



**Western Cape
Government**

Department of Infrastructure

PHASE B1:

CONTEXTUAL ANALYSIS

L121/22: PROVISION OF PROFESSIONAL
SERVICES FOR SITE ENABLEMENT: 353 on MAIN

Report submitted by Zutari

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Document Prepared by

Zutari (Pty) Ltd

Reg No 1977/003711/07

1 Century City Drive, Waterford Precinct

Century City, Cape Town

South Africa, PO Box 494

Cape Town, 8000

Docex: DX 204

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Name	Angela Botha	Name	Rudolf Schröder
Title	Senior Consultant	Title	Project Lead

1. Introduction

1.1 Background

The Western Cape Government Department of Infrastructure (the Department) appointed Zutari to commence with site enablement on the former Tafel Berg 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 need to be considered, respected, and incorporated into future development proposals.

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 this Report

The contextual analysis report forms part of work package B1: Enablement Scoping and Baseline Assessments. The report will outline and flag all contextual informants that need to be considered during the concept development and site enablement work. The purpose of contextual analysis and assessment is to develop a clear understanding of the study area and its context, with attention given to inter alia:

- Policy context and vision directives.
- Spatial contextual realities impacting on the study area:
 - Natural systems
 - Movement and access
 - Heritage
 - Zoning and land-use
 - Bulk services
 - Geotechnical conditions
 - Built form
 - Socio-economics and crime statistics

The contextual assessment and analysis will focus on identifying key informants within the study area's context and the site itself that will inform the site enablement plan.

1.3 The Context

The site is located in the suburb of Sea Point, which forms part of Ward 54 in the Table Bay District(Figure 1). Sea point covers an area of 1.58 km² and is located on a slender piece of land nestled between Cape Town's iconic Lion's Head to the southeast and the vast Atlantic Ocean to the northwest. This area features high population density, with houses constructed closely together on the slopes of the nearby mountains. In the central district and closer to the beachfront, one finds a prevalence of apartment buildings.

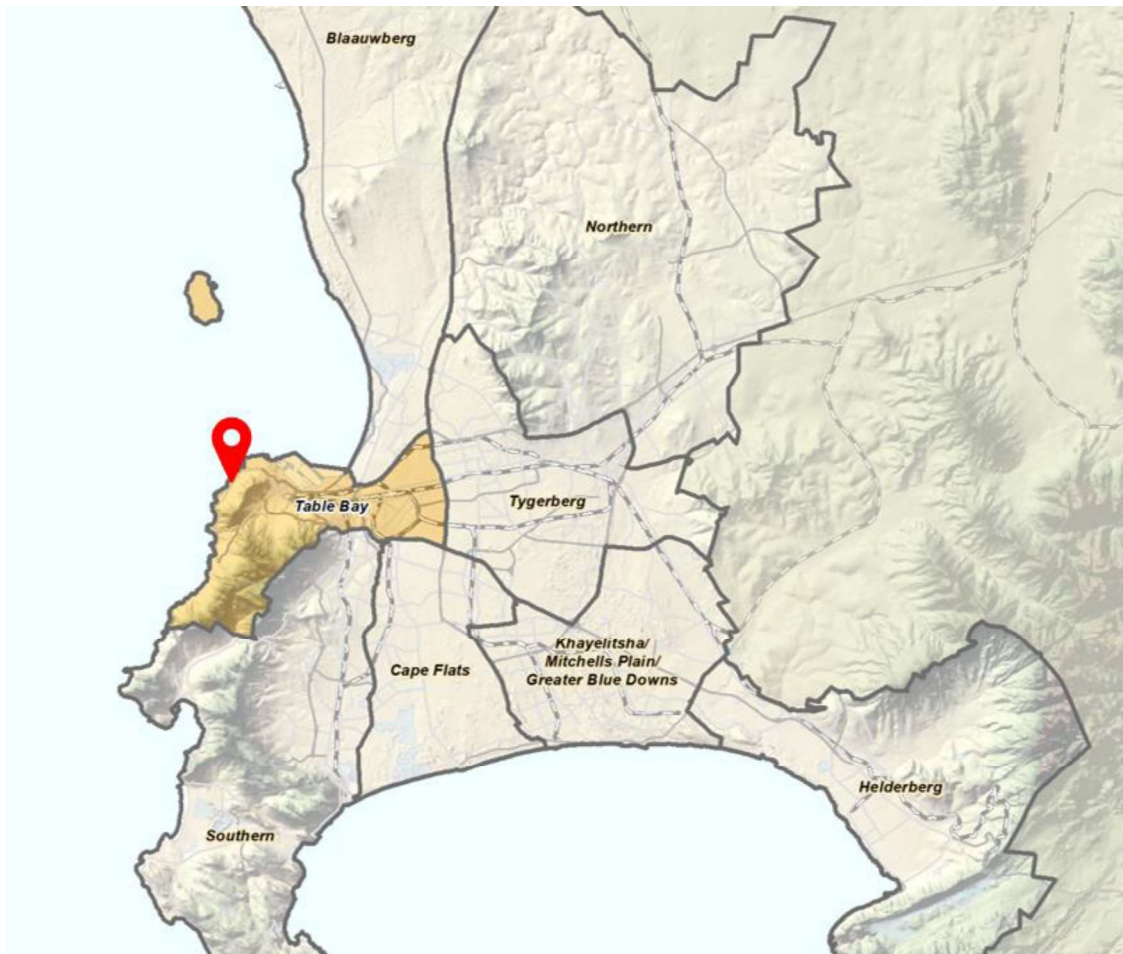


Figure 1: Location within the Table Bay District and the Wider City (Source City of Cape Town)

1.4 Overview of the Site

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 consolidated erf measures 17054m² in extent. The property vests with Western Cape Government under the custodianship of the Department of Infrastructure.

The site was traditionally used as a place of learning (Ellerslie Girls School and later Tafelberg High School) and is currently unoccupied. It is regarded as a strategic site, identified for a public school facility, affordable housing and mixed-use development associated with public transport, including social facilities (Urban Inner Core zone, Table Bay SDP (2023)).

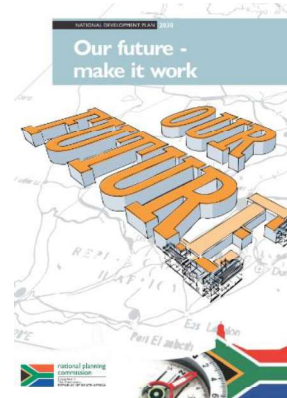


Figure 2: Site Extent and Location

2 Planning and Policy Informants

2.1 National Development Plan 2030

The National Development Plan 2030 (NDP) has a goal of *eradicating poverty and diminishing inequality by the year 2030*. It outlines the responsibilities various sectors of society must undertake to achieve this objective. In Chapter 8, the strategy for reshaping human settlements is presented, defining five key principles for human settlement development: spatial justice; spatial sustainability; spatial resilience; spatial quality and spatial efficiency.



2.2 SPLUMA

Shortly following the introduction of the NDP, the Spatial Planning and Land Use Management Act (SPLUMA) came into operation on 5 August 2013. SPLUMA plays a crucial role in shaping the nation's broader spatial agenda, promoting principles of fairness in spatial distribution, sustainability in spatial planning, spatial efficiency, resilience in spatial design, and effective administration.

This statute establishes mechanisms for resolving spatial conflicts, issuing guidelines, and ensuring compliance. Although SPLUMA doesn't directly address the fragmentation of spatial planning, it introduces a fresh approach to spatial planning that can be further refined and integrated into comprehensive long-term planning. It is essential to incorporate spatial planning seamlessly into the overall planning system.

Chapter 2 of the Act outlines a set of principles that government departments should take into account when making decisions. These principles are detailed in the table below, demonstrating how any potential development of the site should align with them.

SPLUMA Principles	Development Alignment
Spatial justice	The act speaks about addressing spatial development imbalances that historically exist, by improving access to and the use of land. The potential development of the site will essentially provide the disadvantaged with access to land within an existing residential area. The potential development will contribute to redress past development imbalances by improving access to well-located land and promoting integrated human settlements.

	<i>“A Municipal Planning Tribunal considering an application before it, may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land or property is affected by the outcome of the application” (SPLUMA-Chapter 2, section 7, ad point VI)</i>
Spatial sustainability	The potential development of the site will be a provincial initiative championed by the Department of Infrastructure. The site resides in an existing residential suburb and is not encumbered by environmental restrictions. The potential development of the site will be an infill development that makes use of existing infrastructure within the area that facilitates densification and thereby limiting urban sprawl.
Spatial efficiency.	The potential development of the site will support the efficient use of existing resources and infrastructure where decision-making procedures are designed to minimise negative financial, social, economic, or environmental impacts. The potential development of the site will contribute to the efficient use of serviced urban land with minimal negative impact.
Spatial resilience	Spatial resilience will be promoted by integrating the previously disadvantaged within and affluent suburb, providing them with access to secure tenure and including them within a viable community.
Good Administration	A comprehensive stakeholder engagement process will be followed by the Department and its service provider, whereby interested and affected parties will be invited to be registered on a database. All interested and affected parties identified will be engaged in the planning process. Further to this, the development application will be subject to the public participatory process required by the City of Cape Town Municipality's by-laws.

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 will enable a holistic government approach to manage and influence complex human settlement development while supporting a people-centred approach.

2.4 Provincial Strategic Plan, 2019

Within the provincial strategic plan, 2019, five vision inspired priorities have been identified to assist the province in improving the lives, livelihoods, and experience of its residents with the aim of achieving 'a safe Western Cape where everyone prospers'.

These priorities include:

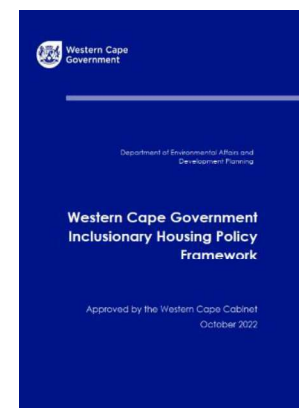
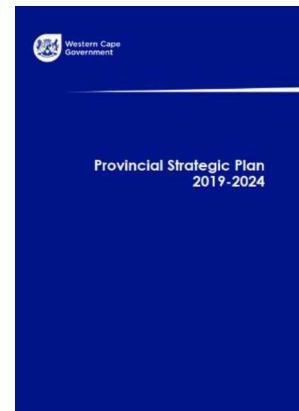
1. building safe and cohesive communities,
2. boosting the economy and job creation,
3. empowering our people,
4. promoting mobility and spatial transformation, while at the same time
5. driving innovation within a culture of a truly competent state.

While all government departments have roles related to these themes, the Department of Human Settlements, and the development itself will specifically focus on 'Mobility and Spatial Transformation.'

This priority confronts the issues stemming from spatial inefficiencies and inequalities that have persisted since the apartheid era and have been further reinforced by post-apartheid planning and investment approaches. Its objective is to establish a province with a transformed spatial landscape where residents reside in interconnected, lively, climate-resilient, and sustainable areas. Additionally, it aims to facilitate efficient and safe mobility through accessible and affordable public transportation systems.

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.



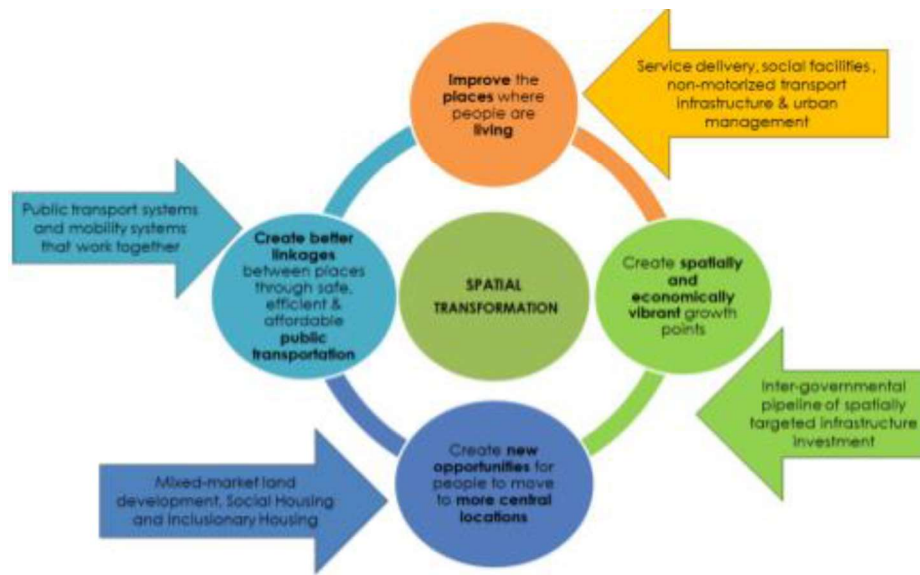


Figure 3: Focus Areas of VIP 4: Mobility & Spatial Transformation

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 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).

2.6 Municipal Spatial Development Framework, 24 January 2023 (Approved by Council – Updated 23 February 2023)



The Municipal Spatial Development Framework (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:**
 - Key focus area for a wide variety of affordable housing priority areas and land release strategies.
 - Public and private land development that is supportive of spatial transformation is prioritised and implemented.
 - Intensification and diversification of land uses supporting city growth.
- **Development Corridor:**
 - 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 5 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 4).

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:

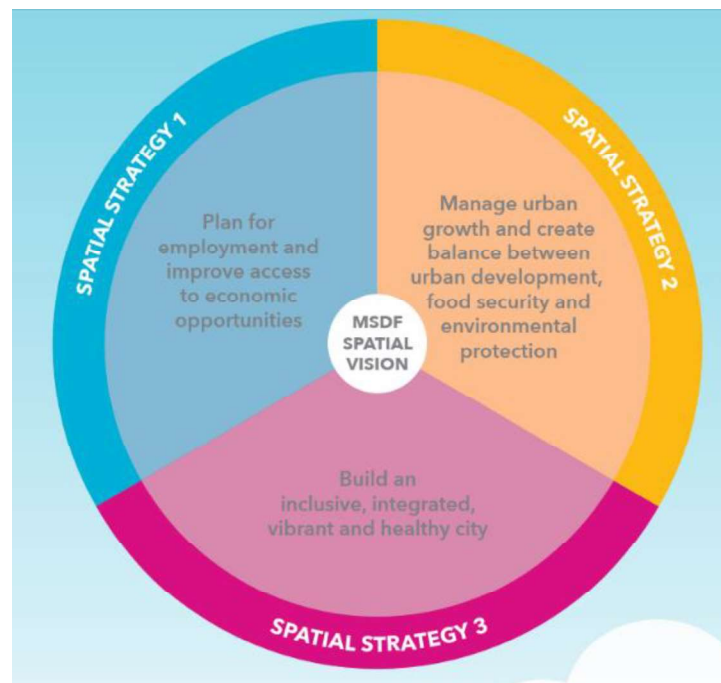


Figure 4: Spatial Strategies

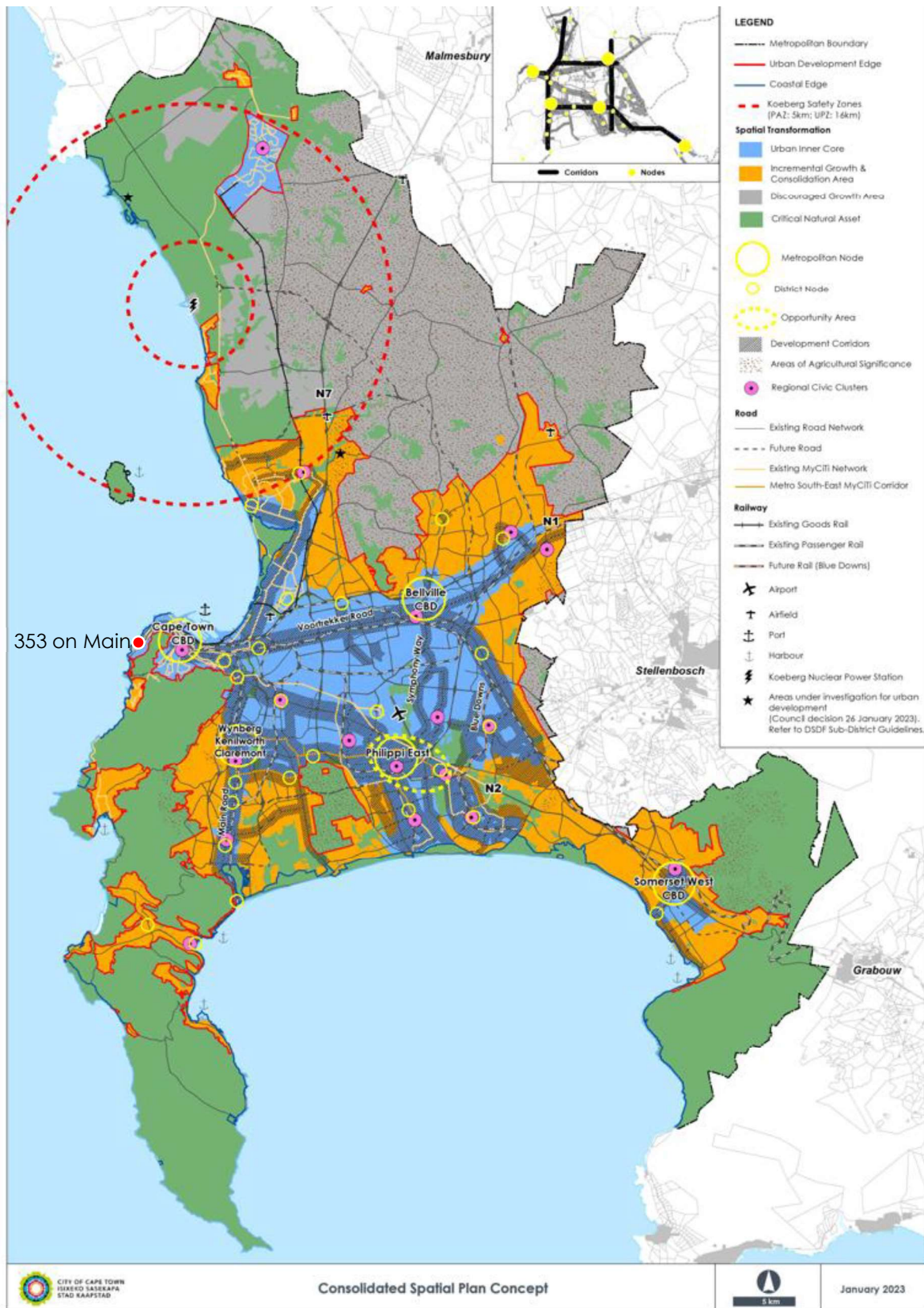


Figure 5: Municipal Spatial Development Framework (2023)

Spatial Strategy 1: Plan for employment and improve access to economic opportunities	
Sub-Strategy: "Prioritise inclusive economic growth"	
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, PT1 Areas 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	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.

acknowledging that access to social and community facilities and well-functioning public open spaces are important for redressing and integration.	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.

