



**Western Cape
Government**
FOR YOU

REDEVELOPMENT OF 353 MAIN ROAD, SEA POINT

DRAFT HERITAGE IMPACT ASSESSMENT

Submitted in terms of Section 38(4) of the NHRA (1999) for proposed redevelopment of
353 on Main, Remainder of Consolidated Erf 1424,
Sea Point, Cape Town

REDEVELOPMENT OF 353 MAIN ROAD, SEA POINT

ZUTARI
IMPACT. ENGINEERED.


RENNIE | SCURR | ADENDORFF
ARCHITECTURE . INTERIOR DESIGN . HERITAGE . ARCHAEOLOGY

DEVELOPMENT DESCRIPTION



The application pertains to the proposed subdivision and rezoning of the affected property for redevelopment. The proposed redevelopment will comprise a residential-led mixed use development with a social housing component, across three subdivided parcels. The entire 11 storey building on parcel 1 is to be Open Market Residential with retail on ground floor. The remainder of the development, parcels 2 and 3, are 4 storey walk-up social housing arranged around multifunctional courtyards.

HERITAGE PROCESS

Formal commenting process follows the earlier 2025 I&AP Engagement Sessions

Draft HIA Issued for 30 days public comment: **13.11.2025 – 13.12.2025**

All comments received will be sent to RSA Heritage and collated and responded to in the final HIA.

Once the HIA is finalized, it will be submitted to Heritage Western Cape (HWC) and dealt with by the appropriate committee.

Timeline:

We cannot pre-empt the extent or nature of the comments and how this will affect the timeline. However, the intention is to expedite the process for submission to HWC early in 2026.

Outcome:

HWC will issue a Record of Decision (RoD). The RoD can either approve and endorse the findings of the HIA, or set out a list of further requirements, or not support the application.

A Land Use application process with the local authority will be undertaken separately (planned for early 2026).

DOCUMENTATION

SPECIALIST STUDIES/ SUB-REPORTS

Socio-historical Study

353 Main Road, Sea Point, Cape Town
(consolidated erf 1424 including unregistered erf 1675)



UPDATED DRAFT: 25 July 2025

Naomi Roux
naomiroux@gmail.com

DESKTOP ARCHAEOLOGICAL IMPACT ASSESSMENT: REDEVELOPMENT OF 353 MAIN ROAD, SEA POINT

HWC REF: 24020910
submitted in terms of Section 38(4) of the NHRA (1999) for proposed redevelopment of 353 on Main, Erf 1424, Sea Point, Cape Town



3 November 2025

Prepared by Rennie Scurr Adendorff on behalf of Zutari for the Western Cape Government

HERITAGE IMPACT ASSESSESSMENT

REDEVELOPMENT OF 353 MAIN ROAD, SEA POINT
DRAFT HERITAGE IMPACT ASSESSMENT
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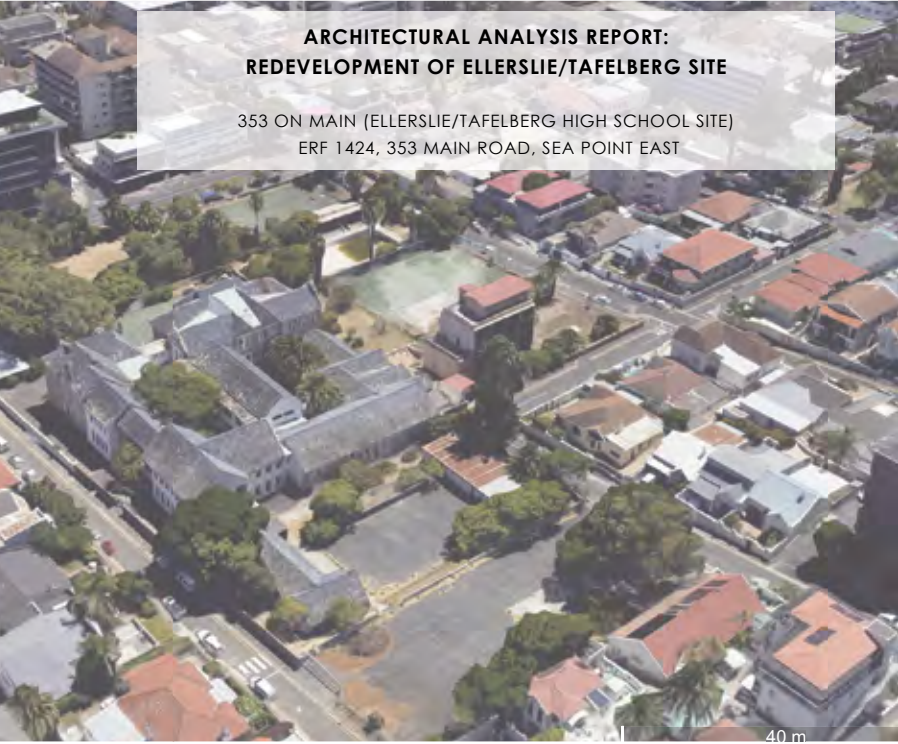
Draft for Comment
11 November 2025

Prepared by Rennie Scurr Adendorff on behalf of Zutari for the Western Cape Government



ARCHITECTURAL ANALYSIS REPORT: REDEVELOPMENT OF ELLERSLIE/TAPELBERG SITE

353 ON MAIN (ELLERSLIE/TAPELBERG HIGH SCHOOL SITE)
ERF 1424, 353 MAIN ROAD, SEA POINT EAST



40 m

ARCHITECTURAL ANALYSIS

11 November 2025
Prepared by Rennie Scurr Adendorff on behalf of Zutari for the Western Cape Government.



SQ1

Proposed Redevelopment of 353 Main Road, Sea Point
ERF 1424, Former Tafelberg School



(Source: Google Earth and Zutari)

Visual Impact Assessment
for Site Enablement Purposes

November 2025
Revision 2

Visual Impact Assessment prepared by Square One Landscape Architects
on behalf of ZUTARI Cape Town for the Western Cape Government

DEVELOPMENT CONCEPT REPORTS

ZUTARI

Project report
DEVELOPMENT CONCEPT REPORT
353 ON MAIN (TAFELBERG)
L121/22: PROVISION OF PROFESSIONAL SERVICES FOR SITE ENABLEMENT: CONSOLIDATED ERF 1424 RE, 353 ON MAIN ROAD, SEA POINT EAST

Western Cape Government: Department of Infrastructure

Submission date: 2025/10/08
Document number: 1
Revision: 1



ZUTARI

Project report
DEVELOPMENT CONCEPT REPORT
353 ON MAIN
L121/22: PROVISION OF PROFESSIONAL SERVICES FOR SITE ENABLEMENT: CONSOLIDATED ERF 1424 RE, 353 ON MAIN ROAD, SEA POINT EAST

Western Cape Government: Department of Infrastructure

Submission date: 2025/11/05



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
Reference: 1055717
Date: 14 November 2025
Document number: Phase B1: Contextual Information, 1055717

Western Cape Government

Department of Infrastructure

Preliminary Stakeholder Engagement Process - Comments and Response Report (May – June 2025)
353 on Main, Sea Point (Tafelberg) Project (Consolidated Erf1424 RE, Sea Point)

Prepared by DOI 353 on Main Project Office and Zutari Team
Date of Report: 30 July 2025

SQ1

353 on Main – Landscape Guidelines

Project: 353 on Main, Erf 1424, Sea Point
Presented to: Zutari
Contact: Pieter Louw (Pieter.Louw@zutari.com)
Prepared by: Square One Landscape Architects (SQ1)
Lead Contact: Julia McLachlan
Date: 17 October 2025
Document revision: Rev 0

Open Space Vision

The open space system at 353 on Main is intended to weave together public, semi-public, and private outdoor areas into a cohesive network that supports daily life, recreation, and social interaction.

These spaces are not residual but integral, functioning as the connective tissue of the precinct. They must provide safety, inclusivity, and resilience while embedding the site within the cultural and ecological context of Sea Point.

The vision holistically considers the Department of Social Development (DSD) heritage site at Ellerslie School and the Department of Infrastructure (DOI) development parcels. The guidelines are focussed on the DOI development parcels.

Key qualities of the vision:

- Everyday spaces that are attractive, comfortable, accessible, and well connected.
- A precinct identity reinforced through landscape, heritage, and ecological character.
- Multi-purpose spaces that enable activation and serve a range of users across seasons and times of day.

Source: One Landscape Architects | 02011037630/721 | VAT # 480254709
t: +27 (0)83 400 4014 | www.sq1.co.za | 9 Fairview Road, Wynberg, Cape Town, South Africa, 7800

SPECIALIST STUDY

Socio- Historical

A Socio-Historical Study (SHS) was compiled to inform the HIA process, focusing on the intangible significance and collective memories of the site and structures at 353 Main Road.

The study takes into account:

- Socio-historic context
- Socio-history of Ellerslie & Sea Point Schools
- Socio-history of Wynyard Mansions
- Tafelberg (353 on Main) and Housing Activism

Socio Historic Informants identified:

- Community and Family Connections
- Educational Histories
- Gender
- Affordable Housing
- Spatial Justice

Socio-historical Study

353 Main Road, Sea Point, Cape Town

(consolidated erf 1424 including unregistered erf 1675)



UPDATED DRAFT: 25 July 2025

Naomi Roux

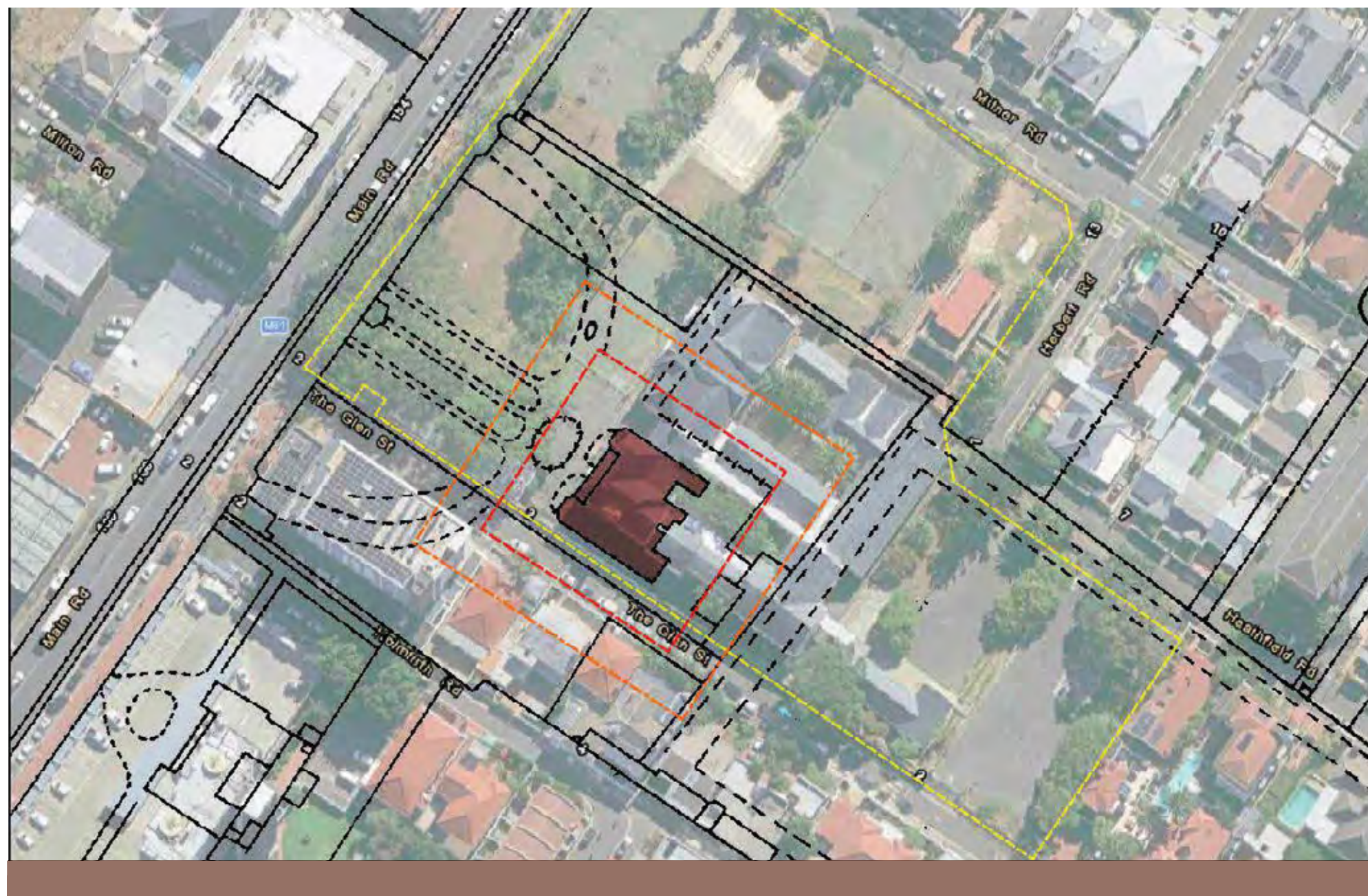
naomiroux@gmail.com

SPECIALIST STUDY **Archaeological Impact Assessment**

DESKTOP ARCHAEOLOGICAL IMPACT ASSESSMENT: REDEVELOPMENT OF 353 MAIN ROAD, SEA POINT

HWC REF: 24020910

*submitted in terms of Section 38(4) of the NHRA (1999) for proposed redevelopment of 353
on Main, Erf 1424, Sea Point, Cape Town*



