



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500164351

**Remainder Erf 1424 and Erf 1425,
353 Main Road, Sea Point**

Development Management

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Land Use Planning Application in terms of Item 42 of the City of Cape Town Municipal Planning Amendment By-law, 2025 The Remainder of Erf 1424 and Erf 1425 Sea Point East.

Motivation Report

353 on Main Land Use Planning Application

The Remainder of Erf 1424 & Erf 1425, Sea Point East

CITY OF CAPE TOWN

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Acronyms

A.D.M.D	After Diversity Maximum Demand
AI	Artificial Intelligence
AIA	Archaeological Impact Assessment
AMG	Access Management Guidelines
BSP	Biodiversity Spatial Plan
CBA	Critical Biodiversity Area
CCT	City of Cape Town
CO2	Community Subzone 2
COGTA	Department of Co-operative Governance and Traditional Affairs
COTO	Committee of Transport Officials
DCP	Dynamic Cone Penetration (DCP) test
DEADP	Western Cape Department of Environmental Affairs and Development Planning
DMS	The Cape Town Development Management Scheme as contained in Schedule 3 of the City of Cape Town Municipality Planning Amendment By-Law 2025
du/ha	Dwelling Units per Hectare
DSD	Western Cape Department of Social Development
DSDF	District Spatial Development Framework for the Table Bay District 2023
ECD	Early Childhood Development
EMF	Environmental Management Framework
FAR	Floor Area Ratio
GABS	Golden Arrows Bus Service
GB5	General Business: Subzone 5
GLA	Gross Leasable Area
GR4	General Residential: Subzone 4
Ha	Hectares
HPOZ	Heritage Protection Overlay Zone
HWC	Heritage Western Cape
IACom	Impact Assessment Committee (Heritage Western Cape)
IDP	City of Cape Town's Integrated Development Plan 2022-2027
IUDF	Integrated Urban Development Framework

kℓ/d	Kilolitres per Day
kPa	kilopascal
LCF	The Living Cape: A Human Settlement Framework, referred to as LCF
LOS	Level of Service
LUPA	Western Cape Land Use Planning Act (Act 3 of 2014)
LUPO	Land Use Planning Ordinance, 15 of 1986
MSDF	City of Cape Town's Municipal Spatial Development Framework 2023
MPBL	City of Cape Town Municipal Planning Amendment By-law, 2025
NDP	The National Development Plan 2030
NDA	New Development Area, as described in the Table Bay District Spatial Development Framework
NEMA	The National Environmental Management Act (Act.107 of 1998)
NFEPA	National Freshwater Ecosystems Priority Areas
NHRA	The National Heritage Resources Act (Act 29 of 1999)
NID	Notice of Intent to Develop
NMT	Non-Motorised Transport
NPC	National Planning Commission
PHS	Provincial Heritage Site
PMR	Proclaimed Main Road
PT2	PT2 zone: The PT2 zone is a public transport area defined by the City of Cape Town's zoning scheme, primarily focused on reducing off-street parking requirements for new developments in areas well-served by public transit.
PSDF	Provincial Spatial Development Framework
RZs	Restructuring Zones
SACPLAN	South African Council for Planners
SAHRA	South African Heritage Resource Agency
SDGs	Sustainable Development Goals
SDP	Site Development Plan
SG	Surveyor General
SHRA	Social Housing Regulatory Authority
SPC	Spatial Planning Categories
SPLUMA	Spatial Planning and Land Use Management Act (Act No 16 of 2013)
SDGs	Sustainable Development Goals

TBDP	Table Bay District Plan 2023
TOD	Transit Orientated Development
TIA	Traffic Impact Assessment
TIS	Traffic Impact Statement
TR2	Transport: Subzone 2
UDZ	Urban Development Zones
VAC	Visual Absorption Capacity: The VAC of a site indicates how much of the project would be visually “absorbed” or “disappear”, into the receiving environment. VAC is defined as follows: High VAC – Effective screening by topography and vegetation. Moderate VAC – Partial screening by topography and vegetation. Low VAC – Little screening by topography or vegetation.
VIA	Visual Impact Assessment
VPUU	Violence Prevention through Urban Upgrading
WCBSP	The Western Cape Biodiversity Spatial Plan, 2017
WCGESF	Western Cape Green Economy Strategic Framework
WCG	Western Cape Government
WCIF	Western Cape Infrastructure Framework 2050
WCIS	Western Cape Infrastructure Strategy 2050
WCIIIP	Western Cape Infrastructure Implementation Plan 2050

EXECUTIVE SUMMARY

Property Description: Remainder of Erf 1424 Sea Point East and Erf 1425 Sea Point East

Location: 353, Main Road, Sea Point, Cape Town

Ownership: Western Cape Government (Remainder of Erf 1424)

City of Cape Town (Erf 1425)

Title Deed: (Remainder of Erf 1424)
(Erf 1425)

Extent:

	Property description	Extent of land parcel
1	Remainder of Erf 1425, Sea Point East	± 20m ²
2	Remainder of Erf 1424, Sea Point East	±16 350m ²
TOTAL EXTENT OF SITE OF APPLICATION		± 16 370m²

Current Zoning: The Remainder of Erf 1424 has a split zoning of “Transport Zone 2”, “General Business 5” and “General Residential 4” and Erf 1425 is currently zoned “General Business 5”

Description of the Proposed Development: The 353 on Main Development is envisioned to be a vibrant, inclusive, safe, urban-living, mixed-use development, embracing heritage whilst offering affordable housing, shared spaces, and integrated amenities. The key characteristics that will be sought after in 353 on Main Project, are as follows: Vibrant and Mixed-use; Inclusive, Safe and Secure; Sense of place; and Convenient.

The development concept proposes an 8-storey building on parcel 1, comprising of Open Market Residential with retail on ground floor. The remainder of the development, parcels 2 and 3, are proposed for 4-storey walk-up social housing blocks, arranged around multifunctional courtyards. It is envisioned that these blocks have positive street interfaces, but that pedestrian access is from the courtyards. In this development concept, Affordable Housing is omitted. All parking is accommodated within basement levels, with no at-grade parking, due to limited site capacity, the need to prioritise social spaces, and the objective of maximising the developable area.

The courtyards are envisioned as dedicated multifunctional social spaces for the tenants of the housing developments, but emergency and service vehicle access are provided.

The residential yield model indicates that approximately 440 units can be accommodated. It is proposed that social housing units be maximised in subsequent detailed design phases, with a minimum target of 200 units, subject to the availability of grant funding and prevailing market conditions at the time of implementation.



Figure 1: 353 on Main Development Plan – Site Development Concept

Objective of the Application:

The objective of this application is to facilitate and obtain the required use rights that will enable the WCG to appoint a developer to develop the site on their behalf to create a residentially- led, mixed-use development. The objectives are therefore to create an agreed envelope within which development can occur, in which the built form is articulated as a cube with the number of units (minimums) height and floor space with conditions. The current development proposal and layout plan together with the landscaping and design guidelines provide sufficient information to establish the development parameters and fixes that the developer will need to adhere to when a formal site development plan is prepared for approval in terms of Item 123 of the Development Management Scheme based on the approved basket of rights and Development Concept Plan with the Development Report, Design Guidelines and HIA ROD being sought with the current application.

Application: An application is hereby submitted for the following:

1. In terms of **Item 42(f)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Consolidation** of Erf 1425 and the Remainder of Erf 1424, Sea Point East to rectify the previous subdivision which is no longer required or desired.
2. In terms of **Item 42(d)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Subdivision** of the consolidated erf, into four portions, as follows:
 - The Remainder of Erf 1424 (parent erf – new remainder from subdivision)
 - Portion 1
 - Portion 2, and
 - Portion 3

Only Portions 1 – 3 are planned for the proposed development contained in this application.

3. In terms of **Item 42(a)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Rezoning** of the proposed Portion 1 from a split zoning of “Transport Zone 2”, “General Business 5” and “General Residential 4” to “**General Business 5**”; and of portions 2 and 3 from “General Residential 4” to “**General Residential 5**”.
4. In terms of **Item 42(g)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Removal of Restrictive Title Deed Conditions** (see Section 2.6 of this report as well as the attached Conveyancer’s Certificate for details).
5. In terms of **Item 42(b)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for a **Permanent Departure** to relax the Street building line along Main Road from 5 metres to 0 metres.
6. In terms of **Items 162 and 164** of the City of Cape Town Municipal Planning Amendment By-law, 2025, application is made for the approval of the proposed development and demolition of identified structures (HIA) within the **Sea Point Heritage Protection Overlay Zone (HPOZ)**.

Structure of the Report:

Section 1 of the report provides an introduction and background to the proposed 353 on Main Development and provides an overview of the land use planning application and applicant details.

Section 2 of the report provides a description of the property, including Title Deed information, current zoning, land use character and development informants.

Section 3 of the report describes the development vision and guiding principles and provides an overview of the development concept, visual mitigation strategies and information contained in the 353 on Main Development Plan.

Section 4 of the report deals with the various impact assessments and specialist studies.

Section 5 of the report describes the application particulars and the various components that are applied for in this land use planning application.

Section 6 of the report provides the motivation for the proposed development in terms of land development principles, desirability, alignment with strategic national, provincial and local planning frameworks.

Section 7 of the report outlines the stakeholder engagements to date and public participation process that will be followed.

Section 8 of the report provides the conclusions and recommendations.

SECTION 1	Introduction and background
SECTION 2	Property particulars and site constraints
SECTION 3	Development overview
SECTION 4	Impact Assessments and Specialist Studies
SECTION 5	Application particulars
SECTION 6	Motivation
SECTION 7	Stakeholder Engagements and Public Participation
SECTION 8	Conclusion and Recommendations

Figure 2: Structure of the Report

Conclusion and Recommendations:

The proposed 353 on Main Development is aligned with strategic local and provincial plans. The proposed development is also consistent with existing policy and planning frameworks and adheres to the principles of the Spatial Planning and Land Use Management Act (Act No 16 of 2013) (SPLUMA). This application complies with the following General Principles for development as stated in Chapter 2 of the Spatial Planning and Land Use Management Act, 2013 (Act No 16 of 2013).

The proposal also sets out to meet the land development principles referred to in Section 42 of the Spatial Planning and Land Use Management Act (Act 16 of 2013) (SPLUMA) and Chapter VI of the Western Cape Land Use Planning Act (Act 3 of 2014) (LUPA).

There is a very high and critical demand for affordable housing in the Sea Point area. This demand is driven by a significant and increasing disparity between property/rental costs and the income of working-class and middle-class residents. People who work in Sea Point's service, retail, and security sectors are often forced to live in much further, less well-located areas and face long, expensive commutes, perpetuating the spatial inequality left by apartheid.

The demand has led to significant legal and political contestation, primarily around the use of well-located public land. The Site of Development has been the focus of a long-running legal battle led by housing activists (like Ndifuna Ukwazi and Reclaim the City) who argue the public land, specifically within the inner city, should be used for social and affordable housing to address spatial justice. This project has been initiated by the Western Cape Government via its Department of Infrastructure who committed to include affordable and social housing units in the redevelopment plans for a portion of the site which will contribute significantly to address the related housing demand in the area.

The proposed 353 on Main Development is likely to have significant and multifaceted socio-economic impacts, generally involving a blend of economic growth, urban revitalisation, and an opportunity for increased affordability and community cohesion.

Sea Point, especially along Main Road and Beach Road, already features numerous multi-story apartment buildings. The proposed 353 on Main Development is strategically sited to align with or reinforce the higher-density nodes identified in the City's spatial development framework (along the Main Road transport corridor).

Sea Point is an accessible and well-serviced area, particularly along the Main Road/Helen Suzman Boulevard public transport corridors (e.g., MyCiTi bus routes). The City's policy encourages higher-density infill development in such strategic locations to maximise the use of existing infrastructure and promote public transport usage, reducing reliance on private cars. The transport impacts of the planned development can be accommodated by the existing road network and no additional road upgrades/changes are needed, and the existing water and sewer networks have sufficient capacity to accommodate the projected demand and flows for the proposed development.

The visual impact assessment and townscape analysis confirms that the 8-storey height on parcel 1 is an appropriate response to the dense, "urban wall" typology of Main Road and remains subordinate to the taller high-rise buildings along the beachfront. The stepping down of the scale to four storeys on parcels 2 and 3 is a critical and appropriate design decision, responding to the finer-grain, lower-rise residential context towards Signal Hill. When viewed from a distance, such as the Sea Point Promenade, the proposal massing integrates well with the existing urban skyline and aligns with the principles set out within the CoCT's Tall Building Policy and the Table Bay DSDF. In addition to this, viewing the proposal from an elevated vantage point shows that it integrates into the existing urban environment and does not significantly impact the primary sea view or the horizon line.

The detailed land use planning for the remainder portion of the site, with the former Ellerslie / Tafelberg School building and forecourt garden space, is excluded from this land use application in terms of additional land use rights and development proposal and have been allocated for the future use by the Western Cape Government's Department of Social Development (DSD). The future development of the DSD portion will follow separate processes guiding its development and use.

The Heritage Impact Assessment has been approved by Heritage Western Cape. The Record of Decision for the proposed 353 on Main (Tafelberg) Precinct subdivision and redevelopment Final Updated Heritage Impact Assessment was made at the HWC IACom sitting on 17 June 2026. The subdivision is approved in terms of Section 27 of the NHRA given the Provincial Heritage Site (PHS) status; the demolition of Wynyard Mansions, Music Rooms, and Garage as per the Site Development Plan (Zutari, 2026c) is approved; the massing, height and layout as per the Updated Concept Report (Zutari, 2026c) is approved; and the Design Guidelines (Zutari, 2026d) are endorsed, among other endorsements to enable the proposed development plan/proposal.

353 ON MAIN (TAFELBERG) DEVELOPMENT

SECTION 1 - INTRODUCTION AND BACKGROUND

1 INTRODUCTION AND BACKGROUND

1.1 Introduction

The Western Cape Government Department of Infrastructure appointed Zutari to commence with site enablement on the former Tafelberg School site, known as the Remainder of Erf 1424 (including unregistered Erf 1675), 353 Main Road, Sea Point East (the site). The project is known as the 353 on Main (Tafelberg) Project, hereafter termed the 353 on Main Development.

Given the central and strategic location of the site within a District (Sub-Metropolitan) node and its proximity to public transport and social infrastructure, the site has significant development potential. The site also has extensive heritage and cultural significance which need to be considered, respected and incorporated into future development proposals as far as viable and feasibly possible.

The property vests with Western Cape Government under the custodianship of the Department of Infrastructure. The Department has commenced with site enablement to facilitate the transformation of the site into a truly integrated development within the urban inner core.

A development concept has been developed by the professional team, informed through thorough site and contextual investigations, policy informants, stakeholder engagements, financial feasibility / market related considerations, detailed heritage design indicators, various baseline assessments and WCG aspirations and socio-economic and service delivery requirements, and iterative design processes. The proposed development will comprise of a residential-led mixed-use development with affordable housing (including social housing), on the identified three subdivided development parcels. The entire eight (8) storey building on parcel 1 is to be Open Market Residential with retail on the ground floor. The remainder of the proposed development, parcels 2 and 3, are proposed as four (4) storey walk-up social housing developments arranged around multifunctional courtyards. Refer to **Section 3** of this report for further details of the planned development.

Erf 1425 Sea Point East was created through the subdivision of the Remainder of Erf 1424 and subsequently transferred to the City of Cape Town for anticipated municipal infrastructure use. As the infrastructure project did not proceed, and due to heritage related informants, this application includes the re-consolidation of Erf 1425 with the Remainder of Erf 1424.

The application is submitted in terms of Item 42 of the City of Cape Town Municipal Planning Amendment Bylaw, 2025, to obtain land use planning approval from the City of Cape Town Municipality including the consolidation, subdivision and rezoning of the site of application.

It should be noted that this application only applies for development rights to be granted to the proposed subdivision / development parcels (subdivided portions 1 – 3; refer to Section 5.2 of this report for details) as set out in this application. No additional development rights are being applied for on the remainder / parent erf with the former Ellerslie/Tafelberg School building and forecourt garden space (referred to as the remainder of the property / future DSD site). Any changes to the existing development rights of this remainder/parent site will need to follow a separate land use planning application process if deemed necessary.

1.2 Background

The site is located within the urban inner core of Sea Point and has a long tradition as a place of learning which dates back to 1899. Buildings on the site have stood vacant since the Tafelberg High School was relocated in 2010 to its new premises and the occupants of the Wynyard Mansions social housing block were relocated, and some evicted around 2013.

The District Spatial Development Framework (DSDF) for the Table Bay District positions the site as a New Development Area (NDA), which refers to underdeveloped and partially developed land earmarked for new infill and brownfield residential and non-residential development of various types and densities. The supporting development guideline for the site as per the Table Bay DSDF 2023 is to support the development of the site as a mixed-use development with potential to incorporate social facilities, residential development and active street front uses, paying particular attention to the need for social/affordable housing opportunities and future school facilities in the Sea Point area.

The informants (opportunities and constraints) gathered during the future site exploration stage - along with the contextual, policy and legislative frameworks and baseline investigations, provided a basis for the future enablement / development of the site. This guided the Western Cape Government (WCG) Department of Infrastructure's development aspirations and objectives, informed the initial engagements and discussions with stakeholders and formed the basis for the conceptual development. Several investigations and studies have been completed to further inform site development possibilities and design guidelines to guide the various statutory approval processes and future development(s). The final development concept formulation has also taken the inputs received during the stakeholder engagement process into consideration. Once the development concept has been finalised, further detailed impact assessments and specialist studies were conducted. A comprehensive Heritage Impact Assessment in terms of Section 38 of the National Heritage Resources Act (NHRA), is also underway.

Refer to the annexures of this report for more information regarding the specialist investigations conducted on the site.

1.3 Purpose of Memorandum

- (i) To gather all relevant information regarding the development proposal and land use planning application into one document;
- (ii) To analyse all relevant information regarding the site and informants to the design of the proposed development; and
- (iii) To motivate the housing demand and desirability of the proposed development including the required consolidation, subdivision and rezoning of a portion of the Remainder of Erf 1424 and Erf 1425, Sea Point East to create the **353 on Main Development** site, in terms of the City of Cape Town Municipal Planning Amendment Bylaw, 2025, in order to enable the relevant governing bodies to make an informed decision.

1.4 Application

An application is hereby submitted for the following:

1. In terms of **Item 42(f)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Consolidation** of Erf 1425 and the Remainder of Erf 1424, Sea Point East to rectify the previous subdivision which is no longer required or desired.
2. In terms of **Item 42(d)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Subdivision** of the consolidated erf, into four portions, as follows:
 - The Remainder of Erf 1424 (parent erf – new remainder from subdivision)
 - Portion 1

- Portion 2, and
- Portion 3

Only Portions 1 – 3 are planned for the proposed development contained in this application.

3. In terms of **Item 42(a)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Rezoning** of the proposed Portion 1 from a split zoning of “Transport Zone 2”, “General Business 5” and “General Residential 4” to “**General Business 5**”; and of portions 2 and 3 from “General Residential 4” to “**General Residential 5**”.
4. In terms of **Item 42(g)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Removal of Restrictive Title Deed Conditions** (see Section 2.6 of this report as well as the attached Conveyancer’s Certificate for details).
5. In terms of **Item 42(b)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for a **Permanent Departure** to relax the Street building line along Main Road from 5 metres to 0 metres.
6. In terms of **Items 162 and 164** of the City of Cape Town Municipal Planning Amendment By-law, 2025, application is made for the approval of the proposed development and demolition of identified structures (HIA) within the **Sea Point Heritage Protection Overlay Zone (HPOZ)**.

1.5 Pre-Application Consultation

In terms of **Item 70** of the City of Cape Town Municipal Planning Amendment By-law, 2025 a formal pre-application meeting was conducted prior to the submission of this application.

In terms of this application and the development proposal contained herein, several consultation sessions were held with the project stakeholders and relevant municipal officials and a formal pre-application was submitted to the Municipality on 18 February 2026, where-after a pre-planning consultation was held with the City of Cape Town’s Municipality’s Planning Department on 4 March 2026.

See the **minutes of the Pre-Application consultation** attached as **Annexure C**.

1.6 Information Required in terms of Item 71 of the By-Law

In terms of Item 71 of the City of Cape Town Municipal Planning Amendment By-law, 2025, an application must be accompanied by the following information and documents:

Table 1: Information Required in Terms of Item 71 of the By-Law

	Information Required	Location	Included in the Application	
			Yes	No
71 (1)(a)	Application form, completed and signed by applicant	Annexure A	X	
71 (1)(b)	Power of Attorney & Proof that the person is authorised to act on behalf of the Client	Annexure B	X	
71 (1)(c)	Proof of Payment of Application Fees	TBC		
71 (1)(d)	Record of pre-application consultation	Annexure C	X	

	Information Required	Location	Included in the Application	
			Yes	No
71 (1)(e)	Proof of Registered Ownership (Title Deeds)	Annexure D	X	
71 (1)(f)	Locality Plan	Annexure E	X	
71 (1)(g)	Copy of the Surveyor-General's diagram of the subject properties (as well as the Land Surveyor's Report)	Annexure F	X	
71 (1)(h)	Written motivation for the application	This Report	X	
	Bondholder's Consent	N/A No bonds registered on the properties.		
71 (1)(m)	Layout Plans:		X	
	- 353 on Main Development Plan	Annexure G		
	- Consolidation Plan	Annexure H		
	- 353 on Main Development Subdivisional Layout Plan	Annexure I		

In addition to the mandatory requirements listed above, this application is supported by the following additional documents:

- ▶ **Conveyancer's Certificate** **Annexure J**
- ▶ **Concept Design Report** **Annexure K**
- ▶ **Development Guidelines Report** **Annexure L**
- ▶ **Geotechnical Investigation (Phase 1 Report – baseline)** **Annexure M**
- ▶ **Engineering Services Report** **Annexure N**
- ▶ **Stormwater Strategy Report** **Annexure O**
- ▶ **Traffic Impact Assessment** **Annexure P**
- ▶ **Social Impact Statement** **Annexure Q**
- ▶ **Heritage Reports - HIA** **Annexure R**
- **Visual Impact Assessment** **Annexure S**

• Landscape Guidelines & Plan	Annexure T
• Architectural and Context Analysis	Annexure U
• Social Historical Study	Annexure V
• Archaeological Impact Assessment	Annexure W
▶ Tree Survey	Annexure B1
▶ Preliminary Stakeholder Engagements Reports	Annexure B2

1.7 Applicant Detail

The Western Cape Government is the lawful owner of the Remainder of Erf 1424 Sea Point East and the City of Cape Town Metropolitan Municipality is the lawful owner of Erf 1425 Sea Point East as stated on the registered title deeds of the erven that form the site of application. Attached please find copies of the title deeds, confirming the ownership of each land parcel (**Annexure D**).

The Western Cape Department of Infrastructure appointed Zutari (Pty) Ltd to submit this land use planning application on their behalf. Zutari (Pty) Ltd, in their capacity as consultant for the Western Cape Department of Infrastructure, was authorised by the Department to sign any and all relevant documentation which may be necessary for the proposed planning application on behalf of the Department. The Special Power of Attorney signed by the Department, appointed Zutari (Pty) Ltd as the lawful agent to prepare and compile the documentation required for the change in land use rights and subdivision of **353 on Main Development**. Similarly, the City of Cape Town, via their Property Transactions Department, Economic Growth, also provided Zutari with a signed power of attorney (completed CCT form MPBL – LUM 02) to authorise Zutari to prepare and compile the documentation required for the consolidation of Erf 1425 with the Remainder of Erf 1424.

Attached please find a copy of the signed Power of Attorneys (**Annexure B**).

Table 2: Applicant Details

Applicant:	The Western Cape Department of Infrastructure appointed Zutari (Pty) Ltd as lawful Agent to submit this application on behalf of the Department.
Contact Person of Authorised Professional Planner	Rudolf Schröder
SACPLAN Registration number:	A/151/2009 (See registration certificate attached as Annexure X)
Street Address	Suite 201 2 nd Floor Bloemhof Building 65 York Street George 6529
Telephone Number	
Email Address	

See SACPLAN registration certificate attached as **Annexure X**.

1.8 Structure of the Report

- Section 1** of the report provides an introduction and background to the proposed 353 on Main Development and provides an overview of the land use planning application and applicant details.
- Section 2** of the report provides a description of the property, including Title Deed information, current zoning, land use character and development informants.
- Section 3** of the report describes the development vision and guiding principles and provides an overview of the development concept, visual mitigation strategies and information contained in the 353 on Main Development Plan.
- Section 4** of the report deals with the various impact assessments and specialist studies.
- Section 5** of the report describes the application particulars and the various components that are applied for in this land use planning application.
- Section 6** of the report provides the motivation for the proposed development in terms of land development principles, desirability, alignment with strategic national, provincial and local planning frameworks.
- Section 7** of the report outlines the stakeholder engagements to date and public participation process that will be followed.
- Section 8** of the report provides the conclusions and recommendations.

SECTION 1	Introduction and background
SECTION 2	Property particulars and site constraints
SECTION 3	Development overview
SECTION 4	Impact Assessments and Specialist Studies
SECTION 5	Application particulars
SECTION 6	Motivation
SECTION 7	Stakeholder Engagements and Public Participation
SECTION 8	Conclusion and Recommendations

Figure 3: Structure of the Report

2 PROPERTY PARTICULARS

2.1 Property Description, Registered Owner and Title Deed

The properties that form the site of application are known as the Remainder of Erf 1425 and Erf 1425, Sea Point East (also referred to as 'the site of application').

The registered owner of the Remainder of Erf 1424 Sea Point East as reflected on the title deed is the Western Cape Government. The registered owner of Erf 1425 Sea Point East as reflected on the title deed is the City of Cape Town. See **Annexure D** for copies of the Title Deeds attached. Attached also find copies of the power of attorneys signed by the respective landowners, authorising Zutari to submit this application on behalf of the landowners (**Annexure B**).

The registered owners of the properties are reflected in the table below:

Table 3: Property Details

Remainder of Erf 1424, Sea Point East	
Title Deed Number:	
Title Deed Description:	Remainder of Erf 1424, Sea Point East
Registered Owner:	Western Cape Government

Erf 1425, Sea Point East	
Title Deed Number:	
Title Deed Description:	Erf 1425, Sea Point East
Registered Owner:	City of Cape Town



Figure 6: Map of Table Bay District in Cape Town

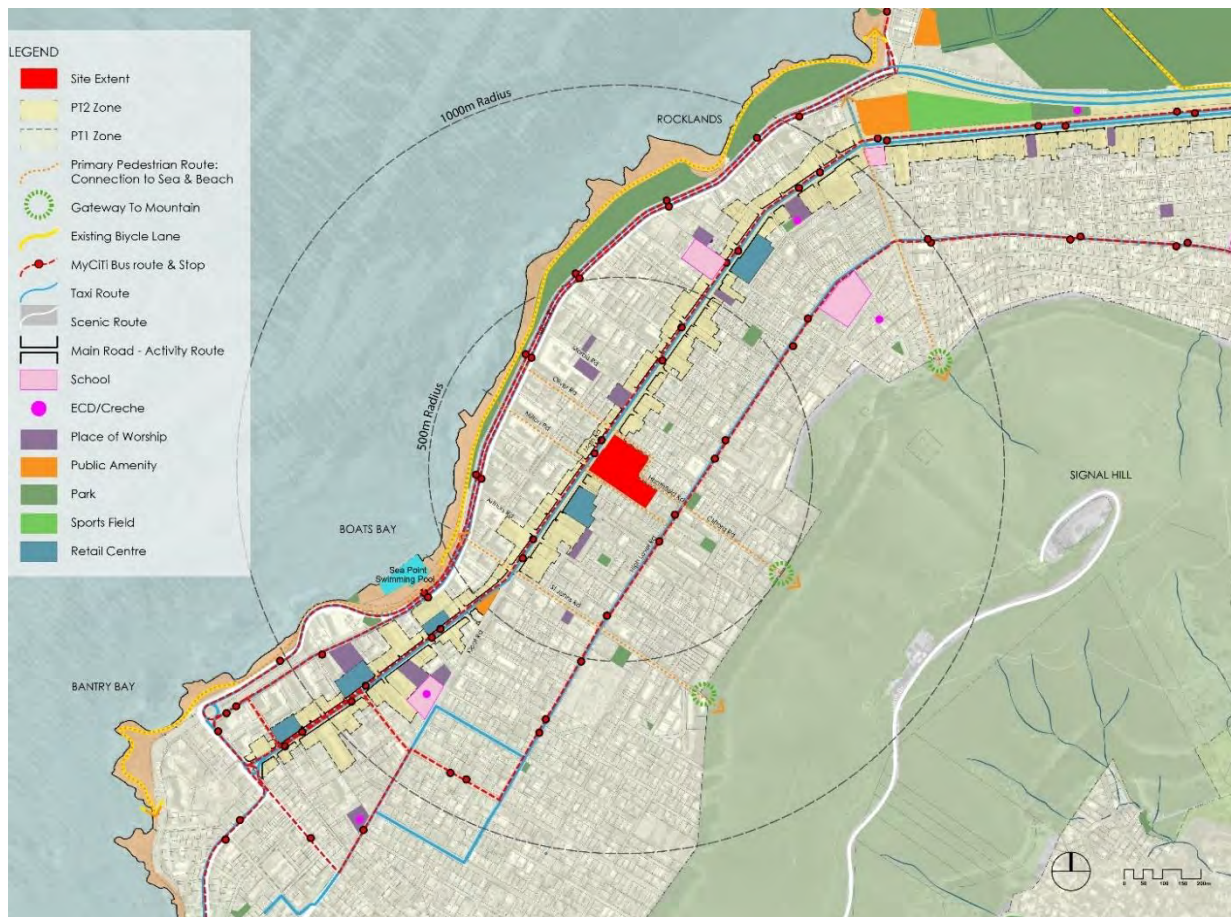


Figure 7: 353 on Main Site in relation to Sea Point and Surrounding Facilities and Amenities



Figure 8: 353 on Main site - Locality

2.3 Extent

Erf 1425 Sea Point East is to be consolidated with the Remainder of Erf 1424 as detailed below:

Table 4: Extent of Site of Application

	Property description	Extent of land parcel
1	Erf 1425, Sea Point East	± 20m ²
2	Remainder of Erf 1424, Sea Point East	±16 350m ²
TOTAL EXTENT OF SITE OF APPLICATION		± 16 370m²

See subsequent sections of this report for more detail in this regard.

2.4 Jurisdiction

The Site of Application is within the jurisdiction of the City of Cape Town Metropolitan Municipality, Western Cape Province, South Africa, in the Table Bay District area, Ward 54, Sub-council 16.

2.5 Surveyor General Diagrams and Servitudes

The Remainder of Erf 1424 Sea Point East was created through the consolidation of 23 previous erven. There are a number of servitudes registered over the property which are no longer required as they lapsed when the erven were consolidated to create erf 1424 (see Section 2.6.2 of this report). There are stormwater and pipe drain servitudes as indicated in Figure 9 below which will remain and have been incorporated in the design of the proposed development.

Stormwater servitude (K523/1983S)

K523/1983 – Is a storm water servitude and is indicated by a broken line on Diagram No 9697/1971 (see blue shaded dashed line in the image below). There is a condition (b) on Notarial Deed K523/1983 which will have an effect on the development. The said condition reads as follows:

“(b) No building or structure shall be erected within 1,26 metres on either side of said line o.y²”

Pipe Drain Servitude

Condition V in the Consolidated Title refers to a pipe drain on the figure marked q.u.v.p.H on diagram No. 9697/7971 and held by (see yellow shaded area in image below). This pipe drain servitude will also remain and have been incorporated into the design of the proposed development.

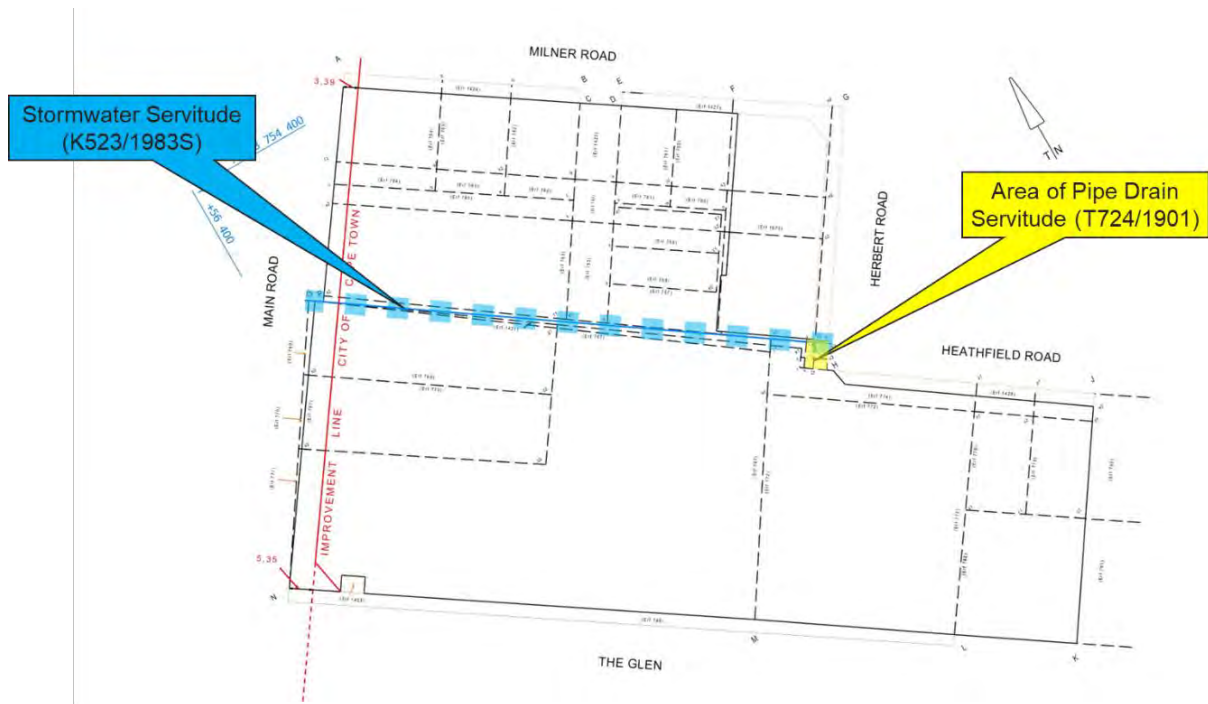


Figure 9: Stormwater Servitude (K523/1983S) & Pipe Drain Servitude

After the Remainder of Erf 1424 Sea Point East was created through the consolidation of 23 previous erven, a number of subdivisions followed. Erf 1675 was subdivided and registered at the Surveyor General and became the erf where the Wynyard Mansions Social Housing is located, but the erf was never formally registered in the Deeds Office and therefore remained unregistered. The SG diagram has subsequently been withdrawn from the SG's Office / Records and the area of the erf is thus still part of the parent erf (the Remainder of Erf 1424), as confirmed in the images below:

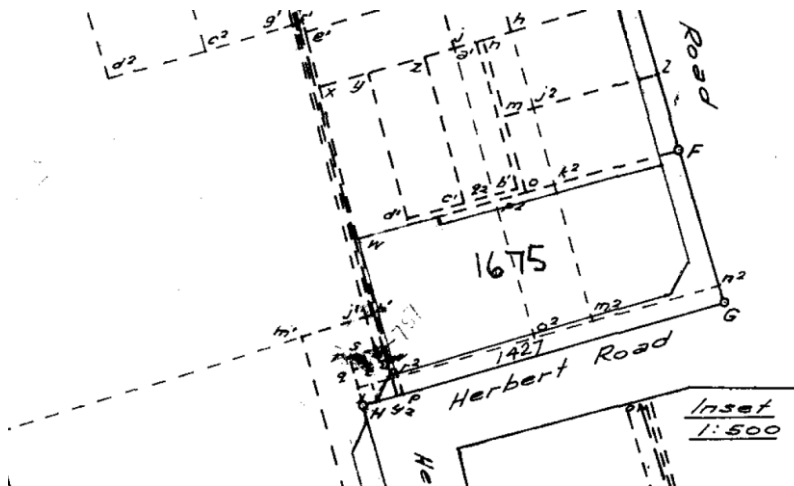


Figure 10: Excerpt of SG Diagram – Illustrating unregistered Erf 1675 Sea Point East



land reform & rural development

Department:
Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA

Office of the Surveyor-General: Western Cape

REGISTRAR OF DEEDS

OUR REF: S/5893/12 Vol. 1

Western Cape Deed Registry

Date: 29 October 2025

WITHDRAWAL CAVEAT

This diagram is hereby withdrawn.
Please ensure that this diagram is not accepted for registration.

Diagram no(s) 10528/1993
Representing, Erf 1675 Sea Point East
Parent property Erf 1424 Sea Point East
Vide Dgm 9697/1971
D/T 1983.000.34053

Administrative District, CAPE

For SURVEYOR GENERAL

Figure 11: Withdrawal of the SG Diagram of Erf 1675 Sea Point East (Wynyard Mansions)

The Remainder of Erf 1424 was further subdivided whereby Erf 1425, Erf 1426, Erf 1427 and Erf 1428 was subdivided and transferred into the ownership of The City of Cape Town. These erven were created to enable road widenings or for electrical infrastructure (Erf 1425) to be constructed by the Municipality on sections of some of these erven.



Figure 12: Further Subdivisions – Erven 1425, 1426, 1427, 1428 & 1675

Certain of these erven, such as Erf 1426, has been used for road widening infrastructure and others have been erroneously “used” by the previous uses on the Remainder of Erf 1424 and seen as encroachments. The encroachments that are currently occurring over parts of the erven owned by the City of Cape Town (Erven 1425, 1426, 1427 and 1428) will be rectified through this land use process and the proposed development implementation. Erf 1425 will be consolidated with the Remainder of Erf 1424 and any structures that encroach onto the adjacent erven will be demolished when construction of the proposed 353 on Main Development commences, following the relevant required approvals. Fencing will be rectified to align to the official cadastral boundaries at construction stage as part of the future development, as discussed and agreed to with CCT Branches Transport Planning and Infrastructure and Property Holdings during baseline assessment stage.

50 Feet Road Servitude

In addition to the pipe drain servitude and the stormwater servitude over the site, one of the previous title deeds and further title deed shows the registration of a 50 feet road servitude registered on Deed of Transfer After numerous attempts and enquiries at the Deeds Office and the Surveyor General to establish the exact location of this servitude, the position of this servitude could not be found. The Surveyor General has no record of this servitude. Although it is believed that this servitude will not hinder the proposed development, application is made to remove this servitude as it is deemed to no longer be required or applicable. Application is made in accordance with item 42(g) of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the Removal of Restrictive Title Deed Conditions to formally remove this condition from the title deed.

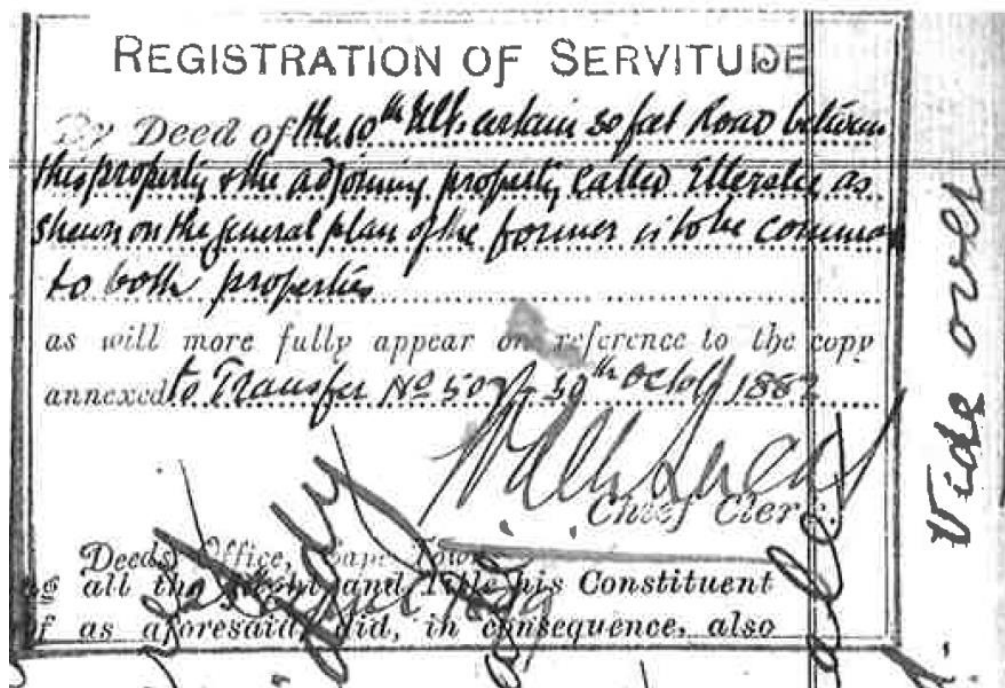


Figure 13: 50 feet Road Servitude registered on Title Deed 507 of 1882 (as shown on the last page of further title deed T8629/1897)

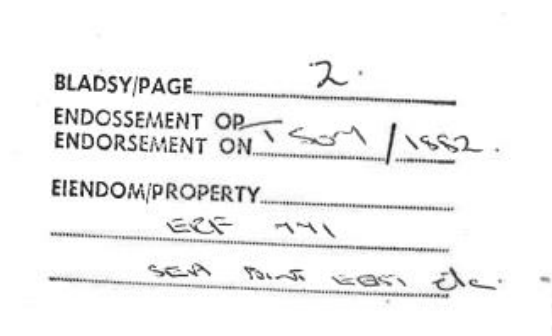


Figure 14: Endorsement on page 2 of Title Deed

See the Surveyor General Diagrams and Land Survey Report attached as **Annexure F**.

2.6 Restrictive Title Conditions

The Consolidated remainder of Erf 1424 is held under Title Deed No. _____ which is subject to 23 additional title deeds which, in turn, is subject to 42 further title deeds which, in turn, is subject to conditions contained in 27 further title deeds.

I Murison Inc prepared a Land and legal investigations report in 2 phases. Phase 1 of the report contained the preliminary legal and conveyancing findings based on an investigation of the land registry records relating to the holding title deed for Consolidated Remainder of Erf 1424 as contained in the Cape Town Deeds office.

Phase 2 of the report lists any restrictive title deed conditions in the various holding title deeds and further title deeds applicable to the site, and makes recommendations regarding conditions that can be removed and those to be included in the land use planning application. Since the above-mentioned reports were prepared, it was found that the numerous conditions found in the previous title deeds are no longer applicable and automatically lapsed when the properties were consolidated and when the Municipal Planning Bylaw came into effect. The only three conditions that are still valid and is deemed to have an impact on the proposed development, are the three servitude conditions mentioned in Section 2.5 of this report:

- Stormwater servitude – K523/1983S
- Pipe drain servitude –
- 50 Feet Road servitude –

Servitudes are usually not regarded as “restrictive title deed conditions”, but due to the fact that these servitudes are notarially registered on the Title Deeds, application will have to be made to formally remove or de-register these servitudes at the deeds office.

See the Conveyancer’s Certificate attached as **Annexure J** for more details.

The table below contains the title deed numbers of the 27 title deeds:

Table 5: List of 27 Title deeds

No	Date	Title Deed No.
1	28/05/1830	
2	21/12/1854	
3	23/12/1854	
4	08/08/1855	
5	11/04/1856	
6	19/10/1858	
7	06/06/1860	
8	02/04/1862	
9	07/04/1862	
10	30/12/1862	
11	17/02/1863	
12	02/04/1863	
13	05/11/1867	

14	15/10/1868	
15	11/11/1869	
16	12/07/1873	
17	02/06/1875	
18	03/09/1875	
19	22/11/1879	
20	06/11/1882	
21	12/10/1882	
22	15/01/1883	
23	13/01/1888	
24	15/06/1889	
25	15/05/1901	
26	29/07/1908	
27	10/10/1946	

The table below contains the title deed numbers of the 42 additional title deeds:

Table 6: List of 42 Additional Title Deeds

No	Date	Title Deed No.
1	15/04/1814	
2	10/12/1830	
3	04/06/1839	
4	20/11/1854	
5	29/03/1859	
6	25/01/1862	
7	10/02/1862	
8	15/02/1862	
9	25/6/1862	
10	26/02/1863	
11	07/11/1872	
12	15/11/1879	
13	19/11/1879	
14	24/12/1879	
15	01/11/1880	
16	02/11/1880	
17	04/11/1880	
18	08/12/1888	
19	09/10/1891	

20	09/10/1891	
21	14/10/1897	
22	30/03/1899	
23	10/01/1899	
24	22/02/1901	
25	15/03/1901	
26	26/04/1901	
27	10/06/1902	
28	10/06/1902	
29	11/06/1902	
30	19/07/1902	
31	19/07/1902	
32	16/11/1904	
33	31/12/1904	
34	10/02/1906	
35	27/04/1917	
36	05/06/1917	
37	31/01/1920	
38	31/01/1920	
39	31/01/1920	
40	31/12/1921	
41	10/10/1946	
42	16/05/1960	

2.6.1 Title Deed Conditions

The conditions relating to all the previous title deeds have been scrutinised to confirm whether any of the proposed conditions are restrictive to the proposed development. It was found that the majority of the conditions are no longer relevant or applicable.

The only three conditions that are still valid and is deemed to have an impact on the proposed development, are the three servitude conditions mentioned in Section 2.5 of this report:

- **Stormwater servitude – K523/1983S**
- **Pipe drain servitude –**
- **50 Feet Road servitude –**

The stormwater and pipe drain servitudes will remain and have been incorporated in the design of the proposed development. The only title deed condition that is deemed to be “restrictive” relates to the 50 feet road servitude registered in Title Deed 507/1882. Application is made in accordance with item 42(g) of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the Removal of Restrictive Title Deed Conditions to formally remove this condition from the title deed.

The following is a summary of the title deed conditions contained in the holding title deeds of the various erven before they were consolidated to create Erf 1424. These conditions are grouped into 3 categories, those that have lapsed due to the merger of the portions of land, those that have lapsed due to the Municipal By-Laws and those that are still applicable.

Lapsed due to the merge:

These Conditions and/or Special Conditions relates to the right to water, right of way or a boundary wall that is common between two or more erven that was, at the time of creating the condition, owned by different owners. These conditions have since lapsed due to the merge of the erven into the now consolidated erf. The list below contains the holding title deed and the conditions specified therein:

Table 7: List of Common Conditions in Title Deeds

No	Title Deed	Condition	Status
1		watermill & reservoir	Lapsed - no longer relevant
2		water pipes to be common	Lapsed - no longer relevant
3		access to water and water usage	Lapsed - no longer relevant
4		right to use the road	Lapsed - no longer relevant
5		40 feet wide road	Lapsed - no longer relevant
6		right to use the road	Lapsed - no longer relevant
7		road to be common between the properties	Lapsed - no longer relevant
8		watermill & reservoir	Lapsed - no longer relevant
9		water pipes to be common	Lapsed - no longer relevant
10		access to water and water usage	Lapsed - no longer relevant
11		30 feet right way road on Bellevue estate	Lapsed - no longer relevant
12		common party wall	Lapsed - no longer relevant
13		30 feet right way road	Lapsed - no longer relevant
14		servitude common wall	Lapsed - no longer relevant
15		Common party wall between Wycliffe villas no 2 & 3	Lapsed - no longer relevant

Lapsed due to Municipal By-Laws:

The following conditions have lapsed due to Municipal By-Laws provisions that came into effect:

Table 8: List of conditions in Title Deeds lapsed due to By-Laws

No	Title Deed	Condition	Status
1		Value of erection €700 and not less than €1400 if is a house	Lapsed - no longer relevant
2		No houses erected value less than €700 or €1400	Lapsed - no longer relevant
3		No houses erected value less than €700 or €1400	Lapsed - no longer relevant
4		No houses erected value less than €700 or €1400	Lapsed - no longer relevant

2.6.2 Servitude Conditions

The table below lists the servitude conditions which are notarially registered at the deeds office and as such must be formally removed /deregistered by a notary public. However, all servitudes relating to common roads are common between two or more and have now lapsed due to the consolidation of the erven. The only three servitude conditions that are still applicable are numbers 5 – 7 in table 9 below, highlighted in grey:

Table 9: Servitudes

No	Title Deed	Condition	Status
1		30 feet common road	Lapsed - no longer relevant
2		30 feet common road	Lapsed - no longer relevant
3		30 feet common road	Lapsed - no longer relevant
4		30 feet common road	Lapsed - no longer relevant
5		50 feet road	Still applicable – relevant Application made to remove this condition.
6		Pipe drain (at Herbert and Heathfield Roads, linked to the main storm water service pipe running across the site to Main Road	Still applicable – relevant Will remain
7		storm water pipe [main City of Cape Town (CCT) service storm water pipe running from Herbert/Heathfield down to Main Road	Still applicable – relevant Will remain

Conclusion and Recommendation

- ▶ As can be noted from the above information there are numerous conditions and servitudes listed in the holding title deeds of the erven which have now lapsed when the erven were consolidated.
- ▶ None of the title deed conditions are restrictive to the proposed development.
- ▶ The only three conditions that are still valid and is deemed to have an impact on the proposed development relates to the stormwater, pipe drain and 50 feet road servitudes. The stormwater and pipedrain servitudes will remain and have been incorporated in the design of the proposed development.
- ▶ The 50 feet road servitude will be removed and such application is part of this land use planning application.

Please refer to the attached Copies of Title Deeds for each of the land parcels that form the site of application attached as **Annexure D**. Also refer to the Conveyance Report attached as **Annexure J**.

2.7 Mortgage Bond

There are no mortgage bonds registered against the properties.

Refer to the **Conveyancer's Certificate** attached as **Annexure J** for confirmation.

2.8 Applicable Zoning Scheme and Current Zoning

The Cape Town Development Management Scheme, as contained in Schedule 3 of the City of Cape Town Municipal Planning Amendment By-law, 2025 is the applicable Zoning Scheme for the site of application.

According to the Cape Town Development Management Scheme, the Remainder of Erf 1424 has a split zoning of "Transport Zone 2", "General Business 5" and "General Residential 4" and Erf 1425 is currently zoned "General Business 5":



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

DEVELOPMENT MANAGEMENT

T: 27214014702
E: Tablebay.hub@capetown.gov.za

26 January 2026

To whom it may concern

ZONING SCHEME EXTRACT City of Cape Town Municipal Planning By-Law, 2015

On the date reflected above, Council's records indicated the property(ies) listed below to be zoned for the following purposes:

Property description	Erf 1424-Re, Sea Point
Physical address	353 Main Road
Base zoning	General Business 5, General Residential 4, Transport 2 : Public Road and Public Parking
Subzoning	GB5, GR4 & TR2
Overlay zoning (if applicable)	Sea Point HPOZ
Primary land uses permitted	See attached
Other previously approved use rights (if any)	See attached
Road widening / new road schemes (if any)	PT2 Zones

The following must be noted when reading the zoning extract:

- The above zoning is subject to various development parameters and land use restrictions which are contained in the Development Management Scheme, a copy of which is either attached or available on request at your nearest district planning office.
- This document is provided for information purposes only.
- It is further noted that the above information doesn't necessarily include reference to all previous land use approvals, restrictions, exclusions, departures or may not reflect lapsing of approvals. The reader is advised to also check the records of any other previous approvals, consents, exclusions, departures granted from the zoning scheme regulations or current Development Management Scheme or whether an approval not exercised has lapsed as well as the title deed for other restrictions that might impact on the development of the property.
- Use of the property in accordance with the above specified zoning does not exempt the owner/occupier from compliance with any other legal or statutory requirement affecting the property.

Yours faithfully

for **DIRECTOR : DEVELOPMENT MANAGEMENT**

Media City Building, 2nd Floor,
cnr Adderley Street and Hertzog Boulevard Cape Town, 8001

Figure 15: Zoning Certificate for the Remainder of Erf 1424, Sea Point East



30 January 2026

To whom it may concern

ZONING SCHEME EXTRACT
City of Cape Town Municipal Planning By-Law, 2015

On the date reflected above, Council's records indicated the property(ies) listed below to be zoned for the following purposes:

Property description	Erf 1425, SEA POINT
Physical address	1A THE GLEN ROAD
Base Zoning	General Business 5
Subzoning	GB5
Overlay zoning (if applicable)	PT2, Sea Point HPOZ, Urban Conservation Area
Primary land uses permitted	see attached
Other previously approved use rights (if any)	NA
Road widening / new road schemes (if any)	NA

The following must be noted when reading the zoning extract:

- The above zoning is subject to various development parameters and land use restrictions which are contained in the Development Management Scheme, a copy of which is either attached or available on request at your nearest district planning office.
- This document is provided for information purposes only.
- It is further noted that the above information doesn't necessarily include reference to all previous land use approvals, restrictions, exclusions, departures or may not reflect lapsing of approvals. The reader is advised to also check the records of any other previous approvals, consents, exclusions, departures granted from the previous zoning scheme regulations or current development management scheme or whether an approval not exercised has lapsed as well as the title deed for other restrictions that might impact on the development of the property.
- Use of the property in accordance with the above specified zoning does not exempt the owner/occupier from compliance with any other legal or statutory requirement affecting the property.

Yours faithfully

for **DIRECTOR: DEVELOPMENT MANAGEMENT**

TABLE BAY DISTRICT. MEDIA CITY BUILDING
2ND FLOOR. CNR ADDERLEY STREET AND HERTZOG BOULEVARD, CAPE TOWN 8000. PO BOX 4529

www.capetown.gov.za

Making progress possible. Together.

Figure 16: Zoning Certificate for Erf 1425, Sea Point East

The table below outlines the relevant development controls associated to with the General Residential 4, General Business 5 and Transport Zone 2.

Table 10: Current Development Controls

Zoning	Purpose of Zone	Primary uses
General Residential 4 (GR4)	Zone promotes high-density residential development, including blocks of flats. GR5 and GR6 accommodate high-rise flats. The dominant use is intended to be residential, but limited mixed-use development is possible	Dwelling house, second dwelling, group housing, boarding house, flats, private road and open space.
General Business 5 (GB5)	Zone provides for general business activity and mixed-use development of a medium to high intensity. Very few restrictions relate to use because the aim is to encourage a range of uses, but industry is not permitted	Business premises, dwelling house, second dwelling, boarding house, flats, place of instruction, place of worship, institution, hospital, place of assembly, place of entertainment, hotel, conference facility, service trade, authority use, utility service, rooftop base telecommunication station, multiple parking garage, private road and open space.
Transport Zone: Public road and public parking (TR2)	Zone provides for public streets and roads, as well as premises for the public parking of operable motor vehicles	Public street, public road and utility service

The zoning of the land parcels is confirmed in the zoning certificates attached in **Annexure Y** and indicated in the below zoning map.



Figure 17: Zoning Map

2.9 Previous Land Use Planning Approval

A previous land use planning approval was granted in March 2023 for the following:

- ▶ Item 162(1): To permit demolition, building work and removal of trees within a Heritage Protection Overlay Zone (HPOZ).

The application was made as a requirement to undertake urgent maintenance work to the existing structures on the property, which were deteriorating due to rain, weather and animal ingress. Repairs to the roof, doors and windows were required to protect the heritage building and prevent further degradation. To improve security, repairs to the perimeter fencing and electric fencing were also included.

Refer to the details of the previous land use planning approval attached as **Annexure D1**.

2.10 Site Analysis and Site Design Informants

Several investigations and studies have already been undertaken to inform site development possibilities. These include but are not limited to land legal investigations, geotechnical investigations, heritage baseline study, heritage design indicators and the Updated Heritage Impact Assessment and associated specialist studies (updated in May 2026) which will be submitted to Heritage Western Cape for decision following the legislated 30 day public commenting period from 8 May 2026 to 7 June 2026.

The informants (opportunities and constraints) gathered during the initial investigations along with the contextual, policy and legislative frameworks and baseline investigations provided a basis for the future development vision statement. This guided the WCG Department of Infrastructure's development aspirations and objectives, informed the initial engagements and discussions with stakeholders and formed the basis for the conceptual development. The key informants are summarised below.

2.10.1 Historic and Current Land Use

Although the site has a split zoning of "Transport Zone 2", "General Business 5" and "General Residential 4", the current land use of the site is illustrated in the site photos below (Figures 18 to 22). The site has a storied history of being used as an educational facility with the Ellerslie School for Girls that opened in 1902 and operated on the site until 1989 when the school amalgamated with Sea Point Boys High School to form a new co-educational school named Sea Point High and moved to the premises of what had previously been Sea Point Boys. In 1990 the school property was allocated to the Tafelberg Remedial School as a temporary home while its new high school campus was being constructed in Bothasig. The Tafelberg Remedial School moved to its new premises in Bothasig in 2010. The apartment block known as Wynyard Mansions is situated at the back of the 353 Main Road property, facing onto Herbert Road. It was built in around 1951 and bought by the Cape School Board in 1969. Rental income from the 12 apartments provided the school with additional income. In 1994, Wynyard Mansions' management passed to the Development and Housing Board, which allocated its use for social housing. With the relocation of the Tafelberg Remedial School in 2010, a decision was taken to vacate the entire property. Eviction notices were issued to Wynyard Mansion's tenants from 2010. Several tenants resisted eviction, with the last residents moving out in 2014. The property with all its buildings has been vacant since.



Figure 18: Abandoned Sports Facilities on the Land Portion Earmarked for Development



Figure 19: Existing Parking Area Behind the School Building on the Land Portion Earmarked for Development



Figure 20: Abandoned Swimming Pool on the Land Portion Earmarked for Development



Figure 21: Abandoned Wynyard Mansions Building – Recommended for demolition – as approved by HWC



Figure 22: Existing School Building and Open Space in front of it (including avenue of Fig Trees) – To be retained by DOI (allocated to DSD for future use as per joint media/press release dated 30 January 2025)

2.10.2 Contextual Informants

The composite constraints and informants at a contextual scale are illustrated in the Figure below.

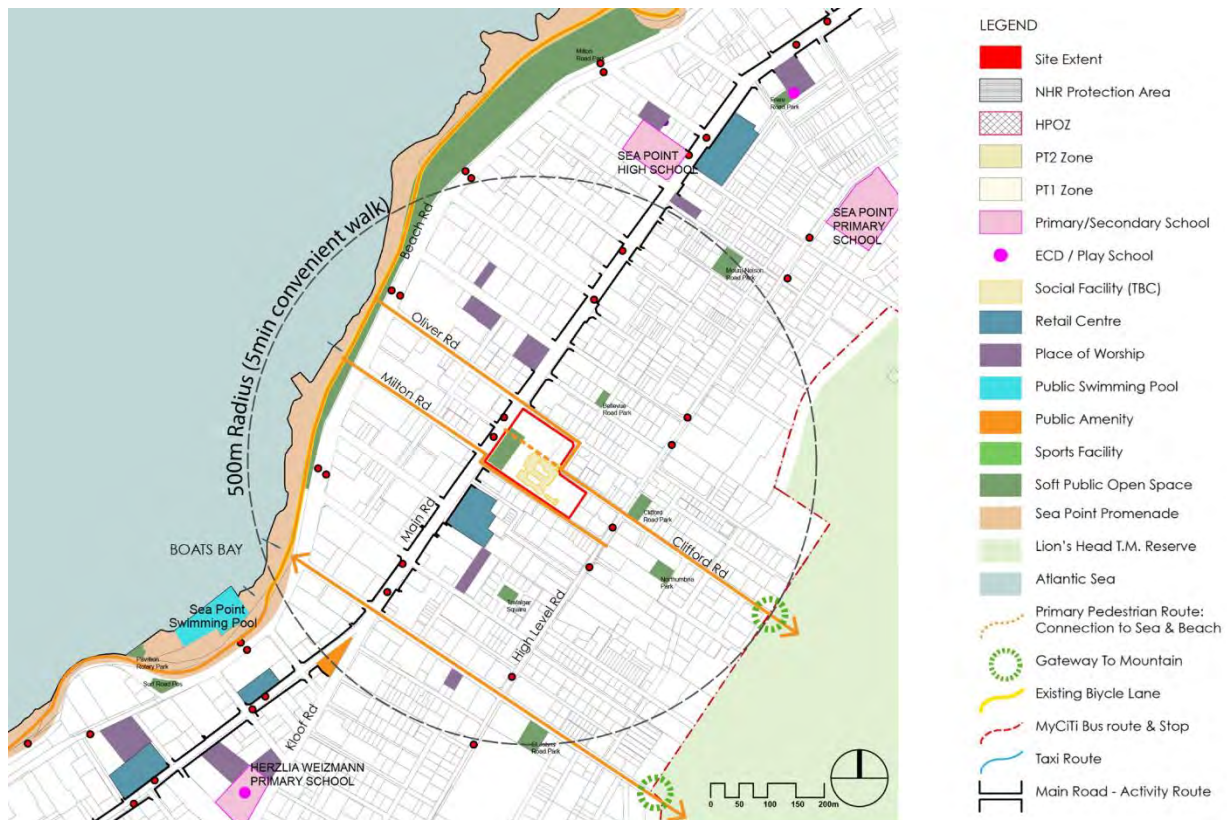


Figure 23: Contextual Informants

The key contextual informants include the following:

- ▶ The site's geological profile suggests that deep foundations and excavations will require the design of appropriate, stable foundations and excavation support systems.
- ▶ Sea point experiences an average windspeed of 10km/hour (classified as a light breeze) with a prevailing wind in a south-easterly direction.
- ▶ Sea Point enjoys a comfortable climate with an average annual temperature of 19 degrees C and an average rainfall of 34mm.
- ▶ The site is located in the Sea Point HPOZ and any new intervention must respond appropriately to the layered, fine-grain urban grid of the context in terms of height and massing:

Sea Point HPOZ:

The area is protected by the Sea Point HPOZ, which recognises the aesthetic and contextual value of this coherent fine grain. (RSA; 2025). It is described by CoCT as follows:

"an area of heritage significance comprising a rich and dense composition of housing typologies and periods. A sprinkling of houses date back to the mid-19th century while most of the building stock is turn of the century row housing – both single and double storey, interspersed with Edwardian houses and institutional buildings. From the early-mid 20th century to today blocks of flats have been replacing more historical fabric. Some of these flats themselves are of architectural interest and contribute to the richness of the area."

- ▶ The entire cadastral site and all structures and features (all buildings making up the historical Ellerslie School complex) on the remainder of erf 1424 is a Provincial Heritage Site (PHS) by virtue of its 1989 declaration as a National Monument and is formally protected in terms of Section 27 of the NHRA (refer to **Annexure R** – HIA for details)

- ▶ Table Bay has high scores on the human development index (Table Bay District Plan), indicating a combination of qualities that provide opportunities for people to thrive. There is an opportunity to allow more people access to the benefits of this location.
- ▶ The site is well served by public transport, located on a MyCiTi and taxi route, supporting higher density, transit-orientated development.
- ▶ The site is located along one of the few key routes directly connecting mountain to coast.
- ▶ The context includes a dense network of well-established commercial, recreational, educational, and civic services. The character of the area is pedestrian-centric, family-friendly, and mixed-use. There is the opportunity to develop the site so that it positively contributes to the existing context.
- ▶ The site is surrounded by a range of public amenities which will support increased residential density on the site. The low number of ECD's in the area offers an opportunity to include this amenity on site.
- ▶ The site's location and surrounding range of amenities offer the opportunity to establish affordable housing conveniently located near economic opportunity and areas of high amenity.
- ▶ The site is located along Main Road, an established activity route supporting medium to high densities within multi-storey, mixed-use buildings.

2.10.3 Site Informants

The following composite constraints and informants illustrated in the figure below, have been compiled by the preceding site analysis:



Figure 24: Site Informants

There are various site informants that have been taken into consideration when the development potential of the site was assessed. The site informants are listed below. Also refer to Figure 25 for a visual representation of the site fixes gathered by the site informants.

- ▶ The site's gradual 15m slope from the direction of Signal Hill to the coast must be considered in development design.
- ▶ Views from the public realm of the mountains (Lion's Head and Signal Hill), Ellerslie School Building, the green park of the DSD site, the ocean, should be protected and enhanced.
- ▶ The urban garden / open space character of the site along Main Road should be preserved and enhanced. If privatised, a visual connection needs to remain.
- ▶ Several trees on the site, including several protected trees and visually significant Fig Trees (allocated to the future DSD portion), contribute to the landscape heritage. Mature trees should be retained where possible while maximizing development potential (as guided by the tree survey baseline and landscape plan and framework).
- ▶ Unregistered Erf 1675 Sea Point East (the site of Wynard Mansions) remains part of the 353 on Main site as it was never formally registered and included in the redevelopment considerations

and heritage informants, and has been formally withdrawn from the office of the Surveyor General (see section 2.5 Surveyor General Diagrams and Servitudes for more detail).

- ▶ There are two servitudes on the site which will remain: a stormwater and pipe drain servitude. Building within 1.26m on either side of the stormwater servitude centre line is prohibited, but can be used for internal roads, parking, or landscaping. The development proposal has taken the positions of these servitudes into account. A pedestrian walkway is proposed over and along the stormwater servitude (the walkway will be wider than the current stormwater servitude area) to link Main Road (in line with Ellis Street) with Heathfield Road.
- ▶ Currently there is a planned improvement line for Main Road providing for future road widening which encroaches onto the cadastral boundary of the planned development. In consultation with City officials it was determined that this improvement line relevant to the entire Main Road, will be removed during a de-proclamation process which will be conducted by the City at a later stage. Consequently, the City will support buildings located right up to the improvement line and support the rezoning of TR2 to GB5 to enable the development. In effect, creating a 0m building line along the improvement line along Main Road.
- ▶ The site has a split zoning: TR2 along the inner Main Road boundary, GB5 adjacent to TR2, and GR4 for the remainder. It is recommended that the TR2 portion should be rezoned to accommodate future development, aligning with the final proposal.
- ▶ The low number of Early Childhood Development (ECD) facilities in the area presents an opportunity to include this amenity on the site.
- ▶ The site bridges a context of lower-scale residential development and larger-scale mixed-use developments. Development proposals should appropriately respond to this change in scale.
- ▶ The site can accommodate various building heights, including the proposed 8-storeys along Main Road.
- ▶ NMT routes along Main Road are lacking, with a disjointed bicycle network.
- ▶ Although in a PT2 zone, the provision of parking enhances the marketability of the development and not add to the current constrained parking challenges of the area.
- ▶ The site is located along a key route which connects the coast and the mountain (Heathfield/Clifford, Milton and Oliver Roads). Specifically, the endpoint of Clifford Road serves as an important gateway point onto the mountain. Main Road, Sea Point is a Proclaimed Main Road (PMR No. 158 (16)) and a statutory 5m building line setback is usually required, however the City's Transport Infrastructure and Planning Unit has indicated that they are willing to support a departure from this setback for the proposed development if required.
- ▶ There are seven existing entry and exit points onto the site which can remain. Vehicle access off Main Road is restricted and access off lower order roads of Glen and Milner is preferred.
- ▶ The site is a Provincial Heritage Site (PHS) and is protected under the NHRA. Formal approval for the proposed development has been granted by Heritage Western Cape following a Heritage Impact Assessment process. There are specific historical walls and sections of the school building that should remain and be integrated into the development proposal. Refer to the heritage indicators as contained in the Updated HIA - attached as **Annexure R** for details regarding which structures should remain and which can be repurposed.
- ▶ New developments should respond to the fine grain and varied scale of neighbouring street blocks. A sensitivity to the lower-scaled, fine grain nature of the residential edge along Milner and Heathfield Road must be observed.

- ▶ A setback around the heritage graded 3A building must be followed. This ties in to the pedestrian walkway that is proposed along the existing stormwater servitude, also used as a mechanism to adhere to the setback requirement.
- ▶ Any alterations or demolition of Wynard Mansions must conform to the Updated HIA recommendations and HWC approvals.
- ▶ The initial engineering services investigations and assessments confirmed that there are sufficient infrastructure in the vicinity of the site to accommodate the proposed development.
- ▶ The stormwater management strategy provides high-level planning and preliminary recommendations for the stormwater management of the proposed development. A stormwater strategy plan has been prepared, but a comprehensive stormwater management plan will be required as part of the SDP before building plans can be approved.

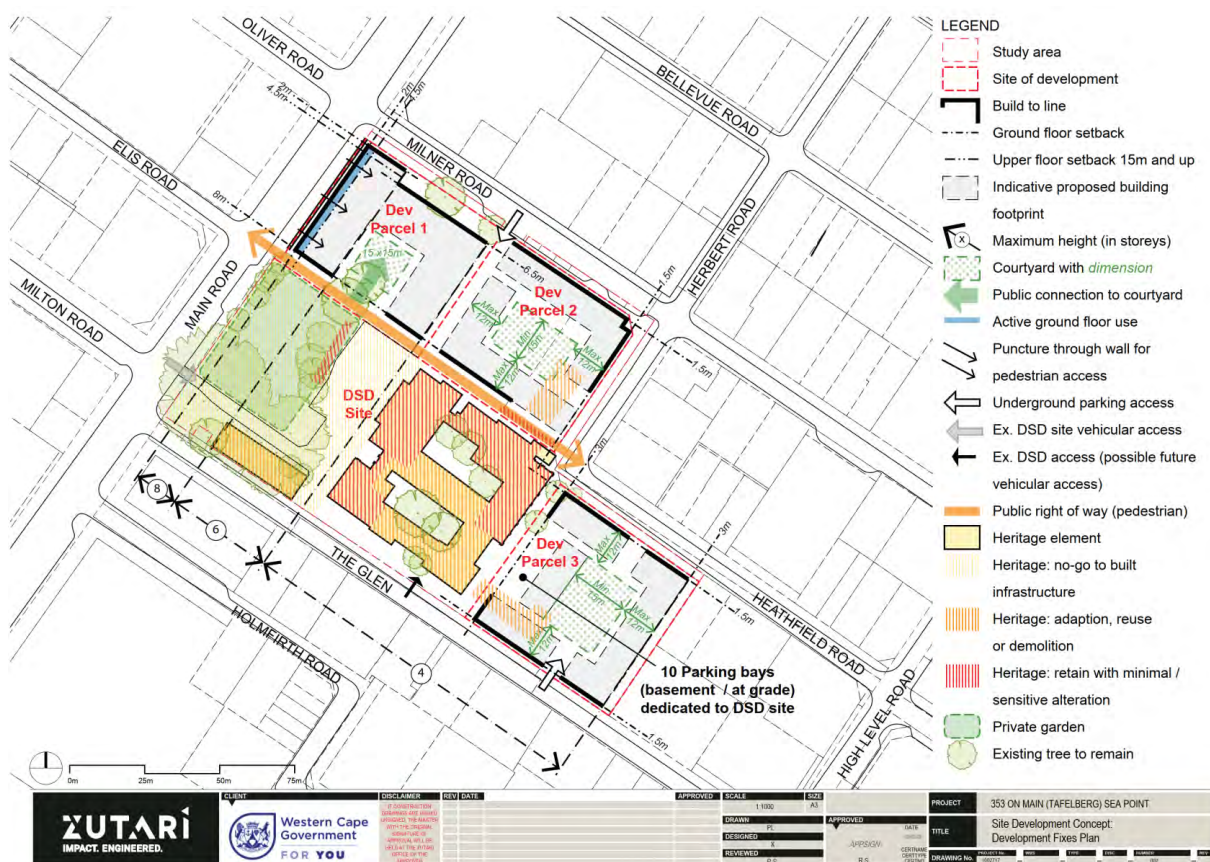


Figure 25: Development Fixes - Guided by the heritage and site informants

2.11 Survey Base Map

A survey base map of the 353 on Main site was conducted (Figure 26). The topographical variation on the site, can be seen as an opportunity to incorporate it into the site's design and landscaping.

