Western Cape Government

Department of Infrastructure

PPTL Contextual Analysis Report

DOI12/8/1/P2/6

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List of Acronyms

AIA	Archaeological Impact Assessment
CoCT	City of Cape Town
CT MPBL	City of Cape Town Municipal Planning By-law
DSDF	Table Bay District Integrated Spatial Development Framework and Environmental Management Framework
HIA	Heritage Impact Assessment
HPOZ	Heritage Protection Overlay Zone
HWC	Heritage Western Cape
I & APs	Interested and Affected Parties
LAOZ	Local Area Overlay Zone
LUPA	Land Use Planning Act
MSDF	Municipal Spatial Development Framework
NEMA	National Environmental Management Act
NHRA	National Heritage Resources Act
NID	Notification of Intent to Develop
NMT	Non-Motorised Transport
PPTL	Provincial Pavement Testing Laboratory
SPLUMA	Spatial Planning and Land Use Management Act
TIA	Traffic Impact Assessment
TOD	Transit Oriented Development
UDF	Foreshore Gateway Urban Design Vision and Framework
WCG	Western Cape Government

1 Introduction

1.1 Background

NM & Associates Planners and Designers along with an inter-disciplinary Team of supporting professionals were appointed by the Western Cape Government: Department of Infrastructure for the enablement of Erven 734-RE and 738-RE, Cape Town and a Portion of Buitengracht, Riebeek and Somerset Street Road Reserve namely Erven 735, 737 739, 9564 and 9565. Refer to Figure 1.1: Site Area. The Provincial Pavement Testing Laboratory (PPTL) or Soils Lab as it is commonly referred to, is currently located on Erven 734-RE and 738-RE, Cape Town. The road reserve portions are in the process of being transferred to the Western Cape Government so that the properties can be developed together as a single consolidated site.

There are four phases to the project. The first phase, referred to as Phase 0 is the Inception Phase of the project. The second phase, Phase 1 is described as the Site Development Plan Compilation Phase. This contextual analysis report forms part of Phase 1. The third phase, Phase 2 is known as the Specialist Assessments and Report Phase and the last phase, Phase 3 is described as the Statutory Process and Final Development Plan when all relevant land use applications will be prepared and submitted for the CoCT's consideration and decision.

1.2 Purpose of the document

The purpose of this Phase 1 report is to document the inter-disciplinary contextual informants and analysis based on previous work completed on the site as well as a fresh analysis of the site and surrounds with a view to informing: the role of the site, the area available for development taking into account opportunities and constraints and importantly, to define a vision for the subject sites.

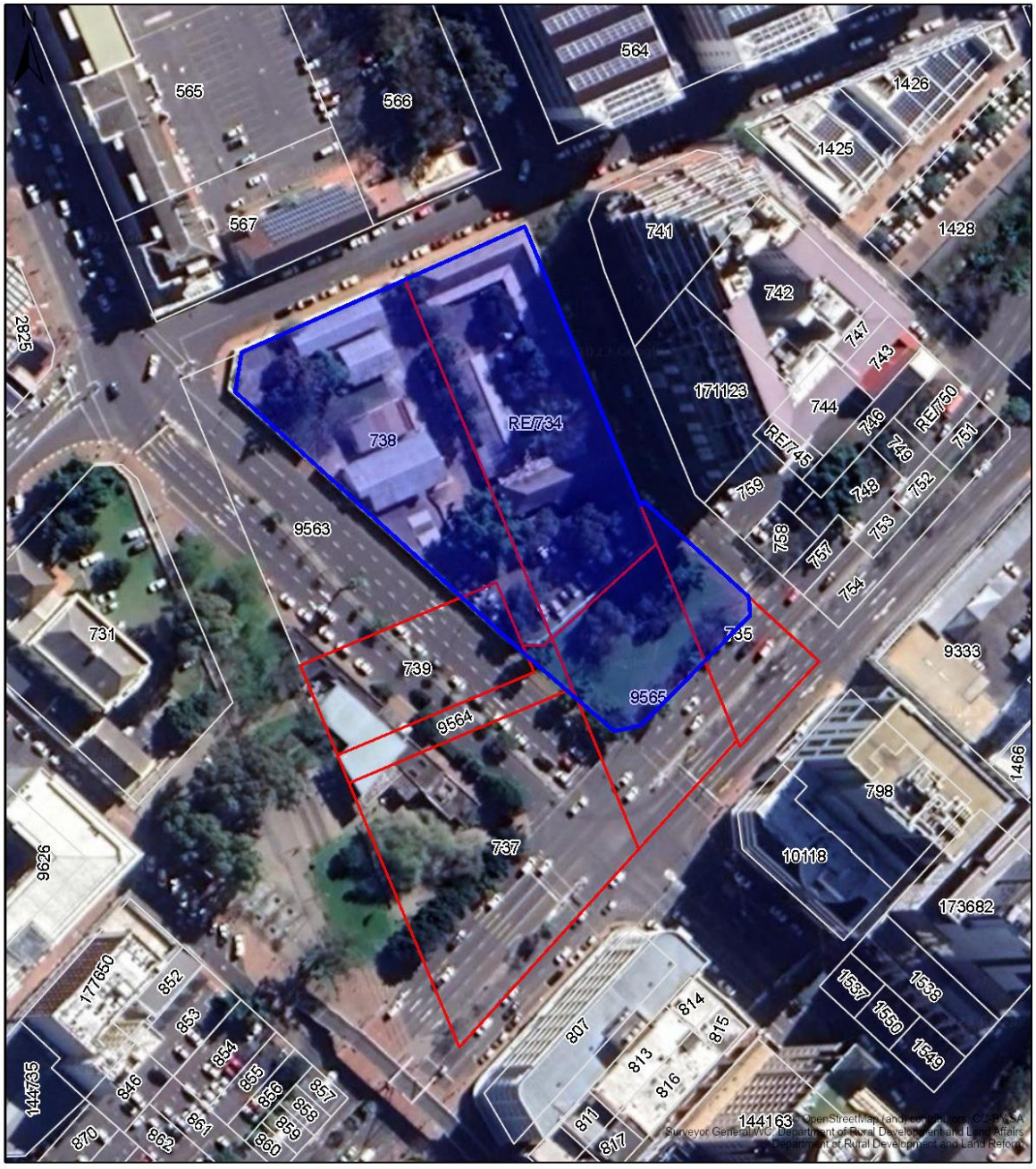


Figure 1.1: PPTL Site Area

1.3 Site Description

Table 1.1: Site Details

Land Owners and Property Extent	**Western Cape Government:** Erf 734-RE (2961m²) Erf 738-RE (2535m²) **Total: 5496 m²** **City of Cape Town:** Portion of Erf 735 (875.5 m²) Portion of Erf 737 (3373 m²) Portion of Erf 739 (1223m²) Portion of Erf 9564 (468 m²) Portion of Erf 9565 (1718 m²) **Total Area: 7657.5 m²**	Refer to Annexure A: Title Deeds
Property Description and approximate area	Remainder Erf 734, Cape Town (2961m²) Remainder Erf 738, Cape Town (2535m²) Portion of Erf 735, Cape Town (283m²) Portion of Erf 737, Cape Town (2.5 m²) Portion of Erf 739, Cape Town (86m²) Portion of Erf 9564, Cape Town (61m²) Portion of Erf 9565, Cape Town (769m²) **Total Area for development: 6697.5m²**	Refer to Annexure B: S.G Diagrams
Current Zoning applicable to area earmarked for development	Remainder Erf 734, Cape Town (Mixed Use 3) Remainder Erf 738, Cape Town (Mixed Use 3 and General Business 7)	Refer to Chapter 3, Figure 3.1

	Portion of Erf 735, Cape Town (Transport Zone 2) Portion of Erf 737, Cape Town (Transport Zone 2) Portion of Erf 739, Cape Town (Mixed Use 3) Portion of Erf 9564, Cape Town (Transport Zone 2) Portion of Erf 9565, Cape Town (Transport Zone 2)	extract from Zoning Map
Area of Jurisdiction	City of Cape Town Municipality: Table Bay District, Sub-District 2 Ward 115, Sub-Council 16	

1.4 Site Locality

It is clear from Figure 1.2 that the subject sites are located at a strategic point in the City from both a development and desirability perspective. At the metropolitan scale, the subject sites are directly accessible to and from the Cape Town Central Business District and key destinations such as the V&A Waterfront by road, using the N1 and N2 but also by other public transport modes including the rail line, MyCiti, buses and taxis. The sites are located within walking distance from Cape Town station, approximately 10 minutes by foot along Strand or Riebeek Street and clearly accessible to most urban opportunities and benefits offered within a well-resourced city, both from a natural and urban resources perspective.

Looking from the outside in, the subject properties have exceptional locational aspect being located between the mountain and the sea, on Buitengracht Street, a linear route linking the two directly. However, the proposed development of the sites is limited due to their gross area extent being in the order of only **6697.5m²**, at best. It would therefore be necessary to carefully contemplate other limitations not only on the area available for development but also the sites' carrying capacity against other limitations and constraints that have been uncovered in this contextual analysis.

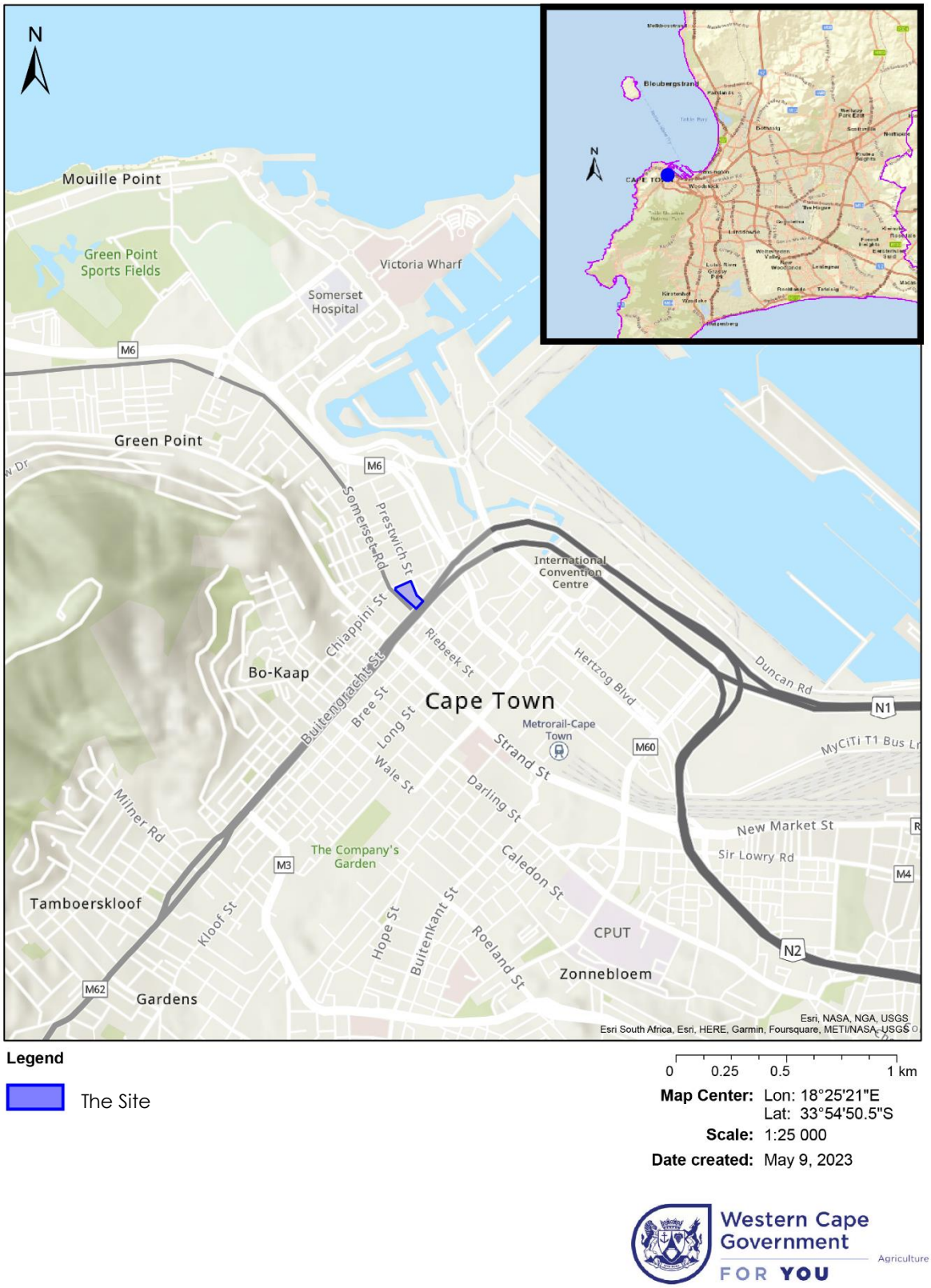
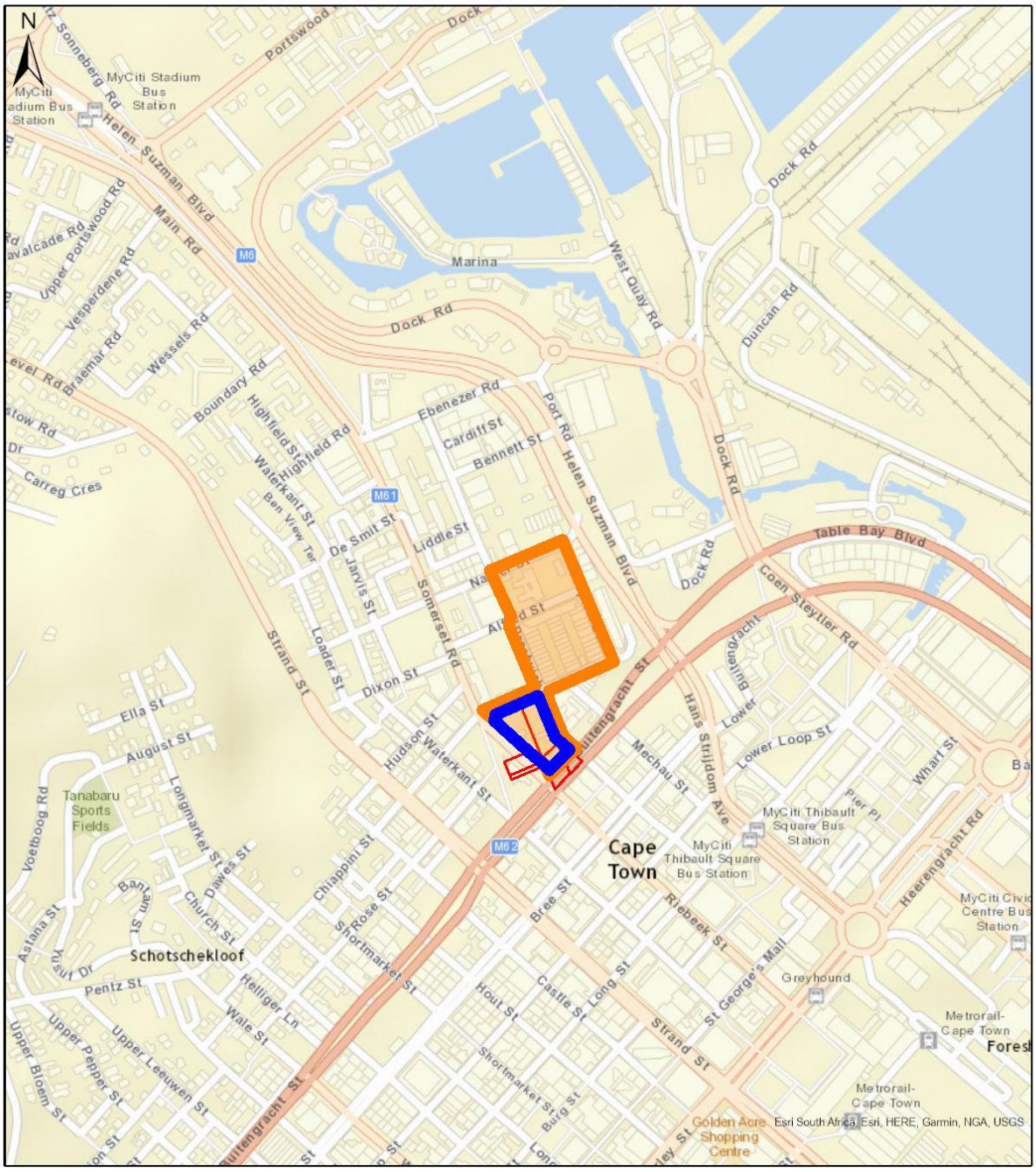


Figure 1.2: PPTL Site Locality

The Prestwich Provincial Precinct is located below De Waterkant and well located in relation to the CBD, the V&A Waterfront and Foreshore areas – refer to Figure 1.3. The precinct is bounded by Napier Street in the north, Hospital Street to the east, Somerset Road to the west, and Chiappini and Prestwich Streets. The precinct comprises provincially owned land and has an old and interesting history and heritage which is further elaborated in the heritage and archaeological reviews and analysis to follow and a key informant to the proposed development of the subject properties.