3 November 2025

Prepared by Rennie Scurr Adendorff on behalf of Zutari for the Western Cape Government


RENNIE|SCURRI|ADENDORFF
ARCHITECTURE . INTERIOR DESIGN . HERITAGE . ARCHAEOLOGY

An Archaeological Impact Assessment was undertaken to assess possible impacts to archaeological resources on site. The compilation of the AIA was partly informed by the outcomes of geotesting which was undertaken under archaeological monitoring in terms of a workplan approved by Heritage Western Cape.

SPECIALIST STUDY

Visual Impact Assessment

SQ1

Proposed Redevelopment of 353 Main Road, Sea Point

ERF 1424, Former Tafelberg School

Visual Policy Framework

- Scenic Drive Network Management Plan (2003)
- Tall Building Policy (2013)
- Table Bay DSDF (Vol.2 2023)

The VIA notes that, as the existing Tafelberg school site will not be redeveloped as part of this assessment, “the school site becomes a key heritage landmark that is essentially positioned immediately adjacent to the portions of the site that will be assessed for potential redevelopment”



(Source: Google Earth and ZUTARI)

Visual Impact Assessment

for Site Enablement Purposes

November 2025

Revision 2

Visual Impact Assessment prepared by **Square One Landscape Architects**

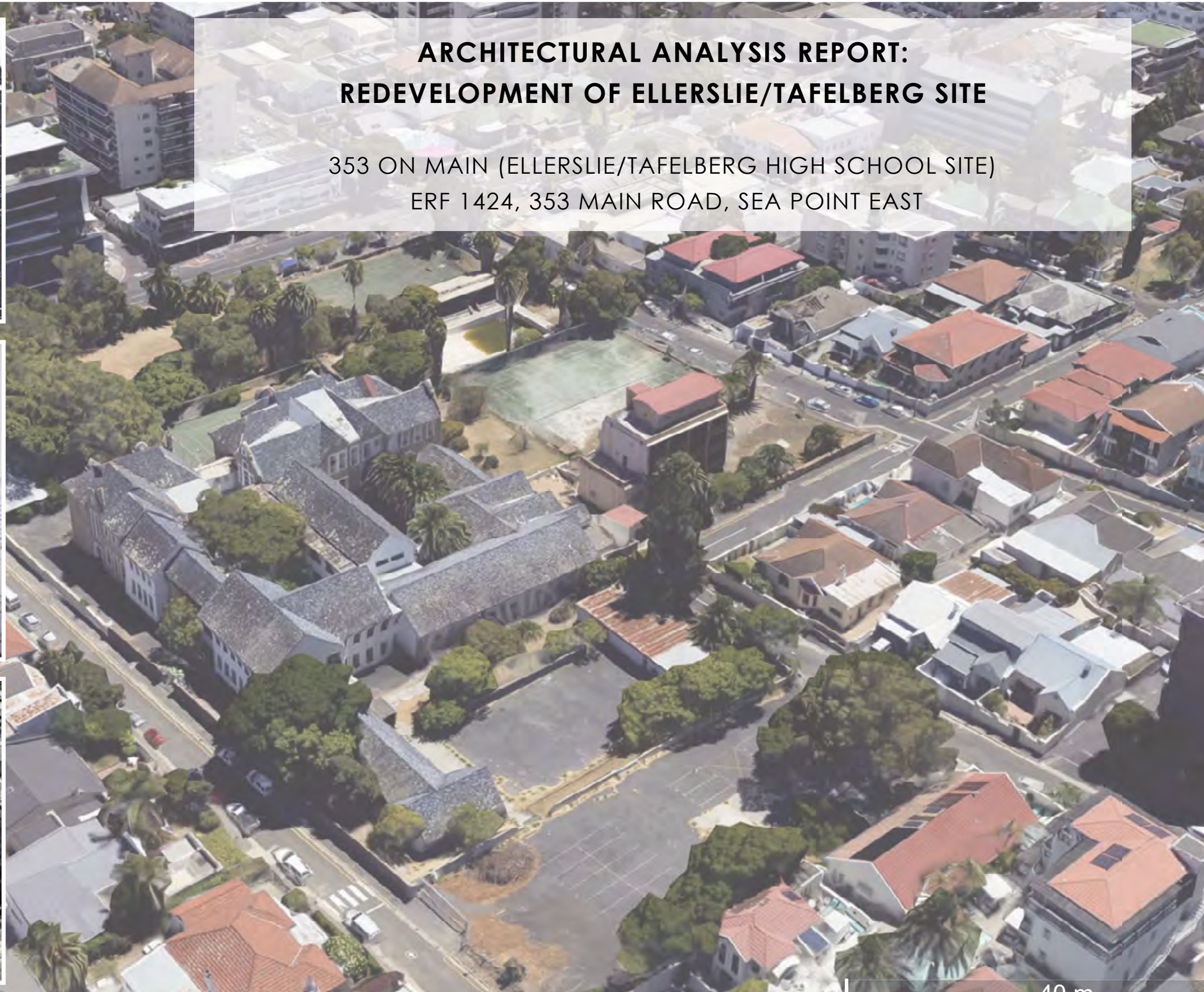
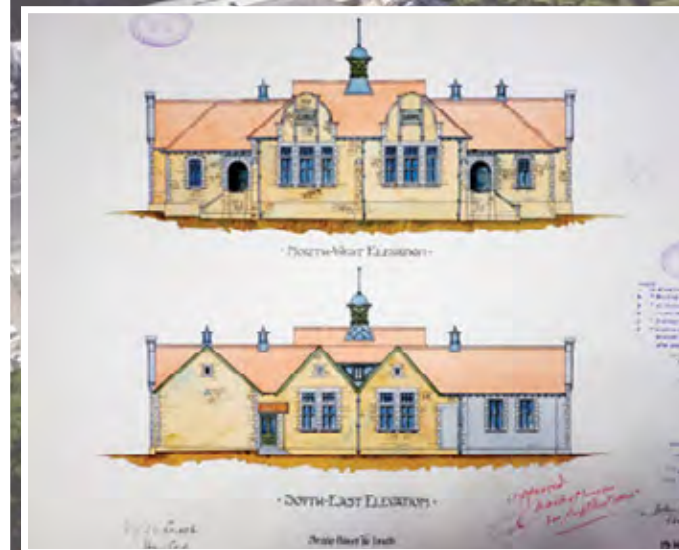
on behalf of **ZUTARI Cape Town** for the **Western Cape Government**

SPECIALIST STUDY

Architectural & Context Analysis

ARCHITECTURAL ANALYSIS REPORT: REDEVELOPMENT OF ELLERSLIE/TAFELBERG SITE

353 ON MAIN (ELLERSLIE/TAFELBERG HIGH SCHOOL SITE)
ERF 1424, 353 MAIN ROAD, SEA POINT EAST



In order to address the Townscape and Built Environment Assessment Analysis requirement of the NID Response, an Architectural Analysis was compiled to identify heritage significances related to the townscape and built environment context, and to establish heritage-related indicators to guide the response of the intended development.

Including:

- Ellerslie School
- Wynyard Mansions
- Site Chronology
- Contextual Analysis
- Architecture & Urban Character analysis
- Contextual Informants
 - Heritage Informants
 - Urban Informants
 - Development & Zoning Informants
 - Built Form Informants

11 November 2025

Prepared by Rennie Scurr Adendorff on behalf of Zutari for the Western Cape Government.



SITE CHRONOLOGY

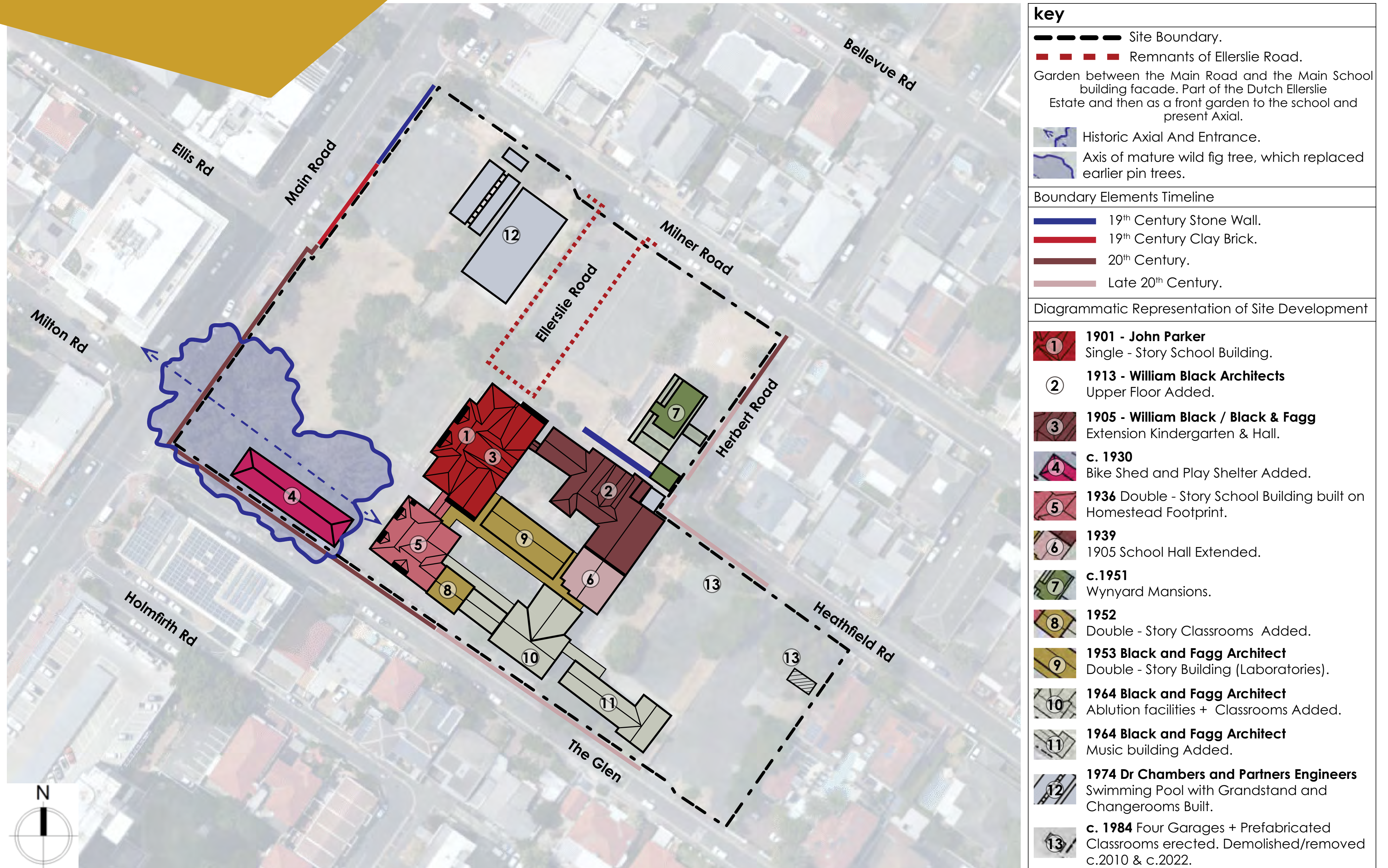


Figure 162. RSA (2025). Composite Diagrammatic Representation of The Site Development. (After - City of Cape Town Map Viewer, EGISViewer).

