jansen Van Vuuren; Sean Glass; Ronald Haiden; IRT@

Subject: VERY URGENT. STOP NOW. It's only by chance I saw plans to move the CENOTAPH to convert our main rd into a bus station. What a disgrace

It's only by a minute chance that I came across plans to remote the CENOTAPH and replace it by a bus station. (I only bought the ArGus because of the New format and chance to win an iPod and thus saw the plans of the bus station) DO NOT DO SO! This road is our city's heritage-our history-our centre of attraction. It is the point from which a world class city is born. It should be an attraction not an eye sore. Bad enough that our city centre is lined with shabby ugly shacks representing street sellers most of whom are illegal foreigners Who have displaced almost every working class black South African from the work force. These street vendors have downgraded our city and a bus depot or station in a prominent position on what should be a grand boulevard is completely out of the question. We can't have people running out of the station crossing the road ignoring robots to catch buses. It's bad enough outside the Golden Acre where pedestrians ignore motorists crossing the road. It's complete anarchy-out of control. Back to basics-this is our city's boulevard-it's heart and soul-not a bus station-Please. When I first saw at public meeting the artistic impression before any construction had began. I questioned the bus station in the drawing on Adderley Street/Heerenchraht and was told it was just an impression and would not be constructed. Later under the civic centre the main terminus was constructed giving the impression that this is it. It's not far from the station and is far safer than having it on the proposed CENOTAPH site. Besides that one cannot ruin the aesthetics of our main boulevard. It's badly thought through. Any bus station should be on one of the side roads of the station possibly Strand or Old Marine drive parking lot not on our city's heritage. On our main rd. Stop destroying our art our beauty the little that we have. The world's great cities are fully of majestic monuments statues and fountains. We are far from a world class city. Our city centre is dilapidated run down and of a grubby appearance. It's kind of sleazy with the street sellers with their shack like points of sale and card board boxers lining the streets. Tourists and locals still have a sense of insecurity and apprehension. Several years ago I sent/showed photos of how formal European like kiosks could upgrade the area but it was sent to blind deaf city officials Who did not even have the courtesy to respond.. The CENOTAPH should not be touched. It should not be moved to the Grand Parade. The Grand Parade is not grand-far from it despite the recent upgrade. Several years ago the city council of the time did not want to renovate our old city hall. I wrote to the papers saying this was the site where Mandela made his first public speech and

appearance after his release-becoming a freedom of apartheid site replacing the notion of colonialism. I was the first person to suggest making use of this notion that the Grand Parade be made into one of the GREAT SQUARES OF THE WORLD the likes of Trafalgar Square. I suggested that the parking be moved below ground. That the square should be filled with fountains and monuments and not cars and flea markets or street vendors. It should be the world's greatest square it could be the world's greatest square. It is a far cry from that. But by moving our CENOTAPH there Will not make it great. It Will be lost in the confusion of the glorified parking lot and in the process our main city road Will be destroyed reduced to a mere bus depot distracting from the view of Table Mountain another step to make our city ugly. We lost the city's promenade into the sea on the pier-now we are losing this? We should find ways of again extending the Heerenchragt into the sea and the waterfront to the city. BUT STOP IMMEDIATELY WITH PLANS TO REDUCE THE VISUAL STATUS OF OUR CITY'S HEART AND SOUL-OUR ONLY BOULEVARD. Leave the CENOTAPH alone. It should rather be enhanced not replaced by a mere bus station.

AGI ORFANOS tel 0824432104.

From: "Jacinta Munro" <Jacinta.Munro@uct.ac.za>

Subject: moving of the Cenotaph

Date: 12 March 2012 1:13:00 PM SAST

To: <bodonoghue@telkomsa.net>

Cc: <samunro@iafrica.com>

Dear Bridget

I wish to put my comment to the moving of the Cenotaph to the Grand parade, as a favorable option, as this will be easy to access at any time, particularly round the Remembrance day.

Kind regards

Jacinta Munro

Lady President

Cape Town Caledonian Society

P O BOX 442

Cape Town 8000

From: "Daniel Boshoff (Santam)" <Daniel.Boshoff@santam.co.za>

Subject: Cenotaph faces move to accommodate MyCiti bus station

Date: 12 March 2012 4:01:19 PM SAST

To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

Good day,

I would be happy for the statue to be moved to the western side of the Grand Parade, for the purpose of developing the current location for a MyCiti bus station.

Kind regards

Daniel Boshoff

(cel) 0741868624

SANTAM Bpk / Ltd

Reg. No. 1918/001680/06

From: "Don P" <donsp@telkomsa.net>
Subject: Cenotaph Move
Date: 12 March 2012 4:24:42 PM SAST
To: <bodonoghue@telkomsa.net>

Hi Bridget,

my comments on Moving the Cenotaph.ml note the Unbiased title of the Draft Doc
PROPOSED RE-ASSEMBLY OF THE CENOTAPH ON THE GRAND PARADE
Provincial Heritage Site

But I would tend to favour the Grand Parade as the relocation site!!

Don

From: "Charles Press" <charlespress@telkomsa.net>
Subject: Cenotaph site
Date: 12 March 2012 4:33:42 PM SAST
To: <bodonoghue@telkomsa.net>

Dear Ms.O'Donoghue,

Thanks for calling me back the other day and hearing me out. I am a little sad that Cape Town's War Memorial is going to be moved from its present position to make way for, of all things, a bus station. No matter how beautiful, a bus station is a bus station! The present position is perfect as it lends itself to maximum exposure -as it should be . Thousands of Cape Town citizens and tourists pass by daily and are confronted by this monument - considered to be one of the finest works of English-born sculptor Vernon March. It is well set off by, on one side, the black monolith of the ABSA building and on the other side by the low-rise station buildings - with Table Mountain in the background.

I think it would be a mistake to re-erect it on the Grand Parade (I believe on the western side).This is one of Cape Town's untidiest,dirtiest,chaotic and most bedraggled urban spaces. The monument would not be "set off " as it is in its present position but would be completely overpowered by a number of large, grey ungainly structures.

Perhaps some other options can be considered.

1. The median of the Heerengracht somewhere near where it meets Hertzog Boulevard.
2. At the end of Hertzog Boulevard where it meets the Heerengracht. There is already a small "monument" here but it could easily be moved a little further to the East. This site is my personal choice as it would give the Cenotaph the maximum exposure it deserves.
3. A further option would be in the Company Gardens near to the Dellville Wood Memorial, perhaps on the site where the old World War I cannon is situated. But that area of the gardens is already so cluttered with monuments and statues that another monument would just diminish the impact of the Cenotaph.

Thank you for giving me the opportunity to air my opinions.
Best regards, **CHARLES PRESS.**

From: "Roekeya Bardien" <rokeya@dekon.co.za>

Subject: Cenotaph

Date: 12 March 2012 5:02:08 PM SAST

To: <bodonoghue@telkomsa.net>

Good afternoon

I wish the City would leave SOMETHING for our kids to know what history is all about !!!!

First, the street name changes, now this. Next its going to be the Kasteel to be replaced by a multi-storey hotel !!!

Leave the cenotaph where it is and make another plan with the bus service. We've put a man on the moon, surely we can work around this statue !

We NEED history in this country like you cannot believe.

Pretty soon there will be nothing left for our kids to know what this country and city is all about.

This City, more than any other city in this country, needs to keep its history face. Its so rich in history. World wars, slavery, apartheid....why do we feel the need to bury these things as if it never happened ? We need statues/street names/airport names as a reminder to the generations to come...they must know what we must never go back to those dark times.

Roekeya Bardien

Dekon Projects (Pty) Ltd

Telephone : 021 905 2517 Facsimile : 021 905 2778

Cellular : 082 785 1426

From: "coreen" <laughter@mweb.co.za>

Subject: Cenotaph

Date: 12 March 2012 6:02:09 PM SAST

To: <bodonoghue@telkomsa.net>

Dear Ms Bridget O'Donoghue

I think there is no more grandness about Adderley Street as a main street. The beautiful fountains and the Cenotaph go together.

Adderley Street as a grand entrance (to Cape Town) is already carved up by the bicycle lane. Now the majestic statue (with Table Mountain as back drop) must also go. From the top of Adderley Street into Government Avenue, it was a street of great history.