1.5 Structure of the document

After this introductory chapter, Chapter 2 reviews previous studies undertaken directly on the subject properties or in the surrounding Prestwich Provincial Precinct or Foreshore Gateway Study Area, as well as records site observations. Chapter 3 reviews relevant legal and policy frameworks to understand the implications of these frameworks for the site's proposed development. Chapter 4 records the inter-disciplinary contextual informants and analyses with a view to understanding their implications for the proposed development of the subject sites. Chapter 5 presents a synthesis of key considerations, opportunities, constraints and priorities. Chapter 6 concludes the report with the role and vision for the subject sites.



Legend

- Prestwich Provincial Precinct
- PPTL Site
- Prestwich Memorial
- St Andrews Presbyterian Church

0 0.1 0.2 0.4 km

Map Center: Lon: 18°25'10.6"E
Lat: 33°54'53.3"S

Scale: 1:10 000

Date created: May 15, 2023

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Figure 1.3: PPTL Site Locality within the Prestwich Provincial Precinct

2 Review of Previous Studies

The purpose of this chapter is to record observations and impressions gathered from a Team site inspection conducted on 28 March 2023 and 04 April 2023; and to review previous studies undertaken related to the subject properties, the surrounding Prestwich Provincial Precinct or Foreshore Gateway Study Area, the latter two of which the subject properties form part of. Other relevant studies conducted in the inner city or Central Business District are also reviewed to assist identifying opportunities and constraints summarised in Chapter 5.

2.1 Land Survey

There appears to be no topographical survey information for the subject properties in previous work completed. However, the Buitengracht Street road reserve has been defined in a survey. This road reserve line was used to define the proposed new road reserve for Buitengracht when the Buitengracht Road Scheme was gazetted on 20 January 2023 according to the *Foreshore Gateway Urban Design Vision & Framework* – Appendix 6: Buitengracht Street Proposals. Refer to Annexure C attached for Government Gazette Notice and CoCT Property Holding Plan.

A topo-cadastral survey was completed and appended hereto as Appendix 1. This survey indicates the Buitengracht Street road reserve and confirms the cadastral extent of the site to be consolidated between the WCG and CoCT owned properties. When the survey was conducted in the week of 03 June 2023, some excavation work was undertaken by an independent contractor appointed by the Department of Infrastructure, to resurface some of the external areas, resulting in potentially altering site levels.

2.2 Title Deeds

Both the Due Diligence Report (2021) and Appendix 2 of the *Foreshore Gateway Urban Design Vision & Framework (2021)* recommend that a pivot Deeds search be conducted to confirm whether the conclusion of these reports that there are no restrictive conditions that would prevent development on the subject properties, is correct. The Deeds search for the subject properties has been completed and includes the perusal of the original Deed of Grant dating back to 1801. Refer to Chapter 3, to follow.

2.3 Biophysical Environment

Previous studies and site investigations reveal that there are no significant biophysical constraints on the properties concerned. The contextual analysis of the biophysical environment is discussed in Chapter 4.

2.4 Town Planning and Urban Design

2.4.1 Land Use

As noted in the introduction of this report, the Provincial Pavement Testing Laboratory (PPTL) or Soils Lab as it is commonly referred to, is currently located on Erven 734-RE and 738-RE, Cape Town. The other subject sites are currently vacant and form part of the former Buitengracht Street road scheme, recently amended. According to the Due Diligence Report (2021), it is intended to relocate this facility to allow for the redevelopment of the subject properties. The proposed development options will assume that facility will be relocated.

2.4.2 Zoning

The zoning of Erven 734-RE and 738-RE, Cape Town is highly permissive of a range of land uses, high floor factors and coverage. However, there may be other site constraints that limit the carrying capacity of the subject properties. The road reserve portions zoned TR2 would need to be rezoned to permit urban development. Notwithstanding the excellent development rights in terms of a MU3 and GB7 zoning, the properties fall within the CBD Local Area Overlay Zone, the implications of which are noted in Chapter 3 of this report.

2.4.3 Surveyor General (SG) Diagrams and Noting Sheets

The Due Diligence Report (2021) points out that there is nothing major to be recorded from perusal of SG Diagrams for the entire precinct, including the subject properties, save to note that the subject properties were former burial grounds and some are enclosed by the Prestwich stone wall. Furthermore, reference is made to servitudes studied over land in public ownership in Appendix 2 of the *Foreshore Gateway Urban Design Vision & Framework (2021)* which suggests that there are no significant servitudes registered in favour of other (private) parties. The latter report recommends that all noting sheets and SG diagrams be studied carefully for individual properties to reflect accurately servitudes registered in favour of other parties. The SG diagrams and noting sheet for the subject properties are provided in Annexure B and analysed in Chapter 3.

2.4.4 Urban Design

The *Foreshore Gateway Urban Design Vision & Framework (2021)* compiled by Meyer & Associates et al. on behalf of the City of Cape Town for various portions of publicly owned land in the local area provides a thorough analysis of the context to inform planning for the area. It covers not only the blocks bounded by Buitengracht, Somerset and the Helen Suzman freeways but also the land which was the subject of the recent Buitengracht Street road reserve scheme amendments.

The framework suggests that the role of the subject sites is clearly one of a spatial integration nature facilitating improved connection between the V&A Waterfront and Bo Kaap / Signal Hill and between the CBD, De Waterkant and Green Point. The framework proposes a residentially led development for the site to support the corridor and maximise on the benefit of being located close to a number of educational, health, civic and community facilities and surrounding amenities. The site visit supports the view that the site's location demands it to play a public gateway function as recommended in the report.

Urban proposals contained within the framework, include a system of new or upgraded / reconceptualised public open spaces, pedestrian routes, proposed bulk and parking strategies. These will inform design proposals for the subject sites.

Detailed proposals for the sites which include 30 000m² of new floor area for a mix of residential, retail and office, in a building wrapping the southern and eastern edges of the sites, will be revisited during the more detailed analysis at the scale of the sites. However, it makes sense for this proposal to form one of the options of the three options to be considered for development.

The biggest uncertainty and question post the site visits was whether it is necessary to retain the main Soils Lab building as suggested in some previous studies but not in others e.g the Due Diligence Report. The Soils Lab building appears to be in a fairly good condition, according to the high-level building condition assessment which forms part of this report in Appendix 2. It was however, observed that the building does not have a positive relationship with the adjacent streets. The building faces inwards towards two well-scaled courtyards that offer respite from the surrounding urban environment. The building could be opened up to the street edge subject to the heritage findings and design indicators.

2.5 Landscape Architecture

According the *Foreshore Gateway Urban Design Vision & Framework (2021)* which was compiled for publicly owned land in the vicinity of the sites, development of the subject sites

has an important place-making role framing St Andrew's Square and anchoring the intersection of two important urban corridors.

This study proposes that development of the subject sites will provide an active, defined edge to this portion of the Somerset Road urban corridor and that its positive interface with the Prestwich Memorial will enhance its legibility as the gateway into De Waterkant and the Atlantic Seaboard beyond.

The proposed development was anticipated to be primarily residential with an affordable housing component and have retail on the ground floor. The predominantly residential proposal provides a strong motivation to invest in the public realm in order to create a positive living environment. Landscaping is seen as an essential component of the future proposed pedestrian network. The framework promotes the idea of perimeter block development defining semi-private open spaces that could be physically and visually linked to each other and a landscaped pedestrian network.

2.6 Heritage

The heritage and archaeological review of previous work is presented in Appendix 3 as a standalone report. This work was assessed in its own right to directly inform the Notification of Intent to Develop (NID) and Heritage Impact Assessment processes, to follow.

2.7 Transport, Access and Traffic Impact

Pedestrian volumes along the western side of Somerset Road are relatively high. It is recommended that this development should have a strong focus on pedestrian movements. The area is currently well-served with various modes of public transport. The development is located within a Public Transport (PT2) zone. Hence, no parking is required, but parking is still recommended. Residential land uses on the site could result in a nett impact of reduced external trips to / from the CBD.

It appears that vehicular access is not possible / proposed from Buitengracht or Somerset Streets in terms of the Road Access Guidelines. According to previous studies that informed a framework for the local area, vehicular access to the site could be taken off Chiappini or Prestwich Streets, at midblock positions.

It should be noted that there is limited spare capacity available at the nearby intersections to accommodate new development trips. Furthermore, there is limited to no road reserve space available for additional road upgrades of the adjacent roads.

Vehicular Circulation

According to previous studies, Somerset Road is identified as an important urban corridor. The previous studies note that the Somerset Road widening scheme was amended, reducing the previous road scheme from a 31.5m width, to a maximum width of 25m. It can be argued that the right of way should be further assessed in line with the public transport and TOD strategies.

Pedestrian Circulation

The potential narrowing of Somerset Road adjacent to the subject sites would have a positive impact on the surrounding public realm. Pedestrian access across Somerset Road will be most optimal at the intersection with Chiappini Street as it aligns with future pedestrian desire lines linking the Prestwich Memorial / St Andrews Church space to the Battery Park and V & A Waterfront. However, the current pedestrian infrastructure condition at the intersection will need to be improved. Narrowing of Somerset Road would facilitate widening of the sidewalk which could enable areas for ground floor retail, thereby creating a more enlivened and vibrant entrance into De Waterkant.

Recent planning for the local area identifies Chiappini Street as a potential level 2 pedestrian street which is envisioned as a narrow vehicular access way with widened sidewalks to promote ease of pedestrian access from the Bo Kaap through to Battery Park and the V&A Waterfront.

Traffic Volumes

A further finding of the review of previous studies was that there are gaps in the most recent Macro TIA undertaken to support planning for the local area. The HHO Traffic counts were conducted during Covid. Volumes were projected based on five different traffic flows scenarios as follows: Pre-Covid flows, In-Covid flows, In-Covid flows plus the proposed development, In-Covid flows plus the proposed development and background traffic and Pre-Covid flows plus the proposed development plus background traffic.

New counts are proposed as part of the TIA for the PPTL, to confirm actual volumes for the proposed development. Impact on especially Buitengracht / Somerset and Somerset / Chiappini should be re-evaluated in detail. Based on the HHO TIA, the existing road network could accommodate growth in the local area, but the cumulative impact of other developments within the CBD would likely require major road network improvements, such as the completion of the Foreshore Freeway scheme. This will also be dependent on a fully functioning Public Transport system.

2.8 Civil Engineering and Infrastructure

2.8.1 Stormwater

Even though the site contains a number of trees, the overall area is hardened either in building roofs, surfaced access ways or well compacted gravel areas. The development of buildings and formal hard standing over the extent of the site will not cause any significant increase in stormwater runoff. This was also confirmed in previous studies informing recent framework planning for the local area.

Existing stormwater runoff is largely managed at surface with precast channels around the building as well as limited shallow catchpits or gullies. It was not confirmed to where the catchpits eventually drain to. There is existing underground stormwater infrastructure in the surrounding roads.

There does not appear to be any stormwater infrastructure on site worthy of retention.

2.8.2 Sewer

There is a network of foul sewer infrastructure around the perimeter of the site. There is perhaps more than one sewer connection to the site but all appear to be from Prestwich Street as well. There appears to be no sewer infrastructure on site worthy of retention.

Previous studies informing recent framework planning for the local area report that there is significant spare capacity in the precinct sewer network to handle development. Similarly, the Green Point sewage outfall was reported to have spare capacity to accommodate development in the precinct. It is unlikely that development proposals on the site would change this status but an updated assessment would need to be reviewed in any event.

2.8.3 Water

Potable water infrastructure exists around the external perimeter of the site. The site inspection indicated that the existing water supply (including for fire water) is from a 100mm diameter pipe in Prestwich Street. The line feeds directly into the basement storage area of the laboratory on the south east corner. It would be useful to retain the connection in this location but probably not essential.

There was no other obvious water reticulation on the site that appeared worthy of retention or that would constrain development.

The assessment of potable water infrastructure in the previous studies indicates that there is sufficient capacity in the existing system to accommodate development on the site. Actual development proposals on the site will need to be tested against the existing local potable water network, however, but at this stage there appears to be no anticipated constraints.

2.8.4 Geotechnical conditions

The site exists in an area where weathering of the geological rock formation has formed clayey silt and silty clay surface soils. The degree of weathering decreases with depth until un-weathered rock is encountered. The depth of weathering is highly variable and could range from less than a metre to greater than 15m.

The water table will probably exist at between 2 to 3m below the surface. A formal geotechnical investigation would be necessary for the design of any structure on the site. A good indication of soil conditions can be determined for planning purposes however, from a desk top study.

2.9 Electrical Engineering and Infrastructure

Previous studies informing recent framework planning for the local area include an assessment of the PPTL site's electrical demand and capacity. This study confirmed that the CoCT electrical supply network has sufficient capacity for future developments on the subject properties. The capacity assessment was based on an estimated electrical demand of 1200kVA which appears over-estimated but it means that future development of significant scale can be accommodated.

2.10 Financial Feasibility / Property Studies

The CoCT's Inner City Affordable Housing Model / Mechanism Report (2022) suggests that while there is very significant capital available within South Africa's institutional investment community, the overall exposure to property (especially affordable housing) is fairly limited. The reasons include aversion to perceived risk and more attractive investment classes than affordable housing.