DEVELOPMENT
CONCEPT REPORT
- ZUTARI

ZUTARI

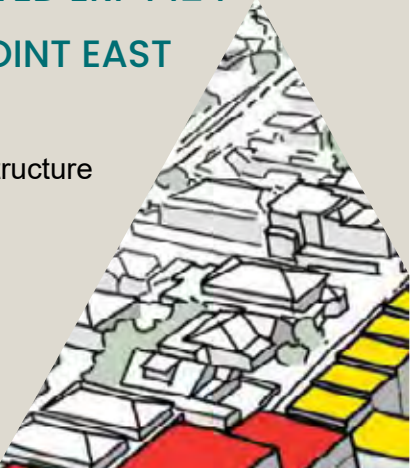
Project report
DEVELOPMENT CONCEPT REPORT
353 ON MAIN (TAFELBERG)

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

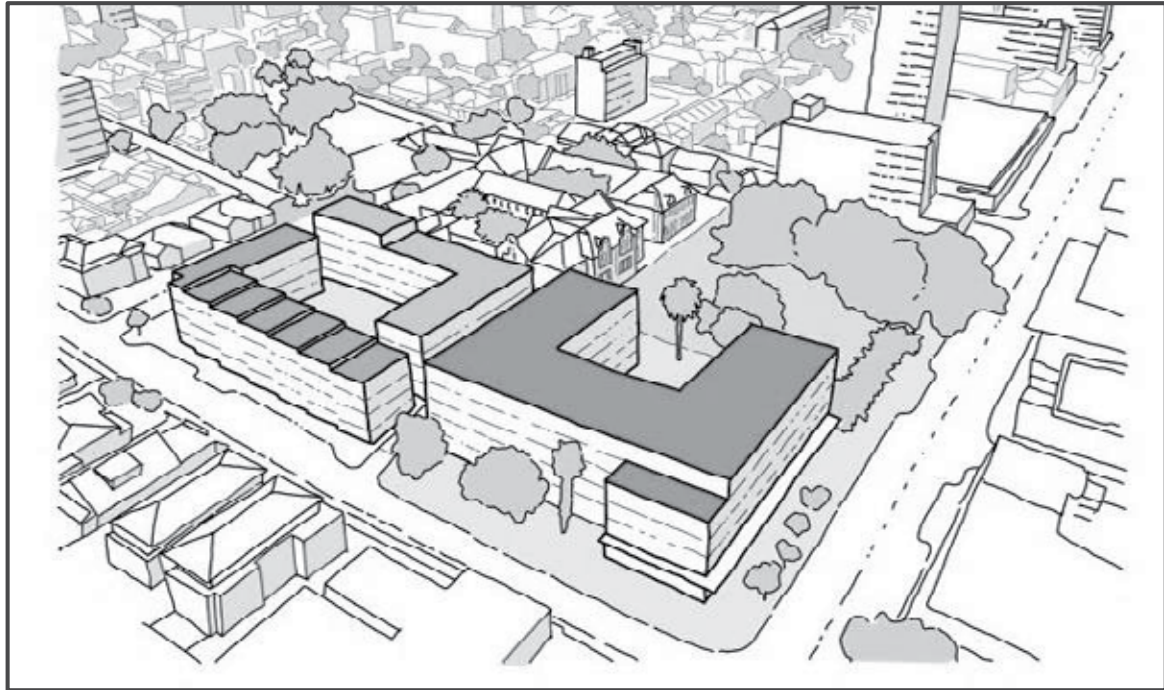
Western Cape Government: Department of Infrastructure

Submission date: 2025/10/08

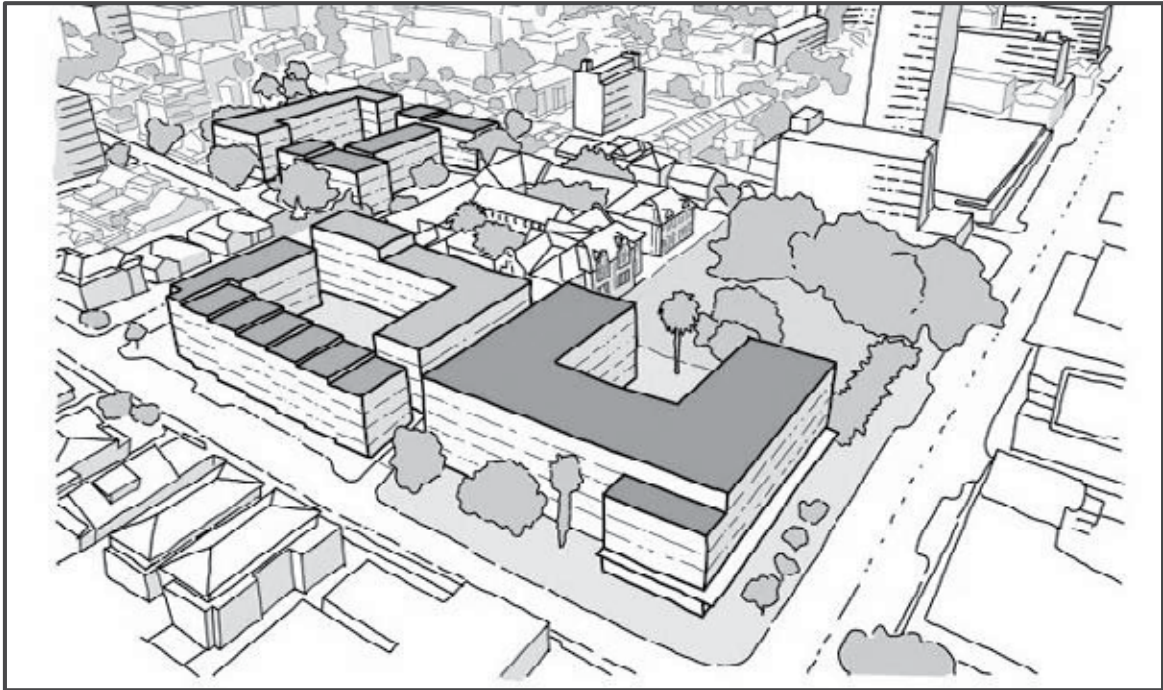
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Revision: 1



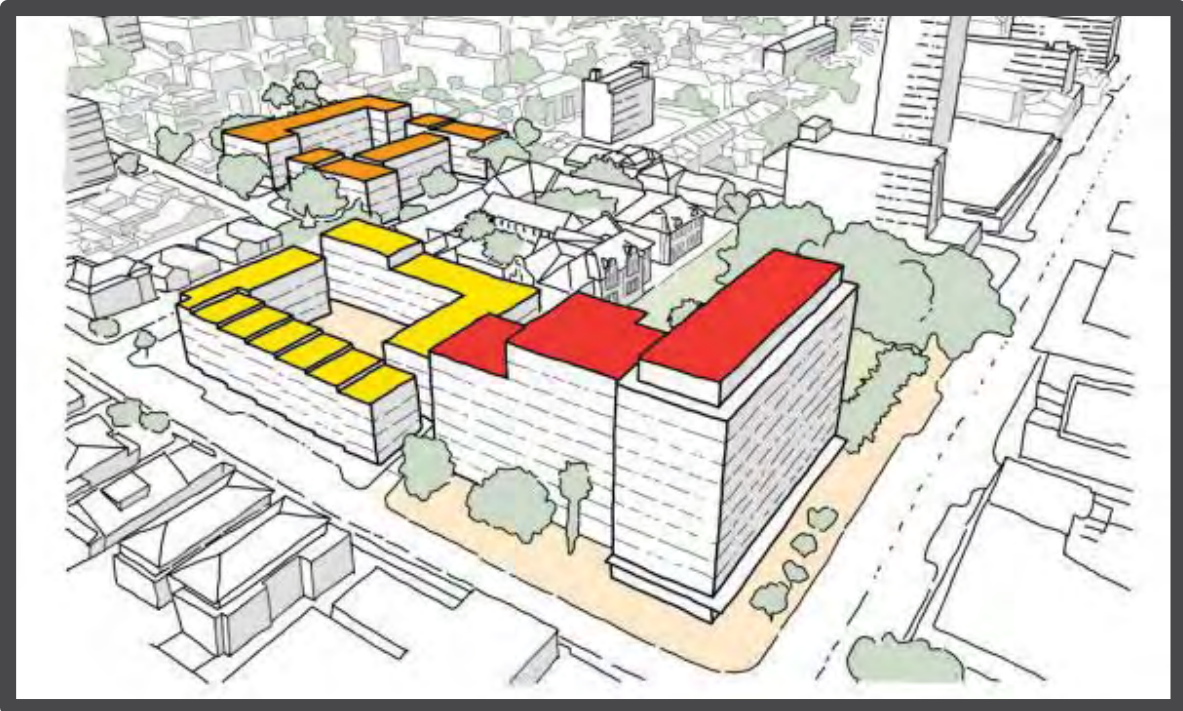
Option 1



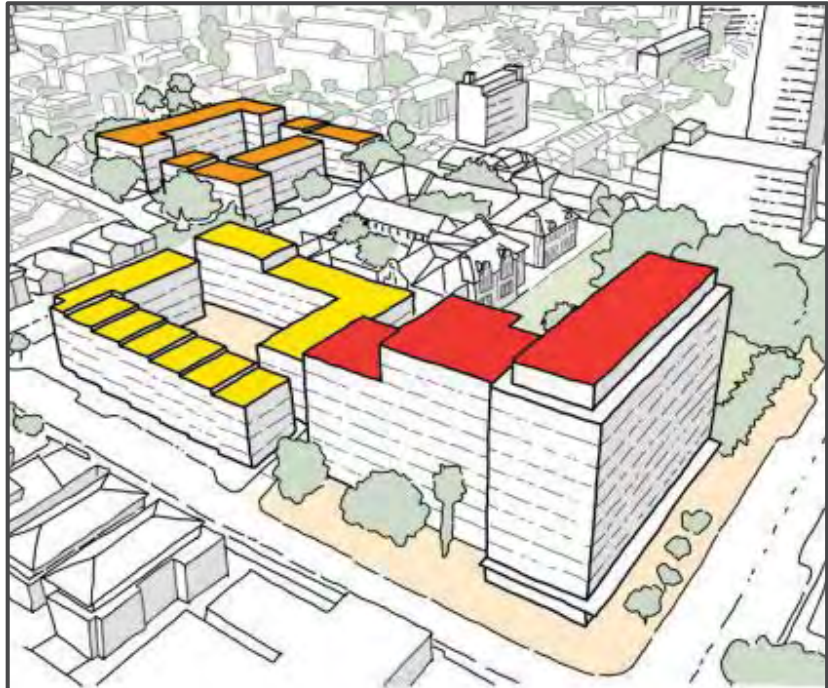
Option 2



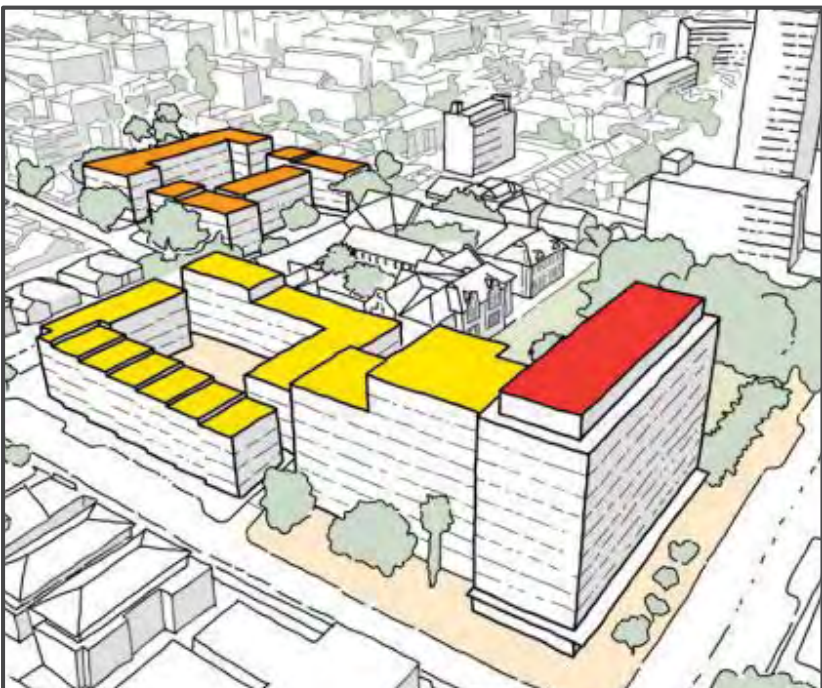
Option 3 – Preferred



Option 3A



Option 3B



Option 3C



Option 3D



DESIGN GUIDELINES REPORT – ZUTARI

Further developing the Zutari Design Proposal, the Design Guidelines Report sets out more detailed design criteria.