The site has a favourable slope for development with an average slope of 1.74%, towards the northwest, with a total elevation change of 10 meters. Accommodating the natural topography of the erf, the site was previously developed using a series of levelled platforms or tiers.



Figure 26: Survey Base Map

2.1 Tree Survey

A tree survey was conducted by Square One Landscape Architects to be used as a guide, and read in conjunction with the Landscape Guideline and Concept Plan for the construction of the proposed residential development for the site.

Prior to construction, any proposed excavation of the roots of mature trees must be approved by a suitably qualified tree surgeon and a geotechnical engineer. As a general rule, the Critical Root Zone (CRZ) is in line with the dripline of the tree canopy. Any excavation or covering or filling of the natural ground in this zone should be avoided wherever possible. Any excavation within the CRZ should be avoided at all times during construction. Raft or pile and beam foundations are recommended for buildings/structures near mature trees. All driveways should be paved with pervious pavers that permit water and air exchange in the soil. A Tree Protection Zone should be identified before any site work commences and this should be fenced off in accordance with a methodology statement for construction to be provided by a professional landscape architect/ arborist.

The tree survey identified all trees on site and mapped them on a base drawing with a colour code with recommendations regarding if the trees are protected, visually significant, if the trees can be kept or removed and which trees are recommended for removal:

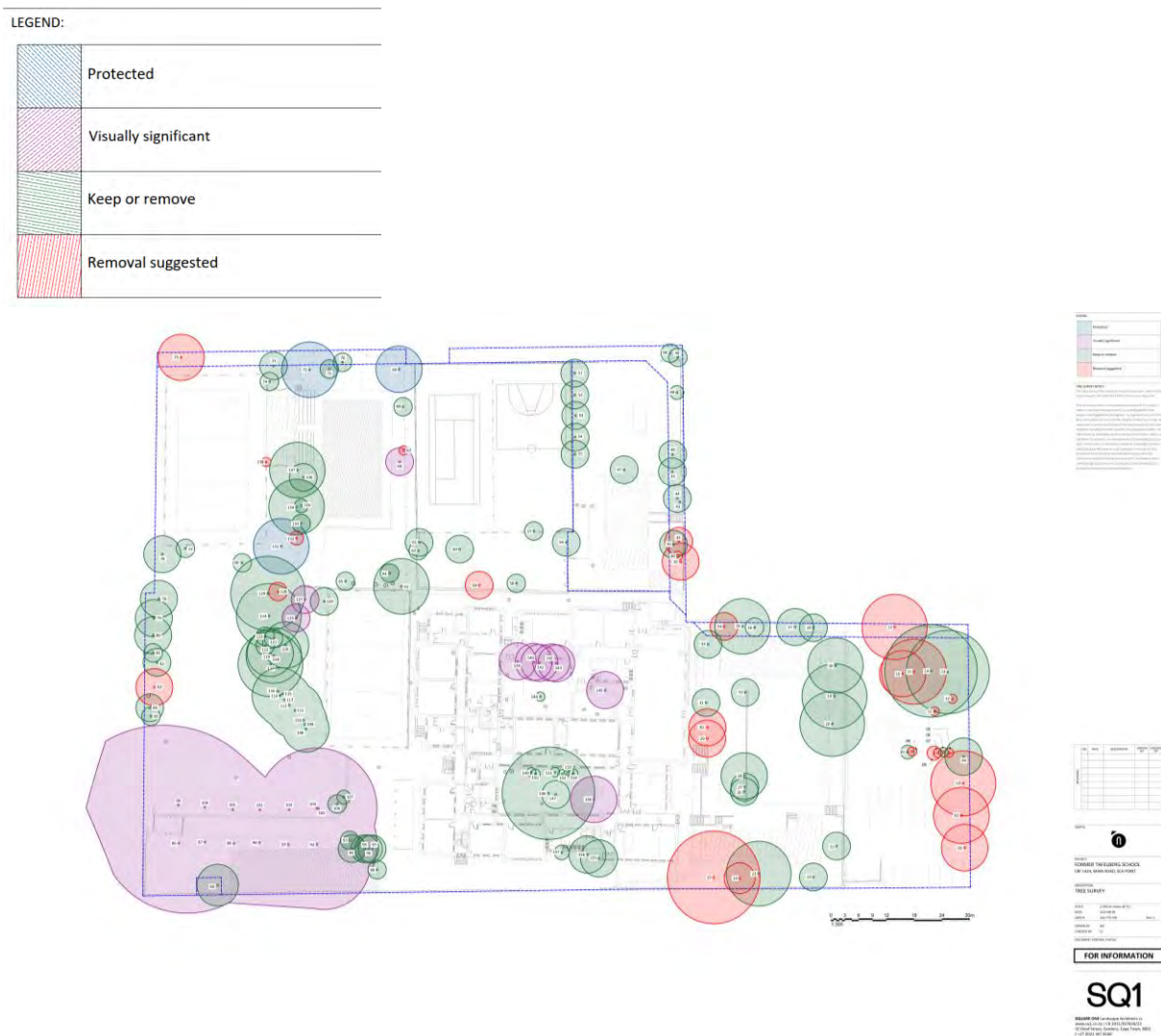


Figure 27: Tree Survey (Square One Landscape Architects)

See the **Tree Survey Report and Plan** attached as **Annexure B1**.

3 PROPOSED DEVELOPMENT

3.1 Development Vision

The desired objectives and vision for 353 on Main Project is focused and directed by a clear goal, rather than an extensive list of must or should haves. The development vision statement highlights the desired outcomes of this proposed development by the applicant/custodian and presented to participating stakeholders during the preliminary engagements during May – October 2025. The aim of the vision statement is to distil the key policy and stakeholder sentiment encountered in the project.

The development vision that has been crafted for the proposed development, is for

“353 ON MAIN IS ENVISIONED TO BE A VIBRANT, INCLUSIVE, SAFE, URBAN-LIVING, MIXED-USE DEVELOPMENT, EMBRACING HERITAGE WHILST OFFERING AFFORDABLE HOUSING, SHARED SPACES, AND INTEGRATED AMENITIES”

3.2 Guiding Principles

Building on the principles of SPLUMA, several guiding principles frame the approach to the site design. The key characteristics that will be sought after in 353 on Main Project, are described below:

- ▶ Vibrant and Mixed-use
- ▶ Inclusive, Safe and Secure
- ▶ Sense of place
- ▶ Convenient

Vibrant and Mixed-use



Supporting a high-density, mix of use, activities, and destinations to support vibrancy and variety. Designed for community at a pedestrian scale with a strong level of comfort and belonging.

Inclusive, Safe and Secure



A place that is inclusive to all with a variety of housing opportunities for a range of user types and income levels.
A living environment that is surveilled, active, safe, and secure. A development that ensures surveillance over streets and spaces with active ground floors where appropriate.

Sense of place



A place of living and learning with a comfortable, high-quality environment. A pioneering example of design solutions for local and contextual challenges

Convenient



Conveniently located within the City structure, allowing for access to opportunities both locally and regionally. Universal access is designed with all users in mind, including children, the elderly and people with disability.

Figure 28: Guiding Principles

3.3 Strategic Objectives and Development Concept

3.3.1 Strategic Objectives

The strategic objectives that will support the achievement of the overall vision statement are as follows:

Objective 1: Embed the Site within its Context

The site is strategically located between Main Road and High Level Road, the mountain (Lion's Head and Signal hill) and the sea (coastal promenade) on key connecting routes between these elements. The design of the site should recognise these key connections and be ordered around them, helping to embed the site within its context and play a role of connector, improving NMT facilities along these routes.

The site is also located at the cross over between two urban grains and urban uses, the coarser grain, high rise and mixed-use developments associated with Main Road and Beach Road, and the finer grain residential areas located between Main Road and High Level Road. The site design should respond to this in terms of its form and massing.

Appropriate locations for different uses on the site should respond to the context as well as assist with gaining public support. The activation of Main Road requires the location of viable commercial or public use on the ground floor with open market units above. Locating more affordable housing options internally allows for open market units to be located on the edge, relating directly with neighbouring properties.



Figure 29: Embedding Site Within Context

Objective 2: Create a Medium to High-Density Mixed-use Development Supporting TOD

The Council-approved Integrated District Spatial Development Framework (DSDF Jan 2023) places the site in a New Development Areas (NDA), which earmarks the site for future mixed-use development.

It is also strategically located within a Transit Accessible Precinct along the identified development corridor of Main Road including MyCiTi, Golden Arrow and Taxi transport options. The site has been identified in many policy documents as appropriate for medium to high-density mixed-use development that supports TOD. A targeted nett density of 250du/ha should be accommodated in buildings ranging from 3- to 11-storeys in height. The site is surrounded by a range of public amenities which will support increased residential density on the site.

The site is appropriate for a mix of various uses, residential, commercial, and additional social amenities. To maximise the use of this strategic site, multi-functional buildings should be encouraged.



Figure 30: Example of Mixed-use Development

Objective 3: Facilitate the Transformation of the Site into a Truly Integrated Development

The site is unique in that immediately adjacent to a high-quality heritage building that, although currently non-operational, is being planned to become a functioning social facilities hub. Spatial integration with these facilities is important to create a truly integrated development, maximising the site's potential.

The City of Cape Town and Provincial Departments will need to work closely together to create a development that is managed appropriately and realises the principles of urban and mixed-use, both vertically and horizontally.



Figure 31: Pilot Project for Other Developments

Objective 4: Balance the Needs of all Elements of the Site

This strategic site is under considerable pressure to address a number of issues and accommodate a number of uses. It is expected to accommodate a range of housing, commercial and public opportunities while still respecting the heritage elements of the site.

It is located within a Heritage Protection Overlay Zone and is identified as a Provincial Heritage Site (PHS), protected under the NHRA. Heritage is a key informant to the site design, including guidance on height, form, massing and distribution of uses. Specific space restrictions must also be adhered to with several heritage features to remain which guide and restrict development opportunities. Creative design solutions must be explored to balance competing needs and ensure public support, while realising the desired vision and maximising housing opportunities in the development.



Figure 32: Balance Need

Objective 5: Provide a Range of Housing Options

One of the most important land-uses to be accommodated on the site is housing. Addressing the ever-increasing residential needs of the City means that providing affordable housing opportunities in well located areas is vital. With 65.3% of households in Sea Point earning less than a combined R25600 per month in 2011, the need for well-located affordable housing is a local one as well as a city one.

A mix of housing opportunities should be accommodated on the site, including open market and affordable housing at a medium to high-density range. A minimum of 200 affordable housing units has been set as an initial target to be 'feasible' compared to similar developments and property sizes; this have been tested and confirmed during the financial feasibility stage. Maximising the site's potential and the number of residential opportunities is key, but a balance of all needs must be considered.



Figure 33: Provide Range of Housing Options

Refer to **Annexure K** for the **Concept Design Report** that has been created for the proposed development.

The 353 on Main Development **Subdivisional Layout Plan** attached as **Annexure I** was formulated using the **353 on Main Development Plan - Annexure G**, as basis.

3.3.2 Development Concept

Refer to **Annexure K** for the **Concept Design Report** that has been created for the proposed development which provides an overview of the process that was followed to reach the final 353 on Main Development Plan that forms the basis of this land use planning application.

3.3.2.1 Overall Concept

Three (3) conceptual ideas have been developed from the key informants of the site and the proposed vision and objectives. These are:

- ▶ Link and connect
- ▶ Activate and
- ▶ Celebrate.

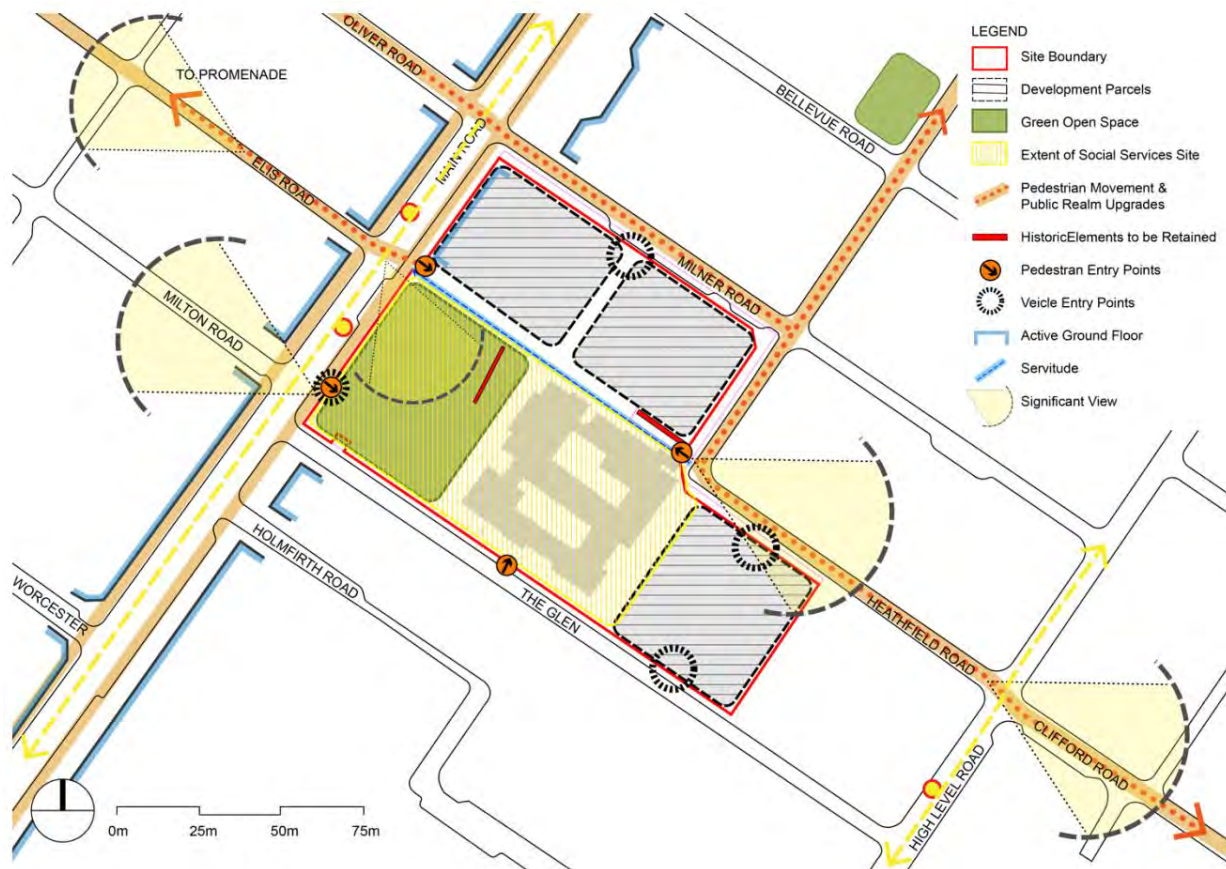


Figure 34: Emerging Concept

The figure above illustrates the emerging concept which is described below:

Link and connect by creating clear entry points onto the site in their existing locations where appropriate. Extend the surrounding street network onto the site to break up the developable area into smaller development parcel. Create a connection through the site between the mountain and the sea as an extension of Heathfield and Ellis Roads. Upgrade the public realm of surrounding streets (and create high quality, people scaled internal streets) to improve pedestrian and bicycle user experience, focused on universal access and safe streets for children.

Activate the development with supporting land uses including a mix of residential, general business activity and mixed-use development, and public amenity. Locate commercial activity along Main Road and continue the contextual pattern of an active ground floor with a positive interface. Ensure surveillance over the street from upper floor balconies and windows. Create a pilot project for a vibrant, mixed-use, development accommodating a range of supporting uses integrated together.

Celebrate the unique qualities of the site, specifically the heritage components and mountain and sea views. Maximise the future site development while still respecting the need to visually maintain the open garden space along Main Road and give heritage elements the required setbacks. Ensure massing and form of buildings enhance and protect important views as well as the grain and nature of the site's context.

3.3.2.2 Concept Design options

The proposed development options for the development site(s) have gone through various iterative processes, guided by various baseline assessments, indicators, preliminary stakeholder engagements, HIA process and response to submissions (Updated HIA currently for comment) and financial and technical assessments. These were presented to stakeholders and inputs received during various

preliminary engagements (May – July 2025) have been considered in the refinement of the initial concept ideas, and more recently submissions made with the draft HIA process (November 2025), to create a development plan. These options vary in terms the housing market type mix, the building mass, height and the development parcels occupied.

The perimeter block typology is present through all the options providing a robust layout that can respond to the different market types. The perimeter blocks ensure that street edges are well defined, creating semi-private courtyards that provide secure pedestrian access to the different development parcels. The three development parcels are represented in the figure below.



Figure 35: Development Parcels

The conceptual options are presented below in diagrammatic 3D block models placed in the context. The colours added to the roof planes represent the type of housing: **Open Market**, **Affordable** and **Social Housing**.

Three main development concepts were considered, with further iterations of option 3 assessed and then finally a reduced height option which became option 4 and became the development proposal/plan for this application, updated in response to submissions during the draft HIA process (November 2025).

The previous concept iterations that lead to the creation of the development concept plan are elaborated below in sections 3.3.2.2.1 - 3.3.2.2.3 below:

Figure 36 illustrates the development of the different concept design options. Option 3 has been identified as the preferred option and four variations of it were further developed to test different ratios of the housing market types. In all these variations of option 3, the building mass and height remain constant. Option 4, a variation of option 3D, was developed with a reduced height and is the preferred concept design that forms the basis of this land use planning application.

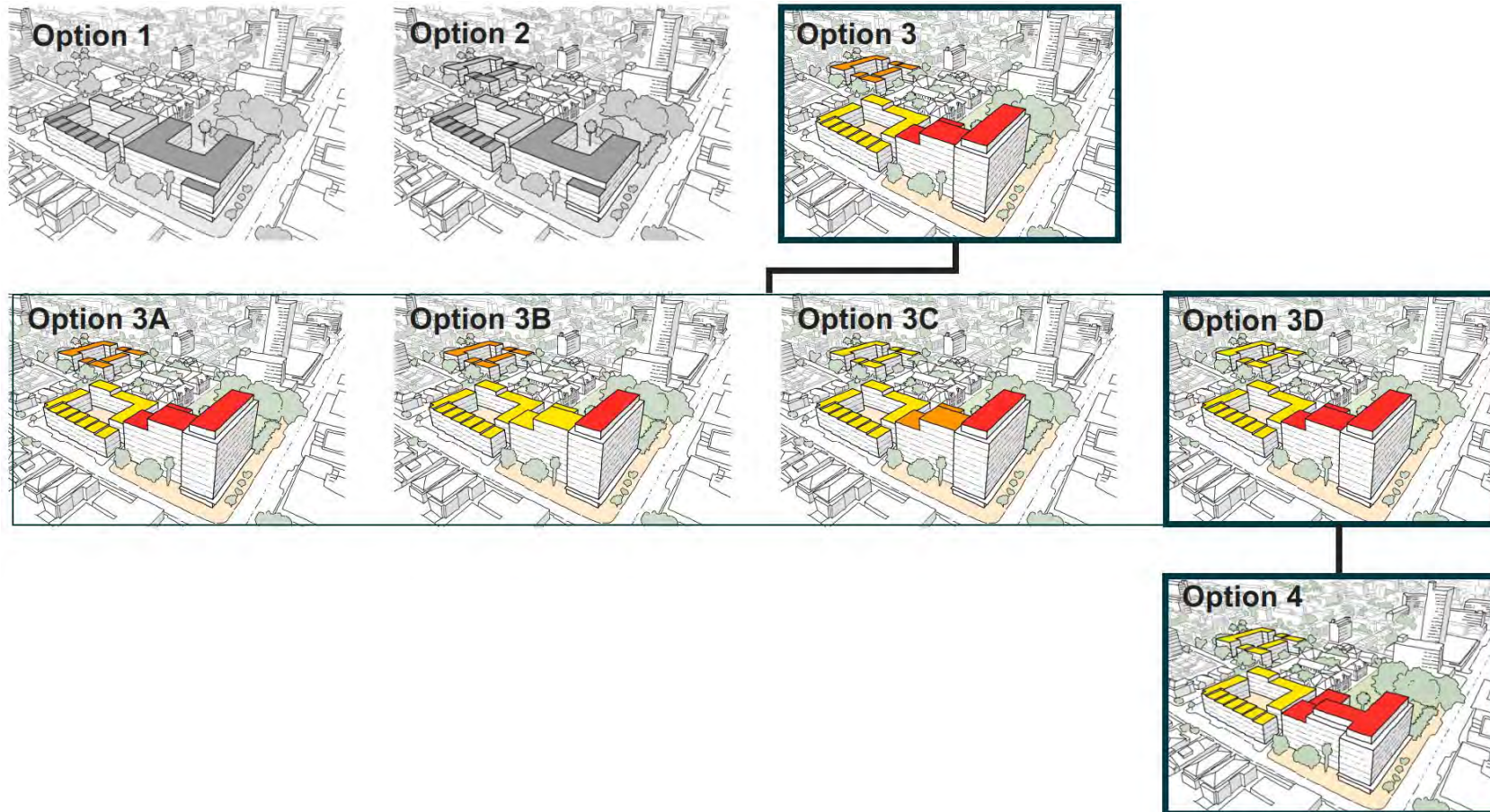


Figure 36: Development of Concept Design Options

3.3.2.2.1 Concept 1 - Embedded Social Housing

In this concept, only development parcels 1 and 2 are developed. A 5-storey open market residential building with retail on ground floor, is proposed on parcel 1. Parcel 2 contains both affordable and social housing development blocks of 4-storey walk-ups, arranged around a multifunctional parking courtyard. The affordable housing interfaces with the street and direct pedestrian street access is possible and encouraged. The social housing is embedded on the site, accessed off the central courtyard, providing a positive interface on to the new pedestrian street. At grade parking is provided in the courtyard, combined with a super basement spanning both parcels, providing a combined total of 142 bays.

A total of 297 units are achieved with a market split of 163 Open Market, 71 Affordable and 63 Social Housing units.



Figure 37: Concept Design Option 1

3.3.2.2.2 Concept 2 – Integrated Approach

In this concept, development parcels 1, 2 and 3 are developed. As with concept 1, a 5-storey open market residential building with retail on ground floor, is proposed on parcel 1. Parcels 2 and 3, both contain integrated affordable and social housing development blocks of 4 storey walk-ups, arranged around multifunctional parking courtyards. The affordable housing units, interface with the street and direct pedestrian street access is encouraged. On both development parcels 2 and 3, the social housing is embedded on the sites, accessed off the central courtyards. At grade parking is provided in the courtyards, combined with a super basement on parcels 1 and 2, with a separate basement on parcel 3. A combined total of 222 parking bays are provided.

A total of 415 units are achieved with a market split of 163 Open Market, 131 Affordable and 121 Social Housing units.



Figure 38: Concept Design Option 2

3.3.2.2.3 Concept 3 – Maximise Development Potential

As with concept 2, all development parcels 1, 2 and 3 are developed. An 11-storey open market residential building with retail on ground floor, is proposed on parcel 1. A 4-storey walk-up social housing development is proposed on parcel 2, arranged around a multifunctional parking courtyard. It has a

positive interface on to the streets, but pedestrian access is from the courtyard. A 4-storey walk up affordable housing development is located on parcel 3 with active interfaces on to the streets and the central courtyard space. Same as per concept 2, at grade parking is provided in the courtyards, combined with a super basement on parcels 1 and 2, with a separate basement on parcel 3. A combined total of 222 parking bays are provided.

A total of 571 units are achieved with a market split of 293 Open Market, 156 Affordable and 122 Social Housing units.



Figure 39: Concept Design Option 3

3.3.3 Development Proposal - Option 4

The preferred concept design for the development is concept design option 4, referred elsewhere in the document as the 353 on Main Development Plan. Option 4 is a reduced height variation of Option 3D (refer to Figure 36) to reduce the height of the open market residential building on Main Road from an 11-storey to an 8-storey building. The entire 8-storey building on parcel 1, is Open Market Residential with retail on ground floor. The remainder of the development, parcels 2 and 3, are proposed for 4-storey walk-up social housing arranged around multifunctional courtyards. It is envisioned that these blocks have positive street interfaces, but that pedestrian access is from the courtyards. In this concept, Affordable Housing is omitted. Parking is only provided in the basement levels, without any at-grade parking due to the limited development space, the need for social space and the aim of maximizing available development area.

The courtyards are envisioned as dedicated multifunctional social spaces for the tenants of the housing developments, but emergency and service vehicle access are provided.

Option 4, developed in response to various objections and concerns raised to the previous iteration to the height of the building along Main Road, and submitted to HWC for consideration (11 March 2026) which received the IACom's general support to its proposed subdivision and proposed massing; has now become the development proposal for land use rights and development.

A total of approximately 440 residential units are possible within the residential land use yield basket modelled on option 4. It is proposed that the social housing units be maximised in future detailed development proposals, capped at a minimum of 200 units, subject to grant availability and market conditions at implementation.



Figure 40: Option 4 Concept Design – Site Plan Layout

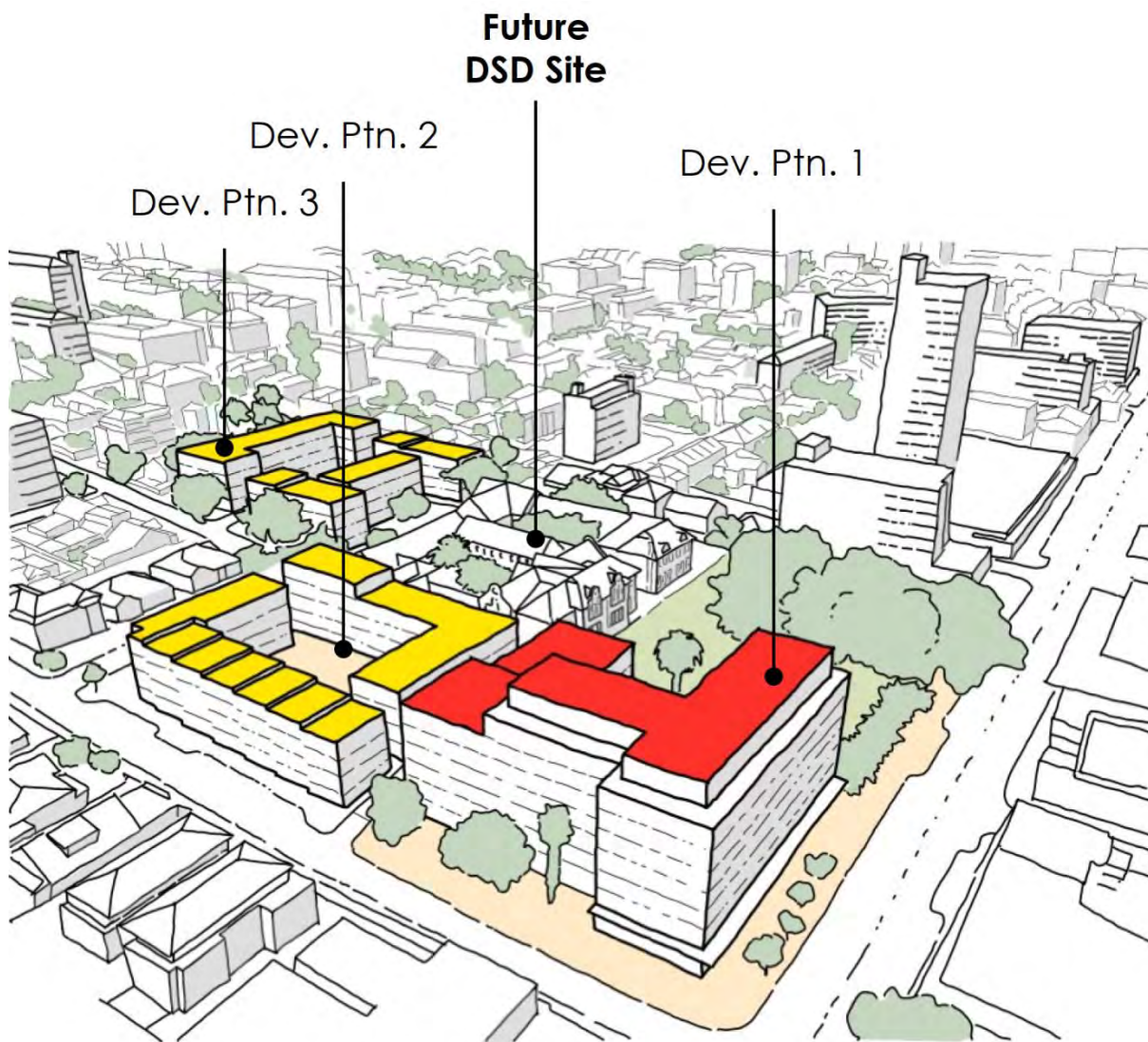


Figure 41: Option 4 Concept Design – Massing model

The proposed development floor areas and unit yield for option 4, are presented below. A total of ± 440 residential units are possible within the residential land use yield basket modelled. It is proposed that the social housing units be maximised in future detailed development proposals, capped at a minimum of 200 units. The unit split is subject to grant availability and market conditions at implementation.

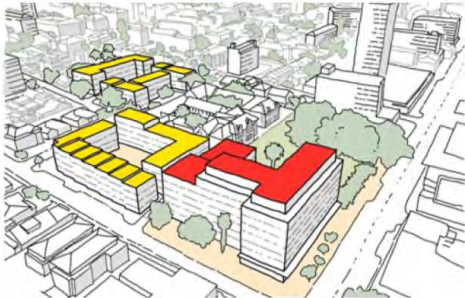
		
Retail GLA	$\pm 1200\text{m}^2$	
Res. GLA	$\pm 16,065\text{m}^2$	
Housing type:	Open Market	Social Housing
Market total:	± 220	± 220
% split	50%	50%
Total units:	± 440	

Figure 42: Proposed Development Potential of Option 4

3.4 Components of the Concept

The following sections of the document break down the key components of the development concept into the following categories:

- ▶ Access and movement
- ▶ Public realm and open space
- ▶ Land use
- ▶ Height and massing
- ▶ Parking

Each component is further elaborated on in the section below.

3.4.1 Access and Movement

The development is well integrated into its context and surrounded by a number of streets. Different forms of access is provided as illustrated in Figure 43.

The development is highly accessible to both MyCiTi and Taxi Routes, with a MyCiTi station directly adjacent to the development with several more within a 20-minute walk from the site. MyCiTi and Taxi routes are also located along High Level Road and Beach Road. The highly accessible nature of the development reinforces its transit-orientated character adding to its desirability as a residential development.

Non-motorised transport and pedestrian connectivity

An improved public realm with NMT facilities is proposed along Main Road in front of development parcel 1. Pedestrian entrances to access the ground floor and the residential floors above, is encouraged here to ensure the edge is active and responds to its context of active ground floor edges.

A public accessible pedestrian walkway is proposed to run from Main Road, through the centre of the site towards Heathfield Road. The development needs to respond to this, and additional pedestrian entry points could be provided along this edge. This link also serves a public function, by linking the promenade with Signal Hill, reinforcing the mountain to sea connection.

Emergency Access

Emergency and service vehicle access to the semi-private courtyards are proposed from Heathfield Road and Herbert Road.

Vehicular access

Other than the emergency access, the development does not have any at-grade vehicular access. There are two basement ramp access points to the development, one per development parcel. Development parcel 1 is accessed off Milner and development parcel 2 is accessed off The Glen.

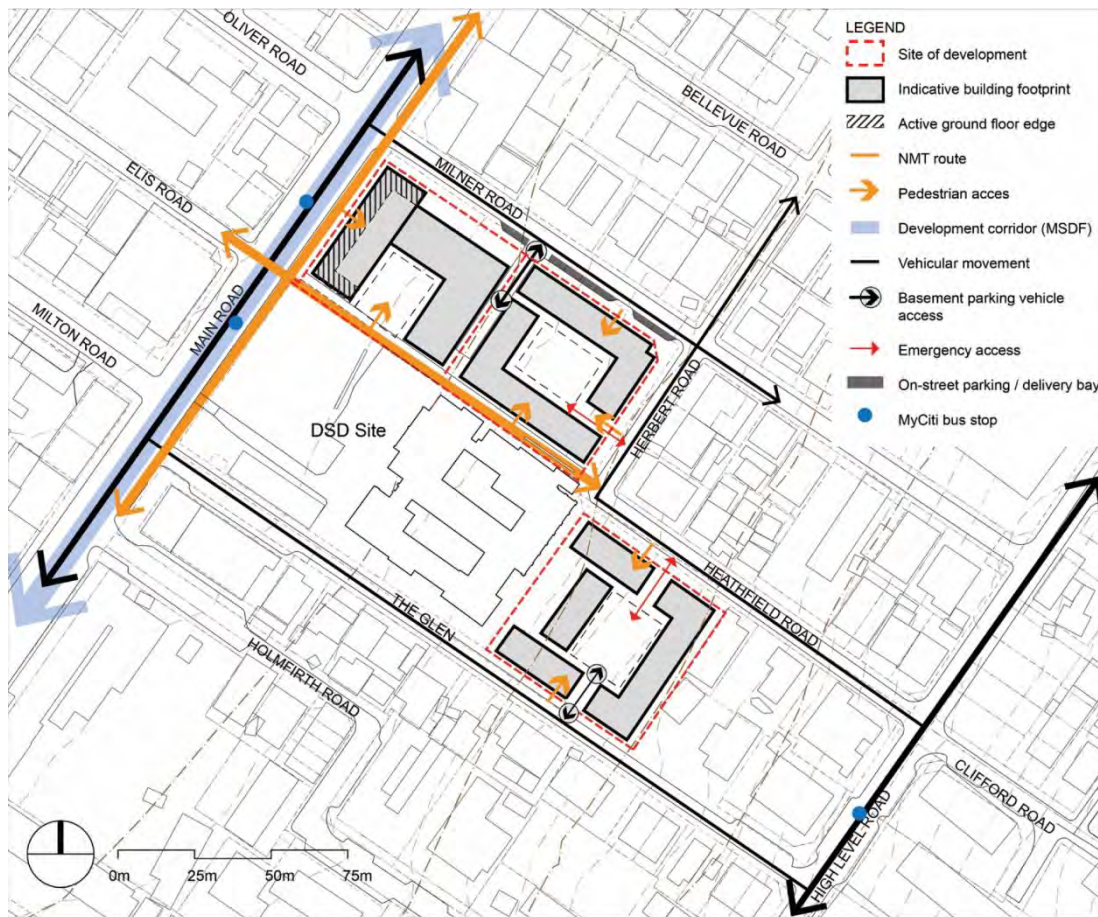


Figure 43: Access and Movement

3.4.2 Public Realm and Open Space

The site is in a dense urban area and, as shown in the figure below, there are a number of public amenities within convenient walking distance (5 minute) of the site. These include the Sea Point Promenade, the beach, access to the Table Mountain Reserve, numerous pocket parks, places of worship and retail centres.



Figure 44: Public Amenities in the Area

As illustrated in the figure below, the development responds to the activity and pedestrian movement along Main Road with an active ground floor use. A wide public 'stoep' to the development is proposed by integrating and consolidating the verge with a spill-out space that acts as a social space for the development and surrounds.

The parent erf has an established park-like green open space that is currently visually integrated with the proposed subdivided portions 1 and 2 of the site. However, this park will be fenced off from the proposed development and form part of the social facilities site. The intention is that the development visually integrates with the green open space through a courtyard facing the park.



Figure 45: Semi-private Multifunctional Courtyards (social housing developments)

A series of semi-private courtyards are proposed to provide social amenities, secure access to the development parcels, natural lighting and ventilation to the units, as illustrated conceptually in the figure below.

It is proposed that a public accessible pedestrian walkway is established over and along the stormwater servitude that runs from Main Road, through the centre of the site towards Heathfield Road. This allows for additional pedestrian entry points to the development from the southwest. This link also serves as a public function, by linking the promenade with Signal Hill, reinforcing the mountain to sea connection. The proposed pedestrian walkway also serves the function of creating the setback requirement as recommended by the HIA (setback around the heritage graded 3A building must be followed).

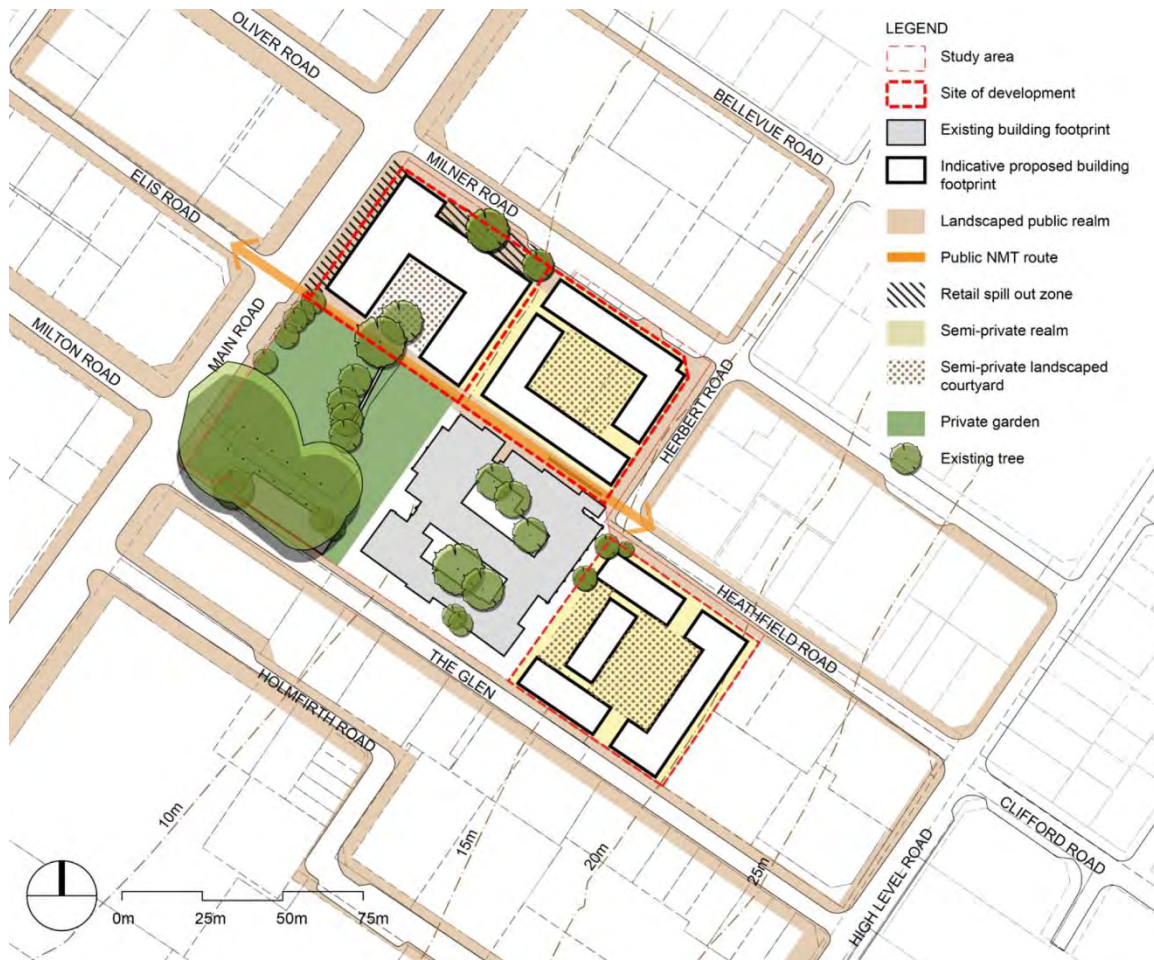


Figure 46: Open Space System

Figure 47 illustrates the privacy gradient of the buildings and the surrounding space. The street space represented by the road reserves and public right of ways, are considered the public realm and freely accessible by all. To note, the pedestrian street running through the study area is part of the public realm. The proposed courtyard on development portion 1 is considered semi-public realm as it is accessible by the public but with managed access. The private garden on the future DSD site is semi-private as public access is not guaranteed. This, however, should remain visually accessible. The courtyards contained in the old Ellerslie School Buildings on the DSD Site and the courtyards in the Social Housing development blocks, are considered private.



Figure 47: Public to Private Gradient

3.4.3 Land Use

A mix of land uses is provided within the development as illustrated in Figure 48 below. The majority of the proposed development portions is residential, but some retail is provided on Main Road to achieve an integrated mixed-use development to all future residents and development users or visitors.

Ground Floor Land Use

The development has a residential land use on the ground floor on development parcels 2 and 3. On development parcel 1, retail or commercial land use is envisaged that responds to the activity along Main Road. The ground floor across the development asks for active street interfaces and where this might not be possible (i.e. SHRA access management requirements) and access are through the internal semi-private courtyards; positive street interfaces are encouraged on ground floor level and can be achieved through large windows and overlooking features on the upper floors. Direct access should be considered along the new public NMT route.

First Floor Land Use

All the upper floors have a residential land use, but with mixed market type units. This should offer a diverse mix of residential accommodation that provides a range of housing options to different income groups on one site. This needs to inform the architectural response and façade articulation, resulting in a diverse and vibrant development that echoes the diverse community it houses.

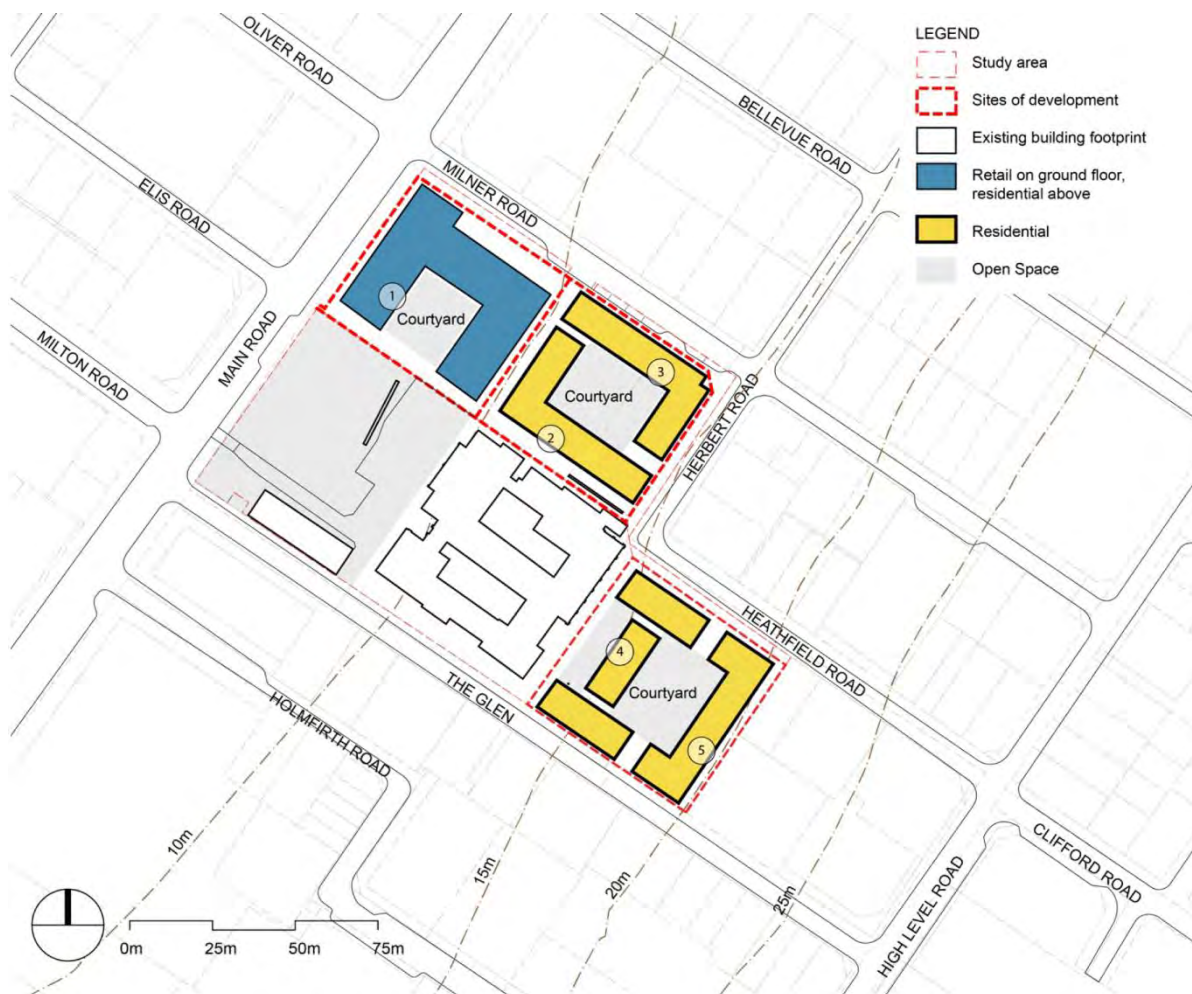


Figure 48: Land Use

3.4.4 Height and Massing

The distribution of height is illustrated in the Figures 49 to Figure 51 below. It shows a gradation of height from 4-storeys closest to High Level Road, to 8-storeys on Main Road. To respond to the fine grain, low rise residential context, the 4-storey buildings are envisioned to follow the topography and have stepped floor plates and roofscapes to achieve a fine grain character. The Social Housing developments are located in the 4-storey blocks, which is a suitable height for walk-up access that does not have to rely on lifts for vertical circulation, providing cost savings to this market type.

There are several tall residential buildings along Main Road and based on the City of Cape Town's Municipal Spatial Development Framework, Main Road is identified as a Development Corridor, where 11-storeys heights are encouraged. However, to sensitively respond to the immediate context and to minimise the impact on the heritage resources of the future DSD site (Ellerslie School Building and forecourt garden), whilst achieving a critical mass, the height is capped at 8-storeys. The building rises from 5-storeys up to 8 on Main Road on development parcel 1. This building would require lifts for vertical circulation.

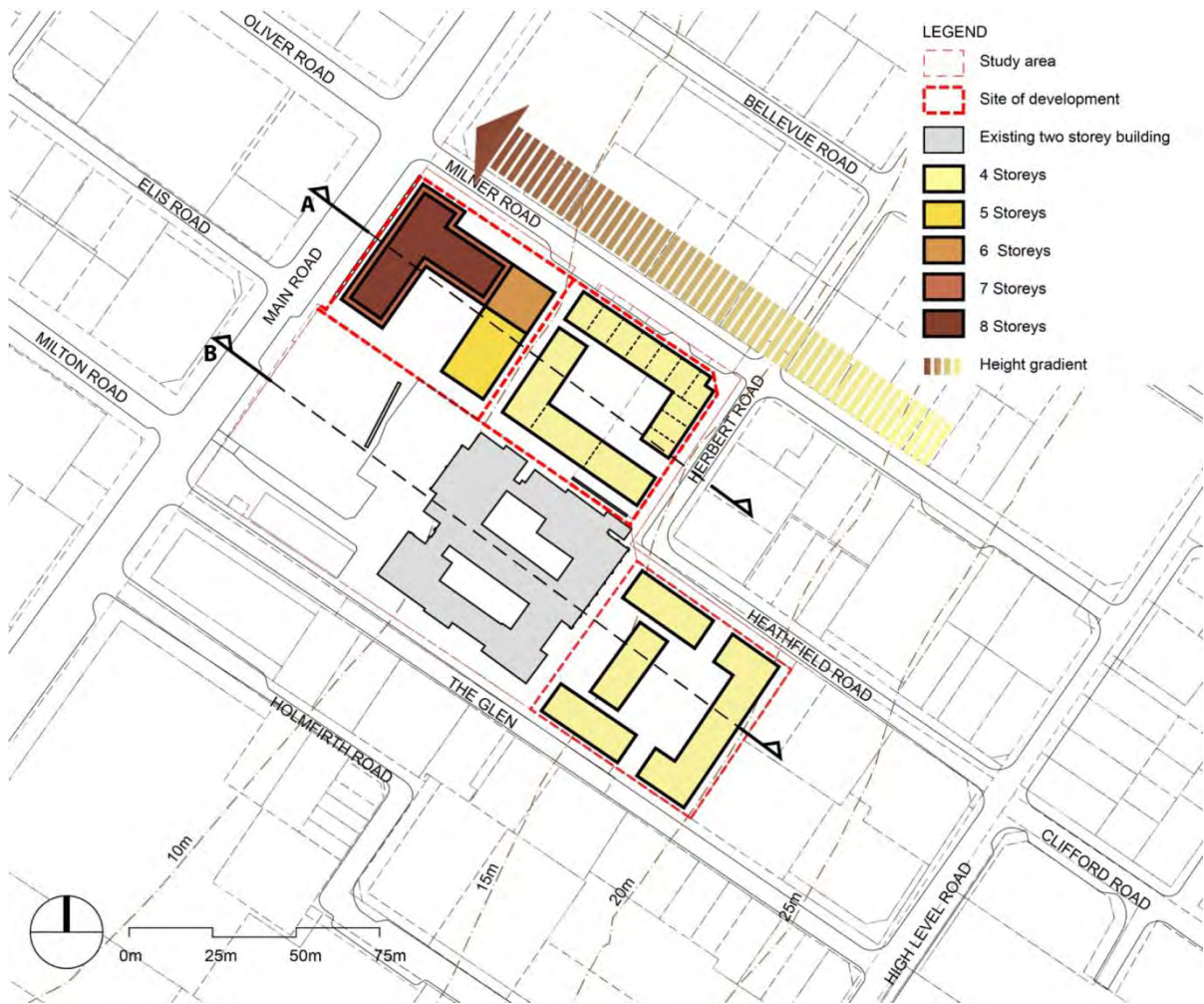


Figure 49: Proposed Height Distribution Across the Site

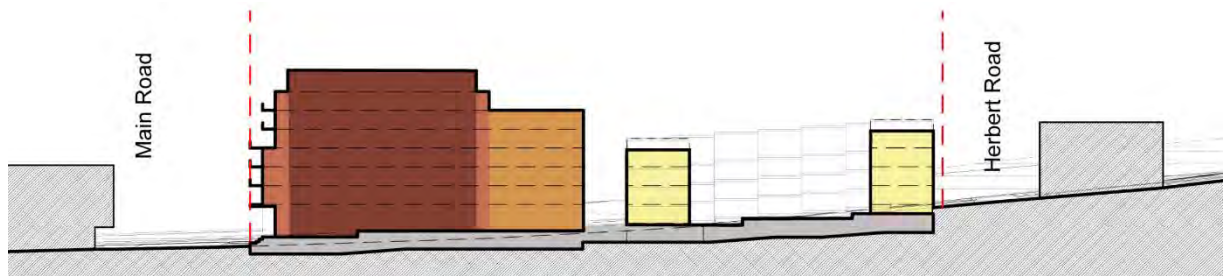


Figure 50: Section A

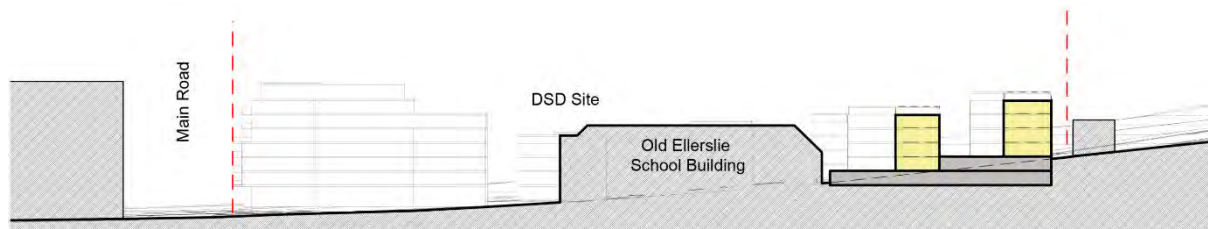


Figure 51: Section B

3.4.5 Parking

The site is located in a PT2 zone, and a zero-parking requirement is applicable. However, to respond to the market needs and considering other similar developments in the area, parking is provided in the form of basement parking at a ratio of 0,5 bays per residential unit. This translates to approximately 220 parking bays required in total over the three development blocks. A further 10 bays on development parcel 3 need to be provided and allocated for the operational requirements of the Department of Social Development site.

The figure below illustrates one level of a typical super basement layout. Two levels are proposed for development blocks 1 and 2 which yields roughly 240 bays. A further 60 bays are provided as a separate basement on development block 3. The total number of parking bays provided are 300. Excluding the 10 bays provided for the Department of Social Development site, a total of 290 parking bays are dedicated to the housing development. Vehicular access to basements 1 and 2 are off Milner Road and basement 3 is accessed from The Glen Road. Stepping, sloping or half basements could also be considered to respond to the topography. Currently there are also 6 public on-street parking bays in Milner Road.

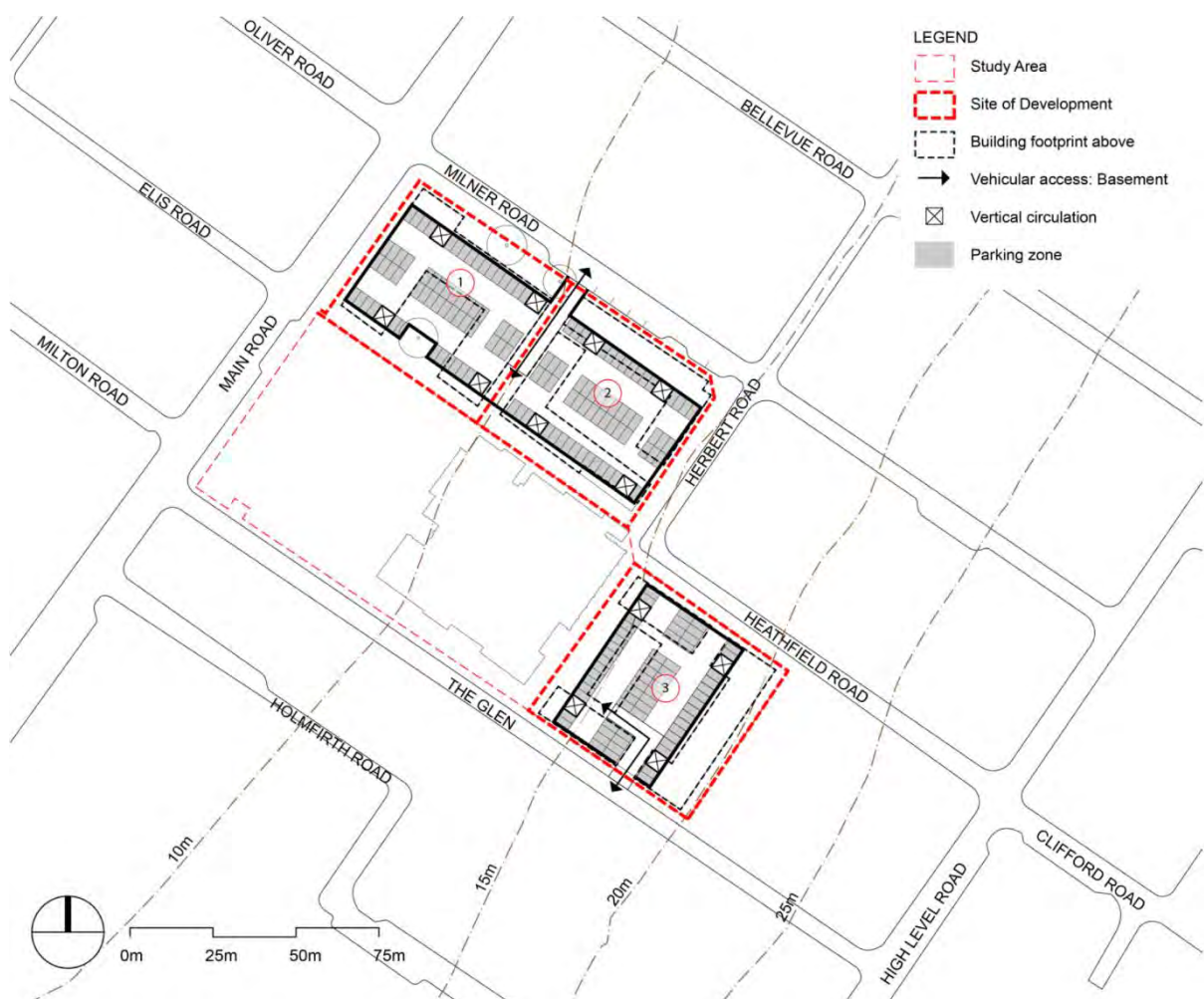


Figure 52: Indicative Basement Parking Layout

Refer to the **353 on Main Development Traffic Impact Statement** attached as **Annexure P** for more detail regarding parking considerations.

3.4.6 Built Form Development Controls Summary

Development footprint

The proposal covers a total site area of ±8745m² split over the three development parcels 1, 2 and 3 as indicated in Figure 53 below. Table 11 below, provides the proposed coverage, FAR and allowable floor area over the three development parcels. The remainder of the site, referred to as the remainder/parent erf (or DSD site), will retain its current zoning and development parameters.

Table 11: 353 on Main Development Parameters

353 on Main Development Parameters: Proposed							
	Zoning	Permissible (applicable) land uses	Coverage	Max. height above EGL	Portion Area	FAR	Allowable floor area
Portion 1	GB5	Business, entertainment, hotel, flats.	100%	30m	2827m ²	4	11308m ²
Portion 2	GR5	Group housing, flats.	60%	35m	2818m ²	2,5	7045m ²
Portion 3	GR5	Group housing, flats.	60%	35m	3100m ²	2,5	7750m ²

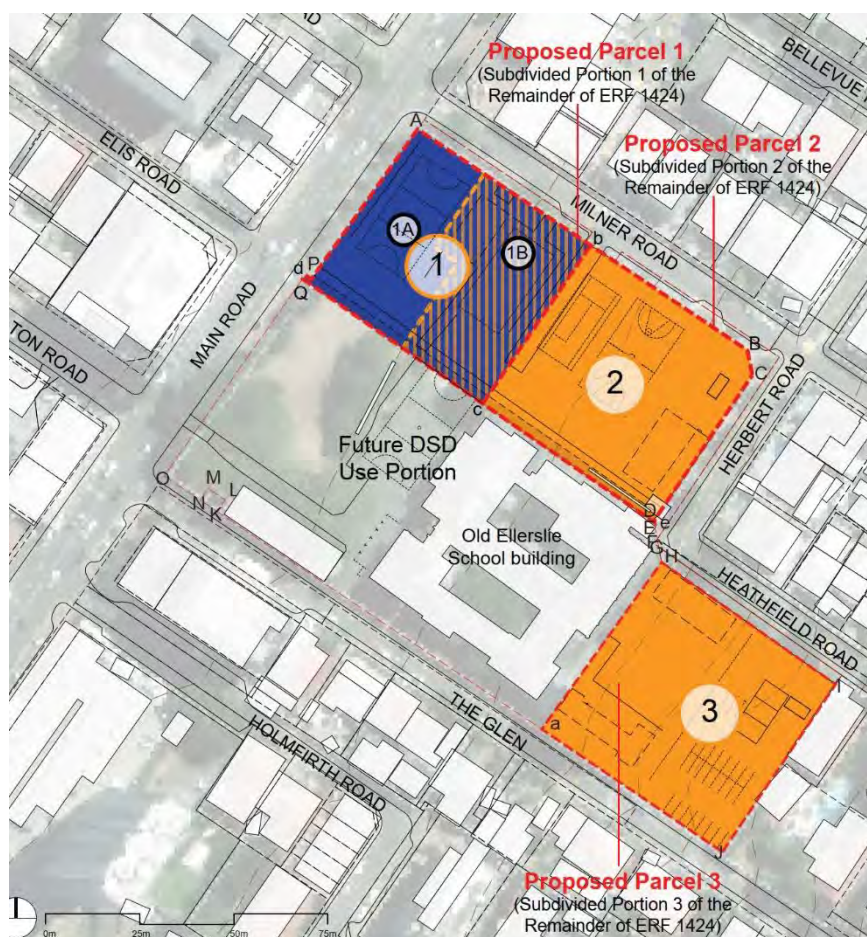


Figure 53: Development Parcels

Maximum development areas

Figure 54 and Table 12 below illustrate the maximum development potential in terms of number of floors and net building areas. An 80% efficiency ratio is assumed to calculate the nett building area.

Table 12: Summary of Development Areas

Building footprint	Number of floors	Nett building Area (m ²)
1	8	3 390
2	5-8	3 715
3	4	2 240
4	4	2 120
5	4	840
6	4	2 080
7	4	880
8	4	800
Total Residential GLA		16 065m ²
Retail GLA (Footprint 1 & 2 only)		1 200 m ²

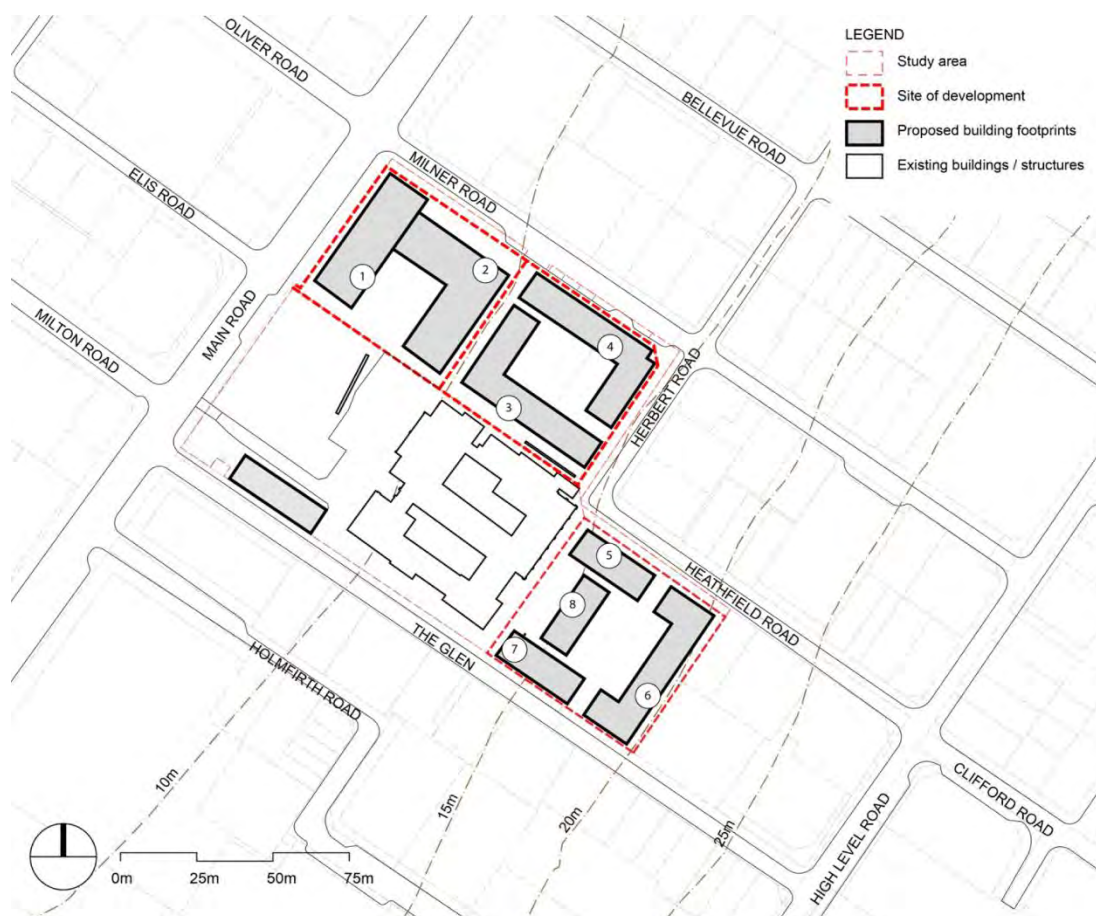


Figure 54: Development Envelope

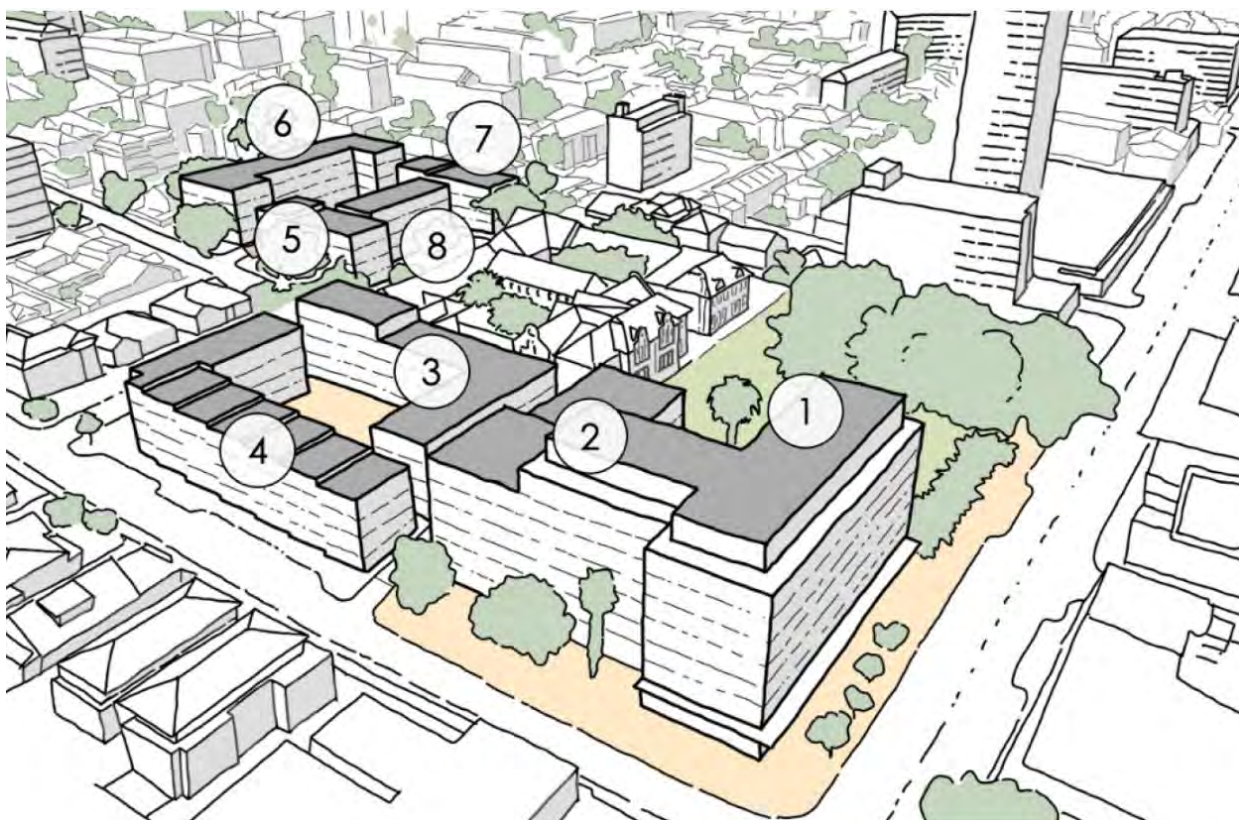


Figure 55: Key to Building Footprints

Proposed development potential

Using the development areas presented in Table 12: Summary of Development Areas, a percentage based formula is applied to determine the number of Studio, 1 Bedroom, 2 Bedroom and 3 Bedroom units for Open Market and Social Housing respectively. The following are the assumptions used for the unit yields:

Unit sizes and ratios for Open Market Housing:

Micro/ Studio Units – 20/unit	15%
1 Bedroom Units – 30/unit	35%
2 Bedroom Units – 60/unit	35%
3 Bedroom Units – 80/unit	15%

Unit sizes and ratios for social housing (based on SHRA standards):

Bachelor/ Studio Units – 20/unit	5%
1 Bedroom Units – 30/unit	45%
2 Bedroom Units – 45/unit	45%
3 Bedroom Units – 60/unit	5%

Floor areas and unit yields

The proposed development floor areas and unit yield for the Development Concept are presented below. A total of ±440 residential units are possible within the residential land use yield basket modelled. It is proposed that the social housing units be maximised in future detailed development proposals, capped at a minimum of 200 units. The unit split is subject to grant availability and market conditions at implementation.



Figure 56: Proposed Development Potential

3.4.7 Sun and Shadow

A high-level sun study is presented in the figure below. The tallest component of the development is situated on the corner of Main and Milner roads, which is the northwestern corner of the development. The height here does cast shadows on the public realm of Main Road in the early morning throughout the year, but from mid-morning to sunset, it has no effect on Main Road.

Some shadowing is present in Milner Road in the afternoon, but little to zero overshadowing of neighbours in Milner Road. The building casts some shadows on to the park, which lies directly south of it, but the proposed envelope is envisioned to step down from 8 to 5 storeys to minimise impact on the park and the Ellerslie School building.

The proposed development on parcels 2 and 3, are limited to four storeys and follows the slope of the topography, to minimise the overshadowing on the public realm and neighbours.

In all proposed buildings, the floorplates are quite narrow and limited to single banked residential units, to ensure that if the development overshadows itself, that a unit has at least one side that has consistent good sunlight exposure.



Figure 57: Sun Study

3.4.8 Materials and Architectural Detailing

The scale of the development precinct requires careful consideration of materiality to avoid a homogenous architectural response that could result in an overly large and out-of-scale built form. Material selection should contribute to a varied and contextually responsive development outcome, supporting diversity in architectural expression while reinforcing an appropriate relationship to the surrounding urban fabric in terms of massing, height and streetscape character.

The proposed development comprises a collection of residential and mixed-use buildings located across separate development parcels and intended for different target markets. While distinct in function and identity, the individual parcels remain substantial in scale within their context. In particular, Development Parcels 2 and 3 should incorporate varied and vertically articulated street interfaces that respond to the finer grain of the surrounding property patterns and built form character.

Materials and architectural detailing should be carefully selected to complement the existing context, with specific sensitivity towards the architectural character and heritage presence of the Ellerslie School building. Consideration should also be given to drawing inspiration from the design language, proportions and detailing of Wynard Mansions to reinforce contextual continuity and place identity.

To support the physical and social integration of the precinct, a consistent standard of material quality, spatial experience and communal amenities should be consistent across all three development parcels, while still allowing for architectural diversity and individuality within the overall development framework.

3.5 353 on Main Development Plan

The 353 on Main Development Plan has been prepared to illustrate what the proposed development could look like and provides the development fixes and parameters that will need to be complied with when detailed plans for implementation are to be submitted. The intent of the plan is to guide the development for a future developer to develop the components of the development in accordance with the urban design development guidelines and landscape guidelines, which have been developed taking guidance from the heritage site indicators. This will allow for guidelines and controls to be imbedded, so that the development can conform to the DOI vision and can secure development rights to enable the DOI to enter into a development agreement with a future developer who will then be responsible for preparing and submitting detailed plans based on this development plan once approved.

The 353 on Main Development Plan consists of three separate plans to illustrate specific aspects of the proposed development:

1. Development Fixes
2. Site Development Concept

3. Development Parameters

Development fixes for the study area specifies the fixes for development portions 1, 2, 3 and the future DSD site. The fixes relate to build to lines, ground and first floor setbacks, maximum height zones, minimum sizes for courtyards, where active ground floor edges are required, vehicle access points, heritage elements and their gradings, which trees need to remain and other fixes such as the private garden that needs to remain as soft landscaped forecourt space to the DSD site.

The development fixes need to be read in conjunction with the Design Guidelines Report and Landscape Guidelines and Plan that delves into more detail in terms of design guidelines.

See the 353 on Main Development Plan for the proposed development attached as **Annexure G**.