While there is an opportunity to consider affordable housing proposals for residential development on the subject properties, affordable housing is perceived as a risk in mixed residential markets according to the report, particularly where developments must be able to be self-sustaining and financially feasible.

3 Legal and Policy Analysis

3.1 Legal Context

3.1.1 Spatial Planning and Land Use Management Act, No. 16 of 2013

The intention, amongst others, of the Spatial Planning and Land Use Management Act, No. 16 of 2013 (SPLUMA) is to facilitate the transformation of the inequitable South African spatial landscape. The act contains key objectives and principles for spatial planning and land use management. The objectives of SPLUMA are contained in Section 3 and the principles in Section 7 of the Act.

The subject sites are intended for mixed use development within the Cape Town CBD which provides an opportunity to respond to the objectives and principles of SPLUMA. In line with SPLUMA principles, the subject sites offer opportunities for proposals that can accommodate various income groups within the city centre, improve access to employment, efficient public transport, education and public health services as well as other resources and amenities. The proposed development has the potential to redress the history of exclusion and the fragmented spatial form of Cape Town due to apartheid through the intensification of underutilised public land in well located areas.

3.1.2 Western Cape Land Use Planning Act, No. 3 of 2014

In line with the objectives and principles of SPLUMA, Chapter VI of the Western Cape Land Use Planning Act, No. 3 of 2014 (LUPA) contains land use planning principles which are pertinent to planning applications. Sections 59(1) to 59(5) of the Act define these principles as follows:

1) the principle of spatial justice
2) the principle of spatial sustainability
3) the principle of efficiency
4) the principle of good administration
5) the principle of spatial resilience

The subject sites have the potential to be developed is in accordance with the principles of LUPA. It provides an opportunity to redress exclusionary spatial patterns and support spatial transformation through utilisation of / improved access to well-located land by a diverse group of people within a dense, mixed-use context.

3.1.3 City of Cape Town Municipal Planning By-law (2015, as amended) and Development Management Scheme Overlay Zones

The applicable zoning scheme is the Development Management Scheme (DMS) contained in the City of Cape Town Municipal Planning By-law (2015, as amended). Erf 734-RE is zoned Mixed Use 3 (MU3) and Erf 735 is zoned Transport 2: Public Road and Public Parking (TR2). Erf 738-RE is split zoned MU3 and General Business 7 (GB7), Erf 739 is split zoned MU3, TR2 and Open space 2: Public Open Space (OS2). Erf 9564 is zoned OS2 and TR2 and Erf 9565 is zoned TR2 (refer to Figure 3.1 below).

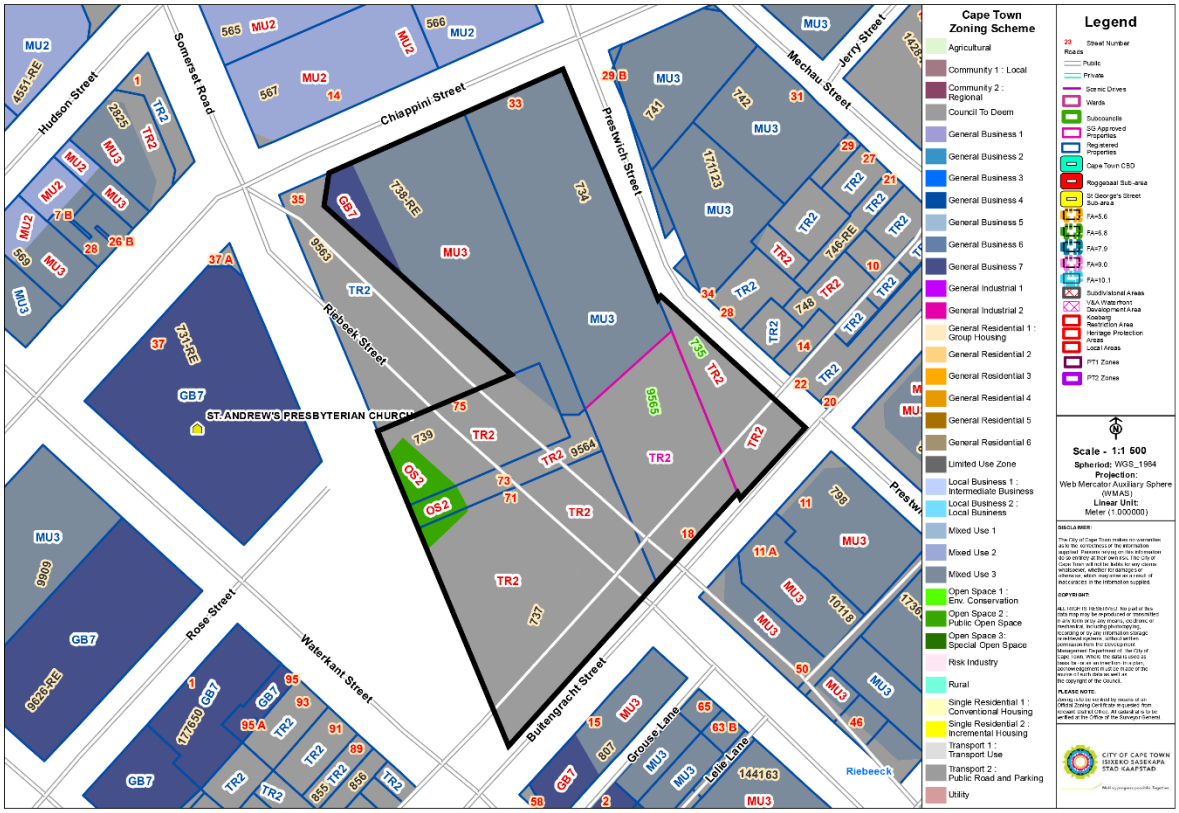


Figure 3.1: PPTL Zoning (City of Cape Town, 2023)

The GB7 and MU3 zonings are not only appropriate for the proposed development of the site but also generous in terms of floor factors, height and coverage and highly permissive of a range of land uses including the primary rights indicated in Table 3.1 below:

Table 3.1: Primary Uses in GB7 and MU3 zonings

Zoning	Primary Uses
General Business 7 (GB7)	business premises, dwelling house, second dwelling, boarding house, flats, place of instruction, place of worship, institution, hospital, place of assembly, place of entertainment, hotel, conference facility, service trade, authority use, utility service, rooftop base telecommunication station, multiple parking garage, private road, filming, veterinary practice and open space.

Mixed Use 3 (MU3)	business premises, industry, dwelling house, second dwelling, boarding house, flats, place of instruction, place of worship, institution, hospital, place of assembly, place of entertainment, hotel, conference facility, authority use, utility service, rooftop base telecommunication station, transport use, multiple parking garage, private road, filming and open space.

However, rezoning will be necessary for the TR2 zoned areas of the site to a more appropriate zoning as TR2 is only for public road purposes and does not permit residential or commercial land uses.

Furthermore, the subject properties fall within the CBD Local Area Overlay Zone governed by Map LAO/4 in the Development Management Scheme, the implications of which are that the properties along Buitengracht Street, Somerset Road and Prestwich Street, notwithstanding that they may be zoned MU3, are permitted to develop in accordance with the development rules of the GB7 zone, with the same building lines and setbacks.

The following parameters are applicable in terms of the CBD Local Area Overlay Zone and provides an understanding of the scale of development that is possible on the subject properties.

- Floor Factor is 6.8;
- Coverage is 100%;
- Maximum height permitted is 60m;
- Buildings are permitted on street and common boundaries;
- From 38m above ground level, the building is required to set back at a gradient of ½(H-38) from any street boundary;
- Buildings are permitted on the common boundary for the full height.

Heritage Protection Overlay Zone

The Heritage Protection Overlay Zone (HPOZ) makes provision for the protection of heritage areas registered on the heritage register maintained by the provincial heritage resource authority, Heritage Western Cape (HWC), in terms of the National Heritage Resources Act (NHRA), No. 25 of 1999. It also provides mechanisms for the protection of heritage places which the City of Cape Town considers to be conservation-worthy in terms of its heritage strategies.

The site is of high heritage significance due to its history as a burial ground with graded buildings and it is indicated as a Proposed Heritage Area on the City's Map Viewer, the implications of which will be recorded in the Heritage Impact Assessment processes.

Public Transport Zones

Public Transport (PT) Zones are areas whereby off-street parking requirements are reduced significantly in demarcated areas that the City of Cape Town considers the provision of public transport to be promoted (PT1 zones) or sufficient (PT2 zones). PT Zones support the City's objective to address private car dependency and promote mass transit-oriented development.

The site is well-located in terms of access to public transportation, such as MyCiti BRT, minibus taxis, commuter bus services and passenger rail, which are all within walkable distance. Since the site falls within a PT2 zone, zero off-street parking is required.

Urban Development Zone

The Urban Development Zone (UDZ) is a tax incentive administered by the South African Revenue Services (SARS) that aims to encourage private sector-led residential and commercial development in inner city areas that are located within well-developed public transport corridors, zones and facilities.

The site falls within the Cape Town UDZ and therefore incentivised for tax rebates upon development. The City of Cape Town Municipal Spatial Development Framework (2023) notes that UDZ areas are targeted for affordable housing initiatives. However, to qualify for the benefits of this incentive scheme, the date by which the building should be brought into use is March 2025 (SARS, 2023).

The UDZ is covered in more detail in Chapter 4 and Appendix 4.

3.1.4 Deeds Searches and SG Diagrams

Table 3.2 below provides an analysis of the deeds searches and SG diagrams for the subject sites.

Table 3.2: Analysis of Deeds Search and SG Diagram

Rem Erf 734 Cape Town	
Title Deed No.	T37783/2000 (vesting in Province of the Western Cape) T7006/1921 (held by Deed of Transfer) Old Cape Freehold Vol. 5 No. 58 dated 9 February 1802 (Dutch)
Land Owner	Province of the Western Cape
Extent	2961m^2
Restrictive Conditions	None applicable
Noting Sheet / SG Diagram	The noting sheet indicates structures on the erf (as per the existing soils lab building minus an extension, a smaller separate building and a perimeter wall

	The noting sheet indicates that Erf 734-RE was transferred to the Government of the Union of South Africa in 1921
Land use	Contains main soil lab building as well as undeveloped space with trees
Comment	The entire erf will be included in the consolidated site area
Erf 735 Cape Town	
Title Deed No.	Registration status to be confirmed An erf number has been allocated, and deeds office records reflect the City of Cape Town as the Owner however, there is no holding deed, and the City Map viewer shows the property legal status as SG Approved and not registered.
Land Owner	City of Cape Town
Extent	875.5m^2 according to the topo-cadastral survey
Restrictive Conditions	None applicable
Noting Sheet / SG Diagram	The noting sheet indicates structures (Salvation army Metropole (Labourers Barracks) and shed) on Erf 735 The noting sheet indicates that Erf 735 was leased by the Municipality of Cape Town
Land use	Open space with trees and Buitengracht Street Road Reserve
Comment	The legal Status of Erf 735 is reflected as SG Approved by the CoCT web viewer Correspondence (dated 1951) indicates that the Salvation Army Metropole Site is ungranted land leased by the Municipality of Cape Town New Buitengracht Street road reserve will decrease the extent of the erf available for development Open space portion to be included in the consolidated site area
Erf 737 Cape Town	
Title Deed No.	T2128/1975, Old Cape Freehold Vol. 5 No. 49 dated 8 April 1801 (Dutch/Unclear)
Land Owner	Municipality Cape Town
Extent	3373m^2
Restrictive Conditions	None applicable
Noting Sheet / SG Diagram	The noting sheet for Erf 737 indicates the erf was transferred to the Government of the Union of South Africa in 1921
Land use	Open space, Somerset Road (also referred to as Riebeek Street) road reserve and Prestwich Memorial
Comment	Open space portion (approximately 2.5m^2) to be included in the consolidated site area
Remainder Erf 738 Cape Town	
Title Deed No.	T37783/2000 (vesting in Province of the Western Cape) T7006/1921 (held by Deed of Transfer)

	Old Cape Freehold Vol. 3 No. 72 dated 2 July 1755 (Dutch)
Land Owner	Province of the Western Cape
Extent	2535m^2
Restrictive Conditions	None applicable
Noting Sheet / SG Diagram	The noting sheet for Erf 738-RE indicates the erf as a New Cemetery and was transferred to the Government of the Union of South Africa in 1921
Land use	Contains prefab structures for soil lab as well as undeveloped space with trees
Comment	With regards to Remainder Erf 738 Cape Town – the description of the land, as noted in the historical deeds and on the noting sheet, used to refer to cemetery / burial ground. This is part of the description of the property and is a reference to how the property was used at the date of grant. It is not a restrictive condition limiting the use of the property from a legal perspective. The entire erf will be included in the consolidated site area.
Erf 739 Cape Town	
Title Deed No.	T23213/1967 T14545/1952 T40/1928 (cannot be located)
Land Owner	Municipality Cape Town
Extent	1223m^2
Restrictive Conditions	The Governor-General* has at any time the right to repossess the said land in whole or in part if it is required for public purposes. (*now the Local Authority)
Noting Sheet / SG Diagram	The noting sheet indicates the church was located on Erf 739
Land use	Contain undeveloped area of soil lab, Somerset Road (previously Riebeek Street) road reserve and Prestwich Memorial
Comment	Open space area of soil lab to be included in the consolidated site area
Erf 9564 Cape Town	
Title Deed No.	T2128/1975 and Old Cape Freehold Vol. 5 Nr. 58 (OCPFH3/72)
Land Owner	Municipality Cape Town
Extent	468m^2
Restrictive Conditions	None applicable
Noting Sheet / SG Diagram	The noting sheet indicates Erf 9564 was previously a portion of Erf 938 and was transferred to the Government of the Union of South Africa in 1921. The noting sheet does not reflect any structure on the erf. The SG diagram does not indicate that the erf is to be used for public street purposes
Land use	Open space, Somerset Road (also referred to as Riebeek Street) road reserve and Prestwich Memorial

Comment	Open space portion to be included in the consolidated site area
Erf 9565 Cape Town	
Title Deed No.	T2128/1975 and Old Cape Freehold Vol. 5 Nr. 58 (OCPFH5/58)
Land Owner	Municipality Cape Town
Extent	1718m^2
Restrictive Conditions	None applicable
Noting Sheet / SG Diagram	The noting sheet indicates Erf 3565 (previously Erf 736) as being reserved for Public Purposes
Land use	Open space with trees and Buitengracht Street road reserve
Comment	The legal Status of Erf 9565 is reflected as SG Approved by the CoCT web viewer New Buitengracht Street road reserve will decrease the extent of the erf available for development Open space portion to be included in the consolidated site area

The key points to note from the above Deeds searches and S.G. diagrams' analyses are that there is consistent reference to the historic use of the subject sites for public purposes and their significance as former burial grounds. However, these are not inscribed in Title Deeds as restrictive conditions to the proposed development or change of use of the subject properties. It must be pointed out however that in the case of Erf 739 the Local Authority has at any time the right to repossess the said land in whole or in part if it is required for public purposes. Given the limited extent of the portion of Erf 739 that will form part of the proposed area for consolidation, it is recommended that this condition be removed subject to conveyancer's advice.