Built Form Guidelines:

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

Open Space Guidelines:

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

Guidelines addressing safety and precinct management:

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

ZUTARI

Project report

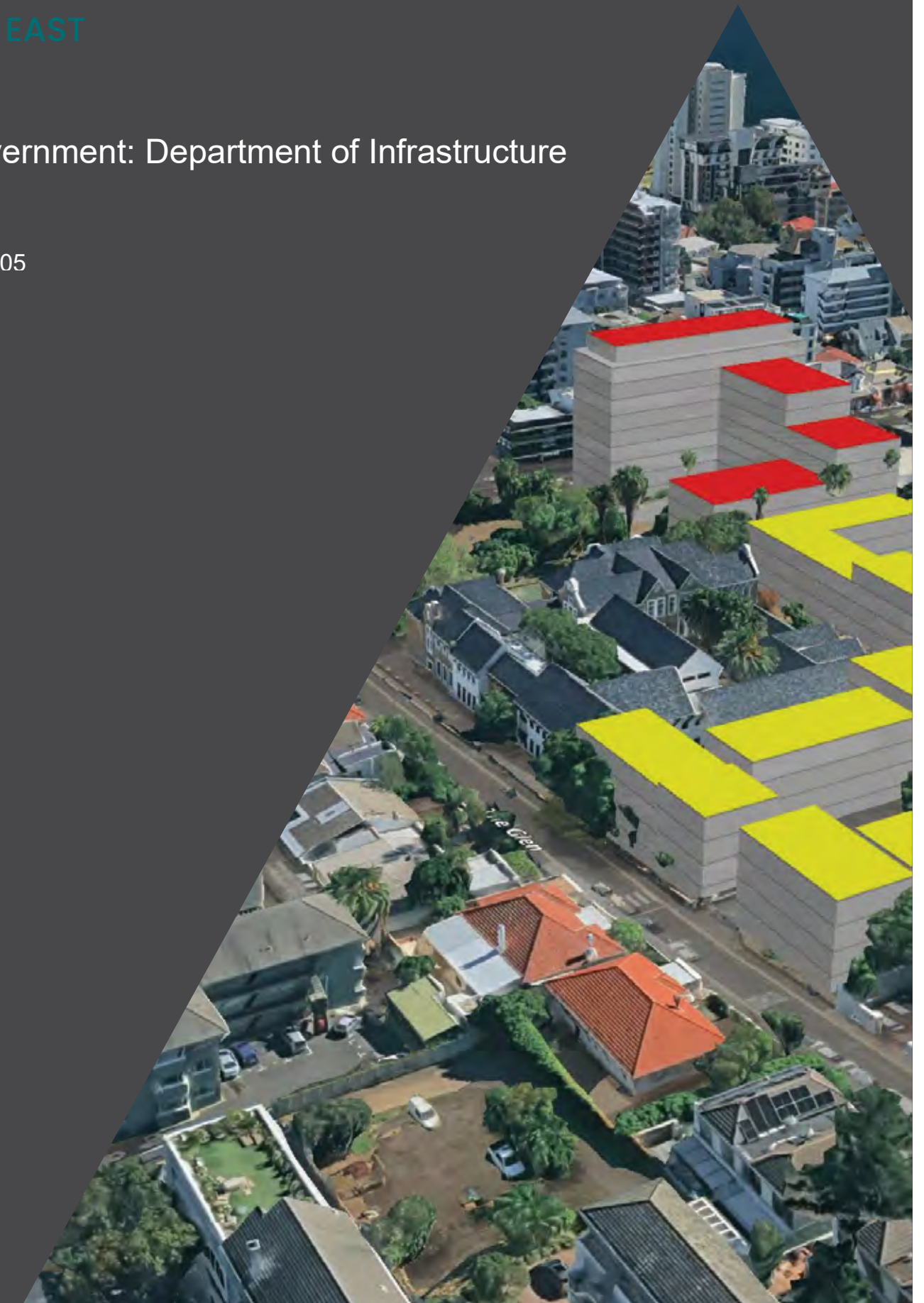
DESIGN GUIDELINES REPORT

353 ON MAIN

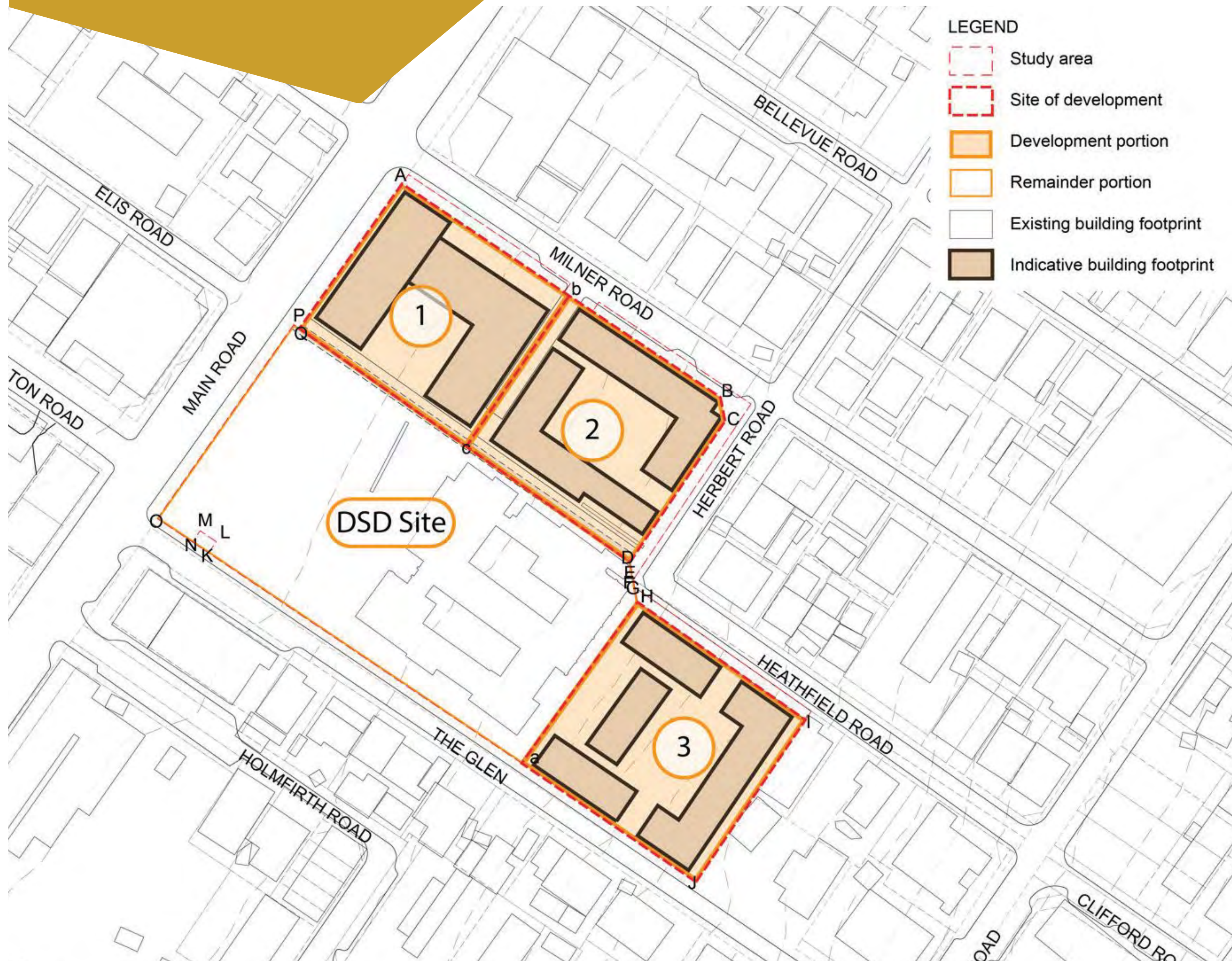
L121/22: PROVISION OF PROFESSIONAL SERVICES FOR SITE
ENABLEMENT: CONSOLIDATED ERF 1424 – RE, 353 ON MAIN
ROAD, SEA POINT EAST