2.7 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.

Affordable housing is defined as per the below figure taken from the Table Bay District Plan (2023):

AFFORDABLE HOUSING

Traditionally, affordable housing refers to housing with prices or values below the overall open market value, and which targets below-average incomes. This is a function of context and, in well-located areas of the city, unit prices are significantly higher than elsewhere, thus increasing the affordability threshold. The Provincial Inclusionary Housing Policy Framework points out that the affordability gap – the mismatch between what most households can afford versus the price most properties are available for – may differ across towns. Affordable housing should be primarily targeted at households earning between R3 500 per month and the upper threshold of the Financial Sector Code Affordable Housing Standards, currently R27 200 in 2023 (in 2018, these were households typically earning R22 000 or more). The 2021 Financial Sector Code Affordable Housing Standards define the affordable housing target market as households earning an upper-income limit of R26 100 (rounded) (BASA, 2021). Any housing provision that complies with the definition of the financial services sector, annually updated by using the midpoint between the consumer price index and building cost index, is considered as affordable housing in terms of the MSDF. With contributions from the state – in subsidies, land, or other development incentives – the national Department of Human Settlements' upper threshold of R22 000 can be applied and a deeper reach into the lower income bands of the affordable housing market can be achieved.

Figure 6 - Definition of Affordable Housing as per Table Bay District Plan (2023)

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 a Heritage Protection Overlay Zone (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	• 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.

association with the public transport network	
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.

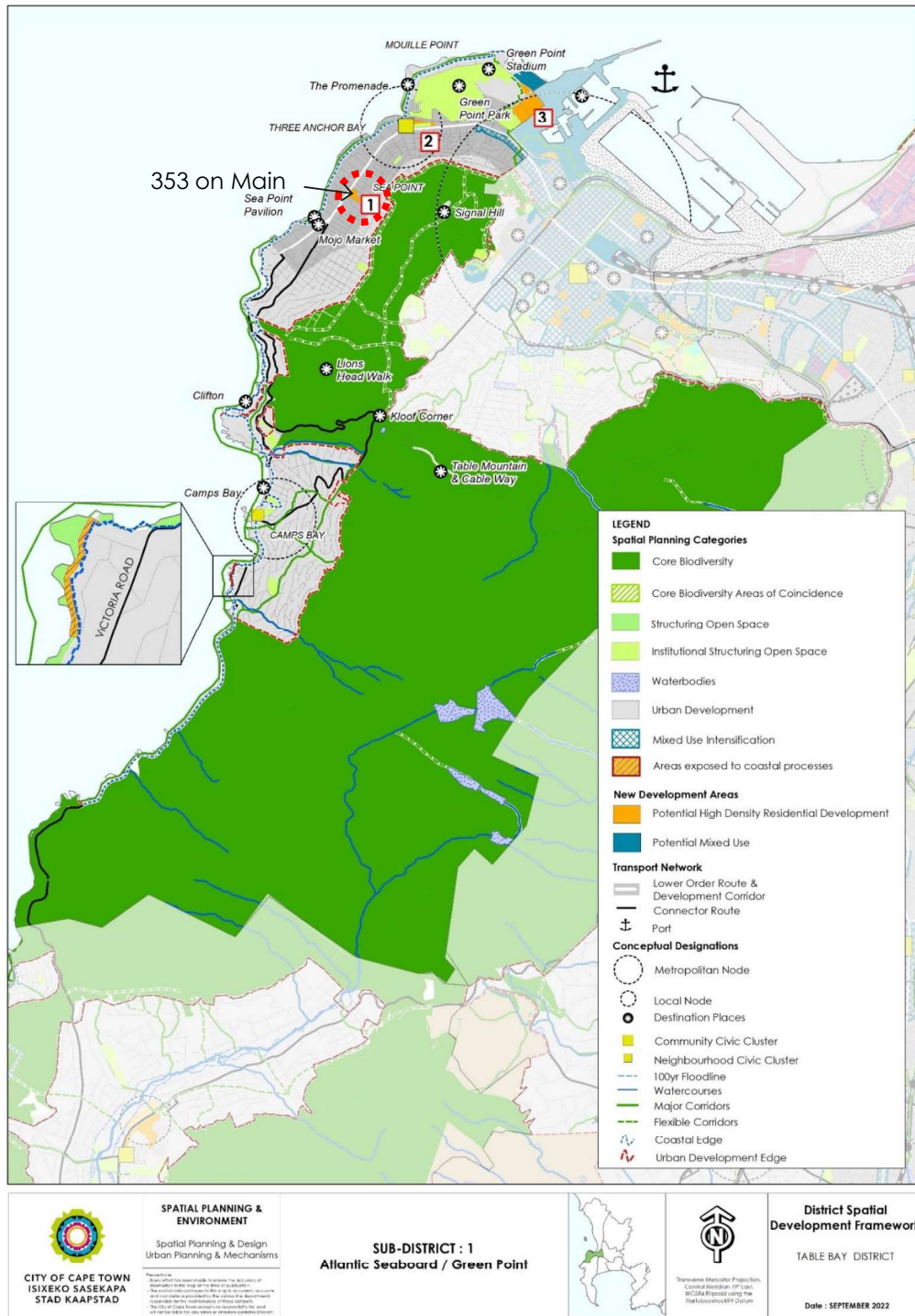


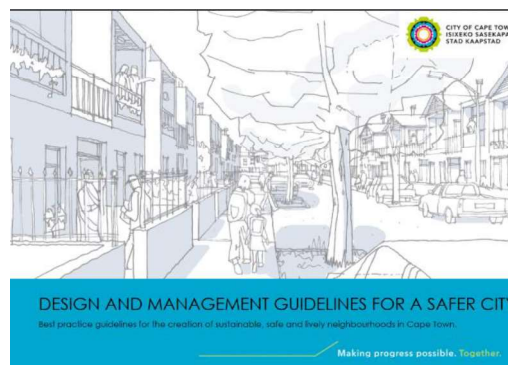
Figure 7: Table Bay District Plan: Atlantic Seaboard / Green Point

Strategic Site and New Development Areas	
Spatial Development	Supporting development guidelines
Objectives / Sites	

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.

2.8 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 should serve as guidance for the site enablement of 353 on Main. Specifically, the site design should address 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.

2.9 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.



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.

Site 353 on Main will be subject to the Urban Design Policy as the site exceeds 1ha and proposals will include the creation of public community facilities and open space. The following objectives and associated guidelines are applicable to the site:

- Ensure that development contributes:
 - Positively to the urban structure of the city to create integrated and legible places and neighbourhoods.
 - To improve quality of the public realm and public spaces.
 - 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.

2.10 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)

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

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 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.

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 8 - Department of Human Settlements Restructuring Zones, Government Gazette 3902, 22 September 2022

3 Socio-Economic Context

The site is located in the suburb of Sea Point East which is located within Ward 54 of the City of Cape Town. Ward 54 also includes the suburbs of Bantry Bay and Fresnay (see Figure 11 - City of Cape Town Ward 54) This section provides an overview of key socio-economic information, including population demographics, economic indicators, and crime statistics. Most of the information contained in this section is extracted from the 2011 Census Data (as extracted from www.wazimap.co.za). Reference is also made to the most recent Census Data released by the Department of Statistics South Africa on 10 October 2023 (Census 2022).

3.1 Ward 54

Ward 54 has a population of approximately 22 127 people and is largely a white community, with slightly more females and a median age of 38. The Atlantic Seaboard/Greenpoint District has seen a population increase since 2011 and has an approximate gross population density of 80 people per hectare, the highest in the Table Bay District. The average household size is approximately 2.90 people (District Plan, 2023). A pattern of decreasing household size has been shown between 2011 to 2022 and a need for more homes is evident, but at a smaller size than historically required.

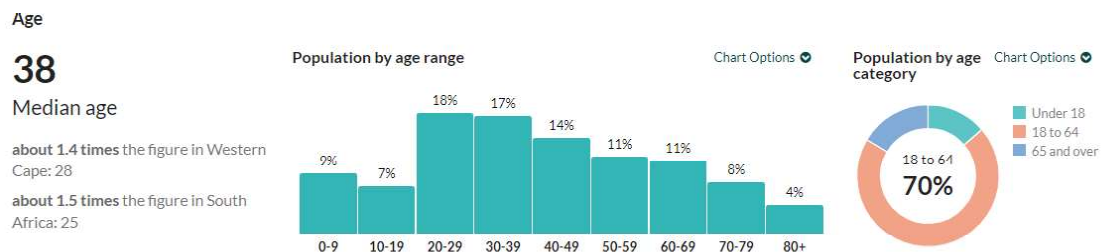


Figure 9: Population by age range

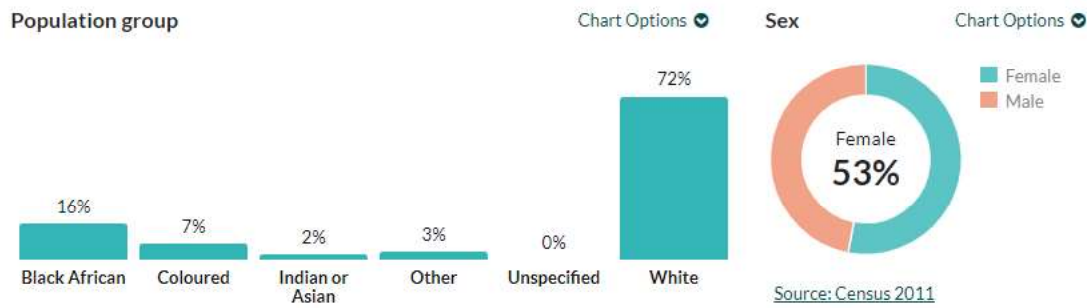


Figure 10 - Population Group

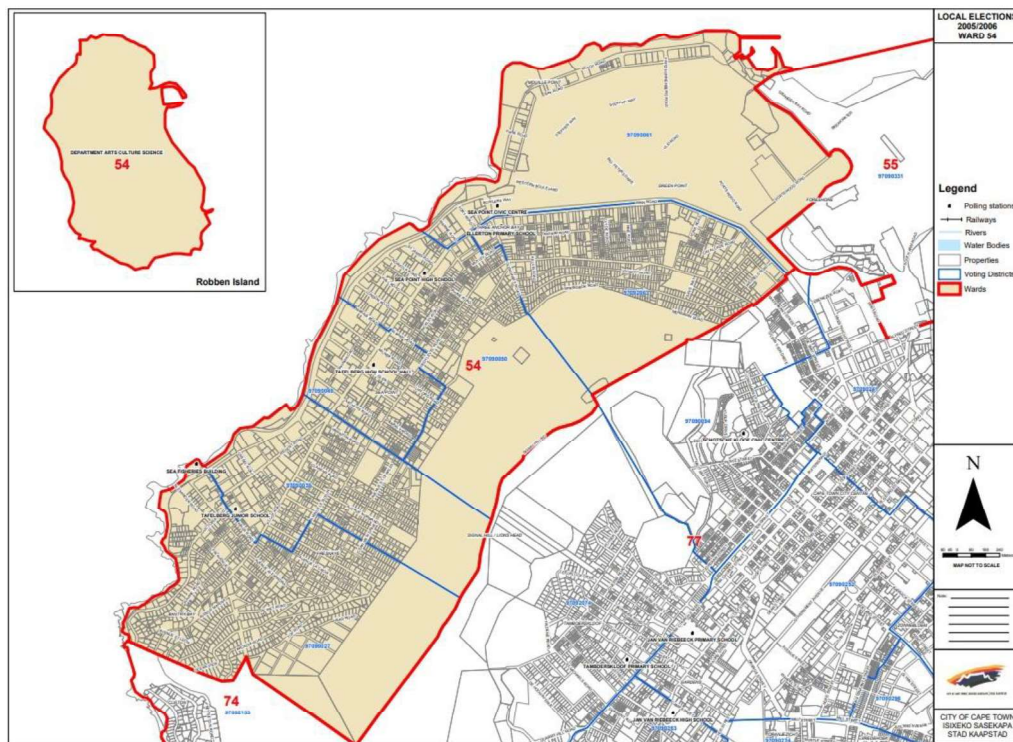


Figure 11 - City of Cape Town Ward 54

The ward has a total of approximately 11 382 households with most households that live in formal accommodation, apartment blocks and houses. Household ownership is recorded at 45.6%, and rental accommodation is at 42%. It is further recorded that 55% of the households in the Ward live in an apartment type of dwelling.

Households

11 382

Households

less than 10 percent of the figure in Western Cape:
1 703 528

South Africa: 15 054 254

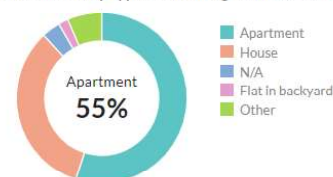
0.1%

Households that are informal dwellings (shacks)

Western Cape: 17.43%

South Africa: 13.04%

Households by type of dwelling Chart Options



Source: Census 2011

Household ownership

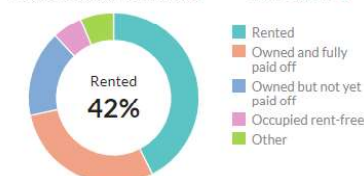
45.6%

Households fully owned or being paid off

about 90 percent of the rate in Western Cape:
50.29%

about 90 percent of the rate in South Africa:
50.96%

Households by ownership Chart Options



Source: Census 2011

Figure 12 - Household Statistics for Ward 54

3.2 Demographic Profile of Sea Point

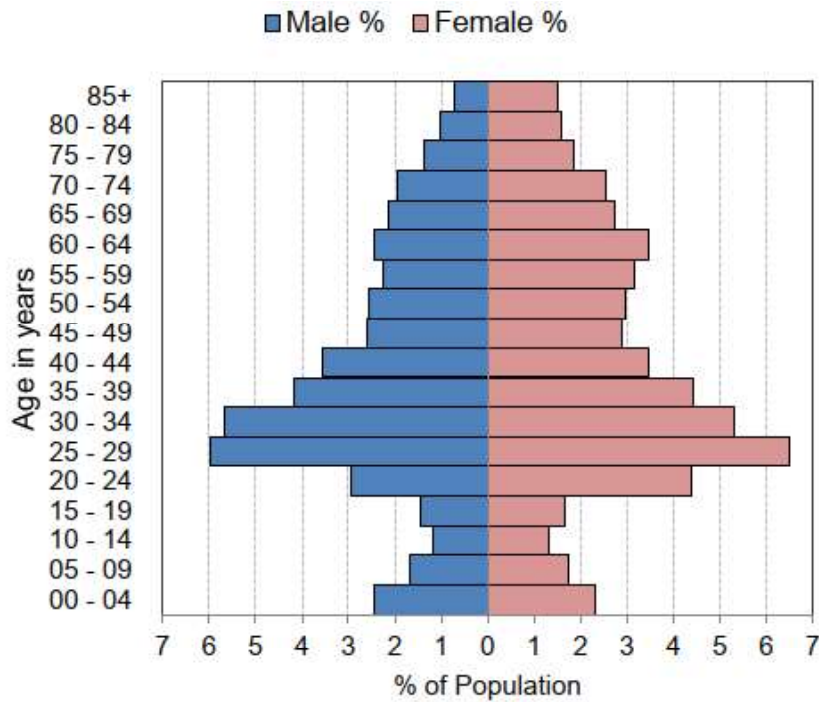
Of the approximately 22 127 people that live in Ward 54, the suburb of Sea Point accommodates approximately 16 164 of those people (8 424 households). The household size in Sea Point is recorded as 1.92 which is slightly lower than the average household size of the Ward as a whole.