3.1.5 Land Claims

A letter from the Department of Agriculture, Land Reform and Rural Development: Commission on Restitution of Land Rights dated 10 May 2023 confirmed that there are no land claims against Erven 734-RE, 735-RE, 738, 739, 9564 and 9565, Cape Town (refer to Annexure D).

3.2 Policy Context and Planning Frameworks

3.2.1 City of Cape Town Municipal Spatial Development Framework (2023)

The City of Cape Town Municipal Spatial Development Framework (MSDF) notes the City of Cape Town's objective to intensify land use around public transport (Transit-oriented Development) to address the city's fragmented, sprawling spatial form. Transit-oriented

Development (TOD) targets higher-density, mixed land use development in close proximity to existing or planned high capacity, high quality public transport (City of Cape Town, 2023: 34).

The MSDF locates the site within the Urban Inner Core, the Cape Town CBD Metropolitan Node and along a Development Corridor (refer to Figure 3.2 below). An observed trend within the Cape Town CBD Node conveys a significant decrease in demand for commercial / office space due to the Covid-19 pandemic and a boost in mixed-use intensification and residential opportunities for various / diverse income groups coming out of the pandemic.

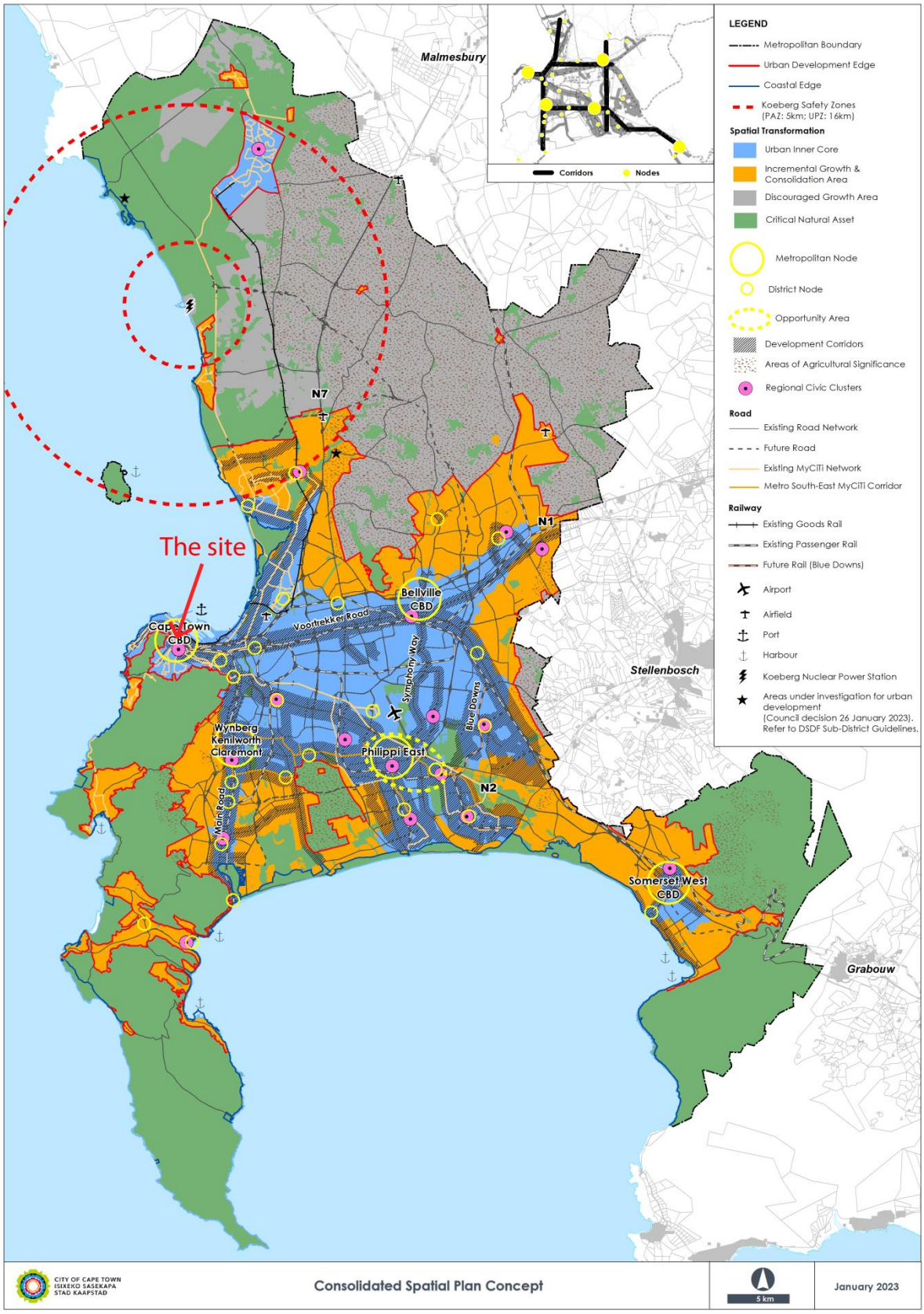


Figure 3.2: CoCT MSDF Consolidated Spatial Plan Concept

3.2.2 City of Cape Town Table Bay District Integrated Spatial Development Framework and Environmental Management Framework (2023)

The Table Bay District Integrated Spatial Development Framework and Environmental Management Framework (DSDF) promotes the transformation of the Apartheid City by utilising the publicly owned land for housing and other transformative development through strategic urban infill and redevelopment opportunities. To enable this transformation, the DSDF promotes land use intensification (a greater mix of residential and non-residential land uses through increased use of space) in locations of good public transport access, concentrations of employment and commercial development and other amenities (City of Cape Town, 2023: 45).

The site is located along a higher order Development Route, at the nexus of Somerset Road and Buitengracht Street. Various sites along Buitengracht Street, including the subject site, are identified as New Development Areas (NDAs) (refer to Figure 3.3 below). NDAs include underdeveloped (vacant) or partially developed land earmarked for new infill and brownfield development of various types and densities (mixed use intensification). The site is specifically designated for Mixed Use Intensification and for Potential High Density Residential Development (refer to Figure 3.4 below). The proposed development is in alignment with the DSDF as it enables the redevelopment of prime land within the CBD to address some of the pressing spatial issues within the city.

The DSDF recommends the following development guidelines relating to the site (City of Cape Town, 2023: 109):

- Continue to facilitate development of public land in the Foreshore area and carefully plan the movement network in the Foreshore area in relation to the completion of the freeway network
- Facilitate affordable housing
- Consider the sensitive and active framing of Prestwich Memorial

In addition, the DSDF designates Buitengracht Street as a Scenic Route and outlines the following guidelines for development along scenic routes which need to be taken into account in development proposals to ensure the scenic quality of these routes is not compromised (City of Cape Town, 2023: 40):

- Prioritise the upgrade of these routes and support implementation thereof. This should align broadly with the route's scenic quality value, degree of tourism use, and road surface & reserve upgrade necessity.

- In general, development along scenic drives and routes should seek to retain views from the route and not negatively affect the character of the landscape through which it passes.
- Any redevelopment along scenic drives and routes should include the addressing of landscaping improvements to the (public and private) areas abutting the road. Land use management decisions should be guided by the Scenic Drive Network Management Plan (Vol. 3, 2003) or subsequently approved management plans, for example, transport designations. Development is to comply with the comprehensive set of guidelines for visual design.
- Enhance the scenic experience, wherever possible, by removing moveable obstructions and provide suitable NMT infrastructure where appropriate
- Ensure that safe access to and along scenic drives, is enhanced.

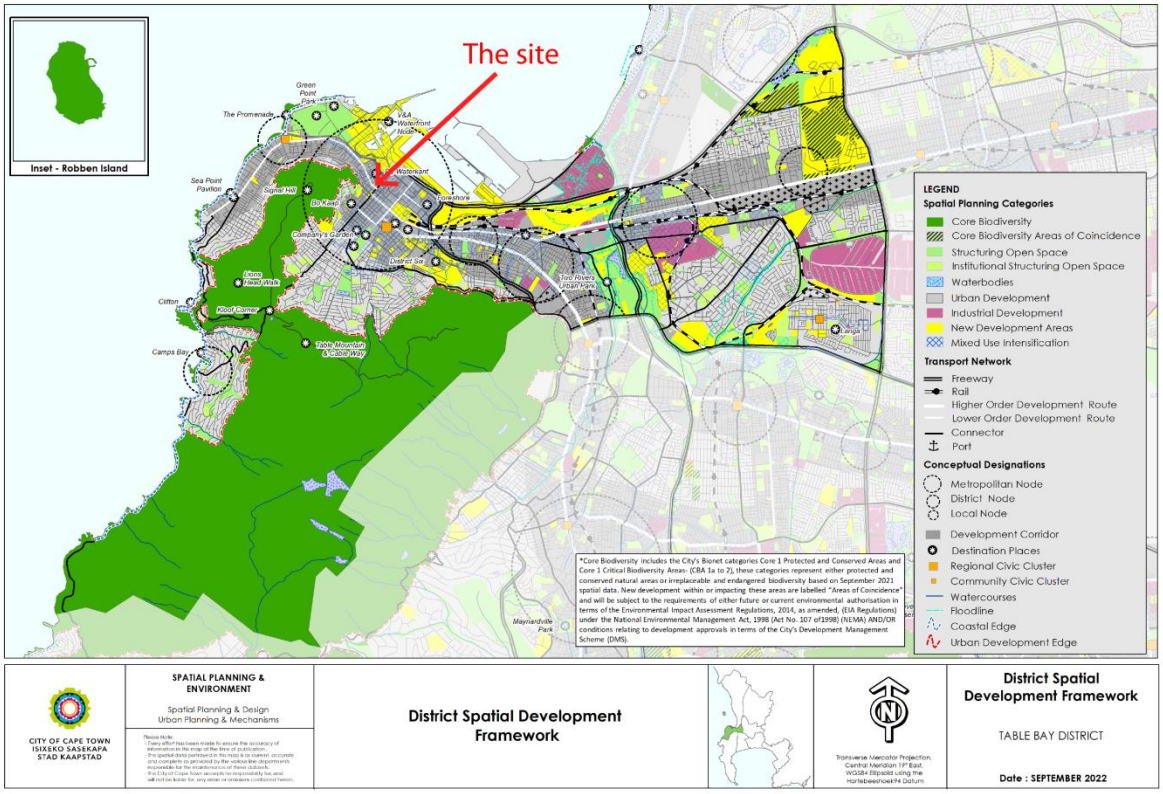


Figure 3.3: Table Bay District Integrated Spatial Development Framework and Environmental Management Framework – Volume 2: Technical Report (2023)

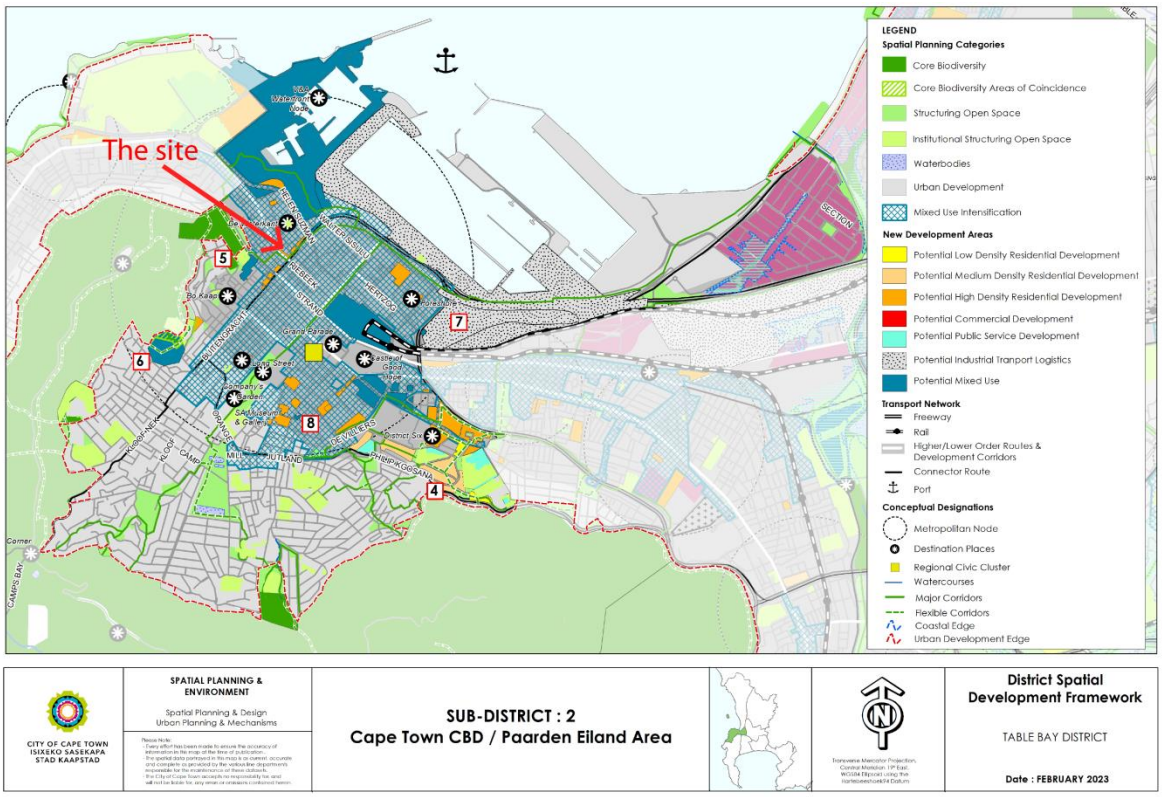


Figure 3.4: Sub-District 2 Cape Town CBD / Paarden Eiland Area

3.2.3 City of Cape Town Densification Policy (2012)

The Densification Policy's purpose is to, among others, guide decision making with respect to density-related applications, as well as inform citywide and district-level policies as to the identification of areas of land use intensification. The policy recognises densification as necessary in creating an efficient and sustainable urban environment (City of Cape Town, 2012: 5). The City of Cape Town encourages densification in Density Priority Zones (DPZs) which are areas adjacent to development / activity routes, especially close to employment and mixed-use areas. General Business 1-7 and Mixed Use 1-3 zones are identified as appropriate zonings for DPZs.

3.2.4 City of Cape Town Urban Design Policy (2013) and Urban Design Guidelines (2017)

The Urban Design Policy provides three overarching urban design principles to guide the design and planning of a healthier, more vibrant, safer and sustainable public domain. The overarching principles require that there is a concern for the greater public good, the focus on the whole as opposed to the individual parts and that design proposals be informed by the context of the site and surroundings (City of Cape Town, 2013: 7).

The site is situated in a socially, historically and spatially sensitive context and as such, careful incorporation of the urban design principles into the development proposal is necessary in

order to create a meaningful, safe, liveable and integrated environment. Many of the policies to direct development are focussed on supporting the public spatial realm using carefully shaped building interfaces to enclose and activate open space, safe and comfortable pedestrian routes, visual and physical permeability where appropriate and appropriately scaled bulk relative to a site's surrounds. Respect for historic fabric and grain, views and vistas, is also promoted.