Western Cape Government: Department of Infrastructure

Submission date: 2025/11/05



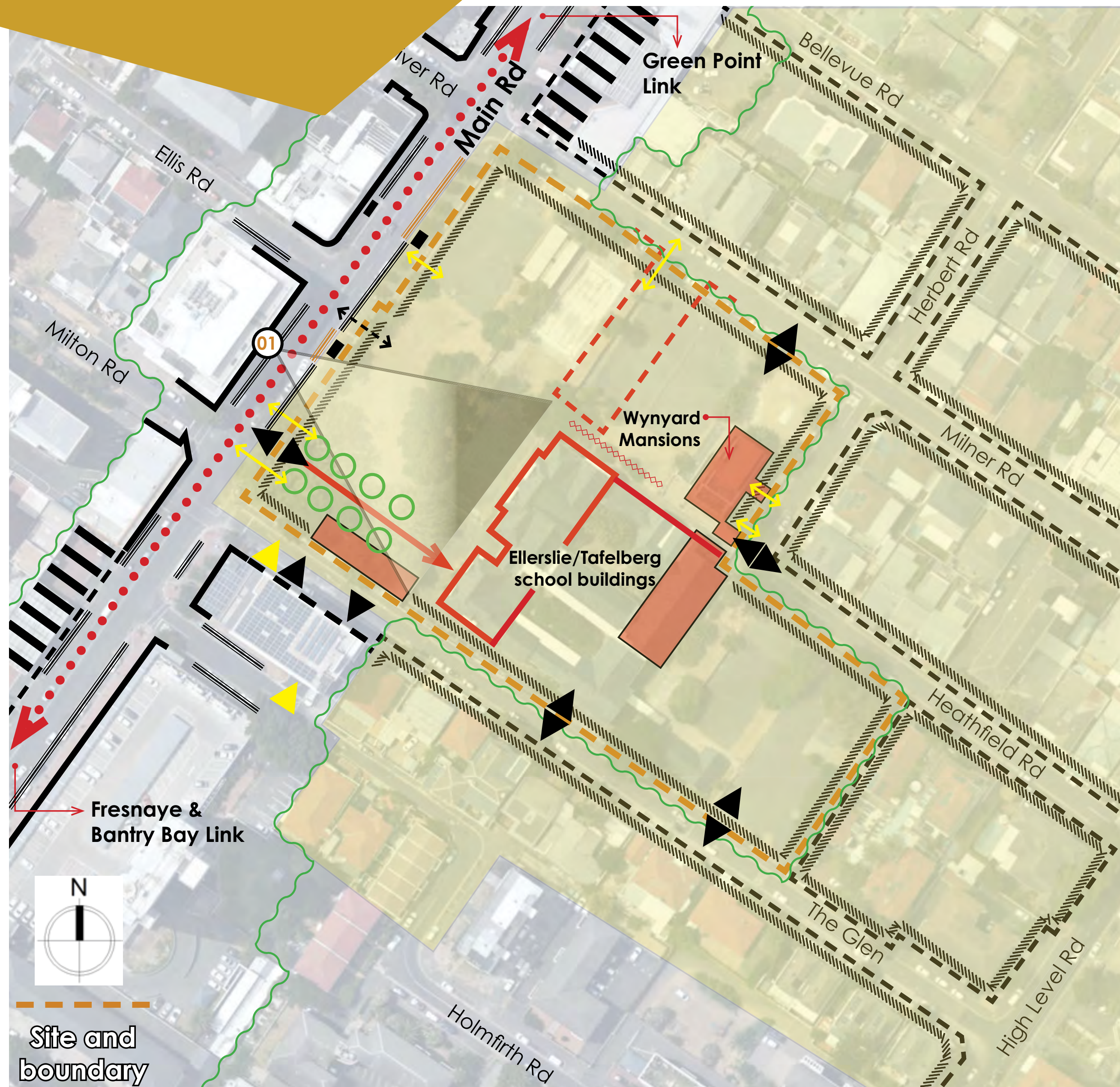
SITE AREA



Site Area

- Subdivision
- Implications for DSD portions
- Controls
- Later approvals

CONSTRAINTS AND CHALLENGES ANALYSIS



KEY	
Site constraints and challenges	
---	Site and boundary.
---	Potential loss of historic built fabric.
---	Potential continues erasure of Ellerslie Road.
...	Potential continues erasure of remnants of 19thC granite wall.
→	Glimpse view of the historic building and potential erasure of the historic green axis.
○	PHYSICAL/BUILT STREET EDGE
---	Private and public domains separate, leaving an undefined area in between.
■	INTERSECTING / OVERLAPPING DOMAINS
■	Historic fabric intersecting with the built street boundary edge, resulting in an expanded type of edge.
---	PHYSICAL/BUILT STREET EDGE
---	Private (significant historical built fabric) and public domains separate, leaving an undefined area in between.
○	VISUAL ACCESS
○	Boundary wall limits visual access into the site and significant historical built fabric.
Broader Context constraints and challenges	
---	ACTIVE STREET EDGE
---	Potential loss of historic built fabric & streetscape coherence due to development.
---	OPAQUE STREET EDGE
---	Visually and physically impermeable no punctures offering scope of participation.
---	PHYSICAL/BUILT STREET EDGE
---	Private and public domains loosely defined or separate, leaving an undefined area in between.
---	UNDEFINED STREET EDGE
---	Private and public domains loosely defined with a vacant frontage, built edge setback and forecourt.
■	FORMAL PROTECTION (MPBL)
■	Sea Point HPOZ
■	FORMAL PROTECTION (NHRA)
■	Provincial Heritage Site (PHS)
■	Bus stop.
▶▶	Car transitional interface entry and exit.
▶▶	Drive-thru transitional interface entry and exit.
▶▶	Pedestrian transitional interface entry and exit.
▶▶	Bus stop bay.
▶▶	Pedestrian transitional interface entry and exit. Opening bricked up (unclear - detailed research required)
▶▶	On Street Parking. Parking embayments on both sides hindrance to active street edges.
▶▶	Main Road (Minor Arterial).
▶▶	PT2 zone Characterised by Parking Reduction and Promoting Public Transport use.

Figure 195. RSA (2025) Heritage/ Design Informants - constraints and challenges analysis (After - City of Cape Town Aerial Imagery 2024, EGISViewer).

OPPORTUNITIES AND ASSETS ANALYSIS

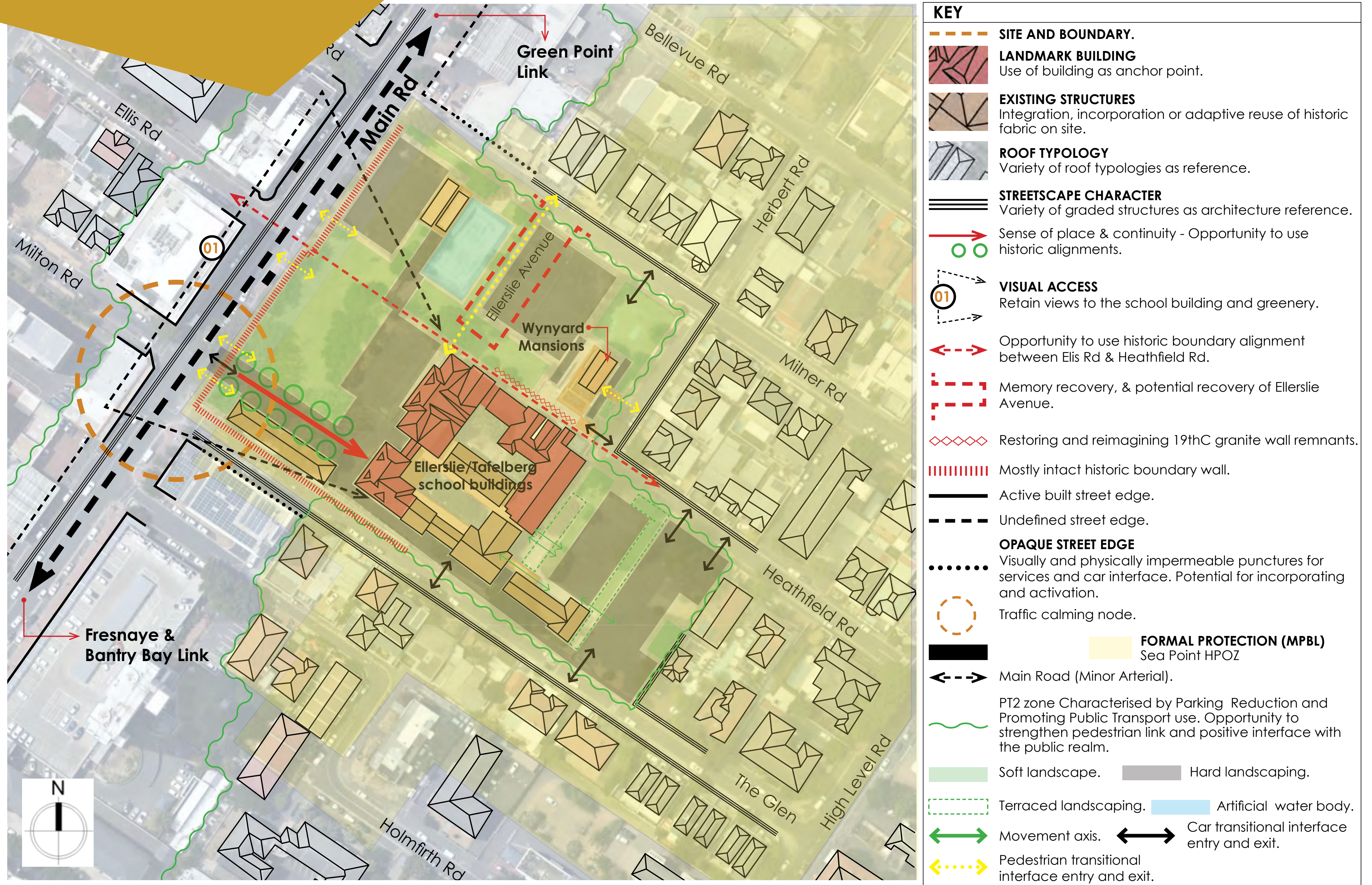


Figure 196. RSA (2025) Heritage/ Design Informants - opportunities and assets (After - City of Cape Town Aerial Imagery 2024, EGISViewer).