There is a huge MyCiti bus station at the Civic and just further on the Thibault station. I am really very sad to see this happening.

If the Cenotaph really must be moved, I would say, rather The Grand Parade, it would be near the Castle and military history.

Very sad

Coreen Neethling.

Ian Pretorius, Chairman, Simon van der Stel Foundation



From: "Mark Brajtman" <meb1@telkomsa.net>
Subject: Re: Cenotaph
Date: 12 March 2012 9:29:30 PM SAST
To: "Bridget O'Donoghue" <bodonoghue@telkomsa.net>
Reply-To: "Mark Brajtman" <meb1@telkomsa.net>

Thank you for contacting me in regard to the Cenotaph.

Having given this matter a lot of thought, I feel that, like many in Cape Town, we are proud of that monument.

It has a meaning and stands out, not "shoved" out somewhere to make place for a bus stop.

Maybe I am just being an old soldier who is proud of that monument.

But on second thoughts, it may be a good idea to move it close to the castle and where the old Drill hall was.

Regarding Armistice Day parades.'

Where it now sits, does interrupt traffic etc.

Armistice day parade at the Grand Parade will not interrupt traffic, and it may be in a more "historic" place.

But do we move the monument honouring those who paid the supreme sacrifice where it will just become another monument and almost "forgotten". Will children growing up today, ask what that Monument is?

Where it now stands, visitors do ask what is it about. Children are interested in the history of that monument.

Do we move it because it 'GETS IN THE WAY OF A BUS STOP?

Where it now stands, every person walking or driving past, sees it.

"Hidden away" in the Grand parade will loose the "meaning" of who those soldiers were.

As you know, I am Jewish and have spent many years in the military as a volunteer.

I was the person who worked to get the Jewish ex Service League Monument at the Jewish cemetery in Pinelands at the spot where I wanted it.

Have you ever been there and seen the Monument?

If you get a chance, please visit the Jewish cemetery.

What is my opinion?

I would hate to see it moved to make way for a bus stop.

Can they not move the bus stop in the grounds of the Railway station, or maybe a bit higher in Adderley Street? Maybe do away with the circle and make that into a bus stop.

The traffic flow would then be by means of a traffic light (which may also make for safer driving, as many drivers have no idea how to drive around a circle. Many cars cut across from the let lane to turn, cutting off those drivers keeping in their lane.)

Perhaps I am using Jewish logic.

Hope this may answer something

Regards,

Mark Brajtman

From: "Mark Brajtman" <meb1@telkomsa.net>
Subject: Re: Cenotaph
Date: 13 March 2012 10:08:09 PM SAST
To: "Bridget O'Donoghue" <bodonoghue@telkomsa.net>
Reply-To: "Mark Brajtman" <meb1@telkomsa.net>

Dear Bridget,

One other point I think is important.

Long Street had the most beautiful old buildings, in the old style architecture.

In the mid 90's, these beautiful buildings were all demolished to make way for concrete monsters.

If the monument is moved for a bus stop, then in a few years, people will wonder why there was no thought for the future. Today, Long Street, from Wale Street, has some of the real wonderful old buildings. They cannot be demolished to make way for modern buildings.

Some buildings in Adderley Street, had to retain the facade, so that the beauty of the old buildings are not destroyed.

Have you ever visited the old Cape Union Mart store in Spin Street, in a wonderful old building. Some hands were grease, and this old building was demolished for the Truworths/Woolworths head office.

Cape Town has lost some real great architecture. Don't let a bus stop take the place of that really beautiful monument.

By the way, I mentioned the Jewish Ex Service League Monument at the Pinelands Jewish cemetery. There is also the Holocaust monument there with the names of all the death camps.

If you would like to meet me to show you what they mean, I would be only too happy to meet you there whenever you want. So, please contact me on my Mobile. 082-5693182

Kind regards,

Mark

From: "A Chair CMVO" <chairman@cmvo.org>

Subject: MOTH - Memorable Order of Tin Hats

Date: 20 March 2012 7:20:37 AM SAST

To: <info@bridgetodonoghue.com>

Cc: "David Gush" <david.gush@mweb.co.za>, "The MOTH NHQ" <mothoffice@worldonline.co.za>, <nationalsecretary@salegion.org>

Reply-To: <chairman@cmvo.org>

Dear Bridget O'Donoghue,

I am reacting to the newspaper report as well as in your document (page 6 application 3) where you mention MOTHS as Members of the Old Tin Hats.

Please note that the organisation is MOTH – Memorable Order of Tin Hats.

This organisation is 85 years old this year and should be respected as one of our senior military veteran organisations.

I also notice on page 46 you mention South African Legion – this organisation is 90 years old and is the South African Legion of Military Veterans.

Veteran Greetings,

Lgr Godfrey Giles

National Chairman

Council of Military Veterans' Organisations of South Africa

Mobile: 0836000062

Fax: 0866848592

Email: chairman@cmvo.org

Website: www.cmvo.org

From: Bridget O'Donoghue [mailto:chair.wcape@aphp.org.za]

Sent: Tuesday, March 20, 2012 7:30 AM

To: chairman@cmvo.org

Subject: Re: MOTH - Memorable Order of Tin Hats

Dear Lgr Giles

Thank you for your mail and the necessary corrections (my apologies for these inaccuracies).

If you would like to meet with me to discuss the application to relocate the Cenotaph, I am very happy to do so.

Regards

Bridget O'Donoghue

From: "A Chair CMVO" <chairman@cmvo.org>

Subject: RE: MOTH - Memorable Order of Tin Hats
Date: 25 March 2012 8:54:51 AM SAST
To: "'Bridget O'Donoghue'" <chair.wcape@aphp.org.za>
Reply-To: <chairman@cmvo.org>

Dear Bridget,

Thanks for your email.

I am very happy that Brig Gen John Del Monte, Rtd, has given our input into this.

If we do hear of anything else we will certainly pass it on to you as well.

I also have a newsletter that I send to over 4,000 military veterans etc, so if you wish to communicate with them at all please feel free to send it on to me.

All the best.

Veteran Greetings,

Lgr Godfrey Giles
National Chairman
Council of Military Veterans' Organisations of South Africa

Mobile: 0836000062
Fax: 0866848592
Email: chairman@cmvo.org
Website: www.cmvo.org

DRAFT FOR PUBLIC COMMENT

From: "Chris Lochner" <chrislo@apcdmail.co.za>
Subject: FW: Moving Cape Town's Cenotaph – your chance to comment
Date: 13 March 2012 6:39:17 AM SAST
To: <bodonoghue@telkomsa.net>

Grand Parade should do

From: Clive Griffiths <Clive.Griffiths@capetown.gov.za>
Subject: Comments on Cenotaph
Date: 13 March 2012 9:27:21 AM SAST
To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

Hi Bridget,
You probably do not remember me but we did work together years ago at the City of Cape Town.

Presently I am working on the I.R.T. and have just read your excellent and very comprehensive report on the relocation of the Cenotaph to the Parade, which I fully support.

One comment I do have which I did not pick up in the report is that it would be an idea to remember the present position of Cenotaph. This could be achieved by marking its location at the new I.R.T. station with a plaque or similar giving a brief history and of where and why it is now at the Parade.

Thanks Clive

From: Clive Griffiths <Clive.Griffiths@capetown.gov.za>
Subject: CENOTAPH
Date: 16 March 2012 9:35:57 AM SAST
To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>
Cc: Victor Dave Hugo <VictorDave.Hugo@capetown.gov.za>, Ronald Haiden <Ronald.Haiden@capetown.gov.za>

Hi Bridget,
I have another comment regarding the relocation of the Cenotaph.

An article in the Cape Towner Thursday March 15 2012 titled "Cenotaph to make way for bus station" Brett Herron indicated that the "working name" for the station would be Adderley Station once submitted and approved by Council.

My suggestion is Adderley Cenotaph Station which would reflect the past. Also it's quite educational I didn't have a clue what a cenotaph was until now.