3.2.5 City of Cape Town Tall Building Policy and Urban Design Guidelines for Tall Buildings (2013)

The Tall Buildings Policy attempts to ensure that tall buildings within the city do not excessively undermine the environment and the existing built form but rather contribute positively to the public domain and enhance the overall cityscape. The policy considers tall buildings according to their height in relation to context, proportion and/or building technologies. The policy notes that the final height approved for each application will be dependent on its unique location, context and the application of this policy's objectives and design guidelines.

The site is located within a higher order node (Cape Town CBD) where intensified urban development is presently located and proposed. It is however, located west of Buitengracht Street and outside of the central city where the majority of tall buildings sit. Furthermore, the site is located within an area which has a mix of low-rise buildings of 2 to 6 storeys and a few buildings of 15 storeys. Careful consideration will have to be taken to ensure that the design of the proposed development enhances the existing cityscape and that the impact of any proposed tall buildings on the public domain, is mitigated.

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

The By-law requires that land owners prevent amongst other things, obstruction and pollution of the municipal stormwater system. It further enables the City to impose conditions and request additional studies.

The City's Management of Urban Stormwater Impacts Policy (2009) supports the By-law and the City's efforts to minimise undesirable impacts of storm water runoff from developed areas by introducing Sustainable Urban Drainage System (SuDS) principles that can minimise runoff and ensure the volume of pollutants flowing into the city's green open spaces, water bodies, wetlands and ocean, are limited. The ultimate goal is to prevent flooding which is set to increase with climate change and protect the integrity of our natural waters, oceans and associated biodiversity as major assets. The policy applies to any development or activity within the city.

In terms of criteria supplied in the policy, on site stormwater treatment and pollutant control may be necessary due to the consolidated property being greater than 4000m².

3.2.7 Western Cape Inclusionary Housing Policy Framework (October 2022)

The Western Cape Inclusionary Housing Policy Framework aims to better enable inclusionary housing as a mechanism (relying on the development planning regulatory system) to contribute towards spatial transformation in cities and towns within the province. The Policy Framework recognises the formal housing market's failure to meet the needs of the lower to middle income households and that there is need for affordable housing in well-located areas. As a response to this need, inclusionary housing obligates developers (particularly the private sector) to provide affordable housing, for sale or rent, within their development (Western Cape Government, 2021: 30).

The location of the site presents opportunities to address the objectives of the Policy Framework as it is located within the city centre. The proposal for mixed-use development will provide residential opportunities for diverse / various income groups in a well-located area close to employment, public transport and other services / amenities.

4 Contextual Analysis, Informants and Implications

4.1 Spatial Analysis and Informants

4.1.1 Natural Systems

Sub-metropolitan Context and Role of the site:

Due to its prominent location, the site is seen as an important potential hub in the network of green spaces within the city. The proposed development of the sites has the potential to enhance and expand the green network through the greening of the Buitengracht Street edge, the inclusion of courtyards and through its positive interface with the Prestwich Memorial / St Andrew's Square space. Figure 4.1 below indicates where the sites are located relative to the network of green spaces linking the CBD with Green Point and the Atlantic coastline.

Implications of the above are that the proposed development of the sites must contribute to the making of an integrated and linked local green open space system incorporating green streetscapes, semi-private courtyards and interstitial spaces, private terraces and roof gardens.

Figure 4.1: Sub-Metropolitan Context (OVP, 2023)

4.1.2 Urban Systems

Sub-metropolitan Context and Role of the site:

The sites' location at the intersection of Buitengracht Street and Somerset Road is significant. Buitengracht Street is a primary feeder into the CBD. Somerset Road is the primary mover of people around the Atlantic Seaboard. Both are important local systems of connectivity. The sites' location at the intersection of these two routes offers maximum **visibility and accessibility.** For this reason, the sites lend themselves to playing a **public role.**

The sites' location requires them to play an important **gateway role** for those moving towards the Atlantic Seaboard via Somerset Road. Together with the Prestwich Memorial / St Andrews Square space, the sites have the potential to act as an **important threshold space** where one can manage the transition between the central CBD and the Atlantic Seaboard. The sites will also need to play a role in handling the transition between the finer grained old fabric of Bo Kaap, De Waterkant and the Foreshore.

Figure 4.2 locates the sites relative to Buitengracht Street and Somerset Road, both important systems of connectivity.

The implications of the above are that development on the sites must be conceptualised as part of the urban frame defining Prestwich Memorial / St Andrews Square space. It also highlights the importance of creating generosity for pedestrians around the Somerset / Chiappini Street intersection being the gateway threshold point into the Somerset Road Corridor and along Somerset Road, where the current sidewalk is extremely narrow.

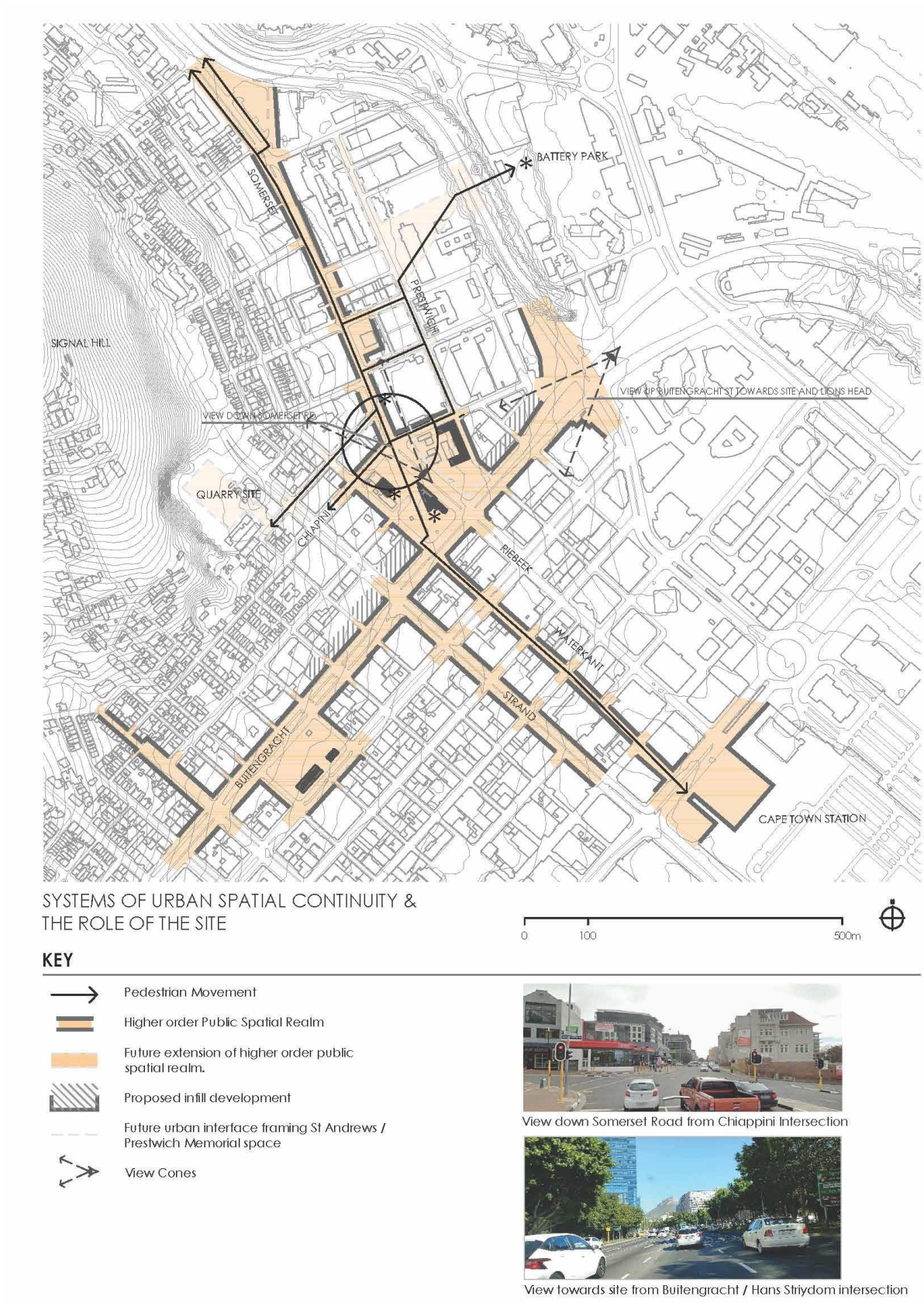


Figure 4.2: Systems of Urban Spatial Continuities & the Role of the Site (NM & Associates Planners and Designers, 2023)

Challenges presented by the location of the sites are as follows:

Buitengracht Street and Somerset Road as they pass the sites are hostile environments. High exposure to large volumes of traffic will require setbacks and mitigation to address pollution generated by the passing vehicles. To add to the challenge, the orientation of these two edges is not optimal. The edges face east and south, respectively meaning that they will be cold and exposed to summer winds. See Figure 4.3 below for the edge conditions.

View of Somerset Road site edge

View of Somerset Road street interface

View looking southwest up Buitengracht Street

View looking northeast over Buitengracht Street Road Reserve

Figure 4.3: Street edges (NM & Associates Planners and Designers, 2023)

Somerset Road is a major barrier to pedestrian movement between the sites and the Prestwich Memorial / St Andrews church space. The only opportunity for pedestrian cross movement between the square and the sites is at the two intersections either ends of the sites. This limits the extent to which the subject sites can support the Prestwich Memorial / St Andrews church space both spatially and programmatically. The existing Somerset Road / Chiappini Street intersection is particularly dangerous for pedestrians and may need to be addressed to promote connection of the sites to the Fan Walk. Figure 4.4 below shows Somerset Road and its intersection with Chiappini Street.

With the intention to reshape Chiappini Street into a more pedestrian friendly street that connects Prestwich / St Andrews Church space to the Battery Park and the V & & Waterfront, it is preferable to relocate the current vehicular access point to Prestwich Street being the only other street from which vehicular access can be taken. This will also enable the proposed extension of the existing Soils Lab building courtyard should the building be retained.

Figure 4.4: View of St Andrews church opposite the sites where the Fan Walk joins Somerset Road and the Somerset Road/ Chiappini Street intersection (NM & Associates Planners and Designers, 2023)

Local and site scale spatial design informants: (To be read with Figure 4.8: Spatial Informants and Figure 4.9: Section AA and BB)

The scale and height of surrounding buildings:

The sites are located west of Buitengracht Street which defines the edge of the CBD. There are proposals to develop a band of high buildings (between 30m and 80m high) along the amended Buitengracht Street, road reserve. However, the shaft of space created by Buitengracht Street sets a clear limit to the CBD and suggests that new buildings to the west of Buitengracht Street should be lower. The 'Quayside' building adjacent to the site, 'The Capital' and '177 on Strand' are the highest developments in the vicinity at over 15 storeys. These buildings have broken the pattern of 5 to 7 storey buildings which dominate the band of development along the Somerset Road Corridor. These taller buildings cast deep shadows over the neighbouring streets and dominate the skyline. They are typically located on large plinths that fill the entire block with parking on multiple levels above ground. They are therefore unable to contribute to the creation of more positive street spaces. Sections AA and BB in Figure 4.9 show the site profile relative to the surrounding buildings.

The high bulked building to the north of Prestwich Street (Quayside), casts deep shadow across the subject sites. This may inform the location of new external spaces on the sites.

Site interfaces with the street:

Building facades of the Soils Lab facing onto Prestwich Street and Chiappini Street are unfriendly and require opening up to help activate the street spaces. Furthermore, the wall enclosing the sites, while providing privacy, does not allow the sites to fulfil their greater public and spatial role. Possibilities for removal and / or puncturing of portions of the existing wall should therefore be explored. See Figure 4.5 below for the existing street interface conditions and Figure 4.8 for the urban design informants.

View north up Prestwich Street

View south down Prestwich Street

View past the site up Chiappini Street towards Lions Head

View down Chiappini Street

Figure 4.5: Existing Site edges (NM & Associates Planners and Designers, 2023)

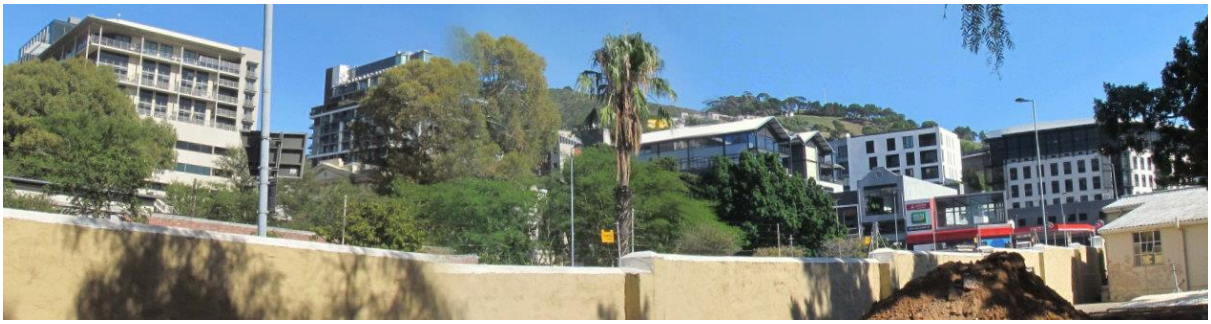
Local Pedestrian Movement dynamic:

Worn pedestrian paths across the road reserve demonstrate a desire to cross the sites for those beginning or ending journeys in the CBD. Pedestrian movement around the sites using the sidewalks immediately adjacent to the sites is, however currently minimal. The sites interfaces need to be opened up and the sites made more permeable to support local pedestrians. Furthermore, future development on the sites at ground level should look to how it can activate the adjacent sidewalks to promote and support local pedestrian activity and allow public pedestrian permeability across the site. See Figure 4.8 for the existing pedestrian desire lines.

Views out of the sites towards Table Mountain, Lions Head, Signal Hill and Devils Peak:

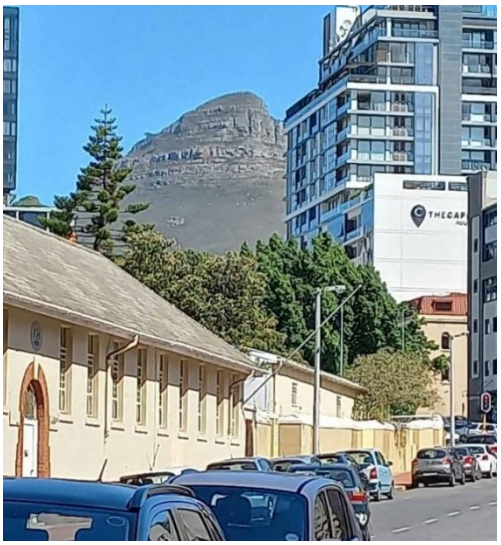
Various parts of the sites offer views of Table Mountain, Lions Head and Signal Hill. These landmark features help to orientate people. Views of Lions Head and Signal Hill are limited to the north and western parts of the sites. Views down Chiappini Street and Prestwich Street of Lions Head and the slopes of Devils Peak, respectively should be maintained and inform the location and height of new development on the sites. See Figure 4.6 below for the views discussed above and Figure 4.8 for the location thereof.