Table 2: Demographic Profile of Sea Point

Variable	Market Characteristics Sea Point
Population Size	16 164 People
Households	8 424
Average Household Size	1.92
Population density	10 232 people / km ²

Age and Sex Profile

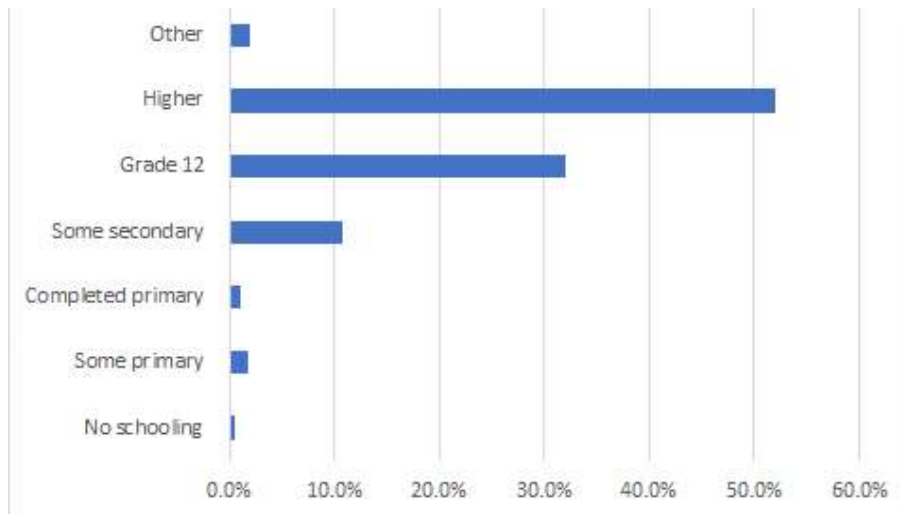
It is recorded that 71.8% of the population of Sea Point is between the ages of 25 years old and 64 years old., which is considered an active economic age. 10.7% is between the ages of 0 to 14 years. The remaining 17.5% is aged 65 and over.



Graph 1 showing Age and sex distribution (Source: Stats SA)

Education Profile

It is recorded that 0.5% of the Sea Point population over 20 years of age has no schooling, with 32.1% who completed matric and 52 % who has higher and tertiary qualifications. The highest level of education is shown in Graph 4 below.



Graph 2 Highest level of education – all ages (source: Stats SA)

Economics

The unemployment rate for Sea Point is recorded at 5.08% which is the proportion of the labour force that is unemployed. The labour absorption rate of the working age (15 to 64 years) population for Sea Point is recorded at 69.55%, and the labour force participation rate is recorded at 73.27%.

Table 3: Economic Profile of Sea Point (source: Stats SA)

Sea Point Labor Force indicators	Total
Population aged 15 to 64 years	11 616
Labour Force	8 511
Employed	8 079
Unemployed	432
Not Economically Active	3 105
Discouraged Work-seekers	69
Other not economically active	3 036
Rates %	
Unemployment rate	5.08%
Labour absorption rate	69.55%
Labour Force participation rate	73.27%

The monthly household income distribution for Sea Point is shown in the table below. Approximately 62.8% (groups shaded in green) of the income categories could be targeted by the potential development of the site through a range of housing typologies that could be developed.

Table 4: Monthly household income in Sea Point

Monthly Household Income	%
No income	9.1%
R 1 - R 1 600	5.2%
R 1 601 - R 3 200	6.6%
R 3 201 - R 6 400	9.5%
R 6 401 - R 12 800	15.6%
R 12 801 - R 25 600	19.3%
R 25 601 - R 51 200	18.4%
R 51 201 - R 102 400	10.6%
R 102 401 or more	5.6%

Unspecified	0.0%
Total	100%

(source: Stats SA)

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. 99.3% of the population residing in Sea Point live in formal dwellings. Only 28.8% of the population live in their homes that are fully paid and owned by themselves.

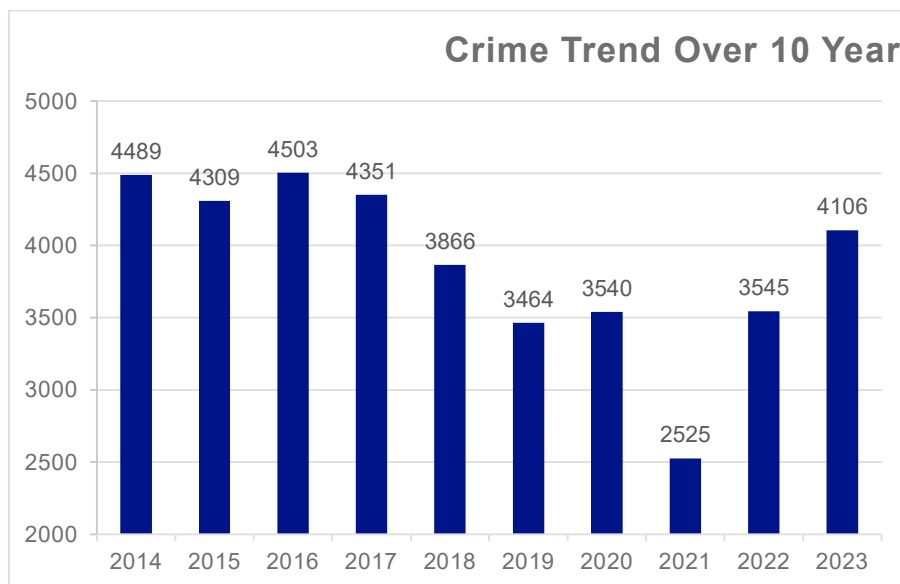
Table 6: Tenure Status of households in Sea Point

Sea Point Tenure Status	%
Rented	48.2%
Owned (not paid)	16.6%
Occupied rent-free	4.2%
Owned (paid)	28.8%
Other	2.2%
Total	100%

(source: Stats SA)

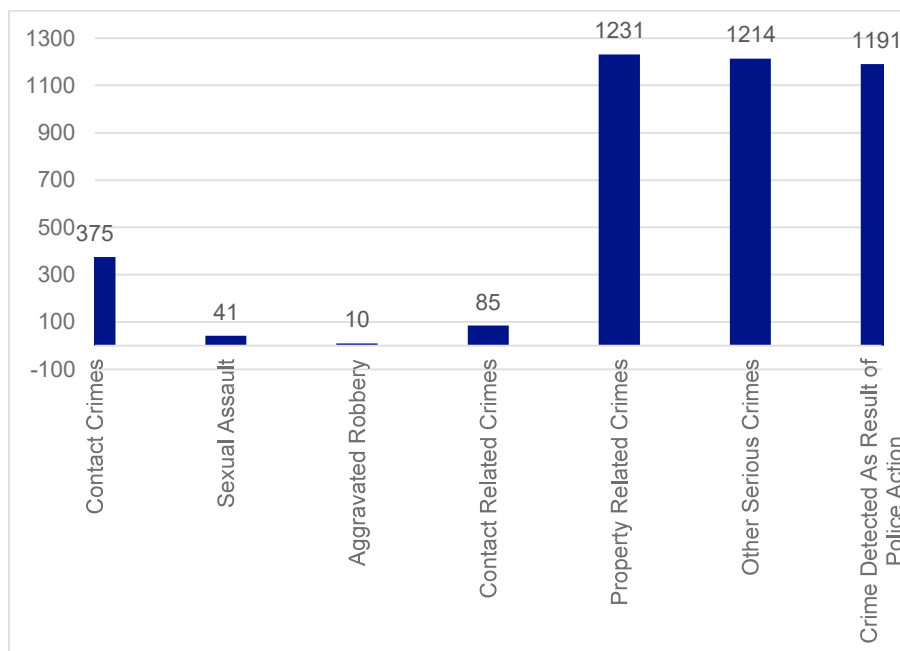
3.3 Crime

Statistics extracted from www.crimestatssa.com show that 4106 crimes were reported at the Sea Point Police Station between May 2022 and April 2023. The graph below illustrates the number of crimes over a 10 year period showing an increase in crime from the previous year and an upward trend.



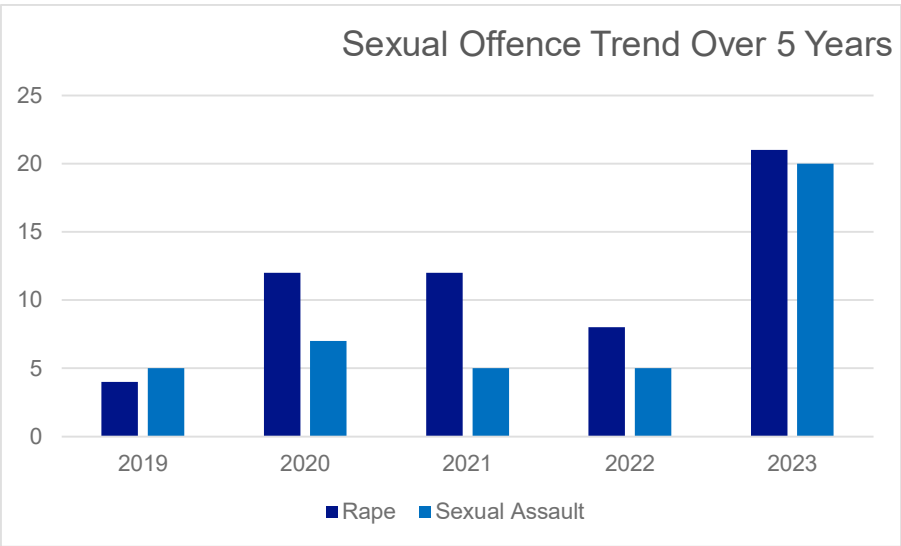
Graph 3: Crime Trend Over 10 Year Period

Graph 4 below illustrates the committed crimes in categories with property related crimes and other serious crimes (theft, commercial crime, shoplifting) recorded as the most prominent in the area.



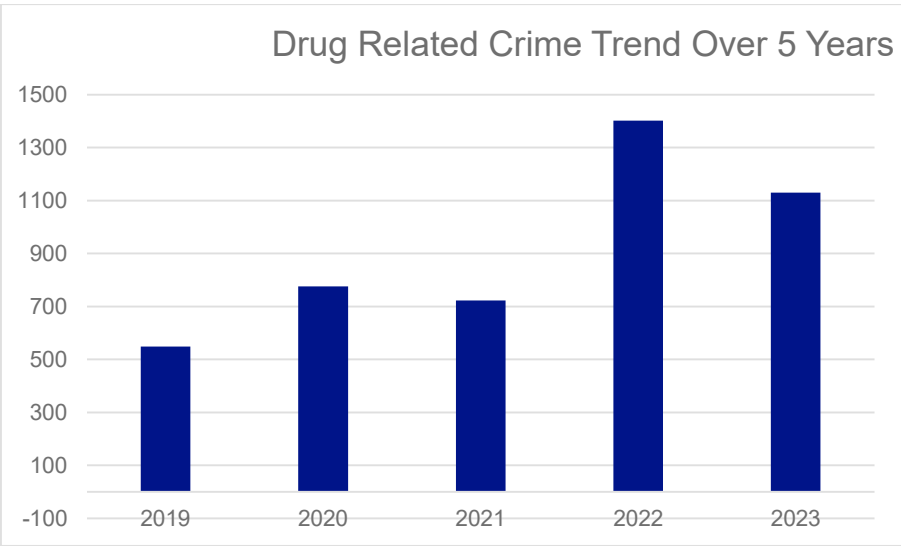
Graph 4: Crime Categories & Incidents

Of the 4106 crimes committed, 41 of them were sexual assault cases as illustrated in Graph 5 below, which is a marked increase in sexual offences over the past 5 years.



Graph 5: Sexual Offence Trend

Drug related crimes, a sub-category of 'Crime Detected as a Result of Police Action make up 1130 of the total 1191 in the category. Drug crimes have decreased since 2022 with an increased trend over 5 years (see Graph 6 below).



Graph 6: Drug related Crime Trend

3.4 Summary of Socio-Economic Informants for Sea Point

The following key socio-economic information, population demographics, economic indicators, and crime statistics are to be considered when designing a potential development concept of the 353 on Main site:

- 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 will 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 location.
- 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 it 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 should instigate 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.

4 Spatial Analysis and Informants

4.1 Contextual Analysis

The following sub-metropolitan and contextual informants are applicable to the site and elaborated on in the sections below:

4.1.1 Natural Systems

Biodiversity Networks

The site's location in relation to the natural system at the sub district scale is illustrated in Figure 13. The site is located between the Table Mountain Nature Reserve (protected and conserved) and a Marine Protection area. Despite this, the site is located within an intense built urban environment and does not form part of a broader open space system or network.

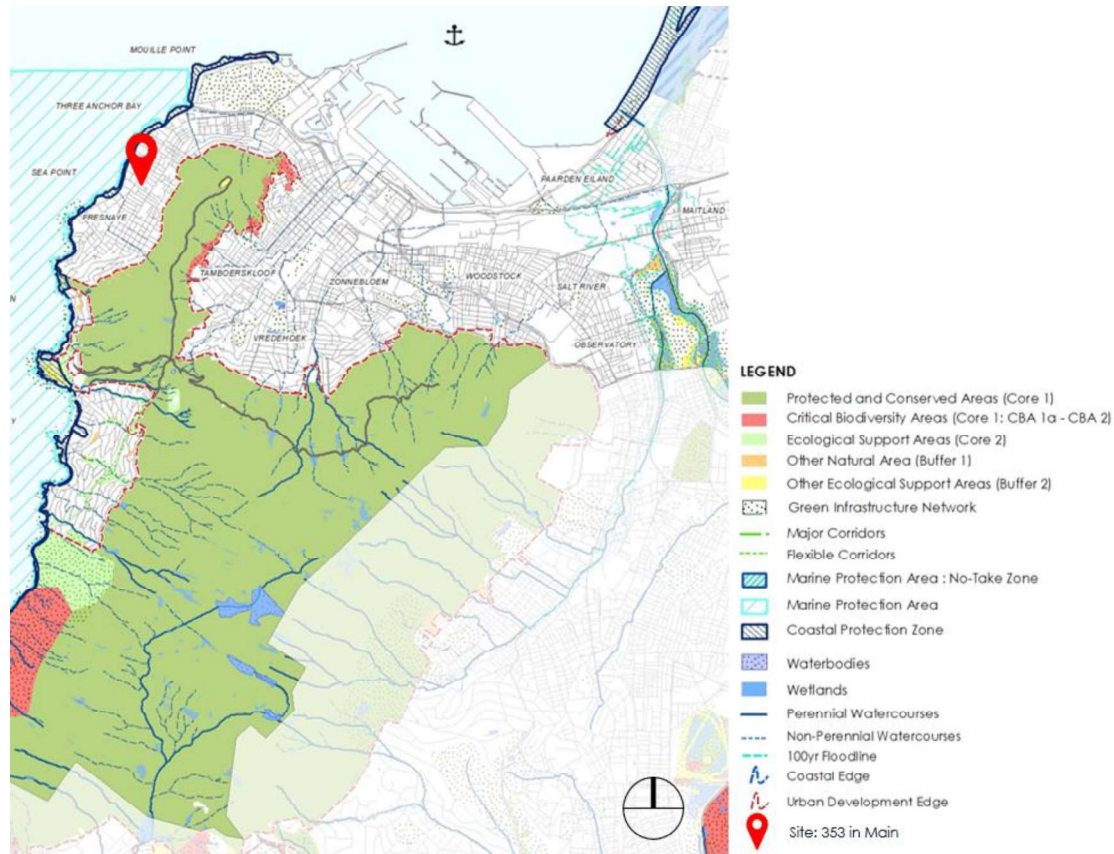
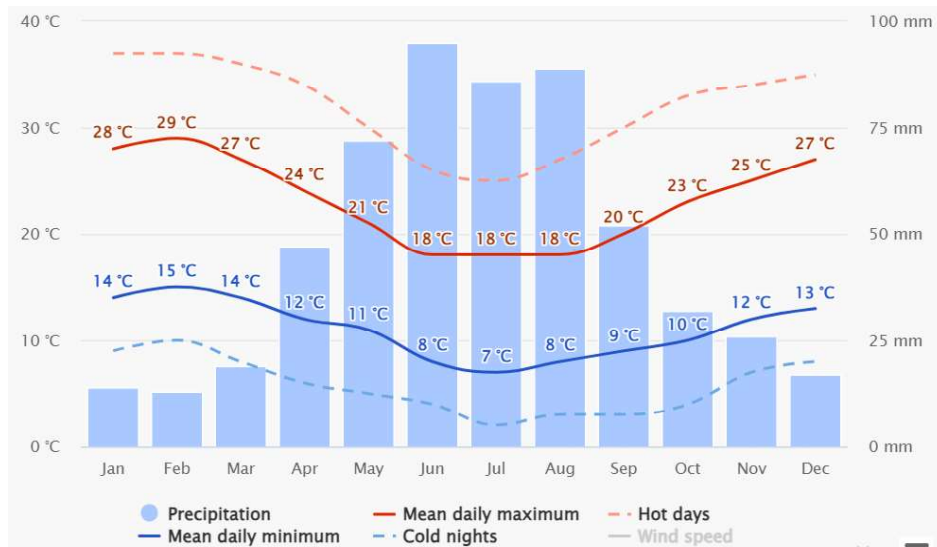


Figure 13: Biodiversity Network (Source City of Cape Town)

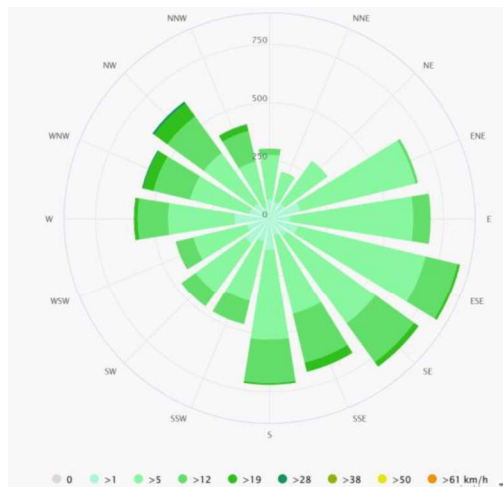
Climate:

Cape Town is a coastal city with a Mediterranean climate experiencing hot dry summers and mild wet winters. Sea Point is classified as having a mid-latitude desert climate with an average annual temperature of 19 degrees C and average annual rainfall of 34mm. Graph 7 shows the average monthly temperatures over the year against the average monthly rainfall. The hottest months are between December and March with temperatures peaking in February. Highest rainfall occurs between June to August with June being the wettest month with an average precipitation of 95mm.