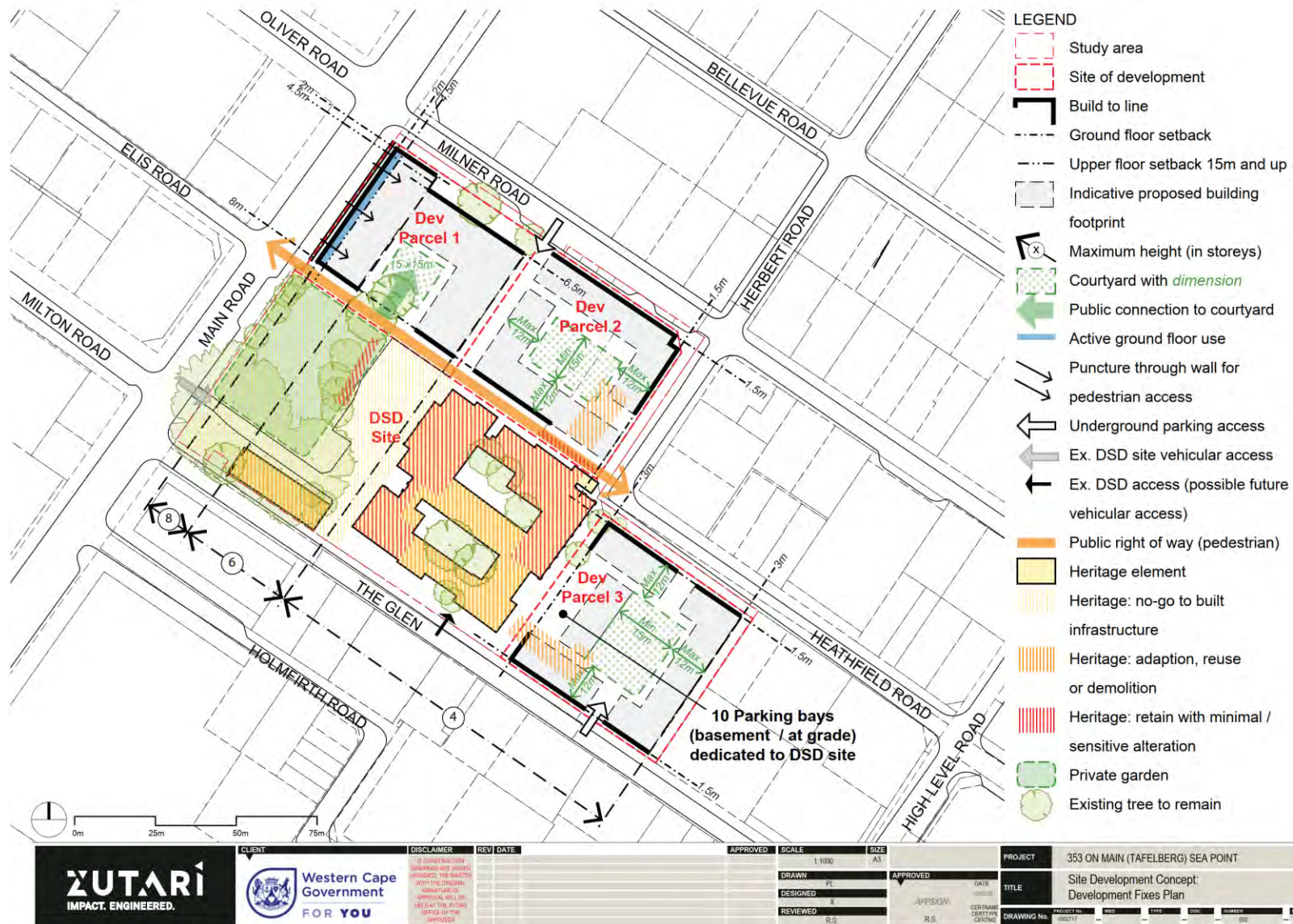


Figure 58: 353 on Main Development Plan – Development Fixes



Figure 59: 353 on Main Development Plan – Site Development Concept

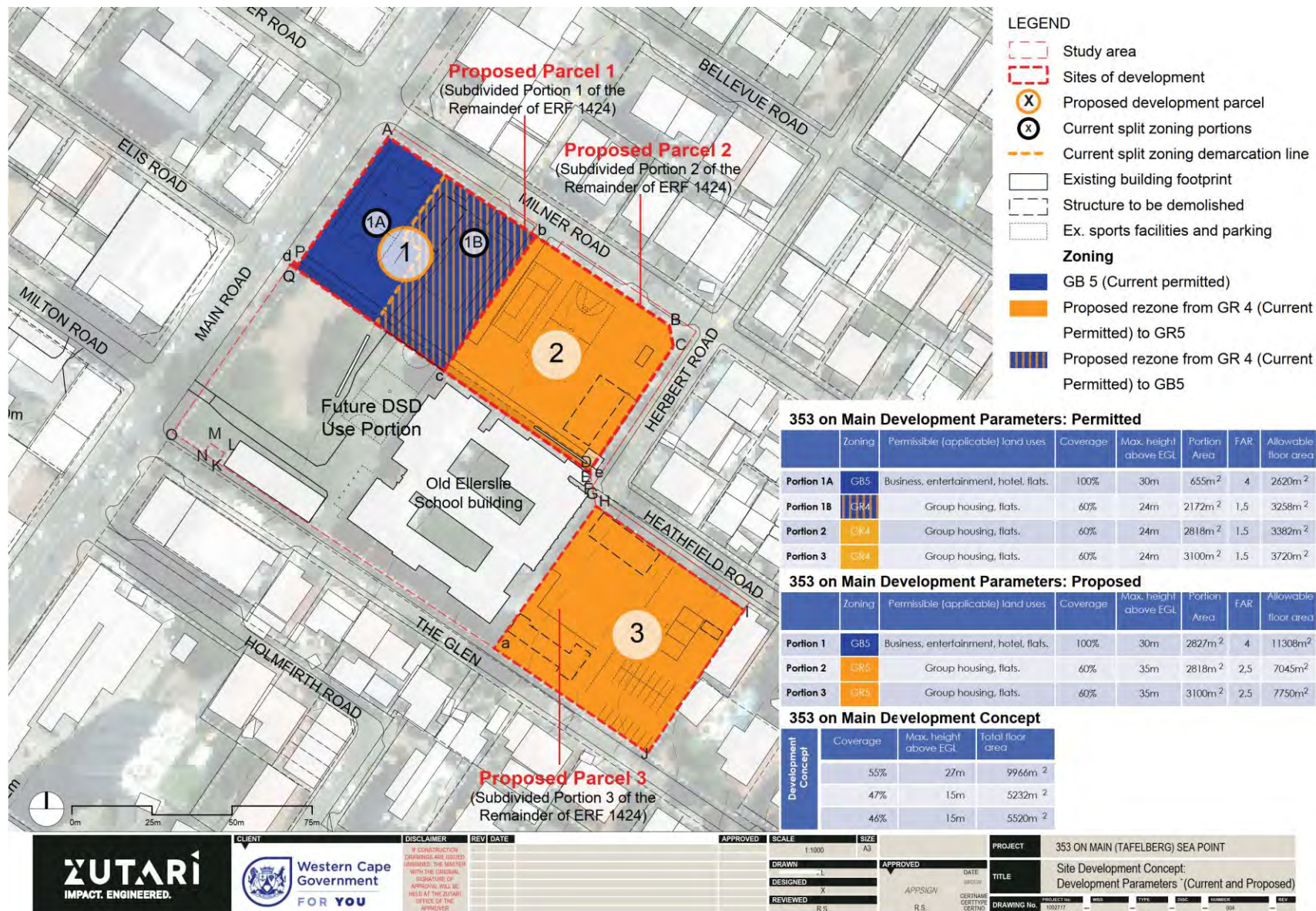


Figure 60: 353 on Main Development Plan – Development Parameters

3.6 Artist's Impressions

The following images have been created using AI visualisation based on the proposed massing and height to provide a visual representation of what the development could potentially look like to enable a more realistic visual assessment.

Important image disclaimer: Please Note: The images displayed are artist's impressions only and are intended to provide a visual representation of the proposed height and massing of the buildings and enable a more realistic assessment of the potential visual impact of the proposed development. These images are not based on any final architectural designs or specifications. The final look, materials, and details of the completed buildings may therefore differ significantly from what is shown here.



Figure 61: 3D Massing Model (left) and Realistic Artist's Impression (right)

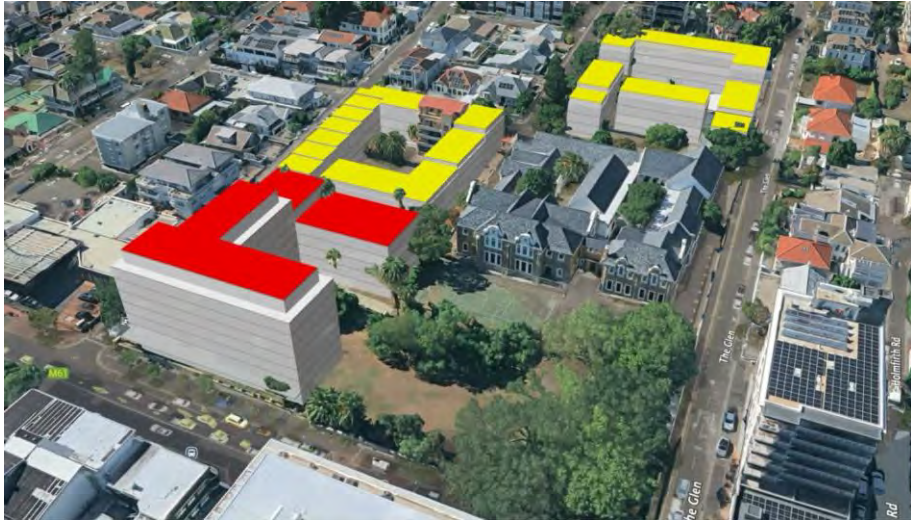


Figure 62: 3D Massing Model (left) and Realistic Artist's Impression (right)



Figure 63: 3D Massing Model (left) and Realistic Artist's Impression (right)



Figure 64: Artist's Impression - Birds eye view illustrating the extent of the new mixed-use development in relation to the existing Ellerslie School Building and forecourt. The proposed pedestrian lane and semi-private courtyard in the mixed-use precinct illustrates the proposed visual integration with the heritage site.

3.7 Development Design Guidelines

A Design Guidelines Report has been prepared for the 353 on Main Development. The purpose of these design guidelines is to:

- ▶ Expand on the strategic objectives and the concept design to achieve the desired outcome of the vision: “353 on Main is envisioned to be a vibrant, inclusive, safe, urban-living, mixed-use development, embracing heritage whilst offering social facilities, affordable housing, shared spaces, and integrated amenities”
- ▶ To provide guidance for future development in terms of built form and open space.
- ▶ Setting development fixes to guide integration of the development portions and remaining portion/future DSD site.

Instead of being overly prescriptive and focussing on individual buildings, the development guidelines provide guidance at the level of the development parcel to enable the practical realisation of the development vision and inform and guide the future detailed design processes. The ‘Site of Development’ is proposed to be divided into three development block parcels, parcels 1,2 and 3. The guidelines will address both the built form, open space and safety and precinct management. Built form guidelines will address:

- ▶ Building placement
- ▶ Build-to and setback lines
- ▶ Interface conditions
- ▶ Bulk, massing and height
- ▶ Access and parking
- ▶ Land use and activity

Open Space guidelines will address:

- ▶ Streets
- ▶ Pedestrian right of way
- ▶ Courtyards
- ▶ Roofscapes
- ▶ Hard and soft landscaping
- ▶ Lighting and furniture
- ▶ Stormwater management.

Guidelines addressing safety and precinct management include:

- ▶ Safety and security
- ▶ Precinct management and maintenance
- ▶ Shared utilities and amenities

3.7.1 Interface Guidelines

The Guidelines present a number of interface guidelines to ensure that the proposed development responds sensitively to the public realm and contribute positively to the surrounding urban character. General interface guidelines include:

- ▶ Building facades fronting the public realm should be visually active and include windows, doors and transparent walls.
- ▶ Ground floor units should have ground floor access to promote activation of the facade and adjoining public realm.
- ▶ The use of level changes is useful to demarcate the public and private realm: front stoeps, steps, low walls, colonnades, overhangs and planting are all elements that can be used to create a sense of privacy from the public street, while still providing surveillance
- ▶ Provide protection from the elements with overhangs, colonnades, shading elements and strategic tree planting
- ▶ Balconies should be incorporated to ensure that there is passive surveillance overlooking the public realm. NOTE: In the case of a balcony projection over the property boundary a servitude area will need to be registered with the City
- ▶ Articulate facades of larger, longer buildings by avoiding repetitive fenestration. Include protruding elements, changes in materials and shadow lines.

3.7.2 Interface Conditions

The following interface conditions are proposed for the 353 on Main Development:



Figure 65: Interface Conditions

Interface Condition 1.1

This interface condition deals with the mixed-use development edge along Main Road. There is a heritage graded stone wall that needs to be retained, but it is encouraged to puncture through this wall at strategic locations to allow permeability between the ground floor uses and Main Road.

It is envisaged as an active ground floor use with a semi-public covered terrace that serves as a transition space to the public street.

It is important to minimise and mitigate the inactive edge a basement could contribute to Main Road, and the aim is to achieve a ground floor that becomes an extension of the public realm.

Interface Condition 1.2

This interface condition is for the retail edge on the proposed pedestrian street.

The pedestrian street runs between the DSD Site and the proposed housing development and acts as public thoroughfare that extends from Ellis Road to Heathfield Road. It is important that the route remains public with active and / or positive edges on either side to ensure it is an integrating element that contributes to the public accessibility of the development in the area.

Interface Condition 2

This interface condition is along Milner Road and aims to accommodate the services and delivery edge associated with the mixed-use functions of the development in a manner that does not negatively affect the public realm. Two protected trees are also located along this edge.

Interface Condition 3

This interface condition focuses on the vehicular basement ramps and the building edges on either side.

Interface Condition 4

This interface condition is present along Milner, Herbert, Heathfield Roads, The Glen and the public pedestrian right of way. It deals primarily with the residential ground floor edge.

Interface Condition 5

This refers to the building edges that define the courtyards within the respective development parcels.

Interface Condition 6

This relates to the edges of the development that face on to other private erven. The aim is to ensure that the space between the built form and the property boundary is effectively utilised.

The Zutari Design Guidelines Report (2026) illustrates the sequence of conditions at various points across the site. Section 5 of the Design Guidelines Report details the development guidelines for each development parcel. The development parameters, intent and desired character, land use and massing, access and parking and interface conditions are detailed for each development parcel.

See the **Design Guidelines Report** attached as **Annexure L**.

3.8 Landscaping Guidelines and Plan

Square One Landscape Architects have been commissioned to prepare a Landscape Guidelines Report and Landscaping Plan for the proposed 353 on Main Development. This followed the tree survey conducted at the start of the project to identify which trees on the site are protected, visually significant, should be retained or which trees should be removed. The Landscaping Guidelines Report provide guidance in terms of landscaping for parcels 1, 2 and 3, as well as explicit guidelines for the future treatment of the DSD portion of the site, emphasising the intention to “retain and celebrate the Ellerslie School (DSD) complex, boundary walls, and mature trees as anchors of local memory and character. Consider opportunities to link the DSD and DOI sites for greater heritage cohesion”.

The following methods are proposed to achieve heritage integration:

- ▶ Framed views towards heritage structures or planting
- ▶ Continuity of paving, planting, lighting and furniture palettes across the portions.
- ▶ Treat the edge between the DOI and DSD sites as a civic forecourt or shared green, not as a hard boundary. Use terraces, stoeps, or low walls to mediate between the historic and new.
- ▶ Integrate subtle heritage interpretation elements (engraved thresholds, story panels, or crafted detailing) that communicate the layered history of the site.
- ▶ Align built and landscape geometries, paving bands, and tree avenues to extend sightlines and reinforce the historical axes of the site.
- ▶ Specific measures to ensure the appropriate treatment of the open space in front of the old Ellerslie School building that will be carried forward and incorporated into redevelopment plans for that portion in due course stipulate:
- ▶ Material selection for vehicular and pedestrian movement routes to provide permeability (e.g. permeable pavers, reinforced gravel or decomposed granite)
- ▶ Material selection for the landscape surfaces (e.g. movement routes, paths, courtyards) to be of a uniform composition and complement the existing cultural heritage building.
- ▶ Soft forecourt with heritage trees (protected species) to be maintained as private garden space. All non-invasive mature trees within the garden space to be retained regardless of heritage significance.
- ▶ Boundary wall between laneway and DSD site to provide physical barrier whilst allowing view of trees within private garden.
- ▶ Provide low planting strip with the north-east boundary along the laneway to provide a physical barrier, whilst also enhancing the experience of the public laneway.

STREETSCAPE	
Main Road Terrace:	
MR1	Add tree line parallel to existing street trees to humanise the streetscape and provide summer shade/winter sun.
Residential Buffers (Milner, Herbert and Heathfield Roads):	
R1	Street trees as buffer; shade in summer, sun in winter.
R2	Bioswale planters with weirs along slopes for edge buffering and passive irrigation.
LANEWAY	
L1	Trees to provide human scale streetscape.
L2	Private edges – use wider planting for screening.
L3	Commercial edges – widen laneway to create spill-out spaces for dining and entertainment.
L4	Bioswale planters with weirs to manage level changes.
L5	Connection between commercial and social housing blocks with planted laneway for safety and activation.
OPEN MARKET HOUSING PRECINCT: BLOCK 1 COURTYARD	
S1	Incorporate heritage trees as a central landscape feature.
S2	Pergola/arbour structures for human-scaled outdoor rooms beneath apartments while ensure adequate solar access.
S3	Green roof condition with permeable surfaces to mitigate runoff.
SOCIAL HOUSING PRECINCT: BLOCKS 2 AND 3 COURTYARDS	
C1	Green roof above basement parking.
C2	Courtyard landscape with perimeter paths for apartment access. Central gathering spaces and children's play areas. Quiet buffer zones integrated into courtyard edges.
C3	Emergency access routes designed as shared amenity areas (e.g. informal sports) while maintaining functionality.
C4	Green roofs as amenity and to mitigate runoff.
DSD SITE PRECINCT	
D1	Private garden with protected heritage trees.
D2	Movement access route with permeable paver or reinforced gravel space.
D3	(Red rectangle) possible car parking forecourt with permeable paver or reinforced gravel space.
D4	Courtyard with permeable paver or reinforced gravel space to match D2 & D3.
D5	Low planting along edge to create barrier to DSD buildings.



Figure 66: Landscaping Plan (Square One Landscape Architects)

See the **Landscaping Guidelines Report** and **Landscaping Plan** attached as **Annexure T**. Also see the **Tree Survey Report and Plan** attached as **Annexure B1**.

4 IMPACT ASSESSMENTS AND SPECIALIST STUDIES

4.1 Cultural Heritage and Archaeology

The property holds significant formal protection as a Grade II Provincial Heritage Site, a status granted under Section 27 of the NHRA. This legal protection is comprehensive, covering the entire site, and includes all structures and landscape features. Historically, the site was declared a National Monument in 1989 under the former National Monuments Act, a designation that automatically transitioned to its current Provincial Heritage Site status when the NHRA was promulgated in 1999.

The Western Cape Government (WCG) as custodian of the property formally announced development plans for the 353 on Main Project (Tafelberg site), Sea Point by way of a joint media release dated 30 January 2025 by Minister Simmers (DOI) and Minister Londt (DSD). The WCG aspires to subdivide the site for development and service delivery needs.

The remainder portion of the property (with the main school building and forecourt garden portion along Main Road) has been allocated to the Department of Social Development (DSD) to address its related service delivery needs within the area envisaged for residential care services for people with disabilities and older persons in the future.

The DOI, as custodian of the property and in line with its socio-economic mandate of affordable housing (including social housing), has agreed in principle to input the value of the property as well as any residual land value into the project to ensure social housing opportunities are attained and maximized on the limited available development area.

The proposed development will be a flagship project that will benefit the Sea Point area, showcase and foster WCG/DOI commitment to delivering on its mandate by providing social housing within the inner city and an integrated mixed-use development with access to social and bulk infrastructure, various services, transport and work opportunities (limiting travel times).

While the statutory heritage status is that of PHS, the site as a whole and the heritage resources within the site are graded to assess their heritage significance and sensitivity to change. The site is significant as a whole for its composition and component parts. It is composed of cultural landscape qualities, several built heritage resources, and has associational value attached to its 20th century history as a school. The old school building on site is a highly significant resource with high architectural, aesthetic, associational and age value. The site is located within the Sea Point HPOZ and is surrounded by substantial fine-grained residential fabric typical of Sea Point. The property also contains many mature trees, an avenue of wild figs, and historic boundary walls. While below ground interventions could yield archaeological finds anywhere across the property, as already identified, it is the immediate vicinity of the old homestead that is of highest archaeological sensitivity.

All heritage features have been assessed and graded in terms of its heritage significance. The Updated HIA grades the site as a whole Grade 3A. Within this, there are component parts of varying heritage significance and they are graded individually. A detailed survey and analysis of each element supports the provisional grading overview provided by the O'Donoghue HIA 2011, with some adjustments:

- 19thC stone wall and stone terrace walling: 3A
- Wild fig tree avenue: 3A
- Front garden/park: 3A
- School building, kindergarten and hall: 3A

- Later attached school structures: 3C
- Bike shed: 3C (in a highly sensitive location)
- Boundary wall Main Road and lower portion The Glen: 3B
- Wynyard Mansions: 3C
- Other structures: NCW

The specific grading provides a granular guideline to the heritage significance and tolerance for change of an element of the site:

**HIGH LEVEL DIAGRAMMATIC GUIDELINES FOR DEVELOPMENT:
1. DEVELOPABLE AREAS AND CHARACTER ZONES**



Figure 78. Overview of developable areas, buffer zones and areas that are "no go" to development (Google Earth Pro, 2023)

Figure 67: High Level Diagrammatic Guidelines for Development – Developable areas and character zones

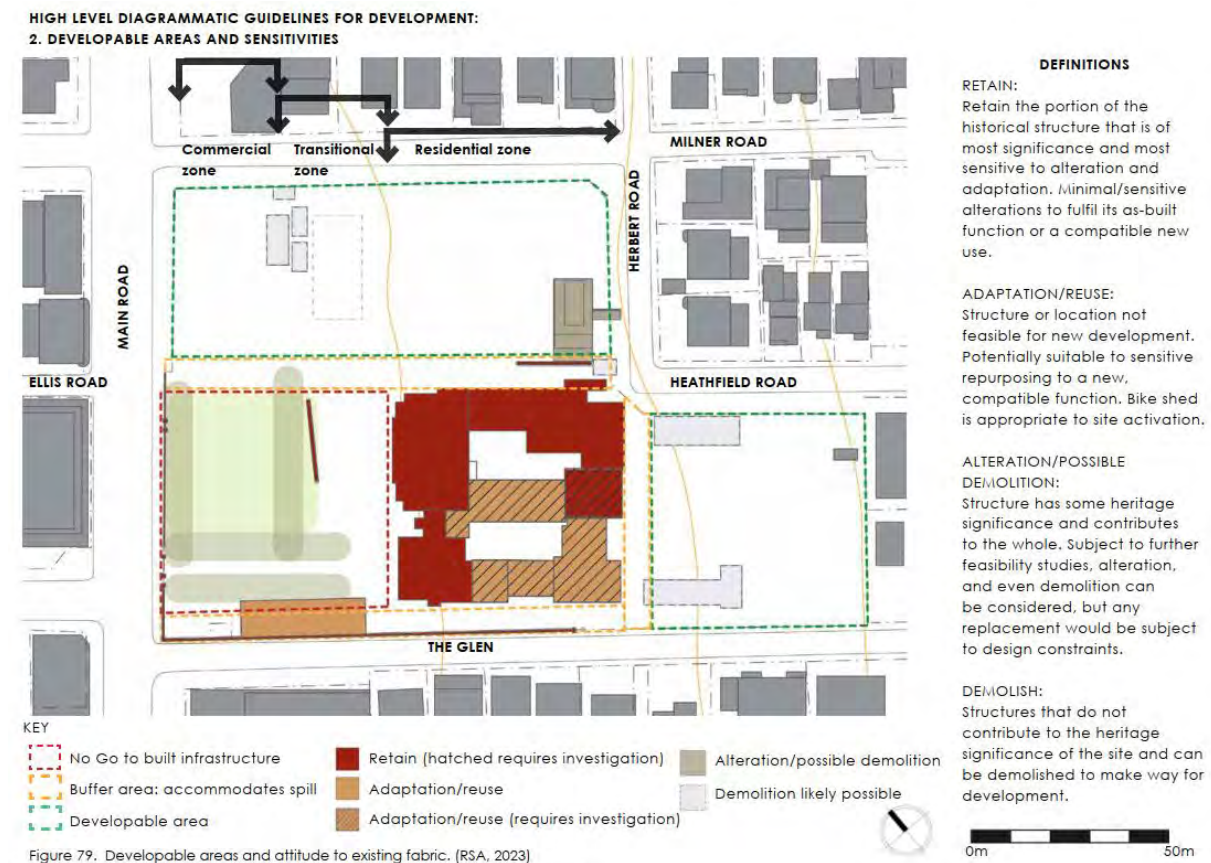


Figure 68: High Level Diagrammatic Guidelines for Development – Developable areas and sensitivities

The proposed development will see the transformation of the site, with impacts to heritage resources on site, some of which are very highly graded. Balancing this is the achievement of the provision of the required social housing component on this site.

Given the absence of any significant archaeological material revealed during geo-testing, and the exclusion of the area of the homestead site from this proposal, it is concluded that archaeological impacts are not likely to arise because of this proposed development. The old Eilerslie Road alignment holds the potential to contain historic road fabric; if this surface is found to have been cobbled, the cobbles would be worth retaining and reusing.

While the proposed subdivision poses no risk of archaeological impacts, any future redevelopment of the DSD portion will need to undergo a separate process in terms of the NHRA to consider likely archaeological triggers. In terms of social history, the redevelopment of the identified development portions of the site to accommodate social housing goes a long way to ensuring that the historic and recent links to housing activism is not lost. Measures need to be incorporated into the design, however, to ensure that the social housing component does not become siloed but is rather able to integrate into the redevelopment and the Sea Point community more widely. Appropriate facilities to support families - particularly women-headed households - and ensure integration are essential in this regard.

Appropriate memorialisation of the aspects of social history identified as important - including housing activism, educational histories and gender - should also be incorporated, and this can be realised through public art, signage, displays and similar. Possible public access to the school forecourt would be a positive outcome that recognises the social significance of the green space and would need to be carefully weighed against the requirements of the future use of the site.

The concept design has been revisited to provide a lower, 8-storey block on Main Road. This 8-storey height is appropriate to the emerging context and in line with City policy. Most importantly however, the implementation of the social housing programme requires the larger market-related component to render the project feasible, and given that this is an imperative to achieve, this height is acceptable.

The HIA (May 2026) has been approved by Heritage Western Cape. The Record of Decision for the proposed 353 on Main (Tafelberg) Precinct subdivision and redevelopment Final Updated Heritage Impact Assessment as made at the HWC IACom sitting on 17 June 2026, contains the following conditions:

1. The subdivision is approved
2. The demolition of Wynyard Mansions, Music Rooms, and Garage as per the Site Development Plan (Zutari, 2026c) is approved.
3. The massing, height and layout as per the Updated Concept Report (Zutari, 2026c) is approved.
4. The Design Guidelines (Zutari, 2026d) are endorsed.
5. The DSD portion/ school must adhere to the overall guidelines and indicators contained in the Updated HIA. Future alternative social/public uses of the school site must ensure appropriate adaptive reuse that respects the spatial and material integrity of the Ellerslie/Tafelberg structure. This must be addressed upon submission of a separate S.27 application. The DSD must seek to programme that part of the site to be a positive and integrated component of the whole and, importantly, to engage proactively with Conservation Bodies and I&APs around this matter.
6. Further developed drawings must be submitted to HWC to confirm adherence to the social housing programme and general design indicators and guidelines.
7. Detail design development in accordance with the architectural, heritage and urban design recommendations accompanied by an overall visual impact assessment of the developed design must be submitted to HWC for approval.
8. A Heritage Agreement must be entered into between HWC and WCG within 6 months of the date of this decision in order to ensure the ongoing maintenance of the school building and property until the development of that portion of site is affected.
9. The heritage criteria, guidelines and development controls pertaining to the site layout and informants are to be adhered to in the future repurposing of the historic school building portion of the site
10. An interpretation strategy in response to the findings and recommendations of the Socio-Historical Study must be submitted to HWC for approval upon submission of the detail design development.

Archaeological Conditions

1. Initial inspection of foundation trenches must be undertaken when these are opened during construction phase.
2. Initial monitoring of works in the area of the old Ellerslie Road alignment must be conducted, and if cobbles are located there, these must be retained and reused elsewhere on site.
3. Any future redevelopment of the DSD portion must follow relevant archaeological processes.
4. If any human remains or significant archaeological materials are encountered during construction work all work in that area must be halted, and the area cordoned off until HWC has been notified, and an appropriate course of action can be determined. This may include mitigation through excavation.
5. No PIA is recommended, but a fossil finds protocol must be provided.

Socio-Historical Conditions

1. Presently, the plan under consideration is for mixed-use development on the eastern portion of the site, incorporating social housing, affordable housing and market-related housing, as well as retail. This plan is still under development and current HIA processes relate only to site enablement. While development at this scale would impact on the character of the school grounds, there is great potential for such development to support the associational, intangible heritage qualities of the site.
2. Besides the highly visible link to contemporary spatial justice struggles, there is clear precedent for affordable housing on the site. Although Wynyard Mansions is small, its story acts as a microcosm for many of the struggles still faced by working people in Sea Point. It provided a crucial foothold for

vulnerable individuals and families in the city and enabled crucial access to jobs and urban facilities. The proposal to develop affordable and social housing is strongly supported from an intangible heritage perspective in this regard. If it is feasible from a development and usage perspective to retain part of the physical fabric of Wynyard Mansions as the physical manifestation of this history, this would be appropriate and supported. Design for future development must be mindful that Wynyard Mansions holds a deep connection to housing struggles in Sea Point and its links to everyday stories of urban survival in Cape Town. However, this must not form a blockage to the realization and reflection of the site's associations with affordable housing and spatial justice. If the design and feasibility scoping processes do not support the retention of the block or parts thereof, consideration must be given to reflecting its memory through other creative means: this could include use of the footprint, design aesthetics, naming, or some form of publicly visible interpretation, exhibition or historical storytelling.

3. The sense of the property as a community anchor, supporting individuals' and families' interconnection between neighbourhood, home, and community, is one of the most central associations with the site. Any development must be oriented towards acting as an integrated and inclusive community anchor. Affordable housing is a key lever for this kind of community integration, enabling people to live where they work and where their children go to school – echoing the experiences of the Ellerslie alumnae who had the privilege of going home for a quick lunch, participating in school extramurals, and having parental support for school activities and fundraisers. The proposal to develop social and affordable housing on the site is therefore entirely in keeping with the community-oriented social history of the site. In practice, this means development must be focused not only on housing alone but also on the creation of community facilities and points of connection, with the potential to counter some of the fragmentation experienced by residents in recent years. There are many possibilities for achieving this: for example, active and well-programmed community centres, citizens' advice bureaus, a focus on businesses in the retail portion which support day-to-day needs, safe spaces for children, and well-designed spaces for community gatherings.

4. The educational history of the site is highly significant, but this does not necessarily mean that the site requires literal reinterpretation as a school. This aspect of its heritage can be broadly interpreted to include facilities and housing design that are genuinely supportive of family life and healthy psycho-social development. This could include elements such as a creche, safe play spaces for children, and social amenities suitable for families. This is especially important in a context where most new developments do not cater for families with children. The development of affordable housing on the site also opens the possibility for children currently attending schools in Sea Point to live close to school, shifting the current dynamic where children leave home early in the morning to travel into the city on public transport. This would represent a revival to historical dynamics of interlinkage between schools and the residential community of Sea Point. While this HIA process does not include the school building itself, it is worth noting here that the older portions of the building, including the interiors, are highly significant from a socio-historical perspective. A more detailed heritage study on the school building itself will be necessary when decisions are finalized about its future use.

5. The site's multiple connections to gendered histories could also find expression in its future development. These links are visible in the site's connections to women's education, the high concentration of women who found homes at Wynyard Mansions, and the women who have led housing struggles in Sea Point for decades. It would be appropriate to honour this history through a gender-sensitive approach to design in future development, including considerations given to public space design; safety and visibility considerations in the design of entrances and walkways; and – as noted above – design which supports safety and thriving for children and families.

6. As a rich, multilayered site that speaks to so many aspects of Sea Point's history, it would be appropriate to include an interpretive element in the site's development which tells some of these stories. Besides the historical narrative of the schools, it is also important to have a public reflection of histories which are in danger of being forgotten, including those of Rainbow Housing and of Wynyard Mansions. These stories are also intrinsically connected to contemporary housing activism in Sea Point and the impact this activism has had on Cape Town at large. Possibilities for such interpretation could include a small public exhibition, well-designed mural art, and/or naming practices for future buildings on site.

The following considerations pertain to the Ellerslie Building forecourt specifically:

7. Public Land: The forecourt is not intended for private development or ownership, regardless of the level of public access made possible or not by DSD's future plans for the site. The retention of public ownership is in keeping with the social history findings around the site as a community resource. It would be advisable to make this provision explicit for future management planning.

8. Contingent Access: Usage of the former school building has determined the level of public access to the garden, and it is likely that this linked determination will continue in future.

9. Heritage Values and Sense of Place: The school forecourt acted as a social and recreational space for the school, and a green space more widely, fostering a sense of place and a green 'pause' in the urban landscape, even if only visually. The continuation of these historic meanings and values, and their extension to the surrounding community, must be supported as far as is practically possible.

10. Continuum of Possibilities: Meaningful efforts must be made to ensure some form of public access to the garden in line with the site's historical social meanings and significance. This must comprise visual accessibility from the housing and mixed-use development portion at a minimum, but could extend to managed access, in line with DSD's practical needs for the former school building.

It would be advisable for the spatial framework to propose a continuum of possibilities for the forecourt, to account for different levels of access and permeability in line with DSD's potential uses of the school building. These would provide a guideline for establishing appropriate levels of public access once the future of the school building is clearer. The guiding principle must be to allow for as much public access as possible, within the constraints of DSD's requirements.

Architectural and Townscape Conditions

1. The historic, C19th solid stone wall and central pier and fence walling section on main Road must be documented. Design options must be explored to retain (at minimum) representative sections of each wall in an integrated and interpretive manner with the line and form of the overall wall reflected in paving lines, where any sections are removed to facilitate positive street interface, so that the original fine-grained layout is remembered on site. This must be part of the street and landscaping interface condition.

2. The detail, grain, materiality, punctured nature of opening and form of the buildings must be modulated to respond to the varying conditions around the site. The Architecture must be fine-grained and contextually responsive and not be self-referential.

3. The internal interface conditions must be detailed to respond to the school/ DSD building and green open area.

4. The building design must engage positively with the adjacent school buildings and not present blank or service facades towards the historic school buildings.

5. The detail design must enhance visual and physical cohesiveness and connectivity with the school building.

6. Internal security provisions/ fencing must be detailed in a subtle manner with the over-riding concern being to visually retain the cohesiveness of the PHS site.

7. The future development considerations of the DSD portion of the site must recognise and incorporate the heritage design indicators and framework set out in this report.

8. The Concept Design Report and Design Guidelines Report (Zutari 2026c and 2026d) must remain the design determinants for the future design development.

9. DocomomoSA must be afforded the earliest opportunity to access Wynyard Mansions to record and document the building for public record at least 14-days prior to the commencement of demolition.

10. The detail design stage must consider whether any portion of Wynyard Mansions, for example the street bridge as entrance, could potentially be incorporated into the design. This must be contributory to memory and interpretation and/or place-making and not simply a gesture.

Visual Impact Conditions

1. **Materiality:** All external material and finish specifications, including the building façade materiality and all ground-level hard landscaping, must be of high quality and non-reflective to reduce glare and visual intrusion.

2. **Landscape Architecture:** A comprehensive landscape master plan, prepared by a SACLAP registered professional, is essential and must be implemented and monitored. This plan is the primary mitigation tool and must prioritise visual screening through the planting of medium to large calibre trees along sensitive boundaries (especially along sensitive heritage interfaces such as The Glen, Herbert Road, Heathfield Road and Milner Road). All retaining structures must be stepped, articulated, and heavily planted to avoid monolithic ‘terraforce’ walls while appropriate terracing must be employed to manage considered level changes, create accessible and usable open spaces and mitigate the need for excessive retaining structures. The building must include integrated planters on balconies and setback terrace to allow for cascading vegetation on the façade. Vertical greening through the installation of stainless-steel cable or mesh trellis systems must be considered. Additionally, the implementation of green roofs on all flat roof surfaces and podiums in accordance with the site enablement urban design and landscape guidelines is recommended. Careful consideration must be given to the levels of the courtyards and green roofs to ensure sufficient planting depth is achieved. (ZUTARI; 2026d)

3. **Building Articulation and Interface:** Further articulation of the building’s mass through façade modulation to achieve a fine grain texture, upper-level setbacks and roofline variation are recommended during the detailed design stages to reduce the buildings’ perceived scale and bulk and to avoid monolithic built form. This is particularly relevant to the Portion 2 and 3 sites where the current proposal introduces a significant contrast to the adjacent low-rise heritage dwellings and noticeably changes the character and sense of place of the street. As such, the massing of buildings needs to consider views, sunlight, the relationship with streets and spaces, landmarking and be respectful of the contextual building grain and mass. The way the development interfaces with the streets, public spaces and neighbouring properties, is crucial to ensure a strong contextual fit and maintaining the integrity of the area. Interface considerations must therefore conform to the site enablement Design Guidelines Report. (ZUTARI; 2026d)

4. **Construction:** A pre-construction condition audit must be conducted on all adjacent heritage structures, particularly on the DSD portion of the Erf 1424 site. Standard, but rigorous, site management for dust, noise, and visual screening of site camps is mandatory. An arborist must provide an arboricultural report or method statement detailing a Tree Protection Plan (TPP) that must be adhered to during the construction phase to ensure the protected trees survival.

5. **Setbacks:** Increasing of the building setback from the site boundary along sensitive residential heritage interfaces such as The Glen, Herbert Road, Heathfield Road and parts of Milner Road as identified within the Heritage Informants to allow for substantial softening and visual screening of the site edge through the planting of medium to large calibre ground level trees and landscaped areas while maintaining the pedestrian sidewalk routes.

The approval contained in this decision is valid for 5 years from the date of this decision. This period may be extended on good reason being shown and at the discretion of HWC, provided that application for extension must be made prior to the effluxion of the 5-year period.

See **Annexure R** for full details of the heritage application as well as the other recommendations and proposed mitigations in terms of the **Archaeological Impact Assessment (Annexure W)**, **Socio-Historical Study (Annexure V)** as well as the **Architectural Context and Analysis Report (Annexure U)**. The **HIA Record of Decision** as issued by Heritage Western Cape following the IACom approval of 17 June 2026 is attached as **Annexure E1**.

4.2 Visual Impact Assessment

A Visual Impact Assessment (VIA) for the proposed development has been compiled by Square One Landscape Architects to support the Heritage Impact Assessment (HIA) process, as stipulated by Section 38 of the National Heritage Resources Act (NHRA). Beyond assessing the development's potential visual effects, a key objective of the study is to inform and guide the project's conceptual design phase from a visual perspective through a site enablement process.

Following from the visual analysis, eight prominent viewpoints were identified towards the site. These views provide an indication of the existing vistas at the location where the most pronounced visual change would be experienced in the landscape or where graded heritage resources would be impacted upon:

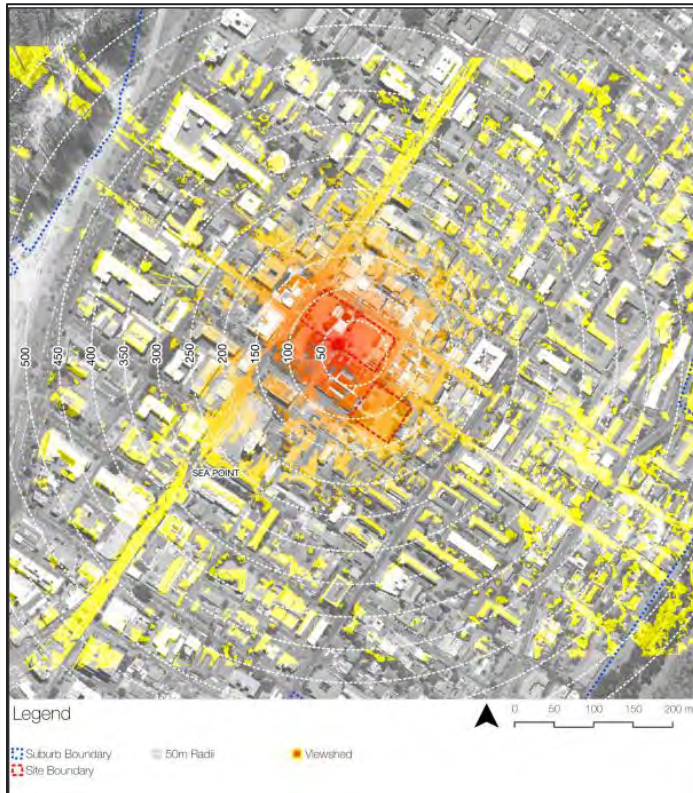


Figure 69: Viewshed and View Shadow Areas for Proposed Development

Based on the proposed scale and building typology of the proposed project within its context; a moderate to high visual impact on the receiving environment can be expected, depending on the final design of the building, according to the DEA&DP Guidelines. As a result, it has been determined that a Level 4 Visual Impact Assessment (VIA) is required to assess the potential visual impacts associated with the proposed project. This Visual Impact Assessment has been prepared based on the general criteria of a Level 4 VIA, as appropriate to the heritage process required and will aim to advise on the scale, massing and form of the proposed development.

Potential visual impacts have been assessed according to Square One's impact rating criteria. This methodology is based on the EIA Regulations and the Basic Assessment Report template provided by DEA&DP.

Potential Visual Impacts of the Project:

Construction Phase: Potential dust, and wind-blown sand caused by heavy construction vehicles/machinery. Potential visual detracting and scarring of the landscape resulting from the construction activities and earthworks of the proposed development where it is constructed on steep slope up signal hills lower slopes. Increased construction vehicle traffic on Main Road, High Level Road and the connecting residential minor roads.

Operation Phase: Visual intrusion on surrounding residents within the primarily residential low-rise Sea Point HPOZ. Visual intrusion of elevated lighting at night.

The Visual Impact Assessment (VIA) evaluated a conceptual 3D massing envelope to inform development guidelines and the site enablement process, not a final architectural proposal. The assessment is therefore limited to the macro-level visual impacts of the proposed development envelope, specifically its scale, massing, built form, and potential for view obstruction or alteration of the skyline. Aspects such as architectural detailing, facade articulation, materiality, finishes, colour palettes, and exterior lighting design do not form part of this assessment, as these elements are unconfirmed at this conceptual stage. While any subsequent design will be guided by the principles established in this phase, its final architectural expression may vary from the conceptual massing assessed herein, necessitating a new and detailed evaluation of its specific visual impact. Subsequently, it is recommended that a new, comprehensive Visual Impact Assessment must be commissioned and submitted as part of any formal, detailed development approval process. That future assessment will need to re-evaluate the specific architectural design, including façade articulation, modulation, materiality, lighting, and landscaping to ensure the above mitigation measures proposed in this conceptual phase are successfully translated into a final built form that is sensitive to this significant heritage and visual context.

Examples of the visual impact of the proposed development that have been assessed are illustrated below:



Figure 70: Visual Impact Assessment of Proposed 353 on Main Development



Figure 71: Birds-eye View of Proposed Development Concept – Development looking towards Lions Head in a south-westerly direction. (Google; 2026 – from Square One Landscape Architects)

4.2.1.1 VIA Findings and Recommendations

The Visual Impact Assessment (VIA) details the potential visual impacts of the proposed development. The development is proposed within a highly sensitive visual and heritage context, as the site is a declared Grade II Provincial Heritage Site (PHS) and falls within the Sea Point Heritage Protection Overlay Zone (HPOZ). The overall finding of this assessment is that the proposed development's scale and massing, at a broader townscape level, are largely consistent with the established character of the Sea Point urban fabric. The townscape analysis confirms that the 8-storey height on parcel 1 is a contextually appropriate response to the dense, "urban wall" typology of Main Road and remains subordinate to the taller high-rise buildings along the beachfront. The revised proposal matches or sits comfortably below the visual datum of the surrounding mid-rise buildings and remains subservient to several of the taller high-rise buildings found within the area.

The stepping down of the scale to four storeys on parcels 2 and 3 is a critical and appropriate design decision, responding to the finer-grain, lower-rise residential context towards Signal Hill. When viewed from a distance, such as the Sea Point Promenade (Viewpoint 6) and Ocean View Drive (Viewpoint 5), the proposal is largely screened by existing urban fabric and vegetation, resulting in Negligible to Low visibility. It integrates seamlessly into the existing urban skyline without impacting primary sea views or the horizon line, aligning strongly with the principles set out within the CoCT's Tall Building Policy and the Table Bay DSDF. While the proposed development remains partially visible in Viewpoint 5, the overall visibility is substantially reduced ensuring that the proposed development does not fundamentally conflict with the overall character of the area.

Despite this acceptable townscape fit, high-impact visual intrusions at the local, street-level scale were identified as part of the visual analysis. Primary examples of this can be seen in Viewpoint 1 and Viewpoint 7 where VAC is Low and Visual Exposure is High. The Impact Assessment rates both the Construction Phase and the Operational Phase as having a High (negative) impact prior to mitigation. The high operational impact is driven by several key factors identified in the Visual Analysis:

- **Intrusion on Residential Streets:** The 4-storey massing on parcel 3 will have a High Visual Exposure and High Visual Intrusion when viewed from The Glen (Viewpoint 1), fundamentally and severely altering the scale and character of this low-rise residential street.

- **Loss of Scenic Views:** The 8-storey massing on parcel 1 will transform the existing view corridor from Main Road towards Lion's Head, which Viewpoint 7 identifies as a "loss of scenic resource". This view corridor is also partially diminished from Viewpoint 4, albeit to a lesser degree because of the reduced Portion 1 height.
- **Heritage Context:** The development's bulk and proximity will have a direct visual intrusion on the adjacent Tafelberg School PHS and the surrounding graded heritage resources of the HPOZ, however, the revised massing/building articulation associated with the Concept 4 proposal does marginally reduce impacts as seen viewpoints such as Viewpoint 2.

Given these findings, the successful mitigation of these impacts is critical. While the visual impact cannot be fully avoided, the Impact Assessment determines that it can be reduced from a Medium (negative) to a Low (negative) significance, provided that the mitigation measures outlined are strictly implemented as conditions of approval. Key recommendations include:

- **Materiality:** All external material and finish specifications, including the building façade materiality and all ground-level hard landscaping, must be of high quality and non-reflective to reduce glare and visual intrusion.
- **Landscape Architecture:** A comprehensive landscape master plan, prepared by a SACLAP-registered professional, is essential and must be implemented and monitored. This plan is the primary mitigation tool and must prioritise visual screening through the planting of medium to large-calibre trees along sensitive boundaries (especially along sensitive heritage interfaces such as The Glen, Herbert Road, Heathfield Road and Milner Road).
- **All retaining structures** must be stepped, articulated, and heavily planted to avoid monolithic 'terraforce' walls while appropriate terracing should be employed to manage considered level changes, create accessible and usable open spaces and mitigate the need for excessive retaining structures. The building should include integrated planters on balconies and setback terrace to allow for cascading vegetation on the façade. Vertical greening through the installation of stainless-steel cable or mesh trellis systems should be considered. Additionally, the implementation of green roofs on all flat roof surfaces and podiums in accordance with the site enablement urban design and landscape guidelines is recommended. Careful consideration should be given to the levels of the courtyards and green roofs to ensure sufficient planting depth is achieved.
- **Building Articulation and Interface:** Further articulation of the building's mass through façade modulation to achieve a fine grain texture, upper-level setbacks and roofline variation are recommended during the detailed design stages to reduce the buildings' perceived scale and bulk and to avoid monolithic built form. The massing of buildings needs to consider views, sunlight, the relationship with streets and spaces, landmarking and be respective of the contextual building grain and mass. The way the development interfaces with the streets, public spaces and neighbouring properties, is crucial to ensure a strong contextual fit and maintaining the integrity of the area. Interface considerations should therefore conform to the site enablement Design Guidelines Report.
- **Construction:** A pre-construction condition audit must be conducted on all adjacent heritage structures, particularly on the DSD portion of the ERF 1424 site. Standard, but rigorous, site management for dust, noise, and visual screening of site camps is mandatory. An arborist must provide an arboriculture report or method statement detailing a Tree Protection Plan (TPP) that must be adhered to during the construction phase to ensure the protected trees survival.
- **Setbacks:** Increasing of the building setback from the site boundary along sensitive residential heritage interfaces such as The Glen, Herbert Road, Heathfield Road and parts of Milner Road as identified within the Heritage Informants to allow for substantial softening and visual screening of the site edge through the planting of medium to large calibre ground level trees and landscaped areas while maintaining the pedestrian sidewalk routes.

Significant residual impacts will remain as the development will be "noticeably visible" to its immediate neighbours and will permanently alter the streetscape character, particularly on the residential side roads within the HPOZ. However, the Concept 4 revision to 8 storeys has successfully addressed the

primary visual conflicts associated with the Portion 1 proposal. This revision transforms the design from one that competed with its context to one that integrates more harmoniously within the receiving environment, as a result, the residual impacts of the Concept 4 option are considered more acceptable within this urban context. However, strict implementation of the recommended visual mitigation measures can reduce the visual impact from a Medium (negative) to a Low (negative) significance.

As the assessment is being conducted on a strategic-level study of a conceptual massing envelope intended only to inform the site enablement process, the most critical recommendation is that a new, comprehensive VIA must be commissioned and submitted as part of any formal, detailed development approval process. That future assessment will need to re-evaluate the specific architectural design, including façade articulation, modulation, materiality, lighting and landscaping to ensure the above mitigation measures proposed in this conceptual phase are successfully translated into a final built form that is sensitive to this significant heritage and visual context.

The VIA was formally approved by the Heritage Western Cape as part of the HIA. The HIA Record of Decision as issued by Heritage Western Cape following the IACom approval of 17 June 2026 is attached as Annexure E1. See Annexure S for full details of the Visual Impact Assessment

4.3 Geotechnical Conditions

The geological map (3318CD Cape Town, 1:50,000 scale, 1984) shows that the site is composed of greywacke, phyllite, and quartzitic sandstone. It also includes interbedded lava and tuff from the Tygerberg Formation within the Malmesbury Group. The map indicates that the site is positioned roughly between an anticline and syncline fold within this formation.

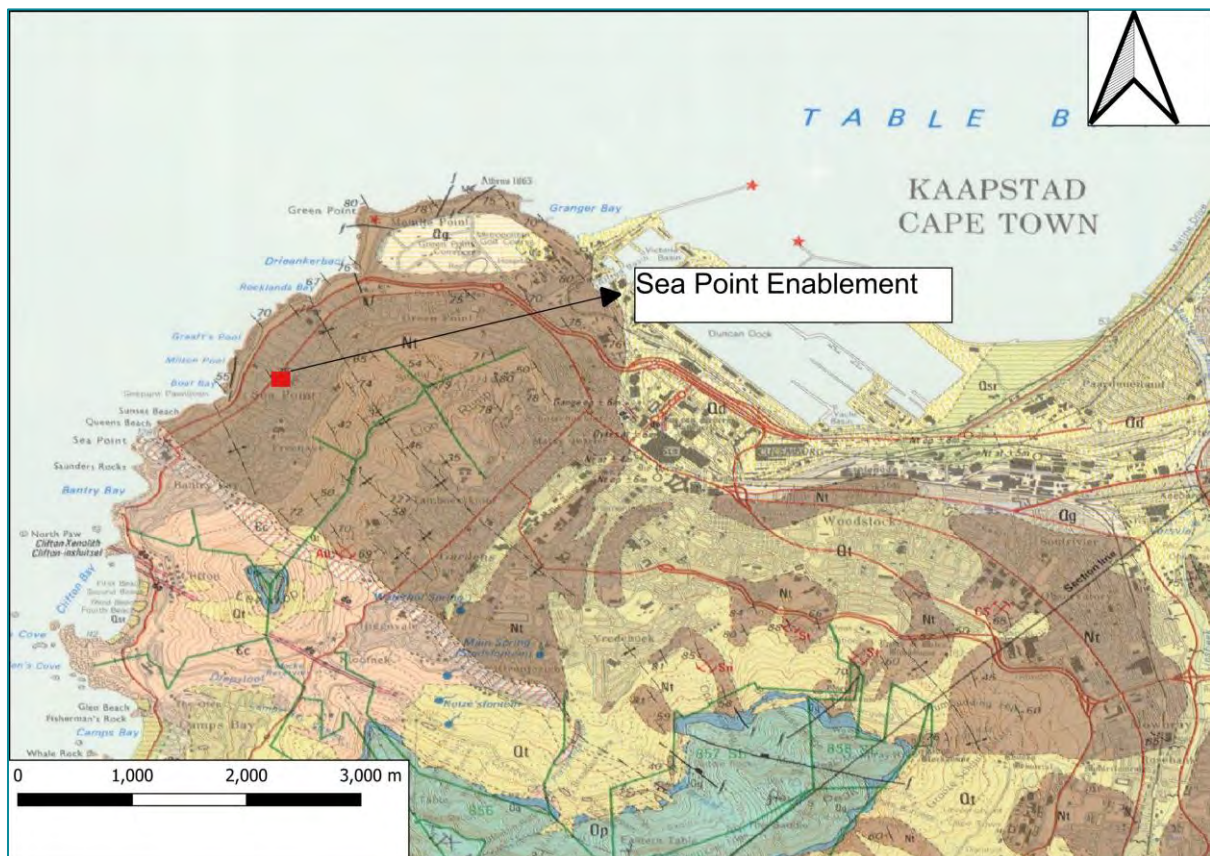


Figure 72: Geological Map 3318CD Cape Town (scale 1:50 000)

The site's geological profile consists of rock from the Tygerberg formation, potentially covered by weathered variations influenced by local climate. Any remaining material may be layered with transported and fill materials from previous land use. The site is located between an anticline (south-west) and syncline (north-east) in the indicated formation, suggesting a likely dip in a south-west to north-east direction. While this geological feature may not greatly affect shallow foundations, it could influence the stability of the rock mass in deep excavations. Hence, characteristics like dip angle and direction must be assessed, particularly if considering deep foundations or excavations for future developments.

A preliminary geotechnical investigation was conducted to assess the ground conditions and provide general recommendations for the potential development of the site. As part of the scope, 5 test pit positions were identified across the site for the preliminary geotechnical investigation, which were excavated by hand and with power tools (breaker). DCP testing accompanied each test pit, generally conducted from surface and from the base of the test pit. Samples obtained from the test pits were subjected to laboratory testing including foundation indicator tests, moisture content determination, Mod AASHTO compaction tests, California Bearing Ratio tests and pH and conductivity tests.

The expected geology in the area, based on the geological map of Cape Town (Council of Geoscience, 1990), indicate the presence of sedimentary deposits of the Tygerberg Formation, namely phyllite, greywacke and quartzitic sandstone, with possible granite intrusions as part of the Cape Peninsula Pluton. Expected overlying soils include transported soil/ sands originating from granitic intrusions underlain by the residual soils of Tygerberg Formation.

The findings of the investigation noted that the typical ground profile comprises a thin horizon of topsoil underlain by variable fill material that often-contained rubble fragments, underlain by residual greywacke, underlain by the medium hard rock greywacke bedrock of the Tygerberg Formation, Malmesbury Group. Due to the sloping nature of the site, bedrock was encountered at a depth of 1.3 m below natural ground level at SP-TP1, the lowest lying test pit in the northwest corner of the site. With increasing elevation towards the southeast, the depth to bedrock is expected to increase, and has been inferred at 1.7 mbgl at SP-TP2, and 2.1 mbgl at SP-TP4 by the DCP test refusal depths as bedrock was not encountered in the accompanying test pits. Since test pits SP-TP3 and SP-TP5 were terminated in fill horizons, the depth to bedrock could not be inferred as refusal of the DCP test could have very possibly been encountered on larger rubble fragments within deeper fill horizons. Laboratory testing has indicated that none of the materials encountered on site are suitable for use in construction, generally due to their poor post compaction strengths (CBR values), occasionally coupled with a swell index that exceeds limitations of the COTO classification (2020) that is used to assess suitability of materials. In addition, no risk of collapse or heave has been identified for the materials. The pH of the materials on site indicates that slightly basic in-situ material present, however, the conductivity indicates a risk of extremely corrosive materials, indicating possible protection of subsoil structures being required. Further specialised testing (BRE and DIN) is therefore recommended during the detailed investigation phase to confirm the degree of corrosivity towards buried concrete and steel for consideration in design.

Given the anticipated shallow depth to bedrock across the site, conventional shallow foundations such as pad footings and strip footings are expected to be sufficient for the founding of structures. Preliminary foundation assessments contained in Section 6 indicate an allowable bearing capacity of 600 kPa for typical 1 x 1 m and 2 x 2 m pad footings and 0.6 m and 0.8 m wide strip foundations bearing on soft rock greywacke. Where the depth to bedrock is greater than practical to implement deepened pad footings founded on rock, the use of imported material should be considered in lieu of founding on in-situ materials. Allowable bearing capacities should be limited to 200 kPa for the indicated pad footings on imported G7 and 150 kPa for the indicated strip footings on imported G7 material. Settlements will typically be lower than 10 mm for all preliminary founding scenarios considered in the report.

The preliminary geotechnical investigation confirms the suitability of the site for development. It is recommended that further geotechnical

investigations be conducted in order to confirm the depths to bedrock, with a focus on areas of potential development during the detailed design stage of the development.

See **Annexure M** for full details of the Geotechnical Investigation Report.

4.4 Engineering and Bulk Services

Engineering services investigations have been undertaken for the proposed development to assess all existing engineering services in proximity to the site and to provide recommendations for the engineering infrastructure required to support the proposed development. The engineering services that have been considered include:

- Stormwater requirements
- Water reticulation
- Sewer reticulation
- Roads
- Electrical Engineering Services

The report includes the following:

- A review of the existing infrastructure near the site and opportunities for services connections to the site.
- Calculation of the water demand and sewer flows of the proposed development.
- Calculation of the total estimated connected load for the proposed development.
- Correspondence with municipal officials to assess spare capacity and to identify any service limitations.

Refer to the **Engineering Services Report** attached as **Annexure N** for more details.

4.4.1 Water Infrastructure

There are existing 100mm diameter water pipes running along the boundary roads, which increase to 150mm diameter along Main Road. The preferred connection points for the proposed development's water supply are along Glen Road, Heathfield Road, and Main Road, as these pipes are located close to the site's boundary, thereby avoiding the challenges of crossing streets for connections.

There is no existing water infrastructure that impedes or constrains development.

The total peak instantaneous water demand has been calculated to be 57.93 l/s. An enquiry was submitted to the City of Cape Town regarding the spare capacity within the existing water reticulation network in the area. The City confirmed that there is sufficient capacity and residual pressure to accommodate the estimated demand from the development.



Figure 73: Existing Water Infrastructure

4.4.2 Sewer Infrastructure

There are several existing sewer lines surrounding the site. There is a 150mm diameter line running downhill along Glen Road, a 225mm diameter line along Heathfield, Herbert, and Milner Roads, and another 225mm diameter line running in a northeastern direction along Main Road. The City of Cape Town has proposed that the development connect to the existing 225mm diameter sewer main in Main Road, considering the site’s topography.

The Peak Wet Weather Flow (PWWF) has been calculated to be 4.43 l/s. An enquiry was submitted to the City of Cape Town regarding the spare capacity within the existing sewer network in the area. The CoCT confirmed that the downstream sewer network has sufficient capacity to accommodate the anticipated flows from the proposed development.



Figure 74: Existing Sewer Infrastructure

4.4.3 Stormwater Infrastructure

The existing on-site stormwater drainage system is primarily free draining, with surface runoff naturally flowing across the site. In some areas, runoff is partially controlled and directed into concrete channels, which discharge onto the surrounding roads. The figure below shows the location of these concrete channels as recorded in the topographical survey.



Figure 75: Existing Stormwater Infrastructure

The stormwater infrastructure for the site is described as follows:

- An existing stormwater servitude with a 375 mm diameter pipe runs through the site, carrying stormwater from Heathfield/Herbert Road to Main Road. Outside of the site's boundary, this pipe continues parallel to the site and connects to a 450 mm and 600 mm diameter that drains through Milton Road and ultimately discharges into the sea. This infrastructure provides an opportunity to connect the proposed development's stormwater system to both the servitude and the 375 mm diameter pipe running parallel just outside the site boundary.
- The proposed development will be a subject to the City of Cape Town's (CoCT) stormwater policy which states that stormwater quality should be improved, and runoff quantity should be reduced. However, given the site's steepness and limited space, attenuation facilities could create technical issues and become too expensive. Therefore, the focus would be to minimize runoff in order to prevent any negative impact on existing infrastructure.
- The stormwater from the basement parking areas cannot connect directly to the municipal stormwater network because of elevation differences. Instead, it will be directed into a sump where it will be pumped out as needed to prevent flooding..

A detailed **Stormwater Strategy Report** has been prepared and is attached as **Annexure O** for further detail of the proposed stormwater management strategy for the proposed development.

4.4.4 Electrical Infrastructure

Based on the proposed Urban Design Base Plan and by implementing CoCT's after diversity maximum demand (A.D.M.D) figures for residential, commercial, and institutional, the expected required electrical demands were calculated for the proposal development.

The total estimated connected load for the proposed development is 1087 kVA.

A formal letter was submitted to The City of Cape Town Electrical Department requesting confirmation on capacity availability on their existing infrastructure to cater for this development's load requirements.

The City's response was as follows:

- The City's MV infrastructure has sufficient capacity to cater for the proposed 1MVA

development. The following should be noted:

1. The school is presently supplied from Milner Rd. To accommodate the subdivision and overall proposed development, its supply needs to be replaced with a supply from The Glen Road.
2. The space demarcated in green, erf 1675, indicates an approved subdivision that was not completed. Thus erf 1675 is a proposed erf that has not been registered. In other words, it is actually still part of the parent erf 1424. The building on this space appears to have a separate supply. If so, then this supply needs to be increased to provide the required capacity for portion 2.
3. From the school building there would have been an electricity connection for the pool. This simply needs to be permanently severed. Portion 1 has no capacity allocation and will require its own supply with SNC (shared network cost) applicable for the entire capacity.
4. The school building extends into Portion 3. Any electrical infrastructure crossing the Portion 3 / remainder erf boundary must be severed. Similarly to Portion 1, Portion 3 needs its own supply with full SNC being applicable.
5. The supply requirements for each portion, as well as our existing LV infrastructure capacity at various locations around the overall development site, will determine whether 1, or 2, substations need to be accommodated (either a 5x4m outdoor site or a 5x4m room, with the 5m side on the public road boundary), and the relative timing of the 3 portions will influence on which portion(s) the substation(s) need to be accommodated.
6. With regard to item 5, Main Rd substation is a heavily loaded minisub without spare capacity. Glenmain substation probably has sufficient spare capacity to accommodate the relocated school supply, but this needs to be verified. It is unlikely to have sufficient spare capacity to cater for Portion 3. It is likely that a single substation, preferably located on the street frontage of Portion 2 can cater for the supplies to all 3 development portions.
7. With each portion having its own supply, and assuming each to require less than 500kVA, for each erf there will be 2 metering options: (1) a single-metered supply on the SPU1 tariff (LPULVTOU is optional) with private sub-metering, or (2) a split PPM for each apartment (on the Home User or on the Domestic tariff depending on the sales value of each apartment), and 1 AMI meter for common areas on either the SPU2 or the SPU1 tariff depending on capacity and estimated monthly energy requirement. The important condition for option 2 is that the AMI meter and all of the MCUs of the split PPMs must be in a single meter room located on the street-boundary, and a separate cable must be installed from the meter room directly to each apartment.

Based on the estimated load requirement for this development the following might be required from the CoCT Electrical Department:

- A servitude for Bulk Metering Equipment. Servitude size will be in the region of 6m x 4m. Position of servitude still to be determined.

Refer to the **Engineering Services Report** attached as **Annexure N**.

4.5 Transport Planning and Traffic Impact Assessment

A Traffic Impact Assessment was undertaken for the proposed development to investigate the transport impacts of the proposed 353 on Main development.

4.5.1 Existing Road Network

The planned development is expected to have an impact on the surrounding road network. Figure 76 shows the roads and intersections that will be affected by the proposed development. Table 13 summarises the road in the immediate vicinity of the planned development:

Table 13: Road Classification and Description

Road	Class	Geometry
Main Road	Class 3 Minor Arterial	Single carriageway, 1 lane in northbound direction and 2 lanes in southbound direction. On-street parking is provided on both sides of Main Road. Bus stops can also be found along Main Road.
High Level Road	Class 4 Collector	Single carriageway, 1 lane per direction. Bus stops can be found along High Level Road.
The Glen Road	Class 5 Local Street	Single carriageway, One-way road westbound.
Heathfield Road	Class 5 Local Street	Single carriageway, 1 lane per direction.
Milner Road	Class 5 Local Street	Single carriageway, One-way road westbound.
Herbert Road	Class 5 Local Street	Single carriageway, 1 lane per direction.



Figure 76: Classification of Existing Roads in the Study Area

4.5.2 Main Road Improvement Line

Currently there is a planned improvement line for Main Road which encroaches onto the cadastral

boundary of the planned development. Figure 77 below shows the current improvement line for Main Road. In consultation with City officials, it was confirmed that the City no longer require the road widening for the Main Road and therefore the improvement line will be removed via a formal process by the City as per their mandate and processes. In effect, the improvement line has no implication for the proposed development. Refer to the attached email (attached as **Annexure Z**), as received from Johan Meyer, Principal Engineer: City of Cape Town Roads Planning & Conceptual Design Urban Mobility Directorate, Transport Planning & Network Management Department Transport Infrastructure Planning & Development Branch on 21 August 2023.

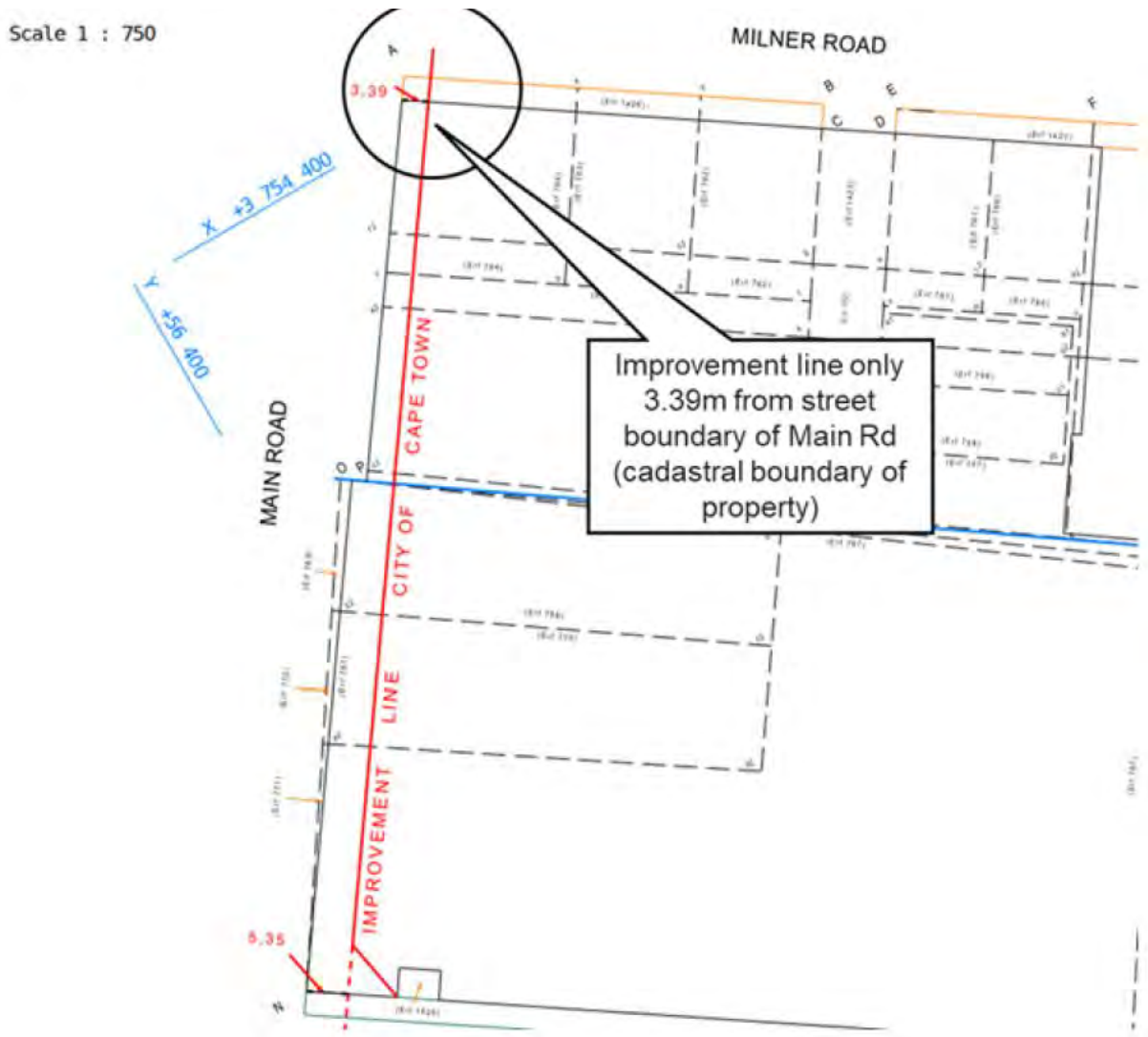


Figure 77: Current Improvement Line along Main Road

4.5.3 Intersections in the Study Area

The intersections assessed in the TIA are the critical intersections that will be impacted by the traffic generated by the planned development. The study intersections are shown in Figure 78 below:



Figure 78: Intersections in the Study Area

4.5.4 Existing NMT

All the roads surrounding the development have paved sidewalk on both sides of the road. These sidewalks are in relatively good condition, with only one section of the sidewalk being slightly disconnected. Furthermore, some sections of the sidewalks are obstructed by obstacles such as bollards or power poles resulting in a very narrow effective walkway. In terms of road crossing opportunities pedestrians are provided with two options for crossing Main Road. These crossings are signalised crossings, providing a safe protected opportunity for pedestrians to cross Main Road. An unsignalised crossing is also provided on The Glen Road. The crossing opportunities are indicated in figure below. Drop kerbs are provided along Main Road where pedestrians are required to cross the road. Drop kerbs are however not provided along any of the other surrounding roads. Overall, the NMT facilities are well laid out and in a fair condition. Providing easier and safer mobility for NMT users.



