



Western Cape
Government

BETTER TOGETHER.



Investing in the Western Cape

The Western Cape Provincial Government, through its Cape Town Central City Regeneration Programme, aims to:

- Unlock Cape Town's potential to become a city that serves the needs of all its citizens as one of great cities of the world;
- Leverage private sector investment, capacity and expertise;
- Refurbish and achieve savings in the operation and maintenance of its portfolio and
- Generate an annuity type income stream to finance provincial property development and maintenance.

This program will stimulate local economic development, create new jobs and opportunities for empowerment, provide access to the city's resources and facilitate social cohesion and well-being. An added objective is to achieve greater environmental sustainability and energy efficiency through the use of new technologies.

This pioneering programme will lead the way and is designed to be replicated elsewhere in the Western Cape and in the rest of South Africa.

As a first step in pursuit of this objective, the Department of Transport and Public Works has identified four potentially lucrative properties in the CBD as investment opportunities. Information on these is provided in this brochure, which should be read in conjunction with the Expression of Interest issued by the Department, on 17 March 2014.

The Core Functions of Transport and Public Works

As Transport and Public Works, our mandate is to provide the following:

- property management services and accommodation for Provincial government departments
- build roads and infrastructure;
- provide traffic management and public transport services;
- co-ordinate the Expanded Public Works Programme.

Our Vision

To create an open opportunity society for all so that people can live lives they value.

Our Mission

To develop and maintain appropriate infrastructure and related services for sustainable economic development.

Our role in Property Asset Management

Property development, planning, construction, upgrading and maintenance of infrastructure

- Property leasing
- Property management regulatory services
- General infrastructure development
- Integrated planning facilitation and support
- Professional development programme support
- Immovable asset management
- Accommodation provisioning services
- Construction and maintenance of health and education facilities, and general buildings
- Assistance to public sector institutions regarding Expanded Public Works Programme

Four prime opportunities for investors

- Alfred Street Complex
- Helen Bowden Nurses Home
- Main Road, Sea Point
- Top Yard

This brochure is issued by the Department of Transport and Public Works in conjunction with the Expression of Interest, Reference EI 001/14, dated 17th March 2014.

Investment Property Portfolio





1. The Alfred Street Complex

1.1 Overview and Location

The Alfred Street Complex is located between the Cape Town CBD and the V&A Waterfront. The property is within walking distance of major transport routes, and shopping and entertainment areas.

The Alfred Street Complex is situated on Erf 564 Cape Town and bordered by Prestwich, Chiappini, Hospital and Alfred Streets.

This property is ideal for mixed-use development incorporating office, retail, residential and parking areas.



1.2 Context

The complex comprises four individual blocks that reaches a maximum height of 6 floors. The blocks are linked by a series of covered, internal courtyard spaces that are used for parking and servicing.

There is basement parking on the Hospital Road and Alfred Street edges of the property. When the three storage buildings were constructed in 1953, they were specifically designed to accommodate heavy loads in order to meet the storage requirements of its users. Thus, the building has extensive reinforcing in its sub-structure and on upper floors to carry significant loads.

The property is currently utilised by:

- the South Africa Police Service
- the Cape Medical Depot
- the Western Cape Library Services
- Office Storage

1.3 Subject Erven and Title

The WCG is the registered owner of the Alfred Street Complex (Erf 564, Cape Town) and the title deeds do not contain any restrictive conditions. The property is 11 165m² in size.

1.4 Zoning and Permitted Land Uses

Erf 564 is zoned mixed use (MU3) under the 2012 zoning scheme regulations and general commercial (C4) under the 1990 zoning scheme regulations.

The current zoning allows the option of applying the development parameters of either the 1990 or 2012 zoning schemes. The existing buildings comprise approximately 47 700m² of construction area with 1 567m² of covered courtyards. The 2012 zoning scheme allows a bulk of 64 925m² of space compared to 62 804m² of space under the 1990 zoning scheme. The property has an available bulk of between 13 537m² and 18 023m², depending on whether the 1990 or 2012 zoning scheme is applied.

Neither zoning scheme contains onerous development requirements and both offer a range of uses that could be developed without the need for a lengthy planning process.

1.5 Infrastructure Assessment and Bulk Services Availability

Based on available information, the following has been found:

- There are no constraints to the existing water supply;
- There are no constraints to the existing sewer reticulation;
- All the buildings have existing fire connections;
- A visual inspection of the structure of the building found that the general condition of the buildings is good;
- There are no constraints to the existing road layout or stormwater reticulation;
- There are no constraints to the electricity supply.