Regards Clive

From: Candace Violet Marais <CandaceViolet.Marais@capetown.gov.za>

Subject: comment

Date: 13 March 2012 10:21:59 AM SAST

To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

All I would like to say is

Thousands of men of all races in world war I walked to their deaths on that very road to the waiting ships and to some that signifies its meaning and memory of that day that mothers fathers wife children grandparents seeing their sons grandson walking to the ships to their deaths -few made it back .

To the men that did this is what they remember and the Cenotaph not only is for World War I it is for all past wars for all the men and women who died in this wars.

Moving I think not

Maybe you either do not understand or had the experience to have that feeling that your husband son wife daughter grandchild will never be coming home or not

But I have and many others who cannot speak have so I am on those who cannot speak tell you to implore please do not move the monument –it not just the monument it that very road –imaging the sound stomp stomp crunch crunch that sound ...

DRAFT FOR PUBLIC COMMENT

From: "Roche Petersen" <roche@hunkydory.co.za>
Subject: PROPOSED RELOCATION OF THE CAPE TOWN CENOTAPH
Date: 13 March 2012 10:48:53 AM SAST
To: <bodonoghue@telkomsa.net>

Good day Ms. O'Donoghue

It is always sad that history and heritage has to be the lesser one when it comes to development, especially in the case of the Cenotaph where people gave their lives so that we may be free. Nevertheless, that public participation has been invited is very positive as it shows respect not only for the honoured dead but also for us as a community whom are not the owners, but rather the custodians of the freedoms their sacrifice begot us.

It is in this light that I wish to congratulate you on a well expressed proposal for the relocation of the memorial. I trust that you too may be a lover of history, and that is the kind of person needed for this project, not some iconoclast who gets up every morning, does what he has to and goes home again this afternoon.

I wish to make just a few comments:

1. GRAND PARADE

One of the arguments for the relocation is accessibility. I personally think that it is the location of the Cenotaph and its inaccessibility that may have saved it from the fate of so many other memorials, including the nearby Maria de la Quellerie statue, which was vandalised a few years ago in an event I like to call the Rape of Maria van Riebeeck. In this light I wish to campaign against relocation on the Grand Parade as this is little more than a big parking area and flea market regardless of the FIFA 2010 World Cup upgrade which was done solely for the Fan Park. The Anglo-Boer War Statue as well as that of King Edward VII are quite inaccessible due to crowding around it, which means that tourists are reluctant to venture too near. This I know as I regularly visit the area and am myself wary of taking photos with either a camera or cell phone.

Placing the Cenotaph here will expel it from the appreciating public's sight and minds and instead open it up to more vandalism. Another argument in favour of the Grand Parade is the annual Remembrance Day service. This happens once a year, and although public participation is hoped to increase with the larger space, it will not fill the Parade to capacity. To celebrate the Grand Parade's military history and as a focal point in the life of the City in the Struggle etc. is also irrelevant as we are then trading in the temple (Math. 21:13).

In my opinion, the very best location on the Grand Parade would be directly in front of the City Hall as this would make the best symmetric and aesthetically pleasing look if viewed from the front. But the random scattering of memorials around the Grand Parade is also a point to be considered, as you have done. Perhaps this would be best achieved with the placing of the Cenotaph directly in front of the City Hall, flanked, not immediately but in relevant proximity, by the statues of the Boer War and Edward VII, making the whole one aesthetically and historically significant focal point, against the beautiful 1905 Edwardian City Hall.

Therefore, my support, whilst not for the Grand Parade, would go for your preferred site 1.

Interesting, the carillon was installed as a World War One memorial as well, according to Wikipedia.

I do want to add that I do not believe that in this day and age in South Africa and Cape Town public open spaces are significant anymore, as has been put forward as a positive point for the parade. We have proved that there is a mere handful of persons in our country who honour the sacrifices made for them by those who had gone before them. This means everything as a parade ground for the VOC-troops of the 17th century right up until the Speech by Nelson Mandela in 1990.

2. COMPANY GARDENS

I would personally suggest that the Cenotaph be reassembled in the Company Gardens. The tranquil setting create the desired contemplative mood when considering the sacrifice the Cenotaph honours. You may of course know that the memorial garden's formal name is the Delville Wood Memorial Garden, quite an apt setting for the Cenotaph. The Company Gardens is adorned with memorials and statuary. Also in the Memorial Garden is other significant and related memorials such as the Delville Wood Memorial, the statues of our specifically WWI-military leaders General Jan Smuts and Major-general Sir Henry Timson Lukin, as well as the SA Heavy Artillery Memorial.

It has been mentioned that the size of the Cenotaph may impact negatively on the Garden. In my opinion the rectangular base can be maintained, and not squared out as proposed.

3. HEERENGRACHT MERIDIAN

I have nothing specific to add to this location except that it may offer a sense of heritage to a modern cityscape. It still runs the risk of vandalism, but no more than the statues of Jan and Maria van Riebeeck, the Scott Memorial, Dias Memorial and Statue and the General Botha.

Kind Regards
Roché Petersen
072 841 2980

From: Kenny Phillips <Kenny.Phillips@capetown.gov.za>
Subject: Comment on Cenotaph move
Date: 13 March 2012 2:56:12 PM SAST
To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

Whilst I have no strong views on this matter I was wondering why the Fort Wynyard Military Museum was not also considered as an alternative – I understand that the Grand parade has historical associations with the military but then so do the harbour and Green Point Common – I understand that Fort Wynand is struggling and the Cenotaph might be an added attraction – another possible alternative site would be the noon-gun emplacement on Signal Hill which could also be an added attraction for visitors in a very attractive setting with great views – it could rival the stature of Rhodes Memorial.

Kenny Phillips
17 De Smidt Street
DE WATERKANT 8001

From: Hugh O'Connell-Jones <Hugh.OConnellJones@capetown.gov.za>
Subject: HI - THE STATUE CAN BE MOVED TO THE GRAND PARADE - AS LONG IT IS USED FOR MILITARY PARADES AND WW1 /11 CEREMONIES -
Date: 13 March 2012 3:07:25 PM SAST
To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

From: "David Hersch" <davidh@intekom.co.za>

Subject: Moving Cape Town's Cenotaph

Date: 14 March 2012 11:56:06 AM SAST

To: <bodonoghue@telkomsa.net>

Dear Ms O'Donoghue

My submission is as follows:

Ideally, the Cenotaph should not be moved. Other ideas such as possibly using the fountain area as a station should be considered. It is a stone's throw away from the Cenotaph.

I have watched as the cemetery below Groote Schuur Hospital was dug up and confined to a corner of the area and a shopping centre built on it. Van Riebeeck Street was extended to join with Somerset Road and the old Dutch cemetery was cleared and later a stone memorial was built that essentially is a tea cafe. All of this is hugely disrespectful and uncaring of history.

Millions of people died in WWI and WWII and the significance of the Cenotaph is important for history and the respect of those that died and what they died for. It is important that new generations are kept in touch with their history and that it is not pooh-poohed, ignored, diminished or forgotten. The fact that the political dispensation has changed in South Africa does not and should not allow this to happen. The Cenotaph furthermore has a direct connection to a similar monument in London, which is in a similar position in the middle of Whitehall with similar significance.

Governments and city councils in the end do what they like and whilst we must allow for "progress", and there is no doubt that it is time Cape Town had a world class public transport system as it once had, it should be extremely sensitive to what it moves, which has not been the case as referred to above.

As I believe the city will in the end do whatever it intends to and ignore all these points and I am sure many others made by many people, I would like to suggest that when it is decided to build a MyCiti station, a special plaque and memorial or even a small version of the Cenotaph be constructed there with what it stood for and why together with a direction to where it will stand in its new position.

Yours sincerely,

DAVID HERSCH

404 Chartleigh House

Beach Road

Three Anchor Bay

(021) 434-4733 072 418 6641

From: Caroline Knott <Caroline.Knott@pgwc.gov.za>

Subject: cenotaph

Date: 14 March 2012 1:23:45 PM SAST

To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

I have no objection to the cenotaph being moved and I think the Parade is an appropriate place with a nice "military" name. The cenotaph is about remembering the past, not living in it. It will also be more accessible for Remembrance Day events without closing key roads.