Figure 79: NMT and Public Transport Facilities

4.5.5 Existing Public Transport

As shown in Figure 79, there are 3 MyCiTi stops in the immediate vicinity of the planned development, providing access to 5 routes of the MyCiTi service (108, 109, 118, T02X and 105). There are numerous other MyCiTi stops within walking distance of the planned development. A Golden Arrows Bus Service (GABS) stop is located in the immediate vicinity of the planned development. These public transport facilities are well supported by the existing NMT facilities, as discussed in the previous section. It was also found that 23 taxi routes are contracted to operate along Main Road providing another mode of transportation. Overall, the area is well connected to a number of public transport services in the area. In terms of planning bylaw this area is classified as a PT2. PT2 areas refer to areas where the use of public transport is promoted and the City considers the provision of public transport good, or where the use of motor vehicles is very limited.

4.5.6 Traffic & Pedestrian counts

Traffic counts were conducted at the study intersections on 19 August 2025 (a typical weekday) during the following periods:

- AM Peak Period (06:00 – 09:00)
- PM Peak Period (15:00 – 18:30)

Traffic counts were conducted at all the key intersections. From the traffic count data, it is evident that the AM peak hour for vehicular traffic occurred from 07:45 to 08:45 and the PM peak hour from 16:45-17:45.

Pedestrian counts were conducted at the study intersections on 19 August 2025 (a typical weekday) during the following periods:

- AM Peak Period (06:00 – 09:00)
- PM Peak Period (15:00 – 18:30)

The intersection with the highest number of pedestrian movements is the Main Road / Milner Road and Main Road / The Glen Road intersections. This is somewhat expected since these intersections are in close proximity of multiple public transport facilities and commercial activity/trip generators on Main Road.

4.5.7 Traffic Findings and Recommendations

Based on the findings of this investigation, the following is concluded and recommended:

- **Existing Traffic:** All intersections operate at acceptable conditions under current traffic conditions, and no road upgrades are proposed.
- **Future 2027 Background Traffic:** All intersections continue to operate at acceptable LOS conditions.
- **Development Trips:** The development concept is expected to generate 237 AM Peak hour trips (71 IN and 166 OUT) and 207 PM Peak hour trips (145 IN and 62 OUT).
- **Site Access:** Development parcels 1 and 2 will be accessed via Milner Road, while parcel 3 will gain access via The Glen Road. It is recommended that the access point for parcels 1 and 2 have 2 entry lanes, one for residences and one for visitors. A minimum of stacking distance of 13m must be provided for each of the entry lanes for parcel 1 and 2, that is if a remote control and sign-in system is used for access control for the residential and visitors access respectively. For parcel 3 one entry lane is recommended with a minimum stacking distance of 10m to be provided, if a remote control system is used.
- **Total Future 2027 Traffic:** All intersections still operate under acceptable conditions with existing intersections configurations. The current road network can accommodate the traffic demand of the development. It is noted that right turning lanes are warranted for some of the intersections but not deemed critical due to the movements operating under good LOS and not impacting other movements. The warrant for a traffic signal was consulted for the Main Road / Milner Road intersection, but also not deemed critical due to good LOS conditions.
- **Total Future 2032 Traffic:** All intersections continue to operate at acceptable LOS conditions. Indicating potential for further growth and future capacity for future developments.
- **Analysis Conclusion:** the surrounding road network can accommodate the design concept without any road upgrades.
- **NMT:** There are existing sidewalks provided along all surrounding roads. The planned development concepts aim at improving NMT movement even further. No additional recommendations are made.
- **Public Transport:** The existing Public Transport facilities are adequate, and the existing services should be able to accommodate the Public Transport demand of the planned development.
- **Parking:** Parking provision is not mandatory as the site falls within a PT2 parking zone. A total parking of 300 parking bays will be provided, no additional recommendations are made.

Based on the investigation conducted, it is evident that the transport impacts of the planned development can be accommodated by the existing road network and no additional road upgrades/changes are needed. From a transport engineering perspective, it is recommended that the development be approved.

Refer to the **353 on Main Development Traffic Impact Assessment** attached as **Annexure P**.

4.6 Environmental Considerations

An environmental screening process was conducted as part of a project pre-feasibility study. The potential constraints and opportunities associated with a proposed development were investigated and the applicable environmental authorisation processes identified. Environmental screening is not mandatory in terms of environmental legislation however, it serves as a valuable tool to identify issues and potential fatal flaws, which could influence the outcome of the project. The proposed sites and planned activities were therefore screened from an environmental perspective to provide confidence regarding the feasibility of the sites in terms of environmental risks and allow future environmental investigations and authorisation processes to be executed should it be required.

The environmental sensitivity screening pertaining to the proposed mixed-use development on consolidated Erf No. 1424, Sea Point were based on existing knowledge, review of existing mapping and desktop information, aerial photography as well as a site visit on 2023/04/12 to inform the feasibility of the proposed mixed-use development.

The aim of the screening assessment was to determine the existing site environmental sensitivity and the applicability of the Environmental Impact Assessment (EIA) Regulations, as amended, in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and the National Heritage Resources Act (25 of 1999) associated with the proposed construction works.

Based on the environmental screening outcome it can be concluded that no listed activities are triggered according to the EIA regulations (R982, R983, and R985) in terms of the NEMA and the proposed mixed-use development project does not require authorisation through a Basic Assessment process. A previous determination was also made for the planned project and confirmed by Department of Environmental Affairs and Development Planning (DEA&DP) by means of a letter dated 13 August 2012, (reference no.: 16/3/1/6/1/A7/24/3174/12). The letter confirmed that no listed activities are triggered, and no environmental authorisation would be required.

The updated planned project information was resubmitted to DEA&DP on 19 July 2023, and they reconfirmed with a new letter dated 18 August 2023 (reference no.: 16/3/3/6/A7/24/3122/23) that no listed activities are triggered and no environmental authorisation would be required.

Duty of care:

- Although no listed activities are triggered through the proposed project undertaking, it is still however advised that all stakeholders, including the department need to adhere to the Duty of Care as contemplated in Section 28 of NEMA and are cautioned to ensure that any activities carried out do not result in pollution or degradation to the environment.
- This is best adhered to by implementing an Environmental Management Programme (EMPr) during the construction phase of the project.

See the **letter dated 18 August 2023 as received from DEA&DP** attached as **Annexure A1** as confirmation that no listed activities in terms of NEMA EIA Regulations 2014 (as amended) are triggered by the proposed development.

Written environmental authorisation is therefore not required from the Department prior to the undertaking of the development.

4.7 Social Impact Study

Urban-Econ Development Economists (Pty) Ltd were commissioned to prepare a social impact statement for the 353 on Main site in Sea Point. The social impact statement for the proposed development at 353 on Main used the following scope:

- ▶ Deliver a comprehensive overview of the current social environment in the Sea Point area, with attention to prevailing issues, challenges, and opportunities that could influence the project.
- ▶ Draw upon and review existing stakeholder engagement outcomes, focusing on extracting the most relevant social perspectives and concerns related to the development.
- ▶ Systematically identify and assess all potential social impacts (both positive and negative) anticipated from the new development, emphasizing social cohesion, access to amenities, safety, and housing affordability.
- ▶ Provide a detailed account of the surrounding environment and land use context, focusing on how the planned development and any proposed zoning or land use changes may affect the social fabric and spatial dynamics of the area. Include an analysis of similar developments, examining lessons learned and benchmarking effects.
- ▶ Identify and, where possible, quantify cumulative impacts, presenting estimates for the scale of social changes or benefits expected as a result of the project within the broader urban context.

Findings of the Social Impact Statement confirms that the proposed mixed-use development at the 353 on Main (Tafelberg) site represents an opportunity to address Sea Point's urban challenges while leveraging significant development opportunities:

- ▶ **Alignment with Spatial Transformation Objectives:** The proposed development directly addresses several critical challenges identified in Sea Point. Importantly, it addresses the high cost of living and affordability issues by introducing social housing units in a well-located area. This mixed-income approach counters the gentrification pressures that have historically displaced working-class families from Sea Point.
- ▶ **Heritage Preservation and Development Integration:** The development appropriately addresses heritage preservation concerns through careful site planning. The provincial heritage status of the entire site and the Grade 3A heritage building (Ellerslie School Building) have been incorporated into the development framework. The Western Cape Government's subdivision approach is designed to protect heritage elements including the historic school building, Cape fig tree avenue, and perimeter features while enabling residential development. The recommended setback around the heritage-graded building aligns with heritage management best practices and ensures that new development respects the site's historical significance. This approach demonstrates how residential development can proceed without compromising heritage values, addressing community concerns about the demolition of historic buildings that have characterized other Sea Point developments.
- ▶ **Infrastructure and Social Services Capacity:** The subdivision of Erf 1424 allows for the Department of Social Development to be allocated a portion of the site for social services. While this does not address the need for schooling directly, it does enable the school's future use for social services, i.e., residential services for persons with disabilities, and older persons. Furthermore, the site's strong public transport accessibility via Bus Rapid Transit routes on Main Road and High Level Road positions it for transit-oriented development. This connectivity helps

address traffic congestion and parking shortages by providing residents with viable alternatives to private vehicle use, supporting Cape Town's broader sustainable transport objectives.

- ▶ **Open Space:** Regarding open space provision, the development concept acknowledges that the site has never functioned as a public open space. The current site layout focuses on maximizing residential units while maintaining heritage setbacks rather than creating new public open space. This approach recognizes that Sea Point's open space needs are better served by existing facilities like the Sea Point Promenade, Green Point Urban Park, and various sports facilities within walking distance. The development's proximity to established recreational amenities, including the upgraded Sea Point Promenade infrastructure and Green Point Common, means that residents will have access to substantial public open space without requiring on-site provision. However, the social housing development portions will include multifunctional courtyards.
- ▶ **Market Integration:** The proposed development incorporates cross-subsidization mechanisms that align with Cape Town's emerging inclusionary housing policy framework. The provision of affordable and social housing provision assists in creating a financially sustainable mixed-income development model. This approach addresses the investment-driven property purchases and Airbnb dominance by ensuring a portion of new housing stock remains dedicated to long-term residential use rather than short-term rental markets.

The proposed development represents an opportunity to demonstrate how well-located public land can address spatial inequality while respecting heritage values and community character. Its success will depend on implementation details that ensure affordability, community integration, and sustainable urban development practices that can serve as a model for similar developments throughout Cape Town. Importantly, the proposal aligns with the spatial objectives of the Table Bay District Spatial Development Framework, which promotes inclusive growth, a compact urban form, and equitable access to well-located housing opportunities within the district.

Demographic Context

Sea Point represents 4.9% of the Table Bay Planning District's 304,869 residents and 0.3% of Cape Town's total population of almost 5 million. The average household size in Sea Point is 1.84 persons and represents a significant difference from both the Table Bay Planning District's 3.04 and the City of Cape Town's 3.53 average household sizes. This reduction compared to the city and planning district average could reflect Sea Point's position as an area dominated by single-person households, couples without children, and small urban family units.

In terms of age structure, Sea Point exhibits a mature demographic profile compared to both the Table Bay District and City of Cape Town. Children under 15 years old comprise only 7.9% of Sea Point's population, significantly below Table Bay District's 16.1% and the City of Cape Town's 21.7%. This reflects a community with limited family households and fewer school-age residents. The working-age population (15-64 years) in Sea Point accounts for 66.0%, slightly below the Table Bay District's 71.0% and the City of Cape Town's 69.9%. However, Sea Point's working-age residents are concentrated in middle-aged cohorts, with young adults aged 20-39 years old representing 33.1% similar to the City of Cape Town's 33.1% but below Table Bay District's 34.9%.

Most notably, Sea Point has an exceptionally high elderly population, with 26.1% of residents aged 65 years and older, more than double the Table Bay District's 12.9% and over three times Cape Town's 8.4%. This aging profile suggests Sea Point functions as a preferred retirement destination, reflecting its coastal lifestyle, established infrastructure, and proximity to healthcare facilities. The area's demographic structure indicates a mature, post-family community with substantial purchasing power and established living arrangements.

In terms of employment, Sea Point displays a distinctive economic structure reflecting its mature demographic profile. Employment levels stand at 45.5%, closely mirroring Cape Town's 45.6% but significantly below the Table Bay District's 53.7%. However, Sea Point's unemployment rate is remarkably low at 7.9% less than half of Table Bay's 17.4% and significantly below Cape Town's 25.9%.

The most notable characteristic is Sea Point's high proportion of economically inactive residents at 50.6%, above both Table Bay (35.0%) and Cape Town (38.5%). This reflects the area's aging population, with many residents retired or economically secure. The labour force participation rate of 49.4% is lower than Table Bay's 65.0% and Cape Town's 61.5%, consistent with a community where economic participation is driven by choice rather than necessity.

The income profile reveals significant differences between Sea Point, the Table Bay District, and City of Cape Town overall. In the no-income category, Sea Point has the lowest proportion at 9.4%, compared to 11.5% in Table Bay District and 13.9% citywide. In the lowest income brackets, Sea Point consistently shows smaller percentages. For R1-R8,328, just 1.4% of Sea Point households fall into this income group compared to 2.1% in Table Bay and 2.8% citywide. Similarly, in the R8,329-R16,657 bracket, Sea Point accounts for 1.4% versus 3.5% in Table Bay and 4.0% citywide.

As income levels rise within middle-income categories, the distribution patterns shift. In the R66,629-R133,255 bracket, 9.8% of Sea Point households are represented compared to 16.7% in Table Bay and 14.4% citywide. However, in higher middle-income ranges (R266,511-R533,021), Sea Point shows a notably higher concentration at 21.3% versus 13.1% in Table Bay and 11.9% citywide. The high-income categories reveal Sea Point's affluent character most clearly. In the R533,022-R1,066,042 bracket, 17.7% of Sea Point households fall here, double both Table Bay's 8.7% and the city's 8.6%. At the highest income levels (R1,066,043+), Sea Point maintains substantial representation: 8.7% earn R1,066,043-R2,132,084 compared to 2.8% in Table Bay and 3.6% citywide, while 4.1% of Sea Point households earn above R2,132,085 compared to just 1.0% in Table Bay and 1.4% citywide.

Social Statement

The proposed 353 on Main development in Sea Point presents an opportunity to improve spatial transformation and inclusive urban growth on one of Cape Town's most sought-after urban sites. By integrating social housing, mixed-income residential units, and active retail frontages in a well-located, amenity-rich environment, the project aims to address historic patterns of urban exclusion while leveraging local economic vitality.

Overall, the proposed 353 on Main development in Sea Point presents an opportunity to advance spatial transformation and foster inclusive urban development. By integrating social housing units, mixed-income residential accommodation, and active retail frontages within a well-located environment, the project directly addresses historic patterns of urban exclusion while leveraging existing local economic activity and accessibility. The development shows how public land can be utilised to deliver socially important outcomes without compromising heritage conservation values. The investigation undertaken through this social impact assessment reveals that the 353 on Main development aligns with spatial transformation priorities. The project's provision of social housing units within a premium location influences exclusionary market dynamics that have historically pushed affordable housing to peripheral, under-serviced areas. Mixed-income integration offers residents from diverse socioeconomic backgrounds access to established amenities, employment opportunities, public transport connectivity, and recreational facilities, benefits previously restricted by market forces and geographic barriers.

However, the investigation has also highlighted infrastructure gaps that extend beyond the development itself. Most significantly, the assessment has highlighted an ongoing need for additional school capacity within the Sea Point. The current educational infrastructure demonstrates clear capacity constraints that development alone cannot address. Public primary schools in the area, such as Prestwich Street Primary, Ellerton Primary, and Sea Point Primary, operate with limited (moderate) capacity to absorb significant increases in learner enrolment, particularly at the high school level where Sea Point is served by only a single public institution, Sea Point High School. The sustained demand for private schooling from affluent residents and international families further underscores that local educational options remain insufficient to meet diverse community needs. This gap is further highlighting the ongoing residential intensification that will increase demand pressures.

The subdivision of Erf 1424, which allocates the remainder to the Department of Social Development, presents a strategic opportunity to address this shortfall. While current discussions have centered on social services provision, such as community facilities, services for persons with disabilities, and elderly care, the retention of the site's educational heritage and its strategic positioning justify reconsideration of reuse opportunities. Uplifting the heritage-graded Ellerslie School building for contemporary educational purposes, whether through public school expansion, specialized educational programs, etc, could highlight the site's historical function while directly responding to community need. This approach would align the overall Tafelberg precinct (both portions) toward cohesive social infrastructure delivery and would demonstrate commitment to inclusive development beyond housing provision.

The 353 on Main development, therefore, should not be viewed in isolation but rather as a component of a broader spatial transformation for the precinct. Its success in delivering mixed-income housing could be complemented by concurrent investment in educational infrastructure to ensure that the development serves community interests and contributes to equitable spatial transformation. With appropriate management of construction and operation-related impacts, proactive stakeholder engagement, heritage-sensitive design refinement, and potential repositioning of the Department of Social Development's portion to include educational facilities, 353 on Main could establish a benchmark for inclusive, integrated urban development on the Atlantic Seaboard.

From a socio-economic perspective this development is recommended for approval.

Refer to the **Social Impact Statement** prepared by Urban-Econ Development Economists (Pty) Ltd attached as **Annexure Q**.

5 APPLICATION PARTICULARS

The previous sections of this report provided an overview of the site context and the various components of the site analysis undertaken to date, as well as an outline of the proposed development as detailed in the development vision and development concept. Furthermore, previous sections of this report detailed the potential impacts and the required approvals which will be needed for the legal implementation of the proposed development. However, in order to clarify the exact details of the application, this section will reiterate specifically what it is that is being applied for in this application to secure the development rights for the proposed 353 on Main Residentially Led Mixed-Use Development, including affordable housing.

Objective of the Application:

The objective of this application is to facilitate and obtain the required use rights that will enable the WCG to appoint a developer to develop the site on their behalf to create a residentially- led, mixed-use development. The objectives are therefore to create an agreed envelope within which development can occur, in which the built form is articulated as a cube with the number of units (minimums) height and floor space with conditions. The current development proposal and layout plan together with the landscaping and design guidelines provide sufficient information to establish the development parameters and fixes that the developer will need to adhere to when a formal site development plan is prepared for approval in terms of Item 123 of the Development Management Scheme based on the approved basket of rights and Development Concept Plan with the Development Report, Design Guidelines and HIA ROD being sought with the current application.

Application is made for the following:

1. In terms of **Item 42(f)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Consolidation** of Erf 1425 and the Remainder of Erf 1424, Sea Point East to create the proposed site of development.
2. In terms of **Item 42(d)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Subdivision** of the consolidated erf, into four portions, as follows:
 - The Remainder of Erf 1424 (parent erf – new remainder from subdivision)
 - Portion 1
 - Portion 2, and
 - Portion 3

Only Portions 1 – 3 are planned for the proposed development contained in this application.

3. In terms of **Item 42(a)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Rezoning** of:
 - the proposed Portion 1 from a split zoning of “Transport Zone 2”, “General Business 5” and “General Residential 4” to “General Business 5”, and
 - the proposed portions 2 and 3 from “General Residential 4” to “General Residential 5”.
4. In terms of **Item 42(g)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Removal of Restrictive Title Deed Conditions** (see Section 4.3 of this report as well as the attached Conveyancer’s Certificate for details).

5. In terms of **Item 42(b)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for a **Permanent Departure** to relax the Street building line along Main Road from 5 metres to 0 metres.
6. In terms of **Items 162 and 164** of the City of Cape Town Municipal Planning Amendment By-law, 2025, application is made for the approval of the proposed development and demolition of identified structures (HIA) within the **Sea Point Heritage Protection Overlay Zone (HPOZ)**.

Further details regarding the various components of the application are provided below:

5.1 Proposed Consolidation

Application is made in terms of **Item 42(f)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Consolidation** of Erf 1425 and the Remainder of Erf 1424, Sea Point East to rectify the previous subdivision which is no longer required or desired.

Table 14: Consolidation Details

	Extent
Erf 1425, Sea Point East:	±20m ²
Remainder of Erf 1424, Sea Point East:	±16 350m ²
New Consolidated Erf:	±16 370m²

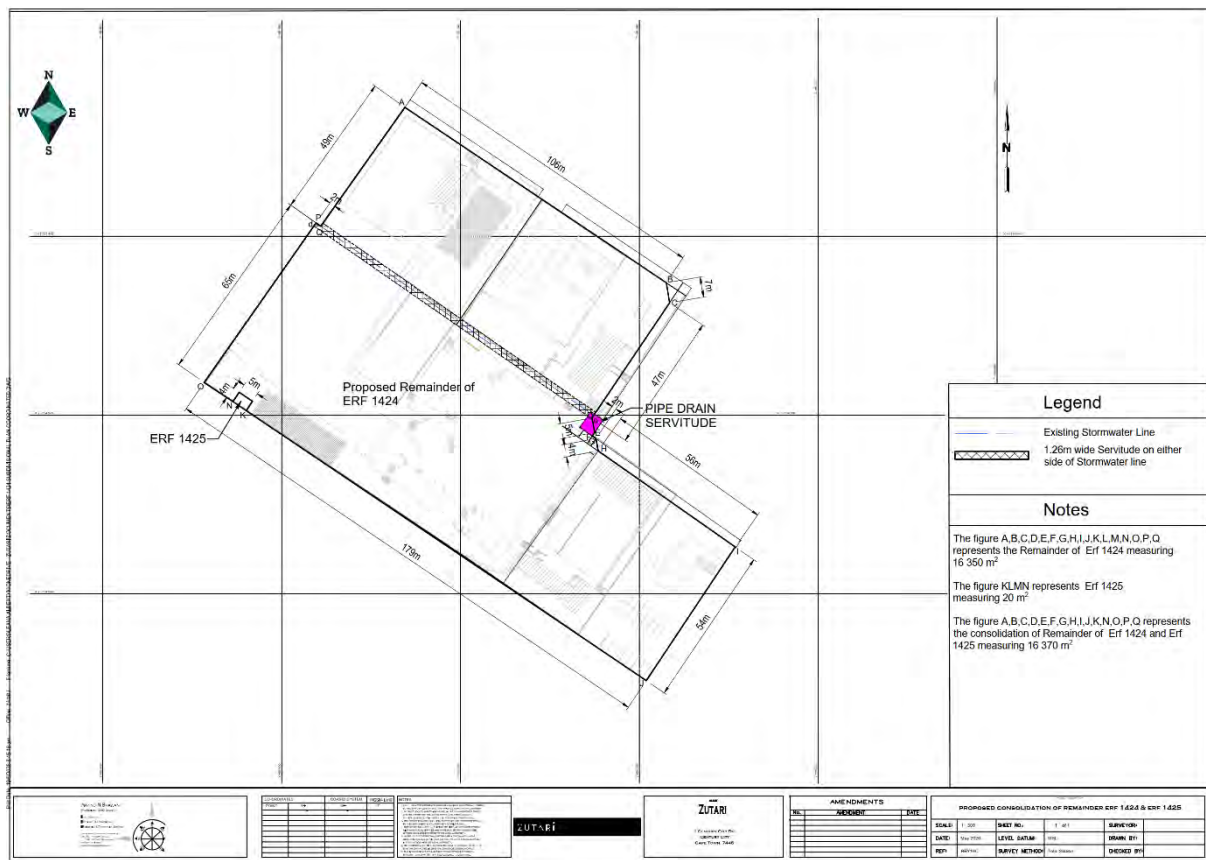


Figure 80: 353 on Main Proposed Consolidation of Erf 1425 with the Remainder of Erf 1424

Refer to the Consolidation Plan attached as **Annexure H**.

5.2 Proposed Subdivision

Three distinct development parcels are proposed through the subdivision of the site:

1. Development Parcel 1 – to accommodate the proposed retail land use on the ground floor and the open market residential units above.
2. Development Parcel 2 – to accommodate proposed social housing
3. Development Parcel 3 – to accommodate proposed social housing

The configuration of the proposed subdivision of the site is in direct response to the design of the proposed development and the intended land use for each development parcel as illustrated in Figure 81 below. The size and dimensions of the proposed subdivision parcels are ideally proportioned to the intended land use:

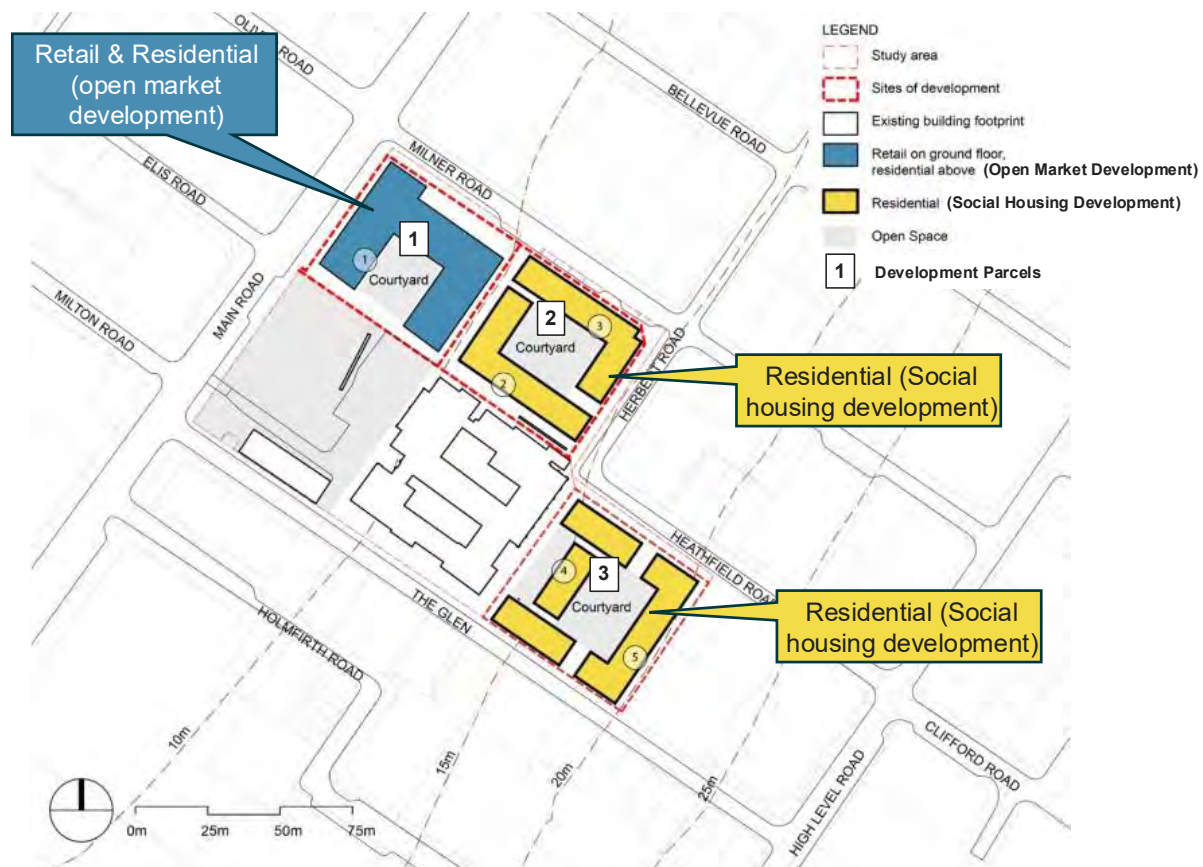


Figure 81: Propose land use and typology - 353 on Main Development

The social housing development parcels have different access and security measures requirements compared to the retail and open market residential components. Social housing projects prioritize both resident safety and functional integration into broader urban areas. Developments typically incorporate gated entry points, controlled pedestrian/vehicular access, and clear perimeters (fencing or walls). This is mandated to manage access for tenants and guests while deterring unauthorized entry. Establishing a separate, distinct erf for a social housing development is a common and highly recommended approach due to several practical reasons:

- **Tenure and Land Use:** Social housing is strictly a rental-only housing option. Subdividing or securing a separate erf is required to rezone the land into a high-density General Residential zone.
- **Institutional Management:** Social housing is managed by government-accredited Social Housing Institutions (SHIs) or Other Delivery Agents (ODAs). A separate erf provides clear

boundaries for the management entity to maintain facilities, collect rent, manage parking, and enforce house rules.

- **Funding and Tenure Security:** The SHRA and the National Department of Human Settlements require security of tenure for their investments. A distinct erf or subdivisioal parcel safeguards the property as a dedicated economic and social unit.
- **Bulk Services and Municipal Rates:** The Municipality process separate erven to accurately calculate property rates (which often feature rebates or specific tariff brackets for social housing) and to clearly map utility connections, refuse areas, and fire access routes.

Application is therefore made in terms of **Item 42(d)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, application is made for the **Subdivision** of the consolidated erf into four portions, as illustrated below.

Table 15: Subdivision Details

Portions	Extent
New consolidated Erf	± 16 370m ²
Proposed Portion 1	± 2827m ²
Proposed Portion 2	± 2818m ²
Proposed Portion 3	± 3100m ²
Proposed New Remainder	± 7625m ²

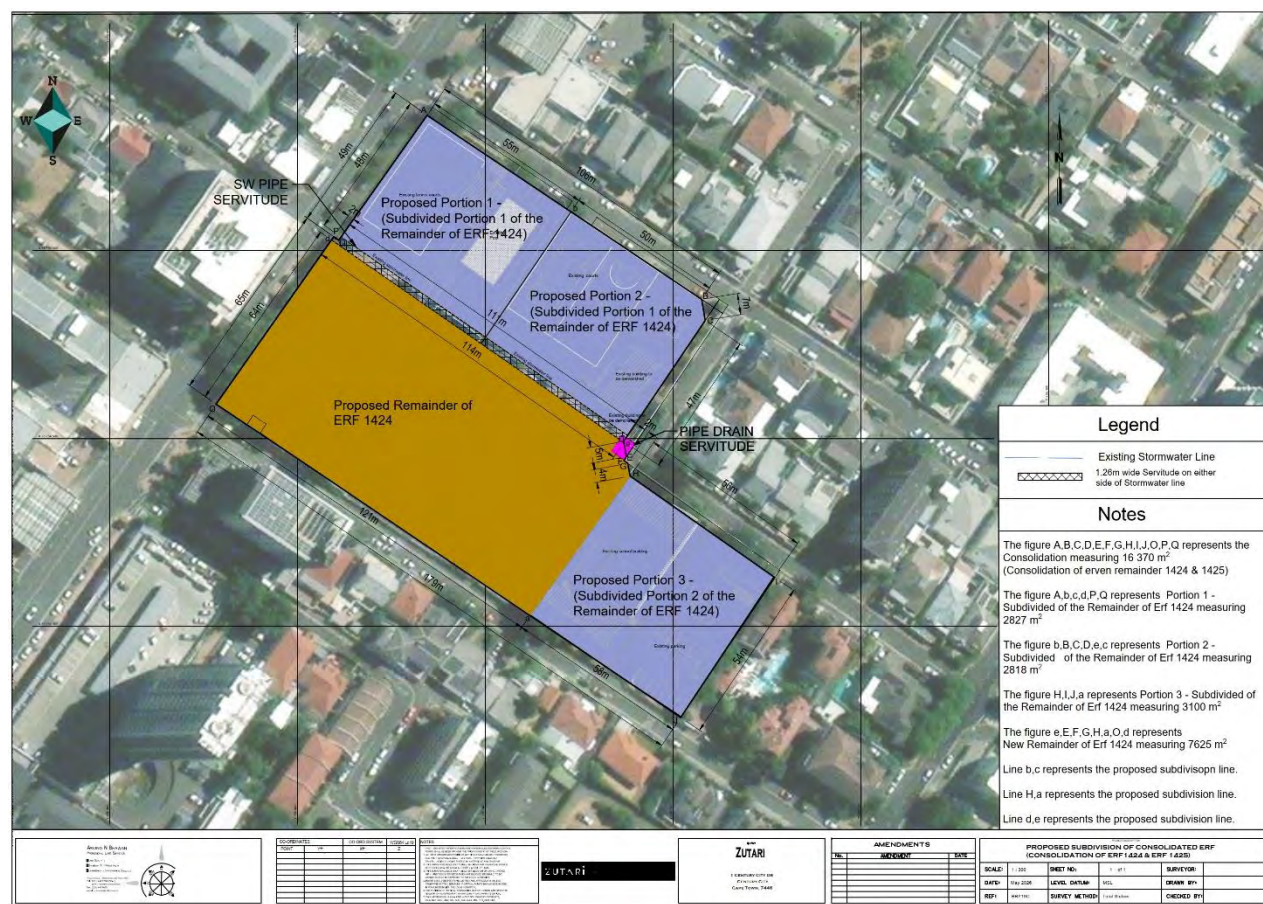


Figure 82: 353 on Main Proposed Subdivision

Refer to the **Subdivision Plan** for the subdivision of the consolidated erf attached as **Annexure I**.

5.3 Proposed Rezoning

The proposed development is not fully aligned with the current various split zoning allocations, and the portions with unsuitable zonings (TR2 and GR4) (proposed portion 1) of the site will need to be rezoned to accommodate the development proposal. Although the proposed portions 2 and 3 already have the correct zoning for the intended land use, application is made for a higher sub-zone to accommodate the proposed development. The remainder / parent erf zoning matters are excluded from this application.

Application is made in terms of **Item 42(a)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Rezoning** of:

- ▶ the proposed Portion 1 from a split zoning of “Transport Zone 2”, “General Business 5” and “General Residential 4” to **“General Business 5”**, and
- ▶ the proposed portions 2 and 3 from “General Residential 4” to **“General Residential 5”**.

All the standard development parameters of the Cape Town Development Management Scheme, such as density, coverage, height, FAR, etc. will be applicable to the proposed development.

See **Section 6.3 (Motivation for the rezoning)** of this report for further details regarding the motivation for the proposed rezoning.

5.4 Removal of Restrictive Conditions

Application is made in terms of **Item 42(g)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the **Removal of Restrictive Title Deed Conditions (notarially registered servitude)**, to remove the following condition/servitude from title deed _____ and further title deed _____

50 Feet Road Servitude

- ▶ Title deed _____ and further title deed _____, shows the registration of a 50 feet road servitude registered on Deed of Transfer _____ + _____
- ▶ Application is made to remove this servitude as it is deemed to no longer be required or applicable.
- ▶ Servitudes are usually not regarded as “restrictive title deed conditions”, but due to the fact that these servitudes are notarially registered on the Title Deeds, application will have to be made to formally remove or de-register these servitudes at the deeds office.
- ▶ Application is made in accordance with **item 42(g)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the Removal of Restrictive Title Deed Conditions to formally remove this condition/servitude from the title deed.

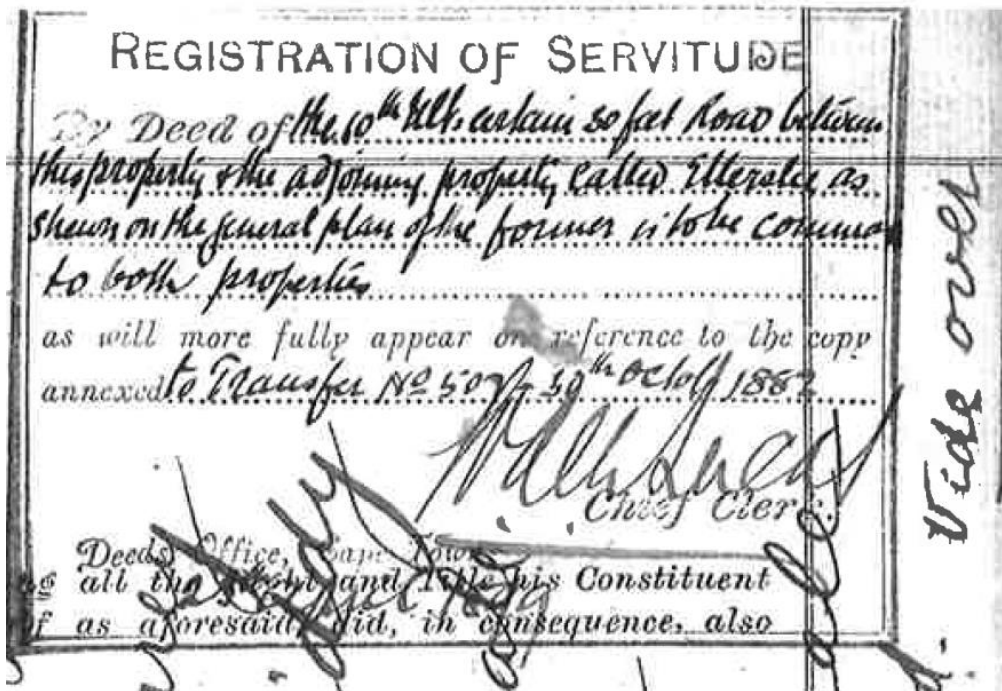


Figure 83: 50 feet Road Servitude registered on Title Deed title deed

(as shown on the last page of further

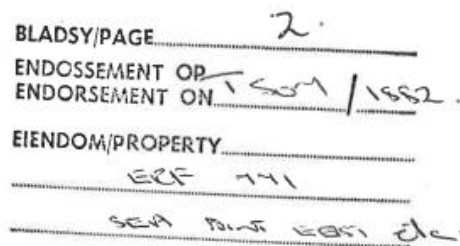


Figure 84: Endorsement on page 2 of Title Deed

Refer to Section 6.4 of this motivation report for further details and motivation in terms of section 39(5) of the Land Use Planning Act and sections 42(1)(c) and 47 of SPLUMA.

5.5 Departure

Application is made in terms of **Item 42(b)** of the City of Cape Town Municipal Planning Amendment By-law, 2025, for a **Permanent Departure** to relax the Street building line of Main Road from 5 metres to 0 metres.

Main Road, Sea Point is a Proclaimed Main Road (PMR No. 158 (16)) and a statutory 5m building line setback is usually required, however the City's Transport Infrastructure and Planning Unit has indicated that they are willing to support a departure from this setback for the proposed development if required.

Refer to the attached email (attached as **Annexure Z**), as received from Johan Meyer, Principal Engineer: City of Cape Town Roads Planning & Conceptual Design Urban Mobility Directorate, Transport Planning & Network Management Department Transport Infrastructure Planning & Development Branch.

5.6 Approval of the proposed development in the Heritage Protection Overlay Zone.

Application is made in terms of Items 162 and 164 of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the approval of the proposed development and demolition of certain structures (aligned with the HIA RoD) within the **Sea Point Heritage Protection Overlay Zone (HPOZ)**.

In line with item 162 and 164 of the City of Cape Town Municipal Planning Amendment By-law, 2025, a qualified heritage specialist has been appointed to prepare and submit a Heritage Impact Assessment, along with all supporting heritage documentation, to Heritage Western Cape (HWC) in accordance with Section 38 of the National Heritage Resources Act (Act 25 of 1999).

All heritage features on the site have been identified and all heritage indicators have been incorporated into the development plan. The urban design development guidelines, development plan, landscaping guidelines and landscaping plan have all been completed in close collaboration with the heritage consultant to ensure adherence to heritage guidelines and indicators.

Refer to the following sections of this report for further details in this regard:

- ▶ Contextual Informants (see section 2.10.2)
- ▶ Site Informants (see section 2.10.3)
- ▶ Development Fixes (see section 3.5)
- ▶ Cultural Heritage and Archaeology (see section 4.1)
- ▶ National Heritage Resources Act (see section 6.6.1.4)

The following Annexures attached to this application should also be consulted for full details regarding the impact of the proposed development on the identified heritage features of the site:

- | | |
|---|--------------------|
| ▶ Heritage Reports - HIA | Annexure R |
| ▶ Visual Impact Assessment | Annexure S |
| ▶ Landscape Guidelines & Plan | Annexure T |
| ▶ Architectural and Context Analysis | Annexure U |
| ▶ Social Historical Study | Annexure V |
| ▶ Archaeological Impact Assessment | Annexure W |
| ▶ HWC Record of Decision – June 2026 | Annexure E1 |

6 MOTIVATION

6.1 Land Development Principles

The proposal is consistent with existing policy and planning frameworks and adheres to the principles of the Spatial Planning and Land Use Management Act (Act No 16 of 2013) (SPLUMA). This application complies with the following General Principles for development as stated in Chapter 2 of the Spatial Planning and Land Use Management Act, 2013 (Act No 16 of 2013):

- ▶ Section 7 (b): The principle of spatial sustainability, whereby spatial planning and land use management systems must:
 - (vi) promote land development in locations that are sustainable and limit urban sprawl; and
 - (vii) result in communities that are viable;
- ▶ Section 7 (c): The principle of efficiency whereby:
 - land development optimises the use of existing resources and infrastructure.

The proposal also sets out to meet the land development principles referred to in Section 42 of the Spatial Planning and Land Use Management Act (Act 16 of 2013) and Chapter VI of the Western Cape Land Use Planning Act (Act 3 of 2014) (LUPA):

- ▶ Spatial justice
- ▶ Spatial sustainability
- ▶ Efficiency
- ▶ Spatial resilience
- ▶ Good administration

6.1.1 Spatial Justice

The principle of spatial justice relates to redressing the past development imbalances to improve access to, and use, of land. The goal of the proposed residential led mixed-use development is to provide a range of housing opportunities, in a well-located neighbourhood close to community facilities and economic opportunities. The provision of housing opportunities and services in the Sea Point area is intended to service people of different races, cultural backgrounds, religions, etc. to bring about community and social cohesion.

6.1.2 Spatial Sustainability

The principle of spatial sustainability relates to land use management systems that promote land development that is within the fiscal, institutional and administrative means of South Africa, must protect prime and unique agricultural land, and must comply with environmental laws and limit urban sprawl. The land identified for the proposed development is ideally located within the urban edge of the municipality and in an area that is earmarked for urban expansion according to the Spatial Development

Framework, in between already established neighbourhoods. This contributes to both spatial sustainability and spatial resilience.

6.1.3 Efficiency

The principle of efficiency relates to the optimal use of existing resources and infrastructure. The development of the site will capitalise on existing infrastructure in the Sea Point area. Such infrastructure includes the existing movement networks and bulk service connections. The development of the site is regarded as in-fill development which will also yield the least impact on environmental resources of the area and protect surrounding open areas from being invaded and degraded.

6.1.4 Spatial Resilience

Spatial resilience involves the capacity of spaces and systems to adapt to changing demographics, economic cycles, and public needs. This is achieved in the 353 on Main Development through the design of adaptable and flexible building configuration and layouts:

- ▶ The design of the commercial and residential units could consider the use of non-structural internal walls or modular systems that allow for quick and cost-effective reconfiguration.
- ▶ A retail space should be easily convertible to an office, or a large apartment into two smaller units.
- ▶ The configuration of the units between open market units and social housing units can also still change depending on market demand and feasibility considerations.

This flexibility in the design reduces the risk of functional obsolescence, ensuring the development can always meet market demand without major capital expenditure.

6.1.5 Good Administration

The principle of good governance relates to all spheres of government ensuring an integrated approach to land use and land development. The proposed development supports the principle of good administration as it is aligned to the overall strategic spatial development of the municipal area as indicated in various policies and frameworks such as the City's IDP, Municipal Spatial Development Framework (MSDF), and the Table Bay District Plan.

6.2 Demand for Housing

There is a very high and critical demand for affordable housing in the broader inner city, Atlantic Seaboard and Sea Point areas. This demand is driven by a significant and increasing disparity between property/rental costs and the income of working-class and middle-class residents. People who work in Sea Point's service, retail, and security sectors are often forced to live in much further, less well-located areas and face long, expensive commutes, perpetuating the spatial inequality left by apartheid.

The demand has led to significant legal and political contestation, primarily around the use of well-located public land. The Site of Development has been the focus of a long-running legal battle led by housing activists (like Ndifuna Ukwazi and Reclaim the City) who argue the public land should be used for social and affordable housing to address spatial justice. This project has been initiated by the Western Cape Government who committed to include affordable and social housing units in the redevelopment plans for a portion of the site which will contribute significantly to address the housing demand in the area.

6.3 Motivation for the Rezoning of the Site

The proposed development is not fully aligned with the current various split zoning allocations, and the portions with unsuitable zonings (TR2 and GR4) (proposed portion 1) of the site will need to be rezoned to accommodate the development proposal. Although the proposed portions 2 and 3 already have the correct zoning for the intended land use, application is made for a higher sub-zone to accommodate the proposed development. The remainder / parent erf zoning matters are excluded from this application.

Application is made in terms of Item 42(a) of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the Rezoning of:

- ▶ the proposed Portion 1 from a split zoning of “Transport Zone 2”, “General Business 5” and “General Residential 4” to “General Business 5”, and
- ▶ the proposed portions 2 and 3 from “General Residential 4” to “General Residential 5”.

Proposed rezoning of portion 1:

A part of the proposed portion 1 (portion 1A) is already zoned as “General Business 5” which is the appropriate zoning for the proposed retail and open market residential land use that is proposed for portion 1. The portion however includes a section that is currently zoned “Transport Zone 2” and “General Residential 4”. The application to rezone the entire proposed portion 1 to “General Business 5” is made to ensure that the entire proposed portion 1 has an uniform zoning aligned to the proposed intended land use. The development parameters for the current zoning are compared to the development parameters of the proposed zoning in Figure 85 and Figure 86, below. The massing 3D models below also demonstrate the impact of the proposed parameters versus the current permitted parameters.

Proposed rezoning of portions 2 and 3

Application is made for the rezoning of the proposed portions 2 and 3 from its current zoning of General Residential 4 (GR4) to General Residential 5 (GR5). The main reason for the need to rezone these parcels relate to the required Floor Area Ratio (FAR) to accommodate the proposed social housing apartments included in the development plan. The development parameters for the current GR4 zoning are compared to the development parameters of the proposed GR5 zoning in Figure 85 and Figure 86.

The social housing rental apartments that are planned on the proposed portions 2 and 3 are designed to be accommodated within 4-storey residential blocks. The coverage and height of the proposed buildings comply with the permitted parameters of the current zoning, but the FAR of the proposed buildings exceed the permitted FAR of 1,5. Application is therefore made to rezone these parcels to a GR5 zoning to increase the FAR to an appropriate level to accommodate the proposed buildings and yield. The massing 3D models below also demonstrate the impact of the proposed parameters versus the current permitted parameters.

353 on Main Development Parameters: Permitted

	Zoning	Permissible (applicable) land uses	Coverage	Max. height above EGL	Portion Area	FAR	Allowable floor area
Portion 1A	GB5	Business, entertainment, hotel, flats.	100%	30m	655m ²	4	2620m ²
Portion 1B	GR4	Group housing, flats.	60%	24m	2172m ²	1.5	3258m ²
Portion 2	GR4	Group housing, flats.	60%	24m	2818m ²	1.5	3382m ²
Portion 3	GR4	Group housing, flats.	60%	24m	3100m ²	1.5	3720m ²

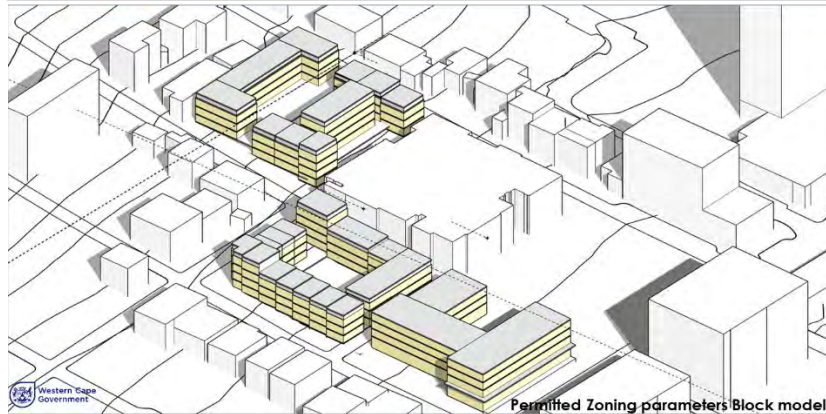


Figure 85: Current Permitted Development Parameters

353 on Main Development Parameters: Proposed

	Zoning	Permissible (applicable) land uses	Coverage	Max. height above EGL	Portion Area	FAR	Allowable floor area
Portion 1	GB5	Business, entertainment, hotel, flats.	100%	30m	2827m ²	4	11308m ²
Portion 2	GR5	Group housing, flats.	60%	35m	2818m ²	2.5	7045m ²
Portion 3	GR5	Group housing, flats.	60%	35m	3100m ²	2.5	7750m ²

Development Concept	Coverage	Max. height above EGL	Total floor area
	55%	27m	9966m ²
	47%	15m	5232m ²
	46%	15m	5520m ²

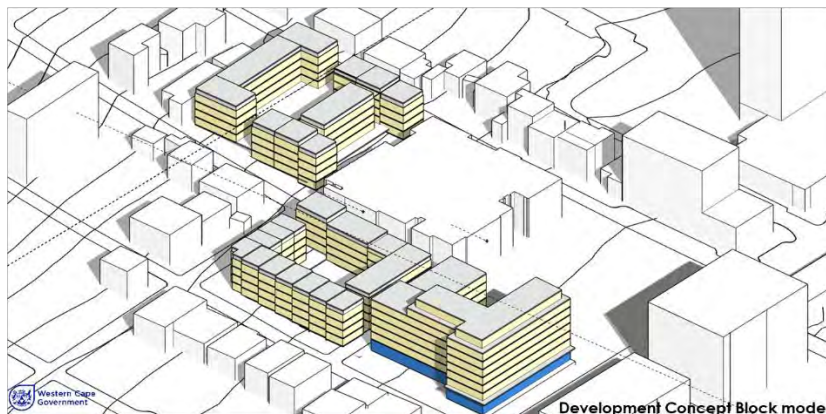


Figure 86: Proposed Development Parameters

6.4 Motivation for the removal of restrictive title deed conditions

The Consolidated remainder of Erf 1424 is held under Title Deed No. T34053/1983 which is subject to 23 additional title deeds which, in turn, is subject to 42 further title deeds which, in turn, is subject to conditions contained in 27 further title deeds.

The numerous conditions found in the previous title deeds are no longer applicable and automatically lapsed when the properties were consolidated and when the Municipal Planning Bylaw came into effect. The only three conditions that are still valid and is deemed to have an impact on the proposed development, are the three servitude conditions mentioned in Section 2.5 of this report.

Servitudes are usually not regarded as “restrictive title deed conditions”, but due to the fact that these servitudes are notarially registered on the Title Deeds, application will have to be made to formally remove or de-register these servitudes at the deeds office. The following three servitudes are notarially registered:

- ▶ Stormwater servitude – K523/1983S
- ▶ Pipe drain servitude –
- ▶ 50 Feet Road servitude –

The stormwater and pipe drain servitudes will remain and have been incorporated in the design of the proposed development. The only title deed condition that is deemed to be “restrictive” relates to the 50 feet road servitude registered in Title Deed . Application is made in accordance with item 42(g) of the City of Cape Town Municipal Planning Amendment By-law, 2025, for the Removal of Restrictive Title Deed Conditions to formally remove this condition from the title deed.

6.4.1 Section 39(5) of the Western Cape Land Use Planning Act (Act 3 of 2014)

Section 39(5) of the Western Cape Land Use Planning Act (Act 3 of 2014) states the following:

- (5) When a municipality considers the removal, suspension or amendment of a restrictive condition, the municipality must have regard to at least the following:
- (a) the financial or other value of the rights in terms of the restrictive condition enjoyed by a person or entity, irrespective of whether these rights are personal or vest in the person as the owner of a dominant tenement;
 - (b) the personal benefits which accrue to the holder of rights in terms of the restrictive condition;
 - (c) the personal benefits which will accrue to the person seeking the removal, suspension or amendment of the restrictive condition if it is removed, suspended or amended;
 - (d) the social benefit of the restrictive condition remaining in place in its existing form;
 - (e) the social benefit of the removal, suspension or amendment of the restrictive condition; and
 - (f) whether the removal, suspension or amendment of the restrictive condition will completely remove all rights enjoyed by the beneficiary or only some of those rights.

Figure 87: Excerpt of Land Use Planning Act (Section 39(5) of the Western Cape Land Use Planning Act (Act 3 of 2014)

- ▶ The removal of the 50 feet road servitude registered on Title Deed will have a social benefit in that it will remove any possible impediment for the development of the site.
- ▶ The development of the site will have a major social benefit in that affordable and social housing is proposed to be developed which will allow low- and middle-income groups to live closer to economic opportunities and social amenities.
- ▶ None of the other items in Section 39(5) of the Western Cape Land Use Planning Act are applicable to the removal of the servitude, as there is no financial gain, or personal benefit that will be realised by the removal of this servitude.

6.4.1 Sections 42(1)c and 47 of SPLUMA (Spatial Planning and Land Use Management Act (Act No 16 of 2013))

Section 42(1)c of the Spatial Planning and Land Use Management Act (Act No 16 of 2013) states the following:

Deciding an application	
42. (1) In considering and deciding an application a Municipal Planning Tribunal must—	15
(a) be guided by the development principles set out in Chapter 2;	
(b) make a decision which is consistent with norms and standards, measures designed to protect and promote the sustainable use of agricultural land, national and provincial government policies and the municipal spatial development framework; and	20
(c) take into account—	
(i) the public interest;	
(ii) the constitutional transformation imperatives and the related duties of the State;	
(iii) the facts and circumstances relevant to the application;	25
(iv) the respective rights and obligations of all those affected;	
(v) the state and impact of engineering services, social infrastructure and open space requirements; and	
(vi) any factors that may be prescribed, including timeframes for making decisions.	30
(2) When considering an application affecting the environment, a Municipal Planning Tribunal must ensure compliance with environmental legislation.	
(3) An application may be approved in whole or in part, or rejected.	

Figure 88: Excerpt of Section 42(1)c of the Spatial Planning and Land Use Management Act (Act No 16 of 2013)

- ▶ The removal of the 50 feet road servitude registered on Title Deed is in the public interest as it will remove any possible impediment for the development of the site.
- ▶ The development of the site will have a major social benefit and will therefore benefit the public as the proposed affordable and social housing will allow low- and middle-income groups to live closer to economic opportunities and social amenities.
- ▶ The state and municipality have a strict legal and constitutional obligation to manage, optimize, and release state-owned land to serve the public good. Properties must be used to address systemic issues like housing, spatial inequality, and local economic development rather than being left derelict.
- ▶ The proposed development of the 353 on Main site will maximise the potential of the site and will therefore enable the state to fulfill its duties and obligations.
- ▶ The removal of the restrictive title deed condition (servitude) will remove any obstacles that could restrict the development of the site.

Section 47 of the Spatial Planning and Land Use Management Act (Act No 16 of 2013) states the following:

47. (1) A restrictive condition may, with the approval of a Municipal Planning Tribunal and in the prescribed manner, be removed, amended or suspended.

(2) A removal, amendment or suspension of a restrictive condition contemplated in subsection (1) must, in the absence of the contemplated written consent, be effected—

- (a) in accordance with section 25 of the Constitution and this Act;
- (b) with due regard to the respective rights of all those affected, and to the public interest; and
- (c) in the prescribed manner,

if such removal, amendment or suspension will deprive any person of property as contemplated in section 25 of the Constitution.

54 No. 36730 GOVERNMENT GAZETTE, 5 August 2013
 Act No. 16 of 2013 Spatial Planning and Land Use Management Act, 2013
 54

(3) A Municipal Planning Tribunal considering an application to remove, amend or suspend a restrictive condition is not liable to compensate any person for any loss arising from or related to a decision made in good faith and in terms of this Act to remove, amend or suspend a restrictive condition.

(4) Notice of an application to remove, amend or suspend a restrictive condition which operates for the benefit of the State must be in writing and given in the prescribed manner to the organ of state which is responsible for the administration of the law or the performance of the function to which such condition relates.

(5) An applicant at whose instance a restrictive condition is removed, amended or suspended in terms of this Act, must, within the prescribed period and in the prescribed manner, apply to the Registrar of Deeds concerned for the appropriate recording of such removal, amendment or suspension, and the Registrar of Deeds must in the prescribed manner record such removal, amendment or suspension.

Figure 89: Excerpt of Section 47 of the Spatial Planning and Land Use Management Act (Act No 16 of 2013)

- The removal of the 50 feet road servitude registered on Title Deed is in the public interest as it will remove any possible impediment for the development of the site.
- There is no financial gain, or personal benefit that will be realised by the removal of this servitude and no person will be deprived of property as contemplated in section 25 of the Constitution.

6.5 Desirability

The City's MPBL states in **Item 99(2)(d)** that the decision-maker must consider the desirability of proposals and the MPBL goes further in subsection 3 to expand what must be considered when desirability is assessed. Assessment criteria include aspects such as socio-economic impact; compatibility with surrounding uses; impact on the external engineering services; impact on safety, health and wellbeing of the surrounding community; impact on heritage; impact on the biophysical environment; traffic impacts, parking, access and other transport related considerations; and whether the imposition of conditions can mitigate an adverse impact of the proposed use or development of land.

These criteria are motivated below.

6.5.1 Socio-economic Impact

In the development concept it is shown that a variety of land uses can be accommodated on the site with the proposal focussing on providing a residential-led mixed-use development that would result in much needed residential accommodation and economic opportunities in the area. The ground floor retail

space can accommodate small line shops, which will give local businesses an opportunity to thrive in this highly accessible and visible location.

The proposed development embraces economic development by creating an environment that is conducive to and encourages economic development which is vital for the creation of a quality urban settlement. The following is a summary of the socio-economic informants for Sea Point which influences the development proposal:

- 65.3% of households in Sea Point earned less than a combined R25 600 per month in 2011. It can therefore be inferred that many residents qualify for social and affordable housing.
- The statistics in terms of education (84% with Grade 12 or higher), high employment rate (95%), majority of the population living within formal dwellings (99%) that have flushing toilets (99% of households) and electricity (99.5%) indicates that the site, 353 on Main is located in an affluent, well serviced area.
- The fact that 55% of the households in the Ward live in an apartment type of dwelling, indicates that this type of dwelling should be supported in the potential development as its fits into the character of the area.
- The already high percentage of households that live in rental accommodation in Sea Point (48.2%) is a good indicator of the potential support/uptake of rental accommodation in a potential development.
- There is an alarming increase in sexual offences and an overall increase in crime in the area which is important to take note of and a deliberate focus to identify and to reduce safety and health risks through good design at the conceptual and planning phase of the project.
- An increase in population and decrease in household size identifies a need for smaller residential units.

The proposed 353 on Main Development is likely to have significant and multifaceted socio-economic impacts, generally involving a blend of economic growth, urban revitalisation, and an opportunity for increased access to housing, affordability and community cohesion. The proposed development could have the following **economic impacts**:

- The development will attract private sector investment to the area, creating a sustainable economic foundation that supports the delivery of key public benefits. Revenue generated through the sale of public land, rates and taxes, and development charges will be reinvested directly into the broader development. This enables the cross-subsidization of the social housing element, as well as the provision of essential services and infrastructure across the City, ensuring that the development delivers lasting value for all residents.
- Substantial short-term jobs will be created during the construction period of the development and long-term jobs will be created through the commercial and retail components of the proposed development and sustained property management once the development is operational.
- The commercial spaces (retail, business) foster local business growth and entrepreneurship, creating a more diversified economic base in the immediate vicinity.
- The development can increase property values in the surrounding area due to the addition of modern amenities, improved infrastructure, and a more vibrant, integrated urban environment.

The proposed development could have the following **social benefits**:

- The combination of residential and commercial spaces creates a vibrant, dynamic, and pedestrian-friendly environment with activity throughout the day and evening.
- Integration of residential and retail/service spaces offers convenience for residents, reducing the need for long-distance travel and making essential services and recreation more accessible.
- The development can make efficient use of underutilized public land assets.

- As an affluent area, a major social objective for mixed-use developments in Sea Point is to contribute to affordable or inclusionary housing delivery. This aims to diversify the resident mix and foster greater social integration by allowing low- and middle-income groups to live closer to economic opportunities.

Refer to the **Social Impact Statement** prepared by Urban-Econ Development Economists (Pty) Ltd attached as **Annexure Q**, for more information.

6.5.2 Compatibility with Surrounding Development

When assessing the compatibility of the proposed 353 on Main Development with the surrounding development in Sea Point, a number of factors must be assessed, including the development's compatibility with the existing urban fabric, addressing planning guidelines, and the development's ability to contribute positively to the area's development goals. This involves framing the development proposal within the context of densification, mixed-use development, and spatial justice that is applicable for a well-located, service-rich area like Sea Point.

6.5.2.1 Contextual Compatibility: The Existing Urban Fabric

Existing Density and Height: Sea Point, especially along Main Road and Beach Road, already features numerous multi-story apartment buildings. The proposed 353 on Main Development is strategically sited to align with or reinforce the higher-density nodes identified in the City's spatial development framework (along the Main Road transport corridor). It has been demonstrated that tall buildings can be accommodated in strategic locations without causing undue visual intrusion on lower-density areas, such as the slopes of Signal Hill.

Mixed-Use Integration: Sea Point is known for its vibrant mixed-use environment along Main Road. The proposed 353 on Main Development incorporates active ground-floor uses like retail, restaurants, and community facilities. This ensures the building's base engages positively with the pedestrian environment and maintains the area's commercial vitality, preventing a "dead" street edge.

Architectural Sensitivity and Design: Compatibility is not just about height, but design quality. The architecture of the proposed 353 on Main Development should offer a high level of treatment, acknowledge the prominence of the site, and avoid visually competing with sensitive historic buildings or compromising strategic views, such as those towards Table Mountain or the Atlantic Ocean. It will therefore be essential that the urban design guidelines that have been formulated for the proposed development be implemented by the future developer of the site.

6.5.2.2 Planning and Policy Alignment: Addressing City Objectives

The proposed 353 on Main Development's compatibility is further strengthened by showing its direct alignment with the City of Cape Town's planning objectives for the district:

Densification and Transport Corridors: Sea Point is an accessible and well-serviced area, particularly along the Main Road/Helen Suzman Boulevard public transport corridors (e.g., MyCiTi bus routes). The City's policy encourages higher-density infill development in such strategic locations to maximise the use of existing infrastructure and promote public transport usage, reducing reliance on private cars.

Inclusionary Housing and Spatial Justice: Compatibility, in a broader sense, means fitting into the social context of a spatially unequal city. Developments that reserve a proportion of units for households of varied incomes help address spatial inequality and gain favour with planning tribunals seeking a more inclusive city. This is a key component of the proposed 353 on Main Development.

6.5.2.3 Positive Contribution to the Neighbourhood

The proposed 353 on Main Development will contribute to the permeability and legibility of the precinct. By concentrating a higher population, the development supports local businesses along Main Road, boosting the local economy and contributing to a safer, more active street life through increased "eyes on the street." The proposed development will incorporate sustainable design features (e.g., energy efficiency, waste recycling, natural shading) that align with the City's broader environmental goals, demonstrating a forward-looking approach that respects the natural coastal context.

6.5.3 Traffic, Parking and Access Impacts

A Traffic Impact Assessment was undertaken for the proposed development to investigate the transport impacts of the proposed 353 on Main development. Based on the findings of this investigation, the following is concluded and recommended:

- **Existing Traffic:** All intersections operate at acceptable conditions under current traffic conditions, and no road upgrades are proposed.
- **Future 2027 Background Traffic:** All intersections continue to operate at acceptable LOS conditions.
- **Development Trips:** Approximately 255 AM Peak hour trips (76 IN and 179 OUT) and 224 PM Peak hour trips (157 IN and 67 OUT) are expected for the planned development.
- **Site Access:** Development parcels 1 and 2 will be accessed via Milner Road, while parcel 3 will gain access via The Glen Road. It is recommended that the access point for Parcels 1 and 2 have 2 entry lanes, one for residences and one for visitors. A minimum of stacking distance of 13m must be provided for each of the entry lanes for parcel 1 and 2, that is if a remote control and sign-in system is used for access control for the residential and visitors access respectively. For parcel 3 one entry lane is recommended with a minimum stacking distance of 10m to be provided, if a remote control system is used.
- **Total Future 2027 Traffic:** All intersections still operate under acceptable conditions with existing intersections configurations. The current road network can accommodate the traffic demand of the development. It is noted that right turning lanes are warranted for some of the intersections but not deemed critical due to the movements operating under good LOS and not impacting other movements. The warrant for a traffic signal was consulted for the Main Road / Milner Road intersection, but also not deemed critical due to good LOS conditions.
- **Total Future 2032 Traffic:** All intersection continue to operate at acceptable LOS conditions. Indicating potential for further growth and future capacity for future developments.
- **NMT:** There is existing sidewalks provided along all surrounding roads. The planned development concept aims at improving NMT movement even further. No additional recommendations are made.
- **Public Transport:** The existing Public Transport facilities are adequate, and the existing services should be able to accommodate the Public Transport demand of the planned development.
- **Parking:** Parking provision is not mandatory as the site falls within a PT2 parking zone. A total parking of 300 parking bays will be provided, no additional recommendations are made.

Based on the investigation conducted, it is evident that the transport impacts of the planned development can be accommodated by the existing road network and no additional road upgrades/changes are needed. From a

transport engineering perspective, it is recommended that the development be approved.

6.5.4 Impact on Safety, Health and Well-being of the Surrounding Community

Mixed-use developments such as the proposed 353 on Main Development generally have a positive impact on the health and well-being of residents by promoting a more active, convenient, and socially connected lifestyle. The design of the proposed 353 on Main Development encourages walkability and reduces reliance on cars, which promotes walking and cycling—activities linked to better cardiovascular health and overall fitness. The proximity of amenities like the Sea Point Promenade and Green Point Urban Park enhances access to recreational spaces. The proposed development combines economic and social facilities with the residential opportunities and due to its location close to existing amenities, commuting time for residents can be significantly reduced which will free up time for leisure, family and rest. Surrounding communities will also benefit from the additional economic opportunities that will be offered in the development. Shared spaces and continuous foot traffic can foster a stronger sense of community and social interaction, which is a key determinant of mental health and well-being.

6.5.5 Impact on Engineering Services

A bulk services impact assessment was conducted to assess all existing civil engineering services in proximity to the site and to provide recommendations for the civil engineering infrastructure required to support the proposed development. The following is a summary of the key findings:

- **Topography:** The site has a favourable slope for development with an average slope of 1.74%, towards the northwest, with a total elevation change of 10 meters. Accommodating the natural topography of the erf, the site was previously developed using a series of levelled platforms or tiers.
- **Stormwater:** The site is more than 4000m² and does require to comply to the Stormwater Management Policy. The proposed development has a 68% impermeable surface area, but no capacity constraints are anticipated in the existing stormwater system. As such, it may be possible to motivate for a partial deviation from attenuation requirements for the site. The only constraint on the development is an existing 375mm diameter stormwater pipe running through the site. However, the servitude will remain in place for the development and, subject to municipal approval, could offer a valuable stormwater connection point. A 375mm diameter stormwater pipe along the northwestern site boundary will also present a connection opportunity.
- **Sewer:** There are existing municipal sewer pipes along the boundary roads of the site which presents good opportunities for sewer connections. The anticipated wastewater flow from the proposed development has been calculated to be 170.32 kl/d. This proposed development is situated within the catchment of the Green Point Outfall. This treatment works has sufficient unallocated capacity to accommodate the anticipated discharge from this development. The downstream sewer network appears to have sufficient capacity to accommodate the anticipated flows from the proposed development.
- **Water:** There is existing 100mm diameter water pipes running along the boundary roads of the site, increasing to 150mm diameter in Main Road. The preferred water connection points are along Glen, Heathfield, and Main Roads, as these pipes are located close to the site's boundary, thereby avoiding the challenges of crossing streets for connections. The bulk supply system has sufficient water resource, treatment, bulk storage and conveyance capacity to supply the estimated annual average daily demand of 189.24kl/d of the proposed development. The water

network in the vicinity of the proposed development appears to have sufficient capacity and residual pressure to accommodate the estimated flow from this development.

The existing water and sewer networks have sufficient capacity to accommodate the projected demand and flows for the proposed development.

Based on the information provided in the preceding sub-sections, the desirability of the proposed 353 on Main Residential Led Mixed-Use Development is clearly demonstrated.

6.6 Strategic National, Provincial and Local Planning Frameworks and Policies

The proposed development is aligned with strategic local and provincial plans. This section discusses the policies and plans that are applicable to this application and their relation to the proposed development. This section will explore various policy and strategic framework documents that are relevant to the site and study area. This is critical in order to ensure that the strategies and proposals within the 353 on Main Precinct are aligned to the City of Cape Town's Municipality's overall strategic vision.

Various policies were reviewed to determine if there are any legislation, management strategies or frameworks pertaining to the site or the study area that need to be considered in the development of the 353 on Main Residential Led Mixed-Use Development. The relevant Acts, policies, frameworks and documents on the National-, Provincial-, District- and Local levels are discussed in the following sections.

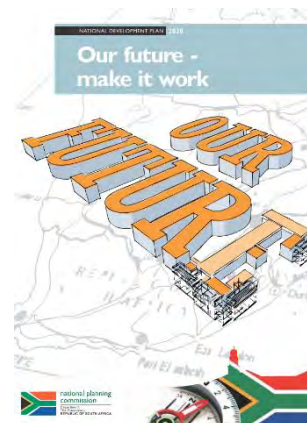
There are several policies from the national- to local level that impact future development. It is essential to ensure alignment between policies to ensure buy-in and political support for the proposed development at all spheres of Government.

6.6.1 National Policy Context

6.6.1.1 The National Development Plan 2030

The National Development Plan (NDP) 2030 was developed by the National Planning Commission (NPC) in the office of the President in 2012. The objectives stated within the NDP include the need for a strong and efficient planning system, integrated across the various spheres of government. The NDP sets out an integrated strategy for accelerating growth, eliminating poverty and reducing inequality, by 2030. It further provides a new focus for planning authorities to embrace several other policies of the government, developed since 1994. Accordingly, the NDP places spatial transformation as the key challenge and objective within South Africa and is seen as the foundation, and enabler, of economic growth and development.

Chapter 8 of the NDP 2030 deals with "Transforming Human Settlements", where specific provision is made for spatial planning, and which includes issues of importance for the review of a Spatial Development Framework (SDF). The NDP states that "planning in South Africa will be guided by normative principles to create spaces that are liveable, equitable, sustainable, resilient and efficient, and support economic opportunities and social cohesion". These principles for spatial development are premised on spatial justice, spatial sustainability, spatial resilience, spatial quality and spatial efficiency.



These principles are regulated in Chapter 2 of the Spatial Planning and Land Use Management Act (SPLUMA): Development Principles Sections 7(a), (b), (c), (d) and (e).

Furthermore, the NDP proposes that: “These principles need to be incorporated into operational principles that provide guidance on”:

- ▶ Integrating rural and urban areas;
- ▶ Accommodating social diversity within the built environment;
- ▶ Creating more dense settlements without raising the cost of land and housing for the poor;
- ▶ Integrating transportation systems and land use;
- ▶ Broadening the economic base of towns and cities through the supply of reliable infrastructure, suitable land and property, connectivity, skills and logistics;
- ▶ Building community involvement and partnerships;
- ▶ Supporting the development of vibrant, diverse, safe, green and valued places; and
- ▶ Ensuring that governance arrangements and leadership deliver equitable and efficient decision-making.”

The spatial interventions, concepts and principles underpinning the proposed 353 on Main Development is therefore aligned with the NDP objectives ensuring spatial transformation, liveable and equitable urban spaces.

6.6.1.2 Spatial Planning and Land Use Management Act

As outlined in Section 5.1 of this report, the proposed development complies with the principles of the Spatial Planning and Land Use Management Act (Act No 16 of 2013) (SPLUMA).

The Spatial Planning and Land Use Management Act (2013) (SPLUMA) is a law assented to by the President of the Republic of South Africa on 5 August 2013. SPLUMA replaced the Development Facilitation Act (DFA) and the Land Use Planning Ordinance, 15 of 1986 (LUPO), and came into effect on 1 July 2015. SPLUMA is a framework act for all spatial planning and land use management legislation in South Africa. It seeks to promote consistency and uniformity in spatial planning and management related procedures and decision-making. Other objectives include addressing historical spatial imbalances and integrating the principles of sustainable development into land use and planning regulatory tools and legislative instruments. SPLUMA requires national, provincial and municipal spheres of government to prepare SDFs that establish a clear vision that must be developed through a thorough inventory analysis based on national spatial principles and local long-term development goals and plans. SPLUMA was developed to legislate a single and integrated planning system for South Africa. Furthermore, SPLUMA provides a framework for spatial planning and land use management and, as such, it can be used as a tool to aid the spatial transformation of our rural and urban areas.