The transport scoping report found that the property could play one of a number of roles, for instance:

- with minimal redevelopment, or with a shift to residential use, it could minimise its impact on traffic demand.
- with new retail, it could increase activity on the street and support other residential development in the area.
- with significantly more parking it could provide shared parking for lease to tenants in nearby buildings.

1.6 Heritage Status

The Alfred Street Complex does not fall within a designated conservation zone, but due to Green Point's origins as a cemetery, it has significant cultural, heritage and archaeological value. The area has been identified as a Grade 1 National Heritage Resource.

It is unlikely that there is still human bone on the property. If any are found it is likely to be in the form of un-articulated fragments that have been left behind after being disturbed by the clearing of the old hospital, and later on by the excavation of the basement and footings for the set of government buildings. If sub-surface redevelopment or excavations is required for redevelopment, it will be necessary to obtain a precautionary Section 36 excavation permit from SAHRA for the relocation of human remains.

1.7 Environmental Aspects

No environmental constraints have been identified relating to the property apart from the provision that would need to be made for the legislated disposal of hazardous substances contained in compact fluorescent lamps and asbestos during any demolition of the buildings.





2. HELEN BOWDEN NURSES HOME

2.1 Overview and Location

The Helen Bowden Nurses Home (HBNH) property is located in the Somerset Precinct, neighbouring the V&A Waterfront and the Cape Town Stadium. The property is close to a MyCiti bus station in Granger Bay Boulevard.

The property is located on the corner of Granger Bay Boulevard and Beach Road, Green Point.

The property is the first release of the Somerset Precinct. It is ideally suited for a mixed use development including office, residential, retail and a two-level basement parkade. The existing building can be demolished and the property re-developed as required, subject to the restrictions imposed through title and zoning.



2.2 Context

The greater Somerset Precinct has been the focus of potential rezoning and commercial development since 1982, when the WCG and City of Cape Town (CoCT) first approved land exchange arrangements, in support of development.

The property constitutes the first of four development releases planned for the Somerset Precinct. Subsequent planned releases are:

- Release 2: Western portion of Erf 1555 (Old City Hospital property) with a potential development bulk of 55 000m²;
- Release 3: Eastern portion of Erf 1555 (Old City Hospital property) with a potential development bulk of 47 000m²; and
- Release 4: Remainder of Erf 1559 (Somerset Hospital property) with a potential development bulk of 110 000m².

The Department of Transport and Public Works (DTPW) contracted service providers to revisit the development proposals for the Somerset Precinct, in terms of the previous reports, assessments and proposals.

The DTPW is currently in the process of enabling the Somerset Precinct through existing tenant decant arrangements, rezoning and subdivision applications.

The HBNH is currently occupied by the Department of Health, but the existing tenants are to be relocated to alternative accommodation by the end of 2014.

2.3 Subject Erven and Title

The property is the future portion 1, remainder of Erf 1559 Green Point. It is currently registered in the name of the Hospital Trustees, a statutory committee in terms of the now repealed, Section 11(4) of Ordinance 18 of 1946. The property will be registered in the name of the Western Cape Government after completion of the subdivision and rezoning.

The exact size of the property can only be determined after subdivision from Erf 1559 and excluding that portion of the Granger bay Boulevard that now separates the HBNH property from the entire erf, but is expected to be 13 976m².

2.4 Zoning and Permitted Land Use

The property is currently zoned "Public Open Space" and is proposed to be rezoned to 'General Business'.

The only restrictive title condition is a 1.62m wide electric servitude along the southern boundary of the property.

2.5 Infrastructure Assessment and Bulk Services Availability

Indications from the available information indicate the following:

- Existing water supply and pressure is sufficient to support the development of the HBNH site.
- The existing sewer reticulation is currently flowing in excess of 50% capacity and wet weather peak demand further increases loading – upgrade of both the pipe network and associated infrastructure (sewer treatment) is anticipated.
- Fire connections are available and sufficient.
- The existing electrical infrastructure can adequately service the proposed development. Some upgrading of the 11kV network will however be required for future phases of the Somerset Precinct development.
- The development can also be serviced without any interruptions to the essential existing bulk services.

A detailed investigation of the existing civil services network for the proposed redevelopment of the precinct is currently underway. The construction of Granger Bay Boulevard has increased the accessibility of the property and will assist with the storm water drainage.

Traffic and transport assessments indicate that the construction of the Granger Bay Boulevard link between Western Boulevard and Beach Road and the future widening of Fort Wynyard Street has and will result in an improvement in travel time on these routes in the short term. The Granger Bay Boulevard link should allow for the full development of the adjacent properties, including the V & A Waterfront.