Caroline Knott

From: "CHARLOTTE JOHNSON" <nothing@adslweb.co.za>

Date: 15 March 2012 2:00:26 PM SAST

To: <bodonoghue@telkomsa.net>

Goeie dag,

Ek wil graag my stem by ander voeg, oor verwydering van standbeeld vir busdiens.

Hoekom begin julle die busdiens nie van n ander rigting nie, dit lyk dat julle die mense wil help wat van die treine afklim, hulle kan mos net in n ander rigting loop ipv die een na die standbeeld. Ek weet nie wat gaan aan met Kaapstad se munisipaliteit nie, dit is net n heeltemal mal gaan met veranderings, as dit nie straat name is nie, is dit standbeelde. Hoekom nie om dit werk en iets anders uitwerk nie, hoekom moet alles van die verlede verander word. Dit is nie die stad en strate wat apartheid bevorder het nie. Lyk my ons moet n ander party hier in bewind kry wat nie behep is met veranderings nie.

Ek gun almal bevordering van strate en dinge, maar genoeg is genoeg.

Baie dankie

Charlotte Johnson

From: Craig Wright <craigdwright@hotmail.com>

Subject: Cenotaph

Date: 15 March 2012 5:29:16 PM SAST

To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

Dear Bridget

Great idea to move cenotaph - never understood its current position... In my opinion Grand Parade with its martial connections would be best place, or on the Heerengracht. I don't think such an important memorial should be hidden in the gardens, it should continue to be a presence in the daily life of the city

Thanks and best wishes

Craig

Dr Craig Wright

Homeopath. Phytotherapist

166 Lansdowne Road. Claremont. 7708

+27 21 671 4338

To: Bridget O'Donoghue (I have sent a copy to the Cape Times Letter page)

The Cenotaph in Adderley Street (unveiled 3rd August 1924)

I would like to add my contribution to the public debate.

It seems that the monument must be moved from its present location to some other site to make way for an enlarged bus station and that we are asked for comments and to state our choice of its final location.

The structure is one of those in the mainstream of city outdoor war memorial tradition, officially inspired, and erected as secular icons by national and municipal committees to commemorate, originally, the fallen of WW1 and since updated, prominently visible in the public domain and accessible.

With the passage of time, the surrounding spaces, both horizontal and vertical have changed. Instead of being the highest structure in an under-utilised area, it is now dominated by taller buildings, surrounded by frenetic vehicular traffic at ground level, noise and devoid of the distant views of sea and mountain. In addition, in 1958, the monument was moved about 8m. away from its original placement and re-oriented so that Victory faces Narcissus-like into the glass frontage of ABSA bank. The greater axis, bearing the two bronze soldiers on symmetrical pedestals, was designed to span the Heerengracht, so that visually they would form a middle point from the plinth at ground level up to the Victory against the sky with the mountain as the horizon.

It encompasses anything but a sacred space as it stands to-day.

Not only was the structure designed as a whole, each part relating to each, the TMS and the Paarl granite carefully placed to form subtle changes of colour and texture, to take the inscriptions but also the symbolism was potent in reaching out to the wider context embracing sea, city, mountain and the idea of Cape Town being the gateway to Africa. The figure was facing the mountain, thus symbolically freezing the moment of departure and the last sight of their homes for the troops as they sailed away to the north. And the first sight as they returned. By orienting Victory in such a way, there was a symbolic link between the dead and the survivors.

Much has been lost. Perhaps now we have the chance to reinstate some of the important aspects, while retaining the historical connotations for which the monument was erected. By adding relevant features, which would interpret its history and put it into its present and on-going peaceful and commemorative context. Thus are traditions kept alive.

My suggestion is that it should be placed where it is accessible to contemplation but not to vandalism, be in the correct orientation so that the symbolic link is repaired, be placed central to its ceremonial role and be brought into the present time by well-designed and integrated signage near-by. An interpretation kiosk in all our national languages and Braille, would take account of the fact that the demographics of the war dead are all-inclusive to South Africans.

The Memorial Garden in the Company's Garden is inappropriate, as it would interfere with Delville Wood Memorial, Baker's scheme there. I would like to know more about the Heerengracht median placement proposal and the parking would have to move from the Grand Parade, before making a decision on the proposed relocations.

Helen Binckes, Rondebosch. 21 March 2012.

From: <maureen@archer.wcape.school.za>

Subject: The Cenotaph and its symbolism

Date: 31 March 2012 5:29:57 PM SAST

To: bodonoghue@telkomsa.net

Cc: ctnews@inl.co.za

Dear Bridgit O'Donoghue

Thank you for giving us the opportunity to participate in the issue of the relocation of the Cenotaph. Apart from anything else, it has drawn the attention of the public to one of our neglected memorials and to the work of the Heritage Committee.

I feel strongly that the Cenotaph should remain on the median of Adderley Street or be moved further down onto the median of the Heerengracht. This would keep it in full public view and retain the symbolism initially ascribed by the original planners - provided the Winged Victory be re-sited to face Table Mountain as was planned.

Mrs Helen Binckes, who has done extensive research on Cape Town war memorials, affirms that the original site of the Cenotaph was chosen as being close to the harbour from which their ships sailed to the war front and the soldiers' last view of South Africa was the iconic Table Mountain, visible far out to sea. It is thus also an appropriate memorial for the men of the Mendi and should record their sacrifices.

Even if the Heerengracht is reclaimed land, it is a more appropriate site for the Cenotaph than the Grand Parade which, for all its historic military links, is now merely a car park. Who there ever looks at Edward VII or the Boer War memorial? And the Gardens site is already overcrowded and would deny the Cenotaph a significant space.

Please keep the Cenotaph in clear view.

Maureen Archer

From: "Louis Blom" <blom.louis@gmail.com>

Subject: Senotaaf

Date: 25 March 2012 11:48:20 AM SAST

To: <bodonoghue@telkomsa.net>

Cc: <erfenis@dieburger.com>

Beste Bridget

’n Mens het begrip daarvoor dat ontwikkeling moet plaasvind en daarom is die moontlike verskuiwing van “Die Senotaaf” dalk aanvaarbaar. My voorstel sou wees dat ’n mens dit na die Kompanjies tuin verskuif waar besoekers dit rustig kan besigtig. Die bewaring van sulke historiese gedenktekens is absoluut belangrik – dit is tog deel van ’n land se geskiedenis.

Baie dankie

Louis Blom

4 Grange Street

Oakwood

PINEHURST

7550

TEL: +27(0) 979 1658

CELL: 0834477782

From Erica de Lange Purves

Van: 0219136112

Na: 0865110389. Bridget O'Donoghue

1/s: Senotaf

Ek is graag in Afrikaans was
proester, maar kan u naam lyk
dit of u Engelsprekend is, dus:

Please leave the Cenotaph
where it is. Adderley street in
my childhood in the 1940's
was beautiful and unique
and has ^{been} spoiled so often in
the past decades. A bus
station would just make
it more unattractive.

Erica de Lange-Purves

3 Witsinkbosst.

Potterville

Cellville 7530

From: edgyhart@polka.co.za
Subject: Moving the cenotaph

Date: 29 March 2012 2:01:23 PM SAST
To: bodonoghue@telkomsa.net
Reply-To: edgyhart@polka.co.za

My comment: we are new to Cape Town and are thrilled at how beautifully the city keeps its buildings, memorials and parks.

If you start doing this kind of thing, where do you draw the line?

I wonder what those who died in the war would say to their memorial moving because of a bus stop? Because, in essence, that is what has been suggested. A memorial to hundreds of lives swapped for a bus stop.

Regards, **Colleen Hart**
Sent via my BlackBerry from Vodacom - let your email find you!

From: "Wiidmar Jordaan" <wiidmar@cybertek.co.za>
Subject: Die Senotaaf
Date: 29 March 2012 5:58:18 PM SAST
To: <bodonoghue@telkomsa.net>
Cc: <erfenis@dieburger.com>

U artikel in DB Eiendomme dd 24 deser insake die verskuiwing van die senotaaf het betrekking.

My voorstel is dat die senotaaf na die Kompanjiestuin verskuif moet word.