Graph 7 Average Temperatures and Precipitation (Source www.metoebblue.com)

Sea Point experiences its windiest months between November and February with gusts reaching up to 45 km/hour. The average wind speed at 10km/hour with the prevailing wind from the south-east as shown in the graph below Graph 8.



Graph 8 Windrose showing number of hours per year the wind blows from the indicated direction (Source www.metoebblue.com)

4.1.2 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 (Figure 13) indicates that the site is positioned roughly between an anticline and syncline fold within this formation.

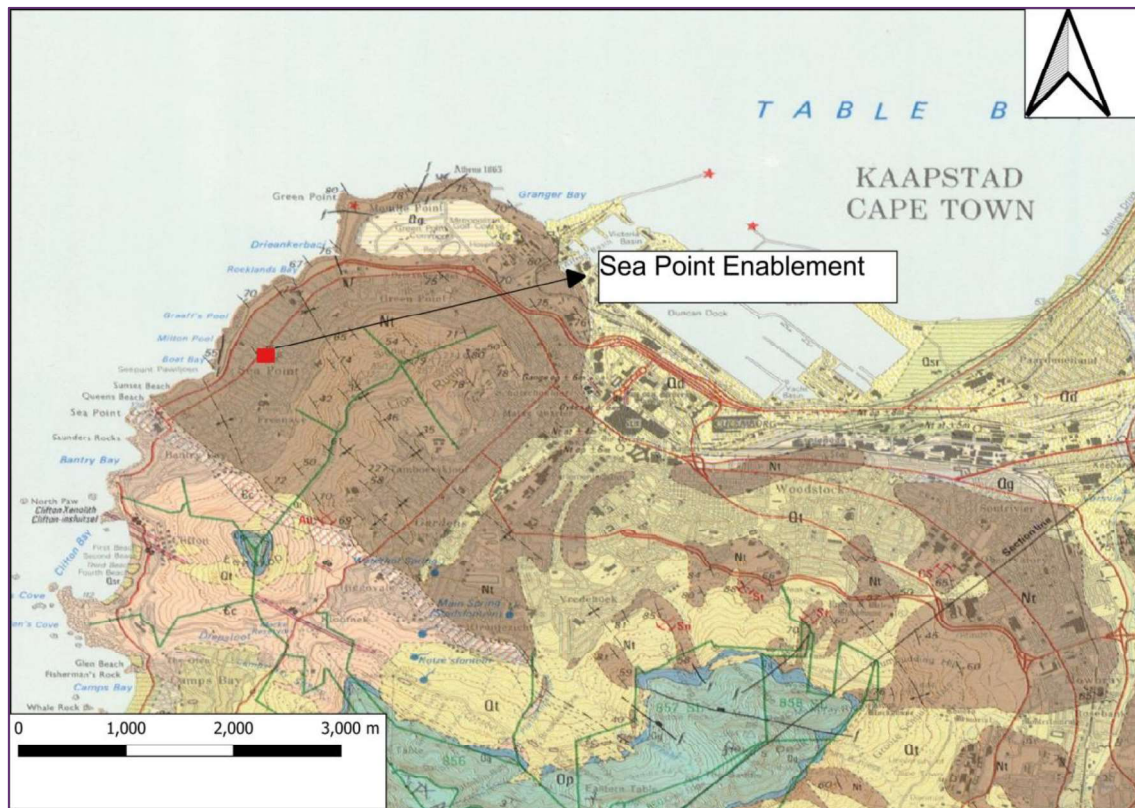


Figure 14: Geological map 3318CD Cape Town (scale 1:50 000)

Inferred Geotechnical Conditions

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. Detailed information about weathering extent, geotechnical conditions, and soil and rock properties requires specific on-site investigations following established guidelines like the Site Investigation Code of Practice (2010) by the Geotechnical Division of the South African Institution of Civil Engineering.

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.

Geotechnical Determinants for Planning Purposes

A feasibility level geotechnical investigation will be required to confirm the geotechnical considerations related to the scope of the development. The following aspects has to be considered when planning the geotechnical investigation, or various phases thereof:

- The footprint area of each respective planned development.
- The type and envisaged use of each respective planned development as it relates to structural/foundation loads i.e., business, residential, recreational etc.
- The size/height of the respective planned developments as it relates to structural/foundation loads i.e., number of floors/storeys.
- Any envisaged excavations for foundations and/or basements and the specific bottom elevations.
- Regulatory requirements and restrictions in placing investigation positions on site i.e., Heritage/archaeological restrictions.
- Any buried services and subsequent wayleaves/permits that will dictate the possible locations of investigation points.

The typical information to be gathered in the geotechnical investigation entails the following:

- The presence, extent and characteristics of soil and rock layers (local geology) through visual observation and physical assessment thereof on site.
- The presence and characteristics of groundwater.
- The presence of problematic soils (e.g., active materials that may heave or shrink upon changes in groundwater conditions).
- The engineering properties of soil and rock materials present within the influence depth of the building/structural foundations, or which may affect the stability of excavations; to be determined through detailed laboratory testing.

Baseline geotechnical investigation will form part of the assessment workstreams to inform concept development and feasibility testing, planned for later in the process.

4.1.3 Transport and Movement

353 on Main is a highly accessible site located on Main Road, Sea Point. Easy access to taxi routes and MyCiTi bus routes means access into the City Centre and beyond is easy and affordable via public transport. The nearest train station is 4km away with a direct route from the site to the Civic Centre MyCiTi station as well as the central bus (including long haul) and train station. The City centre is accessible via routes along Beach Road, Main Road and High Level Road. Easy access to Hout Bay is also possible via a MyCiTi Route along Victoria Road.

A grid system of streets provides a pedestrian scaled and walkable environment, with easy access to both the mountain and the sea. The coastal promenade provides an important

pedestrian movement route between Bantry Bay and Green Point. The site in relation to the public transport network and public amenities is illustrated in Figure 15 below.



Figure 15: Movement, Transport and Public Amenities

4.1.4 Public Amenities

The site in relation to the surrounding public amenities is illustrated in Figure 15. Within 1km of the site are a variety of facilities easily accessible via public transport. These include two government and one private primary school and one government secondary school. There are only three ECD's within the 1km radius from the site, very few for such a dense environment. The TBDP identifies a need for future education facilities, both primary and secondary despite there being no registered need for a school in terms Western Cape Education Department's (WCED) 2023/24 First Draft U-AMP (Latest Narrative and Templates) submitted to Provincial Treasury during June 2022. The Department of Infrastructure is in discussion with WCED to activate a public school on the relevant portion of the site. The intention is that a public school will form part of any future development proposal on the site. In addition to the schools a variety of public amenities including a library, civic centre, several places of worship, a variety of small parks and a fire station are also present. The Sea Point promenade and Table Mountain National Park/Lion's Head/Signal Hill are open spaces with both local and regional significance within a 500m radius of the site.

4.1.5 Heritage Context

The following information was extracted from the Heritage Scoping Baseline Study – 353 on Main, prepared by Rennie Scurr Adendorff on behalf of Zutari for the Western Cape Government, dated 19September 2023. Refer to the Heritage Scoping Baseline Study (Annexure A) for further details regarding the current heritage status of the site as well as the next steps towards development of a conceptual design framework to be used as a basis for potential site development.

The early settlement and development of Sea Point sites is intertwined with the story of the Cape's most financially well-established and influential burghers, colonial administrators, and merchants. The evolution of the built townscape is largely dictated by the boundaries of the first land parcels sold, and their subsequent subdivision. The study site straddles two of these early estates, which became known as Ellerslie and Bellevue (Figure 16: 1818 shows boundaries of lots, with a structure on Lot 27. The site is outlined in red.).

Further subdivision of land occurred overtime due to shifts in demographics, introduction of public transport (tramway) and piped services accelerating development and densification from the mid-1800's through to the 1980's.

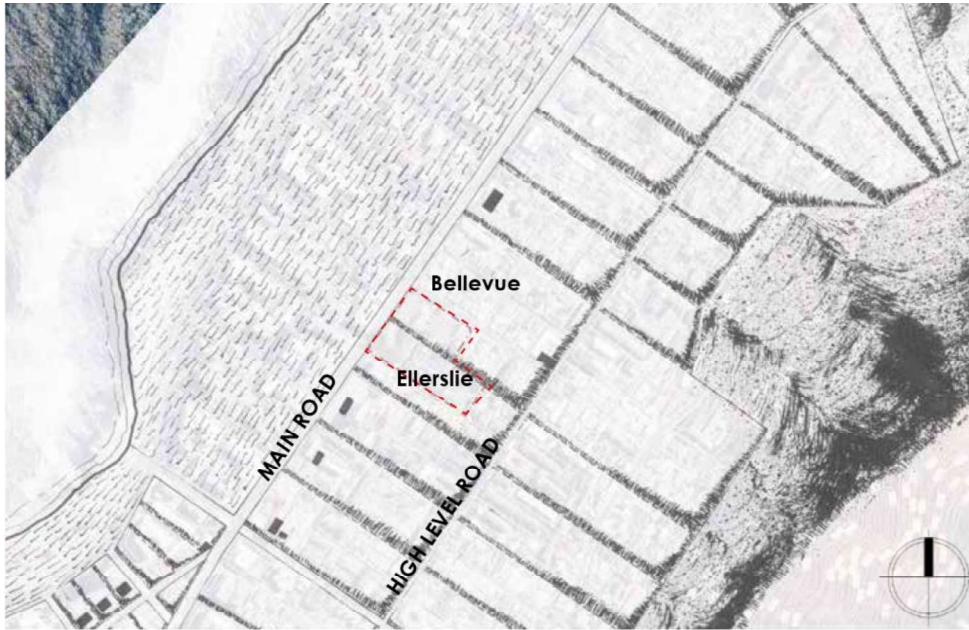


Figure 16: 1818 shows boundaries of lots, with a structure on Lot 27. The site is outlined in red.

Sea Point East is constantly evolving and changing. The immediate context is richly textured and layered with elements reflecting its morphology. Cultural landscape elements are evident in the extent of the site as a whole with elements representing 200 years of the evolution and development of Sea Point.

The contextual character in terms of scale and grain is coherent and includes a wide variety of building typologies. Buildings associated with Main Road include ranging from fairly low-rise, single-storey Victorian-era villas to small shops and four-story mid-century apartment buildings. With the occasional multi-storey mixed-use building and a low-rise petrol station. The masonry wall edging the site, with its trees and deep garden set back, allows for exceptional views of the mountain from Main Road contributing to the quality and sense of place. This variety in grain, period, and style of the built form, along with the open park quality of the site, lends this sector of Sea Point a very specific aesthetic and contextual character.

The entire site is located in the formally declared Sea Point Heritage Protection Overlay Zone (HPOZ). The Sea Point HPOZ recognises the aesthetic and contextual value of this coherent fine grain 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 dates 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."



Figure 17 - Sea Point HPOZ. The Site is outlined in red. (Image: CoCT Map Viewer 2023)

The site 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. The site is described in the Government Gazette Notice as the "so-called Ellerslie Girls' High School building complex, situated on a portion of Consolidated Erf 1424". The phrase "building complex" is interpreted to include all buildings making up the school complex.

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, and several built heritage resources, and has an associational value attached to its 20th-century history as a school.

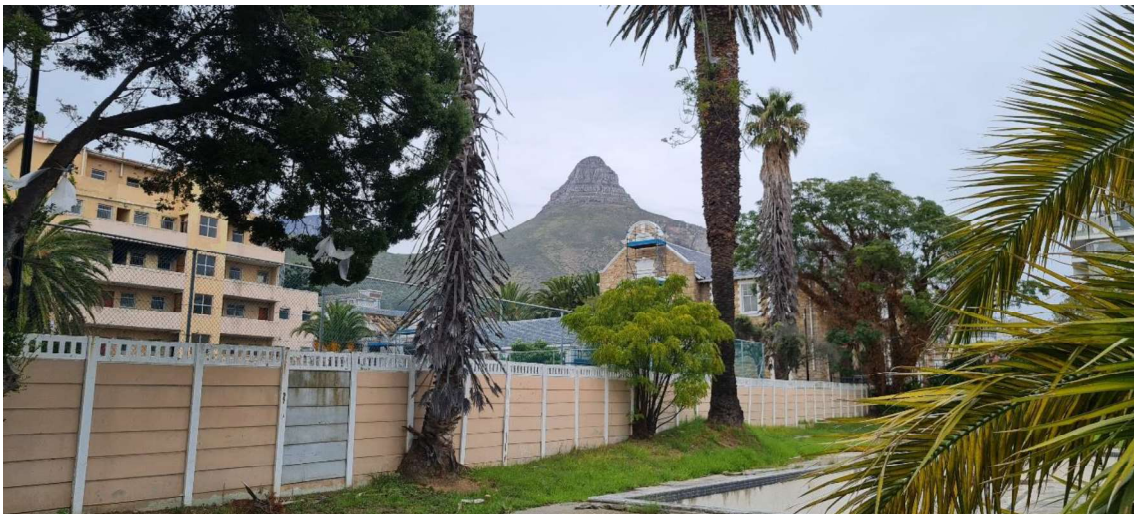
4.2 Site and Surrounds

4.2.1 Natural Features

Topography and Views

The site is located on the side of Signal Hill with a slight slope (15m elevation) from south-east to northwest, from Signal Hill towards the coast, which needs to be considered in development designs.

Significant views of the mountains to the south of the site and north towards the promenade/ocean above 3 storeys. Views to Lion's head and Signal Hill must be enhanced and protected.



Photograph 1: View of Lion's Head from the north-west corner of the site

Landscape and Trees

Site is the only green space along the Sea Point Main Road and is characterised by a park-like feel including a variety of mature trees. The drawing below (Figure 18) extracted from the Tree Survey undertaken by Sq1 Landscape Architects (Annexure B) illustrates trees that need to be protected, those that are visually significant, those that can be kept or removed and trees which removal is suggested. The existing Fig Trees located along the original school entrance axis are visually significant contributing to the sense of place and landscape heritage. Mature trees should be retained wherever possible while still maximising the site's development potential.

All sport courts on site have been assessed as culturally insignificant and may be removed. The remaining open space provides development opportunities. New buildings should provide positive and active interfaces qualities onto the remaining open space, retaining the park sense of place while enhancing safety and spatial definition.

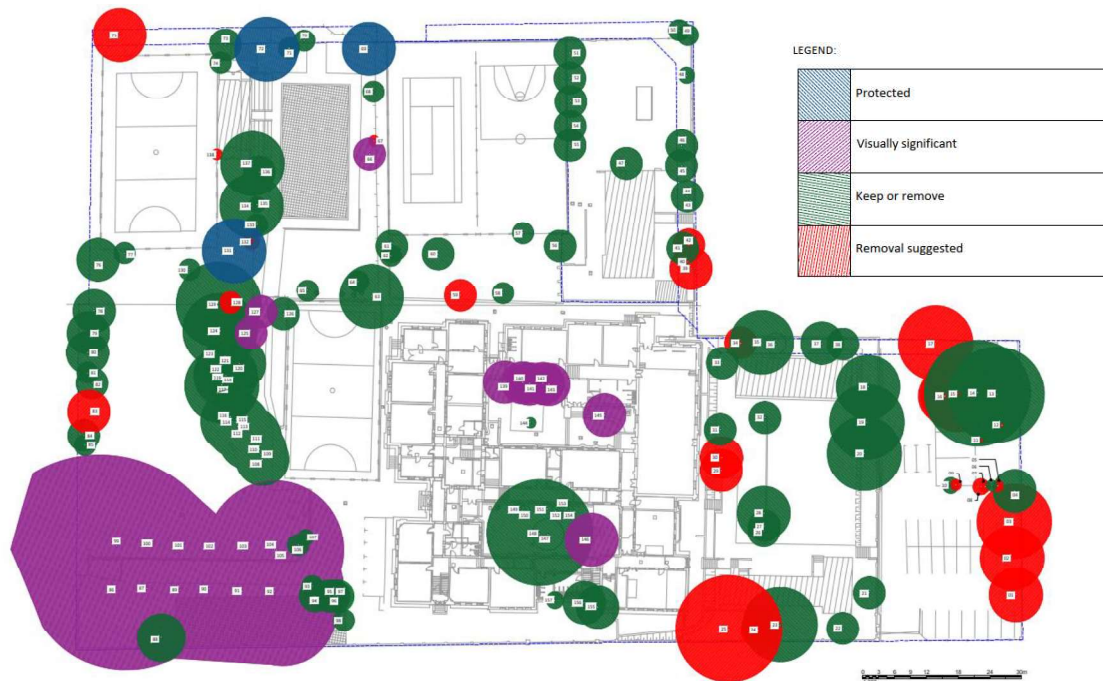


Figure 18: Tree Survey



Photograph 2: Visually significant avenue of fig trees



Photograph 3: Range of trees and open space on the site

4.2.2 Heritage: Site and Surrounds

The site 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.