Public transport is a crucial mode of transport for many of the possible activities on the property. Not all of the required parking for the proposed development of the property can be accommodated at grade and hence, underground parking will be required.

2.6 Heritage Status

The heritage authorities endorsed the rezoning report which forms the basis for the preparation of the rezoning application. The Phase 2 Heritage Impact Assessment concluded that there were a number of high to medium positive impacts and relatively few medium negative impacts to be derived from the redevelopment proposals.

2.11 Environmental Aspects

The findings of the Environmental Impact Report prepared in 2007 indicate that the majority of impacts associated with the development proposal for the Somerset Precinct are generally positive after mitigation.

A Basic Assessment is currently being undertaken for the Somerset Precinct, of which this property forms part. This study will provide information on the expected impacts of the proposed development. A new Visual Impact Assessment will be undertaken as part of this environmental authorisation process, along with a Heritage Assessment which will examine the current Heritage Western Cape Record of Decision and its conditions.





3. TOP YARD

3.1 Overview and Location

Top Yard forms part of the Government Garage Precinct, located in the Cape Town CBD less than 500 metres from National Parliament and the Company Gardens. Top Yard is adjacent to the Roodehek MyCiti bus stop on Buitenkant Street and 200m from the Gardens MyCiti bus station, making it highly accessible from a public transport perspective.

Based on current information the property appears well suited to a mixed-use development comprising office, retail, residential and parking.



3.2 Context

Top Yard is the first project to be released within the broader Government Garage Precinct. The DTPW has initiated precinct planning, which is to be completed by the middle of 2014. This precinct planning will assist with planning approvals at a site development plan stage and consideration of the development potential for all provincially-owned properties in the area.

The property is currently utilised as a ground level parking facility with tarmac surfacing. An estimated 50% of Top Yard is utilised for storage of Government Motor Transport (GMT) vehicles, the remainder being utilised by the National Department of Public Works for parliamentarian parking. A relocation programme is already in place to vacate the property.

The Spatial Development Framework outlined by the City of Cape Town (CoCT) informs the future development of the CBD. Top Yard is currently on the border of areas being considered for urban development or mixed-use intensification.

3.3 Subject Erven and Title

Top Yard (Erf 96174) is 11,621m² in extent and is registered in the name of the Provincial Government of the Western Cape. A detailed title deed report is currently underway to highlight any restrictive title deed conditions.

3.4 Zoning and Permitted Land uses

Top Yard is zoned as MU2 (mixed-use 2) under the 2012 Cape Town Zoning Scheme. The 1990 zoning was General Commercial C2. The DTPW will have 10 years in which to utilise the conditions of the 1990 zoning scheme. The ensuing due diligence must consider the zoning conditions of both zoning schemes highlighting the preferential conditions for future development within the 10-year time frame.

The difference in the zoning scheme provisions in terms of use rights is minimal, as both old and new zones provide for very similar uses and significant flexibility. The impact of building lines and setbacks is very similar, and the main difference lies in bulk and parking provision.

The 1990 zoning scheme allows for a bulk factor of 3.7 whereas the 2012 scheme increases this to a factor of 4. The maximum bulk allowed under the 1990 scheme is 42 997m² and under the 2012 scheme it is 46 484m². These figures represent theoretical maximum bulk, by way of calculation only and are untested in terms of building arrangement and other fixes which could arise from the due diligence stage.

3.5 Infrastructure Assessment and Bulk Services Availability

A study undertaken in 2011 indicates that:

- The provision of water should not be a concern.
- Electricity provision is not a concern.
- Sewerage capacity is a concern, and this includes all developments within the CBD.

3.6 Heritage Status

As the property is within a sensitive heritage context and close to declared local heritage areas, the submission of a Heritage Impact Assessment, including an Archaeological Impact Assessment, will be required with the Notification for Intent to Develop.

The property is located within the City of Cape Town Heritage Overlay Protection Zones. This means approval from the CoCT Environment and Heritage Resources Management is required in terms of the zoning scheme regulations.

3.7 Environmental Aspects

It can be concluded at this stage that an ordinary mix of land uses (residential, commercial) will not require an EIA process, but there may be some specific uses, or components of uses, that may require applications in terms of the NEMA.

In context of addressing whether any listed activities per the regulations under the NEMA are triggered, it is necessary to state the condition of the property:

- From observation, there are no natural features on the property apart from two palm trees and a ca. 4m wide strip in the middle of the property, running north south, which is a retaining structure on which grass has grown.