Ek is bevrees dat die brons plakette op die voetstuk van die senotaaf een of ander tyd gaan "verdwyn" soos talle bronskentekens van die Raad van Kultuurhistoriese geboue teen die mure van menige ou geboue in verskeie dorpe en stede in SA reeds "verdwyn" het. Vir sommige mense is brons of koper mos onweerstaanbaar en kan hulle hulle hande nie daarvan afhou nie.

Dat Kaapstad se stadsentrum (soos ander dorpe en stede in SA se stadsentrums) geheel en al vir verkeer gesluit sal word soos in meeste Europese lande die geval is, sal net 'n droom in SA bly. Dit is nie vir SA se inwoners en stadsbeplanners belangrik en daarom nie haalbaar nie.

W Jordaan

Posbus 859

7139 Strand.

From: Philip Pretorius <phil.pretorius1@gmail.com>
Subject: Cenotaph

Date: 29 March 2012 6:02:46 PM SAST
To: bodonoghue@telkomsa.net

I am in favour that the Cenotaph be moved to the GRAND PARADE

Maj Gen P Pretorius , SA Army (Ret), Honorary Life National President of the Gunners' Association

From: Aubrey [mailto:aubjackson@telkomsa.net]

Sent: 30 March 2012 11:49 AM

To: Brett Herron

Subject: Fw: Cenotaph

To: Councillor Herron

Further to my email March 22, 2012 copied to you I would suggest that the proposed extension of the convention centre (as recently reported) should be looked into as perhaps offering an opportunity to create a more appropriate site for relocation of the cenotaph?

Aubrey Jackson

From: Aubrey

Sent: Thursday, March 22, 2012 12:35 PM

To: cteditor@inl.co.za

Cc: Brett.Herron@capetown.gov.za

Subject: Cenotaph

I regret to note the proposal (Cape Times 19/03/2012) to remove the Cenotaph from the prominent position it occupies in Adderley Street at the "Gateway to Africa" and relocate it to the proposed new site on the Grand Parade. In its present position it is a significant memorial, highly visible to citizens and visitors to our City. On the contrary the proposed new site whilst no doubt eminently suitable for the annual tribute to the men and women it honours enjoys little of the prominence to which this memorial is entitled, and reduces its status to one of relatively minor significance. Surely if it must be moved it should be possible to find or create a more appropriate site. The present proposal demeans the citizens and City of Cape Town.

Aubrey Jackson

From: nealle Budden <buddenbrother@gmail.com>

Subject: centopath

Date: 31 March 2012 6:07:43 PM SAST

To: bodonoghue@telkomsa.net

To move centopath for a bus station on Adderley street...NO! Our city is dirty enough with all the pavement businesses and bicycle lane(this is not Holland) This move is a disgrace.

Mrs V. Budden

From: Andrew Preston <ampres3@yahoo.com>

Subject: Relocating the Cenotaph.

Date: 31 March 2012 1:37:12 PM SAST

To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

Reply-To: Andrew Preston <ampres3@yahoo.com>

Dear Bridget

I read with interest the article in the Constantiaberg Bulletin regarding the Cenotaph. The Parade already has King Edward VII and the Boer War Memorial, and the Company Gardens has Cecil Rhodes, George Grey, Lukin and the Cape Artillery (the cannon rotting away). If the cenotaph was located there, the area in front of the Jewish Museum might be the better place.

In Sydney I was really impressed with the Anzac memorial and the reflecting pool in front of it. That is a magnificent memorial and a wonderful park.

In Cape Town, however, one wonders if it is such a good idea to clutter the CBD with memorials that people rush past. The Cenotaph was always badly situated, but how about moving into a different area altogether.

How about the Park Avenue side of Rondebosch Common? A soccer field size area of lawn at that end might cause a minor outcry from some conservationists, but it would be a small price to pay. The Red Cross Children's Hospital is at the other corner, so there is some symmetry there.

I think it is an idea worth thinking about. It could do a lot to preserve the Common as well as being a great way of recognising the sacrifice made by those people who perished in service during the war.

Sincerely

Andrew Preston.

From: Newton Woollam <Newton.Woollam@capetown.gov.za>
Subject: RE-LOCATION OF THE CENOTAPH ICONIC WAR MEMORIAL STATUE
Date: 30 March 2012 9:03:28 AM SAST
To: "Bridget O'Donoghue (bodonoghue@telkomsa.net)" <bodonoghue@telkomsa.net>

Hi Bridget,

I hope you are well. I read the Constantiaberg Bulletin yesterday and would just like to say that I think that our beautiful Company Gardens, would be the most suitable place for the statue to be placed in. People will be able to enjoy all the history, in a peaceful and lovely setting, without having to dodge cars, taxis and buses.

Kind regards.
Newton (Plumstead Office SPA)

From: "Annemarie Merkle" <annemarie@prestigeinsurance.co.za>
Subject: The Cenotaph
Date: 30 March 2012 10:17:58 AM SAST
To: <bodonoghue@telkomsa.net>
Reply-To: "Annemarie Merkle" <annemarie@prestigeinsurance.co.za>

I wish for the Cenotaph to be moved to the Company Gardens which is a place where both locals and tourists can enjoy it.

Annemarie Merkle
PRESTIGE INSURANCE CONSULTANTS CC
Authorised Financial Services Provider
FSP Lic. no. 10532
021-7628210(Ph)
021-7972864(fax)

From Rory Attwood

21 Mar 12 18:19

Rory Attwood

+27216868578

p. 1

12 Heselden Road
Rondebosch
21/03/2012.

Bridget Donoghue

The Cenotaph was erected near the site where soldiers who volunteered to serve their country during World War 1 departed by ship to England and Europe.

It was erected in memory of those who gave their lives for their country and subsequently those who gave their lives in World War 2 and later conflicts are remembered too.

I completely disagree with the proposal to move the memorial.

The Cenotaph should remain where it is the gateway to Cape Town and South Africa.

Yours Sincerely

R Attwood

(5 A.A.F World War 2)

From: Melanie Groenewald <fat_fairy@vodamail.co.za>

Subject: Article : "Gaan busstasie Senotaaf verplaas?" - Die Burger, Eiendomme - Sat 24/3
Date: 24 March 2012 2:51:34 PM SAST
To: bodonoghue@telkomsa.net, erfenis@dieburger.com

Dear Bridget,

It seems that it's only in South Africa that something as ludicrous as moving a monument would be considered ... that all in the name of progress and convenience. It's a waste of tax-payers hard-earned money. Consider this ... have the French ever contemplated moving the Eiffel Tower or the Italian's their Leaning Tower? What about the Brit's and all their statues? This is sacrilege! All our street names are changing as well, why not just bulldoze our entire heritage and just maybe it'll disappear! If you're searching for justification for anything, you'll find it and believe what you're doing is right. I would think very carefully before taking such drastic measures Why not do something more constructive with those funds?

Maybe, just maybe, we'll be reading next that Table Mountain (albeit one of the new wonder's of the world) will be moving to a more convenient spot as it's in the dead centre of Cape Town and inconvenient for tourists to photograph ... this would be a great April fool's joke wouldn't it!

Regards,

Melanie Groenewald
7 Casa Mia Hibiscus Road
Durbanville 7550

From: "Patricia O'Leary" <jubilant@iburst.co.za>
Subject: Relocation of the Cenotaph
Date: 30 March 2012 4:38:17 PM SAST
To: <bodonoghue@telkomsa.net>

Dear Heritage Consultant,

The item regarding the relocation of the Cenotaph on page 5 of this week's Southern Suburbs Tatler (March 29, 2012) refers -

I would like to recommend that it be moved to the Company's Garden and placed near the statue of General Tim Lukin. Having lost family members in both world wars, I believe that this area would allow people to read the plaques (provided they aren't stolen) and spend a little time remembering the fallen instead of dodging traffic as is the case now. I think the area would lend itself very well to dignified Remembrance Day parades and wreath-laying ceremonies and it is in an important pedestrian-friendly heritage site. It is also close to several of Cape Town's important memorials and museums. If the men who lost their lives on the SS Mendi in WW1 are not mentioned on this memorial, could they be added?

Thank you for considering my recommendation.