HERITAGE INFORMANTS

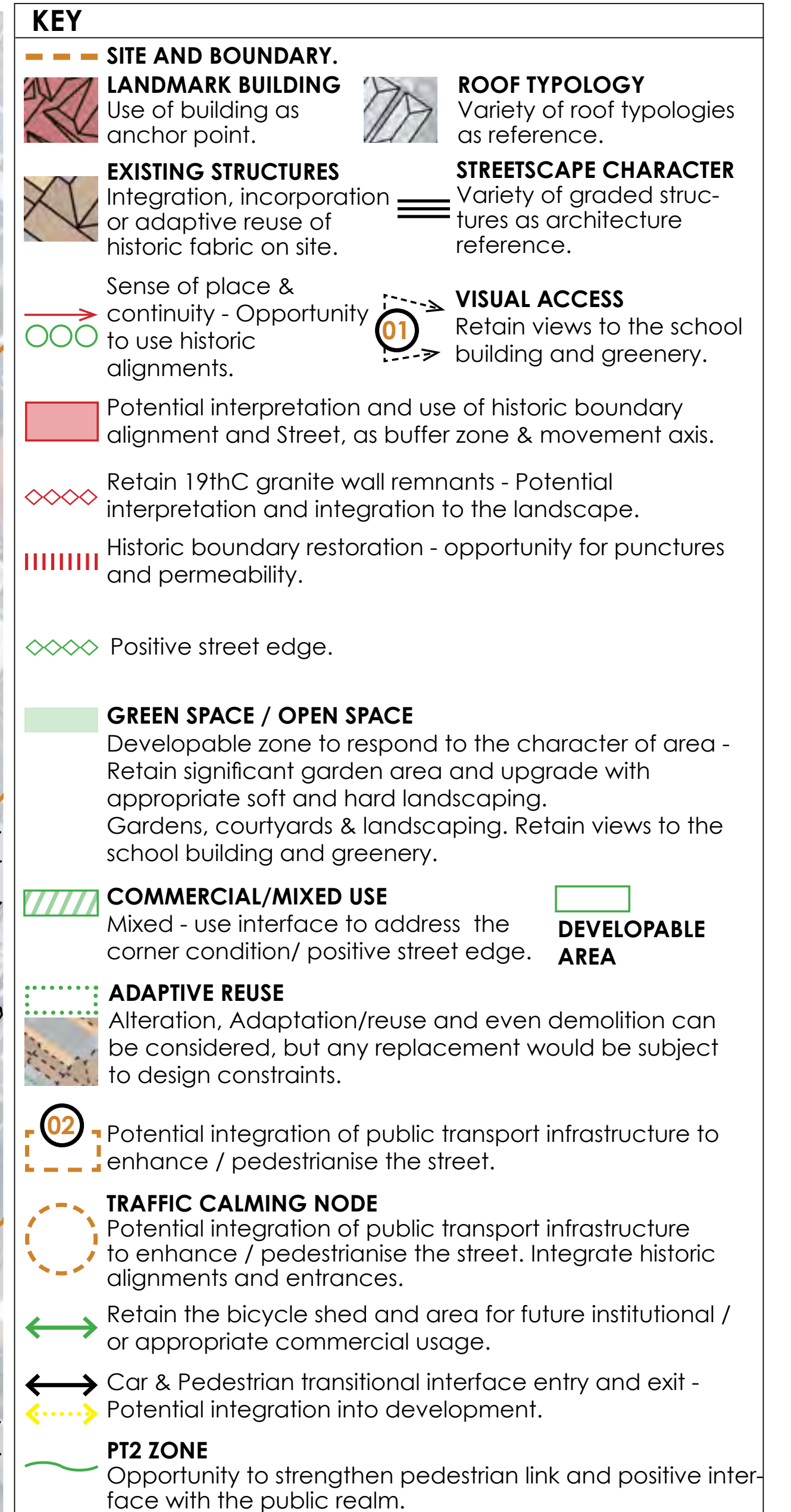
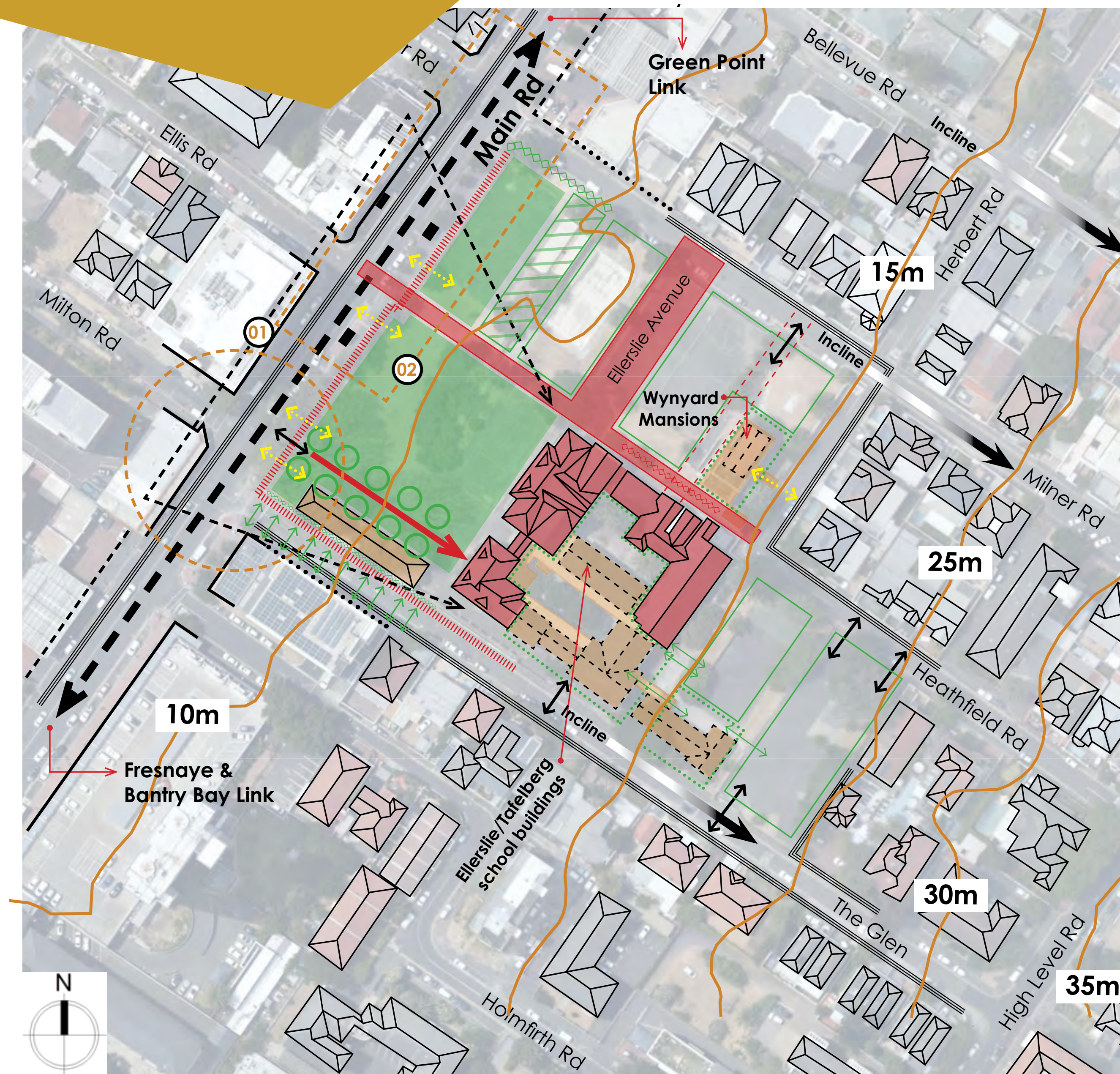
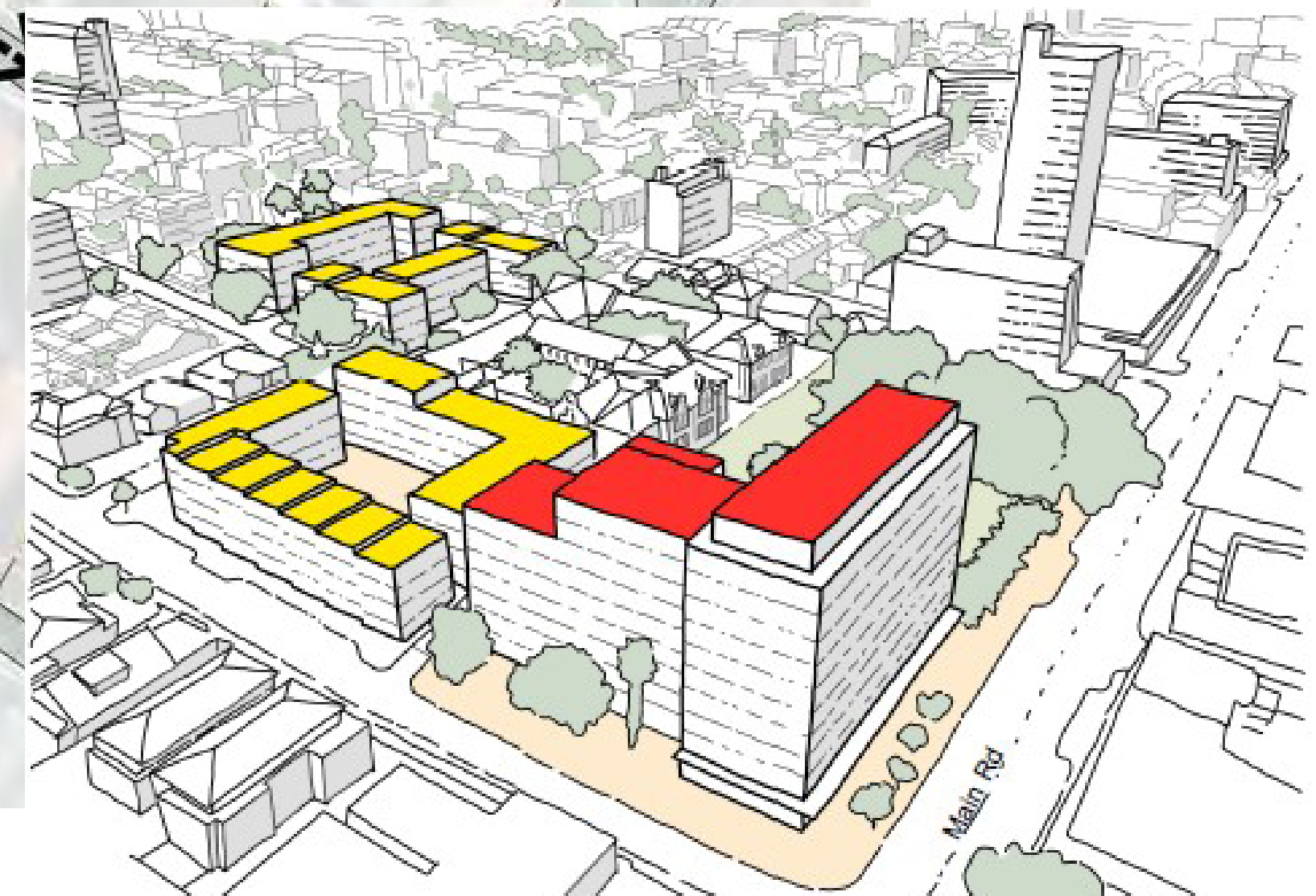
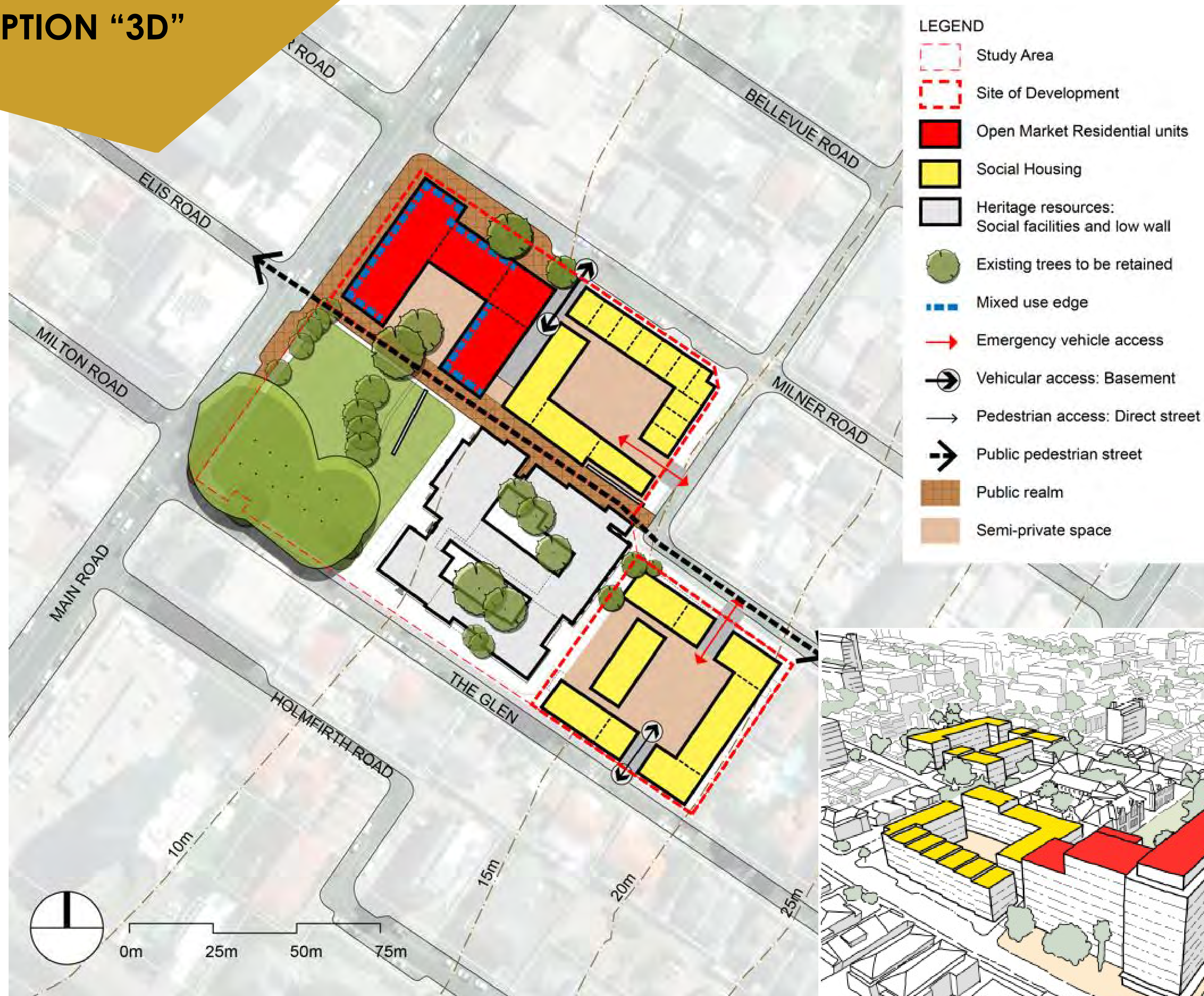


Figure 197. RSA (2025) Heritage/ Design Informants - Hertiage/ Design Informants (After - City of Cape Town Aerial Imagery 2024, EGISViewer).

PREFERRED OPTION "3D"



DEVELOPMENT PARCELS

1, 2 & 3



PARCEL 1

5 DEVELOPMENT GUIDELINES

5.1 Development Parcel 1

Development parcel 1 is located on the western most parcel of the site and is encompassed by Main Road to the west, Milner Road to the north, Development parcel 2 to the east and the proposed pedestrian street to the south.

5.1.1 Development Parameters

Parcel Area	2765m ²
Proposed Bulk	10,386m ²
Coverage	55%
Proposed Zoning	GB5
Height Range	4-11 storeys
No. of parking bays	120

5.1.2 Intent and Desired Character

This parcel has the highest bulk of the three parcels. The intention is to create a lively mixed-use building that contributes positively to the activity of Main Road. The ground floor needs to

A foyer space with vertical circulation core(s) need to be provided on the ground floor to provide secure access to the upper residential units. Shared utility amenities should be grouped with these circulation cores.