View from the sites of Table Mountain



View from the sites of Signal Hill

View down Prestwich Street with Devils Peak slopes in the distance



View up Chiappini Street towards Lions Head

Figure 4.6: Special views from the sites and vistas along adjacent streets (NM & Associates Planners and Designers, 2023)

Internal site qualities and features:

The Soils Lab portion of the site is currently off limits to the public and hidden from view behind walls. This is characteristic of a number of urban blocks in the vicinity which were historic graveyards framed by stone walls. The existing Soils Lab Building also looks inward. Future development should consider making the sites more visually and physically permeable if it is to have a more public role. However, remnants of the original cemetery wall along Chiappini Street will have to be retained.

The Soils Lab building frames a west facing courtyard which offers privacy from the external public world. Should the building need to remain, the courtyard offers opportunities to create semi-private green open spaces on the sites. See Figure 4.7 for an image of the courtyard.

The sites have a significant fall over their length and width. The sites fall about 4,5m obliquely from the high point on the Somerset / Chiappini Street intersection down to the Prestwich / Buitengracht Street intersection. The slope offers potential to create interest in the ground plane. Stepped ground planes provide opportunities for place making features. The fall also facilitates easier access into future basements if access into a basement is taken off the lower edges, i.e. Prestwich Street. See Figure 4.7 for the existing basement access.

Established trees can provide interest and focal points within the future development. The tree canopies provide visual relief and shade. Where it is possible, significant trees should be retained. Trees within the remaining Buitengracht road reserve are part of a green corridor and should also be retained or replanted. See Figure 4.7 for established trees on the sites.

Main existing internal access route

Soil Lab courtyard

Ramp down to existing basement

Slope towards Buitengracht Street edge

Figure 4.7: Site features (NM & Associates Planners and Designers, 2023)

Summary of spatial informants:

Figure 4.8 and Figure 4.9 provide a summary of the main informants for design from a 2- and 3-dimensional perspective. They point to the need for a focus on the interfaces, circulation into and through the site and suggest that vertical bulking of future development should be carefully considered relative to surrounding built form.

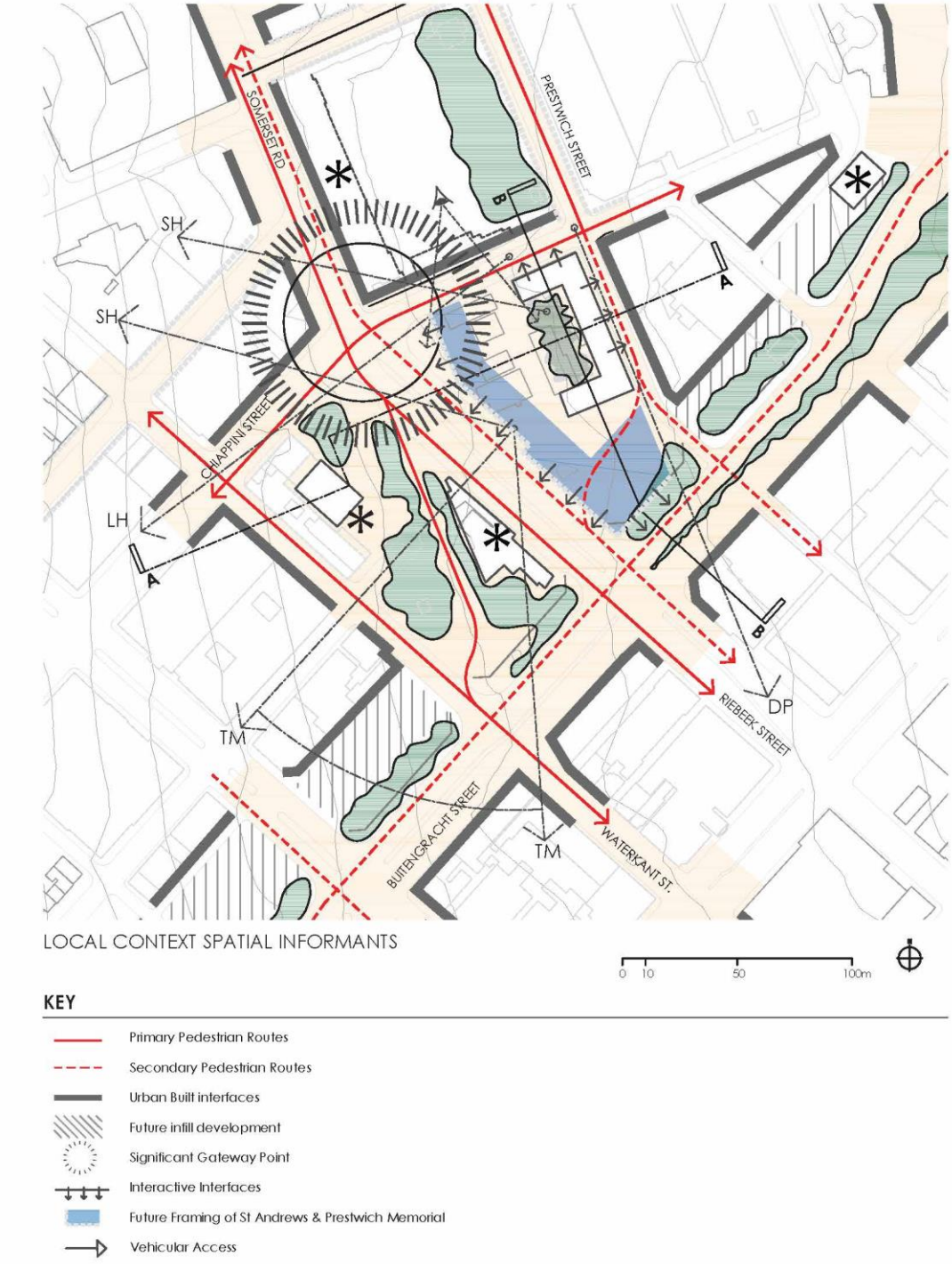


Figure 4.8: Spatial Informants (NM & Associates Planners and Designers, 2023)

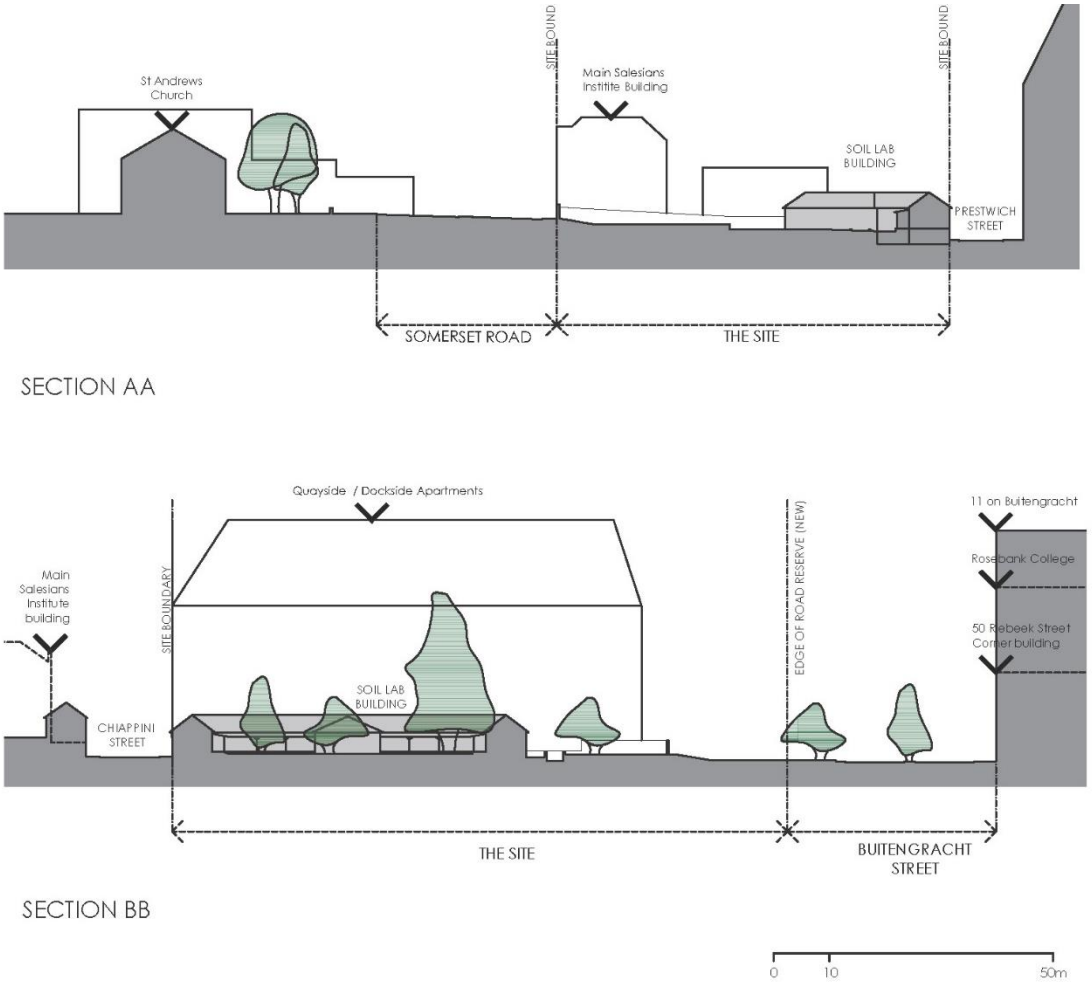


Figure 4.9: Section AA and BB through subject site (NM & Associates Planners and Designers, 2023)

4.2 Land Use Analysis and Informants

4.2.1 Existing Land Uses

The following considers land use at two scales, the first being of the area considered easily accessible by NMT and local Public Transport services. The second is at a more local scale to understand what surrounds the sites.

Figure 4.10 showing public facilities in the area reinforces the point made in Chapter 1, that the sites are strategically located being in the hub of the Cape Town CBD, and in proximity to a range of public facilities and services (police stations, libraries, hospitals, and clinics etc.) required to support human development and well-being.

Within 500m walking distance of the sites, there is direct access to inner city public transportation with a number of opportunities to hop onto MyCiti bus facilities and access other public facilities within a 1,5km radius of the site. Proximity within this radius to a multitude

of public facilities and cultural institutions such as museums, is mainly concentrated to the south-east of the sites and are all within walking distance of the sites.

While the opportunity to access the natural areas such as the mountain and coastline and higher order / District parks such as Green Point Urban Park, Company Gardens and De Waal Park is possible within walking distance or by public transport, access to neighbourhood scale parks and recreational facilities, seems limited.

The sites themselves incorporate a green open space on the current road reserve which appears not to be well used for two reasons. Firstly, the space is largely patronised by vagrants / homeless persons and shows signs of neglect as the sites are also publicly used for defecating and littering. Secondly, the sites are located at the edge of Buitengracht Street which is a very busy arterial road and not conducive to relaxation.

Figure 4.11 depicts land uses within the immediate vicinity of the sites. The sites are surrounded by predominantly community type facilities such as the Salesian Institute, which is a youth education and training centre, the Prestwich Street Primary School, St. Andrew's Presbyterian Church, Prestwich Memorial and the South African Police Commissioner's Head Quarters.

Private development directly adjacent to the sites is limited to the Quayside and Dockside Apartments with a laundry, café, Europcar car rental, Plumblink and Fireman's Arms Bar at ground level. As one moves further north into the Somerset Road corridor, land uses become more private and commercial in nature on both sides of the road, with retail located on the ground floor of most buildings and floors above being used for offices and hotel type accommodation.

The area between Somerset Road and the freeway has a number of older buildings utilised for smaller offices and high-end retail configured around courtyards. Restaurants and cafes are integrated into the offices around the courtyards. Many of the external street interfaces of these office developments do not open out onto the street. New upmarket residential developments are being constructed in the vicinity, examples being The Rockwell, 117 on Strand and Signatura. All three have a commercial ground floor.

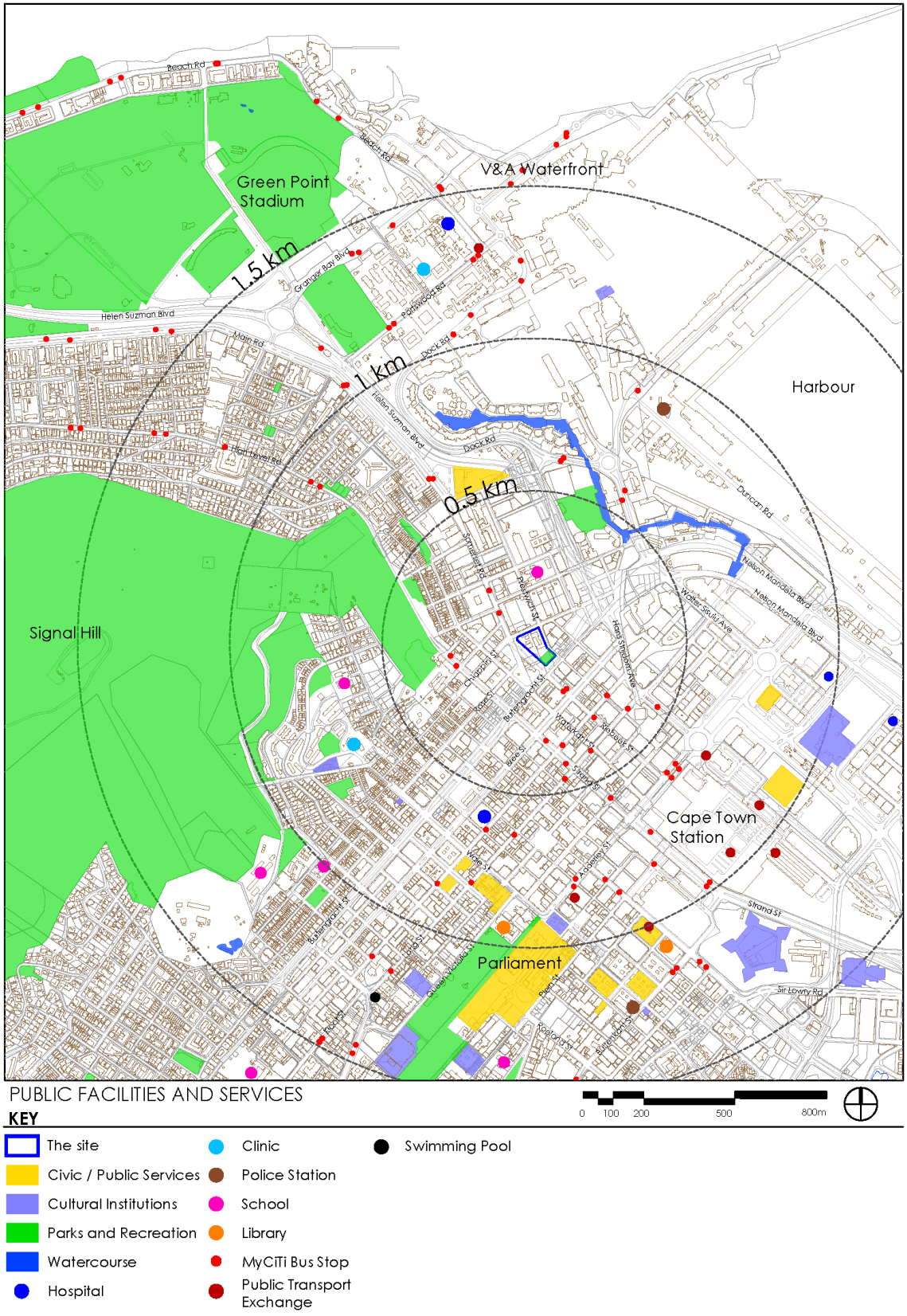


Figure 4.10: Public Facilities and Services in vicinity of the site (NM & Associates Planners and Designers, 2023)