As it pertains to urban planning, SPLUMA provides for two pillars of planning, namely spatial forward planning and land use management, or land development administration. SPLUMA provides general development principles in Chapter 2, subsection 7(a)-(e) of the Act, that applies to spatial planning and land use management, including:

- ▶ **Spatial justice:** Past spatial, and other, development imbalances must be redressed through improved access to, and use of, land.
- ▶ **Spatial sustainability:** Spatial planning and land-use management systems must promote land development that is within the fiscal, institutional and administrative means of South Africa, protect prime and unique agricultural land, comply with environmental laws and limit urban sprawl.
- ▶ **Efficiency:** Land development should optimise the use of existing resources and infrastructure, and decision-making procedures must be designed to minimise negative financial, social, economic or environmental impact.
- ▶ **Spatial resilience:** Flexibility in spatial plans, policies and land-use management systems are accommodated to ensure sustainable livelihoods in communities that are most likely to suffer the impacts of economic and environmental shocks.
- ▶ **Good administration:** All spheres of government are to ensure an integrated approach to land-use and land development, that is guided by spatial planning and land-use management systems. All governmental departments are to provide sector inputs, comply with any other requirements and follow a transparent public process.



Figure 90: SPLUMA Development Principles

Sustainable principles, regulations and practices have been incorporated into the proposed 353 on Main Development. The spatial interventions conform to these normative principles to ensure sustainable development and the promotion of natural, human, social and physical capital within the immediate Sea Point area.

6.6.1.3 National Environmental Management Act

The National Environmental Management Act (Act.107 of 1998) (NEMA) provides for cooperative environmental governance by establishing principles for decision-making on matters affecting the environment. It also provides for certain aspects of administration and environmental management law enforcement to be undertaken by institutions that can promote cooperative governance and procedures for co-ordinating environmental functions exercised by organs of government.

NEMA is crucial in matters of environmental sustainability, resilience to climate change and the sustainable use of natural resources, as these are key to the current and future socio-economic well-being of residents within a municipal area. To this end, it is crucial that NEMA principles, in conjunction

with the development principles set out in SPLUMA, are applied. Both NEMA and SPLUMA provide for an integrated and coordinated approach towards managing land use and development processes. This approach is based on co-operative governance and foresees the utilisation of spatial planning and environmental management instruments, such as SDFs and EMFs, to align the requirements of allowing development, while ensuring that biodiversity, as well as other sensitive natural elements, are protected.

The NEMA principles are considered in the proposed development and a spatial strategy that is environmentally sustainable, and which creates a balance between development and the protection of natural resources are presented. An environmental sensitivity screening assessment pertaining to the proposed mixed-use development on consolidated Erf No. 1424, Sea Point was undertaken. The aim of the screening assessment was to determine the existing site environmental sensitivity and the applicability of the Environmental Impact Assessment (EIA) Regulations, as amended, in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and the National Heritage Resources Act (25 of 1999) associated with the proposed construction works. The environmental sensitivity screening considered the following aspects:

- ▶ Indigenous vegetation;
- ▶ Watercourses and wetlands;
- ▶ National Freshwater Ecosystems Priority Areas (NFEPA);
- ▶ Critical Biodiversity Area's (CBA's);
- ▶ Threatened Ecosystems and
- ▶ Heritage Resources

Based on the environmental screening outcome it can be concluded that no listed activities are triggered according to the EIA regulations (R982, R983, and R985) in terms of the NEMA and the proposed mixed-use development project does not require authorisation through a Basic Assessment process.

A previous determination was also made for the planned project and confirmed by Department of Environmental Affairs and Development Planning (DEA&DP) by means of a letter dated 13 August 2012, (reference no.: 16/3/1/6/1/A7/24/3174/12). The letter confirmed that no listed activities are triggered and no environmental authorisation would be required. The updated planned project information was resubmitted to DEA&DP on 19 July 2023 and they reconfirmed with a new letter dated 18 August 2023 (reference no.: 16/3/3/6/A7/24/3122/23) that no listed activities are triggered and that no environmental authorisation would be required.

Duty of care:

- ▶ Although no listed activities are triggered through the proposed project undertaking, it is still however advised that all stakeholders, including the department need to adhere to the Duty of Care as contemplated in Section 28 of NEMA and are cautioned to ensure that any activities carried out do not result in pollution or degradation to the environment.
- ▶ This is best adhered to by implementing an Environmental Management Programme (EMPr) during the construction phase of the project.

A NID was prepared and submitted to HWC in terms of section 38 of the National Heritage Resources Act (22 of 1999) to confirm the HIA requirements. It was confirmed that a Heritage Impact Assessment (HIA) is required. The HIA has been approved by HWC at the IACom meeting held on 17 June 2026. See Section 6.6.1.4 and the attached **Annexure R** and **Annexure E1** for further details regarding the **Heritage application** and **Record of Decision**.

Although no listed activities are triggered through the proposed project undertaking and no environmental authorisation is required, the site is classified as a Provincial Heritage Site and falls within a Heritage Protection Overlay Zone (HPOZ). A Heritage Impact Assessment in terms of Section 27 and Section 38 of the National Heritage Resources Act (22 of 1999), has been approved by HWC.

See **Annexure R** and **Annexure E1** for full details of the heritage application and subsequent approval.

6.6.1.4 National Heritage Resources Act

In terms of the National Heritage Resources Act (Act 29 of 1999) (NHRA), Section 30(5), it is a legal requirement for local authorities to compile an inventory of heritage resources within their areas of jurisdiction: “At the time of the compilation, or revision, of a town planning scheme or spatial development plan, or at any other time of its choosing...”. It also requires that the planning authority submit the inventory to the relevant provincial heritage authority “which shall list in the heritage register” those heritage resources that fulfil certain heritage criteria, as stated in the Act.

When read in conjunction with Section 34 of the NHRA, this includes the identification, mapping and grading of structures older than 60 years. A consequence of Section 34 of the NHRA, is that approval for demolitions and alterations to buildings older than 60 years, currently falls within the jurisdiction of Heritage Western Cape (HWC), and not the local authority. This will remain the case until a local authority obtains competency from HWC to fulfil these functions. Significantly, the NHRA is structured to encourage decision-making on the management of heritage resources to be devolved to a local level, i.e. “where such resources are deemed to be of local significance.” (Western Cape Government, 2013).

With regards to the National Heritage Resources Act (NHRA), Act 29 of 1999, certain activities may not be initiated without any prior approval/consent from the competent authority, which in this case would be Heritage Western Cape (HWC), if they have a potential to impact on the heritage or cultural features (structures older than 60 years, landscapes and natural features of cultural significance, geological sites of scientific or cultural importance, archaeological and palaeontological sites, graves and burial grounds, sites of significance relating to slavery or movable objects) considered to be a national estate and need to be preserved or protected. Section 38 (1) of the NHRA provides a list of the activities which should be authorised by Heritage Western Cape (HWC) and is quoted below:

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

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

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

(i) exceeding 5,000m² in extent; or

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

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

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

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

A Heritage Impact Assessment in terms of Section 27 and Section 38 of the National Heritage Resources Act (22 of 1999) has been approved by the Heritage Western Cape at the IACom meeting of 17 June 2026.

See **Annexure R** for full details of the heritage application, as well as the Record of Decision issued by HWC attached as **Annexure E1**.

6.6.1.5 Integrated Urban Development Framework

The Integrated Urban Development Framework (IUDF) is the government's policy position, coordinated by the Department of Co-operative Governance and Traditional Affairs (COGTA), to guide the future growth and management of urban areas. The IUDF responds to the post-2015 Sustainable Development Goals (SDGs), particularly Goal 11, which focuses on making cities and human settlements inclusive, safe, resilient and sustainable.

An important outcome of the IUDF is that of spatial transformation. The policy levers that have been identified are crucial for maximising the potential of urban areas, by integrating and aligning investments in a way that improves the urban form. The IUDF adopted a Transport-Oriented Development (TOD) approach to urban design, where all development policies promote higher-density urban development along mass transit corridors. This approach should promote investment in human settlements and other key economic infrastructure, further enabling mobility and accessibility to social and economic opportunities.

To reach its vision, the IUDF identifies four strategic goals (defined below) which will aid in achieving the transformative vision of restructured urban spaces, and compact, connected cities and towns:

- ▶ **Spatial integration:** To forge new spatial forms in a settlement, transport, social and economic areas.
- ▶ **Inclusion and access:** To ensure people have access to social and economic services, opportunities and choices.
- ▶ **Growth:** To harness urban dynamism for inclusive, sustainable economic growth and development.
- ▶ **Governance:** To enhance the capacity of the state and its citizens to work together to achieve spatial and social integration.

The proposed 353 on Main Development will contribute to providing an inclusive, safe, resilient and sustainable human settlement, and will promote collaboration between local government and citizens.

6.6.2 Provincial Policy Context

6.6.2.1 Western Cape Provincial Spatial Development Framework

The Provincial Spatial Development Framework (PSDF) provides a shared spatial development vision for both the public and private sectors and serves as the guide to all sectoral considerations concerning space and place in the Western Cape. The PSDF serves to guide the location and form of public

investment and seeks to influence other investment decisions, by establishing a coherent and logical framework for spatial investment. The PSDF furthermore provides the spatial development policy framework through which the various provincial strategic goals will drive economic growth, improve natural resource management and resource use efficiencies, and develop more sustainable and integrated settlements.

The Provincial spatial agenda can be summarised as follows:

- ▶ Growing the Western Cape economy, in partnership with the private sector, non-governmental and community-based organisations;
- ▶ Using infrastructure investment as the primary lever to bring about the required urban and rural spatial transitions; and
- ▶ Improving oversight of the sustainable use of the Western Cape's spatial assets.

The PSDF includes four spatial themes, namely resources, space economy, settlement and spatial governance. The policies and strategies that flow from these themes focus on strategic investment in the space economy, settlement restructuring and the protection of the Province's natural and cultural resource base.

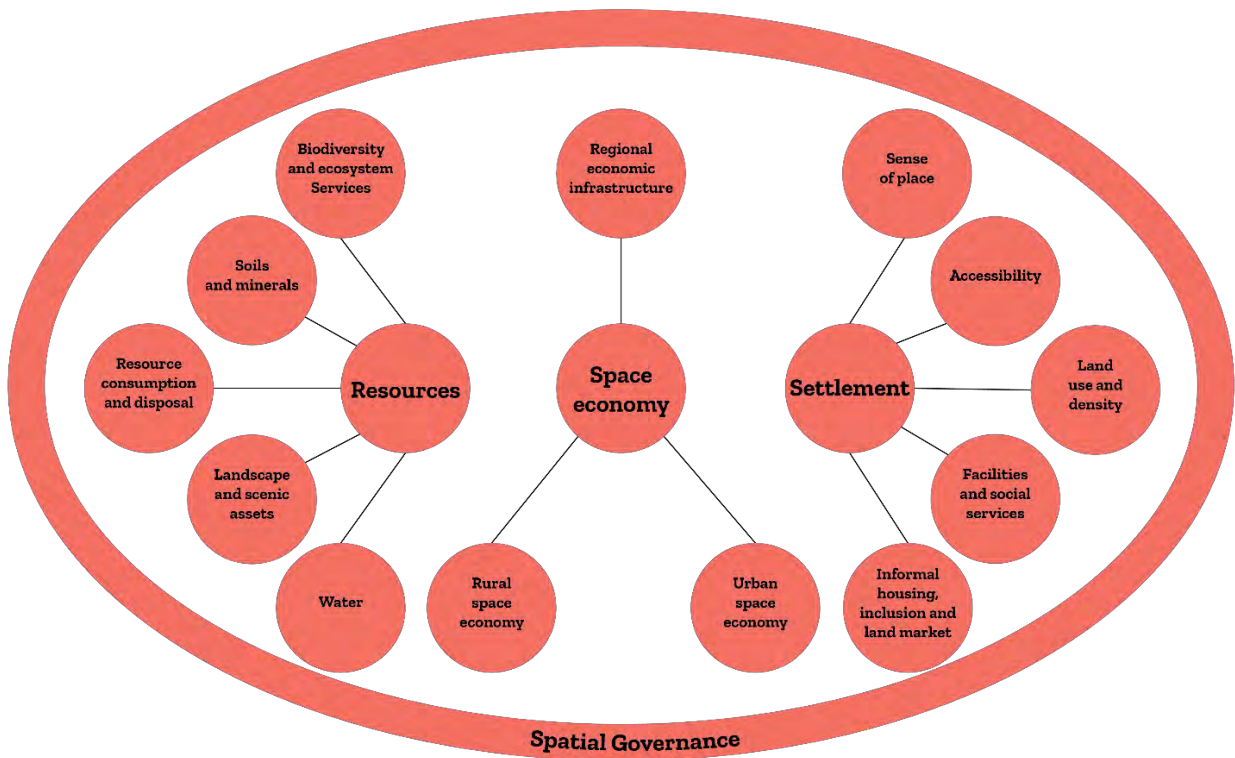


Figure 91: PSDF Themes

The PSDF is an important spatial planning and land use management tool. It graphically portrays the Western Cape at a provincial level. The spatial planning principles and strategies underpinning the proposed development of the 353 on Main site aligns with the PSDF.

6.6.2.2 Western Cape Land Use Planning Act

The purpose of the Western Cape Land Use Planning Act (Act 3 of 14) (LUPA) is to consolidate legislation in the Western Cape Province that relates to spatial planning and to coordinate public investment. It is strongly aligned with SPLUMA and governs spatial planning and land use management in the Western Cape.

Sustainable principles, regulations and practices have been incorporated into the proposed 353 on Main Development. The spatial interventions conform to these normative principles to ensure sustainable development and the promotion of natural, human, social and physical capital within the immediate Sea Point area.

6.6.2.3 Living Cape: A Human Settlements Framework

The Living Cape: A Human Settlement Framework, referred to as LCF, is a dynamic and transformative document concerning human settlement. Launched in January 2019, it emphasized the necessity for a multi-sectoral and cooperative governance approach. The primary aim of the LCF is to address issues of spatial and economic exclusivity and ensure that future human settlement development follows a clear course, ultimately enhancing the quality of life for Western Cape citizens.

There are three fundamental shifts outlined in the LCF that the proposed development is expected to respond to:

1. Facilitating the transition from merely providing housing to creating sustainable human settlements.
2. Providing an opportunity to shift from low-value production to reaping the benefits of urbanization.
3. Enabling the role of the state from a provider to an enabler.

The success of the LCF hinges on a shared vision among all stakeholders involved in developing sustainable human settlements. This involves collaboration across all three levels of government, various departments, the private sector, and civil society, employing innovative approaches. In essence, it calls for a collective effort from government and society as a whole.

The practical implementation of the LCF is crucial for wider participation. The framework is designed to assist various partners, not solely benefiting the Department of Human Settlements. Achieving this requires engaging and encouraging the involvement of diverse stakeholders in co-creating strategies and implementation plans. It demands commitment from a range of stakeholders and highlights the necessity of including a change management approach in the LCF implementation plan. This approach will guide interactions to facilitate the necessary behavioural changes for effectively integrating the LCF. It includes activities like raising awareness, aimed at facilitating the essential shift toward the vision outlined in the framework.

The participation of identified stakeholders during the concept development stage of the project enabled a holistic government approach to



manage and influence complex human settlement development while supporting a people-centred approach.

6.6.2.4 Provincial Strategic Plan, 2025-2030

The Provincial Strategic Plan (PSP) outlines the Western Cape Government's (WCG) strategic goals and priorities for the period 2025 to 2030. Developed every five years following provincial elections, the PSP outlines the overarching strategic direction for the provincial government over the medium term.

Helping businesses grow and create jobs, and equipping residents to get those jobs, is the apex priority of the WCG's strategy, recognising that a thriving economy is the foundation for individual wellbeing, stable households, and effective service delivery.

The four strategic portfolios—Growth for Jobs, Safety, Educated, Healthy and Caring Society, and Innovation, Culture and Governance—are aligned and interdependent, ensuring that the apex priority is realised and that the government delivers on its promise: *"We create hope and instil dignity because we build safer communities and drive economic growth and jobs. We do this so that people can live lives they value."*

Each portfolio supports economic growth and job creation by either directly driving opportunities or removing barriers that limit participation in the economy.

The 353 on Main Development is aligned with the objectives of the Provincial Strategic Plan through the planning of a mixed-use development which will provide job opportunities and create an inclusive and safe living environment.



6.6.2.5 Western Cape Inclusionary Housing Policy Framework

The aim of this provincial Inclusionary Housing Policy Framework is to enhance the role of inclusionary housing in promoting spatial transformation within cities and towns in the Western Cape. The Western Cape Government's Provincial Strategic Plan for 2019 - 2024 identifies the development of this framework as an initiative aligned with its goal of increasing opportunities for people to reside in more desirable locations. This effort falls under one of the Strategic Plan's five priorities, which is to advance Mobility and Spatial Transformation. Within this priority, there are four focal areas driving various programs aimed at addressing spatial transformation and enhancing mobility, with this Policy Framework being just one of them.

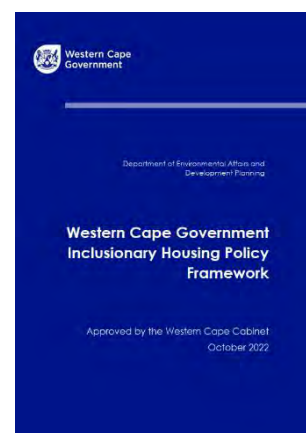




Figure 92: Focus Areas of VIP 4 – Mobility & Spatial Transformation

Inclusionary housing is a spatially focused approach that utilizes the regulatory framework of development planning permissions to mandate property developers to include affordable housing units, available for either sale or rent, as part of their development projects.

Inclusionary housing aims to achieve economic inclusion by ensuring that the economic benefits arising from increased property values, which are made possible through additional land use rights and urban improvements, are shared. While it primarily addresses the supply of affordable housing, its main focus is on where this affordable housing is situated and encouraging private sector involvement in inclusive development that doesn't perpetuate exclusion and, consequently, inequality.

The proposed 353 on Main Development aligns with the above statement as it aims to provide housing within an already established neighbourhood, and along the Main Road development corridor within a Transit Accessible Precinct (immediately adjacent to several MyCiTi routes and bus stops within 500m).

6.6.2.6 OneCape 2040

OneCape 2040 is a vision for the Western Cape which envisages a transition towards a more inclusive, integrated and resilient economic future for the Western Cape region: “A highly-skilled, innovation-driven, resource-efficient, connected, high opportunity and collaborative society”. The spatial vision that OneCape 2040 foresees, is: “creating a resilient, inclusive and competitive Western Cape with higher rates of employment, producing growing incomes, greater equality and an improved quality of life”. This vision seeks to set a common direction to guide planning and action and to promote a common commitment to, and accountability of sustained long-term progress. To this end, the six transitions have been identified, as summarised in Table 16:

Table 16: Role of Local Government in Achieving the OneCape 2040 Vision

Educated Cape	Every person will be appropriately educated for an opportunity. Recognised centres of ecological, creative, science and social innovation excellence.
Enterprising Cape	Anyone who wants to be economically active can work. The entrepreneurial destinations of choice.
Connecting Cape	Welcoming, inclusive and integrated communities. Global meeting place and connector.
Living Cape	Healthy, liveable, accessible, high opportunity neighbourhoods and towns. Ranked as one of the greatest places to live in the world.
Green Cape	Functioning ecosystems working for and with communities. Leader and innovator in Green Economy.
Leading Change	Collaboration. Innovation mechanisms. Supportive roles.

Source: Western Cape Government OneCape 2040 presentation

OneCape 2040 has a strong focus on inclusive, integration and the creation of job opportunities. The proposed 353 on Main Development is therefore aligned with these principles to provide an integrated, mixed-use development that will stimulate job creation.

6.6.2.7 Western Cape Biodiversity Spatial Plan Handbook

The Western Cape Biodiversity Spatial Plan (WCBSP) (2017), developed by the Western Cape Department of Environmental Affairs and Development Planning, and the Western Cape Nature Conservation Board (CapeNature), was used as a biodiversity informant by the City of Cape Town Municipality.

As per this plan, biodiversity refers “to the variety of life on earth, including genes, species and ecosystems, and the ecological and evolutionary processes that allow these to persist over time”. The plan highlights the importance of conserving biodiversity, as it is important, not only because of its essential value but also because it is the natural resource that enables human communities to build sustainable livelihoods and attain an adequate quality of life.

The handbook is a spatial tool and includes the Biodiversity Spatial Plan (BSP) Map of biodiversity priority areas.

It is written to enable users to proactively identify ecological opportunities and constraints and use them to manage and plan infrastructure development and land use appropriately. For this decision-making, the WCBSP provides up-to-date plans that identify Critical Biodiversity Areas (CBAs) and Ecological Support Areas (ESAs).

The BSP Map and guidelines should be used for development applications, proactive forward-planning (include SDFs), proactive conservation and restoration planning. It should not, however, replace on-site evaluations, or be used in isolation, and it is not a multi-sectoral planning tool.

The PSDF states that local SDFs should divide its landscape into Spatial Planning Categories (SPCs) “to reflect a vision of how the area should develop spatially, to ensure sustainability”. At a precinct planning level, the policies, management objectives and guidance for appropriate land use within each SPC should be incorporated. As such, the proposed 353 on Main Development is taking cognisance of the SPCs to protect any environmental sensitivities.

6.6.2.8 The Western Cape Infrastructure Framework, Strategy and Implementation Plan 2050

The Western Cape Department of Infrastructure introduced the Western Cape’s long-term infrastructure policy instruments (artefacts), which is a unified, future-oriented approach to enabling sustainable development, economic growth, social wellbeing, and climate resilience across the province, and consist of the following three components:

- The Western Cape Infrastructure Framework 2050 (WCIF 2050),
- The Western Cape Infrastructure Strategy 2050 (WCIS 2050), and
- The Western Cape Infrastructure Implementation Plan 2050 (WCIIIP 2050).

These three components work together to guide how the province plans, invests in, and deliver infrastructure that supports the Western Cape’s vision of prosperity, dignity, and opportunity for all.

Western Cape Infrastructure Framework 2050 (WCIF 2050)

The Western Cape Infrastructure Framework 2050 is a bold long-term vision that reimagines what infrastructure means and what it can do. It presents a future that is sustainable, inclusive and resilient, and positions infrastructure as a driver of social equity, economic development and environmental restoration.

Guided by self-regulation through the application of Panoptic Principles, the WCIF 2050 emphasises transversal governance, public value and innovation, ensuring that infrastructure decisions are future-proof, accountable and people-centred. These principles are rooted in global, national and provincial strategies, and align with government’s commitment to inclusive growth, ethical leadership and climate resilience.

Aligned with the Western Cape Spatial Development Framework 2035, it supports co-ordinated planning that addresses spatial inequality and historic injustices. It prioritises regenerative infrastructure, meaning it seeks to restore, balance to ecosystems and communities rather than simply reducing negative impacts. The strategic objectives of the WCIF 2050 are to:

- Stimulate Economic Growth and Job Creation
- Maximise Infrastructure Benefits
- Enhance Informal Infrastructure
- Deliver Coordinated and Efficient Services
- Attract Private Sector Investment
- Drive Innovation and Integrated Planning

Western Cape Infrastructure Framework 2050 (WCIF 2050)

Connects people to opportunities, brings dignity to people's lives. It is the pathway to economic growth and is built on Four Foundational Principles:

- King IV's Integrated Decision-Making Model that moves away from siloed thinking to a holistic approach;
- Mission-Oriented Approach that propagates that complex societal challenges are best tackled collectively;
- Panoptic Principles that promotes self-regulation; and
- Ecological Infrastructure that ensures that biodiversity is treated as a critical economic asset rather than just a conservation concern

Western Cape Infrastructure Strategy 2050 (WCIS 2050)

The WCIS 2050 maps out a clear path for infrastructure-led growth that is smart, inclusive and sustainable, directly supporting South Africa's vision for poverty reduction, equality and increased employment through strategically driven development that does not compromise environmental integrity.

The WCIS 2050 ensures that infrastructure investments actively support spatial transformation across the Western Cape and address the historical legacies of spatial inequality. It connects people, places and opportunities, building a better Western Cape for generations to come.

The WCIS 2050 identifies five critical focus areas to guide its interventions:

- Prioritising infrastructure projects for maximum impact
- Strengthening municipal capabilities
- Enhancing partnerships with the private sector
- Fostering innovation
- Addressing climate change

The Sector prioritisation Matrix in the WCIS 2050 identifies the strategic priorities for the short, medium and long term.

Western Cape Infrastructure Implementation Plan 2050 (WCIIP 2050)

The WCIIP 2050 is where the vision and strategy meet action. It translated the long-term goals into real projects that make a difference in people's lives, today and tomorrow. Focused across five vital sectors – Social, Energy and Water, Economic, Technology and Ecological – the plan ensures that Infrastructure supports equity, resilience and future readiness. The Foundations of the Western Cape Infrastructure Project Pipeline is built on a four-step approach to impact:

- Scan the environment for existing projects
- Priority list of projects based on alignment to the Western Cape Sector Priority Matrix.
- Evaluate projects against the Panoptic Principles
- Package projects into bankable and investor -ready portfolios.

The proposed 353 on Main Development is designed to align with the Western Cape Infrastructure Framework, Strategy and Implementation Plan 2050 by focusing on social housing, economic growth, and private sector partnership.

6.6.2.9 Western Cape Green Economy Strategic Framework

The Western Cape Green Economy Strategic Framework (WCGESF), also referred to as the “Green is Smart” Strategic Framework, positions the Western Cape as the leading green economic hub in Africa. The framework outlines the risks posed to the Province by climate change, as well as the economic opportunity presented by a paradigm shift in infrastructure provision. The framework centres around six strategic objectives that influences the development of the 353 on Main site, namely:

- ▶ Becoming the lowest-carbon Province;
- ▶ Increasing the use of low-carbon mobility;
- ▶ Developing a diversified, climate-resilient agricultural sector and expanded value chain;
- ▶ Becoming an emerging market leader in resilient, liveable and smart built environments;
- ▶ Encouraging a high growth of green industries and services; and
- ▶ Securing ecosystem infrastructure.

Alternative building technologies should be explored in the implementation of the 353 on Main Development and consider any mitigation measures as part of the project.

6.6.3 Municipal Policy Context

6.6.3.1 Integrated Development Plan (IDP) 2022-2027

The IDP is the central strategy of the City of Cape Town. This strategy communicates the City’s long-term vision and how the City plans to achieve it. The vision is informed by community needs, stakeholder inputs, a contextual analysis and an evaluation of the existing state of Cape Town. The vision for this iteration of the IDP is for the City of Cape Town to be:

A City of Hope for all – a prosperous, inclusive and healthy city where people can see their hopes of a better future for themselves, their children and their community become a reality.

The City’s five-year implementation plan is informed by 16 objectives that describe what success looks like in realising the vision of a City of Hope. The programmes and initiatives/ projects under each of these objectives are the ways in which the City intends to contribute towards these objectives. The following diagram shows the structure of the implementation plan, and how it is aligned for implementation:

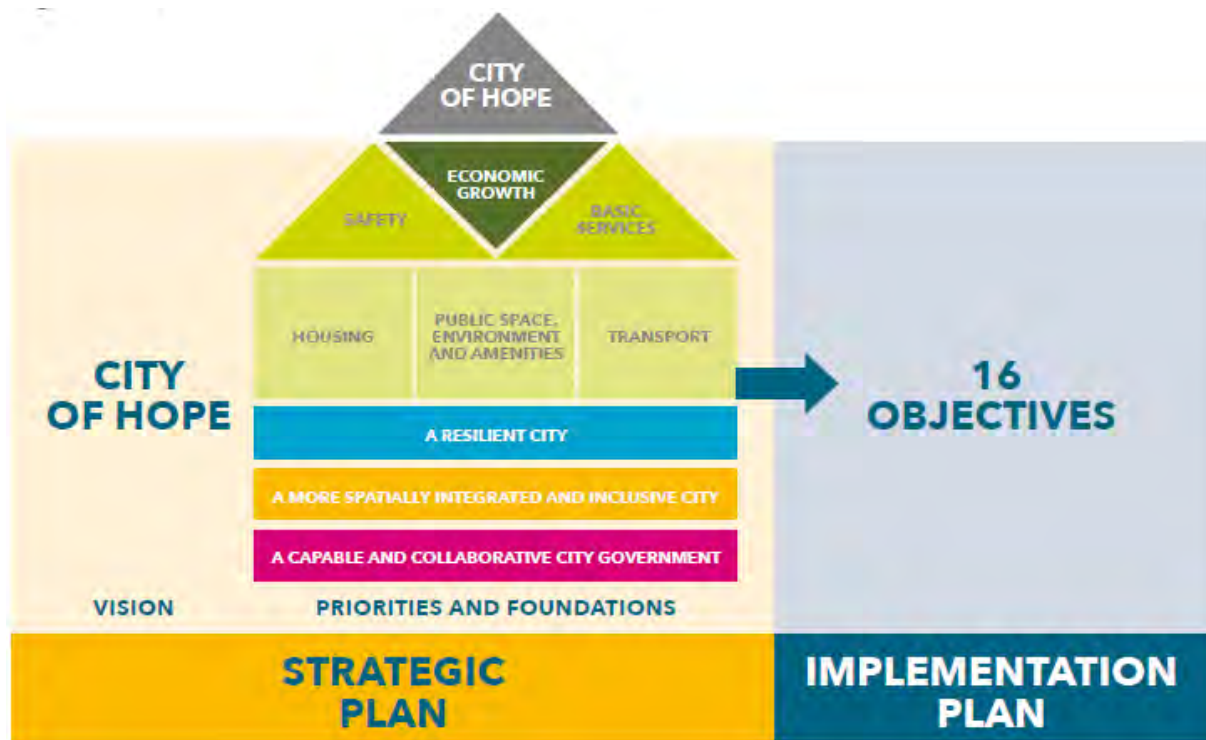


Figure 93: City of Cape Town Integrated Development Plan (IDP, 2022) – Translating the IDP Strategic Plan into the IDP Implementation Plan

The Housing priority in the IDP is focused on addressing the acute need for affordable and quality housing across the City's formal and informal sectors. The two main objectives are:

1. **Objective 7: Increased supply of affordable, well-located homes.**
 - o This objective aims to increase the availability of housing units, particularly for the gap market and other affordable segments, in areas that are well-connected to economic opportunities, transport, and other urban amenities. It involves key initiatives such as:
 - Releasing well-located land parcels to the private sector for affordable housing development.
 - Providing human settlement top structures (houses) and formal housing serviced sites.
 - Acquiring land for human settlements in priority housing development areas.
2. **Objective 8: Safer, better-quality homes in informal settlements and backyards over time.**
 - o This objective focuses on improving living conditions, safety, and basic service delivery in the informal sector, which includes informal settlements and backyard dwellings. This is achieved through programmes such as:
 - Servicing informal settlement sites with basic infrastructure (water, sanitation, etc.).
 - Formally recognising and supporting backyarders and micro-developers as a key part of the housing chain.

Foundational Principles

The Housing priority rests on three foundational principles of the IDP that are essential to achieving the vision of "A City of Hope":

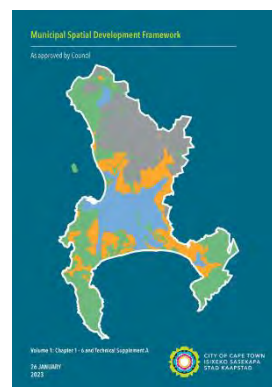
- **A More Spatially Integrated and Inclusive City:** This principle underpins the focus on providing **well-located** homes, promoting urban density, and fostering transit-oriented development to reverse the spatial legacy of apartheid.
- **A Resilient City:** This relates to improving the safety and quality of homes, particularly in informal settlements, by addressing issues like fire risk and ensuring sustainable development.
- **A Capable and Collaborative City Government:** This involves empowering the **private sector** and working with various actors to unlock and accelerate the supply of housing.

The objectives highlight the City's strategy to leverage both the formal market (through land release and affordable housing initiatives) and the informal sector (through upgrading and formalisation) to meet housing demands.

The proposal to develop the 353 on Main site aligns and supports the City's objectives as outlined in the IDP. The 353 on Main Residentially-Led Mixed-Use Development is a precinct development initiative initiated by the Western Cape Department of Infrastructure with the specific objective of enabling private-sector investment aimed at inclusive economic growth and affordable housing delivery in a strategic location.

6.6.3.2 Municipal Spatial Development Framework (MSDF) 2023

The City's MSDF was reviewed in 2022 and adopted in 2023 and now aligns with the five-year term of office IDP (2022 – 2027). The MSDF is a long-term (20-years+) plan to guide and manage current and future growth of the City, as informed by various sector-specific strategies and guided by the vision of the City. The MSDF and the eight integrated District Spatial Development Frameworks and Environmental Management Frameworks (DSDFs/EMFs) work together as a package of documents and maps guiding built environment development and resource protection. The MSDF aims to transform Cape Town's spatial layout by addressing inequality through targeted approaches, benefiting both citizens and the environment. It emphasizes inner growth, densification, and intensification to enhance the City's resilience and sustainability while countering urban sprawl.



The MSDF's spatial concept is anchored primarily by a system of metropolitan nodes and development corridors providing a city-wide structure to support intensification in key spatial transformation areas. This is underpinned by a series of "conceptual designations" relating to spatial transformation areas, structuring elements, additional spatial informants, and differentiated intensification guides.

The site is located within the Urban Inner Core spatially targeted area, along a development corridor, within a transit-accessible precinct (TAP). The relevant informants for the site include:

- **Urban Inner Core:**
 - o Key focus area for a wide variety of affordable housing priority areas and land release strategies.
 - o Public and private land development that is supportive of spatial transformation is prioritised and implemented.
 - o Intensification and diversification of land uses supporting city growth.

- **Development Corridor:**

- o The site is located along the Main Road development corridor within a Transit Accessible Precinct (immediately adjacent to several MyCiTi routes and bus stops within 500m). The MSDF guides intensified development with diverse uses at medium to high density.

The type of intensity of development the city wishes to encourage in Urban Inner core areas and with respect to development corridors and support of land use intensification, including affordable housing initiatives is described through a series of guidelines.

Specific guidelines with respect to affordable housing initiatives (pg. 87 of the MSDF) include:

- Within areas of economic potential and focused public sector investment, where spatial integration is actively encouraged, e.g., urban nodes and development corridors.
- Densities should be maximised to support economies of scale but should consider appropriateness within the receiving context, and subject to District SDF sub-district development guidelines.

Specific guidelines in respect to metro-scale development corridors (pg. 90 of the MSDF) include:

- The width of higher-order corridors can vary from 500m to 800m from the route centreline, with density transitions guided by District SDF sub-district guidelines as well as the Urban Design Policy.
- A targeted nett density of 250 – 650du/ha; and
- Buildings ranging between 3 - 11 storeys in height.

Figure 95 below illustrates the location of the site in relation to the MSDF.

In addition to the “conceptual designations”, the MSDF is further underpinned by three spatial strategies which assist in realising the City’s vision of a “City of hope”.

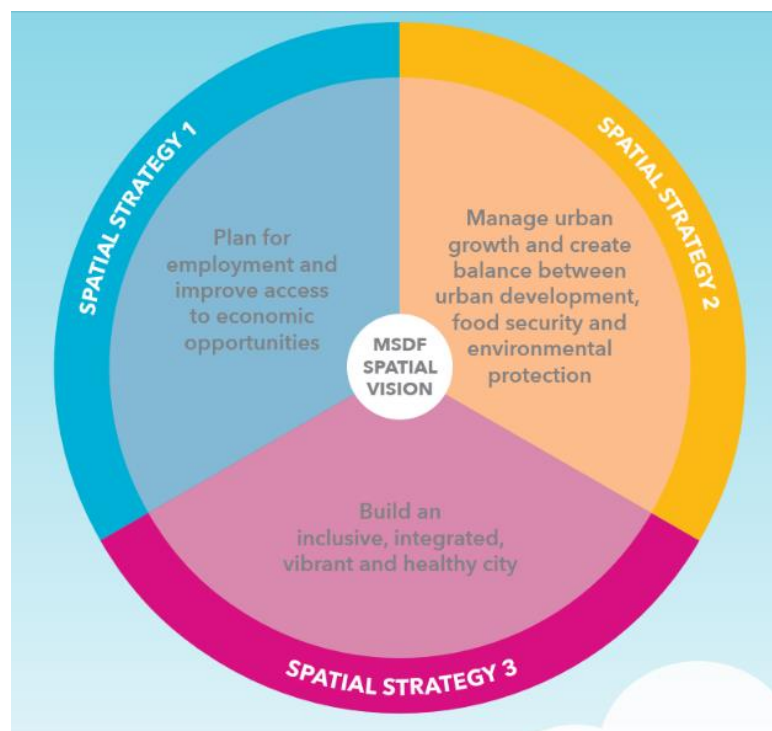


Figure 94: Spatial Strategies

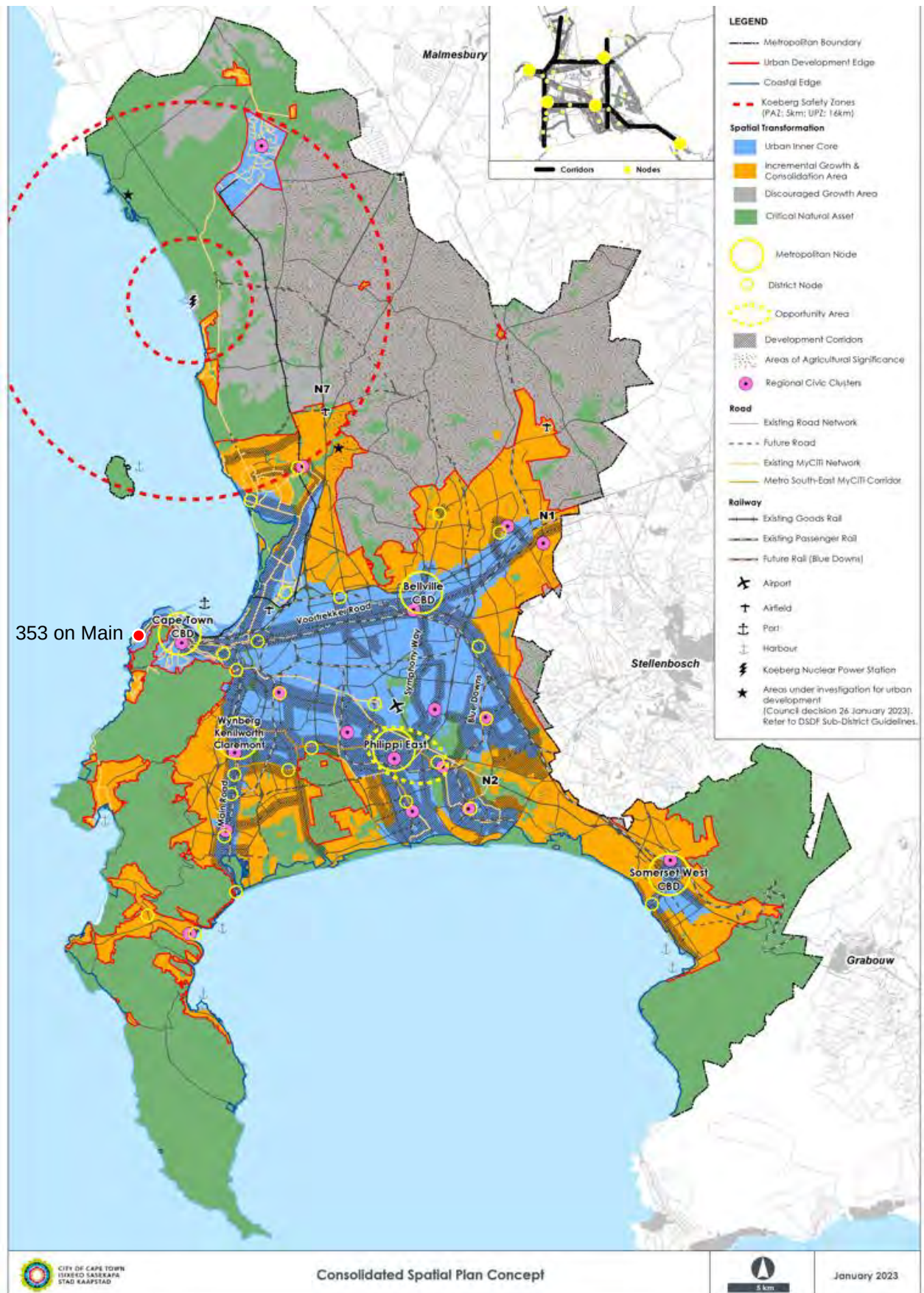


Figure 95: Municipal Spatial Development Framework (2023)

Each of the strategies are supported by sub-strategies and associated policy guidelines. A list of relevant sub-strategies and policy guidelines relevant to the Site are listed below:

Spatial Strategy 1: Plan for employment and improve access to economic opportunities	
Sub-Strategy: <i>“Prioritise inclusive economic growth”</i>	
Policy Statement	Strategic and Implementation Intent
P7: Plan and implement sustainable, high quality and human-scale public realm in and around transit precincts. These precincts must be legible and accessible to all and include universal access and non-motorised transport facilities and a public environment that is vibrant, inclusive, and safe.	P7.1 Encourage land development proposals that plan for high-quality public realms ensure human-scaled design for universal access (UA) and non-motorised transport (NMT) facilities and enhance safety, mobility and accessibility for pedestrians, cyclists, and vulnerable people. P7.3 Plan for the improvement and maintenance of universal access and NMT facilities along non-motorised transport routes and desired lines (where feasible), in existing built environments. Ensure these are catered for in new developments, especially along routes that will generate high pedestrian and cyclist volumes. P7.4 Land development proposals to prioritise provision and enhancement of universal access and non-motorised transport, including: Existing pedestrian and cycle desire lines and routes. access routes to public transport facilities, such as public transport routes, stops, stations and Public Transport Interchanges (PTIs). Collaborate with the private sector to implement the City’s NMT Strategy and CIP in support of a universally accessible city.
P8: Support a strategic approach to parking allocations to encourage use of public transport.	P8.1 Land development decision-making to ensure relevant consideration of the City’s Parking Policy for parking provision, management and regulation and enforcement. P8.2 Encourage the multifunctional design and use of parking areas (inside and outside of buildings) to be sufficiently flexible to allow for conversion to alternative uses over time. P8.3 Encourage planting of suitable additional trees within parking areas to adapt to climate change by creating more shade and reducing heat, without compromising parking operational requirements. P8.4 Manage parking supply by supporting parking ratios based on the available and planned modes of public transport (proximity, frequency, quality), spatial integration objectives (nodes, corridors, routes) and socio-economic characteristics (car ownership levels). P8.5 Implement reductions in parking requirements in urban nodes, mixed-use areas and development corridors deemed to be well served by public transport, in accordance and alignment with the City’s Parking Policy, the DMS, the District SDFs and other applicable policies. P8.6 Periodically review and update the minimum off-street parking requirements for Standard Areas, PT1Areas and PT2 Areas as specified in the DMS. Align with the City’s goals related to encouraging modal shift, carbon reduction and increased resilience. P8.7 Maximise development potential through overlay and base zones, heritage exemption zones, affordable housing incentives, etc. P8.8 Apply reduced off-street parking requirements where demand is lower due to limited vehicle ownership and use, as well as in areas where public transport is available.
Spatial Strategy 2: Manage Urban Growth, and Create Balance Between Urban Development, Food Security and Environmental Protection	

Sub Strategy: “Enhance the city’s unique assets, the value of heritage resources, scenic routes, and destination places”	
Policy Statement	Strategic and Implementation Intent
P11: Identify, conserve, and manage heritage resources and cultural landscapes.	P11.1 The assessment of land development proposals and decision-making that affects proclaimed heritage resources as relevant considerations decision making: Promote the conservation of heritage resources (including structures townscapes, streetscapes, and landscapes) in an authentic state as possible, in order to retain their heritage significance. Carefully consider new development in historical precincts, or cultural landscapes, in relation to scale, form, placement and architectural ‘language’ (massing, articulation, colour and texture) so as detract from the significance of the precinct or landscape. Carefully consider the impact of new development on accessibility of heritage resources from the public realm, extending to the mountain and sea; promote the incorporation of intangible heritage and receiving social context when introducing new development. P11.5 Optimise heritage resources as an asset to support economic social development and a tool to integrate communities. P11.6 Encourage sustainable use of heritage sites to promote urban regeneration, so they contribute further to the economy and enrich the quality of urban life.
Spatial strategy 3: Build an inclusive, integrated, vibrant & healthy city	
Sub Strategy: “Encourage integrated settlement patterns.”	
Policy Statement	Strategic and Implementation Intent
P23: Support the integrated intensification and diversification of land uses in identified areas, supportive of inward spatial growth, economically and incrementally.	P23.1 Support integrated land uses and higher-density residential development in targeted New Development Areas (NDAs) and Development Focus Areas (DFAs) identified in the District Spatial Development Frameworks (District SDFs). P23.2 Ensure urban growth towards a more integrated and accessible city by supporting appropriate urban development and land use intensification within the urban inner core and incremental growth areas. Decision-making that considers inward, contextually appropriate, transit-supportive land use intensification as guided by the Differentiated Intensification Guidelines 23.6 Maximise the potential and diversity of use of publicly owned land identified in the Underdeveloped and Partially Developed Land Inventory (UPDLI), and at scale via the Catalytic Land Development Programme (CLDP).
P24: Ensure urban development contributes to a safety and wellbeing for all.	P24.1 Assess land development decisions against the consideration of all current and future costs to all parties for the provision of social infrastructure Section 100 (3) and (4)a of the MPB-L provide for the stipulation of conditions relating to the provision of social infrastructure/community facilities, including play equipment, street furniture, childcare, clinics, sports fields, elder care, indoor sports facilities, or community halls. 24.2 Ensure additional social amenities (where required) are included as part of the land development proposals and conditions of approval, are reflected in the affected City department’s budgeting, inclusive of capital and operational costs, implementation, and sector plans. Especially for areas earmarked as Urban Support Areas (USA) in the District SDFs. P24.3 Ensure land development contributes to place-making by applying principles and guidelines of the City’s Urban Design Policy and the Design and Management Guidelines for a Safer City as relevant considerations to decision-making.

	P24.4 Support and encourage land development that makes provision for multi-functional use of social facilities, places for cultural practices, recreational spaces, and public institutions. This contributes towards increased efforts to ensure the accessible and equitable distribution of social facilities. P24.5 Ensure the implementation of the City's Universal Access Policy (2014) by ensuring land development contributes to transit-supportive social infrastructure and amenities, to enable access for all to high-quality public transport and accommodate special needs users.
Sub Strategy: “Continue to transform the apartheid city”	
P25: Support and enable programmes to enhance and facilitate access to land and housing supply in the City acknowledging that access to social and community facilities and well-functioning public open spaces are important for redressing and integration.	P25.1 Support and facilitate structural reform to increase housing supply, diversify typologies and encourage mixed tenure in efforts to increase supply to the affordable housing sub-markets. P25.2 Support precinct-based affordable housing delivery mechanisms and collaborate with the private sector in public realm improvements and precinct management. P25.3 Support the development and formalisation of human settlements in heritage exemption areas. P25.5 Promote regeneration and refurbishment of well-located underutilized sites for affordable housing where appropriate, ensuring sufficient of supporting amenities, e.g., parks, schools, and health facilities. P25.7 Support the development of affordable housing through the implementation of the Prioritised Human Settlement Development Areas (PHSDAs) with the objective of increasing the supply of additional rental and titled housing in well-located areas for households otherwise excluded from the formal property market. P25.8 Increase residential supply through the development of mixed-income, diversified tenure, and higher-density housing in the Urban Inner Core, within New Development Areas identified in the District SDFs acknowledging the need for intensified use and high-quality open spaces and community facilities.
P26: Transform and integrate historically marginalised areas and informal settlements into spatially integrated neighbourhoods that enable economic and social opportunities for residents.	P26.4 Support the coordination of public and private sector development initiatives in spatially targeted areas (corridors, nodes, DFAs, USAs) and areas of economic potential that are accessible to public transport.

The development of affordable housing on the 353 on Main site will support the vision and objectives of the MSDF through the provision of a range of housing typologies and urban opportunities.

6.6.3.3 Table Bay District Plan (2023)

The Table Bay District Plan 2023 (TBDP) comprises the Integrated Spatial Development Framework (SDF) and Environmental Management Framework (EMF) for the Table Bay District. It is an approved district spatial development framework in terms of Section 11 of the Municipal Planning By-law.

The TBDP identifies the spatial planning and infrastructural support needed to sustain economic growth and realise a more inclusive city:

- Support the intensification of development in infill sites and plan for key infrastructure and affordable housing integrated into strategic infill opportunity areas.

- Integrating pro-green and pro-urban development through innovative design.
- Celebrate Cape Town's diverse historical legacies through appropriate management of urban form, architectural design, signage and artwork and the various land use management tools provided for in the DMS.
- Encourage and enable innovation and pilot projects, which enhance inclusion or create a more vibrant urban space.

The TBDP identifies broad spatial planning designations for all land in the District as well as various structuring elements that are critical to the future development and restructuring of the district. The TBDP is further broken down into 4 sub-districts which provide guidance for land use and environmental decision-making. 353 on Main, is located in Sub District 1: Atlantic Seaboard/Greenpoint within an urban development area along a lower-order route in a development corridor. It has been highlighted as a New Development Area with the potential for high-density, residential development in an HPOZ and PT2 zone.

The sub-district spatial objectives and development guidelines for Bantry Bay/Sea Point/ Green Point/ Mouille Point and Table Mountain that are relevant to the site, providing informants for design are set out below:

Spatial Objectives	Supporting Land Use Guidelines
Ensure appropriate built form and land use to achieve a quality environment.	• Promote a positive interface between the private and public spaces. • Retain maximum flexibility in land use mix on Main Road • Retain variety in built form and residential densities and protect the diversity of housing types in the area. • Support mixed-use intensification along Main Road with sensitive interfaces between taller buildings and smaller buildings behind. Building heights should transition from the tallest along Main Road and then decrease towards the mid-block/second block. • Maintained tree-lined avenues • Support increased residential densities along public transport routes and in the vicinity of public transport stops. • Encourage adaptive reuse of historical buildings and precincts to achieve increased residential densities. • Avoid blank facades and solid, high boundary walls along prominent routes
Protect the character-defining elements of heritage protection overlay zone areas specifically in the Sea Point HPOZ	• Encourage the retention of the grain, scale, and form as well as the residential character of this area. • Where development impacts on the character of a historic streetscape, encourage mitigation through setbacks or other design measures advised by the City's Urban Design Policy.
Promote inclusive land use and transit-oriented development	• Encourage developments that provide a range of housing options to different housing markets, with an emphasis on more affordable opportunities.

Focus intensification of development (commercial, retail, hospitality, and in particular residential) along development corridors and in association with the public transport network	• Encourage intensification of mixed-use activity with residential dwellings as dominant use in order to improve transit demand and active public/pedestrian interfaces along Main Road.
Protect the network of pedestrian and cycling routes and facilitate increased accessibility	• Promote the development of a pedestrian route (incorporating the Sea Point Promenade) along the entire Atlantic Seaboard.
Manage parking to lessen impact on the environment and reduce car trip demand	• Develop new parking areas or maintain parking areas using principles of environmentally responsible design, including water-sensitive permeable surfacing in appropriate locations, i.e., in high-lying areas, and tree planting.
Prevent deterioration of the natural environment and harness green infrastructure potential of open spaces	• Limit extensive runoff as a result of excessive impermeable surfacing.
Ensure a positive interface with parks and open spaces and optimise open spaces.	• Ensure positive interfaces between development and public open spaces and encourage passive surveillance.

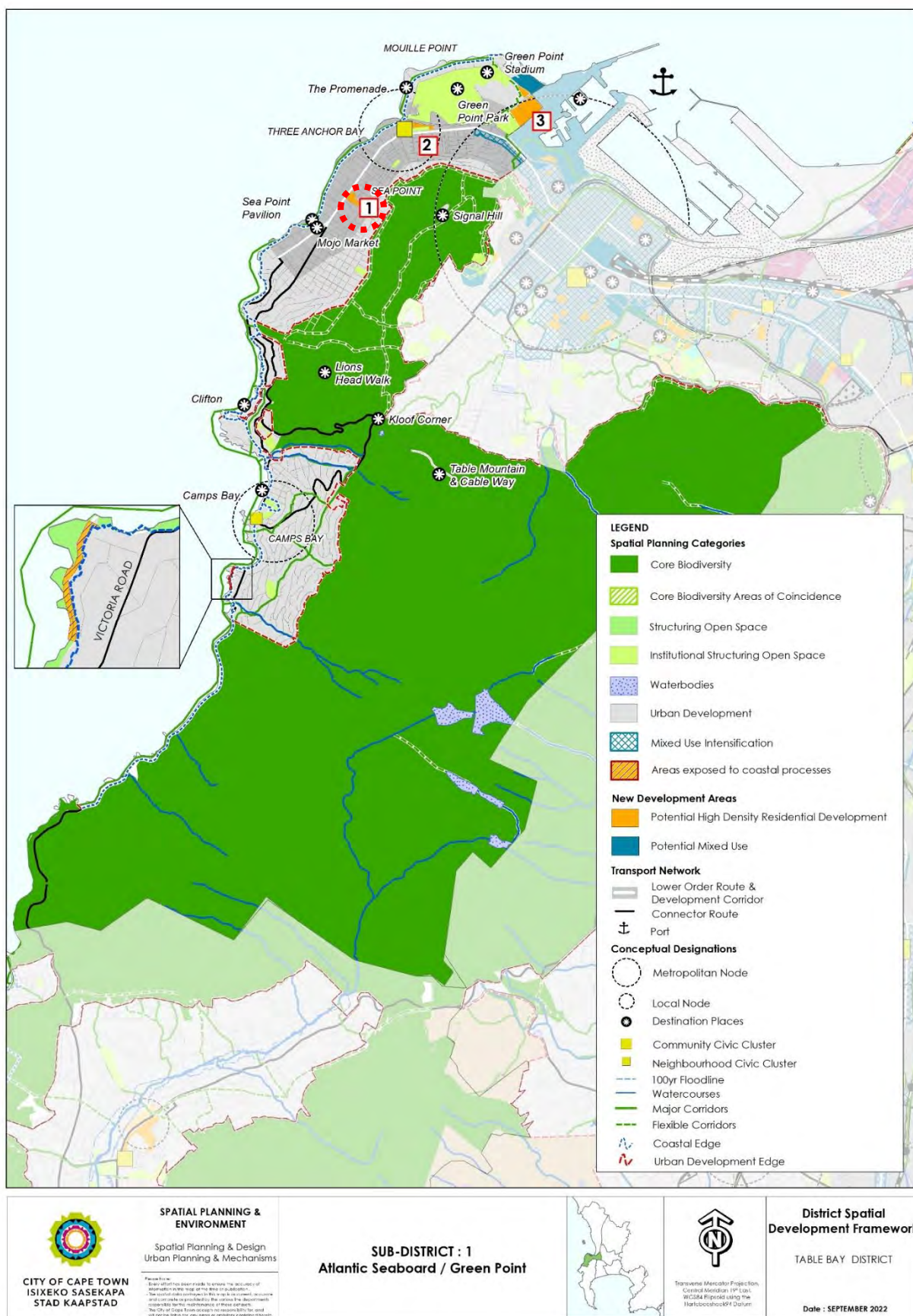


Figure 96: Table Bay District Plan: Atlantic Seaboard / Green Point

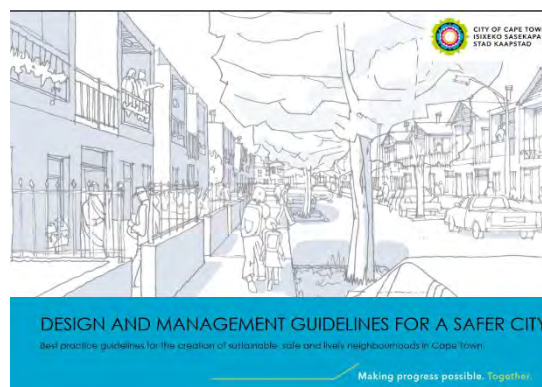
Strategic Site and New Development Areas	
Spatial Development Objectives / Sites	Supporting development guidelines
General: Promote more inclusive land use	- Support the development of affordable housing options on publicly owned land to affect the transformation of the apartheid legacy. - Support higher-density infill development on publicly owned sites.
General: Ensure sufficient community facilities to support inclusion.	Promote the integration of community facilities to address shortfalls in the area in accordance with community facility planning, which indicates shortfalls of a primary school and high school in the Sea Point area.
New development area 1: Tafelberg School site (353 on Main)	Support the development of the Tafelberg School site as a mixed-use development with potential to incorporate social facilities (education), residential development and active street front uses, paying particular attention to the need for future school facilities in the Sea Point area.

The site for 353 on Main falls under Sub-District 1: Atlantic Seaboard/Greenpoint. The subdistrict plan characterises the site as “an urban development area along a lower-order route in a development corridor”. It has been highlighted as a New Development Area with the potential for high-density, residential development in an HPOZ and PT2 zone. The proposed 353 on Main Residentially Led Mixed-Use Development is in line with the development guidelines contained in the District Plan.

6.6.3.4 Design and Management Guidelines for a Safer City

The urgency to address high crime rates and violence in Cape Town is underscored by community experiences and crime statistics, which directly infringe upon fundamental rights guaranteed by the Constitution. Recognizing safety as pivotal to a thriving society, the City of Cape Town acknowledges the need to transition from mere crime prevention to broader safety enhancement. Spatial planning and design are highlighted as instrumental in reducing crime and enhancing safety, aligning with the city's overarching vision.

This guideline document draws on established "safety principles" developed by the Violence Prevention through Urban Upgrading (VPUU) program since 2006 to outline its safety objectives. These objectives,



aimed at significantly improving safety, encompass fostering a sense of public space ownership, enhancing surveillance through passive observation and active utilization of public areas, establishing secure movement networks, addressing perceptions and environmental upkeep, facilitating positive interactions between buildings and public spaces, and implementing effective urban management for ongoing neighbourhood improvement and heightened safety perceptions.

The guidelines outlined in this policy served as guidance for the site enablement of 353 on Main. Specifically, the site design addresses safety and security, with a particular focus on adhering to guidelines related to edge and interface conditions concerning open space, enhanced surveillance opportunities, as well as effective management and monitoring.

6.6.3.5 Urban Design Policy, 2013

The Urban Design Policy aims to align with the government's action program and the IDP, with key focus areas including creating an environment conducive to economic growth and job creation. This involves offering clarity to developers, expediting application assessments, ensuring transparent and consistent decision-making, and regulating development's impact on the public space. The City utilizes its authority under relevant ordinances and laws to assess proposals against policies, with this Policy focusing on local scales like sites, precincts, or neighbourhoods, building on existing urban design principles outlined in the MSDF and District Plans. The Urban Design Policy operates primarily at the municipal level and functions as a linking mechanism between the regulatory environment and the policy environment. The policy also relates to the Municipal Planning By-Law and the National Buildings regulations which sit under different spheres of government.



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The Policy is guided by three overarching principles which inform nine objectives. Each policy objective is then supported by several associated policy statements which provide the criteria that should inform the design of development proposals and form the basis through which development applications will be assessed.

The 353 on Main Development is subject to the Urban Design Policy as the site exceeds 1ha and the development proposal includes the creation of public community facilities and open space. The following objectives and associated guidelines are applicable to the site:

- Ensure that development contributes:
 - o Positively to the urban structure of the city to create integrated and legible places and neighbourhoods.
 - o To improve quality of the public realm and public spaces.
 - o To the creation of safe and secure communities.
- Ensure opportunities and amenities are accessible and that people can move about easily and efficiently.
- Promote development intensity, diversity, and adaptability.
- Ensure enclosure and positive interfaces onto the public realm.

- Development should respect and enhance the heritage, character, and unique identity of the city and its neighbourhoods.

The development guidelines for the 353 on Main Development adheres to the guidelines of the CCT Urban Design Policy

6.6.3.6 City of Cape Town Densification Policy, 23 February 2012

The City of Cape Town Densification Policy was formulated in response to growing concerns that “rapid and continuous low-density development is threatening the long-term sustainability of Cape Town”. Densification is defined in the policy as “the increased use of space both horizontally and vertically within existing areas/properties and new developments accompanied by an increased number of units and/or population thresholds”.

The policy suggests several ways in which densification can occur, including “higher-density infill on vacant and underutilised land throughout the built area of the city”. The benefits of densification are identified in the policy and include:

- Reduction in the consumption of valuable/non-renewable resources.
- The facilitation of increased economic opportunities.
- More efficient service provision.
- Improvement in housing patterns and choice of house type.
- Contribution to urban place-making; and
- Improved safety.

In promoting higher densities, the policy aims to achieve the following objectives:

- Ensure optimal and efficient use of infrastructure, services, facilities, and land.
- Ensure that the scale and character (in terms of bulk, height, and architectural styling) are appropriate to the immediate context.
- Cater to the trend of decreasing household sizes; and
- Contribute to place-making and the development of attractive and safe urban environments.

The Densification Policy is underpinned by various policy statements that “should guide all density-related land use decisions”. The policy statements summarised below are informants to the site enablement of 353 on Main:

- Achieve a minimum average gross base density of 25 du/ha (DP1)
- Promote densification in all areas. However, importantly, a ‘one size fits all’ approach will not guide density decisions. Higher levels of densification will be encouraged at specific spatial locations,



particularly in areas with good public transport accessibility, at concentrations of employment, commercial development and/or social amenities, and in areas of high amenity (DP2)

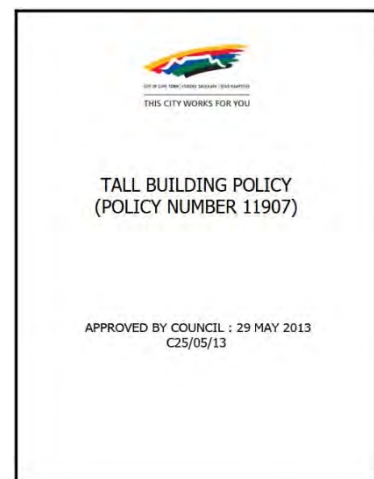
- The intensification of all types of land uses, not just residential is encouraged (DP3)
- The mountain skylines and views of the sea are the defining elements that make Cape Town unique, and views of them must continue to be protected from inappropriate built form (DP4)
- Urban rather than suburban model of development is encouraged (DP5)
- Determining the appropriate location, height, scale, form, and orientation of a high-density development should be guided by density decision-making framework. (DP6)
- Densification is encouraged in density priority zones which include development routes (MSDF) (DP7)
- Development is encouraged on state-owned land within the urban fabric. This land should be development in a way that facilitates spatial integration and intensification of land uses (DP11)
- In higher-density areas (where the net density is >50 du/ha), the provision of open space should focus on accessibility rather than provision per person (DP15)

The 353 on Main Development is aligned with the CCT Densification Policy by proposing a higher-density infill development on vacant and underutilised land in a strategic location that is close to public transport, economic and social amenities.

6.6.3.7 City of Cape Town Tall Building Policy 2013

The CoCT's Tall Building Policy (2013) is applicable to the development due to the proposed rezoning of the property. The Policy identifies a range of criteria for the assessment of the suitability of tall buildings within the city context. It lists a number of objectives which relate to the potential visual impacts of tall buildings, including:

- ▶ To ensure the retention and enhancement of key strategic views towards or from key landmarks through the sensitive siting of tall buildings.
- ▶ To ensure that tall buildings are massed to fit harmoniously into the existing / planned context by limiting their impacts on neighbouring streets, parks, open spaces and buildings; and by creating appropriate transitions in scale to the surrounding existing and / or planned buildings.
- ▶ To support a legible, two and three dimensional structure in higher order nodes of the city; to promote the making of an aesthetically pleasing skyline form, while protecting important views and vistas and to ensure adequate access to sky views for the proposed and future use of the area.



- ▶ To ensure that the heritage of the city and its cultural landscapes are respected and that all new tall building developments are sensitively integrated in a manner that contribute to their setting, character and integrity.

A number of guidelines in response to the objectives apply, including:

- ▶ Tall buildings, as a general principle, should not be developed on sites where they can create negative visual impact, for instance in sensitive historic environments. The main aim is to reinforce key landmarks, views and vistas.
- ▶ Complement and enhance the overall form of the precinct by scaling proposed tall buildings to sit in harmony with immediate / adjacent buildings or respecting other height levels in the design of the new tall building development.
- ▶ Locate and set the tall building's shaft back in such a manner that it limits its visual impact on the street, open space and neighbouring properties that are lower in scale and provide appropriate setbacks of tall buildings from existing buildings to give sufficient space so as to create/ achieve an appropriate transition.
- ▶ The final appropriate height should be determined by having sufficient vertical space to allow for a balanced stepping down of the tall building towards the lower scaled buildings.

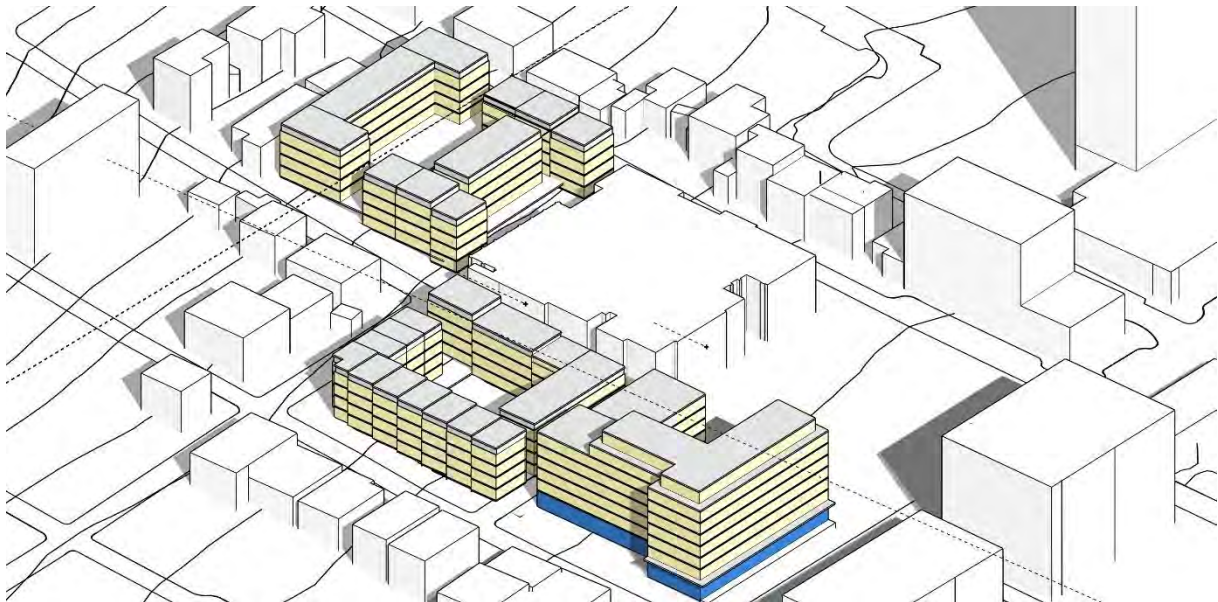
The Tall Building Policy advocates responsible and sustainable growth that makes a positive contribution to place-making and the public realm, and enhances the overall cityscape. This is achieved by ensuring the development of well-integrated tall buildings in appropriate locations while providing guidance on the design during the early planning and design phases.

The main principles of the Policy are to promote and encourage sustainable growth in the city by permitting greater building height in appropriate locations; ensure that tall buildings fit into the context of the surrounding cityscape without negative impacts; encourage design excellence to contribute to high quality urban environments in specific locations; and to recognise that growth is dynamic and the approach to tall buildings should be flexible, provided that the proposal meets the strictly applied criteria for quality, design, character, context and protection of the urban environment.

353 on Main Development Response:

The proposal for the 353 on Main Development includes for a building of a height of 8 storeys which is strictly speaking not considered as a significantly tall building in terms of the Policy. The portion of the site along Main Road already has a GB5 zoning which permits a height of 30 metres. The remainder of the site has a current zoning of General Residential 4 which permits a height of 24 metres.

The proposal is to rezone the entire proposed portion 1 to a GB5 zoning to accommodate the proposed mixed-use development. The proposed 8 storey building along Main Road will adhere to the standard development parameters as set out in the Development Management Scheme. Portions 2 and 3 are to be rezoned to GR5 in order to establish the required FAR, but only 4 storey buildings are proposed on the proposed portions 2 and 3 to enable social housing apartments to be constructed without the need for lifts, to reduce the development costs of the social housing. The below massing model illustrates the proposed heights of the development across the site.



The proposed heights of the buildings are indicated as 27 metres for the 8 storey building and 15 metres for the 4 storey buildings in the proposed development parameters. This is considerably lower than the 30 metre and 35 metre allowable height of the GB 5 and GR5 zonings respectively:

Table 17: 353 on Main Proposed Development Parameters

	Zoning	Permissible (applicable) land uses	Coverage	Max. height above EGL	Portion Area	FAR	Allowable floor area	Development Concept	Coverage	Max. height above EGL	Total floor area
Portion 1	GB5	Business, entertainment, hotel, flats.	100%	30m	2827m ²	4	11308m ²		55%	27m	9966m ²
Portion 2	GR5	Group housing, flats.	60%	35m	2818m ²	2.5	7045m ²		47%	15m	5232m ²
Portion 3	GR5	Group housing, flats.	60%	35m	3100m ²	2.5	7750m ²		46%	15m	5520m ²



Figure 97: 353 on Main Proposed Development Parcels

An assessment of the proposed Option 4 development's scale, massing, and form, is included in the Visual Impact Assessment (refer to **Annexure S**), indicates a response that is consistent with the established character of the Sea Point townscape. The proposed scale, while taller than some of its immediate low-rise neighbours, is appropriate as it remains subordinate to the taller high-rise apartment blocks that define the broader urban skyline, particularly towards the beachfront. The development effectively reinforces the dense, mid-rise "urban wall" typology that is characteristic of the Main Road corridor while reducing in scale and bulk towards Signal Hill. Furthermore, the massing is not monolithic, it is successfully articulated into several distinct rectilinear volumes. This modulation of the form is a critical design choice that reduces the development's perceived bulk, prevents the creation of an overly dominant or uniform facade, and aligns with the varied, block-like forms of the surrounding modern and heritage buildings.

A number of birds-eye views were created to illustrate the proposed building within its surrounding context using publicly accessible Google Earth Lidar datasets. The locations of the proposed DOI buildings are shown with a yellow marker in each of the images. The existing former Ellerslie/Tafelberg School building is shown with a red marker where necessary.

It should be noted that these views are for illustrative purposes only and do not accurately depict the experience of the receptor at ground level. However, they do provide a useful tool to examine the scale of the proposed building in the context of its surroundings, at the townscape level.