There has previously been confusion regarding the “boundaries” of the PHS area. However, HWC has confirmed that it deems the site in its entirety to be formally protected as a PHS under the NHRA. The site is described in the Government Gazette Notice as the “so-called Ellerslie Girls’ High School building complex, situated on a portion of Consolidated Erf 1424”.

The “building complex” encompasses all structures within the school complex, which holds statutory heritage status as a Provincial Heritage Site (PHS). The site is graded to assess its heritage significance and sensitivity to change. It is notable for its composition, featuring cultural landscape qualities, various built heritage resources, and an associational value tied to its 20th-century history as a school.

Cultural landscape elements spanning 200 years of Sea Point’s development are evident, including stone boundary walls, structured terracing, and remnants of its 19th-century residential history. Elaborate gated openings, some now sealed, particularly along Main Road, enhance the site’s public experience and placemaking quality.

Historical and contextual importance is highlighted, with the site offering a rich understanding of the broader area’s heritage. Its size and layered history make it unique, occupying an entire urban block on Main Road, characterized by a historic boundary wall. The “High School For Girls” building represents school architecture of the period and reflects the evolving role of women in education during the 20th century.

The site’s sandstone school building and its surroundings are aesthetically significant. It holds high socio-historical value as Ellerslie School for Girls and Tafelberg High School, symbolizing efforts for spatial redress and social justice. The school building is associated with notable early 20th-century Cape architects.

As a whole, the site plays a crucial historical and contextual role in Sea Point’s evolution, featuring landmark qualities, one of the largest remaining open spaces enclosed by a historic wall, a historic tree-lined approach, the Ellerslie High School building with high architectural, aesthetic, intrinsic, and sociohistorical significance, and the contextually important Wynyard Mansions.

The key heritage components of the site have been given provision grading (informed by O’Donoghue HIA 2011) as illustrated in Figure 19 below. A detailed survey and analysis of each element would accompany further study. The key elements are:

- The 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

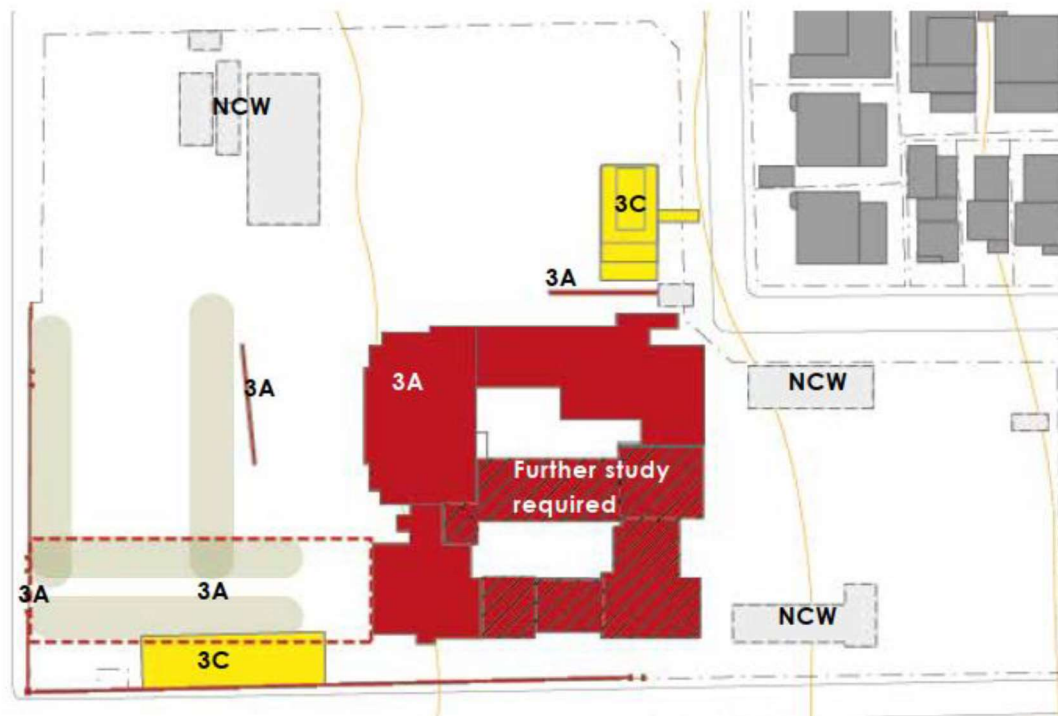


Figure 19: Provisional grading of component parts of the site - requires more detailed investigation (Source: RSA 2023)

Those elements graded as 3A should remain and are regarded as a local heritage resource. Components graded 3C have less regulation and should be protected if the significance of the environs is sufficient to warrant protective measures. 3C grade does not inhibit development opportunities or demolition. However, any alterations, and particularly any replacement structures and new interventions are obligated to conform to development guidelines imposed by the statutory context of the HPOZ and PHS.

Key Informants

The key heritage informants including protected and visually sensitive trees which forms important heritage components of the sites are illustrated in **Error! Reference source not found.**, and are described below:

- The receiving environment is identified as having sufficient heritage significance to be protected, by the HPOZ. Any new intervention must respond appropriately to the layered, fine grain urban grid of the context in terms of height and massing.
- New developments should respond to the fine grain and varied scale and massing of structures in the neighbouring street blocks; avoid large massing.
- New developments should respond to the sloped topography of the context and "in-out" stepping between structures placed orthogonally as steps up the slope. This condition allows for a fragmentation of roof lines against mountain backdrop, which should inform any new development on site.
- Sensitive response to the lower scaled, fine grain nature of the residential edge along Milner and Heathfield Road must be respected.
- Heritage components should remain and be integrated into the design of the site.
- A 'to be defined' setback around the heritage graded 3A building should be adhered to
- The open park like nature of the site along Main Road should be celebrated and enhanced.
- The bicycle shed and Wynard Mansion are Graded 3C and any alterations or demolition of these buildings must conform to guidelines impose by the statutory context of the HPOZ and PHS.
- Significant views across the site towards the Ellerslie School Building and mountain beyond must be retained and enhanced.

Figure 21 illustrates an overview of the developable areas as a response to the heritage indicators and start to inform the future development of the site, dividing it into no-go, buffer, and developable zones.

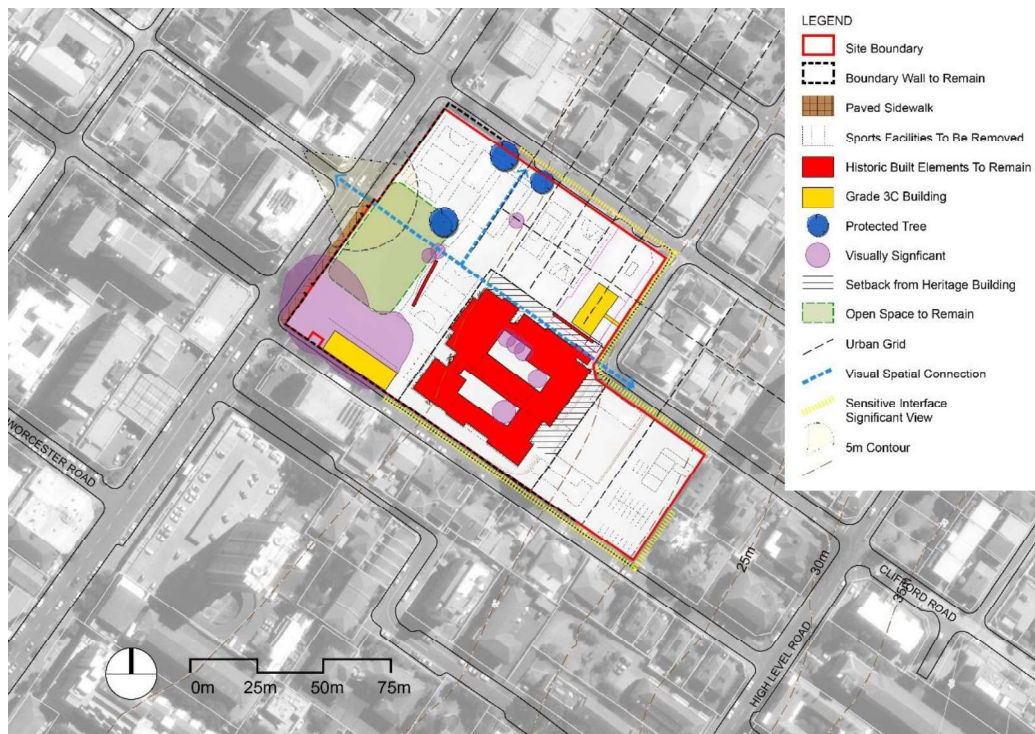


Figure 20: Composite Heritage and Landscape Informants



Figure 21: Overview of developable areas, buffer zones and areas that are "no go" to development. (Image: Google Earth Pro)

4.2.3 Land and Legal

The following site information is extracted from the Phase 1 and Phase 2 Land and Legal Investigation Reports (August and October 2023) written by I Murison Attorneys (Annexure C). Additional information can be found in these reports.

The Remainder of Erf 1424, 353 Main Road, Sea Point was created through a **consolidation of 25 parcels of land** that are now held by Consolidated Title T34053/1983. The property vests with the Provincial Government of the Western Cape (PGWC).

After the Remainder of Erf 1424 was created, the erf was then subdivided whereby Erf 1425, Erf 1426, Erf 1427 and Erf 1428 were transferred into the ownership of The City of Cape Town. These erven were created to enable road widenings to be constructed by the Municipality on sections of some of these erven (Figure 22). These erven are no longer part of the Remainder of Erf 1424 and are currently not part of the site application.

Unregistered Erf 1675 Sea Point East was subdivided from Erf 1424 and registered in the Surveyor General in 1993 (see SG diagram below), but the erf was never registered in the deeds office and is thus legally still part of the remainder of Erf 1424 (Figure 22). This unregistered erf accommodates the old Wynyard Mansions building.

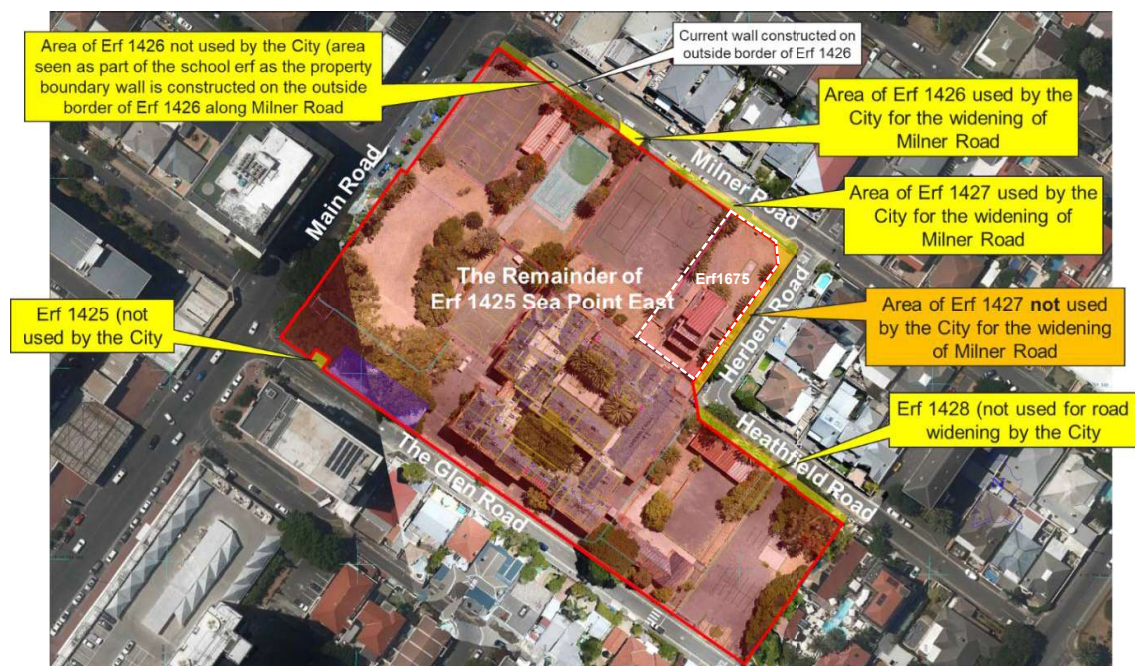


Figure 22: Location of the sub-divided erven 1425 – 1428 and the extent of their use.

Servitudes

There are a number of servitudes on the site which have been carried over from the previous erven when the site was consolidated, but only two of these servitudes will need to remain and will have an impact on the design of any potential development of the site. The first is a **Stormwater servitude (K523/1983S)** benefiting the City of Cape Town, running across the property. It comes with a condition prohibiting any building or structure within 1.26m on either side of the central line. There's potential for rerouting the stormwater pipe (see Section 4.2.8 - Bulk Civil Engineering Services for more detail), which could lead to the cancellation of this servitude and the registration of a new one in a new position.

The second servitude is a **Pipe Drain Servitude (T724/1901)**, an older one carried over from previous title deeds, also in favor of the City of Cape Town. After the civil engineer assesses the relevant infrastructure and determines whether this servitude is still necessary, it may be included in the land use planning application to request its cancellation, thereby opening an additional area for development.

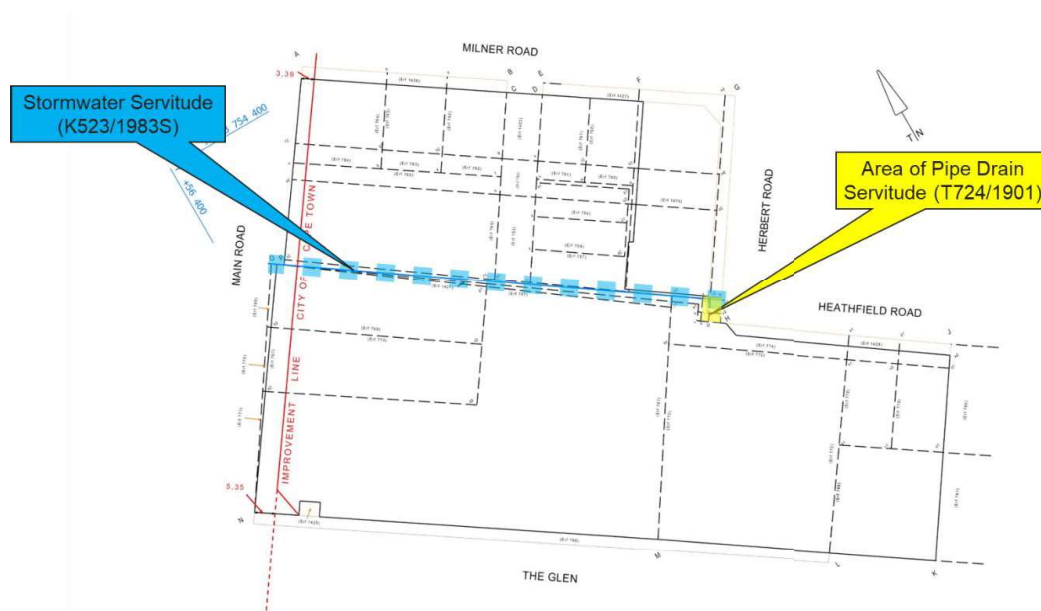


Figure 23: Stormwater Servitude (K523/1983S) & Pipe drain Servitude (T724/1901)

Improvement Lines

The Main Road Improvement Line, recorded by the City of Cape Town (Figure 24), designates an area for potential future road widening. It is not a servitude but rather a signal of a planned widening. The City has confirmed no further widening is planned. It is recommended that the relevant City of Cape Town officials at the City's Transport Infrastructure Planning and Department of Infrastructure, Directorate Road Planning dealing with the relevant Proclaimed Scheme for the Main Road be liaised with to discuss the declaiming process prior to the inclusion of the application for the cancellation of the improvement line in the land use planning application. For more detailed information regarding servitudes and the improvement line, refer to the above-mentioned Phase 1 and Phase 2 Land and Legal Investigation Reports.

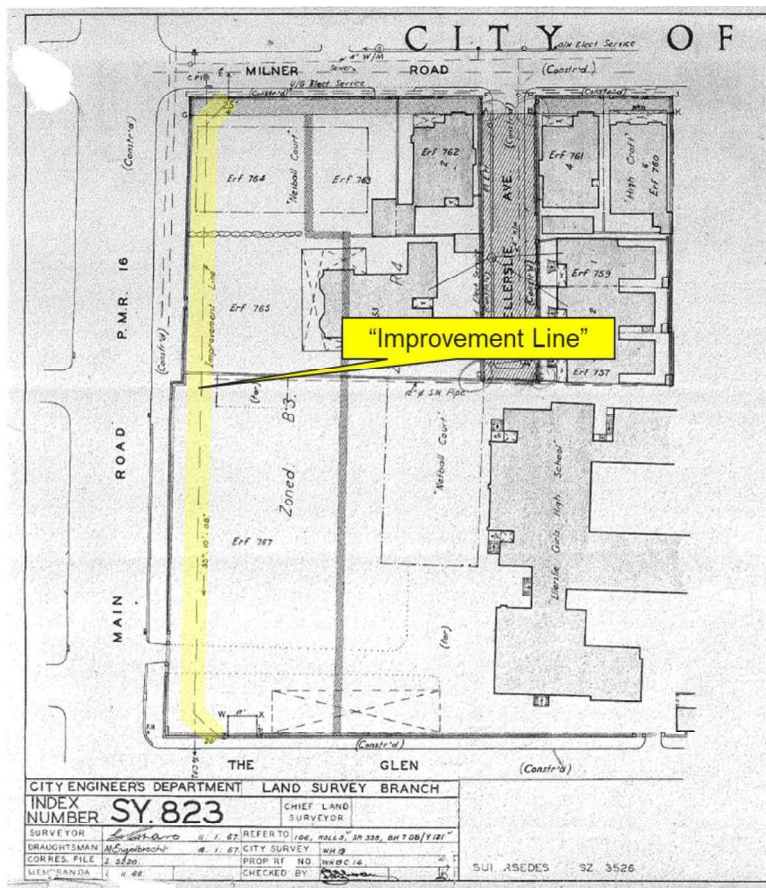


Figure 24 - Improvement Line along Main Road

4.2.4 Zoning

The site has a split zoning in terms of the Development Management Scheme (DMS) as shown in Figure 25 and Figure 26 Transport, public road, and parking (TR2) along the inner Main Road

boundary line (which was to provide for the Main Road widening), General Business (GB5) adjacent to the TR2 zone, with the remainder zoned General Residential (GR4).