Vehicular access to the basement(s) is from Milner Road. No vehicular access or parking is envisaged on ground floor level. Services associated with the public ground floor uses should be on Milner Road, with a dedicated delivery parking bay.

5.1.5 Interface conditions

Level changes between the building and Main Road, and between the courtyard and the pedestrian route, need to be carefully considered and used to define public, semi-public and private space. Visual permeability with casual human surveillance should prevail and privacy should be clearly defined.

There are 3 different interface conditions applicable to the development edges of Parcel 1:

- Type 1: Ground floor retail
- Type 2: Services edge
- Type 3: Limited ground floor access

NOTE: See section 2.3: Interface Conditions for more information.

be accessible to the public with shops, restaurants, entertainment and community facilities. Residential floors above should engage with the street with balconies and large windows to overlook Main Road, Milner Road and the proposed pedestrian street.

The site is not a prominent location and does not call for a landmark in its architectural expression, instead seek to create an elegant background building that does not detract from the heritage resources of the DSD site.

5.1.3 Land Use and Massing

Development parcel 1 includes a mix of uses in a 5-11 storey envelope with predominantly open market residential, retail on ground floor and one to two levels of basement parking.

5.1.4 Access and Parking

The ground floor should have direct pedestrian access from Main Road and the proposed pedestrian route, through as many as possible entrances to ensure activation of the public realm.

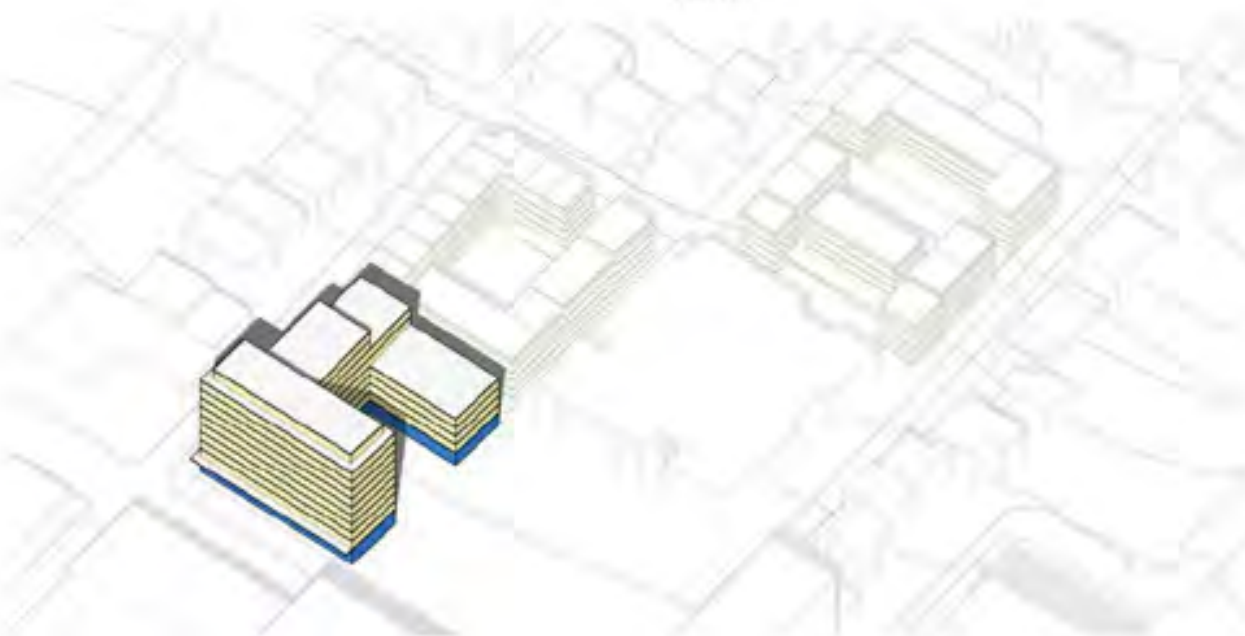


Figure 5-1 Parcel 1 Axonometric view with land uses

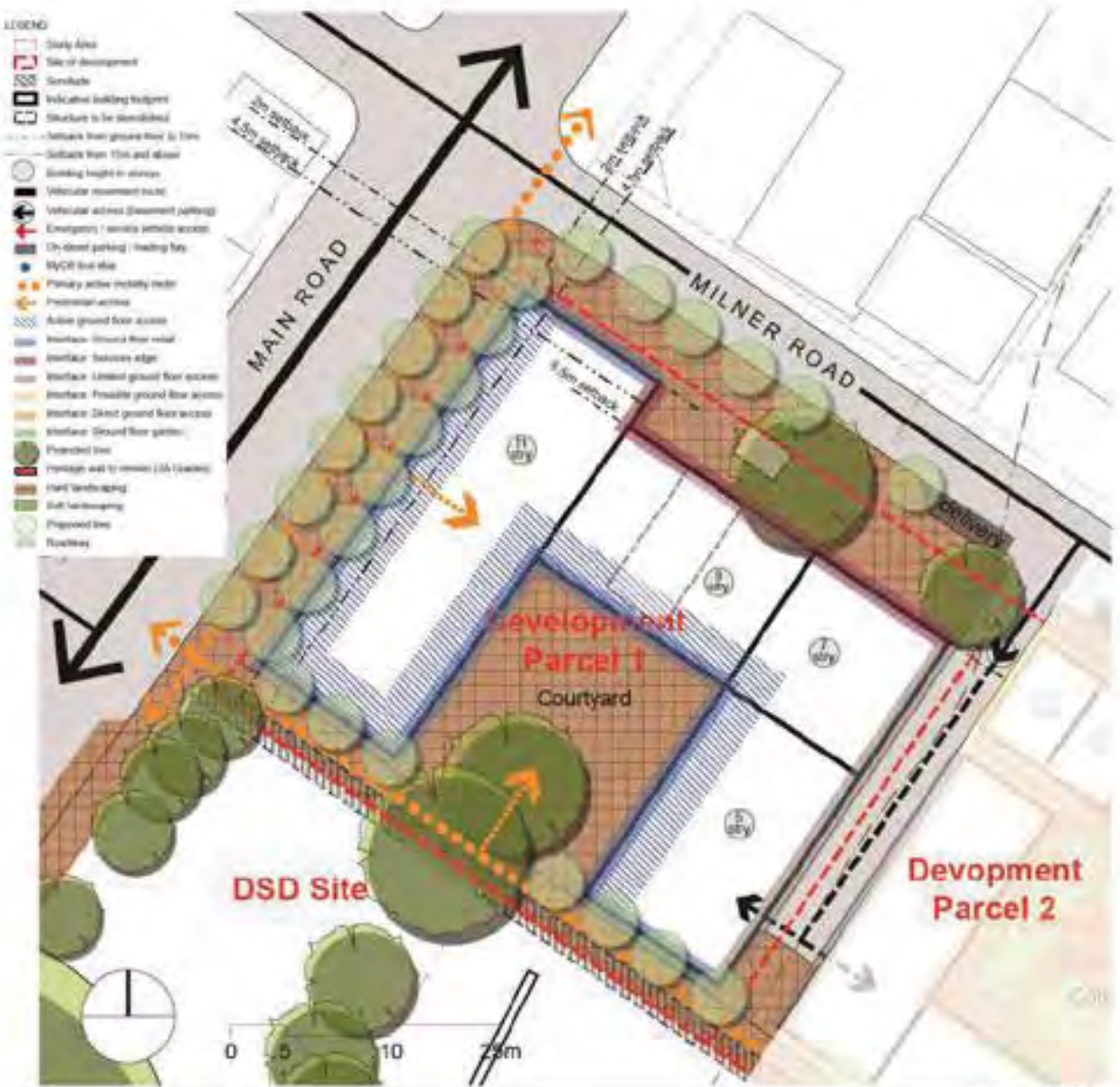


Figure 100. Development Guidelines, Development Parcel I (Zutari, 2025: 23-24)

PARCEL 2 AND 3

PARCEL 2

5.2 Development Parcel 2

Development parcel 2 is located on the north eastern corner of the site and is surrounded by Milner Road to the north, Herbert Road to the east, the proposed pedestrian street to the south and parcel 1 to the west.

5.2.1 Intent and Desired Character

The intention for this parcel is a low to medium rise (3-4 storey) residential walk up consisting of a series of buildings arranged around a semi-private courtyard.

To ensure a contextual fit, single level floor plates are discouraged and the built form should be guided by the topography of the site. Consider stepping the building as much as possible along Milner Road and the pedestrian street to ensure a good ground floor street interface and to achieve a fine grain character that reflects the smaller residential buildings in the area.

5.2.2 Land Use and Massing

Development parcel 2 is exclusively set aside for social housing units in a 3-4 storey envelope and one to two levels of basement parking.

5.2.3 Development Potential

Parcel Area	2782m ²
Proposed Bulk	5.232m ²
Coverage	47%
Zoning	GR4
Height Range	3-4 storey
No. of parking bays	120

5.2.4 Access and Parking

Pedestrian access to the courtyard should be off Milner Road, Herbert Road and the proposed pedestrian public street. If possible, provide direct street access to the ground floor units, with upper floors accessed via the courtyard.

Vehicular access to the basement is from Milner Road through a shared ramp with development parcel 1. No vehicular access or parking is envisaged on ground floor level.

An emergency and service vehicle access to the courtyard, could be provided off Herbert Road.

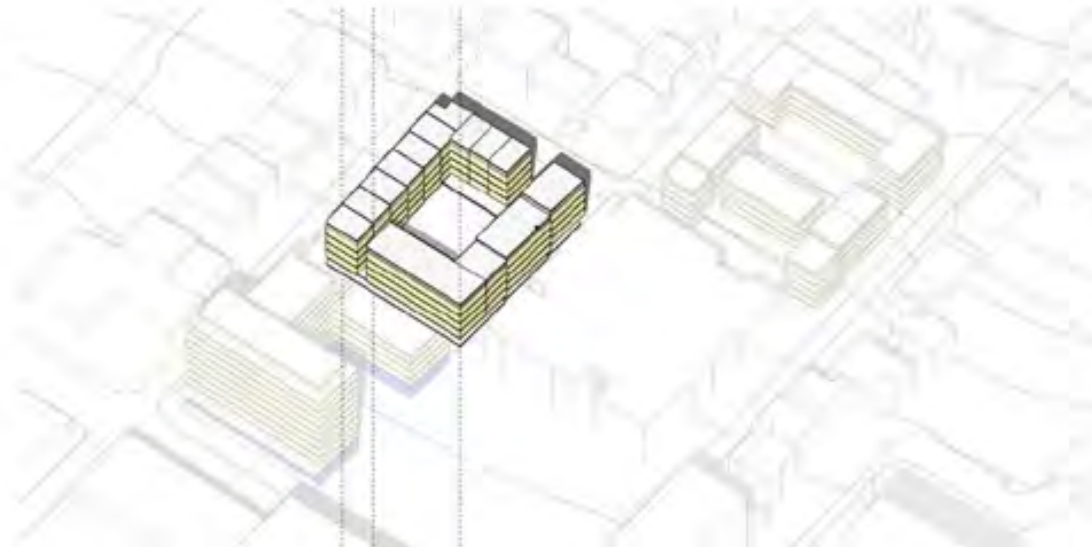


Figure 5-2 Parcel 2 Axonometric view with land uses

5.2.5 Interface conditions

Level changes between the building and the pedestrian street, Milner-, Herbert Road, and between the courtyard and the ground floor units, need to be carefully considered and used to define the privacy gradient from public, semi-public to private space. Visual permeability with casual human surveillance should prevail and privacy should be clearly defined.

There are 3 different interface conditions applicable to the development edges of Parcel 2:

- Type 3: Limited ground floor access
- Type 4: Possible ground floor access
- Type 5: Direct ground floor access

NOTE: See section 2.3: Interface Conditions for more information.