Figure 98: Birds-eye view of the Proposed Development Massing – Looking in a southerly direction towards Table Mountain, showing the surrounding townscape associated with the development site. (Google; 2026, from VIA prepared by Square One Landscape Architects)



Figure 99: Birds-eye View of the Proposed Development Massing – Looking towards the Atlantic Ocean in a north-westerly direction. (Google; 2026, from VIA prepared by Square One Landscape Architects)



Figure 100: Birds-eye view of the Proposed Development Massing – Looking towards Green Point and Mouille Point in a north-easterly direction. (Google; 2026, from VIA prepared by Square One Landscape Architects)

Certain mitigation measures are also proposed in the VIA to further reduce any potential visual impact of the proposed development:

- ▶ Further articulation of the building's mass through façade modulation, upper-level setbacks and roofline variation are recommended during the detailed design stages to reduce the buildings perceived scale and bulk.
- ▶ The retention of existing and the planting of new, medium to large-calibre street trees along the Main Road frontage.

- ▶ The creation of a well-defined, high-quality landscaped setback between the building's ground floor and the public sidewalk.
- ▶ The specification of non-reflective, high-quality materials and finishes for both the building facade and all ground-level hard landscaping.
- ▶ The incorporation of integrated planters on balconies and setback terrace to allow for cascading vegetation on the façade of the building.
- ▶ Vertical greening through the installation of stainless-steel cable or mesh trellis systems (wind to be assessed).
- ▶ The implementation of green roofs on all flat roof surfaces and podiums in accordance with the site enablement urban design and landscape guidelines.
- ▶ It is recommended that an arborist provide an arboricultural report or method statement detailing a Tree Protection Plan (TPP) that must be adhered to during the construction phase to ensure the protected trees survival and mitigate further loss of site Visual Absorption Capacity (VAC).

The overall finding of the assessment is that the proposed development's scale and massing, particularly with the reduction in height on parcel 1, are largely consistent with the established character of the Sea Point urban fabric when assessed at a broader townscape level. The townscape analysis confirms that the 8-storey height on parcel 1 is a contextually appropriate response to the dense, "urban wall" typology of Main Road and remains subordinate to the taller high-rise buildings along the beachfront. Unlike the previous Concept 3(D) iteration, the revised proposal matches or sits comfortably below the visual datum of the surrounding mid-rise buildings and remains subservient to several of the taller high-rise buildings found within the area. The stepping down of the scale to four storeys on parcels 2 and 3 remains a critical and appropriate design decision, responding to the finer-grain, lower-rise residential context towards Signal Hill.

The proposed development is therefore consistent with the prescripts of the tall building policy.

6.6.3.8 Restructuring Zones and Social Housing Act, 2008 (Act No. 16 of 2008)

The Social Act of 2008 defines a restructuring zone as follows: *"restructuring zone means a geographic area which has been.*

(a) Identified by the municipality, with the concurrence of the provincial government, for purposes of social housing; and

(b) Designated by the minister in the Gazette for approved projects”

Restructuring Zones (RZs) are intended as an instrument (among others) to pursue restructuring of South African cities, this is essentially about integration: economic, racial, and social. Restructuring is largely about moving away from housing interventions that entrench/enforce or in any way maintain the spatial status quo, which reinforces certain social and economic disparities. Restructuring is thus intimately linked to interventions in the land market: either to protect lower income people from displacement or to bring lower income into areas of economic and other forms of opportunity from which they would otherwise be excluded.

These zones are intended to align with Urban Development Zones (UDZ) where applicable and to link to planning processes such as the national spatial development framework, Provincial Growth and Development strategies/Provincial spatial development plans, and most particularly local authorities' IDPs.

Social housing is supported within approved restructuring zones and used to redress spatial inequities entrenched by apartheid, by providing low and middle-income households with good quality and affordable rental housing opportunities in well located areas of cities. Social housing is targeted towards households earning between R1500 and R7500 per month and utilises institutional and capital subsidies that is made available through the government's national housing programmes.

The 353 on Main site falls within the “CBD and Surrounds” Restructuring Zone as per the latest published restructuring zones released by the Department of Human Settlements (Government Gazette 3902, 22 September 2023):

Consolidated List of Restructuring Zones for the City of Cape Town				
No	Province	Municipality	Area	Description of Restructuring Zones
1	Western Cape	City of Cape Town	CBD and Surrounds	Bokaap, Waterfront, Green Point, Sea Point , Camps Bay, Hout Bay, Vredehoek, Gardens and Surrounds (Salt River, Woodstock, Walmer Estate and Observatory)

Figure 101: Department of Human Settlements Restructuring Zones (Government Gazette 3902, 22 September 2022)

6.6.3.9 Municipal Stormwater Management By-law (2005) and City's Management of Urban Stormwater Impacts Policy (2009)

The purpose of this By-law is to provide for the regulation of stormwater management in the Municipality. The By-law amongst others, prohibits discharge of anything other than stormwater into the stormwater system; deals with the protection of the stormwater system (including damage and prevention of pollution); and prevention of flood risk. It further enables the City to impose conditions with regards to these matters.

The City's Management of Urban Stormwater Impacts Policy (2009) supports the By-law and strengthens the City's ability to introduce and implement measures which will address the deterioration of, and in the longer term improve the state of this natural water assets, as part of the stormwater system. The policy is applicable to any development or activity within the City which affects the draining of stormwater into a stormwater management system, watercourse, wetland or coastal area.

The proposed development and the stormwater design considerations for the proposed development is aligned with the Municipal Stormwater Management By-law (2005) and City's Management of Urban Stormwater Impacts Policy (2009).

6.6.3.10 The Cape Town Development Management Scheme as contained in Schedule 3 of the City of Cape Town Municipality Planning Amendment By-Law 2025

The Cape Town Development Management Scheme (DMS) provides detailed land-use planning information, indicating for which purposed properties may be used as well as the regulatory process(es) to follow for development applications.

All the standard development parameters of the DMS including density, coverage, height, FAR, etc. will be applicable to the proposed development. No deviations or departures are being applied for.

The proposed development is planned in strict accordance with the prescripts of the Cape Town Development Management Scheme.

SECTION 7 – PUBLIC PARTICIPATION PROCESS AND STAKEHOLDER ENGAGEMENTS

7 PUBLIC PARTICIPATION & STAKEHOLDER ENGAGEMENTS

An extensive stakeholder engagement process has been followed on the project from the onset with numerous interactions and stakeholder engagements conducted during the preliminary stakeholder engagement process, and continues into the legislated public participation process required for the statutory processes. A dedicated project webpage and email address have been created for the project to enable stakeholders to obtain access to the latest project information, notifications and interact with the DOI Project Office and Professional Team by having a platform to submit any questions, concerns or comments to the project team:

Project Website:

<https://www.westerncape.gov.za/infrastructure/353-main-sea-point>

Project Email Address:

353onMain@westerncape.gov.za

All inputs received have been instrumental in the shaping of the 353 on Main Development Plan that forms the basis of this land use planning application.

The diagram below provides a visual overview of the stakeholder engagement process followed on the project and planned for the duration of the enablement project lifecycle:

Stakeholder Process

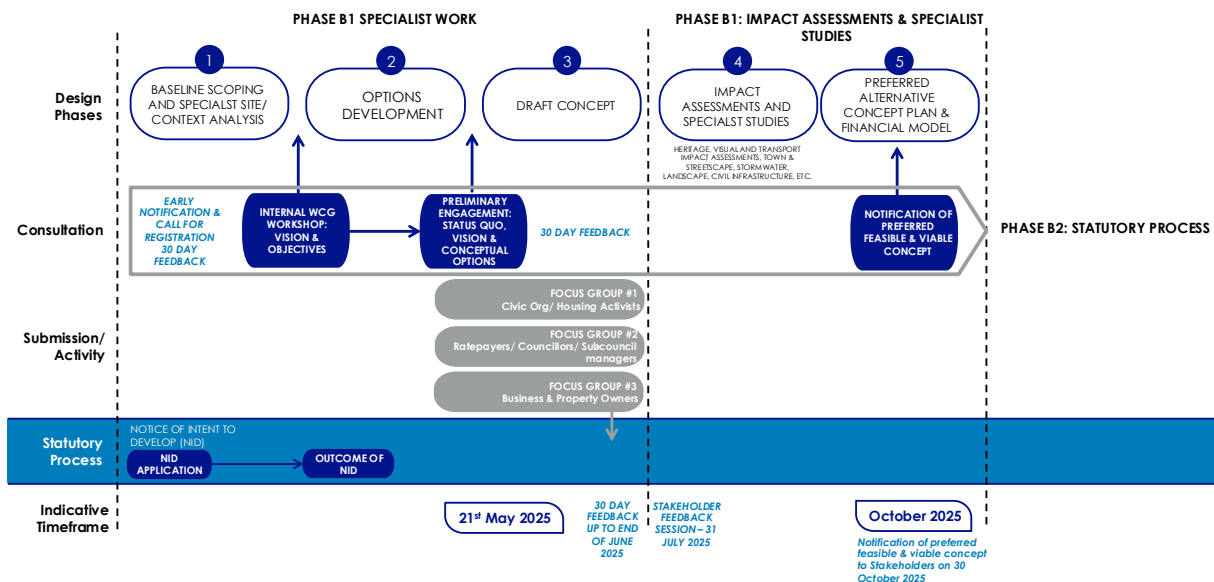


Figure 102: Stakeholder Process - Preliminary Stakeholder Engagements

Stakeholder Process

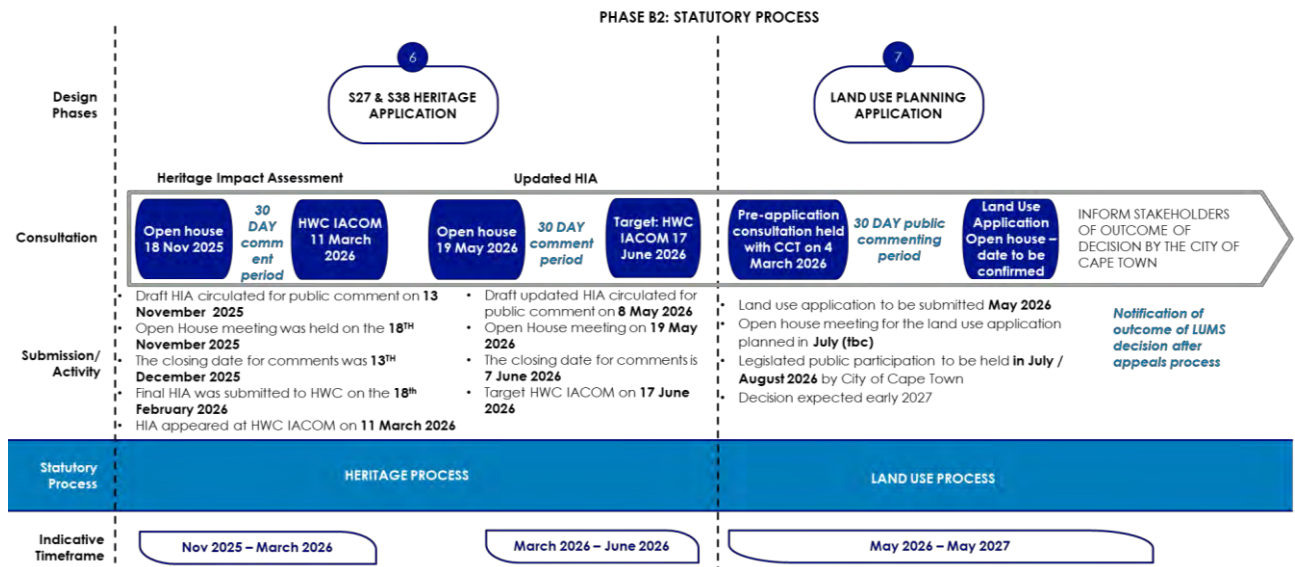


Figure 103: Stakeholder Process - Legislated Stakeholder Engagements

7.1.1 Preliminary Stakeholder Engagements

The stakeholder engagement record to date is as follows:

- Project Information Sharing Event held on 21 May 2025
- Focused Stakeholder Engagements:
 - o Group 1 - Business and interested parties – 11 June 2025
 - o Group 2 - Housing activists and civic organisations – 17 June 2025
 - o Group 3 – Ratepayers associations and surrounding property owners – 18 June 2025
 - o Group 4 – Members from Ward 54 & Sub-council 16 – 25 June 2025
- Feedback period up to end June 2025
- Project Feedback Session – 31 July 2025
- Notes of Sessions and Comments and Response Summary Report published on Project Webpage (<https://www.westerncape.gov.za/infrastructure/353-main-sea-point>)
- Notification of preferred feasible & viable concept to Stakeholders on 30 October 2025
- Draft HIA advertised on 13 November 2025
- HIA Open House meeting held on 18 November 2025
- The closing date for comments was 13 December 2025
- Final HIA was submitted to HWC on the 18th February 2026
- HIA item was heard at HWC IACOM on 11 March 2026 (further requirements requested)
- Draft Updated HIA circulated for public comment on 8 May 2026
- Updated HIA Open House meeting was held on 19 May 2026
- The closing date for comments on the Updated HIA was 7 June 2026
- HWC IACOM Decision issued on 17 June 2026

Some of the main points from the stakeholder engagements that informed and led to the Development Plan/Proposal are as follows (refer to the attached Preliminary Stakeholder Engagements Reports – attached as Annexure B2 for more detail):

- ▶ Increase Social Housing unit yields – The preferred development option omitted affordable housing and only provided open market housing and social housing. The unit split is further refined in the reduced height development option (option 4).
- ▶ Parking bay allocations - The financial modelling tested different scenarios based on feasibility and market demands. Additional parking, if required, will be accommodated as basements and will not impact the building forms. The TIA further guided the required number of bays and the impact of the additional traffic generated and its impact on the road network.
- ▶ Providing more green / open space - The proposed above ground parking courts have been re-designed as functional recreational open spaces that are for people and their recreational needs. All parking moved underground to increase areas that can be used for recreation / open spaces.
- ▶ School Facility – The current concepts are aiming to positively respond to a social facility within the Ellerslie/Tafelberg school building, whether it is a school or other type of facility, such as:
 - education-related uses such as a learning-focused community space,
 - a performance or active community space,
 - a dance or film studio,
 - a support centre for gender-based violence survivors,
 - a residential care facility, or
 - other broader government social delivery functions.The final use will be determined by the Department of Social Development in line with identified community needs and its mandate.
- ▶ Unit sizes and types - Assumptions were made for unit sizes and ratios. This will have to be informed by the market and finalised in the detailed design. Number of larger family orientated units have been increased.
- ▶ Placement of open market units on Herbert and Milner – have been considered. The high end open market units are placed on Main Road as this is where the greatest height (and bulk) can be motivated for.
- ▶ Maximum height of buildings (8 storeys along Main Road and 4 storeys towards the back) – initial 11 storey height reduced to 8 storeys after inputs received from stakeholders during the draft HIA (November 2025).

See the Preliminary Stakeholder Engagements Reports attached as **Annexure C1**.

7.1.2 Statutory Public Participation

The public participation process followed for the application will be in accordance with Section 79 of the City of Cape Town Municipal Planning Amendment By-law, 2025.

The prescribed period which must be allowed for the submission of inputs and comments on an application is 30 days for interested and affected parties, and 60 days for any organ of state. During the pre-planning consultation, planning officials indicated that the commenting period for interested and affected parties could be extended to 40 days for this application.

The Applicant is planning an open house event, as part of its stakeholder engagement approach strategy, to align with the advertising of this application to afford stakeholder the opportunity to attend and engage with the Project Office and Professional Team on this application.

A comprehensive comments and response report will be compiled and submitted to the Municipality following the conclusion of the public participation process.

8 CONCLUSION AND RECOMMENDATIONS

The proposed 353 on Main Development is aligned with strategic local and provincial plans. The proposed development is also consistent with existing policy and planning frameworks and adheres to the principles of the Spatial Planning and Land Use Management Act (Act No 16 of 2013) (SPLUMA). This application complies with the following General Principles for development as stated in Chapter 2 of the Spatial Planning and Land Use Management Act, 2013 (Act No 16 of 2013).

The proposal also sets out to meet the land development principles referred to in Section 42 of the Spatial Planning and Land Use Management Act (Act 16 of 2013) (SPLUMA) and Chapter VI of the Western Cape Land Use Planning Act (Act 3 of 2014) (LUPA).

There is a very high and critical demand for affordable housing in the Sea Point area. This demand is driven by a significant and increasing disparity between property/rental costs and the income of working-class and middle-class residents. People who work in Sea Point's service, retail, and security sectors are often forced to live in much further, less well-located areas and face long, expensive commutes, perpetuating the spatial inequality left by apartheid.

The demand has led to significant legal and political contestation, primarily around the use of well-located public land. The Site of Development has been the focus of a long-running legal battle led by housing activists (like Ndifuna Ukwazi and Reclaim the City) who argue the public land should be used for social and affordable housing to address spatial justice. This project has been initiated by the Western Cape Government who committed to include affordable and social housing units in the redevelopment plans for a portion of the site which will contribute significantly to address the housing demand in the area.

The proposed 353 on Main Development is likely to have significant and multifaceted socio-economic impacts, generally involving a blend of economic growth, urban revitalisation, and an opportunity for increased affordability and community cohesion.

Sea Point, especially along Main Road and Beach Road, already features numerous multi-story apartment buildings. The proposed 353 on Main Development is strategically sited to align with or reinforce the higher-density nodes identified in the City's spatial development framework (along the Main Road transport corridor).

Sea Point is an accessible and well-serviced area, particularly along the Main Road/Helen Suzman Boulevard public transport corridors (e.g., MyCiTi bus routes). The City's policy encourages higher-density infill development in such strategic locations to maximise the use of existing infrastructure and promote public transport usage, reducing reliance on private cars. The transport impacts of the planned development can be accommodated by the existing road network and no additional road upgrades/changes are needed, and the existing water and sewer networks have sufficient capacity to accommodate the projected demand and flows for the proposed development.

The visual impact assessment and townscape analysis confirms that the 8-storey height on parcel 1 is an appropriate response to the dense, "urban wall" typology of Main Road and remains subordinate to the taller high-rise buildings along the beachfront. The stepping down of the scale to four storeys on parcels 2 and 3 is a critical and appropriate design decision, responding to the finer-grain, lower-rise residential context towards Signal Hill. When viewed from a distance, such as the Sea Point Promenade, the proposal integrates well with the existing urban skyline and aligns with the principles set out within the CoCT's Tall Building Policy and the Table Bay DSDF. In addition to this, viewing the proposal from an elevated vantage point shows that it integrates into the existing urban environment and does not significantly impact the primary sea view or the horizon line.

The portion of the site including the former Tafelberg School building and the land directly in front of it is excluded from this development proposal and have been allocated to the Department of Social Development. The future development of the DSD (Department of Social Development) portion will follow separate processes guiding its development and use. The HIA meets the requirements of S.38(3) of the NHRA and has been endorsed by HWC. HWC approved the subdivision in terms of S.27.

It is therefore recommended that this application be approved.

We thank you for your consideration of the proposed application and look forward to your response.

By my signature below I certify the accuracy of the information above.

Rudolf Schröder Pr. Pln A/151/2009

Professional Planner

PP Zutari (Pty) Ltd



Signature

20 July 2026

Date

ANNEXURES

Annexure A	Application Form
Annexure B	Power of Attorney
Annexure C	Minutes of the Pre-application Consultation
Annexure D	Title Deeds
Annexure E	Locality Plan
Annexure F	SG Diagrams & Land Surveyor's Report
Annexure G	353 on Main Development Plan
Annexure H	Consolidation Plan
Annexure I	Subdivision Plan
Annexure J	Conveyance Certificate
Annexure K	Concept Design Report
Annexure L	Development Guidelines Report
Annexure M	Geotechnical Investigation Report
Annexure N	Engineering Services Report
Annexure O	Stormwater Management Strategy Report
Annexure P	Traffic Impact Assessment
Annexure Q	Social Impact Statement
Annexure R	Heritage Impact Assessment
Annexure S	Visual Impact Assessment
Annexure T	Landscape Framework and Guidelines
Annexure U	Architectural Analysis
Annexure V	Social Historical Study
Annexure W	Archaeological Impact Assessment
Annexure X	SACPLAN Certificate of Professional Planner
Annexure Y	Zoning Certificates
Annexure Z	Email Received from Johan Meyer – Urban Mobility
Annexure A1	DEA&DP Letter dated 18 August 2023
Annexure B1	Tree Survey
Annexure C1	Preliminary Stakeholder Engagements Reports
Annexure D1	Previous Land Use Planning Approval
Annexure E1	HWC Record of Decision – June 2026

In diversity there is beauty and there is strength.

MAYA ANGELOU

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Project report

DESIGN GUIDELINES REPORT

353 ON MAIN

L121/22: PROVISION OF PROFESSIONAL SERVICES FOR SITE
ENABLEMENT: CONSOLIDATED ERF 1424 – RE, 353 ON MAIN
ROAD, SEA POINT EAST

Western Cape Government: Department of Infrastructure

Submission date: 2026/05/04

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5	2026/04/23	Additional figures added	Pieter Louw			
6	2026/05/04	Parking provision text revised	Pieter Louw			
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Author signature		Approver signature	
Name		Name	
Title		Title	

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Figure 2-1 NO: Avoid freestanding buildings within large setbacks from the street edge
(Source:<https://urbanage.lsecities.net/data/gb-architecture-revisiting-the-perimeter-block>)

Figure 2-2 YES: Perimeter block

Figure 2-3 Interface conditions

Figure 2-4 Typical section: Interface condition 1.1A (Through puncture in existing wall)

Figure 2-5 Typical section: Interface condition 1.1B (Through existing wall)

Figure 2-6 Active ground floor with residential units above. (19 Kloof Road, Sea Point).

Figure 2-7 Pedestrian street with active edges on left and heritage building on right

Figure 2-8 Example of a visually permeable barrier between a pedestrian street and a park

Figure 2-9 Typical section: Interface condition 1.2

Figure 2-10 Typical section: Interface condition 2

Figure 2-11 Example of screening elements and landscaping to create a positive street edge

Figure 2-12 Typical section: Interface condition 3

Figure 2-13 Examples of elements to mitigate negative impact of ramp

Figure 2-14 Current interface between DSD site and Development Parcel 2

Figure 2-15 Current interface between Ellerslie School building and heritage graded wall

Figure 2-16 Typical section: Interface condition 4A

Figure 2-17 Section: Interface condition 4B (Through public pedestrian street)

Figure 2-18 Example of balcony or garden to activate public realm

Figure 2-19 Where possible, provide direct access to ground floor units.

Figure 2-20 Active edge that engages with public realm on ground floor and above

Figure 2-21 Building as perimeter wall

Figure 2-22 Typical section: Interface condition 5

Figure 2-23 Example of how the building edges activate the multifunctional courtyards

Figure 2-24 Typical section: Interface condition 6

Figure 2-25 Private ground floor gardens

Figure 2-26 Bulk and massing

Figure 2-27 Cross section C

Figure 2-28 Cross section B

Figure 2-29 Cross section A

Figure 2-30 Cross section D

Figure 2-31 Bulk and massing 3D model

Figure 2-32 Movement and Access

Figure 2-33 Centralised shared bicycle storage

Figure 3-1 Open Space System

Figure 4-1 Safety Plan

Figure 5-1 Development Fixes for Study Area

Figure 5-2 Parcel 1 Axonometric view with land uses

Figure 5-3 Development concept plan: Development Parcel 1

Figure 5-4 Parcel 2 Axonometric view with land uses

Figure 5-5 Development concept plan: Development Parcel 2

Figure 5-6 Parcel 3 Axonometric view with land uses

Figure 5-7 Development concept plan: Development Parcel 3

1 OVERVIEW

1.1 The Site

The proposed development is located at 353 Main Road, Sea Point on Remainder of Erf 1424 (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q), illustrated in Figure 1-1 as the study area. The erf (study area) currently measures a total of 16 350². Through consolidation and subdivision, three parcels (development parcels) of the parent erf will form the 'site of development':

- **Parcel 1** (A, b, c, d, P, Q) measuring 2827m²
- **Parcel 2** (b, B, C, D, e, c) measuring 2818m²
- **Parcel 3** (H, I, J, a) measuring 3100m²
- Adding up to a **total** of 8745m².

The remainder parcel (e, E, F, G, H, a, K, L, M, N, O, d) represents the **DSD site** (Department of Social Development), is part of the study area and an informant to the development, but does not form part of the site of development.

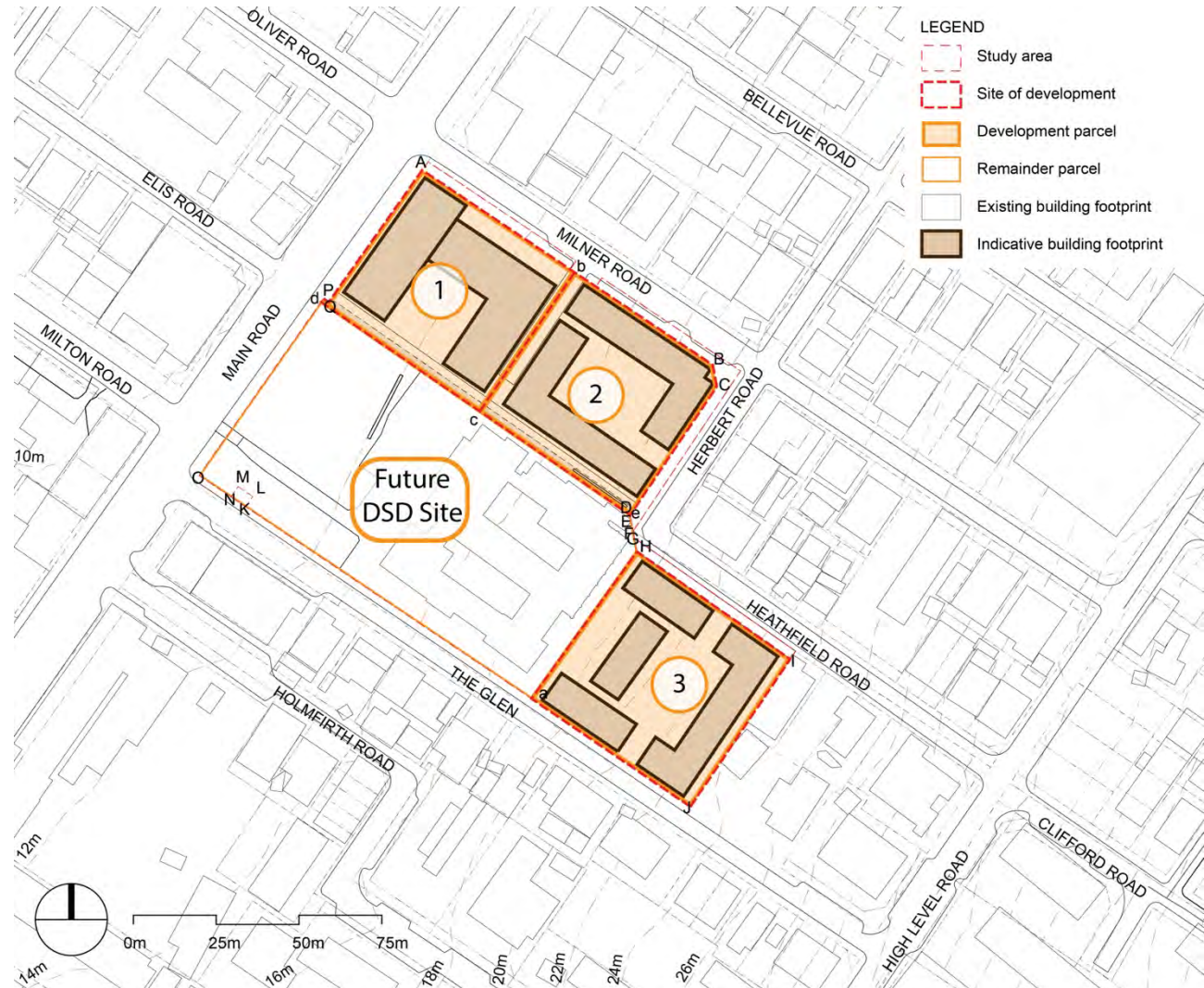


Figure 1-1 Site of Development

1.2 Purpose of the Design Guidelines

The purpose of these design guidelines is to:

- Expand on the strategic objectives and the concept design to achieve the desired outcome of the vision: ***“353 on Main is envisioned to be a vibrant, inclusive, safe, urban-living, mixed-use development, embracing heritage whilst offering social facilities, affordable housing, shared spaces, and integrated amenities”***
- To provide guidance for future development in terms of built form and open space..

1.3 What do the Design Guidelines Include

Instead of being overly prescriptive and focussing on individual buildings, the development guidelines provide guidance at the level of the development parcel to enable the practical realization of the development vision and inform and guide the future detailed design processes. The ‘Site of Development’ is proposed to be divided into three development block parcels, parcels 1,2 and 3. The guidelines will address both the built form, open space and safety and precinct management. Built form guidelines will address:

- Building placement
- Build-to and setback lines
- Interface conditions
- Bulk, massing and height

- Access and parking
- Land use and activity

Open Space guidelines will address:

- Streets
- Pedestrian right of way
- Courtyards
- Roofscapes
- Hard and soft landscaping
- Lighting and furniture
- Stormwater management.

Guidelines addressing safety and precinct management include:

- Safety and security
- Precinct management and maintenance
- Shared utilities and amenities

1.4 Guiding Principles

Building on the Spatial Planning and Land Use Management Act’s (SPLUMA) principles of Spatial Justice, Spatial Sustainability, Efficiency, Spatial Resilience and Good Administration, several guiding principles frame the approach to the site design. The key characteristics that will be sought after in 353 on Main, are described below:

1.4.1 Vibrant and Mixed-use

Supporting a high-density, mix of use, activities, and destinations to support vibrancy and variety. Designed for community at a pedestrian scale with a strong level of comfort and belonging.

1.4.2 Inclusive, Safe and Secure

A place that is inclusive to all with a variety of housing opportunities for a range of user types and income levels.

A living environment that is surveilled, active, safe, and secure. A development that ensures surveillance over streets and spaces with active ground floors where appropriate.

1.4.3 Sense of Place

A place of living and learning with a comfortable, high-quality environment. A pioneering example of design solutions for local and contextual challenges.

1.4.4 Convenient

Conveniently located within the City structure, allowing for access to opportunities both locally and regionally. Universal access is designed with all users in mind, including children, the elderly and people with disability.

2 INTENTIONS FOR THE BUILT FORM

2.1 Building Placement

To achieve the desired urban character of 353 on Main and to retain the urban character of the context, buildings within the development parcels are positioned to form perimeter blocks with large multifunctional courtyards contained within.

The guidelines require that buildings are located on the perimeter of development parcels and that they have active and / or positive edges to interact with and contribute to the quality of the public realm (streets).

The secure central courtyards within each perimeter block act as social spaces and can accommodate a range of semi-private functions from play spaces, gardens, washing, bicycle parking and emergency vehicle access.

2.2 Build to Lines and Setback

To guide the placement of buildings on the site, “build to” lines have been indicated. Build to lines set the placement of the front facade of the building within the development parcel.

In general, large building setbacks from the block boundary are discouraged in favour of prescribed build to lines and set back zones. Departures from the zoning parameters may be required.



Figure 2-1 NO: Avoid freestanding buildings within large setbacks from the street edge

(Source:<https://urbanage.lsecities.net/data/gb-architecture-revisiting-the-perimeter-block>)

Figure 2-2 YES: Perimeter block

(Source:<https://urbanage.lsecities.net/data/gb-architecture-revisiting-the-perimeter-block>)

2.3 Interface Guidelines

The site is located within an established urban context and it is critical that the proposed development responds sensitively to the public realm and contribute positively to the surrounding urban character. The way the development interfaces with the streets, public spaces and neighbouring properties, is therefore crucial to ensure a strong contextual fit and maintaining the integrity of the area.

Interface guidelines are given for the development edges. These give fixes to build-to lines, setbacks, overlooking features, levels, facade treatment and visual permeability. The fixes are minimal allowing for maximum flexibility in the individual design of each building of the development.

General interface guidelines include:

- Building facades fronting the public realm should be visually active and include windows, doors and transparent walls.
- Ground floor units should have ground floor access to promote activation of the facade and adjoining public realm.
- The use of level changes is useful to demarcate the public and private realm: front stoeps, steps, low walls, colonnades, overhangs and planting are all elements that can be used to create a sense of privacy from the public street, while still providing surveillance



- Provide protection from the elements with overhangs, colonnades, shading elements and strategic tree planting
- Balconies should be incorporated to ensure that there is passive surveillance overlooking the public realm. **NOTE:** In the case of a balcony projection over the property boundary a servitude area will need to be registered with the City
- Articulate facades of larger, longer buildings by avoiding repetitive fenestration. Include protruding elements, changes in materials and shadow lines.

Six typical interface conditions are identified in Figure 2-3 with more detailed description of each:

2.3.1 Interface Condition 1.1

This interface condition deals with the mixed-use development edge along Main Road. There is a heritage graded stone wall that needs to be retained, but it is encouraged to puncture through this wall at strategic locations to allow permeability between the ground floor uses and Main Road. Two interface sections are provided to illustrate the two conditions: Figure 2-4 with steps where access to the terrace is required and in Figure 2-5, a terrace behind the wall that overlooks Main Road.

It is envisaged as an active ground floor use with a semi-public covered terrace that serves as a transition space to the public street.

It is important to minimise and mitigate the inactive edge a basement could contribute to Main Road and the aim is to achieve a ground floor that becomes an extension of the public realm.

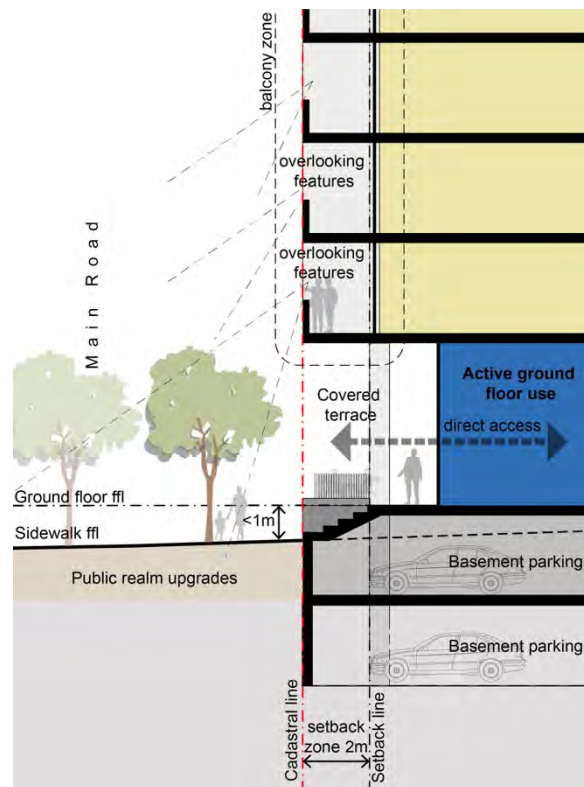


Figure 2-4 Typical section: Interface condition 1.1A
(Through puncture in existing wall)

Ground Floor

- 2m setback zone. The structural line (setback line) of the building needs to be set back at least 2m from the boundary (cadastral line) with balconies and façade elements permitted

to extend to the cadastral line. The setback zone could be increased to allow for an expansive covered terrace serving the active ground floor uses.

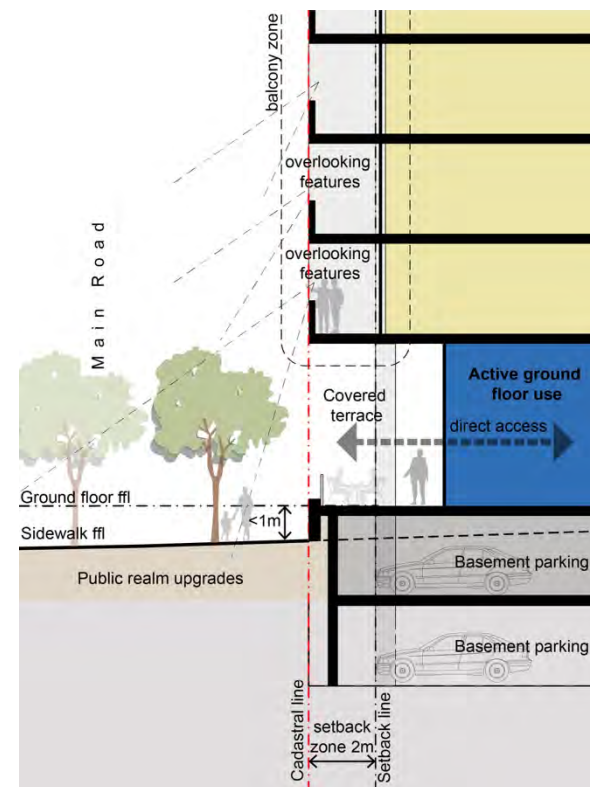


Figure 2-5 Typical section: Interface condition 1.1B
(Through existing wall)

- Provide as many entrances as possible for street level activation.
- Provide a minimum of 3.5m floor to ceiling height.

- Level change from sidewalk (public realm) to ground floor should be less than 1m. Provide a visually permeable balustrade or railing on the terrace, behind the wall, to protect the public from the level change.
- Take advantage of level changes between street and ground floor to define privacy gradient. Maximise accessibility to the terrace from the street.
- Minimum of 30% glazing of building façade
- No parking on ground floor

Above Ground Floor

- Provide overlooking features (windows and balconies)
- Balconies should not project beyond the property boundary
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor



Figure 2-6 Active ground floor with residential units above. (19 Kloof Road, Sea Point).

2.3.2 Interface Condition 1.2

This interface condition is for the retail edge on the proposed pedestrian street.

The pedestrian street runs between the DSD Site and the proposed housing development and acts as public thoroughfare that extends from Ellis Road to Heathfield Road. It is important that the route remains public with active and / or positive edges on either side to ensure it is an integrating element that contributes to the public accessibility of the development in the area.



Figure 2-7 Pedestrian street with active edges on left and heritage building on right



Figure 2-8 Example of a visually permeable barrier between a pedestrian street and a park

Ground Floor

- Pedestrian street setback. The structural line (building setback line) of the building needs to be set back at least 8m from the boundary (proposed subdivision line) with balconies and façade elements permitted to extend to the 6m balcony zone setback.
- Provide as many entrances as possible for street level activation.
- Provide a minimum of 3.5m floor to ceiling height.
- Level change from sidewalk (public realm) to ground floor should be less than 1m.
- Take advantage of level changes between street and ground floor to define privacy gradient. Maximise accessibility to the terrace from the street.
- Minimum of 30% glazing of building façade
- No parking on ground floor
- If the future DSD site requires to be secured, a visually permeable fence could be provided

on that site to maintain visual connections with the park from the public street.

- No building or structure may be erected in the servitude.
- The public street to be hard landscaped and for active mobility use only, no vehicular movement and access permitted.

Above Ground Floor

- As per Interface Condition 1.1

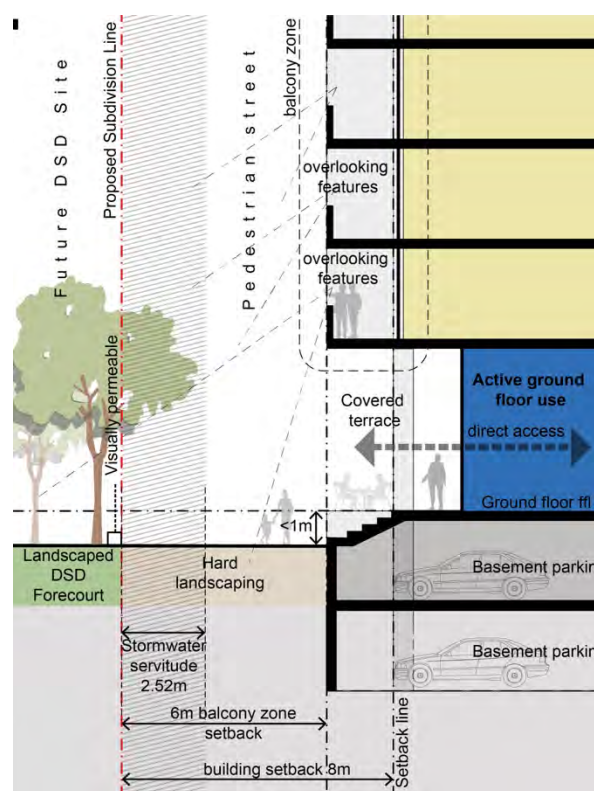


Figure 2-9 Typical section: Interface condition 1.2

2.3.3 Interface Condition 2

This interface condition is along Milner Road and aims to accommodate the services and delivery edge associated with the mixed-use functions of the development in a manner that does not negatively affect the public realm. Two protected trees are also located along this edge.

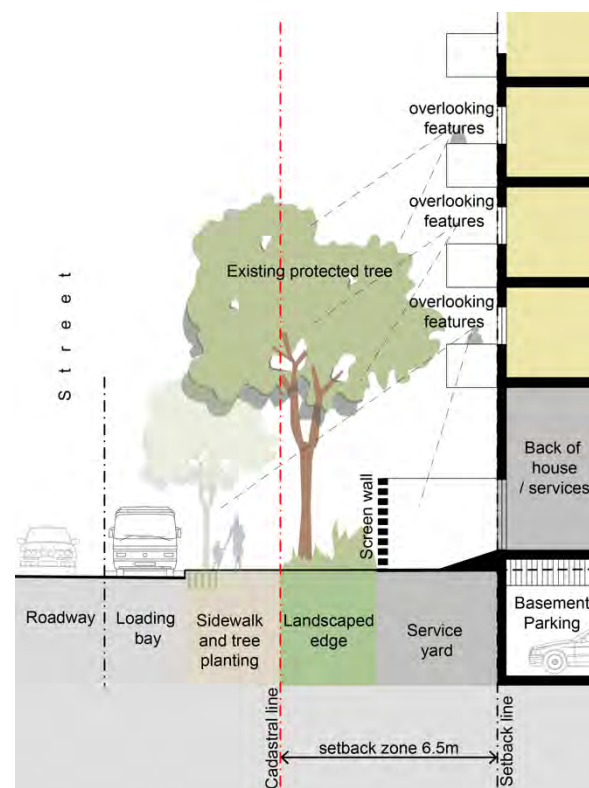


Figure 2-10 Typical section: Interface condition 2

Ground Floor

- 6.5m setback zone. This setback is to accommodate the back-of-house functions, to

acknowledge the two protected trees and to minimise the impact of the development's height on the public realm.

- Provide a visually permeable screen wall, if required, to conceal the back-of-house functions
- Use landscaping to soften the screen wall and to conceal any negative elements associated with the services and deliveries as illustrated in Figure 2-11.

Above Ground Floor

- Provide overlooking features (windows and balconies)
- Balconies should not project beyond the property boundary
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor

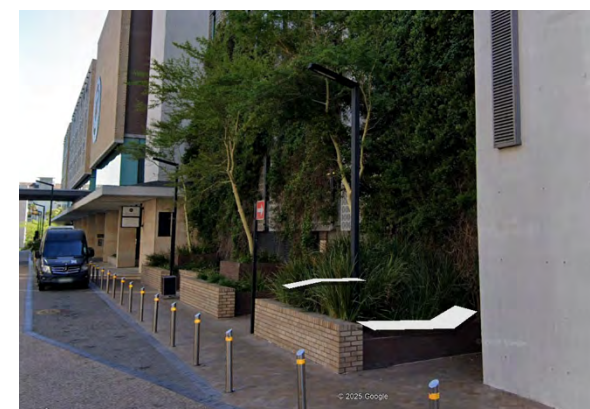




Figure 2-11 Example of screening elements and landscaping to create a positive street edge

2.3.4 Interface Condition 3

This interface condition focuses on the vehicular basement ramps and the building edges on either side.

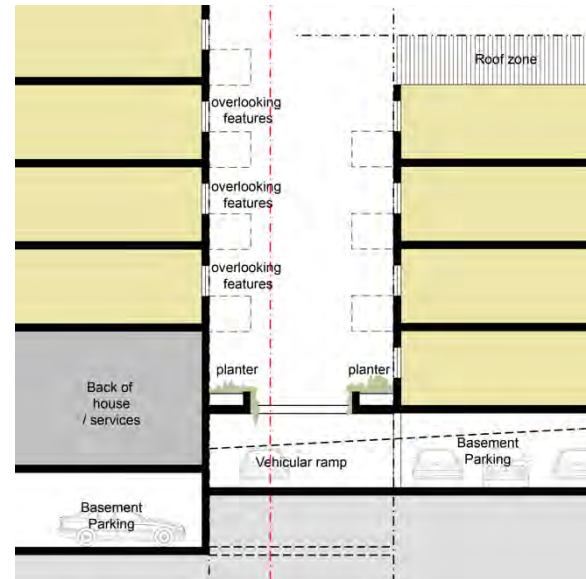


Figure 2-12 Typical section: Interface condition 3

Ground Floor

- Consider a roof, pergola or planted elements over the ramp to mitigate the negative effects (noise, fumes, etc) associated with vehicles accessing the basement.
- If and where possible, access to the ground floor units or back-of-house service areas, could be provided.

Above Ground Floor

- Provide overlooking features (windows and balconies) on at least one development edge.

- Balconies should not project beyond the property boundary
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor



Figure 2-13 Examples of elements to mitigate negative impact of ramp

2.3.5 Interface Condition 4

This interface condition is present along Milner, Herbert, Heathfield Roads, The Glen and the public pedestrian right of way. It deals primarily with the residential ground floor edge.



Figure 2-14 Current interface between DSD site and Development Parcel 2



Figure 2-15 Current interface between Ellerslie School building and heritage graded wall

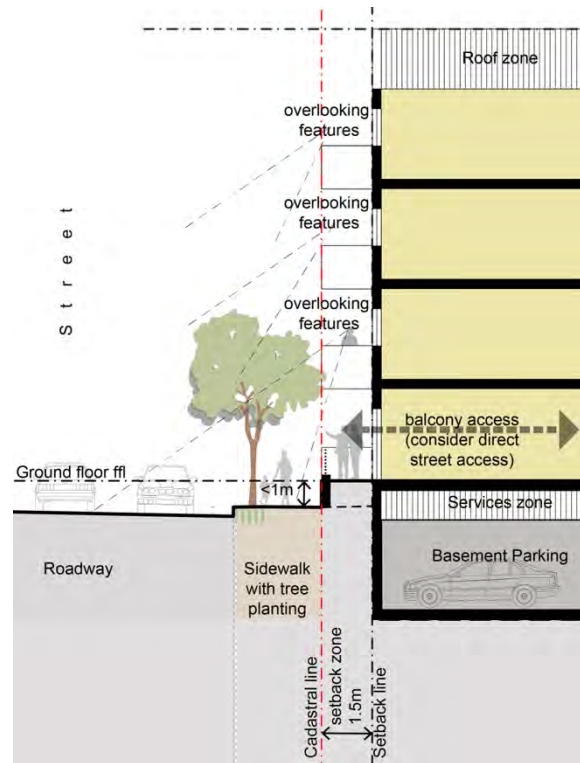


Figure 2-16 Typical section: Interface condition 4A

Ground Floor

- 1.5m setback zone. This zone allows for a small garden or balcony that provides a positive edge to the development through passive surveillance.
- If possible, provide direct pedestrian access from the street to the ground floor units.
- Provide as many entrances as possible for street level activation.
- Level change from sidewalk (public realm) to ground floor should be less than 1m.

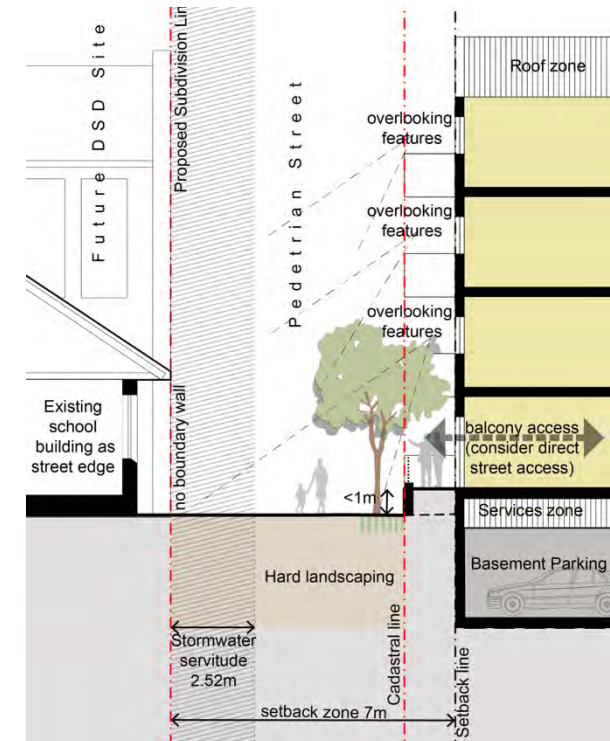


Figure 2-17 Section: Interface condition 4B (Through public pedestrian street)

- Figure 2-17 illustrates the interface along the pedestrian street where Development Parcel 2 interfaces with the Ellerslie School Building. The intention is to avoid a boundary wall or fence on the perimeter and instead that the school building edge, becomes the perimeter wall to the DSD site.
- Take advantage of level changes between street and ground floor to define privacy gradient.
- Minimum of 30% glazing of building façade
- No parking on ground floor

Above Ground Floor

- Provide overlooking features (windows and balconies)
- Balconies should not project beyond the property boundary
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor



Figure 2-18 Example of balcony or garden to activate public realm



Figure 2-19 Where possible, provide direct access to ground floor units.



Figure 2-20 Active edge that engages with public realm on ground floor and above



Figure 2-21 Building as perimeter wall

2.3.6 Interface Condition 5

This refers to the building edges that define the courtyards within the respective development parcels.

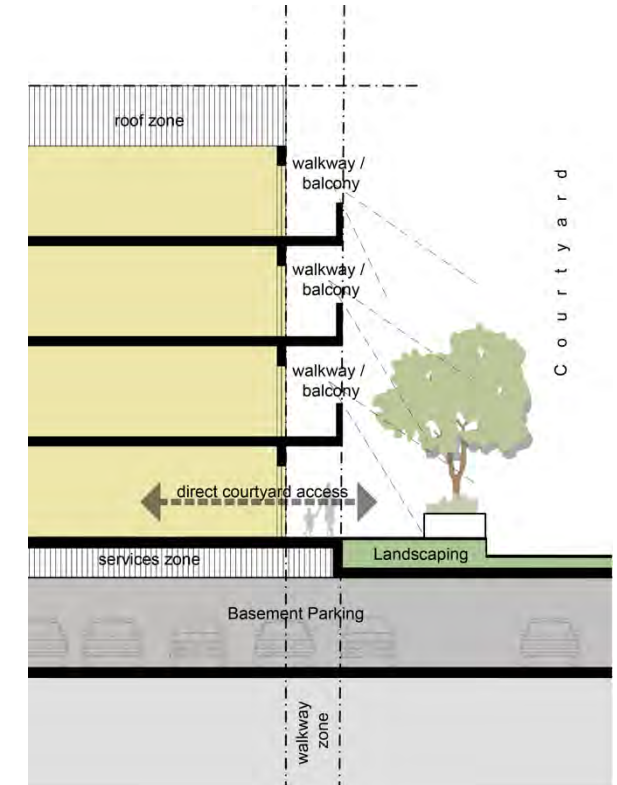


Figure 2-22 Typical section: Interface condition 5

Ground Floor

- Provide as many entrances as possible to activate the courtyard.
- Carefully consider the levels of the courtyard to ensure sufficient planting depth for landscaping.

- Use level changes between courtyard and ground floor to define privacy gradient.
- Minimum of 30% glazing of building façade
- No parking within the courtyards

Above Ground Floor

- Provide overlooking features (windows and balconies)
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor



Figure 2-23 Example of how the building edges activate the multifunctional courtyards

2.3.7 Interface Condition 6

This relates to the edges of the development that face on to other private erven. The aim is to ensure that the space between the built form and the property boundary is effectively utilised.

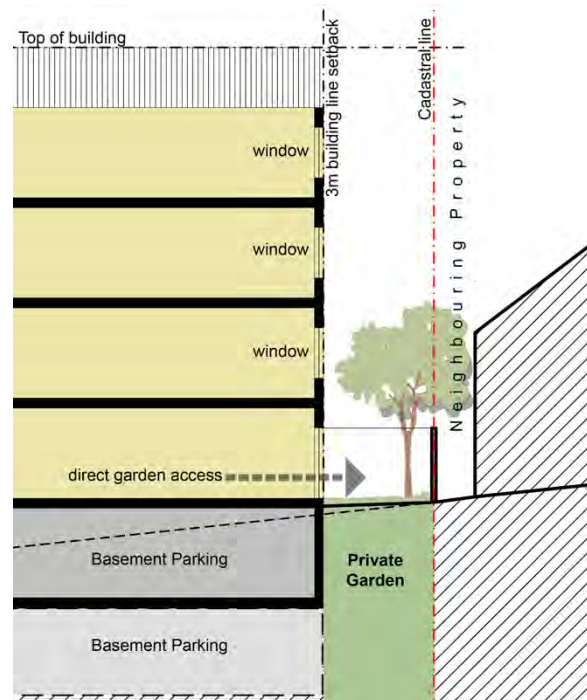


Figure 2-24 Typical section: Interface condition 6

Ground Floor

- Ensure the ground floor units have direct access to the space between building and neighbouring wall.
- Consider privatising these spaces and allocate them to the relevant units.

- Allow for these spaces to be landscaped as private gardens.

Above Ground Floor

- Provide windows and preferably not balconies, to ensure gardens below are not negatively affected due to privacy concerns.
- Minimum of 30% glazing of building façade
- Use façade articulation to achieve fine grain character.
- No parking above ground floor



Figure 2-25 Private ground floor gardens

2.4 Bulk and Massing

A recommended maximum bulk has been calculated for the 353 on Main development. The assignment of bulk to individual development parcels is not fixed but indicative of a general distribution of bulk within the overall bulk total (20,718m²). Bulk may be shifted around the site, and redistributed between the three development parcels, but the Municipal Spatial Development Framework encourages height along Main Road and greatest height should be located here. Heights of more than four storeys on development parcels 2 and 3 should be avoided as it will have a negative impact on the streetscape and character. To achieve a contextual fit, stepped roofscapes along Milner, Herbert, Heathfield and The Glen are strongly encouraged to ensure a fine grain development.

The massing of buildings needs to consider views, sunlight, the relationship with streets and spaces, landmarking and be respectful of the contextual building grain and mass. The guidelines provide heights for indicative buildings within each development parcel. These relate to the overall massing distribution and bulk allocation but are similarly flexible to bulk, within reason.

Total Site Area	8,647,5 m ²
Maximum Bulk	20,718m ²
Floor Area Ratio	2.4
Site Coverage	50 %
Height	4 – 8 Storeys

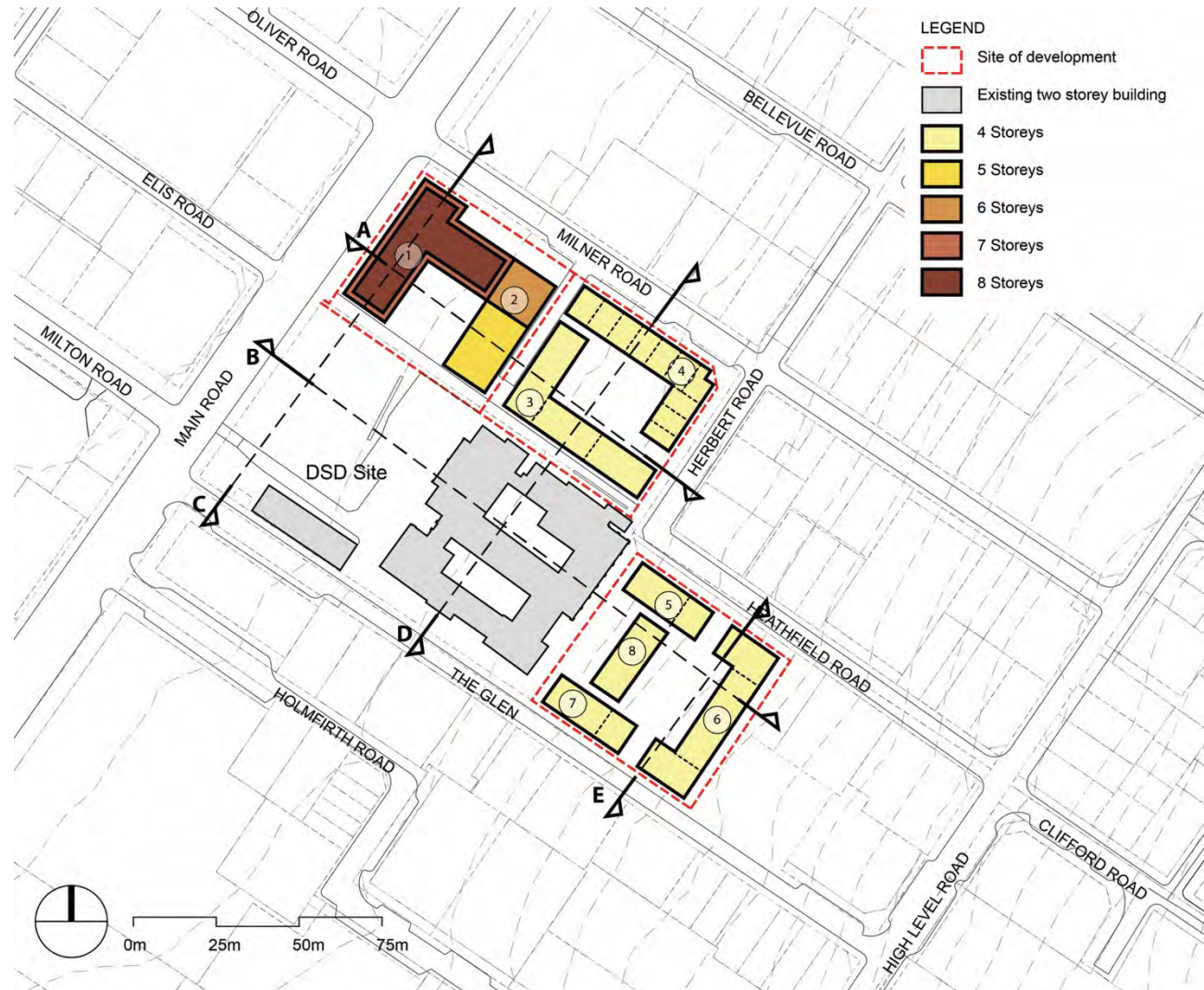


Figure 2-26 Bulk and massing

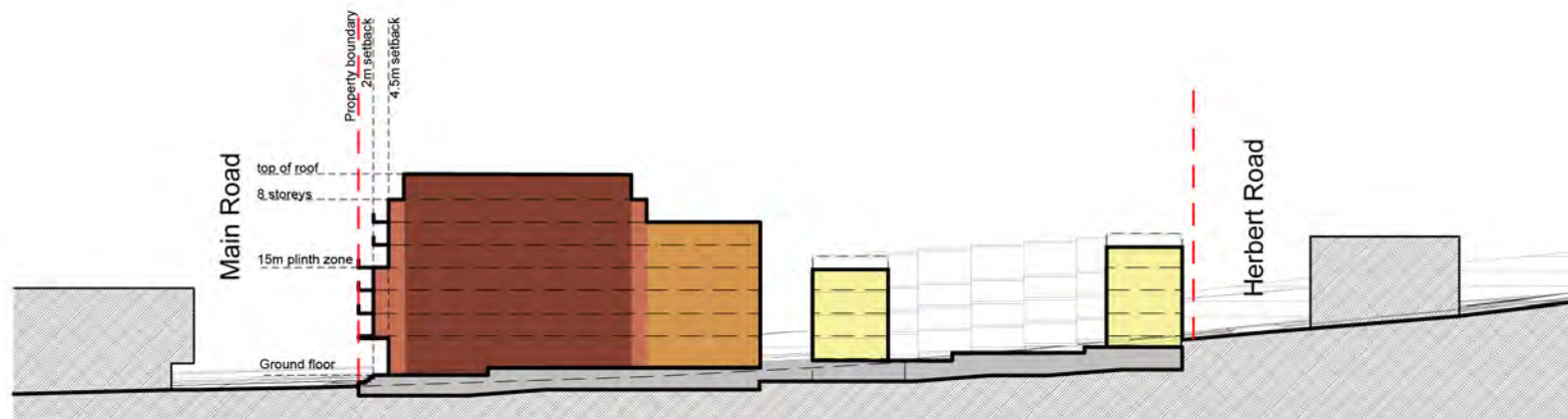


Figure 2-29 Cross section A

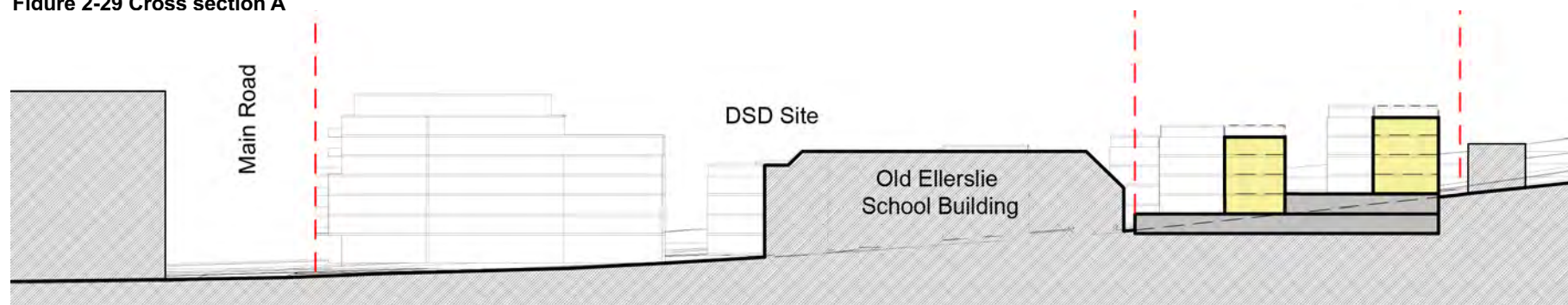


Figure 2-28 Cross section B

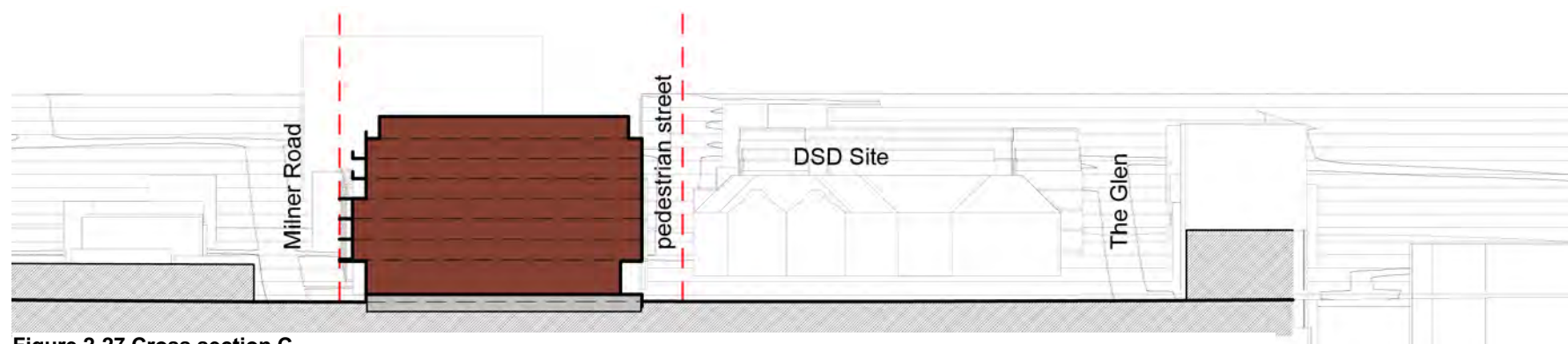


Figure 2-27 Cross section C

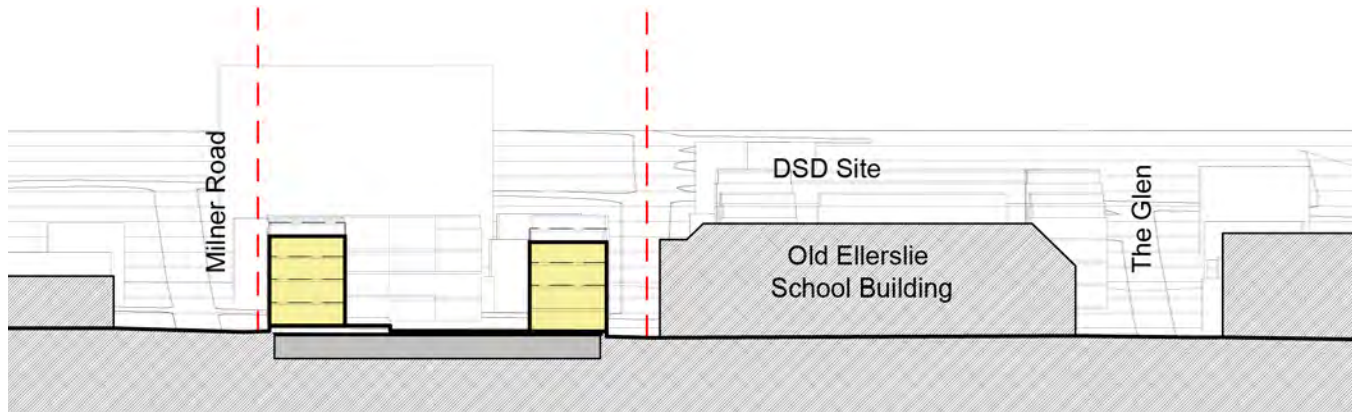


Figure 2-30 Cross section D

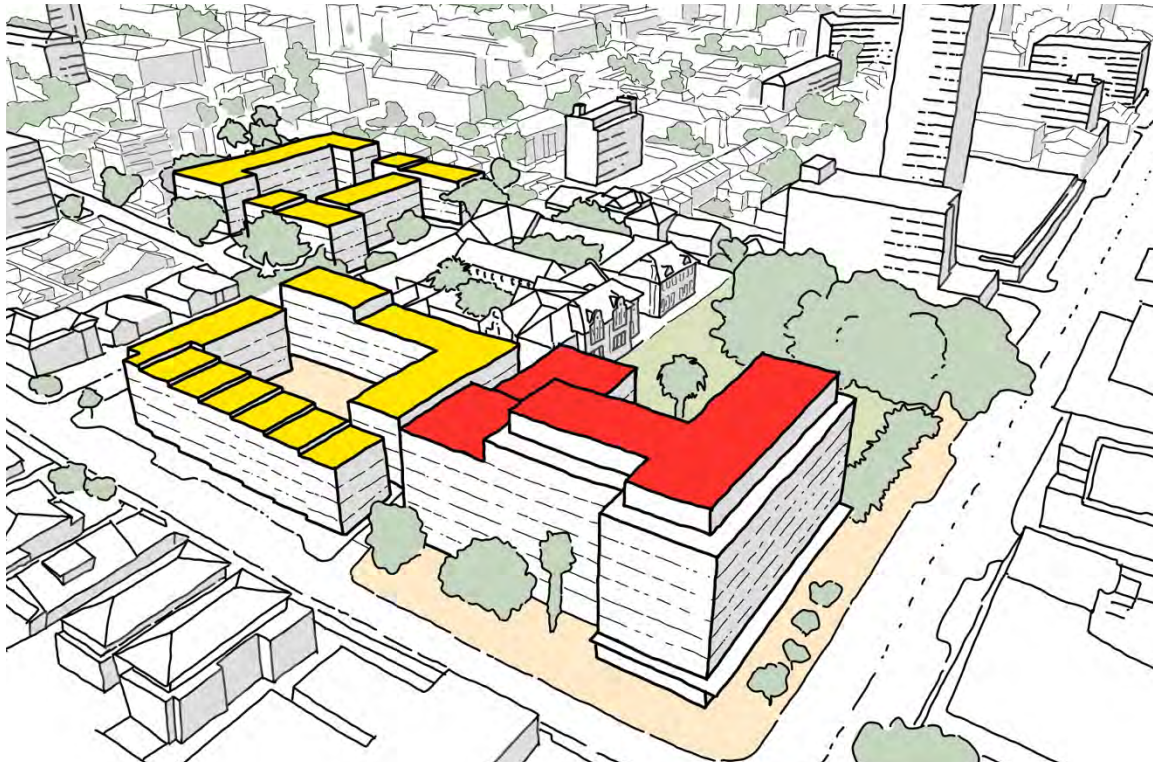


Figure 2-31 Bulk and massing 3D model

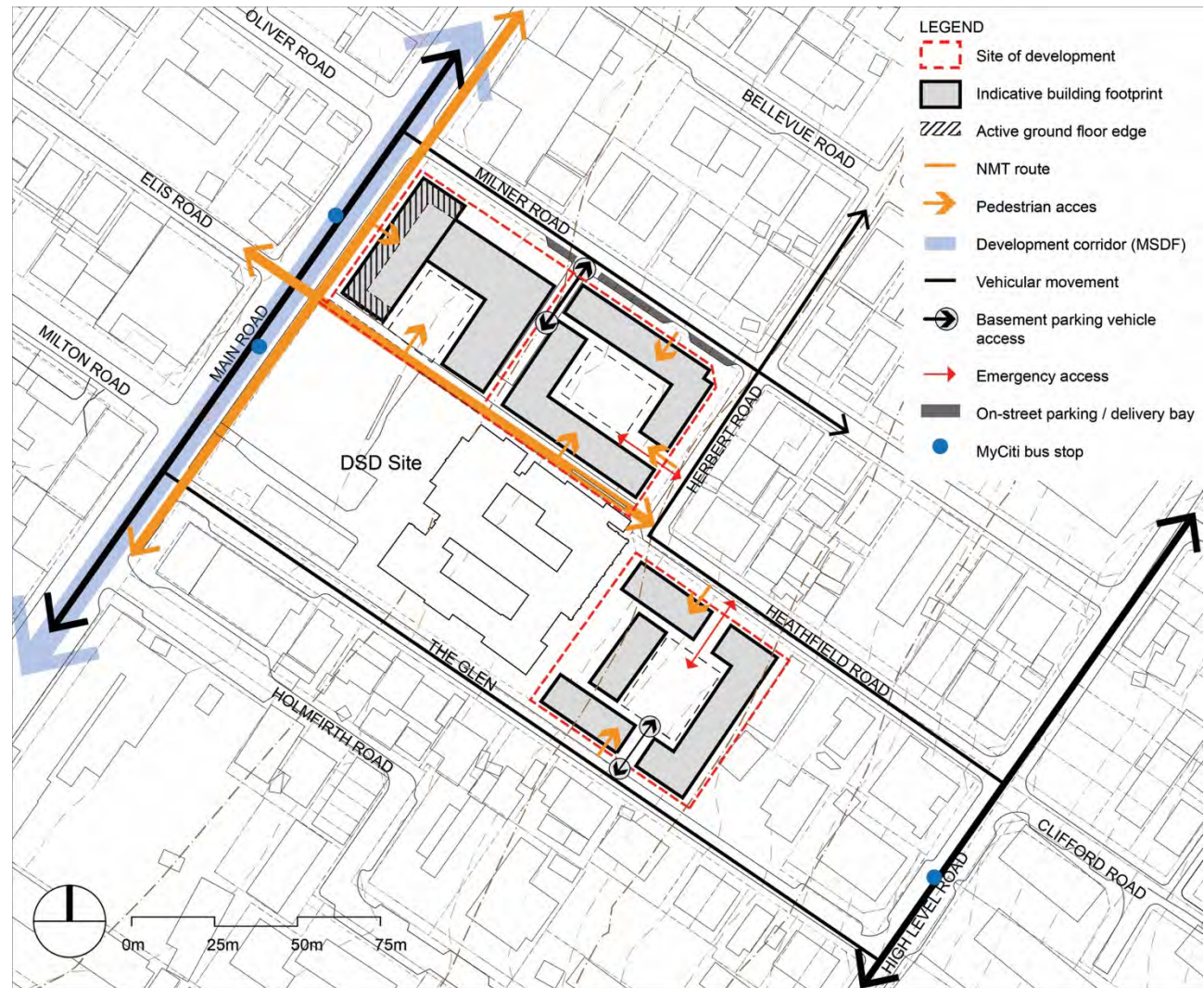
2.5 Access and Parking

2.5.1 Pedestrian Access

- Provide as much as possible direct ground floor street access.
- Allow direct ground floor access into the ground floor retail/commercial units.
- Consolidate entry points into upper level residential units through courtyards / lobby areas associated with the building cores.
- Provide pedestrian access from the proposed pedestrian street.