The surrounding zoning mimics that of the site with General Business 1 located along the length of Main Road on either side of the street promoting mixed use and high densities typically required to support an activity route. The eastern side of main road is predominatly zoned General Residential 2 while the Western side of main road is General Residential 5. This zoning is reflected in the land use and built form of the area. in

The TR2 portion located along Main Road will need to be rezoned to accommodate future development if the City agrees to the deprocolmation after discussions. The future zoning of the entire site must be aligned with the final proposal to accommodate the preferred development option.



Figure 25: Site and Surrounds Zoning



Figure 26: Site Zoning

4.2.5 Land Use

The land use within 500m of the site is illustrated in Figure 27. The land use and built form reflects the zoning of the properties with multi storey sectional title properties predominantly located on the western side of main roads and freehold title properties to the east. The remaining context has a diverse land use mix both horizontally and vertically. Main Road is an activity spine that includes a vertical land use mix including commercial on the ground floor with residential above in many instances. A pattern of small-scale line shops is evident with three larger 'retail centres including anchor retails 500m of the site.

Additional land uses include hotels, petrol stations, places of worship and a fire station. Sea Point High School is located on Main Road just outside of the 500m radius with no ECD's/playschool in the local context. The Table Bay District Plan identifies a need for future education facilities, both primary and secondary despite there being no registered need for a school in terms WCED's 2023/24 First Draft U-AMP (Latest Narrative and Templates) submitted to Provincial Treasury during June 2022.

There are a number of small neighbourhood parks on the eastern side of Main Road with the promenade and Sea Point swimming pool within a 500m radius of the site. Signal Hill and the

Table Mountain Reserve are included in the public open space offerings within walking distance of the site.

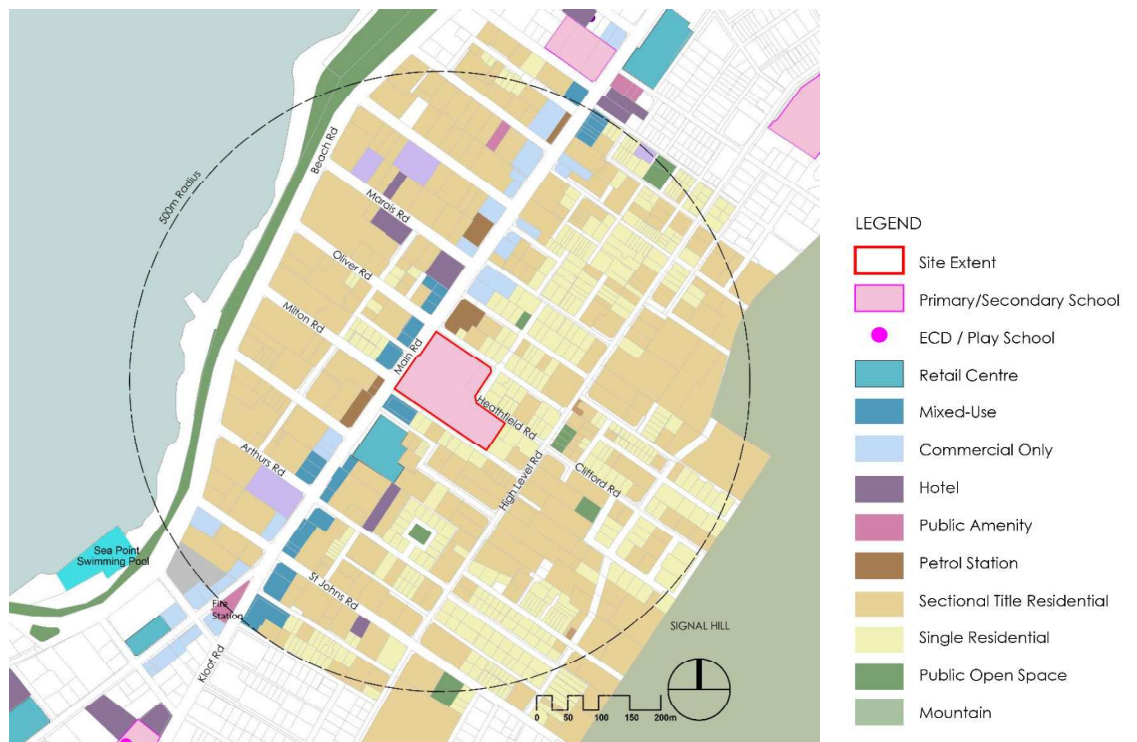
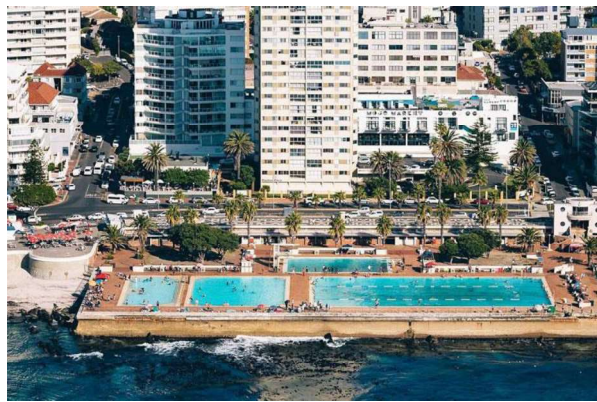


Figure 27: Land Use



Photograph 4 Sea Point public library and civic centre with Signal Hill in the background



Photograph 5 Sea Point public swimming pool

4.2.7 Built Form

The 353 on Main site is located along Main Road Sea Point in a dense urban environment between the sea (promenade) and mountain (Signal Hill/Lion's Head). The form of the urban fabric has been greatly influenced by the natural context, with a band of intense, linear development as a result of topographical constraints and desirable sea and mountain views.

The site is located at a junction between lower-scale and finer-grain residential development and bigger-scale, coarser-grain mixed-use developments as illustrated in Figure 28. The average height of mixed-use buildings within a 1km radius of the site ranges from 4 to 10 storeys. The height range of residential buildings between Main Road and High Level Road is 1 – 4 storeys with taller residential apartments located along High Level Road (3 – 6 storeys). There are two outlier tall buildings that reach 19 storeys. (Photograph 6 and Photograph 7).

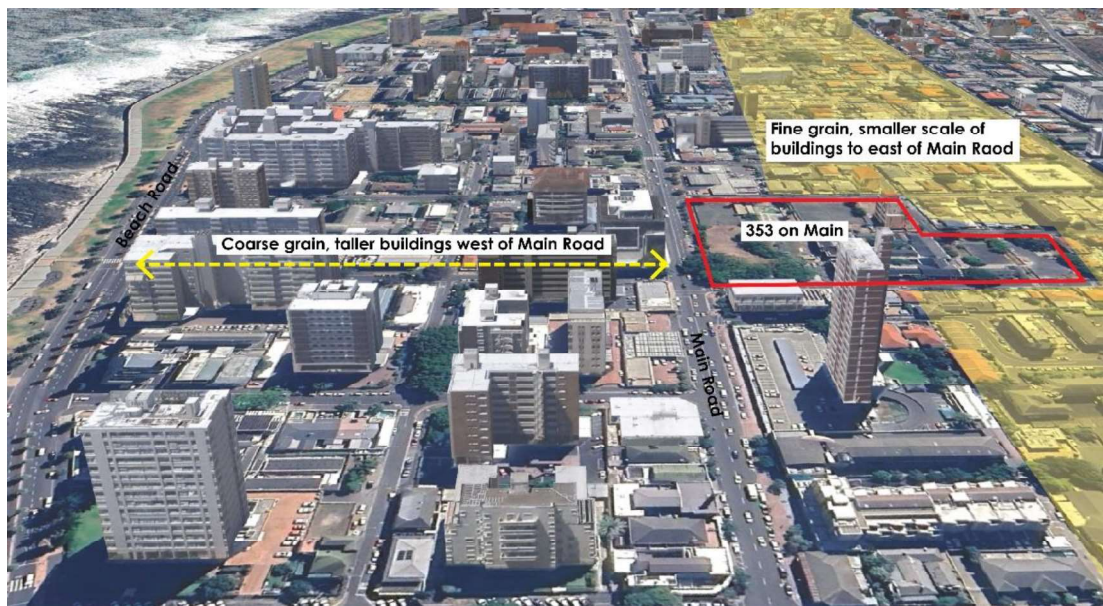


Figure 28: Illustration of different urban form surrounding the site



Photograph 6: Surrounding residential fabric



Photograph 7: 19 storey building on Main Road

4.2.8 Access and Movement

The site is highly accessible, located on Main Road which includes both MyCiTi and Taxi Routes. There is a station directly adjacent to the site with several more within a 20 minute walk from the site (Figure 29). MyCiTi and Taxi routes are also located along High-Level Road and Beach Road adding to the highly accessible nature of the site as indicated in both the MSDf and TBP.

With its accessible nature, the site is appropriate for transit-orientated development with an increased desirability of residential properties in proximity to efficient public transport. Supporting this is the need for high-quality NMT routes which is lacking along this portion of Main Road. Existing bicycle routes are only found along the promenade/beach road with no formalised bicycle connections up to or along Main Road.

Heathfield (turning into Clifford) and Milner Roads, creating the northern edge of the sites, offer a direct link between the coast (promenade) and the mountain with a gateway point onto the mountain at the end of Clifford Road.

The site is located in a PT2 zone which has a zero-parking requirement. Despite this, the demand for parking in new building developments remains high and there is pressure to add more parking both by tenants and banks as developers are required to meet expectations for parking. In addition to this, the City is not in favour of 'zero' parking proposals surrounding Main Road. The City will consider parking departures in terms of reduction of provisions along main public transport routes, but this will have to be accompanied by strong motivation and detailed specialist study (see Figure 5 and Photograph 3).

The portion of the site zoned TR2 located along the Main Road edge which included the proposed road widening scheme is no longer required for transport purposes. The City's Transport Infrastructure and Planning Unit confirmed that Main Road has already been widened and that they will have no objection to that portion being rezoned and utilized within the larger site and a possible relaxation of the 5m centreline setback (Figure 30).

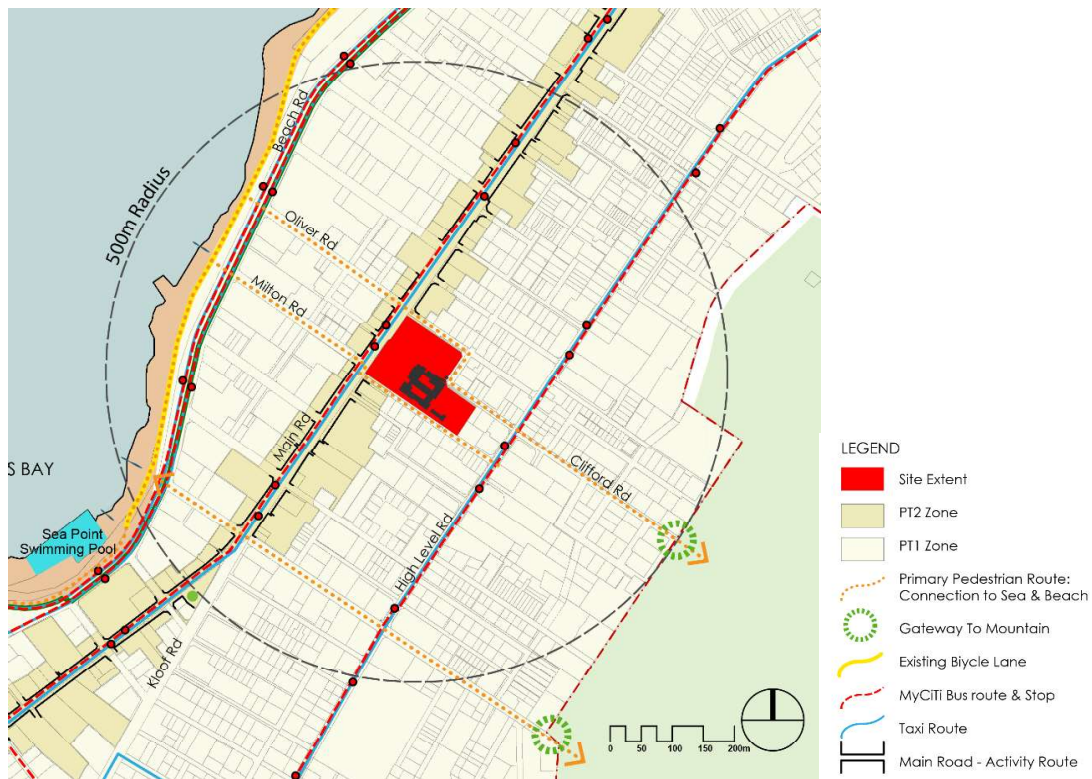


Figure 29: Movement and Access



Photograph 8: MyCiTi bus stops along Main Road adjacent to the site. Lack of bicycle and high-quality NMT facilities along mixed-use activity street

Main Road, Sea Point is also 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.

The site is accessible for future development and intensification with 7 existing entry and exit points varying from single to potentially dual-way, catering for both pedestrian and vehicular movement (Figure 30). Vehicle access off Main Road is restricted and access off lower order roads of Glen and Milner is preferred.



Figure 30: Site Access

4.2.9 Bulk Civil Engineering Services

The objective of the bulk civil engineering services investigation was to assess the existing bulk infrastructure capacity. Once a development concept is finalised, it will be determined if the

existing bulk infrastructure would sufficiently accommodate the additional demand from the proposed Development.

Potable Water Supply

The location currently has water infrastructure along nearby streets and older water connection points. If the area experiences increased population density, it will place additional strain on the current water system. Therefore, consultations will need to be conducted with the CCT to confirm whether the existing larger-scale water system can adequately provide the site with clean drinking water once densities have been confirmed.

Furthermore, it's essential to evaluate and comprehend the fire water needs and their potential effects on the pre-existing water infrastructure.

Bulk Sewer Infrastructure

The location currently features sewer infrastructure along nearby streets and older connection points. If the area experiences increased population density, it will place additional strain on the existing sewer system. Therefore, the project team will consult with the CCT to confirm whether the existing network and wastewater treatment plant/marine outfall can handle the sewage generated by the site.

Stormwater

It has been determined that there is an underground stormwater pipe running 'across' the site, starting from the 90-degree bend in Herbert Street and extending to Main Road. The pipe has been surveyed and identified as having a 300mm diameter, and it is essential to ensure it remains in working order.

No construction is permitted within the servitude area (Stormwater Servitude (K523/1983S) above the pipe, as it must remain accessible for maintenance by the CCT. This area can be used for internal roads, parking, or landscaping, but no structures are allowed on top of the pipe.

In future, three options could potentially be considered (as described below):

1. Keep the status quo. The simplest solution is to maintain the existing stormwater pipeline and servitude through the site.
2. Internal realignment. The horizontal alignment of the stormwater pipeline is somewhat flexible, and it can be realigned to suit other proposed infrastructure. Should the proposed site plan have a building situated on top of the existing servitude, then the

alignment of the stormwater pipeline can be modified. The servitude could then be cancelled, and a new servitude could then be registered in the new position.

3. External realignment. It may be possible to completely realign the stormwater pipe around the site, and having the servitude deregistered completely. This option has a few stipulations which would require some additional work before a decision can be made:
 - The current survey does not have sufficient information to assess this option properly. There is no survey information indicating pipe invert levels, contours/spot heights, pipe sizes and no existing services information along Milner, Herbert, and Main Roads. A detailed engineering survey is required to provide an assessment of this option.
 - It is unclear if the vertical levels will work hydraulically.
 - It is unclear if there is sufficient space (between existing services, trees, etc.) along Milner, Herbert, and Main Roads to install the stormwater pipeline.
 - The pipeline will most likely need to be installed deep, and the process will cause disruptions along the roads.
 - This is likely a very expensive option because of the anticipated disruptions, existing services, trench shoring and surface rehabilitation.

Considering the site's size, a comprehensive stormwater management plan will be mandatory. Any proposed development on the site will be subject to the CCT's regulations governing the management of urban stormwater impacts.