Kind regards,

P O'Leary (Ms)

From: Ron.Davies@kingsley.co.za

Subject: Langa and comment re cenotaph
Date: 16 March 2012 12:24:49 PM SAST
To: bodonoghue@telkomsa.net

Dear Bridget,

I was most interested to read of the proposals re the Cenotaph in central Cape Town – a difficult and very tricky endeavour! You will forgive a loyal friend and highly admiring colleague this time – I am absolutely opposed to the proposal made to move the monument to the western edge of the Grand Parade for several reasons.

The historical and emotional associations of the present site for veterans and their families and all those concerned to honour the sacrifices of members of the armed forces run very deep and must have priority recognition. In its context the site has almost a sacred connotation. Moreover, situated in the centre of our main street at a place historically associated with the points of departure of troops in the past demonstrates the importance of the site in society. That we are prepared to close off the main street to accommodate the annual service of remembrance points to that importance. Also the site is admirable to meet the needs of large parades that require a linear spatial arrangement. One only has to observe the significance of such a site during the Armistice Day remembrance in Whitehall in London on 11 November each year.

The site proposed for the removal is to my mind hopelessly inadequate. Despite the recent refurbishment of the Grand Parade, the vitality of the space as a vibrant and dignified public place has not been restored. Much functional work has to be done to lift it to a rightful dignity. With few exceptions the space in recent times has been used for loud public entertainment events that hardly match the dignity of a Cenotaph. The western edge forms part of a parking function, and is the location of a rather tawdry and crowded flea market. The space is crowded and cluttered – one can hardly find the footprint of the Old Fort. Moreover, the site abuts onto buildings of the harshest and ugly architecture – the noisy central bus station, the Golden Acre parking garage, the unprepossessing facade of the back of the Post Office building and the frankly tawdry back door of the Golden Acre. It does not have a symmetrical or axial relationship with the City Hall. This is hardly the dignified and central environment one would want for a major and highly functional memorial.

Lastly, to remove the revered memorial and replace it with a bus station is totally unacceptable, notwithstanding the importance of stopping sites for the Myciti operation. I would be highly offended. The City should find an alternative site for the bus stop.

Please forgive the rather strong comment – just feel very strongly that the City is being highly insensitive over this matter to achieve a material end.

Go well.

Sincerely,

Ron

From: N Kehl <md@kehls.co.za>

Subject: War memorial

Date: 16 March 2012 6:58:36 PM SAST

To: "bodonoghue@telkomsa.net" <bodonoghue@telkomsa.net>

Good day,

I recommend that this important reminder of the sacrifices made by the men and woman of the wars be moved to the castle side of the Grand Parade,(my first preference) or to within the walls of the Castle itself.I further recommend that a section be added to the structure commemorating those who lost their lives in the South West Africa border war,as well those of MK who died for their freedom.

Kind regards

Neville Kehl

DRAFT FOR PUBLIC COMMENT

SUMMARY: REASSEMBLY AND DISASSEMBLY PUBLIC COMMENTS March 2012

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
31/03/2012	Taitz, Joan		Shocking idea to relocate Cenotaph Alternate location for bus stop required Insult to the soldiers to move Cenotaph	Negative to proposed move Company's Garden a better option than the Grand Parade although it would be more out of sight
04/04/2012	Mitchell, M		Bus Stations would not add aesthetically to city Cenotaph adds to city entrance Spend money more proactively than on moving the Cenotaph	Look for alternative sites on Foreshore
2012/03/28	Wessels, Mervin	Chairperson SAEWA (trade union for tourism)- Tourism	Cenotaph at present site is a part of the tourist itinerary and defines the space where events occurred	Memorial Gardens Companies Garden more appropriate for relocation site Cenotaph historical significance should be defined in freeze or elevated landmark of commemoration (interpretive display/design) at proposed bus station Design of bus station to reflect the war memory recommended

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
2012/03/25 2012/04/10 ²⁷	Fincham, Muriel		<p>Crass and disrespectful cultural and moral vandalism towards those who are memorialised for giving up their lives for a country which puts some bus station ahead of their memory.. Refers to comment by The Stellenbosch historian, who specialises in World War I, Professor Bill Nasson: the plan to move the Cenotaph "an appalling" idea. Councillors should not only consider this a memorial to honour the dead but they should remember that many, many young and old living members of families of those South African soldiers, sailors and airmen, would prefer to remember, respect, and cherish the courage of all those volunteers who went to war to defend their country with such pride, at exactly the same spot where the Cenotaph was originally intended.</p> <p>Continue honouring the soldiers who fought and died in the war by leaving the Cenotaph where the Cenotaph was originally intended.</p> <p>Do not wish to see the Cenotaph relegated to the Grand Parade where it will be damaged</p>	Re-site the MyCiti bus station so that the Cenotaph does not need to be moved
2012/04/05	Potgieter, S	Urban Designer	<p>Support moving the Cenotaph to the Grand Parade Its present site is a perfect location for a bus station</p> <p>Cenotaph on the Parade would allow the memorial to be more accessible, at present..no space for assembly</p>	Support cenotaph relocation to the Grand Parade

²⁷ Initial letter request to be discarded

DRAFT FOR PUBLIC COMMENT HERITAGE IMPACT ASSESSMENT
 PROPOSED RELOCATION OF THE CENOTAPH FOR THE IRT BUS STATION ADDERLEY STREET CAPE TOWN

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
2012/03/09	Thiart, T		Recommend not moving Cenotaph for a bus station as it is of great historic importance to SA soldiers	MyCiti bus stop should final another location in Adderley street (or another street close by)
2012/03/09	Beneke, R		Can move Cenotaph to place in the city where it will have a significant impact.	Agree, with a relocation of the Cenotaph
2012/03/12	Binedell, S		Disagree with relocation of Cenotaph	
2012/03/12	Moore, EGD	Former SA Air Force Pilot	Can Move Cenotaph to the Grand Parade	Agree, with relocation to the Grand Parade
2012/03/12	Yslie, J		Recommend other sites in city Not recommend Grand Parade as the current statues are constantly vandalised by graffiti	Keep it on the Heerengracht as close as possible to the original position Second choice is Companies Gardens Another Choice is Thibault Square
2012/03/12	McDonald, Ian		Negative to move the Cenotaph due to annual remembrance day, commemorates where the troops mobilised and the move away would loose the significance. Relocation places the Cenotaph outside of the public eye	Railway station forecourt Adjacent to the new pedestrian walkway between the CBD and the CT stadium and the Waterfront;
2012/03/12	Jacinta Munro	Lady President, Cape Town Caledonian Society	Moving the Cenotaph is a favourable option, as this will be easy to access at any time, particularly round the Remembrance day.	Agree, with move to the proposed site on Grand Parade
2012/03/12	Daniel Boshoff		In support of moving the Cenotaph the western side of the Grand Parade for the myCiti bus stop	Agree, with a relocation of the Cenotaph to western side of the Grand Parade.

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
2012/03/12	Orfanos, A		<p>The Cenotaph should not be touched. It should not be moved to the Grand Parade. The Grand Parade is not grand-far from it despite the recent upgrade. By moving our CENOTAPH there Will not make it great. It Will be lost in the confusion of the glorified parking lot and in the process our main city road Will be destroyed reduced to a mere bus depot distracting from the view of Table Mountain another step to make our city ugly. We lost the city's promenade into the sea on the pier- now we are losing this? We should find ways of again extending the Heerengracht into the sea and the waterfront to the city. Cenotaph marks the point where the soldiers marched to battle and death</p> <p>Position on boulevard is perfect, as passed daily by commuters and tourists. Main road not be transformed into a bus depot of any kind. Its a gathering point to see the Christmas lights. Moving the Cenotaph to the Grand Parade (car park and flea market) is not recommended</p> <p>Do not distract the central road. Need a central boulevard in the city. Will downgrade Adderley street</p>	<p>Beautify Cape town, similar to major cities e.g. Paris where parking lots are buried and (above ground) spaces are converted in to public spaces</p> <p>Place bus station elsewhere where it does not distract form views of Table Mountain, either Strand or Marine Drive Parking lot</p> <p>Situated bus station to railway station parking lots</p> <p>I suggested that the parking be moved below ground. That the square should be filled with fountains and monuments and not cars and flea markets or street vendors. It should be the world's greatest square it could be the worlds greatest square.</p>
2012/03/12	Don		Would tend to favour the Grand Parade as the relocation site!!	Agree, with move to the proposed site on Grand Parade
2012/03/13	Candace Violet Marais		Very against the move, it is not only the monument that is important, but the position on that road as men in WW1 marched down that road and many of whom did not return.	