4. MAIN ROAD, SEA POINT

4.1 Overview and Location

The Main Road Precinct is the site of the former Tafelberg Remedial High School and is located at 355 Main Road, Sea Point east; approximately three and a half kilometres from Cape Town's CBD.

The property is within walking distance of major transport routes and shopping and entertainment areas. The property is centrally located along the Main Road activity route, with its frontage directly onto Main Road providing excellent connectivity to the CBD, whilst offering significant opportunities for comprehensive re-development of this vacant land.

The property is well suited to a mixed-use development incorporating office, retail and residential spaces.



4.2 Context

The properties cover almost an entire city block and are bounded by Main, The Glen, Milner, Herbert and Heathfield Roads respectively, and are conveniently accessible from either Main or High Level Roads.

The properties were previously utilised by the Western Cape Education Department and the Department of Human Settlements for educational purposes and residential rental accommodation respectively. In 2010 Tafelberg Remedial High School relocated to new premises and tenants of the Wynyard Mansions have been progressively relocated to alternative accommodation.

Erf 1424 has a long tradition as a place of learning, dating back to 1899 when the property was purchased by the Department for Education for the establishment of Ellerslie Girls High School. From 1899 buildings were added incrementally to accommodate the Ellerslie Girls School and later the Tafelberg Remedial High School. The buildings stood vacant since the Tafelberg Remedial High School was relocated.

The Main Road property contains a number of buildings and landscape features that:

- has heritage and cultural significance;
- include extensive external hard and soft play areas;
- has off-street parking;
- has a large garden with mature planting.

In 2011 the DTPW commissioned an Urban Design Report (UDR) to investigate the development potential of the properties. This study proposed an urban design concept intended to guide proposals for the future redevelopment of the property. The UDR also provided spatial and design criteria for assessing any future development proposals. The land use planning parameters applicable in terms of zoning, environmental and heritage legislation were considered and tested to establish the optimal bulk and land use mix that was achievable whilst also meeting the urban design objectives.

The development concept envisaged a mixed-use development that would activate Main Road and catalyse regeneration locally. The content of the development concept was presented to heritage and land use management approving authorities at the CoCT and is generally supported.



4.3 Subject Erven and Title

The Main Road Precinct comprises two separate erven, namely 1424 and 1675 , Sea Point, comprising a total area of 17 054m².

The properties are currently registered in the name of the Republic of South Africa. A Section (28)1 certificate has been issued endorsing the property in favour of the WCG under the custodianship of the Department of Transport and Public Works.

4.4 Zoning and Permitted Land Uses

The property benefits from a dual zoning including Mixed-use and General Residential. In terms of this use class, the use of the property for blocks of flats, double dwelling houses, groups of dwelling houses, places of worship and residential buildings is permitted.

The use of the property for institutions and places of instruction may also be permitted, with consent.

The UDR proposes a development yield of approximately 20 000m² of mixed-use space comprising 12 200m² residential use, 1 700m² retail use, 700m² restaurant and 5 000m² business use.

4.5 Infrastructure Assessment and Bulk Services Availability

A high-level infrastructure capacity assessment of the existing bulk service infrastructure indicated the capacity of the utility network was adequate for the existing education use. Any future development proposals will need to establish the capacity of the existing bulk infrastructure network to support their proposals.

4.6 Heritage Status

The property falls entirely within an urban conservation area as designated per Section 108 of the Cape Town Zoning Scheme (2002). Since the property is greater than 5 000m² in extent and buildings located on it are older than 60 years Section 38 of the Heritage Resources Act (Act 25, 1999) is applicable.

A heritage specialist was commissioned to prepare a Phase 1 Heritage Impact Assessment (HIA) for the property in September 2011. The HIA was considered by Heritage Western Cape on the 21st September 2011 and the Environmental and Heritage Management Directorate at the City of Cape Town on the 5th October 2011. Both institutions supported the recommendations of the assessment.

In terms of existing legislation, any future development proposals for the Precinct will require the submission of a Phase 2 Heritage Impact Assessment for approval by Heritage Western Cape.

4.7 Environmental Aspects

Environmental Affairs and Development Planning (DEADP) was consulted regarding the applicability of the NEMA Environmental Impact Assessment (EIA) Amendment Regulations 2010. Their advice was that proposals contained in the UDR do not constitute listed activities in terms of the NEMA EIA Regulations 2010. A written environmental authorisation would therefore not be required from a competent authority prior to implementing the proposals.

It should be noted that the DEADP reserves the right to amend or withdraw comments and may request further information.



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