5 Constraints and Informants

5.1.1 Contextual Constraints and Informants

The composite constraints and informants at a contextual scale are illustrated in Figure 31 below. The key informants include:

- The site's geological profile suggests that deep foundations and excavations may be unstable and must be adequately assessed for future development.
- 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 an 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, 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 highly accessible 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 31: Contextual Informants

5.1.2 Site Constraints and Informants

The following composite constraints and informants illustrated in Figure 32 have been compiled by the preceding site analysis:

- The site's gradual 15m slope from Signal Hill to the coast must be considered in development design.
- Views of the mountains, Ellerslie School Building and the ocean above 3 storeys, as well as Lion's Head and Signal Hill, should be protected and enhanced.
- The urban garden / open space character of the site along Main Road should be preserved and enhanced.
- Several trees on the site, including 3 protected trees and visually significant Fig Trees, contribute to the landscape heritage. Mature trees should be retained where possible while maximizing development potential.
- Unregistered Erf 1675 Sea Point East (the site of Wynard Mansions) remains part of the 353 on Main site.
- Numerous site structures, such as the historic boundary wall, extend beyond the property limits of Remainder of Erf 1424 onto City-owned land. It is advisable to consult with the City to confirm if these areas are no longer needed for municipal infrastructure. If confirmed, the municipal legal department should then initiate the necessary legal procedures to incorporate these areas into the 353 on Main Site, pending agreement and feasibility.
- 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.
- The pipe drain servitude could potentially be cancelled but must be assessed and confirmed by the civil engineer. This request for cancellation will then be included in the land use application for Erf 1424 if applicable.
- The Main Road improvement line signals planned widening; however, no further widening is planned. Consultation with CCT officials will be conducted before including this portion of land into the site and the land use planning application.
- 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.
- Despite the WCED's 2023/24 First Draft U-AMP not identifying a need for education, the existing school building on the site is being renovated and handed over to WCED to accommodate a school.

- The low number of Early Childhood Development (ECD) facilities in the area presents an opportunity to include this amenity on-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 those taller than 3 storeys.
- The site is highly accessible via public transport supporting higher density and transit-oriented development.
- NMT routes along Main Road are lacking, with a disjointed bicycle network.
- Although in a PT2 zone, the City does not support a zero parking ratio along Main Road.
- 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)) with a 5m building line setback required. Departure from these setbacks will require City support.
- 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 complex on Erf 1424 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 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 still to be defined setback around the heritage graded 3A building must be followed.
- Any alterations or demolition of the bicycle shed and Wynard Mansions must conform to HPOZ and PHS guidelines.
- Consideration should be given to the strain on the current water and sewer system due to increased population density.
- A comprehensive stormwater management plan will be mandatory considering the site's size.

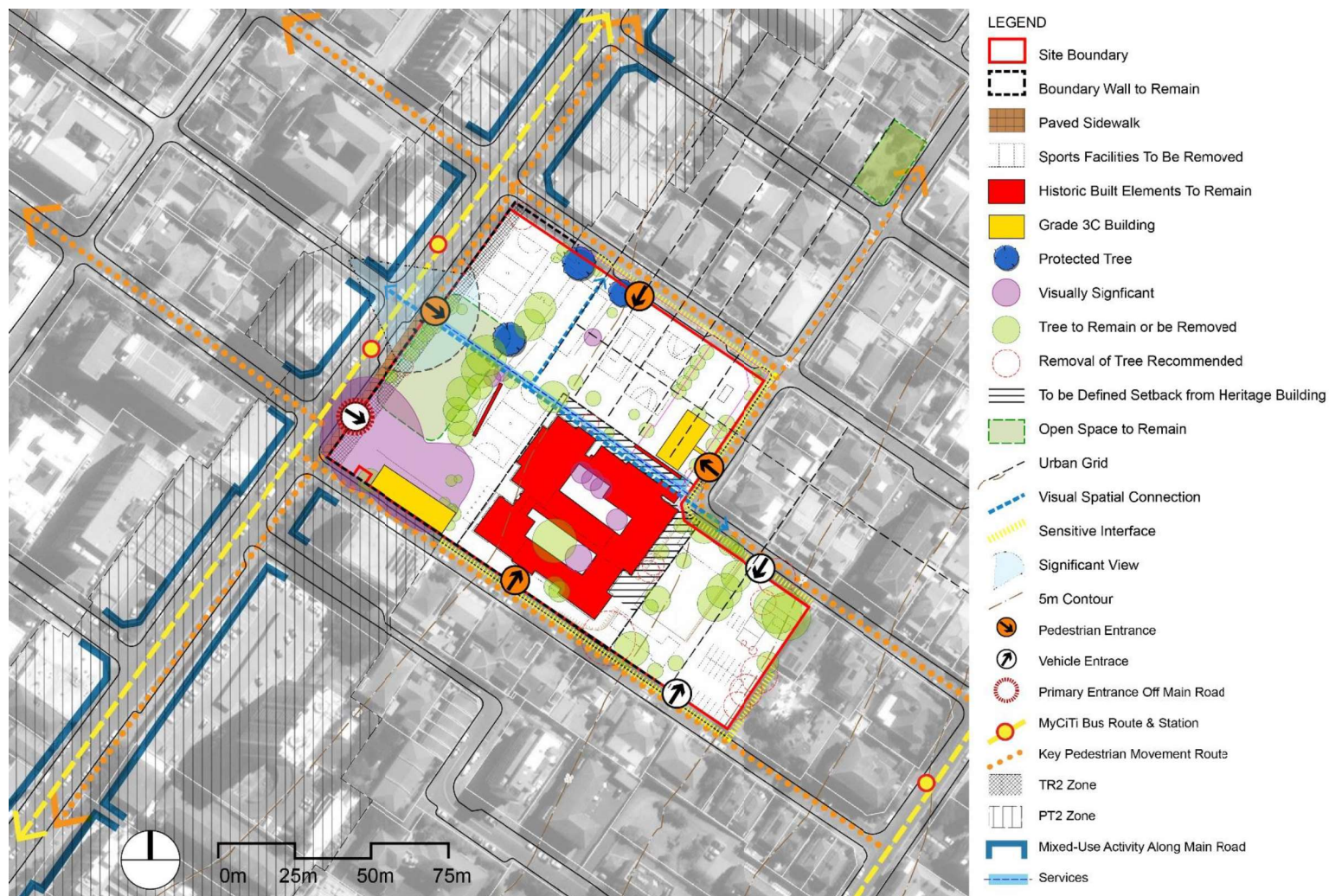


Figure 32: Composite Constraints and Informants

6 Development Vision

At the start of the current site enablement process, an interactive and co-creative vision and objectives workshop was convened with a range of Western Cape Government Departments to ensure that their inputs around the desired vision for the site can be fed into the development vision and concept and eventual site enablement work. The purpose and vision of the workshop for 353 on Main was to listen to and comprehend the needs, wants, and desires of each Department regarding the development of the site. The aim was to create a co-created and balanced government vision leading to a shared and clear direction to guide future concepts and proposals.

The shared development vision will be presented to a broader audience in a series of Focus Group workshops during the Preliminary Engagement phase for further input. The development vision crafted at the onset of the project will be further informed by the various specialist site investigations that are conducted during the site enablement process.

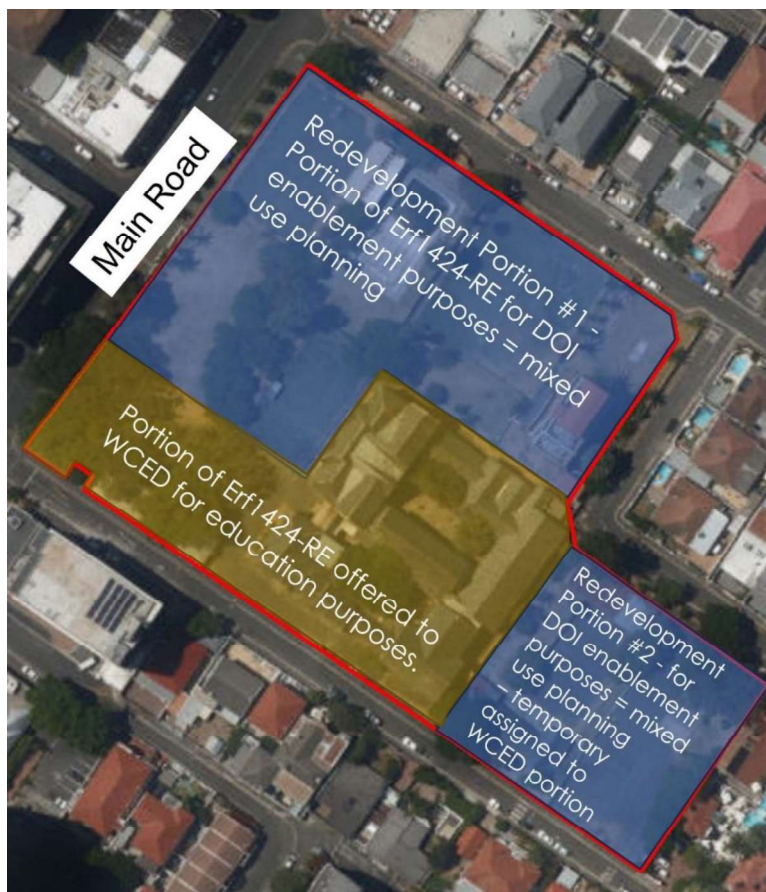


Figure 33 - 353 on Main - Portion of site to be assessed for site enablement.

The outcomes of the vision and objectives workshop included the identification of a number of key elements that could be included in any potential development of the site and a series of vision words were identified which were used to create the client vision statement.

6.1 Key elements

The essential elements that could be included on the site, as identified in the workshop, are:

Urban School

The existing school site including the heritage building, should be compact with additional school facilities such as recreation and parking to be accommodated in multi-functional, multi-story buildings elsewhere on the site (possibly on the south-eastern portion of the site). School functions that are accommodated in this building can be rented by the school while the remainder of the building can accommodate residential and/or additional public amenities.

Heritage

Heritage is a key informant to the site design, including guidance on height and distribution of uses. A green space is to remain along Main Road, accommodating the historic avenue of fig trees. Heritage features such as the boundary walls and 2 internal walls must be retained. Creative design solutions should be explored to accommodate these elements while still promoting activity and a positive interface along Main Road.

Housing

A mix of housing opportunities should be accommodated on the site, including open market and social rental housing (affordable housing). A minimum of 200 affordable housing units will ensure feasibility for this typology. Maximising the site's potential and the number of residential opportunities is key, but a balance of all needs must be considered.

Mix Of Use

The site is appropriate for various uses, including education, residential, commercial, and additional public amenities. Appropriate locations for different uses on the site will 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.

6.2 Client Vision

A series of vision words were identified during the workshop which will be used to create a client vision statement.



This desired vision statement for the site will be fed into the development vision and concept and subsequent site enablement work. This will be presented to the I&APs at the planned stakeholder engagements and revised with their inputs before finalisation and presentation back to the various WCG role-players.

7 Conclusion and Recommendations

7.1 Conclusion

This Contextual Analysis report is a synthesis of the current conditions of the 353 on Main project site informed by the available information obtained through various baseline investigations and studies. The report considers various layers of analysis relevant to each discipline that could have an impact on the potential development of the site. The site is assessed within a broad understanding of the policy and legislative context which informs any future development of the site. A spatial analysis and overview of all the key site informants are

included on a sub-metropolitan and site and surrounds scale. The socio-economic overview provides valuable information including population demographics, economic indicators and crime statistics that will assist in the formulation of a development plan for the potential development of the site as well as enhance the design of any potential development. The outcomes of the contextual analysis led to the identification of a number of opportunities and constraints which will further inform the development goals of the potential development that were set in the development vision for the site. The contextual analysis will in essence lead towards developing an informed design for the 353 on Main site. The contextual analysis identifies the constraints within which the site opportunities can be realised and given effect through the subsequent project stages such as formulating a development concept which will lead to a land use planning process and application for development rights.

7.2 Recommendations

The contextual assessment and analysis focussed on identifying key informants within the study area's context that will inform the site enablement plan. 353 on Main represents a strategically located site, easily accessible through public transportation, and surrounded by various public amenities and economic prospects.

1. Its historical significance as an educational hub can be enhanced by introducing necessary **educational facilities**, catering to early childhood development and primary education, not only for the immediate area but also for the wider sub-district.
2. Situated at the fringes of the HPOZ (Heritage Protection Overlay Zone), **any development plans and applications must adhere to its regulations**. The site is appropriate for affordable housing taking guidance from the relevant policies.
3. The site is also registered as a PHS and relevant restrictions will need to be taken into consideration. The heritage consultant will guide and inform the prescribed restrictions and applicable process to follow.
4. The policy promoting densification further underlines the **necessity and suitability for a residential development of medium to high density**.
5. This development should encompass a **range of housing opportunities, complemented by diverse land uses like commercial and public amenities**.

ANNEXURE B:

Tree Survey

28-08-2023

ERF 1424 SEA POINT: Tree Survey Report R0

SQ1

Prepared by Square One Landscape Architects

Date: 2023/08/28

NOTES: This report is to be used as a guide for the construction of the proposed residential deveopment for the site.

This document should be read in conjunction with the tree survey drawing, SQ1-FTS-700 (R0).

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 filing 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.

No.	Species name	Approx. height	Age category	Valuable / Insignificant	Status	Description	Recommendations
		(in meters)					
			M = Mature, J=Juvenile, S=Senescent	I = Insignificant MV = Medium Value V = Valuable HV = Highly Valuable	V = Visually significant K = Keep if possible T = Transplant if required R = Remove P = Protected	H = Healthy D = Diseased / Unhealthy S = Senescent F = Feature Tree / Good shape C = Contorted M = Multi-stemmed P = Poor Form G = Good Form Sk = Skew growth	
1	Melia azedarach	8 -10	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
2	Melia azedarach	8-9	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
3	Melia azedarach	8-10	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
4	Phoenix canariensis	6-8	M	MV	K, R	H	Exotic. Non-invasive. Close to boundary wall.
5	Melia azedarach	2-3	J	I	R	H	Exotic. Invasive. NEMBA Category 3. Felled regrowth.
6	Phoenix canariensis	2-3	J	MV	K, R	H	Exotic. Non-invasive.
7	Schinus terebinthifolia	2-3	J	I	R	H	Extoic. Invasive. NEMBA Category 3.
8	Schinus terebinthifolia	2-3	J	I	R	H	Extoic. Invasive. NEMBA Category 3.
9	Melia azedarach	2-3	J	I	R	H	Exotic. Invasive. NEMBA Category 3. Felled regrowth.
10	Phoenix canariensis	1-2	J	I	K, R	H	Exotic. Non-invasive.
11	Melia azedarach	2-3	J	I	R	P	Exotic. Invasive. NEMBA Category 3. Felled regrowth.
12	Melia azedarach	2-3	J	I	R	P	Exotic. Invasive. NEMBA Category 3. Felled regrowth.
13	Eucalyptus melliodora	10-12	M	I	K, R	H	Exotic. Non-invasive.
14	Eucalyptus melliodora	10-12	M	I	K, R	H	Exotic. Non-invasive.

No.	Species name	Approx. height	Age category	Valuable / Insignificant	Status	Description	Recommendations
		(in meters)	M = Mature, J=Juvenile, S=Senescent	I = Insignificant MV = Medium Value V = Valuable HV = Highly Valuable	V = Visually significant K = Keep if possible T = Transplant if required R = Remove P = Protected	H = Healthy D = Diseased / Unhealthy S = Senescent F = Feature Tree / Good shape C = Contorted M = Multi-stemmed P = Poor Form G = Good Form Sk = Skew growth	
15	<i>Melia azedarach</i>	8-10	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
16	<i>Melia azedarach</i>	8-10	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
17	<i>Melia azedarach</i>	8-10	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
18	<i>Jacaranda mimosifolia</i>	8-10	M	MV	K, R	H	Exotic. Non-invasive in the Western Cape.
19	<i>Jacaranda mimosifolia</i>	8-10	M	MV	K, R	H	Exotic. Non-invasive in the Western Cape.
20	<i>Jacaranda mimosifolia</i>	8-10	M	MV	K, R	H	Exotic. Non-invasive in the Western Cape.
21	<i>Jacaranda mimosifolia</i>	4-5	M	MV	K, R	H	Exotic. Non-invasive in the Western Cape.
22	<i>Jacaranda mimosifolia</i>	4-5	M	MV	K, R	H	Exotic. Non-invasive in the Western Cape.
23	<i>Eucalyptus robusta</i>	8-10	M	MV	K, R	H, Sk	Exotic. Non-invasive.
24	<i>Phytolacca dioica</i>	8-10	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
25	<i>Melia azedarach</i>	12-15	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
26	<i>Schinus terebinthifolia</i>	6-7	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Contained on site. Close to existing wall.
27	<i>Schinus terebinthifolia</i>	6-7	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Contained on site. Close to existing wall.
28	<i>Jacaranda mimosifolia</i>	6-7	M	MV	K, R	H, Sk	Exotic. Non-invasive. Close to existing wall.
29	<i>Cotoneaster glaucophyllus</i>	4-5	M	I	R	H	Exotic. Invasive. NEMBA Category 1b. Remove and Destroy.
30	<i>Cotoneaster glaucophyllus</i>	4-5	M	I	R	H	Exotic. Invasive. NEMBA Category 1b. Remove and Destroy.
31	<i>Phoenix canariensis</i>	5-6	M	MV	K, R	H, G	Exotic. Non-invasive.
32	<i>Jacaranda mimosifolia</i>	4-5	M	MV	K, R	H	Exotic. Non-invasive in the Western Cape. Very close to wall.
33	<i>Rhaphiolepis bibas</i>	6-7	M	MV	K, R	H, G	Exotic. Non-invasive.
34	<i>Melia azedarach</i>	8-10	M	I	R	H	Extoic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.