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
2012/03/12	Charles Press		<p>Not in favour of moving the Cenotaph, especially not for a bus stop. Many people, tourist included pass by it everyday (considered to be one of the finest works of English-born sculptor Vernon March). It is well set off by, on one side, the black monolith of the ABSA building and on the other side by the low-rise station buildings - with Table Mountain in the background. The Grand Parade is a bad urban area to put the Cenotaph.</p>	<p>Not in favour of the move to the proposed site. Recommends: The median of the Heerengracht somewhere near where it meets Hertzog Boulevard. At the end of Hertzog Boulevard where it meets the Heerengracht. There is already a small "monument" here but it could easily be moved a little further to the East (personal choice as it would give the Cenotaph the maximum exposure it deserves). A further option would be in the Company Gardens near to the Delville Wood Memorial, perhaps on the site where the old World War I cannon is situated. But that area of the gardens is already so cluttered with monuments and statues that another monument would just diminish the impact of the Cenotaph.</p>
2012/03/12	Roekeya Bardien		<p>Very opposed to moving the Cenotaph, need to strongly protect the history of our city and that the issue with the bus stop can easily be worked ..without moving the Cenotaph. This city, more than any other city in this country, needs to keep its history face. We need statues/street names/airport names as a reminder to the generations to come...they must know what we must never go back to those dark times.</p>	<p>Does not support the Cenotaph relocation</p>

DRAFT FOR PUBLIC COMMENT HERITAGE IMPACT ASSESSMENT
 PROPOSED RELOCATION OF THE CENOTAPH FOR THE IRT BUS STATION ADDERLEY STREET CAPE TOWN

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
2012/03/12	Coreen Neethling		Does not support moving the Cenotaph. The fountains and the Cenotaph go together. Adderley Street as a grand entrance (to Cape Town) is already carved up by the bicycle lane. Now the majestic statue (with Table Mountain as back drop) must also go. From the top of Adderley Street into Government Avenue, it was a street of great history.	Does not support the Cenotaph relocation but if it has to be, then rather The Grand Parade, as it would be near the Castle and military history.
2012/03/12	Mark Brajtman	Jewish ex Service League	Does not want to see the Cenotaph disappear and be forgotten and especially not to be moved for a bus stop. Also very worried that the street will lose all of its beautiful architecture and that no thought for the future is being had. Where it now stands, every person walking or driving past, sees it. "Hidden away" in the Grand parade will lose the "meaning" of who those soldiers were. Don't let a bus stop take the place of that really beautiful monument.	It may be a good idea to move it close to the Castle and where the old Drill hall was. Move the bus stop in the grounds of the Railway station, or maybe a bit higher in Adderley Street. Do away with the circle and make that into a bus stop
2012/03/13	Chris Lochner		Grand Parade should do	Agree, for the Grand Parade as the new position for the cenotaph
2012/03/13	Clive Griffiths	CCT I.R.T.	Fully supports the relocation of the Cenotaph to the Parade	Remember the current position of the cenotaph at the new I.R.T. station with a plaque or similar giving a brief history and of where and why it is now at the Parade. Suggest (for the proposed Station name) is Adderley Cenotaph Station, which would reflect the past. Also it's quite educational

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
2012/03/13	Roche Petersen		Against relocation of the Cenotaph on the Grand Parade as this is little more than a big parking area and flea market. Feels the Cenotaph's inaccessibility has been its saving grace as it is far harder to vandalise than other more accessible monuments. Grand Parade: The Anglo-Boer War Statue as well as that of King Edward VII are quite inaccessible due to crowding around it, which means that tourists are reluctant to venture too near. Placing the Cenotaph here will expel it from the appreciating public's sight and minds and instead open it up to more vandalism.	Recommendations: first prize is Company Gardens. If it has to go on the Grand Parade it should go directly in front of the City Hall with the 2 existing memorial relocated in the near vicinity. Would personally suggest that the Cenotaph be reassembled in the Company Gardens due to tranquil setting. Recommend existing base retained. Herrengracht median may offer a sense of heritage to a modern cityscape but vandalism an issue to all memorials there.
2012/03/13	Kenny Phillips		Proposes alternatives for the moving of the Cenotaph	Consider Fort Wynyard Military Museum and the noon-gun emplacement on Signal Hill which would rival the stature of Rhodes Memorial
2012/03/13	Hugh O'Connell-Jones		The statue can be moved to the Grand Parade - as long it is used for military parades and WW1 /11 ceremonies	Agrees with relocation to the Grand Parade
2012/03/14	David Hersch		Cenotaph should not be moved. Many monuments have been moved and it is uncaring and hugely disrespectful. The Cenotaph has a direct connection to a similar monument in London, which is in a similar position in the middle of Whitehall with similar significance.	Use the fountain as a bus stop. Suggest a special plaque and memorial or even a small version of the Cenotaph be constructed on existing site with what it stood for and why together with a direction to where it will stand in its new position.
2012/03/14	Caroline Knott		The cenotaph is about remembering the past, not living in it. It will also be more accessible for Remembrance Day events without closing key roads.	Agrees with the relocation to the Parade.

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
2012/03/15	Charlotte Johnson		Reroute the bus route in the other direction so assist the people coming off the trains. Municipality are constantly proposing changes. Why must all form the past be changed? It is not the streets and city that apartheid promoted.	Stop changing items in our past
2012/03/15	Craig Wright		Supports the move of the Cenotaph to the Grand Parade. Feels it should not be hidden in the Company gardens	Agrees to move the Cenotaph to the Grand Parade
2012/03/12	Rory Atwood		Disagree with the proposed move of the Cenotaph	
2012/03/24	Melanie Groenewald		Very against moving Cenotaph. It should remain where it is at the gateway to Cape Town and South Africa.	Do something more constructive with those funds?
2012/03/21	Helen Binckes		The core comments is this could be a chance to reinstate much of the heritage, which has been lost from the monument. Cenotaph now dominated by tall buildings, surrounded by traffic and with distant views of the sea and mountain. Important to retain orientation towards the mountain.	Needs to be placed somewhere which is accessible but will not be vandalised and should be placed in such a manner that the link to the original position is kept. Improved interpretative signage in all official languages and braille.
2012/03/31	Maureen Archer		Feels strongly that the Cenotaph should remain on the median of Adderley Street or be moved further down onto the median of the Heerengracht. Even if the Heerengracht is reclaimed land, it is a more appropriate site for the Cenotaph than the Grand Parade, which, for all its historic military links, is now merely a car park. Who there ever looks at Edward VII or the Boer War memorial? And the Gardens site is already overcrowded and would deny the Cenotaph a significant space.	Should not go onto the Grand Parade or in the Gardens. It needs to be kept in full view. Should record the sacrifices of the Mendi soldiers.