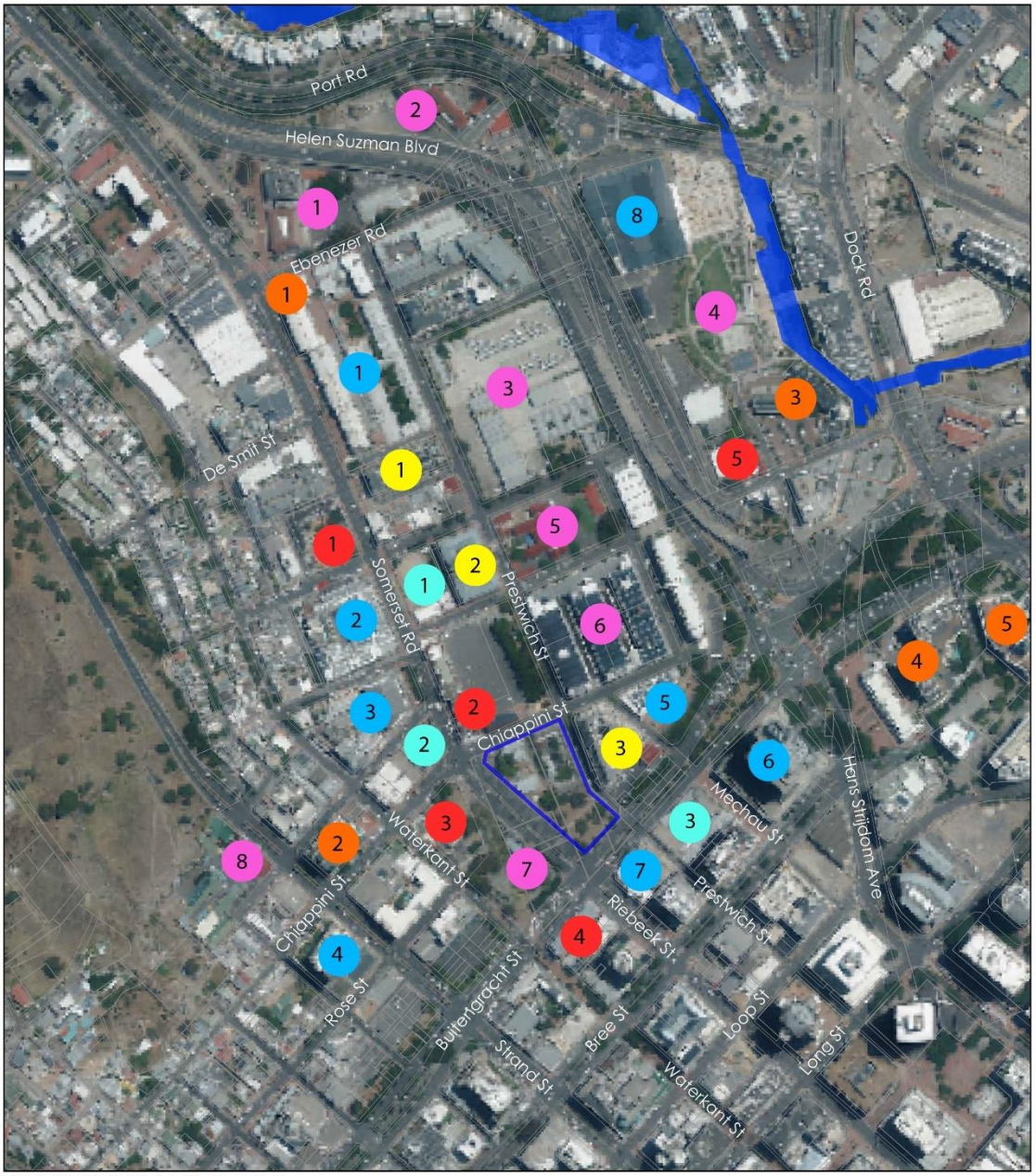


Figure 4.11: Surrounding Land Uses (NM & Associates Planners and Designers, 2023)

4.2.2 Public land

Figure 4.12 below depicts public land ownership. The abundance of publicly owned land along Buitengracht Street and within the Prestwich Provincial Precinct including De Waterkant (as indicated in Chapter 1, Figure 1.2) cannot be emphasised enough. There is an expectation both from a public opinion and policy perspective, that public land can contribute significantly to reversing apartheid spatial planning and promote integration in the city. Together, the publicly owned portions indicated on the figure can make a substantial difference in social and spatial transformation of the city. The subject sites can lead future development of these portions, by example.

4.2.3 Proposed Land Uses

The sites' proximity to well established public facilities and higher order amenities offers opportunities for land use intensification with a dominance of residential. This has the potential to address social and spatial transformation if the residential development is targeted at the affordable or student sector.

Should the sites accommodate high density residential, they also present opportunities for retail, small office spaces and cafes / restaurants at ground level to activate the ground floor and improve the street interfaces. The residential above ground will bring extended hours of activity to the site and improved levels of surveillance.

The land uses proposed above will benefit from the introduction of safe public space on the sites given the shortage of local green open spaces in the area.

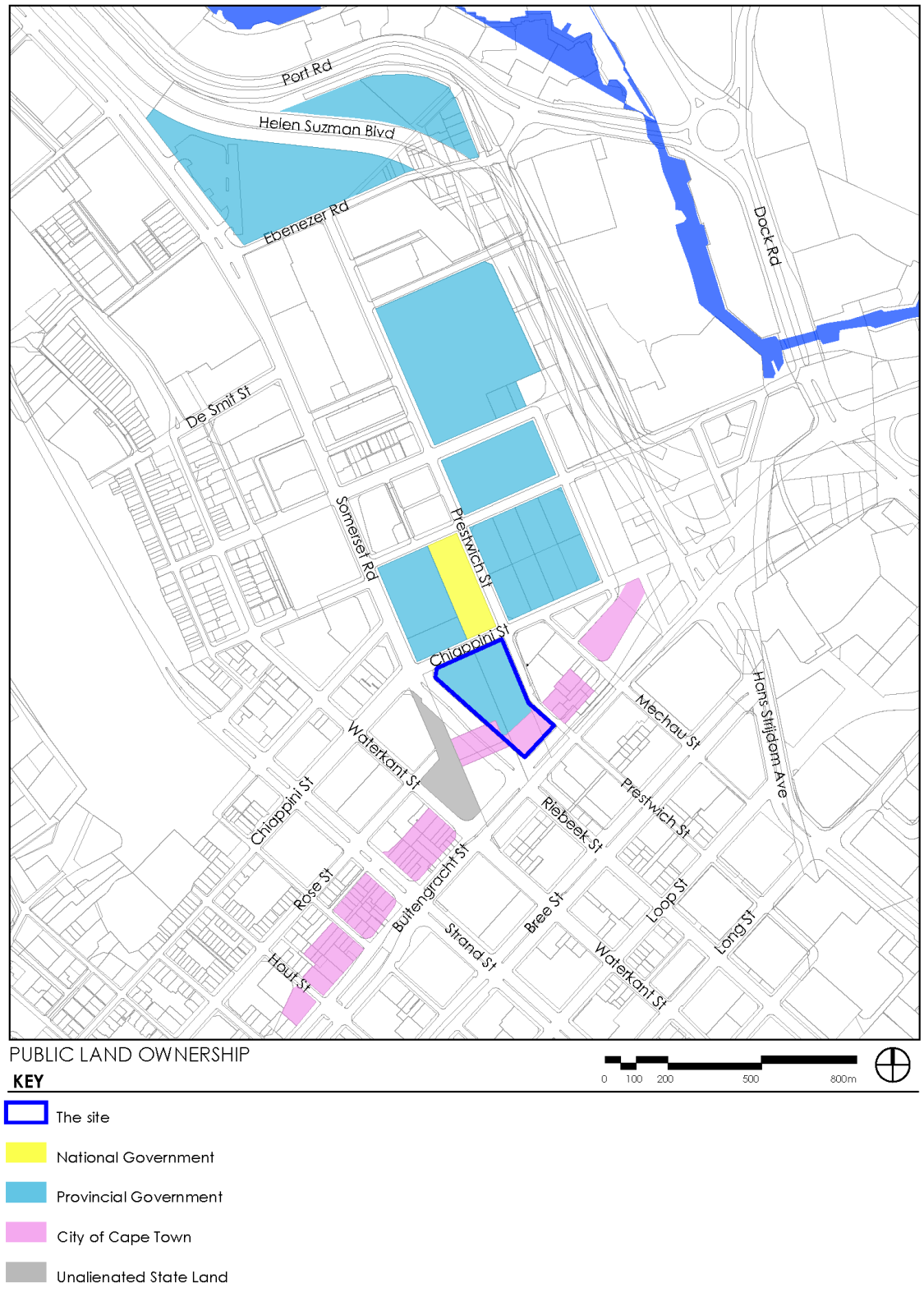


Figure 4.12: Public Land Ownership (NM & Associates Planners and Designers, 2023)

4.3 Socio-economic Analysis

4.3.1 Socio-economic patterns

This analysis is presented at two scales, at the scale of the City and Table Bay District with a view to informing the role of the subject sites and motivation for potential land uses from a socio-economic perspective. It is not a duplication or reflection of the socio-economic data and analysis presented in the Demacon study in Appendix 4. The Demacon study is aimed at analyses of property markets to inform the proposed development options for the subject sites.

The information and data presented below came directly from the approved MSDF (2023) and DSDF (2023), unless otherwise indicated.

City of Cape Town

Population:

Cape Town metropolitan area grew from 3 740 025 people in 2011 to a population of approximately 4 678 900 people in 2021. It covers an area of approximately 2 445km^2. The city represents 66% of the Western Cape Province population at roughly 1913 persons per km^2. The overall growth rate of the City according to the MSDF (2023) is slowing but the population is aging.

Interestingly, the population densities increase towards the poorer areas located largely in the south-east sector of the city. It stands to reason that the well-resourced areas of Cape Town such as the CBD where the PPTL is located, lend themselves to increasing densities and intensifying urban development.

Households and Income:

The number of households in Cape Town grew from 1 068 572 in 2011 to 1 462 156 in 2021. The result is that residential densities have increased, again largely in the south-east of the city although the trend is that households are smaller with increased demand for housing and increased informal living. 28% of total households earned below R3500.00 per month in 2020.

Employment opportunities:

Employment opportunities are predominantly located between the Cape Town CBD / Paarden Eiland and Bellville / Tyger Valley as well as the southern suburbs, particularly along the southern suburbs main road with Claremont / Wynberg being a key node on this route.

Compared to other cities like London for example, Cape Town reflects a reverse mode densification where residential densities are higher away from the central city, and typically away from where all the urban opportunities and benefits of urban living occur. This is a direct result of apartheid spatial planning and the remnants of the Group Areas Act of 1950, as amended. One of the key implications for people of colour who were displaced as a result of this legislation is that they have to travel long distances from where they live, to access work opportunities.

Being located in the CBD, the subject site lends itself to aiding transformation and reversing apartheid spatial planning by introducing housing for lower middle- income households into the city and closer to places of employment. There is no doubt that there is a high demand for residential living opportunities in areas that are well resourced, serviced and offer proximity to work and reduce travel times.

Poverty:

Cape Town's unemployment rate was approximately 21.8% in 2019; and deteriorating due to weak national economic conditions; and Covid-19 economic recovery periods. Inequality in Cape Town remains high. The city's Gini-coefficient in 2020 was 0,626 (Western Cape Government, 2021), with values tending to 0 indicating levels closer to equality and values tending to 1, indicating a higher level of inequality.

The Human Development Index (HDI) for Cape Town was 0.74 in 2018 (City of Cape Town: 2023 Table bay District Plan). The HDI is an indicator of education levels, health and income ranging from 0 to 1 with 1 indicating a high level of human development.

Table Bay District

Population:

The Table Bay Planning District population was approximately 236 101 at the end of 2016, considered relatively low for such a well located and resourced area. However, the area grew at just over 2.8% between 2011 and 2016, indicating a demand for residential living closer to areas of employment.

Table Bay District is Cape Town's economic hub with 30% of the City's employed population moving through the area for employment purposes. While the spatial distribution of the District's population is fairly even, with a population increase in the District of 11% between 2011 and 2016; population concentrations are higher in areas such as Langa, Kensington / Windermere and Sea Point local areas located in the District. Interestingly, these areas have a population density of over 80 people per hectare with Langa the densest at 170 persons

per ha. Sea Point and Langa are characterised by different socio-economic profiles, the former being wealthier with better living conditions and closer to natural resources and the latter, characterised by lower incomes, lower standards of living and restricted access to quality higher order facilities and amenities.

Households and Income:

The number of households in the Table Bay District increased from 70 467 in 2011 to 81 337 in 2016, an increase of 3.09%. As in the case of Cape Town, household sizes in the District have also decreased. Of note is the fact that the V&A Waterfront has experienced a substantial increase in the number of households since 2011; and so has Langa as much as 43%, indicating a gap in the CBD for offering lower to middle income living opportunities.

The District reflects a 34.9% (25 000 households) who earned less than R3 200.00 per month; 23% of households earned R25 601.00 per month or more which reflects a fairly well off household income for the rest of the District's households.

Employment opportunities:

Being the economic hub of the city, the District is well-endowed with both formal and informal employment opportunities. The majority of the labour force (just under 80 000 people) residing within the District were formally employed, indicating that 5 out of every 6 people that wished to work, could work. While it is not clear whether all these job opportunities were directly in the Table Bay District, one can assume that a high number of employed people worked within the District judging by the labour absorption rate in this District of 52.59%.

The Table Bay District had an unemployment rate of 16.9% in 2011. A linear projection indicates the 2022 unemployment rate for the District as closer to 10%, however, this is subject to confirmation. But when honing in at local area level, based on 2011 data, Langa had an unemployment rate of over 40% and Maitland Garden Village of approximately 22% followed by Windermere and Bo Kaap at 21%.

Poverty:

The Table Bay District had an unemployment rate of 16.9% in 2011. A linear projection indicates the 2022 unemployment rate for the District as closer to 10%, however, this is subject to confirmation. But when honing in at local area level, based on 2011 data, Langa had an unemployment rate of over 40% and Maitland Garden Village of approximately 22% followed by Windermere and Bo Kaap at 21%.

The Gini-coefficient for the Table Bay District was 0.58 in 2018 and the Human Development Index 0.81.