No.	Species name	Approx. height	Age category	Valuable / Insignificant	Status	Description	Recommendations
		(in meters)	M = Mature, J=Juvenile, S=Senescent	I = Insignificant MV = Medium Value V = Valuable HV = Highly Valuable	V = Visually significant K = Keep if possible T = Transplant if required R = Remove P = Protected	H = Healthy D = Diseased / Unhealthy S = Senescent F = Feature Tree / Good shape C = Contorted M = Multi-stemmed P = Poor Form G = Good Form Sk = Skew growth	
35	<i>Araucaria heterophylla</i>	15-20	M	I	R	H	Exotic. Non-invasive.
36	<i>Curtisia dentata</i>	5-6	M	MV	K, R	H, Sk	Indigenous. Keep if possible.
37	<i>Phoenix canariensis</i>	10-12	M	MV	K, R	H, G	Exotic. Non-invasive.
38	<i>Jacaranda mimosifolia</i>	6-7	M	MV	K, R	H, SK	Exotic. Non-invasive.
39	<i>Melia azedarach</i>	6-7	M	I	R	H	Exotic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
40	<i>Phytolacca dioica</i>	4-5	M	I	R	S, P, C	Exotic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
41	<i>Phoenix canariensis</i>	10-12	M	MV	K, R	H, G	Exotic. Non-invasive.
42	<i>Phytolacca dioica</i>	4-5	M	I	R	H, Sk	Exotic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
43	<i>Euphorbia pulcherrima</i>	3-4	M	I	K, R	H	Exotic. Non-invasive.
44	<i>Coprosma repens</i>	3-4	M	I	K, R	H	Exotic. Non-invasive.
45	<i>Phoenix reclinata</i>	5-6	M	MV	K, R	H, M	Exotic. Non-invasive. Keep if possible.
46	<i>Phoenix canariensis</i>	8-10	M	MV	K, R	H, G	Exotic. Non-invasive. Keep if possible.
47	<i>Phoenix canariensis</i>	8-10	M	MV	K, R	H, G	Exotic. Non-invasive. Keep if possible.
48	<i>Phoenix canariensis</i>	7-9	M	MV	K, R	H, G	Exotic. Non-invasive. Keep if possible.
49	<i>Duranta erecta</i>	3-4	M	I	K, R	H	Exotic. Non-invasive. Outside fenceline.
50	<i>Washingtonia spp.</i>	4-6	M	MV	K, R	H, G	Exotic. Non-invasive. Outside fenceline.
51	<i>Phoenix canariensis</i>	10-12	M	HV	K, R	H, G	Exotic. Non-invasive. Keep if possible.
52	<i>Phoenix canariensis</i>	7-8	M	MV	K, R	H	Exotic. Non-invasive. Keep if possible.
53	<i>Phoenix canariensis</i>	5-6	M	MV	K, R	H	Exotic. Non-invasive. Keep if possible.
54	<i>Phoenix canariensis</i>	8-9	M	HV	K, R	H, G	Exotic. Non-invasive. Keep if possible.

No.	Species name	Approx. height	Age category	Valuable / Insignificant	Status	Description	Recommendations
		(in meters)	M = Mature, J=Juvenile, S=Senescent	I = Insignificant MV = Medium Value V = Valuable HV = Highly Valuable	V = Visually significant K = Keep if possible T = Transplant if required R = Remove P = Protected	H = Healthy D = Diseased / Unhealthy S = Senescent F = Feature Tree / Good shape C = Contorted M = Multi-stemmed P = Poor Form G = Good Form Sk = Skew growth	
55	<i>Phoenix canariensis</i>	10-12	M	HV	K, R	H, G	Exotic. Non-invasive. Keep if possible.
56	<i>Phoenix canariensis</i>	5-6	M	MV	K, R	H	Exotic. Non-invasive. Keep if possible.
57	<i>Washingtonia spp.</i>	1-2	M	I	K, R	H	Exotic. Non-invasive. Very close to tennis cage.
58	<i>Rhaphiolepis bibas</i>	3-4	M	I	R	H	Exotic. Non-invasive.
59	<i>Pyracantha koidzumii</i>	3-4	M	I	R	H	Exotic. Invasive. NEMBA Category 1b. Remove and Destroy.
60	<i>Agonis flexuosa</i>	4-5	M	MV	K, R	H	Exotic. Non-invasive.
61	<i>Olea europaea</i>	3-4	M	MV	K, R	D	Indigenous. Infested with mealy bug.
62	<i>Roystonea regia</i>	15-18	M	MV	K, R	H	Exotic. Non-invasive.
63	<i>Melia azedarach</i>	12-15	M	I	K, R	H	Exotic. Invasive. NEMBA Category 3. Large tree. Contained on site.
64	<i>Hibiscus spp.</i>	2-3	M	I	K, R	H, P	Exotic. Non-invasive. Part felled. Regrowth.
65	<i>Hibiscus spp.</i>	4-5	M	I	K, R	H	Exotic. Non-invasive. Part felled. Regrowth.
66	<i>Phoenix canariensis</i>	15-16	M	HV	K, V	H, G, F	Exotic. Non-invasive. Large tree. Visually significant. Keep if possible.
67	<i>Melia azedarach</i>	3-4	J	I	R	H	Exotic. Invasive. NEMBA Category 3. Remove to contain spread.
68	<i>Roystonea regia</i>	15-18	M	MV	K, R	H	Exotic. Non-invasive.
69	<i>Podocarpus falcatus</i>	10-12	M	HV	P, K	H	Protected. Champion Tree Species. National Tree No.16.
70	<i>Phoenix canariensis</i>	4-5	M	MV	K, R	H	Exotic. Non-invasive.
71	<i>Phoenix canariensis</i>	3-4	M	MV	K, R	H	Exotic. Non-invasive.
72	<i>Podocarpus falcatus</i>	10-12	M	HV	P, K	H	Protected. Champion Tree Species. National Tree No.16.
73	<i>Phoenix canariensis</i>	4-5	M	MV	K, R	H	Exotic. Non-invasive.
74	<i>Phoenix canariensis</i>	10-17	M	HV	K, R	H, G	Exotic. Non-invasive.

No.	Species name	Approx. height	Age category	Valuable / Insignificant	Status	Description	Recommendations
		(in meters)	M = Mature, J=Juvenile, S=Senescent	I = Insignificant MV = Medium Value V = Valuable HV = Highly Valuable	V = Visually significant K = Keep if possible T = Transplant if required R = Remove P = Protected	H = Healthy D = Diseased / Unhealthy S = Senescent F = Feature Tree / Good shape C = Contorted M = Multi-stemmed P = Poor Form G = Good Form Sk = Skew growth	
75	<i>Grevillea robusta</i>	10-12	M	I	R	H	Exotic. Invasive. NEMBA Category 3. Needs to be controlled. Removal suggested.
76	<i>Jacaranda mimosifolia</i>	6-7	M	MV	K, R	H, P	Exotic. Non-invasive.
77	<i>Dovyalis caffra</i>	4-5	M	MV	K, R	H	Indigenous. Keep if possible.
78	<i>Phoenix canariensis</i>	7-8	M	MV	K, R	H, G	Exotic. Non-invasive.
79	<i>Phoenix canariensis</i>	6-7	M	MV	K, R	H, G	Exotic. Non-invasive.
80	<i>Phoenix canariensis</i>	9-10	M	MV	K, R	H, G	Exotic. Non-invasive.
81	<i>Dovyalis caffra</i>	3-4	M	MV	K, R	H, M	Indigenous. Keep if possible.
82	<i>Dovyalis caffra</i>	4-5	M	MV	K, R	H, M	Indigenous. Keep if possible.
83	<i>Casuarina cunninghamiana</i>	9-10	M	I	R	H	Exotic. Invasive. NEMBA Category 2. Needs to be controlled. Removal suggested.
84	<i>Searsia pendulina</i>	8-9	M	MV	K, R	H	Indigenous. Keep if possible.
85	<i>Eucalyptus melliodora</i>	9-10	M	I	K, R	H	Exotic. Non-invasive.
86	<i>Ficus macrophylla</i>	12-15	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
87	<i>Ficus macrophylla</i>	12-15	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
88	<i>Eucalyptus robusta</i>	9-10	M	I	K, R	H	Exotic. Non-invasive.
89	<i>Ficus macrophylla</i>	12-15	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
90	<i>Ficus macrophylla</i>	10-12	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
91	<i>Ficus macrophylla</i>	10-12	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
92	<i>Ficus macrophylla</i>	12-15	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
93	<i>Coprosma repens</i>	4-5	M	MV	K, R	H, S, K	Exotic. Non-invasive. Skewed by pavilion.
94	<i>Metrosideros excelsa</i>	5-6	M	MV	K, R	H, S, K	Exotic. Non-invasive in Cape Town. Skewed by pavilion.

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95	<i>Myrtus communis</i>	5-6	M	M	K R	D S K	Exotic. Non-invasive.
96	<i>Myrtus communis</i>	5-6	M	M	K R	D S K	Exotic. Non-invasive.
97	<i>Myrtus communis</i>	5-6	M	M	K R	D S K	Exotic. Non-invasive.
98	<i>Coprosma repens</i>	4-5	M	MV	K R	H S K	Exotic. Skewed by pavilion.
99	<i>Ficus macrophylla</i>	12-15	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
100	<i>Ficus macrophylla</i>	12-16	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
101	<i>Ficus macrophylla</i>	12-17	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
102	<i>Ficus macrophylla</i>	12-18	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
103	<i>Ficus macrophylla</i>	12-19	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
104	<i>Ficus macrophylla</i>	12-20	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
105	<i>Ficus macrophylla</i>	12-21	M	HV	K, V	H, F, G	Exotic. Non-invasive. Historical avenue trees. High heritage and visual significance.
106	<i>Coprosma repens</i>	3-4	M	I	K, R	H, P	Exotic. Non-invasive. Damaged.
107	<i>Phoenix canariensis</i>	1	J	I	K, R	H	Exotic. Non-invasive.
108	<i>Dovyalis caffra</i>	8-10	M	MV	K, R	H	Indigenous. Keep if possible.
109	<i>Dovyalis caffra</i>	8-10	M	MV	K, R	H	Indigenous. Keep if possible.
110	<i>Dovyalis caffra</i>	8-10	M	MV	K, R	H	Indigenous. Keep if possible.
111	<i>Dovyalis caffra</i>	8-10	M	MV	K, R	H	Indigenous. Keep if possible.
112	<i>Dovyalis caffra</i>	8-10	M	MV	K, R	H	Indigenous. Keep if possible.
113	<i>Dovyalis caffra</i>	8-10	M	MV	K, R	H	Indigenous. Keep if possible.
114	<i>Dovyalis caffra</i>	8-10	M	MV	K, R	H	Indigenous. Keep if possible.

No.	Species name	Approx. height	Age category	Valuable / Insignificant	Status	Description	Recommendations
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115	<i>Dovyalis caffra</i>	8-10	M	MV	K, R	H	Indigenous. Keep if possible.
116	<i>Dovyalis caffra</i>	8-10	M	MV	K, R	H	Indigenous. Keep if possible.
117	<i>Melia azedarach</i>	10-12	M	I	K, R	H	Exotic. Invasive. NEMBA Category 3. Contained on site.
118	<i>Schinus molle</i>	10-12	M	MV	K, R	H	Exotic. Non-invasive.
119	<i>Schinus molle</i>	10-12	M	MV	K, R	H	Exotic. Non-invasive.
120	<i>Eucalyptus robusta</i>	4-5	M	I	K, R	H, P	Exotic. Non-invasive.
121	<i>Coprosma repens</i>	2-3	M	I	K, R	H, P	Exotic. Non-invasive. Part-felled.
122	<i>Phoenix canariensis</i>	2-3	M	MV	K, R	H	Exotic. Non-invasive.
123	<i>Phoenix canariensis</i>	2-3	M	MV	K, R	H	Exotic. Non-invasive.
124	<i>Melia azedarach</i>	8-10	M	I	K, R	H	Exotic. Invasive. NEMBA Category 3. Contained on site.
125	<i>Phoenix canariensis</i>	10-12	M	HV	K, V	H, G	Exotic. Non-invasive. Large tree. Visually significant. Keep if possible.
126	<i>Washingtonia spp.</i>	2-3	M	MV	K, R	H, G	Exotic. Non-invasive. Close to tennis court cage.
127	<i>Phoenix canariensis</i>	10-12	M	HV	K, V	H, G	Exotic. Non-invasive. Large tree. Visually significant. Keep if possible.
128	<i>Phytolacca dioica</i>	5-6	M	I	R	H, P, M, Sk	Exotic. Invasive. NEMBA Category 3. Felled regrowth. Removal suggested.
129	<i>Schinus molle</i>	10-12	M	MV	K, R	H	Exotic. Non-invasive.
130	<i>Hibiscus spp.</i>	3-4	M	I	K, R	C, P, SK	Exotic. Non-invasive.
131	<i>Sideroxylon inerme</i>	4-5	M	HV	P, K	H	Protected. Champion Tree Species. National Tree No.579.
132	<i>Phoenix canariensis</i>	5-6	M	I	K, R	P, D	Exotic. Non-invasive. Covered by Tree 131. Removal suggested.
133	<i>Phoenix canariensis</i>	4-5	M	MV	K, R	H	Exotic. Non-invasive. Close to vibacrete wall.
134	<i>Metrosideros excelsa</i>	5-6	M	MV	K, R	H	Exotic. Non-invasive in Cape Town.

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		(in meters)	M = Mature, J=Juvenile, S=Senescent	I = Insignificant MV = Medium Value V = Valuable HV = Highly Valuable	V = Visually significant K = Keep if possible T = Transplant if required R = Remove P = Protected	H = Healthy D = Diseased / Unhealthy S = Senescent F = Feature Tree / Good shape C = Contorted M = Multi-stemmed P = Poor Form G = Good Form Sk = Skew growth	
135	<i>Strelitzia nicolai</i>	4-5	M	I	K, R	H, P	Indigenous. Close to vibacrete wall.
136	<i>Phoenix canariensis</i>	5-6	M	MV	K, R	H	Exotic. Non-invasive. Close to vibacrete wall.
137	<i>Viburnum odoratissimum</i>	4-5	M	MV	K, R	H	Exotic. Non-invasive.
138	<i>Melia azedarach</i>	4-5	J	I	R	H	Exotic. Invasive. NEMBA Category 3. Remove to contain spread.
139	<i>Phoenix canariensis</i>	10-12	M	HV	K, V	H, G	Exotic. Non-invasive. Large tree. Visually significant. Close to building. Keep if possible.
140	<i>Phoenix canariensis</i>	10-12	M	HV	K, V	H, G	Exotic. Non-invasive. Large tree. Visually significant. Close to building. Keep if possible.
141	<i>Phoenix canariensis</i>	10-12	M	HV	K, V	H, G	Exotic. Non-invasive. Large tree. Visually significant. Close to building. Keep if possible.
142	<i>Phoenix canariensis</i>	10-12	M	HV	K, V	H, G	Exotic. Non-invasive. Large tree. Visually significant. Close to building. Keep if possible.
143	<i>Phoenix canariensis</i>	10-12	M	HV	K, V	H, G	Exotic. Non-invasive. Large tree. Visually significant. Close to building. Keep if possible.
144	<i>Rosa spp.</i>	0.5-1	M	I	K, R	S, P	Exotic. Non-invasive.
145	<i>Phoenix canariensis</i>	10-12	M	HV	K, V	H, G	Exotic. Non-invasive. Large tree. Visually significant. Keep if possible.
146	<i>Phoenix canariensis</i>	8-10	M	HV	K, V	H, G	Exotic. Non-invasive. Large tree. Visually significant. Keep if possible.
147	<i>Strelitzia nicolai</i>	6-7	M	I	K, R	H, SK	Indigenous. Poor form.
148	<i>Melia azedarach</i>	10-12	M	I	R	H	Exotic. Invasive. NEMBA Category 3. Contained on site.
149	<i>Phoenix canariensis</i>	0.5-1	J	I	K, R	H	Exotic. Non-invasive.
150	<i>Phoenix canariensis</i>	1-2	J	I	K, R	H	Exotic. Non-invasive.
151	<i>Heptapleurum spp.</i>	1-2	M	I	K, R	H	Exotic. Non-invasive.
152	<i>Heptapleurum spp.</i>	2-3	M	I	K, R	H, P	Exotic. Non-invasive.
153	<i>Cordyline australis</i>	2-3	M	I	K, R	H, P	Exotic. Non-invasive.
154	<i>Cordyline australis</i>	6-7	M	I	K, R	H, P	Exotic. Non-invasive. Part-felled.

No.	Species name	Approx. height	Age category	Valuable / Insignificant	Status	Description	Recommendations
		(in meters)	M = Mature, J=Juvenile, S=Senescent	I = Insignificant MV = Medium Value V = Valuable HV = Highly Valuable	V = Visually significant K = Keep if possible T = Transplant if required R = Remove P = Protected	H = Healthy D = Diseased / Unhealthy S = Senescent F = Feature Tree / Good shape C = Contorted M = Multi-stemmed P = Poor Form G = Good Form Sk = Skew growth	
155	<i>Ekebergia capensis</i>	6-7	M	MV	K, R	P, Sk	Indigenous. Keep if possible.
156	<i>Ekebergia capensis</i>	6-7	M	MV	K, R	P, Sk	Indigenous. Keep if possible.
157	<i>Phoenix canariensis</i>	1-1.5	J	I	R	H	Exotic. Non-invasive. Growing in drain. Potential damage to building in future.



**Western Cape
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