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 PROPOSED RELOCATION OF THE CENOTAPH FOR THE IRT BUS STATION ADDERLEY STREET CAPE TOWN

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
2012/03/25	Louis Blom		One must accept that development is inevitable and therefore the proposed relocation of the Cenotaph is acceptable.	Recommend the siting is in the Company's Garden so that viewers can visit it in a relaxed manner. Vitally important to record the historical information of the Cenotaph as it is part of the country's history.
2012/03/27	Erica de Lange Purves		Leave the Cenotaph where it is. Adderley street in the 1940s was so beautiful and unique and has been spoilt so often in the last decades. A bus station would make it more unattractive.	
2012/03/29	Colleen Hart		Don't move the cenotaph- if you move this where do you draw the line for moving/ demolishing other memorials / buildings. A memorial to hundreds of lives swopped for a bus stop.	
2012/03/29	Wiidmar Jordaan		Concerned that the bronze plaques on the bases are going to disappear similar to other bronze fittings on buildings. To pedestrianize the centre of the city similar to European cities is a dream that is not priority for South Africans and city planners and therefore not achievable.	Recommend site for the Cenotaph is the Company's Garden
2012/03/29	Maj Gen P Pretorius	SA Army (Ret), Honorary Life National President of the Gunners' Association	In favour that the Cenotaph be moved to the Grand Parade.	Agrees. With relocation of the cenotaph to the Grand Parade

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
2012/03/30	Aubrey Jackson		In its present position it is a significant memorial, highly visible to citizens and visitors to our City. On the contrary the proposed new site whilst no doubt eminently suitable for the annual tribute to the men and women it honours enjoys little of the prominence to which this memorial is entitled, and reduces its status to one of relatively minor significance.	Move the Cenotaph to the extension of the convention centre
2012/03/30	Patricia O'Leary		The Company's Garden would allow people to read the plaques (provided they aren't stolen) and spend a little time remembering the fallen instead of dodging traffic as is the case now. I think the area would lend itself very well to dignified Remembrance Day parades and wreath-laying ceremonies and it is in an important pedestrian-friendly heritage site. It is also close to several of Cape Town's important memorials and museums.	Move to company gardens near the statue of General Tim Lukin. Include the names of the soldiers who died on the SS Mendi in WW1
2012/03/31	Andrew Preston		The Parade already has King Edward VII and the Boer War Memorial, and the Company Gardens has Cecil Rhodes, George Grey, Lukin and the Cape Artillery (the cannon rotting away). In Cape Town, one wonders if it is such a good idea to clutter the CBD with memorials that people rush past. The Cenotaph was always badly situated, but how about moving into a different area altogether.	If the Cenotaph was located in the Company Gardens, the area in front of the Jewish Museum might be the better place. The Park Avenue side of Rondebosch Common is another alternative
2012/03/31	Mrs V. Budden		No to moving the Cenotaph	

DRAFT FOR PUBLIC COMMENT HERITAGE IMPACT ASSESSMENT
 PROPOSED RELOCATION OF THE CENOTAPH FOR THE IRT BUS STATION ADDERLEY STREET CAPE TOWN

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
	Newton Woollam		Company Gardens would be the most suitable place for the statue to be placed in. People will be able to enjoy all the history, is a peaceful and lovely setting, without having to dodge cars, taxis and buses.	Company Gardens
2012/03/16	N. Kehl			Move to the Castle side of the Grand Parade, (first preference) or to within the walls of the Castle itself. A section be added to the structure commemorating those who lost their lives in the South West Africa border war, and MK who died for their freedom.
2012/03/21	Rory Atwood	SAAF WW2	Cenotaph should not be moved. It should remain as the gateway to Cape Town and South Africa	
2012/03/30	Annemarie Merkle		Cenotaph to be moved to the Company Gardens, which is a place where both locals and tourists can enjoy it.	Company Gardens
2012/04/05	Ian Pretorius	Chairman Simon van der Stel Foundation	Object to the removal of the Cenotaph. As a heritage body the Foundation have not been consulted. It seems ex service men were only just been informed through the press. The site is a historic one ...and the memorial should remain in its prominent position.	Consider the memorial integrated with the Bus Station or the transport hub could be moved to the Fountain site
2012/03/20 2012/03/25	Lgr Godfrey Giles	National Chairman Council of Military Veterans' Organizations, SA	Correction made to errors in report	

DATE	NAME	AFFILIATION	COMMENT SUMMARY	RECOMMENDATIONS
2012/03/16	Ron Davies	Professor	<p>Strongly opposed to moving the Cenotaph. The historical and emotional associations of the present site for veterans and their families and all those concerned to honour the sacrifices of members of the armed forces run very deep and must have priority recognition. In its context the site has almost a sacred connotation. Moreover, situated in the centre of our main street at a place historically associated with the points of departure of troops in the past demonstrates the importance of the site in society. Despite the recent refurbishment of the Grand Parade, the vitality of the space as a vibrant and dignified public place has not been restored. This is hardly the dignified and central environment one would want for a major and highly functional memorial. Feel very strongly that the City is being highly insensitive over this matter to achieve a material end.</p>	<p>Grand Parade is hopelessly inadequate site for it to be moved to as it lacks a dignified setting. The City should find an alternative site for the bus stop.</p>

DRAFT FOR PUBLIC COMMENT

ANNEXURE 5

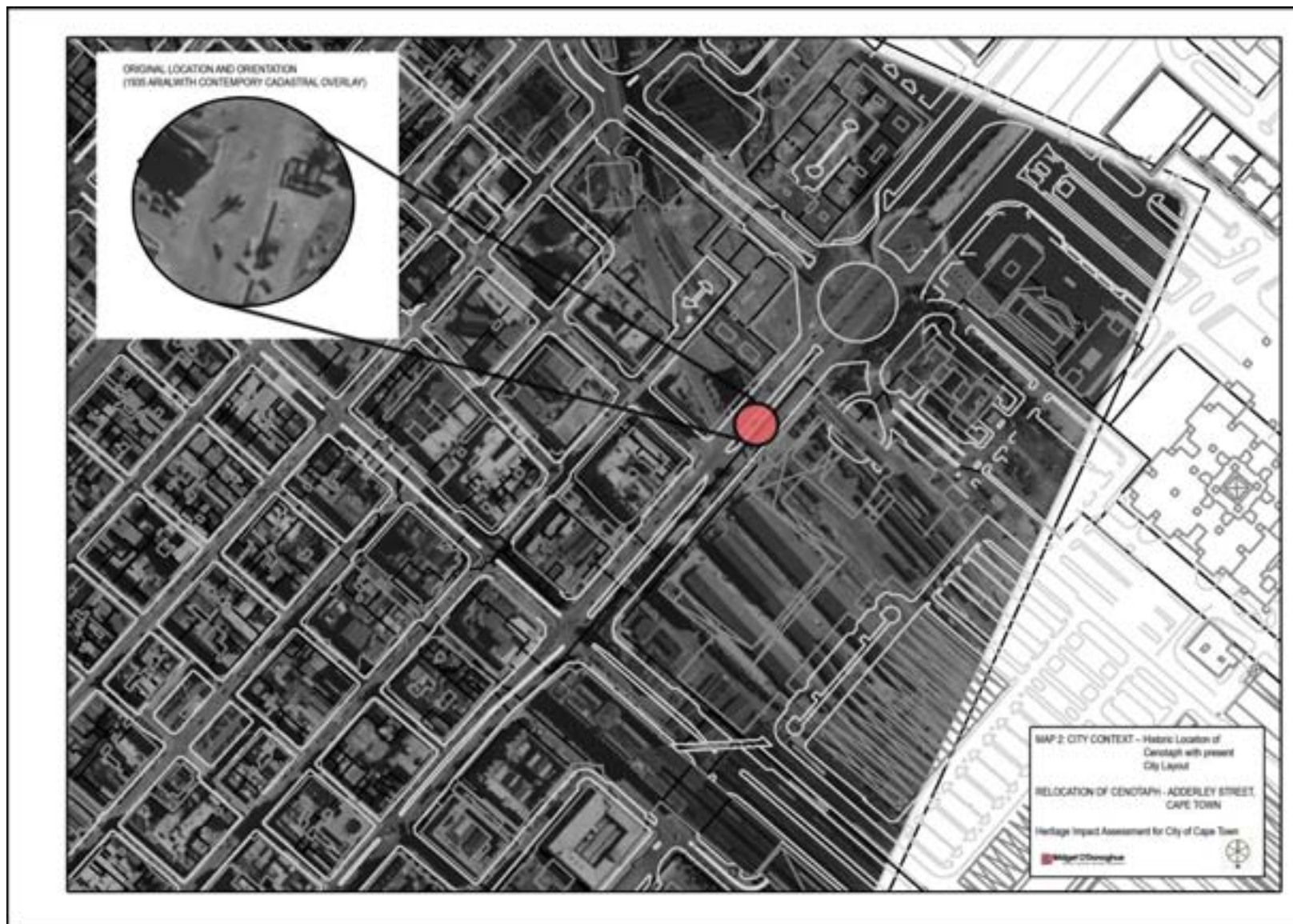
HIA

Proposed Relocation of Cenotaph Adderley Street Cape Town

Maps



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