2.5.2 Vehicular Access

- Vehicle access to the development parcels are on Milner Road and The Glen. Both these streets are classified as Class 5 Local Streets.
- Parcels 1 and 2 share an access off Milner Road, in the centre of their subdivisional line, roughly at an intersection spacing of 60m from Main Road and 60m from Herbert Road.
- Parcel 3 is accessed off The Glen roughly 90m from High Level Road and 115m from Main Road.
- Emergency (and service) vehicle access to the courtyards of Parcels 2 and 3 should be considered from Herbert Road and Heathfield Road.



2.5.3 Parking

- The site is located within a PT2 zone and well located in terms of public transport. A minimal to zero parking ratio can be motivated for within PT2 zones, and the 353 on Main Development aligns with this, motivating for a reduced parking ratio.
- It is envisioned that parking is provided in basements on each of the tree parcels and no surface parking should be allowed within the courtyards or on building edges at street level.
- To respond to market needs and considering other similar developments in the area, it is recommended that a ratio of 0,5 bays per residential unit are provided. A total of 290 bays could be provided. A further mandatory 10 bays need to be provided on development parcel 3 for the Department of Social Development site.
- The proposed development includes sufficient parking opportunities on site to serve the commercial and residential uses. There are also public parking bays on Main Road and Milner Road which could provide additional parking.

2.5.4 Basements

- Basements should ideally be full basements and not semi-basements, due to possible blank edges of basements and the negative effect it has on the public realm. However, if semi basements are pursued, consider the street interface. Blank edges should not be higher than 1m.
- Consider stepping the basement, stepped floor plates above and stepped roof scape

that responds to the sloping topography and fine grain residential character.

- Design the basements around the root balls of the protected trees. Arborist input is required to ensure the survival of the trees.
- Development parcel 1 and 2 has shared access off Milner Road.
- Development parcel 3 has separate access off The Glen.

2.5.5 Bicycles

- Cycling is an important form of transport for both fiscal and environmental purposes. To promote a cycling culture, elements such as bicycle storage should be incorporated in the development design. To reduce the impact on individual units, shared bicycle storage at ground floor level is promoted.
- The provision of safe storage options is imperative. These should be located internally to the development and associated with lobby areas. Providing smaller, more frequent clusters of covered bicycled storage is preferred over large, centralised storage.



Figure 2-33 Centralised shared bicycle storage

3 INTENTIONS FOR OPEN SPACE

3.1 Open Space components

The development needs to positively respond to the public realm and open space system. The components of open space, are:

- Main Road - Consider providing a wide public 'stoep' along Main Road to integrate and consolidate the verge with a spill out space that acts as a social space.
- Semi-private courtyards - provide social amenities, secure access to the development parcels, natural light and ventilation.
- Open space on the DSD Site that will not be accessible to the public (private park). Visually integrate with this open space by orientating a courtyard to face the park.
- Public pedestrian street (Public NMT Route) should be universally accessible and if a fence is required along the DSD Site, ensure it is visually permeable. If possible have direct ground floor access to development from this street to activate its northern edge.
- Protected trees – consider basement and ramp access to retain the trees.

3.2 Landscaping

Refer to Appendix A.

3.3 Stormwater Management

Refer to Appendix B.

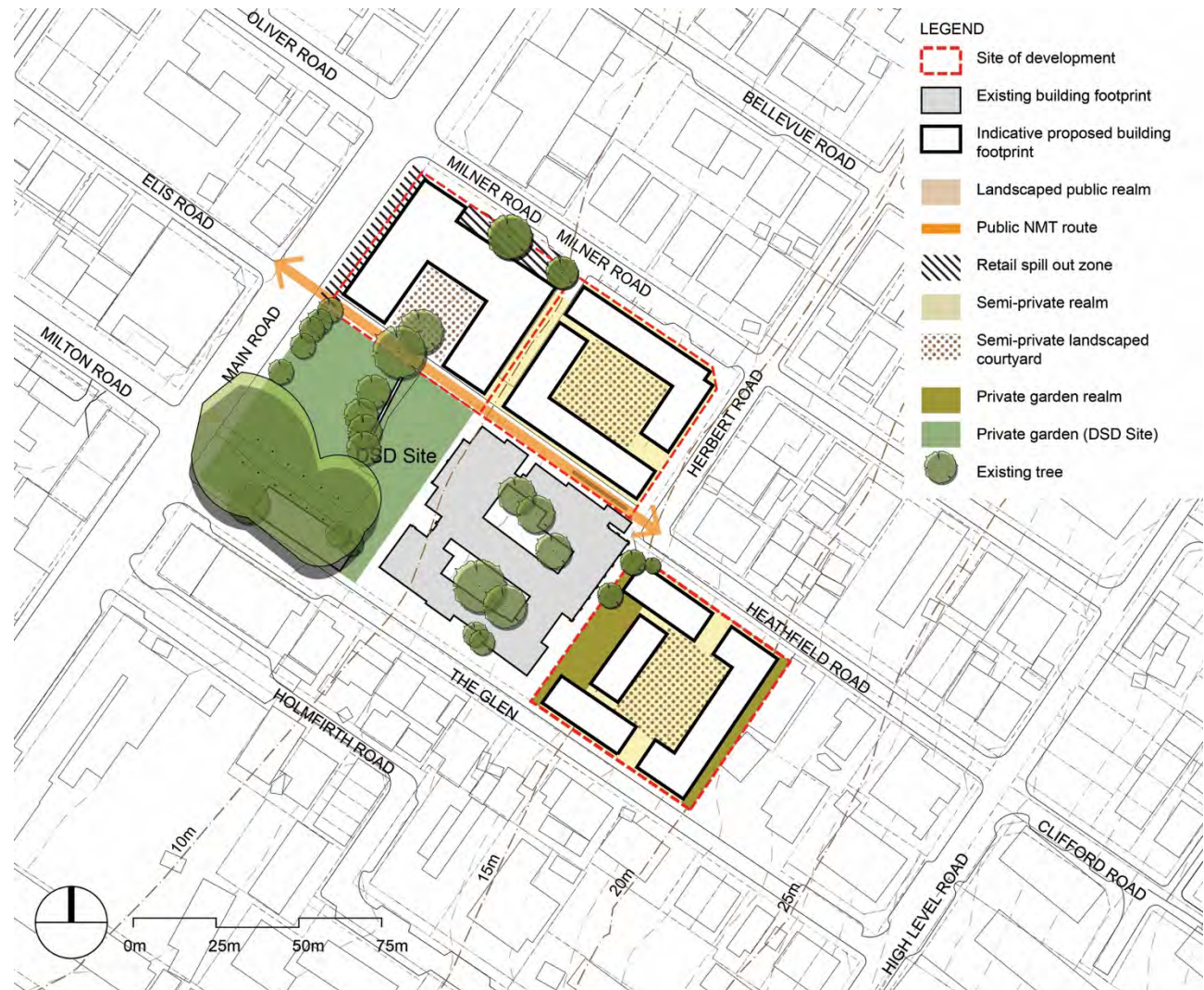


Figure 3-1 Open Space System

4 SAFETY AND PRECINCT MANAGEMENT

Providing a safe and secure living and working environment that is well managed is a vital element to the success of any development. The following guidelines assist in achieving the desired design objectives.

4.1 Safety and Security

The approach to security can affect the sense of place of development, its integration into the context and its durability. Ensure that the development is considered a piece of the neighbourhood avoiding traditional gated developments or complexes.

- Avoid a solid blank boundary wall with one guarded access point.
- Address security at a development parcel or building level. Make use of technology where possible to enhance security e.g. security cameras, key cards, fingerprint sensors etc.

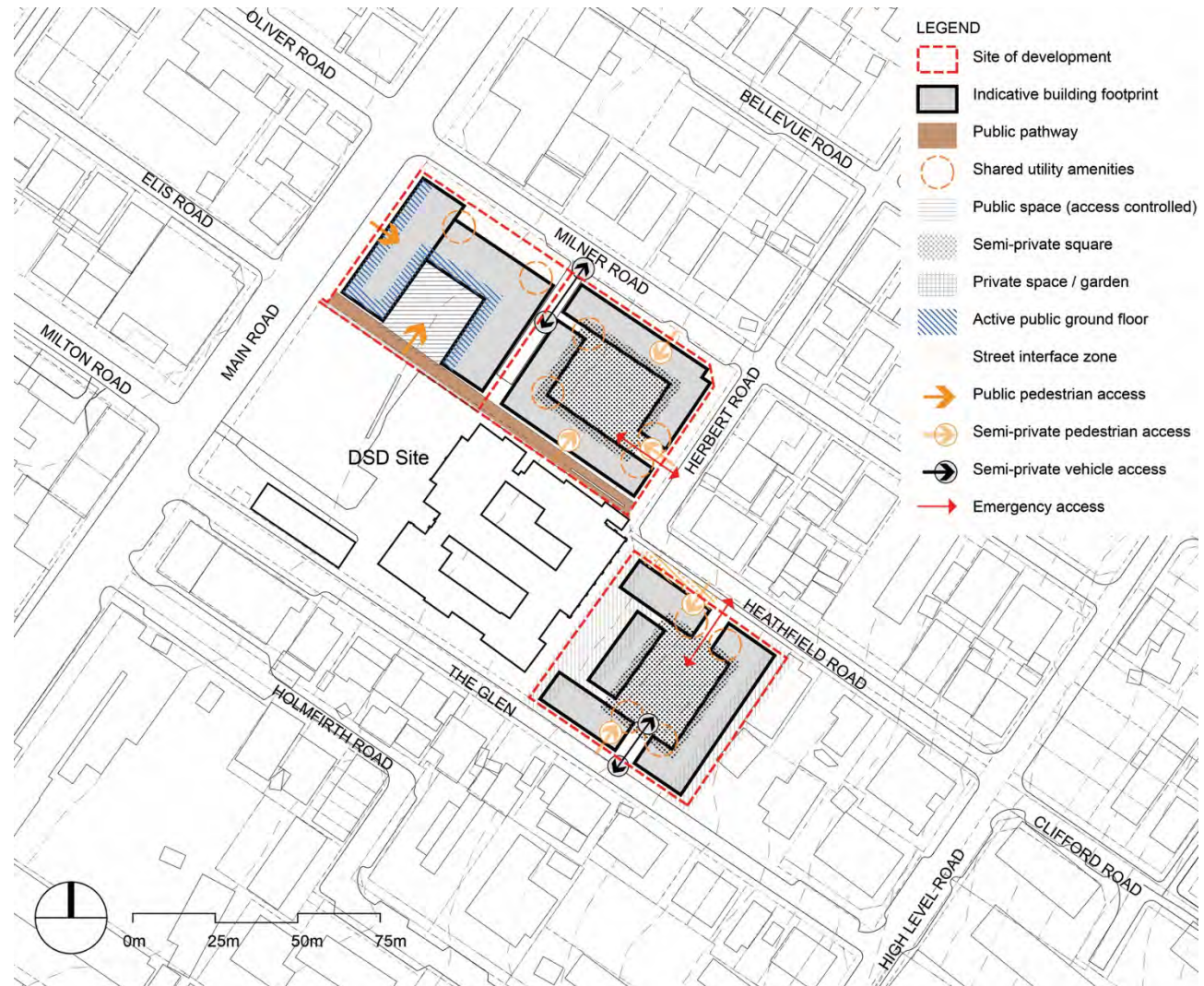


Figure 4-1 Safety Plan

- Allow direct ground floor access into ground floor retail/commercial units but consolidate entry points into upper-level residential units through courtyards / lobby areas associated with the building core.
- Associated shared/active facilities with courtyard / lobby entry points.
- Perimeter fences should be kept to a minimum, but when unavoidable fences must be visually permeable (ClearVu (or equal product). No palisade fencing.
- Provide passive surveillance opportunities from buildings over public spaces to provide more 'eyes on the street' by providing windows, and balconies where possible, on the upper levels.
- In the case of the proposed public pedestrian street (pedestrian pathway), a strong visual link to the resources of the DSD site (old Ellerslie School building and forecourt garden) needs to be maintained.

4.2 Shared Utility Amenities

Washing lines and refuse bins can negatively impact on the public realm of the development if not designed and located appropriately. Although different in nature refuse and washing hanging areas have similar guidelines:

- Provide smaller more frequent areas for refuse and hanging washing to minimise

their visual impact. Associate these areas with each development block or small group of buildings to increase security and accessibility. Should washing lines be included on balconies it should be screened from sight from the street or public space.

- Create visual screening to mitigate visual impact of utility areas.
- Located utility areas in safe, accessible locations close to buildings rather than in secluded areas of the site. Use courtyards areas where possible.
- Provide access control to utility areas to minimise vandalism and security issues.
- Where possible provide screened, washing and hanging areas on building roofs.
- Rainwater storage tanks should be visually screened and located on roofs or next to buildings.
- Provide shared bicycle storage space on ground floor.

5 DEVELOPMENT GUIDELINES

5.1 Development Fixes

Development fixes for the study area are presented in Figure 5-1. It specifies the fixes for Development Parcel 1, 2, 3 and the future DSD site.

The fixes relate to build to lines, ground and first floor setbacks, maximum height zones, minimum sizes for courtyards, where active ground floor edges are required, vehicle access points, heritage elements and their gradings, which trees need to remain and other fixes such as the private garden that needs to remain as soft landscaped forecourt space to the DSD site.

Following the fixes, is a series of guidelines that go into more detail for the three parcels of the site of development.

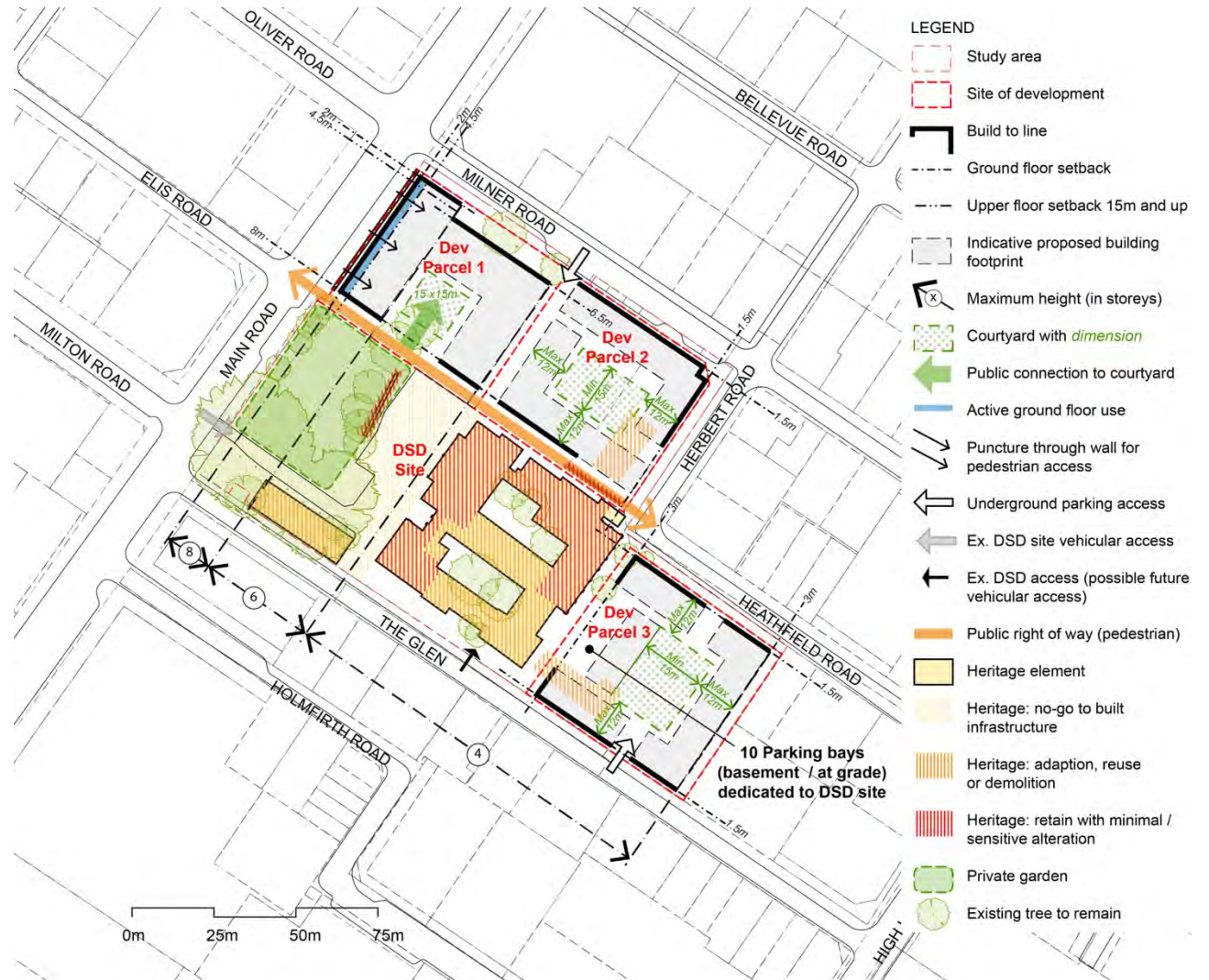


Figure 5-1 Development Fixes for Study Area

5.2 Development Parcel 1

Development parcel 1 is located on the western most parcel of the site and is encompassed by Main Road to the west, Milner Road to the north, Development parcel 2 to the east and the proposed pedestrian street to the south.

5.2.1 Development Parameters

Parcel Area	2765m ²
Proposed Bulk	8,526m ²
Coverage	55%
Proposed Zoning	GB5
Height Range	5-8 storeys
No. of parking bays	120

5.2.2 Intent and Desired Character

This parcel has the highest bulk of the three parcels. The intention is to create a lively mixed-use building that contributes positively to the activity of Main Road. The ground floor needs to be accessible to the public with shops, restaurants, entertainment and community facilities. Residential floors above should engage with the street with balconies and large windows to overlook Main Road, Milner Road and the proposed pedestrian street.

The site is not a prominent location and does not call for a landmark in its architectural expression, instead seek to create an elegant background building that does not detract from the heritage resources of the DSD site with its tangible resources (old Ellerslie School building and forecourt garden).

Maintain a strong visual link with the DSD site.

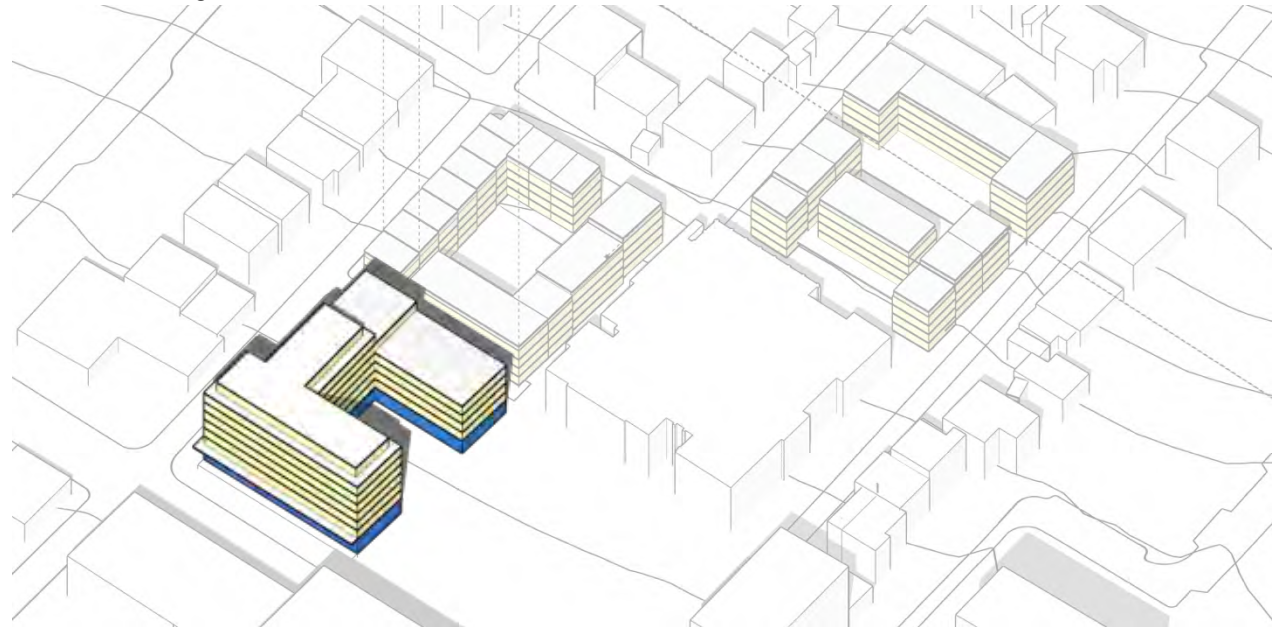


Figure 5-2 Parcel 1 Axonometric view with land uses

5.2.3 Land Use and Massing

Development parcel 1 includes a **mix of uses** in a 5-8 storey envelope with predominantly open market residential, retail on ground floor and one to two levels of basement parking.

5.2.4 Access and Parking

The ground floor should have direct pedestrian access from Main Road and the proposed pedestrian route, through as many as possible entrances to ensure activation of the public realm.

A foyer space with vertical circulation core(s) need to be provided on the ground floor to provide secure access to the upper residential units. Shared utility amenities should be grouped with these circulation cores.

Vehicular access to the basement(s) is from Milner Road. No vehicular access or parking is envisaged on ground floor level. Services associated with the public ground floor uses should be on Milner Road, with a dedicated delivery parking bay.

5.2.5 Interface conditions

Level changes between the building and Main Road, and between the courtyard and the pedestrian route, need to be carefully considered and used to define public, semi-public and private space. Visual permeability with casual human surveillance should prevail and privacy should be clearly defined.

There are 3 different interface conditions applicable to the development edges of Parcel 1:

- Type 1: Ground floor retail
- Type 2: Services edge
- Type 3: Limited ground floor access

NOTE: See section 2.3: Interface Conditions for more information.

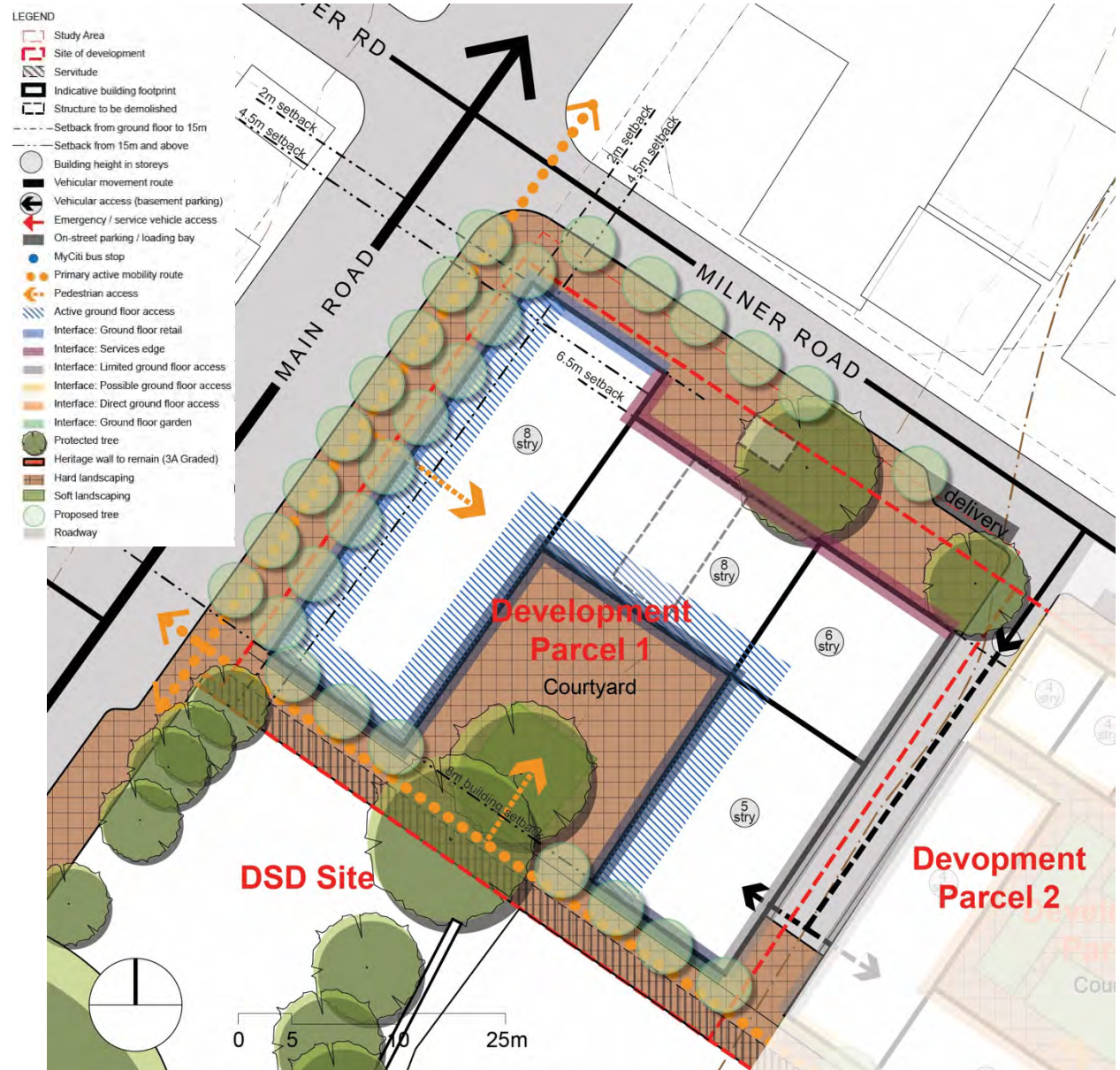


Figure 5-3 Development concept plan: Development Parcel 1

5.3 Development Parcel 2

Development parcel 2 is located on the north eastern corner of the site and is surrounded by Milner Road to the north, Herbert Road to the east, the proposed pedestrian street to the south and parcel 1 to the west.

5.3.1 Intent and Desired Character

The intention for this parcel is a low to medium rise (3-4 storey) residential walk up consisting of a series of buildings arranged around a semi-private courtyard.

To ensure a contextual fit, single level floor plates are discouraged and the built form should be guided by the topography of the site. Consider stepping the building as much as possible along Milner Road and the pedestrian street to ensure a good ground floor street interface and to achieve a fine grain character that reflects the smaller residential buildings in the area.

Maintain a strong visual link with the DSD site.

5.3.2 Land Use and Massing

Development parcel 2 is exclusively set aside for social housing units in a 3-4 storey envelope and one to two levels of basement parking.

5.3.3 Development Potential

Parcel Area	2782m²
Proposed Bulk	5,232m ²
Coverage	47%
Zoning	GR4
Height Range	3-4 storey
No. of parking bays	120

5.3.4 Access and Parking

Pedestrian access to the courtyard should be off Milner Road, Herbert Road and the proposed pedestrian public street. If possible, provide direct street access to the ground floor units, with upper floors accessed via the courtyard.

Vehicular access to the basement is from Milner Road through a shared ramp with development parcel 1. No vehicular access or parking is envisaged on ground floor level.

An emergency and service vehicle access to the courtyard, could be provided off Herbert Road.

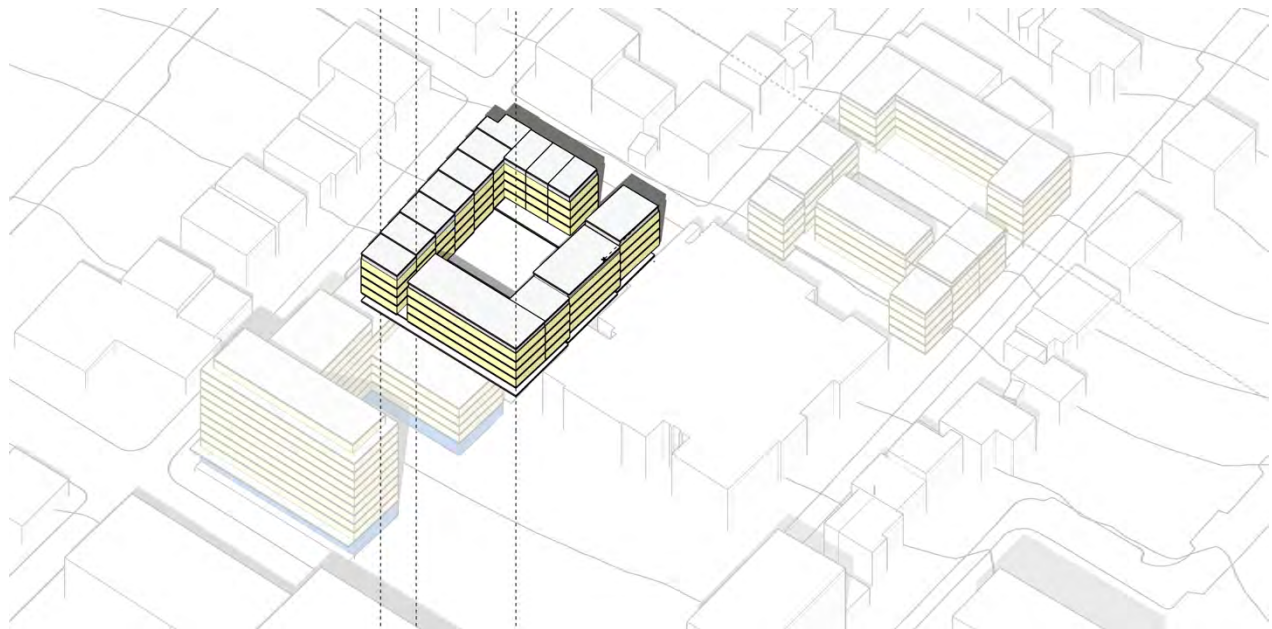


Figure 5-4 Parcel 2 Axonometric view with land uses

5.3.5 Interface conditions

Level changes between the building and the pedestrian street, Milner-, Herbert Road, and between the courtyard and the ground floor units, need to be carefully considered and used to define the privacy gradient from public, semi-public to private space. Visual permeability with casual human surveillance should prevail and privacy should be clearly defined.

There are 3 different interface conditions applicable to the development edges of Parcel 2:

- Type 3: Limited ground floor access
- Type 4: Possible ground floor access
- Type 5: Direct ground floor access

NOTE: See section 2.3: Interface Conditions for more information.

5.3.6 Landscaping

Refer to Appendix A.

5.3.7 Heritage

Retain the low wall of heritage significance on the southern corner of the development, parallel to the public pedestrian street. Building to be set back to retain this element.

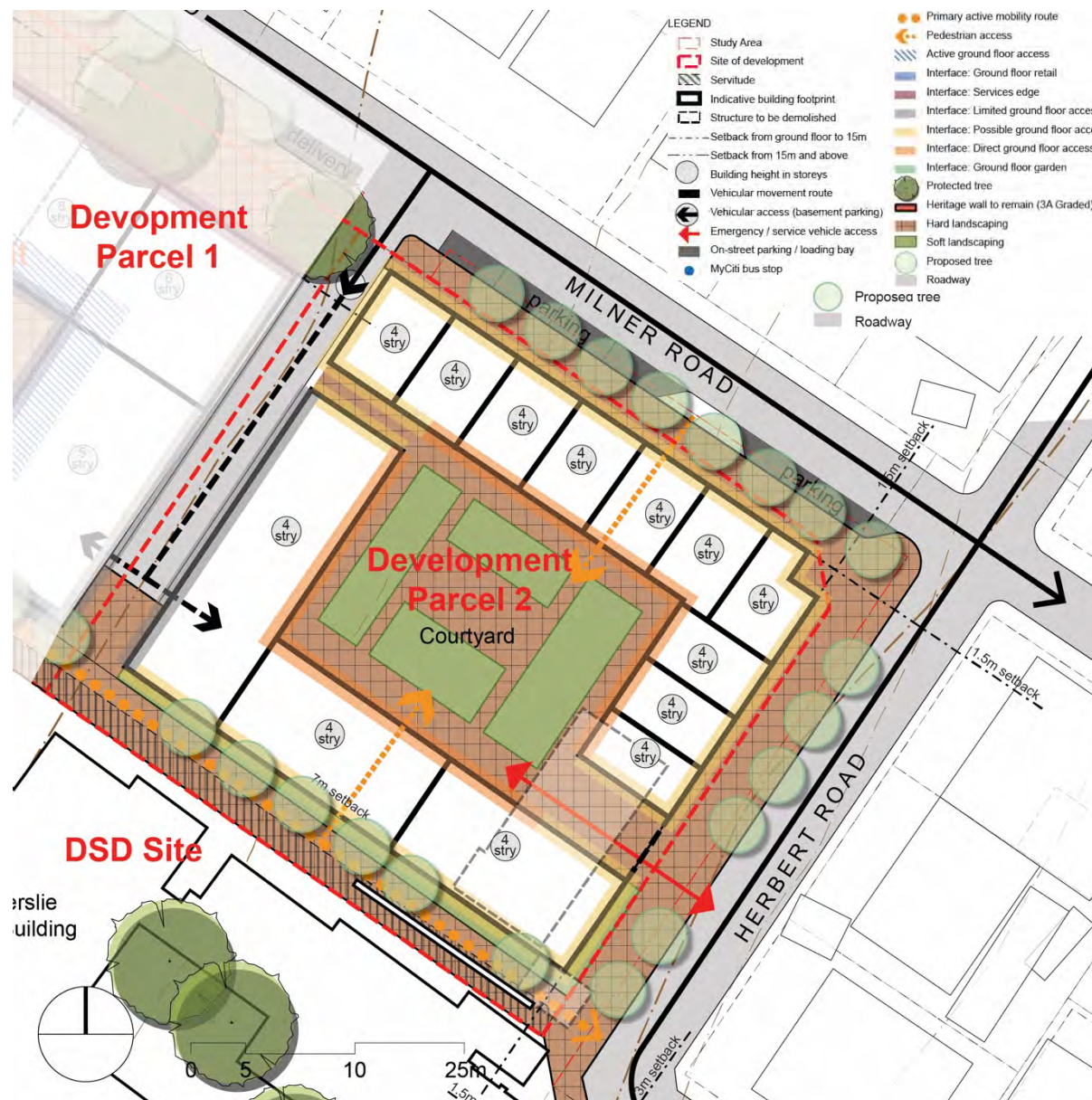


Figure 5-5 Development concept plan: Development Parcel 2

5.4 Development Parcel 3

Development parcel 3 is not connected to the other two parcels and is located on the far eastern corner of the site, encompassed by Heathfield Road to the north, a guesthouse to the east, Glen Road to the south and the DSD site (Old Ellerslie School) to the west.

5.4.1 Intent and Desired Character

The intention for this parcel is a low to medium rise (3-4 storey) residential walk up consisting of a series of buildings arranged around a semi-private courtyard.

To ensure a contextual fit, single level floor plates are discouraged and the built form should be guided by the topography of the site. Consider stepping the building as much as possible along Heathfield Road and The Glen to ensure a good ground floor street interface and to achieve a fine grain character that reflects the smaller residential buildings in the area.

Maintain a strong visual link with the DSD site.

5.4.2 Land Use and Massing

Development parcel 3 is exclusively set aside for social housing units in a 3-4 storey envelope and one to two levels of basement parking.

5.4.3 Development Potential

Parcel Area	3100.5m²
Proposed Bulk	5,520m ²
Coverage	46%
Zoning	GR4
Height Range	3-4 storey
Basement Area	
No. of parking bays	60 (~10 reserved for DSD site)

5.4.4 Access and Parking

Pedestrian access to the courtyard should be off Heathfield Road and the Glen. If possible, provide direct street access to the ground floor units, with upper floors accessed via the courtyard.

Vehicular access to the basement is from The Glen. No vehicular access or parking is envisaged on ground floor level.

An emergency and service vehicle access to the courtyard, could be provided off Heathfield Road.



Figure 5-6 Parcel 3 Axonometric view with land uses

5.4.5 Interface conditions

Level changes between the building, Heathfield Road and the Glen and between the courtyard and the ground floor units, need to carefully considered and used to define the privacy gradient from public, semi-public to private space. Visual permeability with casual human surveillance should prevail and privacy should be clearly defined.

There are 4 different interface typologies applicable to the development edges of Parcel 3:

- Type 3: Limited ground floor access
- Type 4: Possible ground floor access
- Type 5: Ground floor direct access
- Type 6: Ground floor garden

NOTE: See section 2.3: Interface Conditions for more information.

5.4.6 Landscaping

Refer to Appendix A

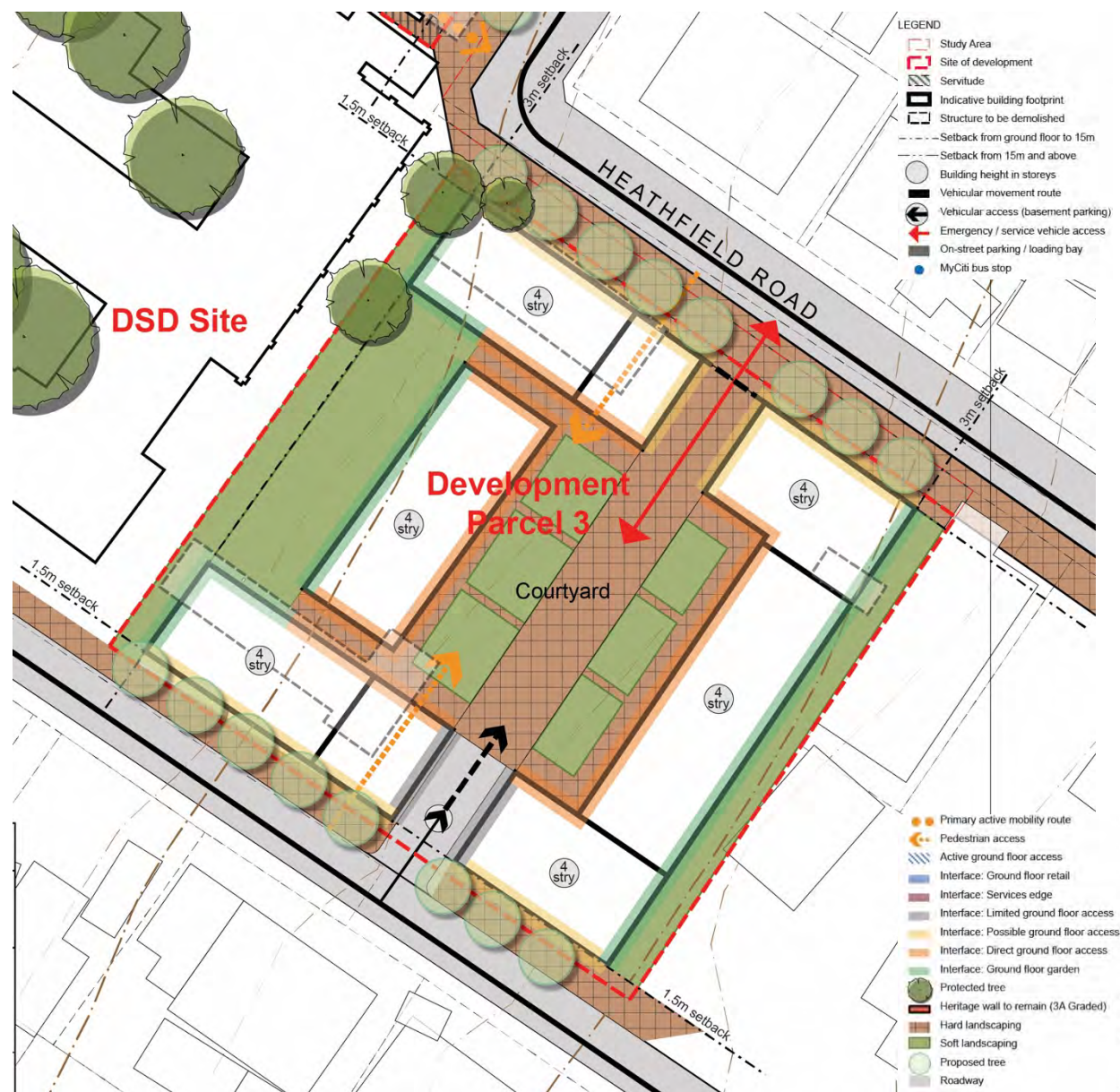


Figure 5-7 Development concept plan: Development Parcel 3

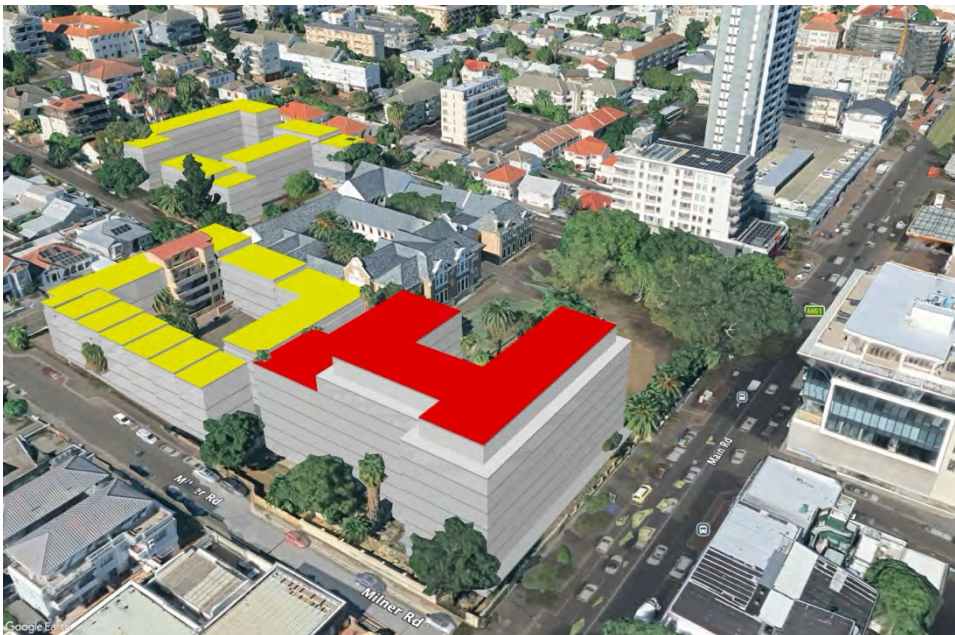
6 ARTIST'S IMPRESSIONS

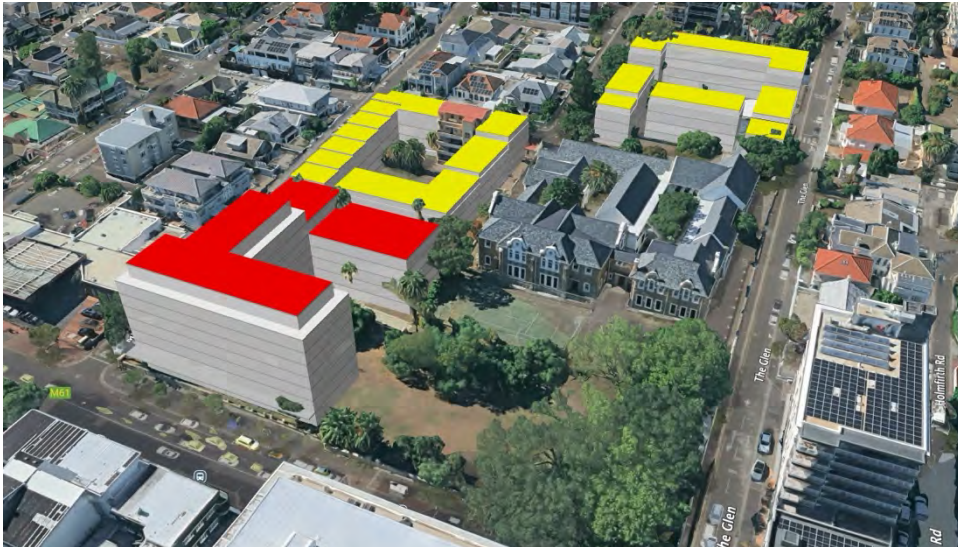
The following images have been created using AI visualisation based on the proposed massing and height to provide a visual representation of what the development could potentially look like to enable a more realistic visual assessment.

Important image disclaimer:

Please Note: The images displayed are **artist's impressions only** and are intended to provide a visual representation of the proposed height and massing of the buildings and enable a more realistic assessment of the potential visual impact of the proposed development.

These images are **not based on any final architectural designs or specifications**. The **final look, materials, and details** of the completed buildings may therefore **differ significantly** from what is shown here.





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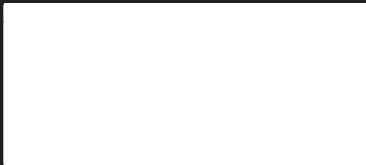
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ZUTARI

Project report

DEVELOPMENT CONCEPT REPORT

353 ON MAIN (TAFELBERG)

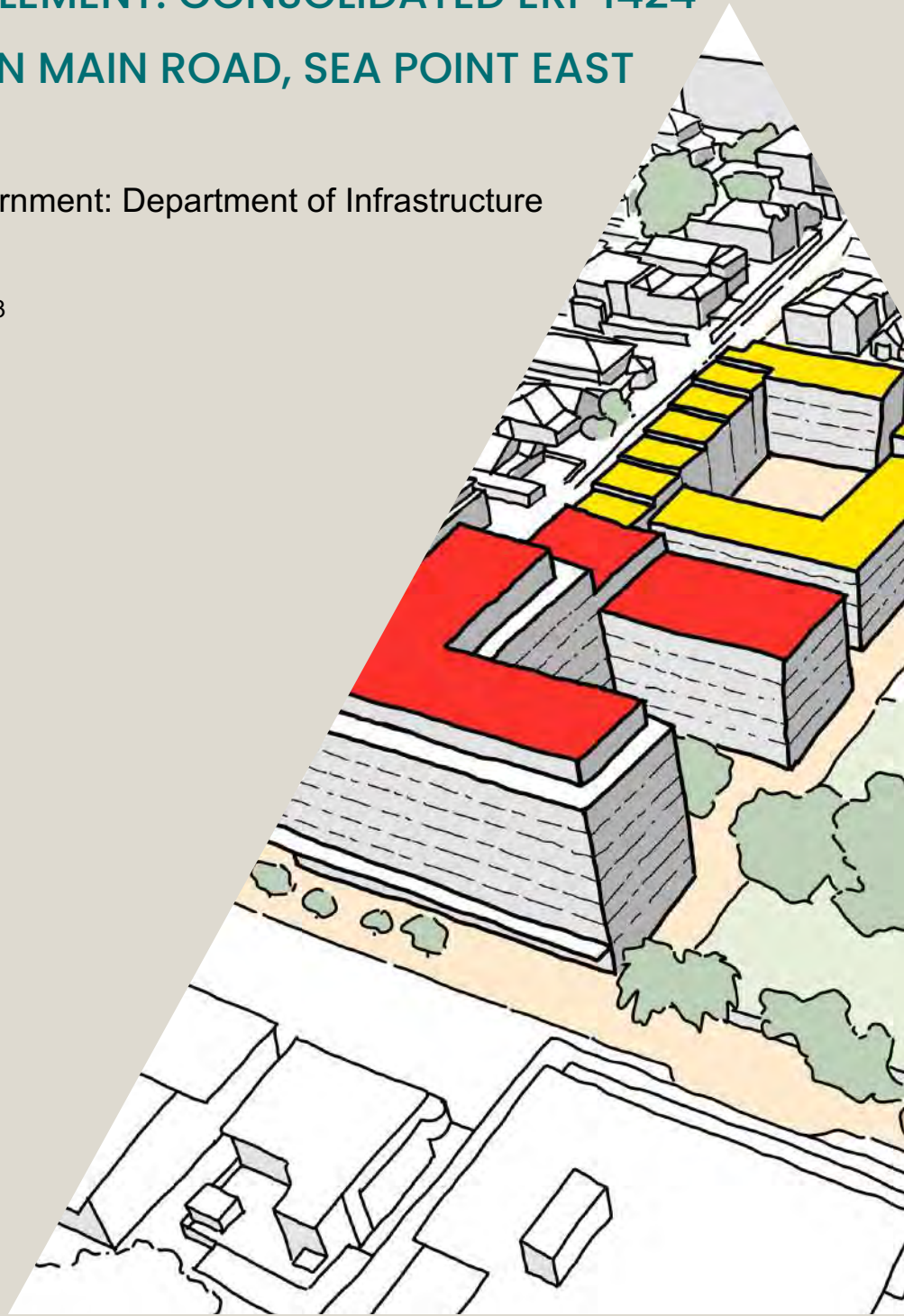
L121/22: PROVISION OF PROFESSIONAL SERVICES FOR SITE ENABLEMENT: CONSOLIDATED ERF 1424 – RE, 353 ON MAIN ROAD, SEA POINT EAST

Western Cape Government: Department of Infrastructure

Submission date: 2026/04/23

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1 INTRODUCTION

1.1 Project Overview

The Western Cape Government Department of Infrastructure appointed Zutari to commence with site enablement on the former Tafelberg School site, known as Consolidated Erf 1424 (including unregistered Erf 1675), 353 Main Road, Sea Point East (the site). The site has significant development potential but also has extensive heritage and cultural significance, which needs to be considered, respected, and incorporated into future development proposals as far as viable and feasibly possible.

The Department has commenced with site enablement to ensure that the site can become a catalyst for spatial transformation within the urban inner core.

1.2 Purpose of the report

The urban design concept has developed from extensive site and contextual investigations, policy informants, stakeholder engagements, financial feasibility / market related considerations, heritage design indicators, various baseline assessments and WCG aspirations and socio-economic and service delivery requirements.

The purpose of this report is to document the process and outcome of the urban design concept and to form the basis of development guidelines for future detailed planning and design processes.

1.3 Site location

The site is located on Main Road Sea Point between Milner, Herbert, Heathfield, and The Glen Roads. The cadastral configuration of Consolidated Erf 1424 (including unregistered Erf 1675) in relation to the surrounding properties is shown in Figure 2 below. The erf (study area) currently measures a total of 16 3788.4m². The property vests with Western Cape Government under the custodianship of the Department of Infrastructure.



Figure 1-1: Site Extent and Location

2 DESIGN

INFORMANTS

Several investigations and studies have already been completed to inform site development possibilities. These include but are not limited to land legal investigations, geotechnical investigations, heritage baseline study, heritage design indicators and the NID (notice of intent to develop) which was submitted to Heritage Western Cape and a response obtained to guide the heritage process.

The informants (opportunities and constraints) gathered during the future site exploration stage - along with the contextual, policy and legislative frameworks and baseline investigations ("contextual analysis"; see Appendix A) - provided a basis for the future development vision statement. This guided the WCG Department of Infrastructure's development aspirations and objectives, informed the initial engagements and discussions with stakeholders and formed the basis for the conceptual development.

The key informants are summarised below.

2.1 Contextual Informants

The composite constraints and informants at a contextual scale are illustrated in Figure 2-1 below. The key informants include:

- The site's geological profile suggests that deep foundations and excavations will require the design of appropriate, stable foundations and excavation support systems..
- Sea point experiences an average windspeed of 10km/hour (classified as a light breeze) with a prevailing wind in a south-easterly direction.
- Sea Point enjoys a comfortable climate with an average annual temperature of 19 degrees C and an average rainfall (monthly) of 34mm.
- The site is located in a HPOZ and any new intervention must respond appropriately to the layered, fine-grain urban grid of the context in terms of height and massing.
- The site complex (all buildings making up the historical Ellerslie School complex) on erf 1424 is a Provincial Heritage Site (PHS) by virtue of its 1989 declaration as a National Monument and is formally protected in terms of Section 27 of the NHRA.
- Table Bay has high scores on the human development index (Table Bay District Plan), indicating a combination of qualities that provide opportunities for people to thrive. There is an opportunity to allow more people access to the benefits of this location.
- The site is well served by public transport, located on a MyCiTi and taxi route, supporting higher density, transit-orientated development.
- The site is located along one of the few key routes directly connecting mountain to coast.
- The context includes a dense network of well-established commercial, recreational, educational, and civic services. The character of the area is pedestrian-centric, family-friendly, and mixed-use. There is the opportunity to develop the site so that it positively contributes to the existing context.
- The site is surrounded by a range of public amenities which will support increased residential density on the site.
- The low number of ECD's in the area offers an opportunity to include this amenity on site.
- The site's location and surrounding range of amenities offer the opportunity to establish affordable housing conveniently located near economic opportunity and areas of high amenity.
- The site is located along Main Road, an established activity route supporting medium to high densities within multi-storey, mixed-use buildings.

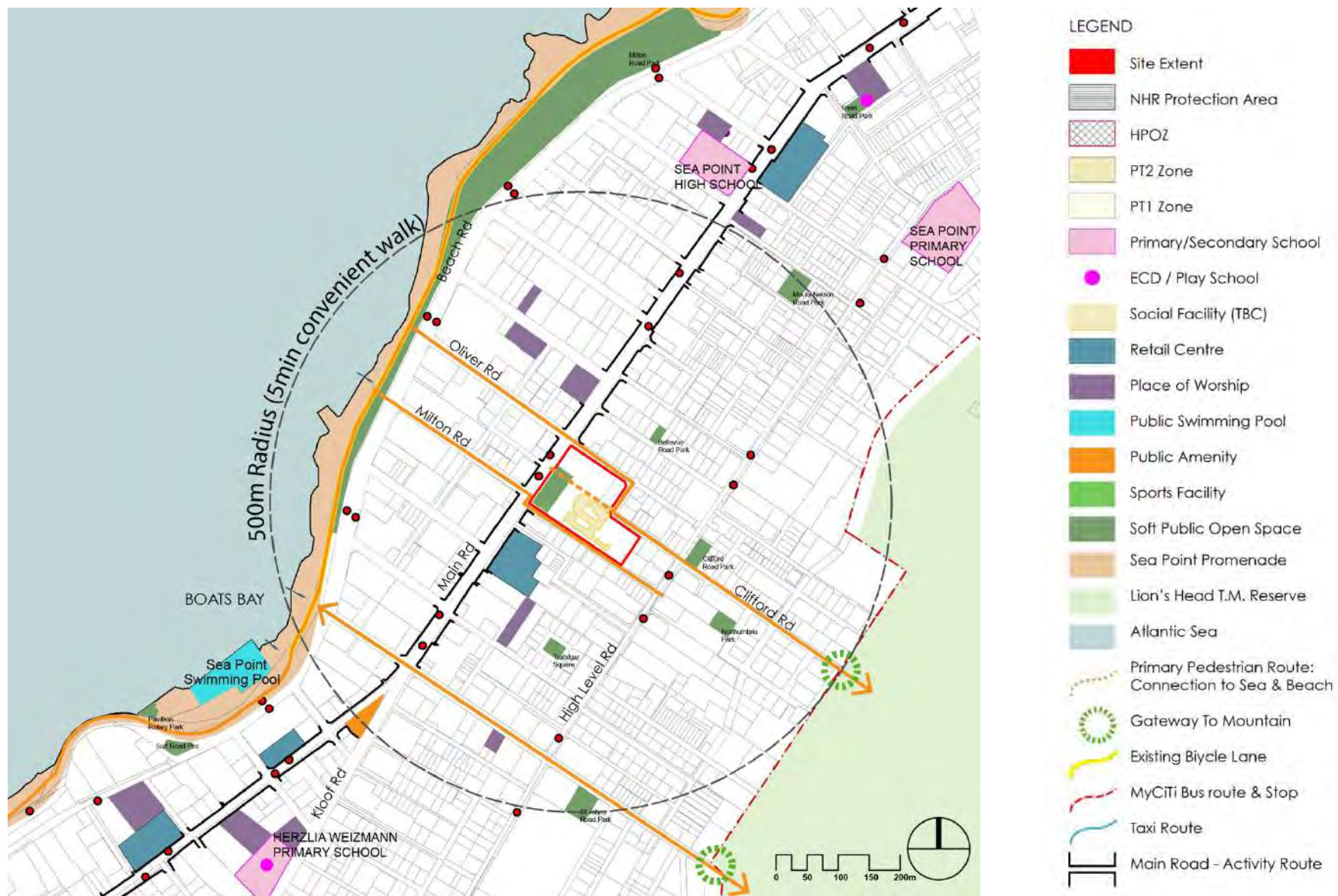


Figure 2-1: Contextual Informants

Document number 1, Revision 5, Date 2026/04/23

2.2 Site Informants

The following composite constraints and informants illustrated in Figure 2-2 have been compiled by the preceding site analysis:

- The site's gradual 15m slope from the direction of Signal Hill to the coast must be considered in development design.
- Views from the public realm of the mountains (Lion's Head and Signal Hill), Ellerslie School Building, the green park of the DSD site, the ocean, should be protected and enhanced.
- The urban garden / open space character of the site along Main Road should be preserved and enhanced. If privatised, a visual connection needs to remain.
- Several trees on the site, including 3 protected trees and visually significant Fig Trees (allocated to the future DSD parcel), contribute to the landscape heritage. Mature trees should be retained where possible while maximizing development potential (as guided by the tree survey baseline and landscape plan and framework).
- Unregistered Erf 1675 Sea Point East (the site of Wynard Mansions) remains part of the 353 on Main site as it was never formally registered and included in the redevelopment considerations and heritage informants.
- There are two servitudes on the site: a stormwater and pipe drain servitude. Building within 1.26m on either side of the stormwater servitude centre line is prohibited, but can be used for internal roads, parking, or landscaping.
- Currently there is a planned improvement line for Main Road which encroaches onto the cadastral boundary of the planned development. In consultation with City officials it was determined that this improvement line will be removed during a de-proclamation process which will be conducted by the City at a later stage. Consequently, the City will support buildings located right up to the improvement line. In effect, creating a 0m building line along the improvement line. As per the current development concept, it is unlikely the building will be located up to the improvement line.
- The site has a split zoning: TR2 along the inner Main Road boundary, GB5 adjacent to TR2, and GR4 for the remainder. It is recommended that the TR2 parcel should be rezoned to accommodate future development, aligning with the final proposal.
- The low number of Early Childhood Development (ECD) facilities in the area presents an opportunity to include this amenity on the site.
- The site bridges a context of lower-scale residential development and larger-scale mixed-use developments. Development proposals should appropriately respond to this change in scale
- The site can accommodate various building heights, including up to a height of 11 storeys along Main Road.
- NMT routes along Main Road are lacking, with a disjointed bicycle network.
- Although in a PT2 zone, the provision of parking enhances the marketability of the development and not add to the current constrained parking challenges of the area.
- The site is located along a key route which connects the coast and the mountain (Heathfield/Clifford, Milton and Oliver Roads). Specifically, the endpoint of Clifford Road serves as an important gateway point onto the mountain. Main Road, Sea Point is a Proclaimed Main Road (PMR No. 158 (16)) and a statutory 5m building line setback is usually required, however the City's Transport Infrastructure and Planning Unit has indicated that they are willing to support a departure from this setback for the proposed development if required.
- There are 7 existing entry and exit points onto the site which can remain. Vehicle access off Main Road is restricted and access off lower order roads of Glen and Milner is preferred.
- The site is a Provincial Heritage Site (PHS) and is protected under the NHRA. Formal approval for any potential development will need to be applied for from Heritage Western Cape following a Heritage Impact Assessment process. Heritage components on the site need further detailed studies. But the two historical walls and school building (shown in Figure 2-2 in red) should remain and be integrated into the development proposal.

- New developments should respond to the fine grain and varied scale of neighbouring street blocks. A sensitivity to the lower-scaled, fine grain nature of the residential edge along Milner and Heathfield Road must be observed.
- A setback around the heritage graded 3A building must be followed.
- Any alterations or demolition of Wynard Mansions must conform to HPOZ and PHS guidelines.
- The initial engineering services investigations and assessments confirmed that there are sufficient infrastructure in the vicinity of the site to accommodate the proposed development.
- The project is currently in the conceptual phase with the aim to have an approved detailed Concept Development Plan to guide subsequent development plans to action the secured development rights. The stormwater management strategy provides high-level planning and preliminary recommendations for the stormwater management of the proposed development. A stormwater strategy plan has been prepared, but a comprehensive stormwater management plan will be required as part of the SDP before building plans can be approved.

2.3 Stakeholder input

Various stakeholder engagements were undertaken at various stages in the data gathering, vision and conceptual development of the concept. This has also played a role as informant throughout. Refer to Appendix B for the stakeholder engagement feedback report.



Figure 2-2: Site Informants

2.4 Site of Development

The proposed development is located at 353 Main Road, Sea Point on Remainder of Erf 1424 (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q), illustrated in Error! Reference source not found. as the study area. The erf (study area) currently measures a total of 16 350². Through consolidation and subdivision, three parcels (development parcels) of the parent erf will form the 'site of development', refer to Figure 2-3.

The remainder parcel (e, E, F, G, H, a, K, L, M, N, O, d) represents the **DSD site** (Department of Social Development), is part of the study area and an informant to the development, but does not form part of the site of development.

Below is a breakdown of the areas:

Development Parcel	Development Parcel Area (m ²)
Parcel 1	2827
Parcel 2	2818
Parcel 3	3100
Remainder Erf 1424 and 1425 (DSD parcel)	7605

Table 1 Development Parcels Area



Figure 2-3 Site of Development

3 GUIDING PRINCIPLES AND DEVELOPMENT VISION

3.1 Guiding principles

Building on the principles of SPLUMA, several guiding principles frame the approach to the site design. The key characteristics that will be sought after in 353 on Main Project, are described below:

Vibrant and Mixed-use



Supporting a high-density, mix of use, activities, and destinations to support vibrancy and variety. Designed for community at a pedestrian scale with a strong level of comfort and belonging.

Inclusive, Safe and Secure



A place that is inclusive to all with a variety of housing opportunities for a range of user types and income levels.

A living environment that is surveilled, active, safe, and secure. A development that ensures surveillance over streets and spaces with active ground floors where appropriate.

Sense of place



A place of living and learning with a comfortable, high-quality environment. A pioneering example of design solutions for local and contextual challenges

Convenient



Conveniently located within the City structure, allowing for access to opportunities both locally and regionally. Universal access is designed with all users in mind, including children, the elderly and people with disability.

3.2 Development vision

The desired objectives and vision for 353 on Main Project should be focused and directed by a clear goal, rather than an extensive list of must or should haves. A vision statement that highlights the desired outcomes was created after a WCG Vision Workshop guided by a series of key words as illustrated in Figure 3-1. The aim of the vision statement is to distil the key policy and stakeholder sentiment encountered in the project until now and has a 'draft for comment' status that requires further stakeholder input. The vision statement, as presented to stakeholders during preliminary stakeholder engagements (May-July 2025), is presented in Figure 3-2.



Figure 3-1 Keywords from the Department's Vision Workshop

**“353 ON MAIN IS ENVISIONED TO
BE A VIBRANT, INCLUSIVE, SAFE,
URBAN-LIVING, MIXED-USE
DEVELOPMENT, EMBRACING
HERITAGE WHILST OFFERING
AFFORDABLE HOUSING, SHARED
SPACES, AND INTEGRATED
AMENITIES”**

Figure 3-2 Vision Statement 2025

3.3 STRATEGIC OBJECTIVES

The strategic objectives that will support the achievement of the overall vision statement are as follows:

3.3.1 Objective 1: Embed the Site within its Context

The site is strategically located between Main Road and High Level Road, the mountain (Lion's Head and Signal hill) and the sea (coastal promenade) on key connecting routes between these elements. The design of the site should recognise these key connections and be ordered around them, helping to embed the site within its context and play a role of connector, improving NMT facilities along these routes.

The site is also located at the cross over between 2 urban grains and urban uses, the coarser grain, high rise and mixed-use developments associated with Main Road and Beach Road, and the finer grain residential areas located between Main Road and High-Level Road. The site design should respond to this in terms of its form and massing.

Appropriate locations for different uses on the site should respond to the context as well as assist with gaining public support. The activation of Main Road requires the location of viable commercial or public use on the ground floor with open market units above. Locating more affordable housing options internally allows for open market units to be located on the edge, relating directly with neighbouring properties.



Figure 3-3 Embedding site within context

3.3.2 Objective 2: Create a Medium to High-Density Mixed-use Development Supporting TOD

The Council-approved Integrated District Spatial Development Framework (DSDf Jan 2023), places the site in a New Development Areas (NDA), which earmarks the site for future mixed-use development.

It is also strategically located within a Transit Accessible Precinct along the identified development corridor of Main Road including MyCiTi, Golden Arrow and Taxi transport options. The site has been identified in many policy documents as appropriate for medium to high-density mixed-use development that supports TOD. A targeted nett density of 250du/ha should be accommodated in buildings ranging from 3 – 11 storeys in height. The site is surrounded by a range of public amenities which will support increased residential density on the site.

The site is appropriate for a mix of various uses, residential, commercial, and additional social amenities. To maximise the use of this strategic site, multi-functional buildings should be encouraged.



Figure 3-4 Mixed use Development

3.3.3 Objective 3: Facilitate the Transformation of the Site into a Truly Integrated Development

The site is unique in that immediately adjacent to a high-quality heritage building that, although currently non-operational, is being planned to become a functioning social facilities hub. Spatial integration with these facilities is important to create a truly integrated development, maximising the site's potential.

The City of Cape Town and Provincial Departments will need to work closely together to create a development that is managed appropriately and realises the principles of urban and mixed-use, both vertically and horizontally.



Figure 3-5 Pilot project for other developments

3.3.4 Objective 4: Balance the Needs of all Elements of the Site

This strategic site is under considerable pressure to address a number of issues and accommodate a number of uses. It is expected to accommodate a range of housing, commercial and public opportunities while still respecting the heritage elements of the site.

It is located within a Heritage Protection Overlay Zone and is identified as a Provincial Heritage Site (PHS), protected under the NHRA. Heritage is a key informant to the site design, including guidance on height, form, massing and distribution of uses. Specific space restrictions must also be adhered to with several heritage features to remain which guide and restrict development opportunities. Creative design solutions must be explored to balance competing needs and ensure public support, while realising the desired vision and maximising housing opportunities in the development.



Figure 3-6 Balance needs

3.3.5 Objective 5: Provide a Range of Housing Options

One of the most important land-uses to be accommodated on the site is housing. Addressing the ever-increasing residential needs of the City means that providing affordable housing opportunities in well located areas is vital. With 65.3% of households in Sea Point earning less than a combined R25600 per month in 2011, the need for well-located affordable housing is a local one as well as a city one.

A mix of housing opportunities should be accommodated on the site, including open market and affordable housing at a medium to high-density range. A minimum of 200 affordable housing units have been set as an initial target to be 'feasible' compared to similar developments and property sizes; this will be tested at the scenario and financial feasibility stage. Maximising the site's potential and the number of residential opportunities is key, but a balance of all needs must be considered.



Figure 3-7 Provide range of housing options

4 DEVELOPMENT CONCEPT

4.1 Overall concept

Three (3) conceptual ideas have been developed from the key informants of the site and the proposed vision and objectives. These are:

1) link and connect, 2) activate and 3) celebrate.

Figure 4-1 illustrates the emerging concept which is described below:

Link and Connect by creating clear entry points onto the site in their existing locations where appropriate. Extend the surrounding street network onto the site to break up the developable area into smaller development parcel. Create a connection through the site between the mountain and the sea as an extension of Heathfield and Ellis Roads. Upgrade the public realm of surrounding streets (and create high quality, people scaled internal streets) to improve pedestrian and bicycle user experience, focused on universal access and safe streets for children.

Activate the development with supporting land uses including a mix of residential, retail/commercial, and public amenity. Locate commercial activity along Main Road and continue the contextual pattern of an active ground floor with a positive interface. Ensure surveillance over the street from upper floor balconies and windows. Create a pilot project for a vibrant, mixed-use, development

accommodating a range of supporting uses integrated together.

Celebrate the unique qualities of the site, specifically the heritage components and mountain and sea views. Maximise the future site development while still respecting the need to visually maintain the open garden space along Main Road and give heritage elements the required setbacks. Ensure massing and form of buildings enhance and protect important views as well as the grain and nature of the site's context

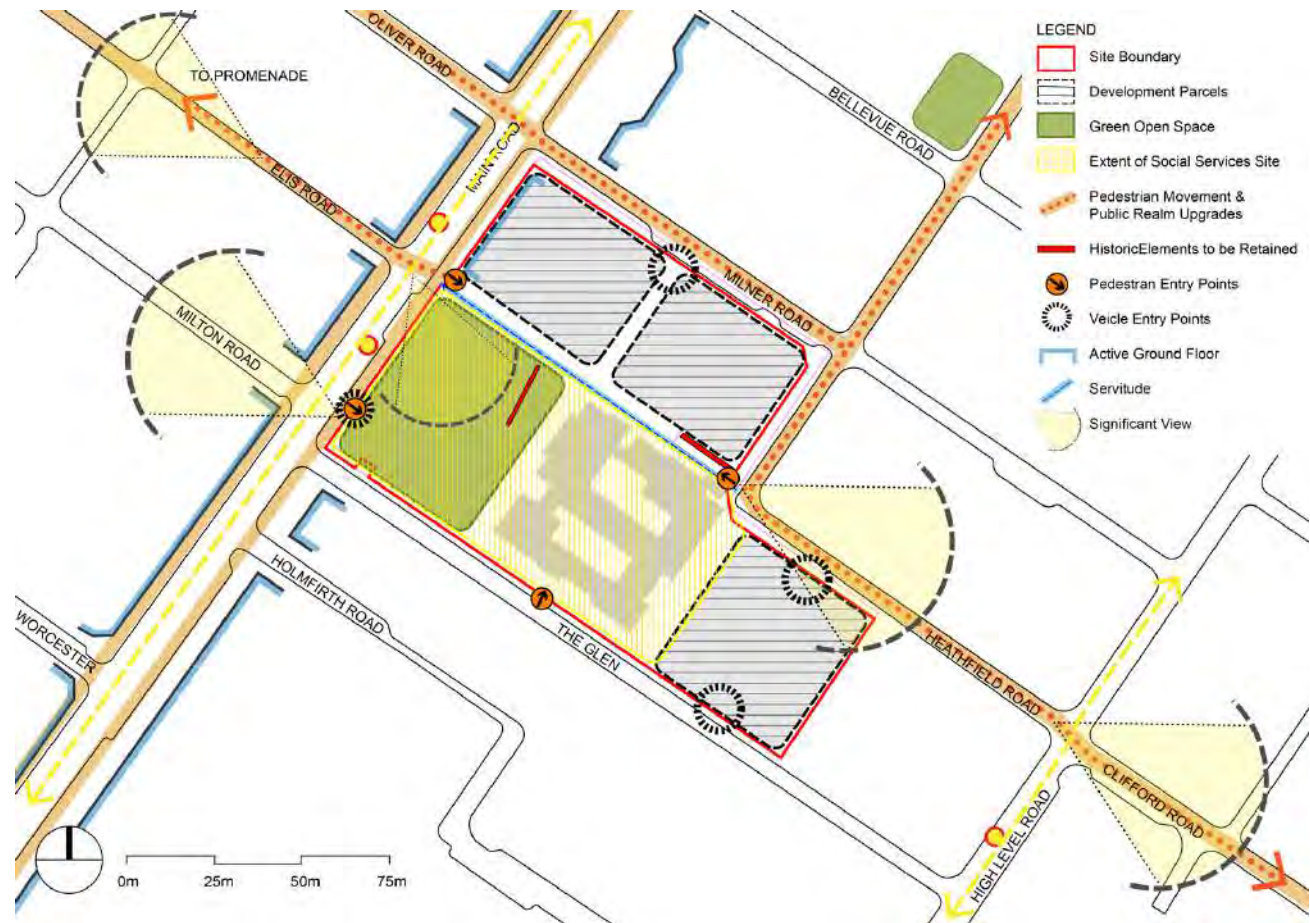


Figure 4-1 Emerging concept

4.2 Concept design options

Several design options were considered for the site. These were presented to stakeholders and inputs received during these preliminary engagements have been considered in the refinement of the initial concept ideas to create a development plan. These options vary in terms the housing market type mix, the building mass, height and the development parcels occupied.