5.2.6 Landscaping

Refer to Appendix A.



Figure 101. Development Guidelines, Development Parcel 2 (Zutari, 2025: 25-26)

PARCEL 3

5.3 Development Parcel 3

Development parcel 3 is not connected to the other two parcels and its located on the far eastern corner of the site, encompassed by Heathfield Road to the north, a guesthouse to the east, Glen Road to the south and the Old Eilerslie School (DSD) site to the west.

5.3.1 Intent and Desired Character

The intention for this parcel is a low to medium rise (3-4 storey) residential walk up consisting of a series of buildings arranged around a semi-private courtyard.

To ensure a contextual fit, single level floor plates are discouraged and the built form should be guided by the topography of the site. Consider stepping the building as much as possible along Heathfield Road and The Glen to ensure a good ground floor street interface and to achieve a fine grain character that reflects the smaller residential buildings in the area.

5.3.2 Land Use and Massing

Development parcel 3 is exclusively set aside for social housing units in a 3-4 storey envelope and one to two levels of basement parking.

5.3.3 Development Potential

Parcel Area	3100.5m ²
Proposed Bulk	5.520m ²
Coverage	46%
Zoning	GR4
Height Range	3-4 storey
Basement Area	
No. of parking bays	60 (-10 reserved for DSD site)

5.3.4 Access and Parking

Pedestrian access to the courtyard should be off Heathfield Road and the Glen. If possible, provide direct street access to the ground floor units, with upper floors accessed via the courtyard.

Vehicular access to the basement is from The Glen. No vehicular access or parking is envisaged on ground floor level.

An emergency and service vehicle access to the courtyard, could be provided off Heathfield Road.

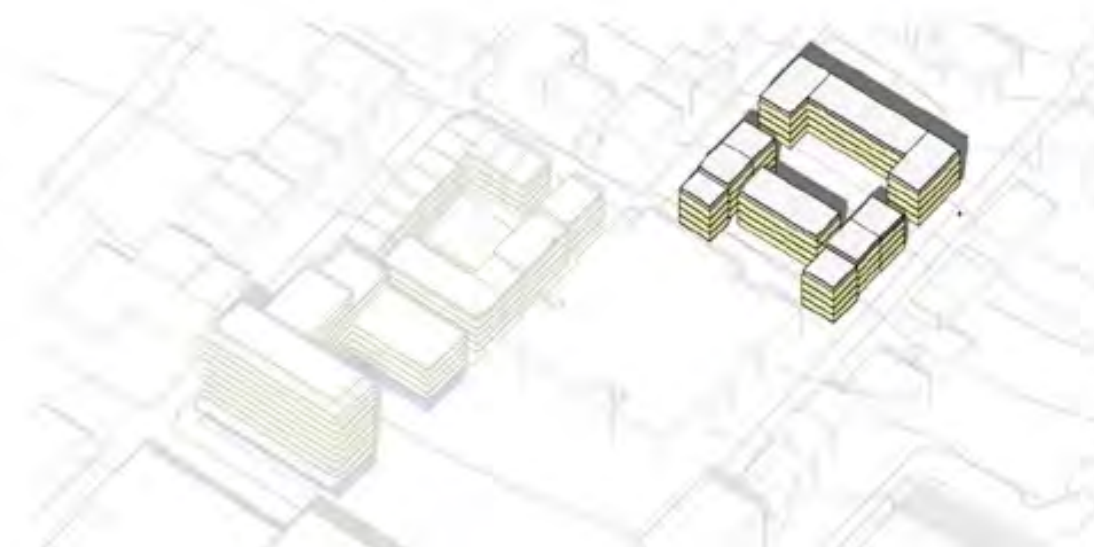


Figure 5-3 Parcel 3 Axonometric view with land uses

5.3.5 Interface conditions

Level changes between the building, Heathfield Road and the Glen and between the courtyard and the ground floor units, need to be carefully considered and used to define the privacy gradient from public, semi-public to private space. Visual permeability with casual human surveillance should prevail and privacy should be clearly defined.

There are 4 different interface typologies applicable to the development edges of Parcel 3:

- Type 3: Limited ground floor access
- Type 4: Possible ground floor access
- Type 5: Ground floor direct access
- Type 6: Ground floor garden

NOTE: See section 2.3: Interface Conditions for more information.

5.3.6 Landscaping

Refer to Appendix A.

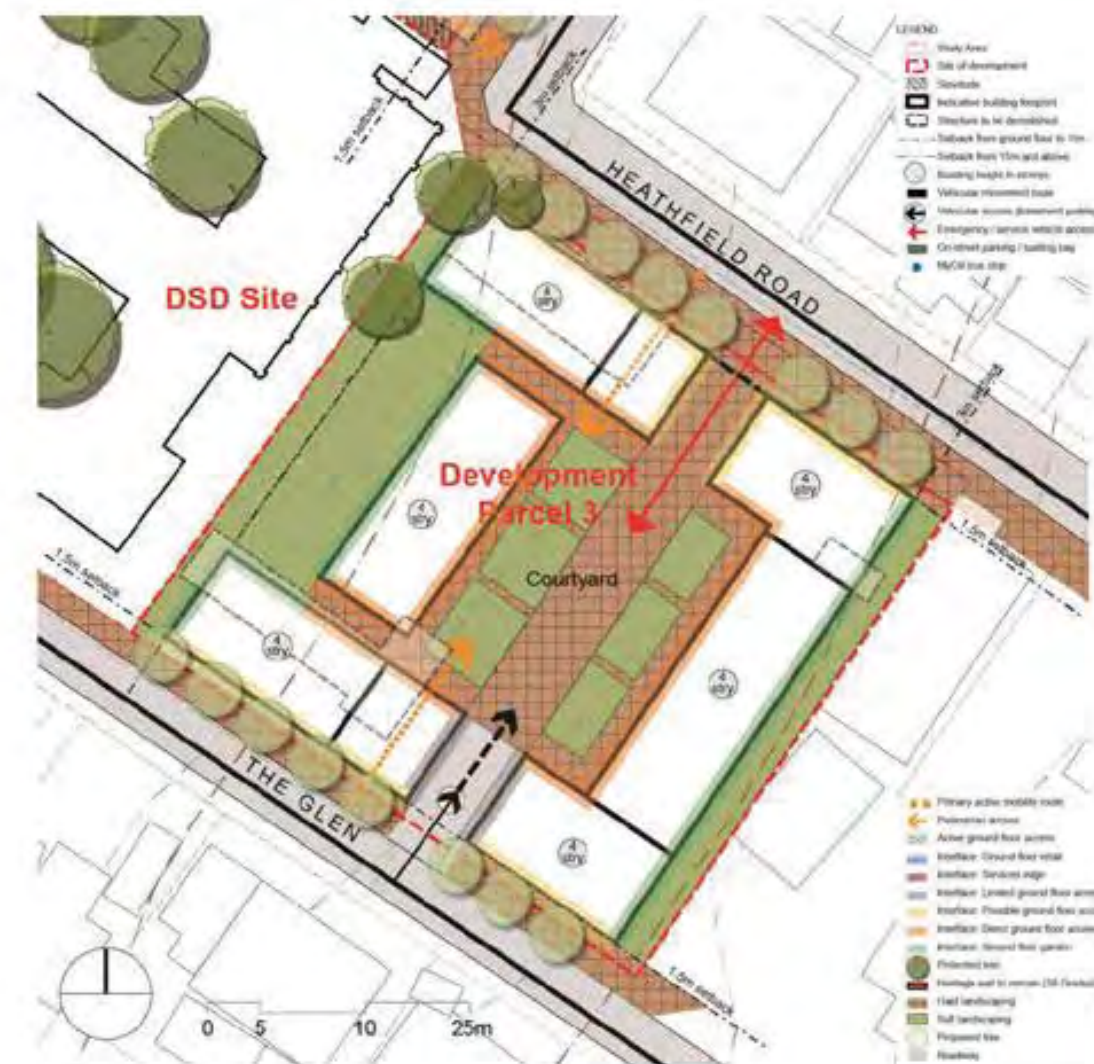


Figure 102. Development Guidelines, Development Parcel 3 (Zutari, 2025: 27-28)

3D ILLUSTRATION



EXTRACT OF ASSESSMENT TABLE

INDICATOR	COMPLIES	MITIGATION	COMMENT
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	Untested at this stage	None	Developed architectural detailing and modulation is critical in this regard
Architectural language of new interventions should be informed by the neighbourhood	Untested	Yes	Developed architectural detailing and modulation is critical in this regard
Materiality of new developments should be responsive to the existing character of the site	Untested	Yes	Developed architectural detailing and modulation is critical in this regard
School building: (Note: not part of the development area, but to be considered in design due to PHS status of site)			
An appropriate and compatible use and programme should be developed to allow for an integrate use of the site as far as is practical and allowing for necessary security provisions.	Untested / N/A	N/A	Separate process to follow
The front facade and prominent east and west side elevations should not be altered or visually blocked from public view	Yes	None	Achieved in design
The building should be given a buffer area from any encroaching development. The buffer area can accommodate soft landscaping	Yes	No	Achieved in design
Any alterations should be subject to a separate heritage process to ensure that the significance of the structure is not negatively impacted	N/A	N/A	Separate process to follow
Wynyard Mansions			
While renovation and reuse is potentially possible, the overall and unified site development (and most importantly the provision of social housing) is better served by demolition of the building	Yes, demolition proposed to allow for site development over all	No	Building to be recorded prior to any demolition
The building does not possess enough architectural or social significance to warrant retention	Yes	No	None
Other Site Structures			
Retain the main boundary wall in front of the school and reactivate openings. The sections of historic 19thC stone walling on the Main Road northern end to be further investigated with a view to retaining and incorporating in the design, with localised adjustments to facilitate positive street interface. The same applies to the gates and walling of the central Heatherbelle section.	Yes	Yes	Detail design stage to assess how portions of the walls can be retained and successfully integrated. Where sections are removed, the line of the walls is to be embedded in landscape design as a memory marker. Detailed overall landscaping plan to be compiled later to consider site as a whole.
Investigate programmatic adaptive reuse of the bike shed to new function or multi-use purpose	N/A	N/A	N/A

RECOMMENDATIONS

General Recommendations

This HIA recommends that Heritage Western Cape:

- Endorse this report as meeting the requirements of S.38(3) of the NHRA
- Approve the subdivision in terms of S.27
- Approve the demolition of Wynyard Mansions as per the Site Development Plan (Zutari, 2025)
- Approve massing, height and layout as per the Concept Report (Zutari, 2025)
- Endorse the Design Guidelines (Zutari, 2025)
- Require the DSD portion/ school to adhere to overall guidelines and indicators, and to programme the building accordingly and submit a separate S.27 application
- Conditions of approval – developed drawings to be submitted to HWC to confirm adherence to social housing programme
- Require detail design development in accordance with the architectural recommendations.

Together with the detailed recommendation embedded in:

- **Archaeological Recommendations**
- **Socio-Historical Recommendations**
- **Architectural & Townscape Recommendations**
- **Visual Impact Recommendations**

INVITATION TO COMMENT:

Members of the public and Interested and Affected parties are invited to comment on the draft HIA and specialist reports for the proposed plan for the 353 on Main (Tafelberg) Precinct.

A hard copy of the draft HIA, including specialist studies, will be viewable from 13 November 2025 at the Colin Eglin Sea Point Library, Civic Centre, corner Three Anchor Bay and Main Roads, Sea Point. Digital copies can be obtained via the Department of Infrastructure 353 on Main webpage: <https://www.westerncape.gov.za/infrastructure/353-main-sea-point> or by scanning the QR Code on your smart device.

Any person wishing to object or comment on heritage grounds to the application must make such comment in writing on or before **13 December 2025** to: 353onMain@westerncape.gov.za

These comments will be forwarded to the Heritage Consultant for collating and tabulating and setting out responses in the Final HIA to be submitted to HWC.

Thank you for your attendance and interest in this important matter.

Mike Scurr/ Katie Smuts/ Lindelo Nzuza
Rennie Scurr Adendorff