The perimeter block typology is present through all the options providing a robust layout that can respond to the different market types. The perimeter blocks ensure that street edges are well defined, creating semi-private courtyards that provide secure pedestrian access to the different development parcels. The three development parcels are represented in Figure 4-2.

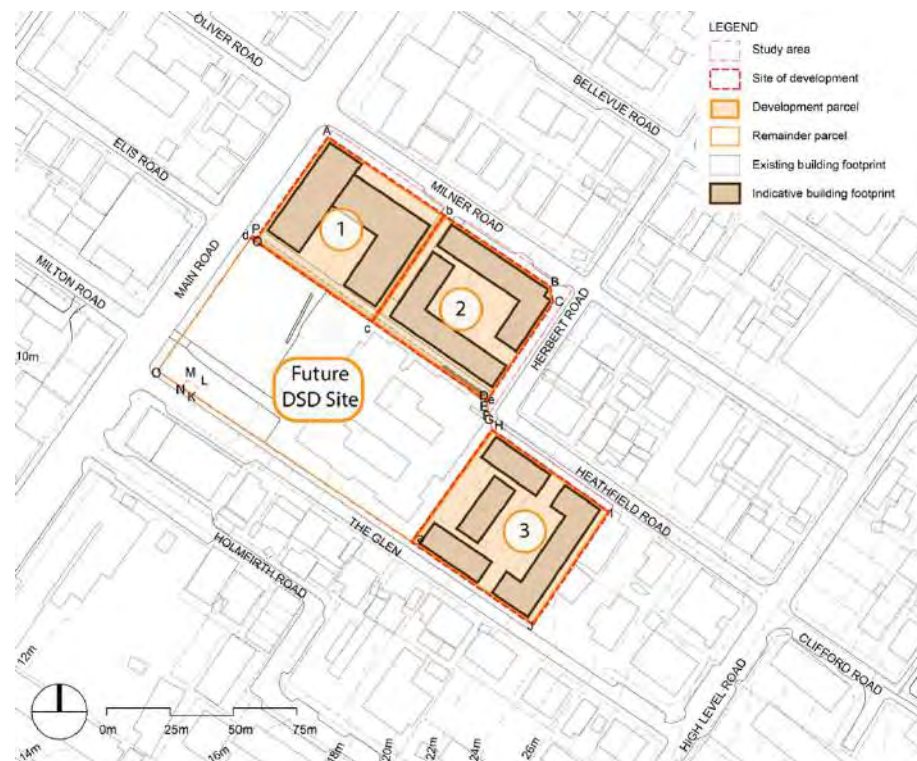


Figure 4-2 Development parcels

Document number 1, Revision 5, Date 2026/04/23

The conceptual options are presented below in diagrammatic 3D block models placed in the context. The colours added to the roof planes represent the type of housing: **Open Market**, **Affordable** and **Social Housing**.

4.2.1 Concept 1 - Embedded Social Housing

In this concept, only development parcels 1 and 2 are developed. A five-storey open market residential building with retail on ground floor, is proposed on parcel 1. Parcel 2 contains both affordable and social housing development blocks of 4 storey walk-ups, arranged around a multifunctional parking courtyard. The affordable housing interfaces with the street and direct pedestrian street access is possible and encouraged. The social housing is embedded on the site, accessed off the central courtyard, providing a positive interface on to the new pedestrian street. At grade parking is provided in the courtyard, combined with a super basement spanning both parcels, providing a combined total of 142 bays.

A total of 297 units are achieved with a market split of 163 Open Market, 71 Affordable and 63 Social Housing units.



Figure 4-3 Concept Design Option 1

4.2.2 Concept 2 – Integrated Approach

In this concept, development parcels 1, 2 and 3 are developed. As with concept 1, a five storey open market residential building with retail on ground floor, is proposed on parcel 1. Parcels 2 and 3, both contain integrated affordable and social housing development blocks of 4 storey walk-ups, arranged around multifunctional parking courtyards. The affordable housing units, interface with the street and direct pedestrian street access is encouraged. On both development parcels 2 and 3, the social housing is embedded on the sites, accessed off the central courtyards. At grade parking is provided in the courtyards, combined with a super basement on parcels 1 and 2, with a separate basement on parcel 3. A combined total of 222 parking bays are provided.

A total of 415 units are achieved with a market split of 163 Open Market, 131 Affordable and 121 Social Housing units.



Figure 4-4 Concept Design Option 2

4.2.3 Concept 3 – Maximise Development Potential

As with concept 2, all development parcels 1, 2 and 3 are developed. An 11 storey open market residential building with retail on ground floor, is proposed on parcel 1. A 4 storey walk-up social housing development is proposed on parcel 2, arranged around a multifunctional parking courtyard. It has a positive interface on to the streets, but pedestrian access is from the courtyard. A 4 storey walk up affordable housing development is located on parcel 3 with active interfaces on to the streets and the central courtyard space. Same as per concept 2, at grade parking is provided in the courtyards, combined with a super basement on parcels 1 and 2, with a separate basement on parcel 3. A combined total of 222 parking bays are provided.

A total of 571 units are achieved with a market split of 293 Open Market, 156 Affordable and 122 Social Housing units.



Figure 4-5 Concept Design Option 3

4.2.4 Preferred concept design

Option 3 was identified as the preferred option and four variations of it were further developed to test different ratios of housing market types. In all these variations of Option 3, the building mass and height remain constant. Option 4, a variation of Option 3D, was developed with a reduced height. **Error! Reference source not found.**, illustrates the development of these different concept design options.

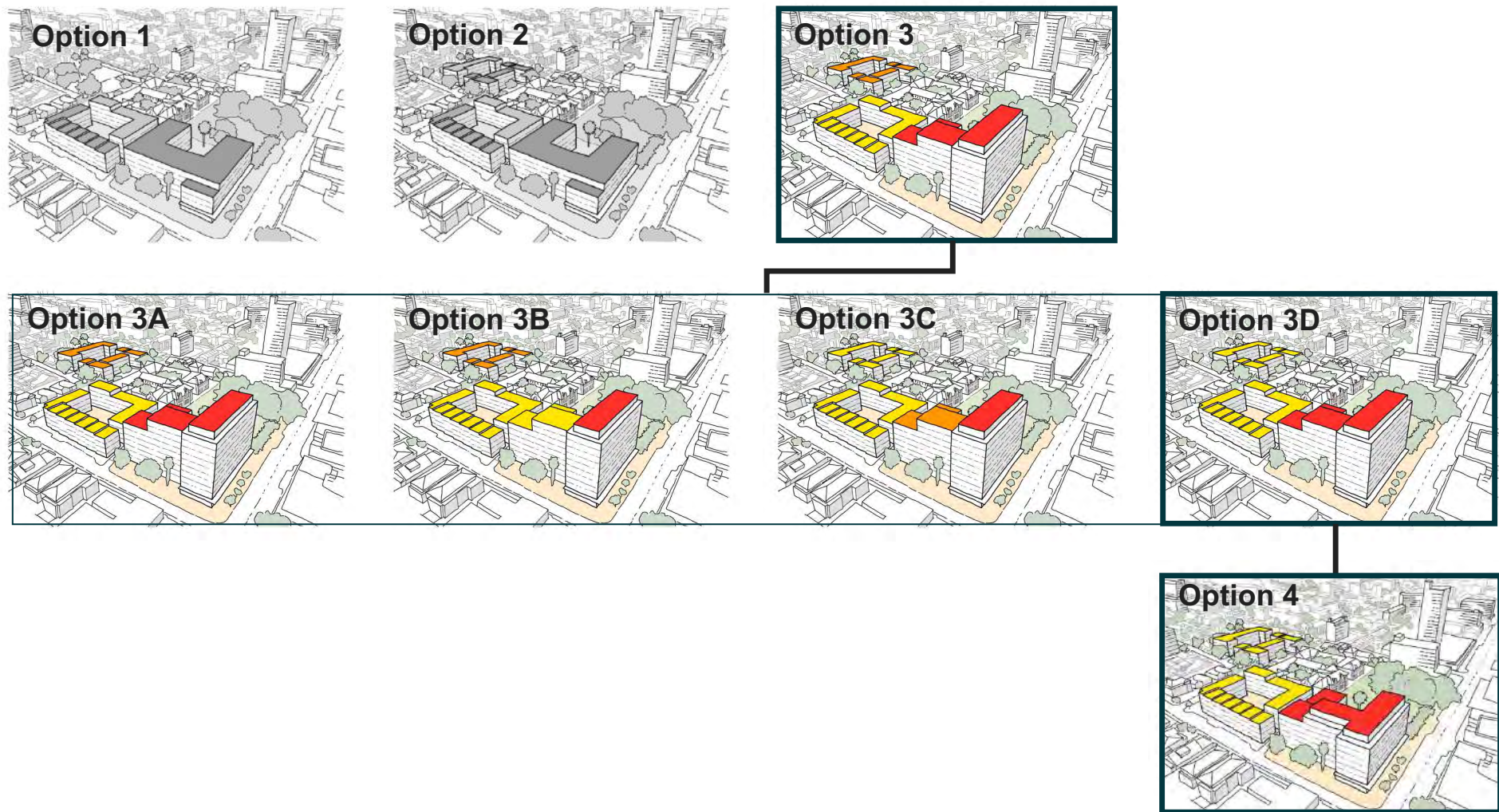


Figure 4-6 Concept design options

4.2.5 Concept Design 3A



Figure 4-7 Concept Design 3(A): Site plan layout

This is a refined version of Option 3, referred to here as Concept Option 3A, on which the other three variations were developed. Refer to *Concept 3 – Maximise Development Potential* on the previous page for a detailed description.

The at-grade parking in the parking courts are omitted and only provided in the basement levels. The courtyards are envisioned as dedicated multifunctional social spaces for the tenants of the housing developments, but emergency and service vehicle access are provided.

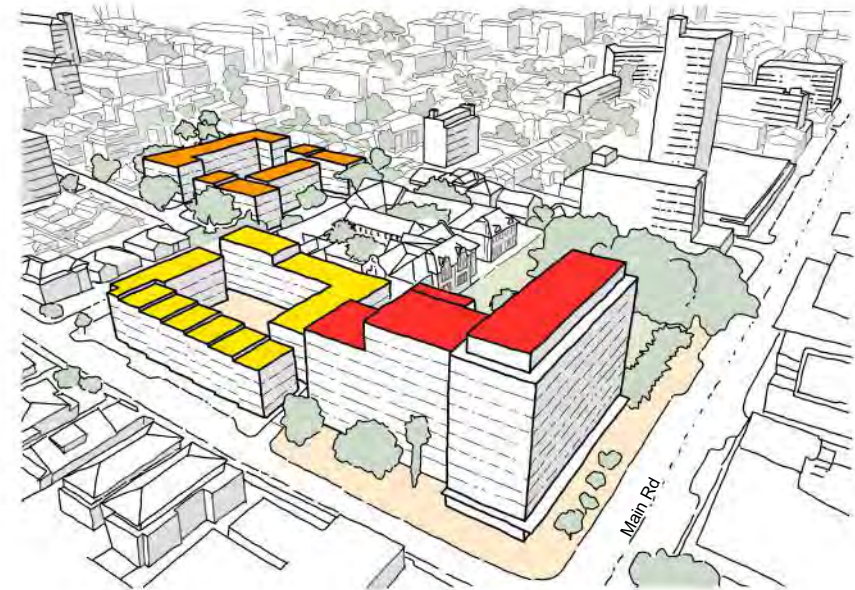


Figure 4-8 Concept Design 3(A): Massing model

4.2.6 Concept Design 3B



Figure 4-9 Concept Design 3(B): Site plan layout

In this variation, Concept Design 3B, only the 11 storey component on parcel 1 is allocated to open market residential units, with retail on ground floor. The remainder of the block is Social Housing with separated pedestrian access. A 4 storey walk-up social housing development is proposed on parcel 2, arranged around a multifunctional courtyard. It has a positive interface on to the streets, but pedestrian access is from the courtyard. A 4 storey walk up affordable housing development is located on parcel 3 with active interfaces on to the streets and the central courtyard space.

Parking is only provided in the basement levels, without any at-grade parking. The courtyards are envisioned as dedicated multifunctional social spaces for the tenants of the housing developments, but emergency and service vehicle access is provided.

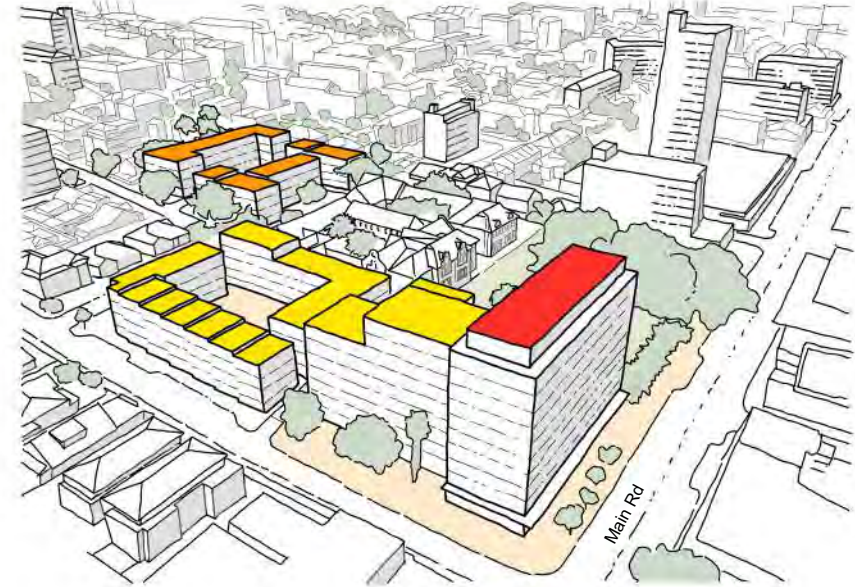


Figure 4-10 Concept Design 3(B): Massing model

4.2.7 Concept Design 3C



Figure 4-11 Concept Design 3(C): Site plan layout

In this variation, Concept Design 3C, the 11 storey component on parcel 1 is allocated to open market residential units, with retail on ground floor. The remainder of the block is Affordable Housing. On parcels 2 and 3, 4 storey walk-up social housing development blocks are proposed, arranged around multifunctional courtyards. It is envisioned that these blocks have positive street interfaces, but that pedestrian access is from the courtyards.

Parking is only provided in the basement levels, without any at-grade parking. The courtyards are envisioned as dedicated multifunctional social spaces for

the tenants of the housing developments, but emergency and service vehicle access is provided.

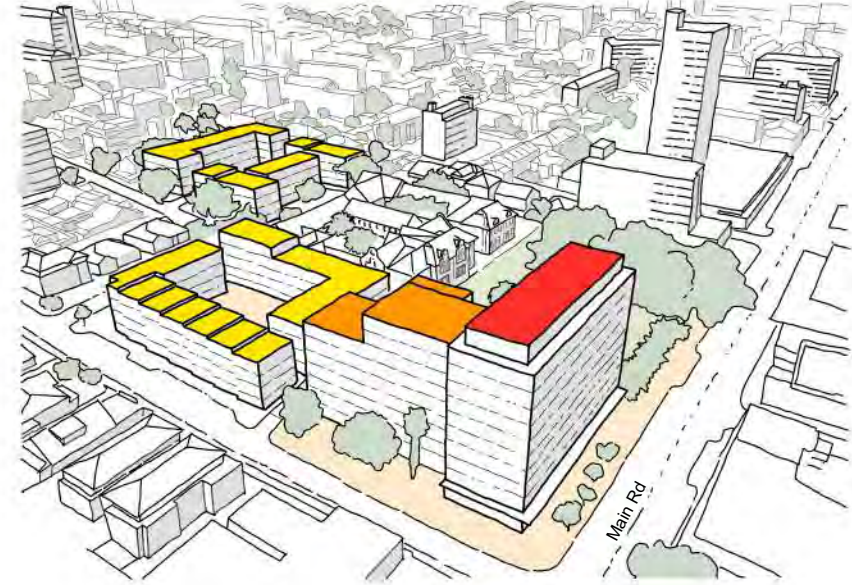


Figure 4-12 Concept Design 3(C): Massing model

4.2.8 Concept Design 3D



Figure 4-13 Concept Design 3(D): Site plan layout

In this variation, Concept Design 3D, the entire 11 storey building on parcel 1, is Open Market Residential with retail on ground floor. The remainder of the development, parcels 2 and 3, are proposed for 4 storey walk-up social housing arranged around multifunctional courtyards. It is envisioned that these blocks have positive street interfaces, but that pedestrian access is from the courtyards. In this concept, Affordable Housing is omitted.

Parking is only provided in the basement levels, without any at-grade parking due to the limited development space, the need for social space and the aim of maximizing available development area.

The courtyards are envisioned as dedicated multifunctional social spaces for the tenants of the housing developments, but emergency and service vehicle access are provided.

Figure 4-13 and Figure 4-14, represent the site plan and the massing model. The mass model of Concept Design 3D inserted in the context, is shown in Figure 4-17 to Figure 4-20.

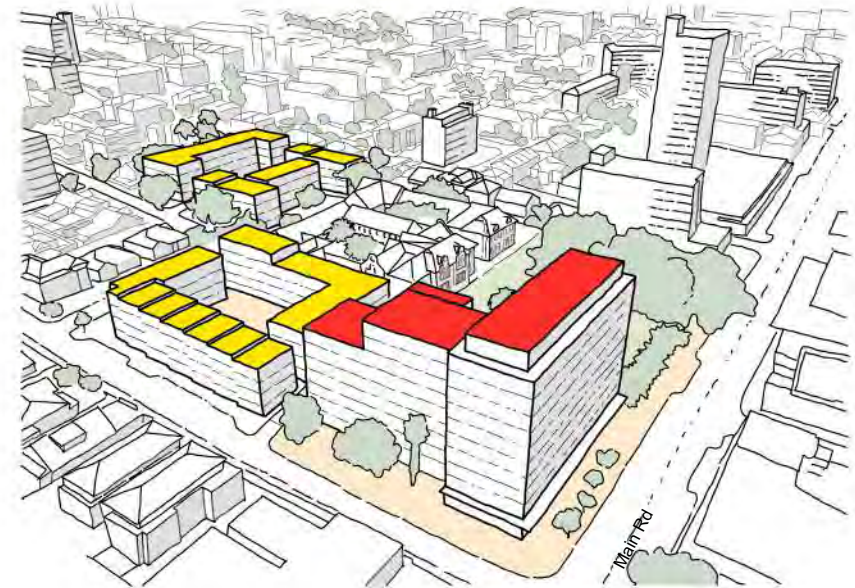


Figure 4-14 Concept Design 3(D): Massing model

Option 3D was recognised by the client, professional team and stakeholders, as the option that maximised the site potential and provides the largest number of social housing units. It achieves a good spatial and financially viable balance of social housing and open market units. However, the 11 storey height along Main Road, supported by the City's DSDF (Jan 2023), was considered too tall for the immediate context and the impact it has on the heritage resources of the adjacent (Ellerslie School) site. A refinement of this option was explored.

4.2.9 Concept Design 4 – Reduced Height

A reduced height variation of Option 3D was developed to reduce the height of the open market residential building on Main Road from a 11 storey to 8 storey building.



Figure 4-15 Concept Design 4: Site plan layout

As per Concept Design 3D, the entire building on parcel 1, is Open Market Residential with retail on ground floor, at a total height of 8 storeys.

As per Option 3D, the remainder of the development, parcels 2 and 3, are proposed for 4 storey walk-up social housing arranged around multifunctional courtyards. It is envisioned that these blocks have positive street interfaces, but that pedestrian access is from the courtyards.

Parking is only provided in the basement levels, without any at-grade parking due to the limited development space, the need for social space and the aim of maximizing available development area.

The courtyards are envisioned as dedicated multifunctional social spaces for the tenants of the housing developments, but emergency and service vehicle access are provided.

Figure 4-15 and Figure 4-16, represent the site plan and the massing model. The mass model of Concept Design 3D inserted in the context, is shown in Figure 4-17 to Figure 4-20.

As per Concept Design 3D, Affordable Housing has been omitted from this option.

Option 4 is the preferred concept design option.

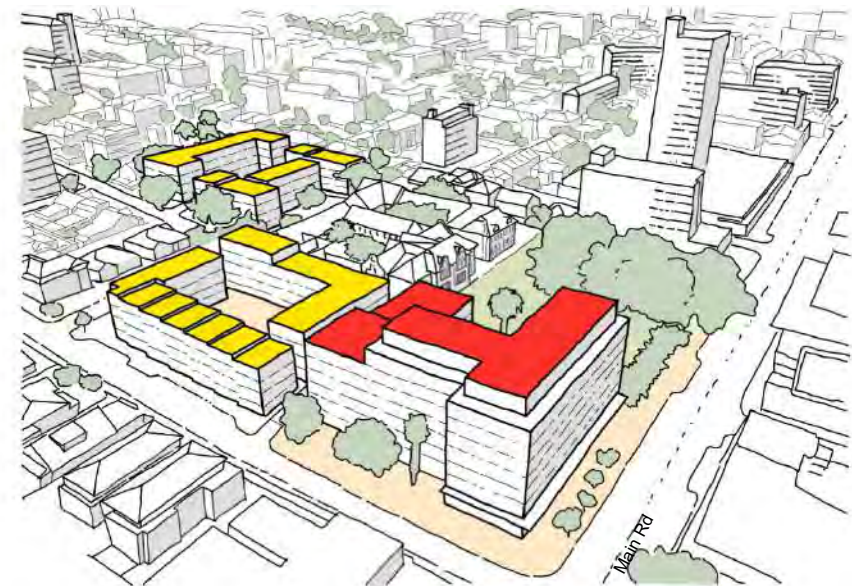


Figure 4-16 Concept Design 4: Massing model



Figure 4-17 Mass model in context viewed from East



Figure 4-19 Mass model looking down Main Road in southerly direction



Figure 4-18 Mass model in context viewed from southwest



Figure 4-20 View of mass model looking in northerly direction

4.3 Development footprint

The proposal covers a total site area of 8647.5m² split over the three development parcels 1, 2 and 3 as indicated in Figure 4-21.

The table below, Table 2, provides the proposed building footprints and coverage over the three development parcels.

The remainder of the site, referred to as open space, is a combination of hard and soft landscaping which is described in 4.7.

Dev. Parcel.	Dev. Parcel Area (m ²)	Proposed building footprint (m ²)	Coverage
Parcel 1	2765	1532	55%
Parcel 2	2782	1298	47%
Parcel 3	3100,5	1441	46%

Table 2 Coverage breakdown



Figure 4-21 Development footprint

4.4 Maximum development areas

The following figures, Figure 4-22, Figure 4-23 and Table 3, illustrate the maximum development potential in terms of number of floors and net building areas.

An 80% efficiency ratio is assumed to calculate the nett building area.

Building footprint	Number of floors	Nett building Area (m ²)
1	8	3 390
2	5-8	3 715
3	4	2 240
4	4	2 120
5	4	840
6	4	2 080
7	4	880
8	4	800
Total Residential GLA		16 065m ²
Retail GLA (Footprint 1 & 2 only)		1 200 m ²

Table 3 Summary of development areas

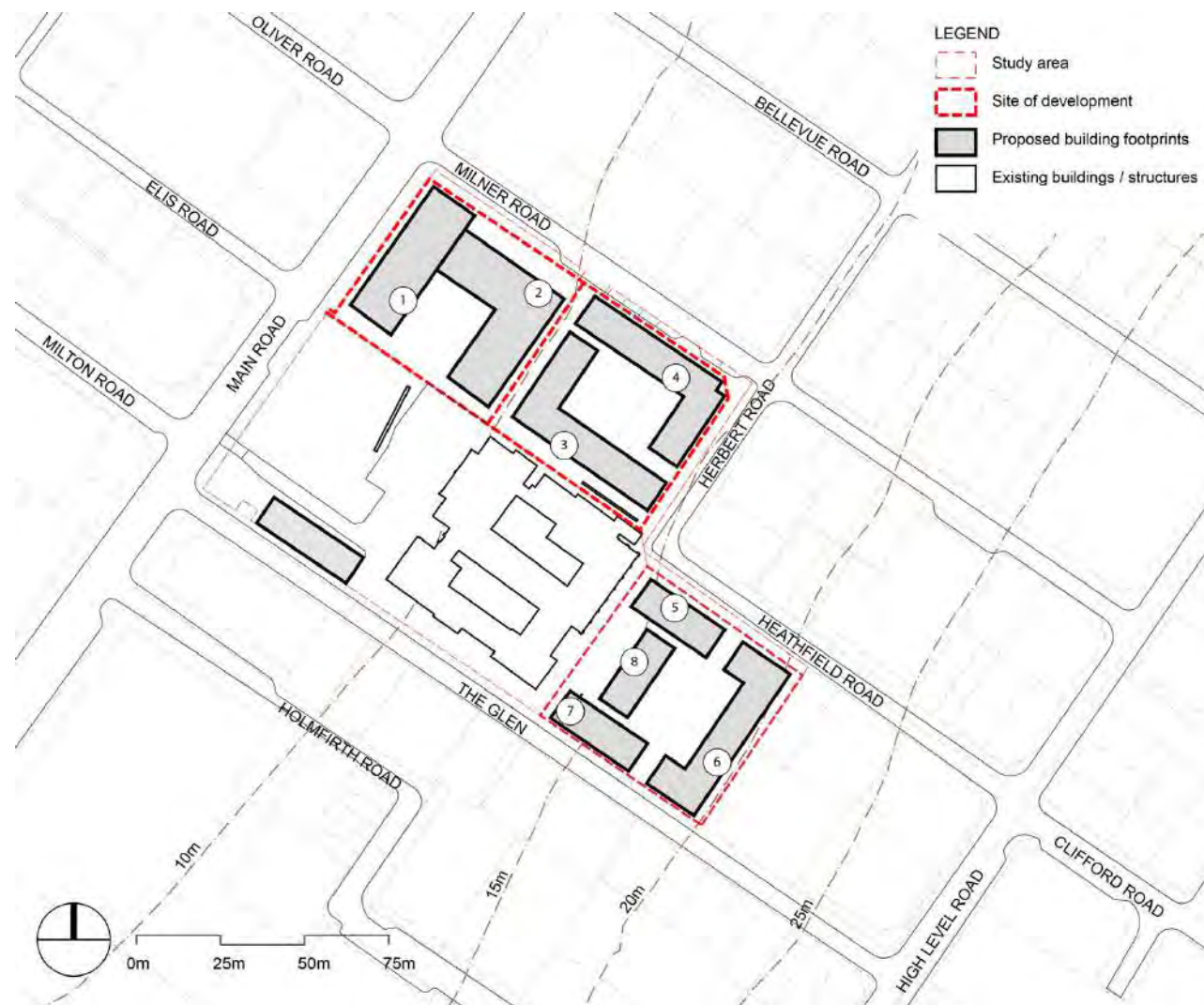


Figure 4-22 Development envelope

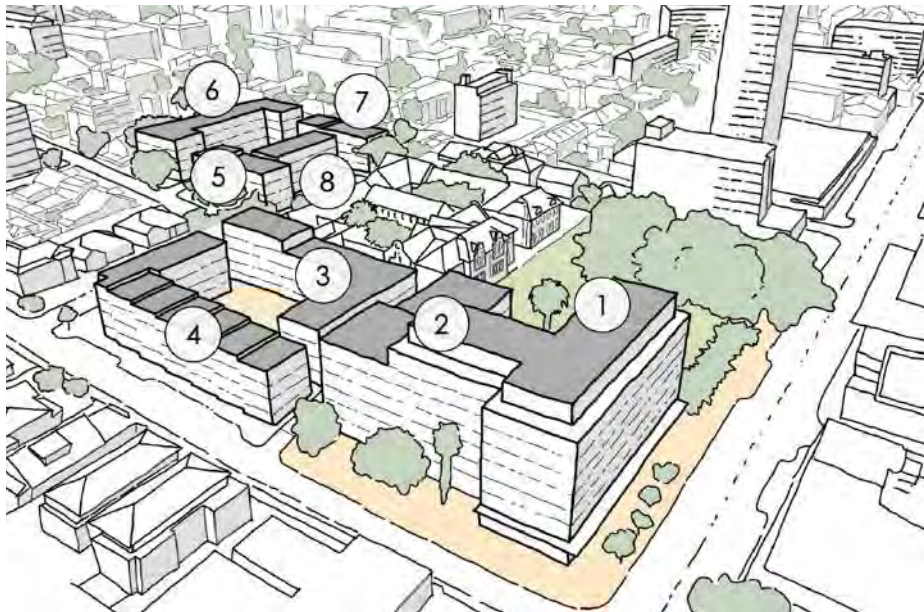


Figure 4-23 Key to building footprints

4.5 Proposed development potential

Using the development areas presented in Table 3, a percentage based formula is applied to determine the number of Studio, 1 Bedroom, 2 Bedroom and 3 Bedroom units for Open Market and Social Housing respectively. The following are the assumptions used for the unit yields:

4.5.1 Unit sizes and ratios for Open Market Housing:

Micro/ Studio Units – 20/unit	15%
1 Bedroom Units – 30/unit	35%
2 Bedroom Units – 60/unit	35%
3 Bedroom Units – 80/unit	15%

4.5.2 Unit sizes and ratios for social housing (based on SHRA standards):

Bachelor/ Studio Units – 20/unit	5%
1 Bedroom Units – 30/unit	45%
2 Bedroom Units – 45/unit	45%
3 Bedroom Units – 60/unit	5%

4.5.3 Floor areas and unit yields

The proposed development floor areas and unit yields for Option 4, is presented below. A total of ±440 residential units are possible within the residential land use yield basket modelled. It is proposed that the social housing units be maximised in future detailed development proposals, capped at a minimum of 200 units. The unit split is subject to grant availability and market conditions at implementation.

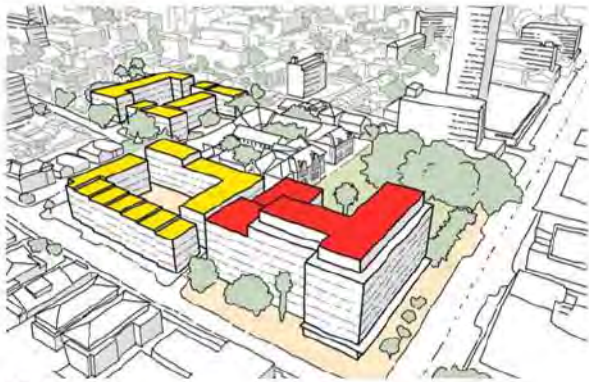
		
Retail GLA	±1200m ²	
Res. GLA	±16,065m ²	
Housing type:	Open Market	Social Housing
Market total:	±220	±220
% split	50%	50%
Total units:	±440	

Table 4 Proposed Development Potential of Option 4

4.6 Access and movement

The development is well integrated into its context and surrounded by a number of streets. Different forms of access is provided as illustrated in Figure 4-24. The development is highly accessible to both MyCiTi and Taxi Routes, with a MyCiTi station directly adjacent to the development with several more within a 20-minute walk from the site. MyCiTi and Taxi routes are also located along High-Level Road and Beach Road. The highly accessible nature of the development reinforces its transit-orientated character adding to its desirability as a residential development

4.6.1 Non-motorised transport and pedestrian connectivity

An improved public realm with NMT facilities is proposed along Main Road in front of development parcel 1. Pedestrian entrances to access the ground floor and the residential floors above, is encouraged here to ensure the edge is active and responds to its context of active ground floor edges.

A public right of way pedestrian street is proposed to run from Main Road, through the centre of the site towards Heatherfield Road. The development needs to respond to this, and additional pedestrian entry points could be provided along this edge. This link also serves a public function, by linking the promenade with Signal Hill, reinforcing the mountain to sea connection.

4.6.2 Emergency Access

Emergency and service vehicle access to the semi-private courtyards are proposed from Heatherfield Road and Herbert Road.

4.6.3 Vehicular access

Other than the emergency access, the development does not have any at-grade vehicular access. There are two basement ramp access points to the development, one per development parcel. Development parcel 1 is accessed off Milner and development parcel 2 is accessed off The Glen.

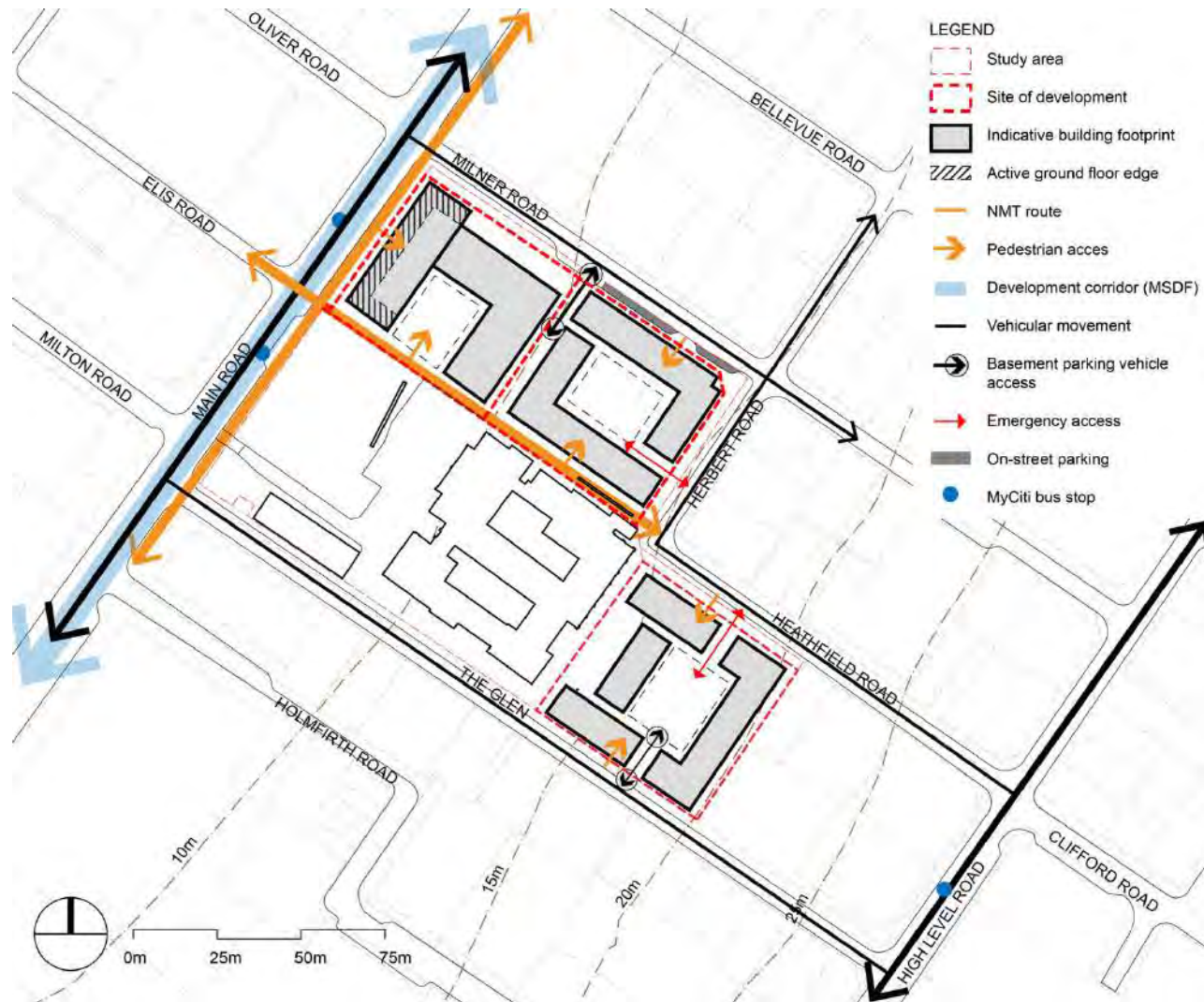


Figure 4-24 Access and Movement

4.7 Public realm and open space

The site is in a dense urban area and, as shown in Figure 4-25, there are a number of public amenities within convenient walking distance (5 min) of the site. These are the Sea Point Promenade, the beach, access to the Table Mountain Reserve, numerous pocket parks, Places of Worship and retail centres.



Figure 4-25 Public amenities in the area

As illustrated in Figure 4-27, the development responds to the activity and pedestrian movement along Main Road with an active ground floor use. A wide public 'stoep' to the development is proposed by integrating and consolidating the verge with a spill out space that acts as a social space for the development and surrounds.

The parent erf has an established park-like green open space that is currently integrated with the proposed subdivided parcels 1 and 2 of the site. However, this park will be fenced off from the proposed development and form part of the social facilities site. The intention is that the development visually integrates with the green open space through a courtyard facing the park.

A series of semi-private courtyards are proposed to provide social amenities, secure access to the development parcels, natural lighting and ventilation to the units, as illustrated conceptually in Figure 4-26.

It is proposed that a public right of way pedestrian street is established over the existing stormwater servitude that runs from Main Road, through the centre of the site towards Heatherfield Road. This allows for additional pedestrian entry points to the development from the southwest. This link also serves a public function, by linking the promenade with Signal Hill, reinforcing the mountain to sea connection. Refer to Design Guidelines Report.



Figure 4-26 Semi-private multifunctional courtyards

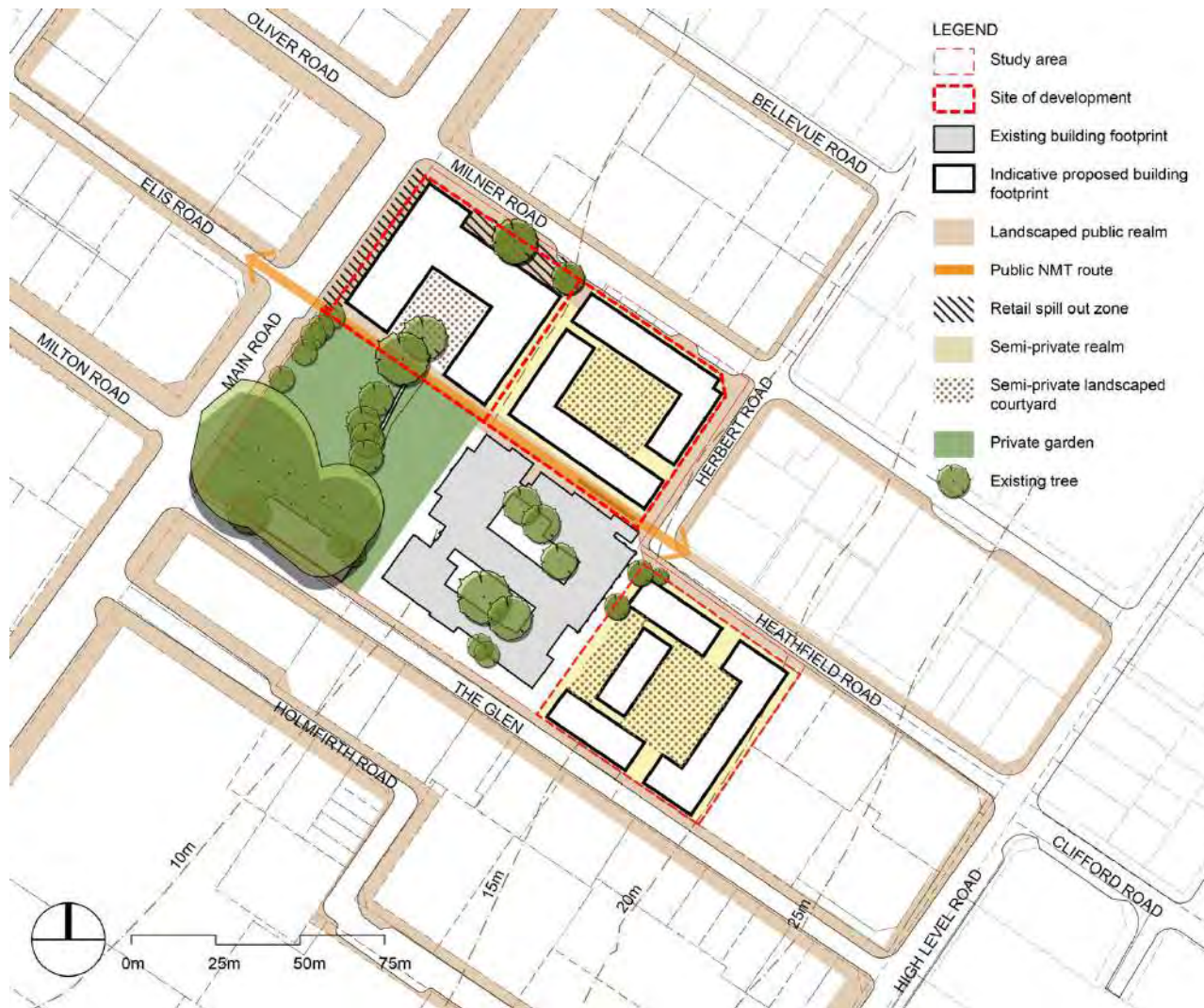


Figure 4-27 Open space system



Figure 4-28 Public to Private Gradient

Figure 4-28 illustrates the privacy gradient of the buildings and the surrounding space. The street space represented by the road reserves and public right of ways, are considered the public

realm and freely accessible by all. To note, the pedestrian street running through the study area is part of the public realm.

The proposed courtyard on development portion 1 is considered semi-public realm as it is accessible by the public but with managed access. The private garden on the DSD site is semi private as public access is not guaranteed. This however, should remain visually accessible.

The courtyards contained in the old Ellerslie School Buildings on the DSD Site and the courtyards in the Social Housing development blocks, are considered private.

4.8 Land Use

A mix of land uses is provided within the development as illustrated in Figure 4-29. The majority of the development is residential, but some retail is provided on Main Road, to achieve a mixed-use development.

4.8.1 Ground Floor Land Use

The development has a residential land use on ground floor on development parcels 2 and 3. On development parcel 1, a retail or commercial land use is envisaged that responds to the activity along Main Road. The ground floor across the development asks for active street interfaces and where this might not be possible (ie. SHRA access management requirements) and access are through the internal semi-private courtyards, positive street interfaces are encouraged on ground floor level and can be achieved through large windows and overlooking features on the upper floors. Direct access should be considered along the new public NMT route.

4.8.2 First Floor Land Use

All the upper floors have a residential land use, but with mixed market type units. This should offer a diverse mix of residential accommodation that provides a range of housing options to different income groups on one site. This needs to inform the architectural response and façade articulation, resulting in a diverse and vibrant development that echoes the diverse community it houses.

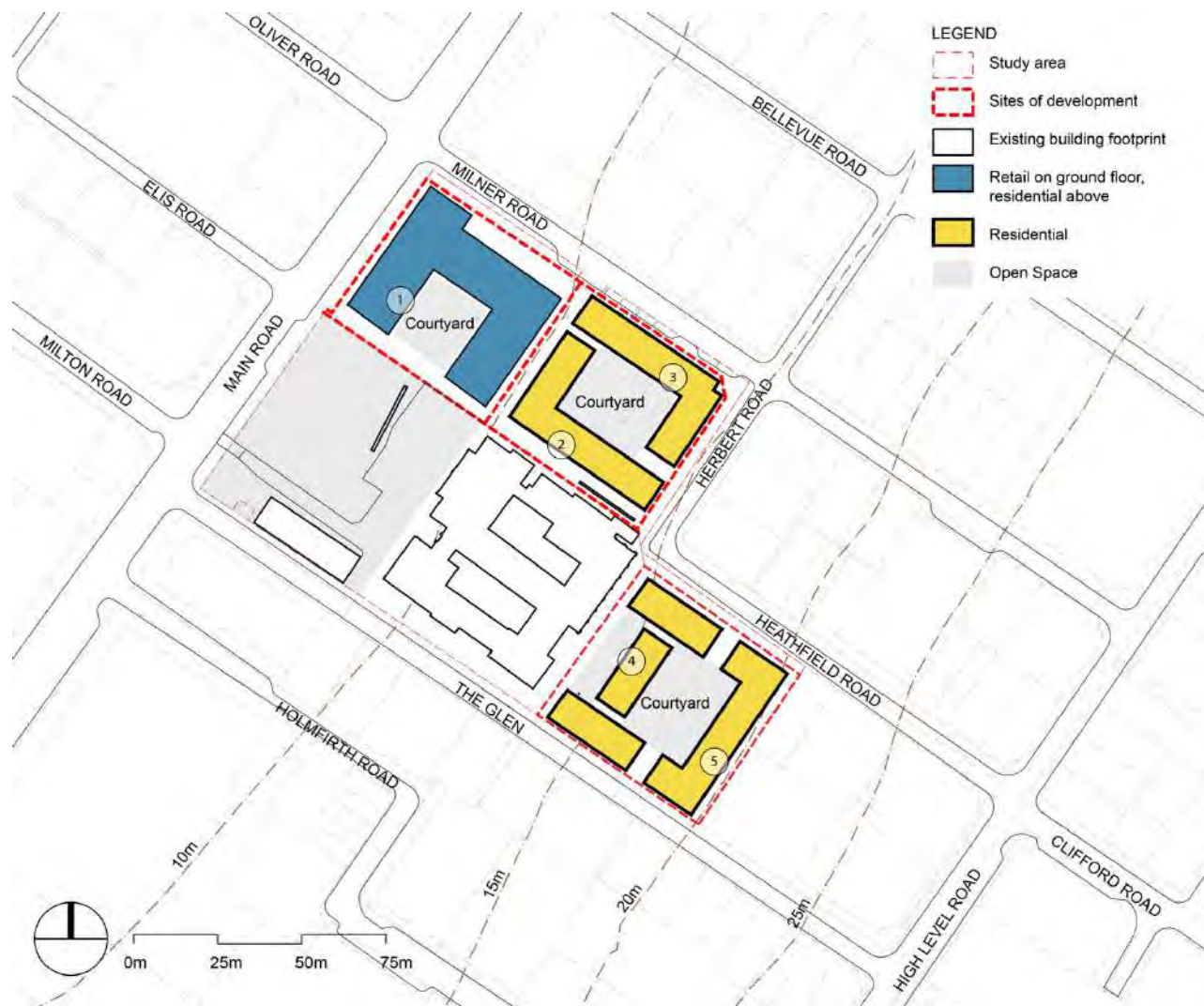


Figure 4-29 Land use

4.9 Height and massing

The distribution of height is illustrated in Figure 4-30 below and sections Figure 4-31 and Figure 4-32. It shows a gradation of height from 4 storeys closest to High Level Road, to 8 storeys on Main Road.

To respond to the fine grain, low rise residential context, the four storey buildings are envisioned to follow the topography and have stepped floor plates and roofscapes to achieve a fine grain character. The Social Housing developments are located in the 4 storey blocks, which is a suitable height for walk-up access that does not have to rely on lifts for vertical circulation, providing cost savings to this market type.

There are several tall residential buildings along Main Road and based on the City of Cape Town's Municipal Spatial Development Framework, Main Road is identified as a Development Corridor, where 11 storeys heights are encouraged. However, to sensitively respond to the immediate context and to minimise the impact on the heritage resources of the Ellerslie School Building site, whilst achieving a critical mass, the height is capped at 8 storeys. The building rises from 5 storeys up to 8 on Main Road on development parcel 1. This building would require lifts for vertical circulation.

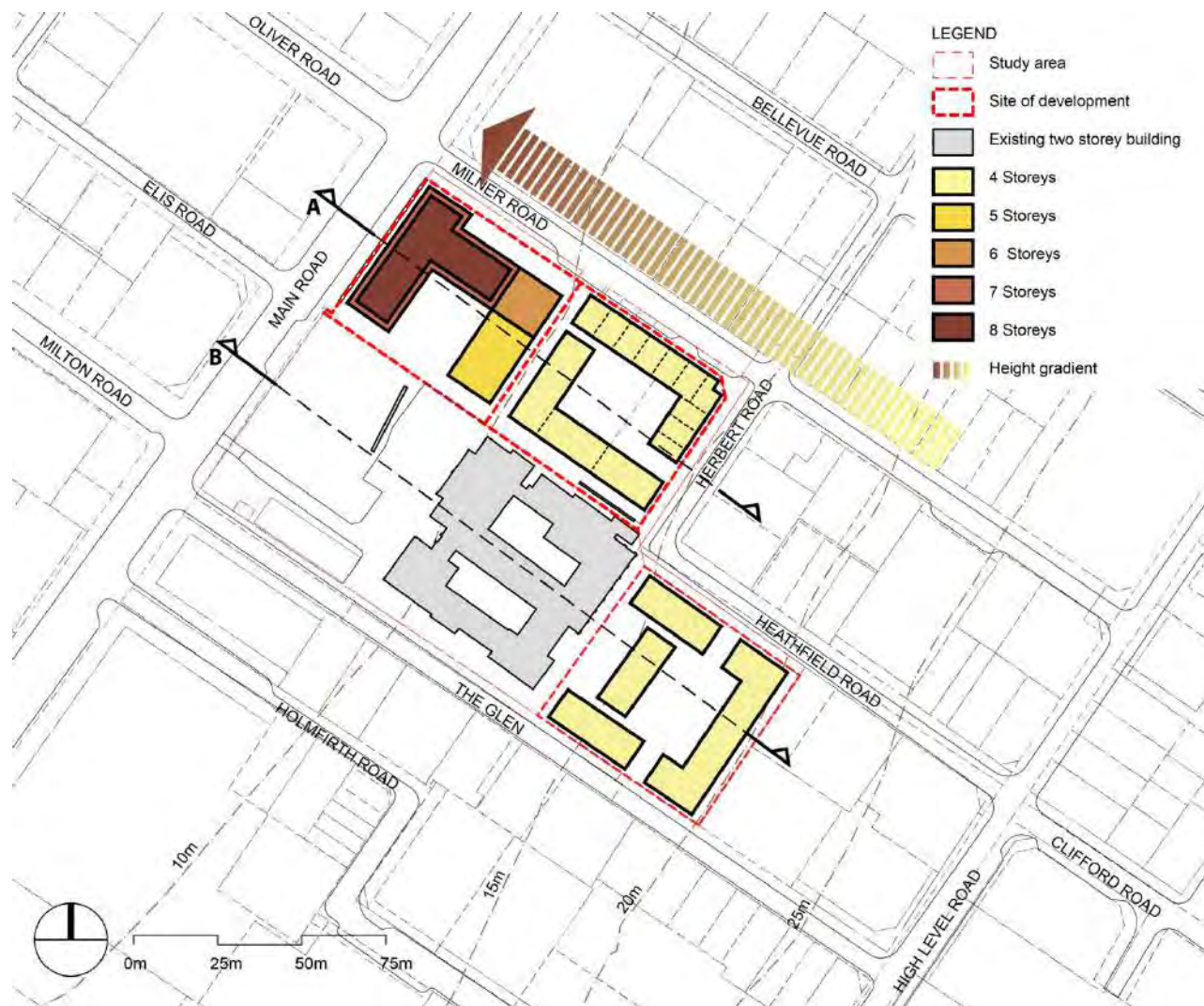


Figure 4-30 Proposed height distribution across the site



Figure 4-31 Section A

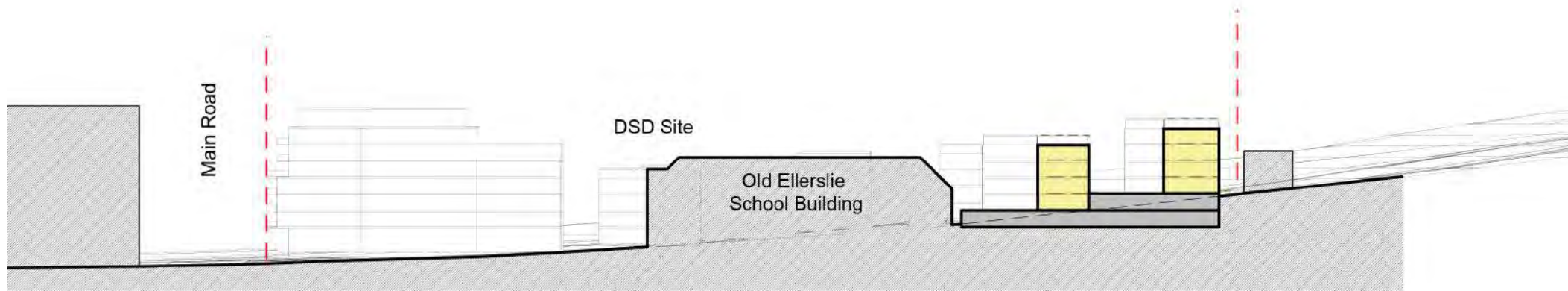


Figure 4-32 Section B

4.10 Parking

The site is located in a PT2 zone and a zero parking requirement is applicable. However, to respond to the market needs and considering other similar developments in the area, parking is provided in the form of basement parking at a ratio of approximately 0,5 bays per residential unit. This translates to approximately 220 parking bays required in total over the three development blocks. A further 10 bays on development parcel 3 need to be provided for the Department of Social Development site

Figure 4-33 illustrates one level of a typical super basement layout. Two levels are proposed for development blocks 1 and 2 which yields roughly 240 bays. A further 60 bays are provided as a separate basement on development block 3. The total number of parking bays provided are 300. Excluding the 10 bays provided for the Department of Social Development site, a total of 290 parking bays are dedicated to the housing development .

Vehicular access to basements 1 and 2 are off Milner Road and basement 3 is accessed from The Glen Road.

As illustrated in Figure 4-31 and Figure 4-32 on the previous page, stepping, sloping or half basements could also be considered to respond to the topography.

Currently there are also 6 public on-street parking bays in Milner Road.

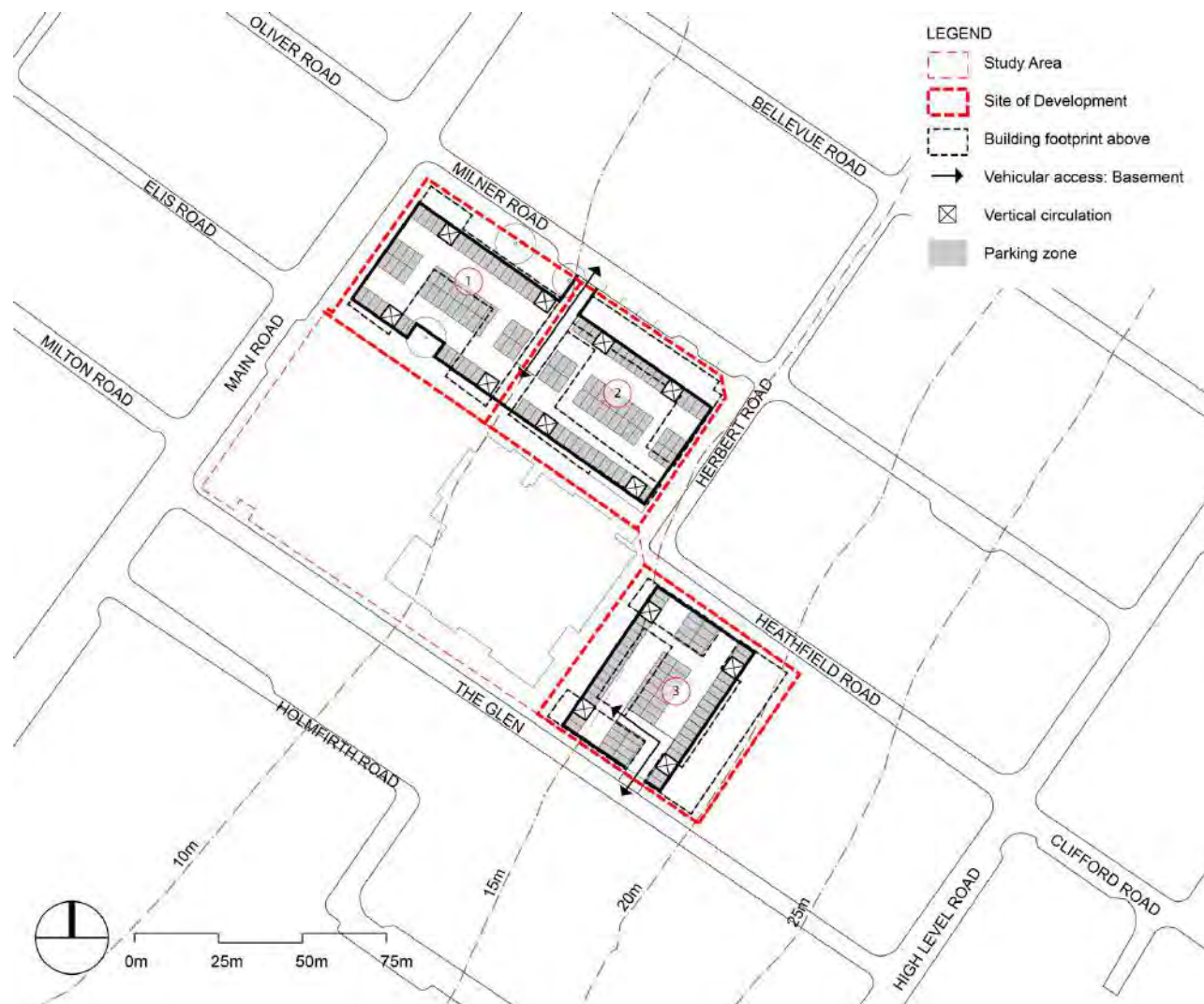


Figure 4-33 Indicative basement parking layout

4.11 Sun Study

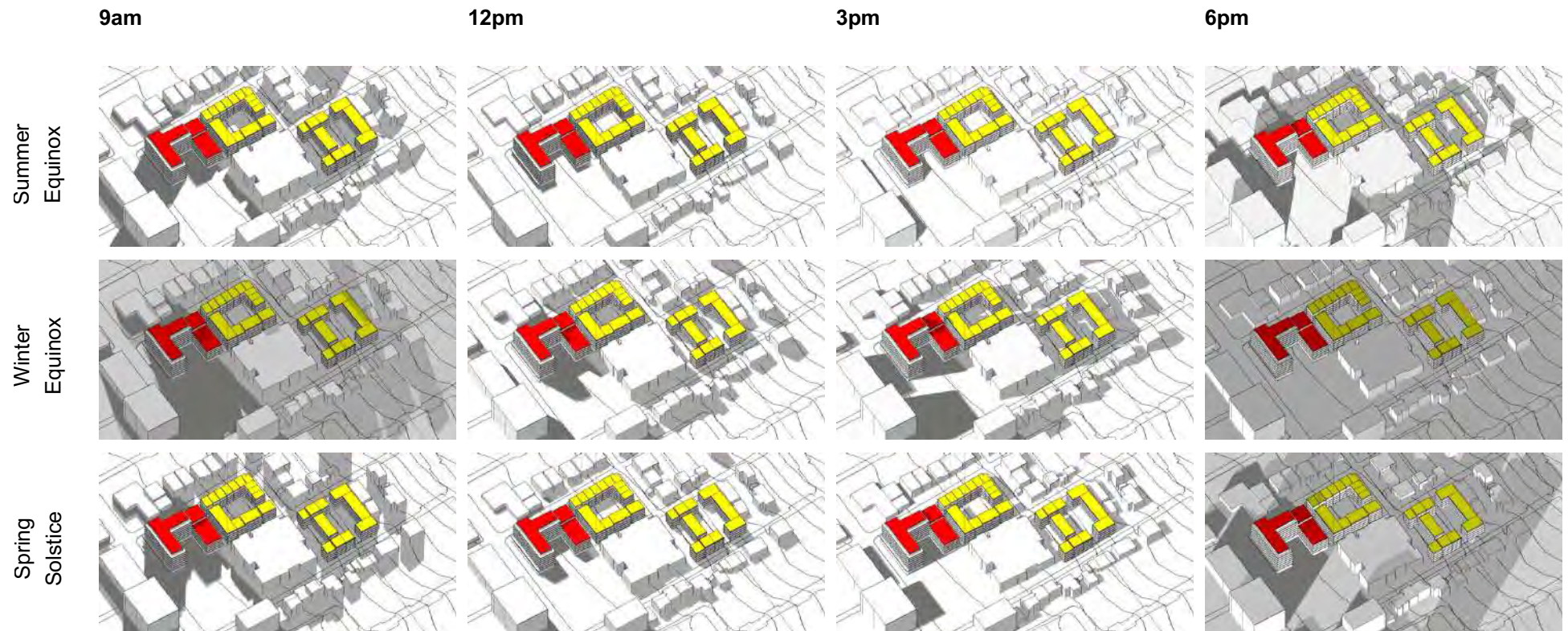


Figure 4-34 Sun study

A high level sun study is presented in Figure 4-34.

The tallest component of the development is situated on the corner of Main and Milner roads, which is the north western corner of the development. The height here does cast shadows on the public realm of Main Road in the early morning throughout the year, but from mid morning to sunset, it has no effect on Main Road. Some shadowing is present in Milner Road in the afternoon, but little to zero overshadowing of neighbours in Milner Road. The building casts some shadows on to the park, which lies directly south of it, but the proposed envelope is envisioned to step down from 8 to 5 storeys to minimise impact on the park and the Ellerslie School building.

The proposed development on parcels 2 and 3, are limited to four storeys and follows the slope of the topography, to minimise the overshadowing on the public realm and neighbours.

In all of the proposed buildings, the floorplates are quite narrow and limited to single banked residential units, to ensure that if the development overshadows itself, that a unit has at least one side that has consistent good sunlight exposure.

4.12 Development Fixes

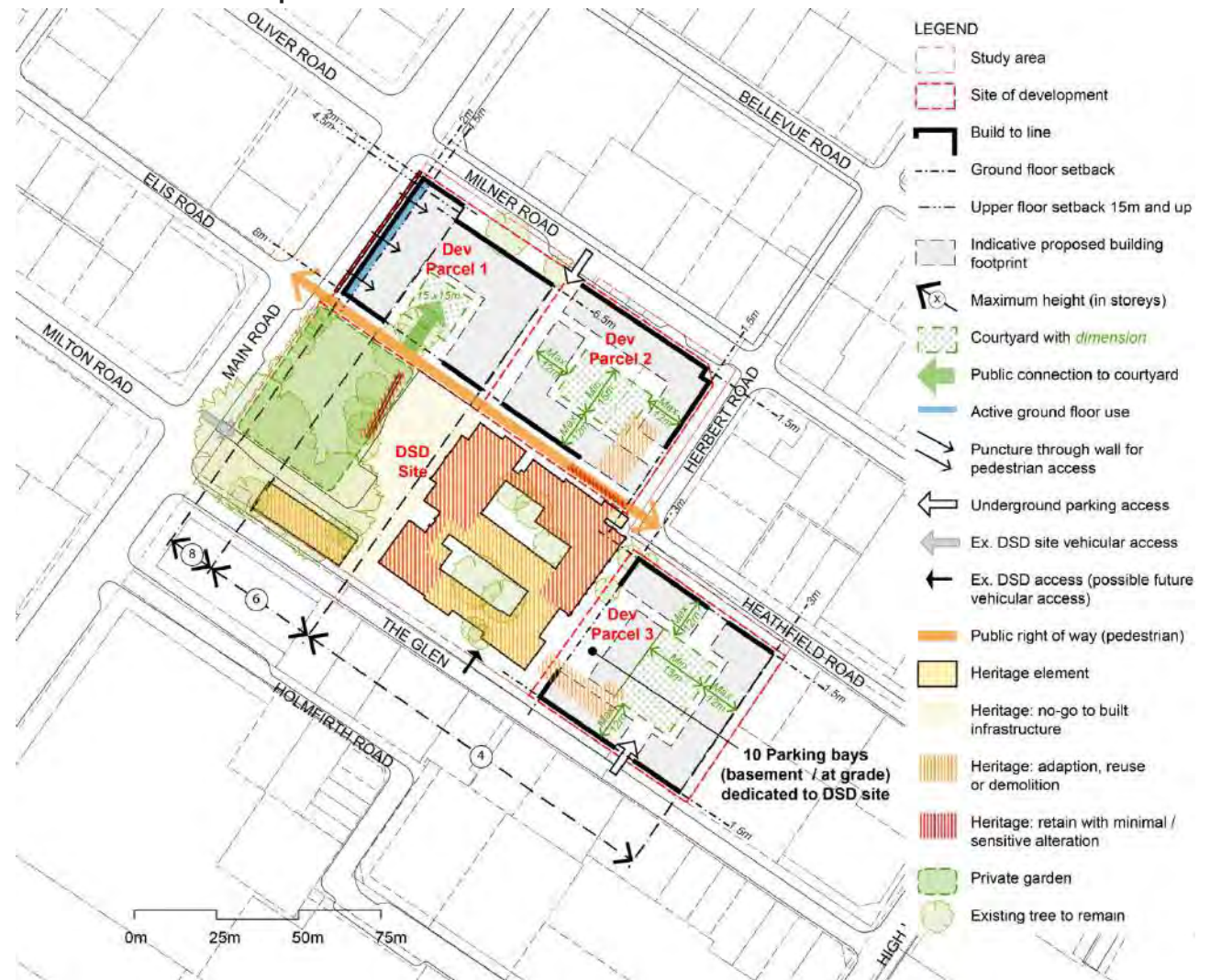


Figure 4-35 Development Fixes

Development fixes for the study area are presented in Figure 4-35. It specifies the fixes for Development Portion 1, 2, 3 and the future DSD site.

The fixes relate to build to lines, ground and first floor setbacks, maximum height zones, minimum sizes for courtyards, where active ground floor edges are required, vehicle access points, heritage elements and their gradings, which trees need to remain and other fixes such as the private garden that needs to remain as soft landscaped forecourt space to the DSD site.

The Development Fixes need to be read in conjunction with the Design Guidelines Report that delves into more detail in terms of design guidelines.

4.13 Next steps

The next steps involve, finalising the comprehensive land use motivation report for the rezoning and subdivision of the site.

The land use motivation report will form the foundation for the formal planning application process and must demonstrate compliance with municipal planning policies and zoning requirements.

APPENDICES

The following documents are available as appendices to this report:

Appendix A – Contextual Analysis

L121/22: Provision of Professional Services for Proposed Site Enablement: 353 on Main

Reference: 1002717

14 November 2023

Document number: Phase b!: Contextual Informatns_1002717

Appendix B – Preliminary Stakeholder Engagement Process – Comments and Response Report (May – June 2025)

353 on Main, Sea Point (Tafelberg) Project

(Consolidated Erf1424-RE, Sea Point)

30 July 2025

Document prepared by:

Zutari (Pty) Ltd

Reg No 1977/003711/07

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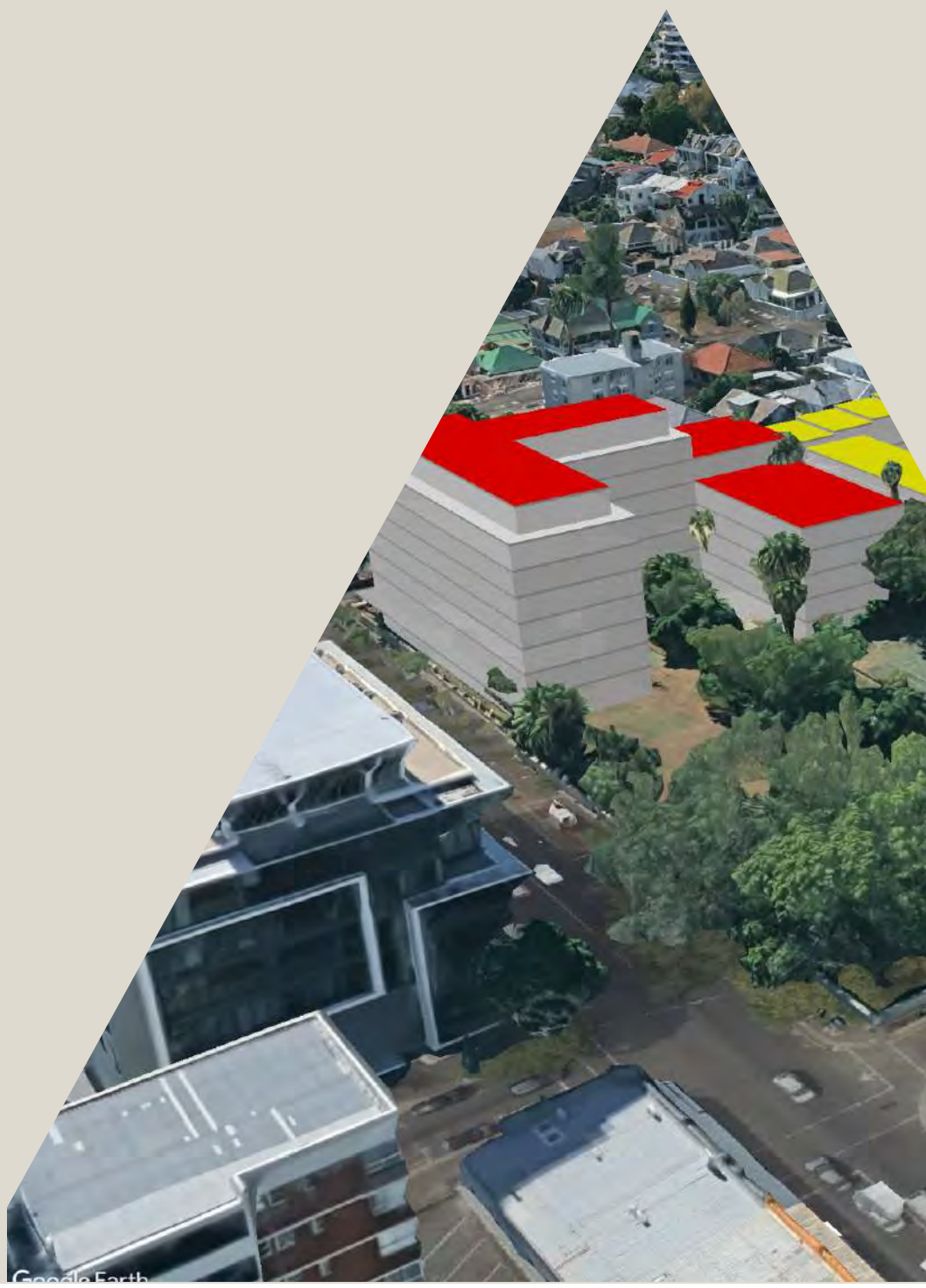
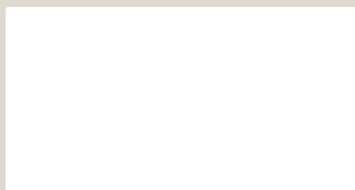
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