Both Cape Town and Table Bay District socio-economic trends point to the subject sites' potential to play a lead role in providing affordable residential living opportunities in a mixed-use environment, close to urban benefits and resources such as work. While the subject properties cannot do so at scale, they can begin to facilitate spatial and social transformation and offer opportunities for integration as respite from the remnants of apartheid spatial planning.

4.4 Specialist Contextual Analysis and Informants

4.4.1 Biophysical environment

Infinity Environmental prepared the attached Environmental Baseline Study appended in Appendix 5.

Terrestrial Biodiversity:

The site is extensively transformed and does not support any remnants of indigenous vegetation, which would historically have been Peninsula Shale Renosterveld. The City of Cape Town's Biodiversity Network (2018) does not classify the site area as a Critical Biodiversity Area (CBA) or Ecological Support Area (ESA). Vegetation is limited to planted trees and grass. The precinct falls within an 'urban area' as defined in the EIA Regulations.

No specialist botanical input is required to confirm the vegetation significance of the site.

Aquatic Features:

The site falls within the region of a strategic water source area due to Table Mountain, where there are large volumes of runoff which sustain the lowland areas downstream. However, no watercourses or natural drainage lines exist within or in close proximity to the site.

No specialist freshwater input is required to confirm and delineate potential watercourses in or around the site.

Considering the assessment of the biophysical conditions of the site, as well as the fact that there is no presence of environmentally sensitive features, it appears that the proposed re-development of the site does not require an environmental authorisation in terms of National Environmental Management Act (Act 107 of 1998). It is not anticipated that any listed activities in terms of the listing notices GNR 324, 325, 327 of 2017 and the EIA Regulations of

2017 (GN 326 of 2017) will be triggered by the proposed development of the sites. However, a final review of the concept designs / plans will need to be undertaken and consolidated in an Environmental Checklist.

4.4.2 Landscape informants

A number of observations offer guidance to implementation of landscape components of the site's proposed development. The first is that the site is likely to have a high-water table (2-3m). Should basement excavation be permissible, a sump will be necessary. However, given the likelihood of salt water intrusion it is unlikely that any water collected in the sump could be recycled for irrigation purposes. Further assessment of this would be required at development stage.

Soils on site have been highly disturbed trough repeated excavations, infill and compaction. This means that topsoil and compost will be required to support new landscaping on the site.

The site is highly urbanised and no natural vegetation is present. However, there are a number of mature trees, the majority of which have been planted within the last 40 years and some of which are older than 60 years. A detailed tree survey has been undertaken with the following findings and recommendations (refer to Appendix 6):

- There are two trees (Acer negunda and Taxodium distichum) that exhibit symptoms of possible infection with PHSB. An arborist's urgent assessment and possible removal of any infected trees is required.
- Retention of the Norfolk Island Pine and Bald Cypress on the Chiappini / Somerset Corner if possible.
- Retention of the Carob trees and other 2 unidentified species lining the entrance avenue if possible.
- Retention of London Plane tree and two Carob trees in the Soil Lab courtyard if possible.
- Retention if possible of three largest trees in the existing parking area.
- Retention of the old Peruvian Pepper Tree
- Retention of trees along Buitengracht Street edge.

Figure 4.13 below provides a summary of the tree survey and identifies the trees for removal, those for retention and those to be 'retained where possible'.

Figure 4.13: Summary of Tree survey findings: Trees recommended for Removal and Retention (OVP, 2023)

Landscaping can contribute significantly to place making that improves legibility and creates a useable public realm supporting residential developments in the area.

4.4.3 Heritage Contextual Analysis and Informants

Archaeology:

A number of the erven once formed part of the Dutch Reformed Church (DRC) cemetery the first portion of which was granted in 1755, and thereafter extended by addition of two additional adjacent land grants in 1801 and 1802 (Erven 737, RE/738, 739, 9563, 9564, 9565). Erf 735 was never part of any formal cemetery. The cemetery land was exhumed in 1920/21 and remains and gravestones reburied at Maitland, but information indicates that land was given to the municipality to widen Buitengracht Street in 1907 on condition that they exhumed and reburied any remains in that area, parts of Erven 9565 and 737. Subsequent archaeological testing has shown that disarticulated bones and some whole/partial burials are still found on Erf 734 and are likely on Erf RE/738 as they were missed by the original exhumation. This also pertains to Erf 9565. Most vaults show signs that they were opened, and the remains removed in the past. A number of partially intact vaults are likely to exist on all the erven that once formed part of the cemetery. Sections of the cemetery below Somerset Road and Buitengracht Street have probably been exhumed to the same extent, though not verified by archaeological testing.

The most likely area for human remains to be found is below the Old Church sections of which may still lie buried below Somerset Road. Human remains were reported from Erf 735 during roadworks in the 1980's and could indicate burials outside the DRC walls. No systematic archaeological testing has been done on this erf.

Human remains are also known to exist in Chiappini Street through archaeological monitoring of service installation. There are no confirmed reports of human remains in Prestwich Street bordering the PPTL, but highly likely.

It is unlikely that burials will be found below the Soils Laboratory building where basements were constructed.

The upper approximately two meters of soil over the vacant parts of the site (including prefabs) have been considerably disturbed by the original exhumation process. Development of any of the erven that once formed the DRC site, as well as Erf 735 (possible informal burials), will have to be part of a formal process to decide how to deal with human remains not dealt with by the exhumations of the early 1900's. This process will form part of the evaluation in the AIA and HIA (including consultation with I&APs).

Figure 4.14 below summarises the current knowledge of human remains as follows (Note: The shaded areas indicate the old DRC cemetery):

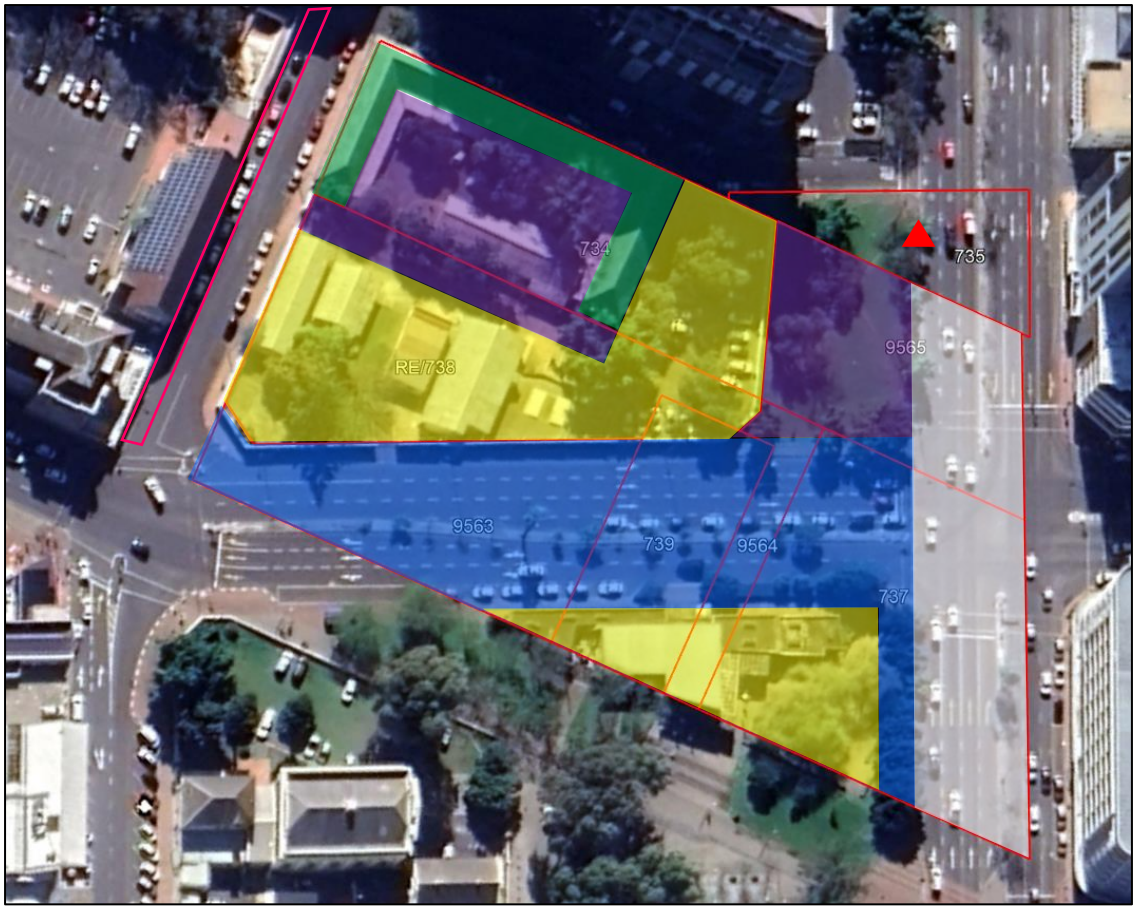


Figure 4.14: Present knowledge of Human Remains (Winter, Wilson and Halkett, 2023)

Yellow areas are those known to have been exhumed though disarticulated human remains and some partial burials found.

Purple areas are likely to have been exhumed to the same level as yellow areas though not tested archaeologically. Areas indicated green are where all burials are likely to have been removed due to basement construction.

Blue areas are likely to have been exhumed to the same extent as yellow areas but may subsequently been subject to additional processes during re-alignment of the road in 1980. Also, additional disturbance by services. Not archaeologically tested.

White areas are those that were possibly exhumed by the municipality in early 1900's for road widening. These may subsequently have been subject to additional processes during major widening of the road in 1980. Not archaeologically tested.

The areas outlined in pink define where human remains have been found during installation of services. These are outside formal cemeteries.

The red triangle is where human remains were found during road widening in 1980. These are outside of the formal cemeteries. There were buildings on the site in the early 1900's and major roadworks were undertaken in the 1980's. No systematic archaeological testing.

Built Environment:

A built form chronology and assessment prepared by Wilson (2023) is included as Appendix 7. Emanating from this assessment, review of previous studies and site inspections, a set of preliminary heritage informants have been prepared to guide the heritage assessment and design development process, as follows (refer to Figures 4.15 and 4.16).

Figure 4.15: Heritage Informants Diagram (Winter and Wilson, 2023)

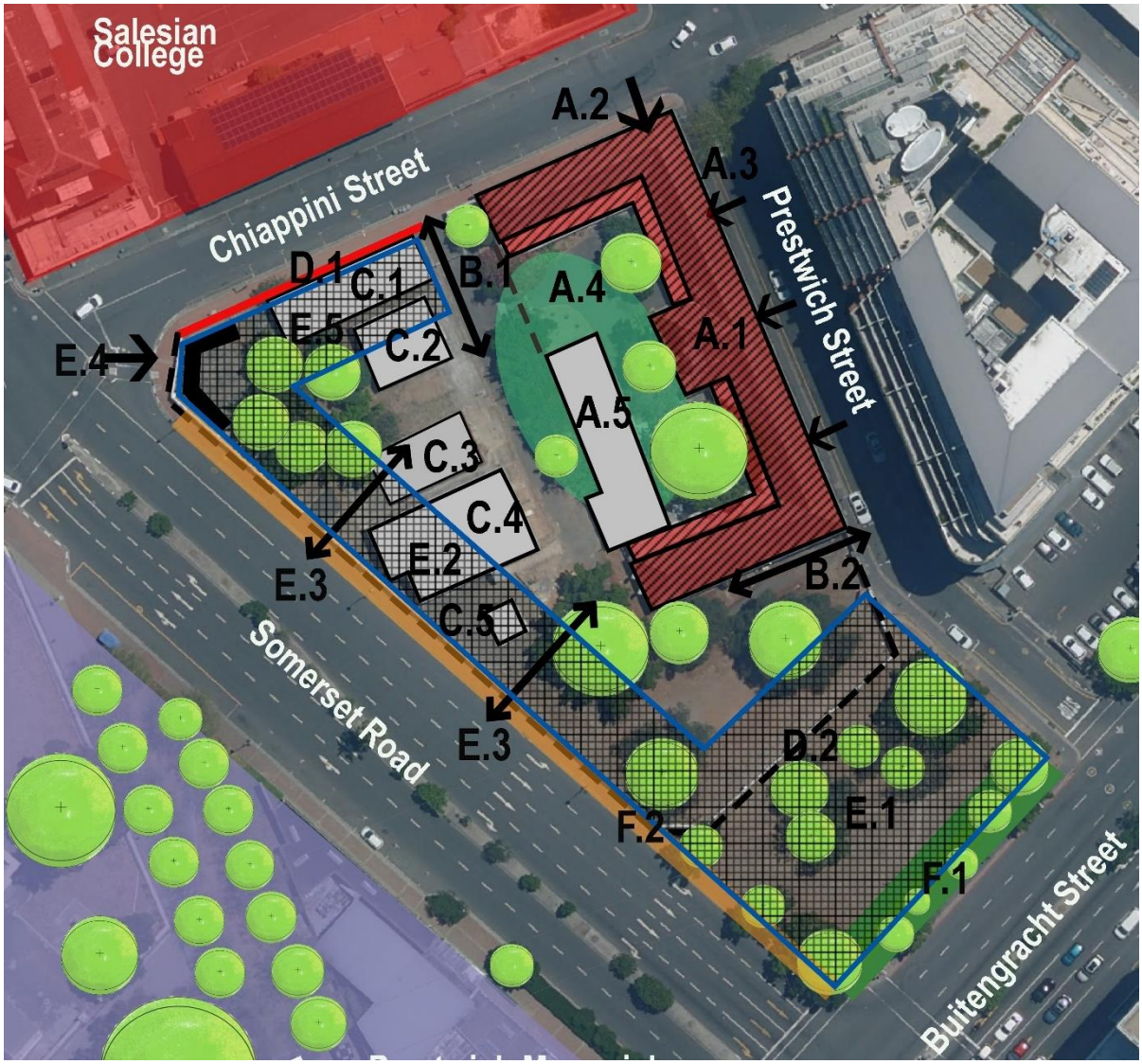


Figure 4.16: Heritage Informants Reference Plan (Winter and Wilson, 2023)

Heritage Informants:

A. Soils Lab Building (refer to Figures 4.17 and 4.18)

A.1 Retain the building in terms of its heritage value with opportunities for adaptive reuse.

There is the opportunity to reverse many alterations to reopen the internal spaces and restore detailing (such as the brickwork of the Prestwich Street entrance).

Possible addition of a second storey to enhance the presence of the building. This intervention would require careful design considerations with preference for a 'light weight' architectural treatment and materiality.

A.2 The opportunity to reactivate the Chiappini Street entrance to the building.

A.3 The basement level of the Prestwich Street interface presents an opportunity for the adaptive reuse of the storage rooms and the activation of the street edge. While the basement rooms drop below street level, the interiors are full height and can be utilised in a variety of ways.

A.4 The opportunity for the courtyard to become part of an active soft urban space integrated into pedestrian movement across the site and along its street edges.

A.5 The enclosing courtyard wall (built 1930s) and the storage and garage (added late 1940s), despite being well integrated to the original structure are not sufficiently conservation-worthy to impose their retention on adaptation and development options.

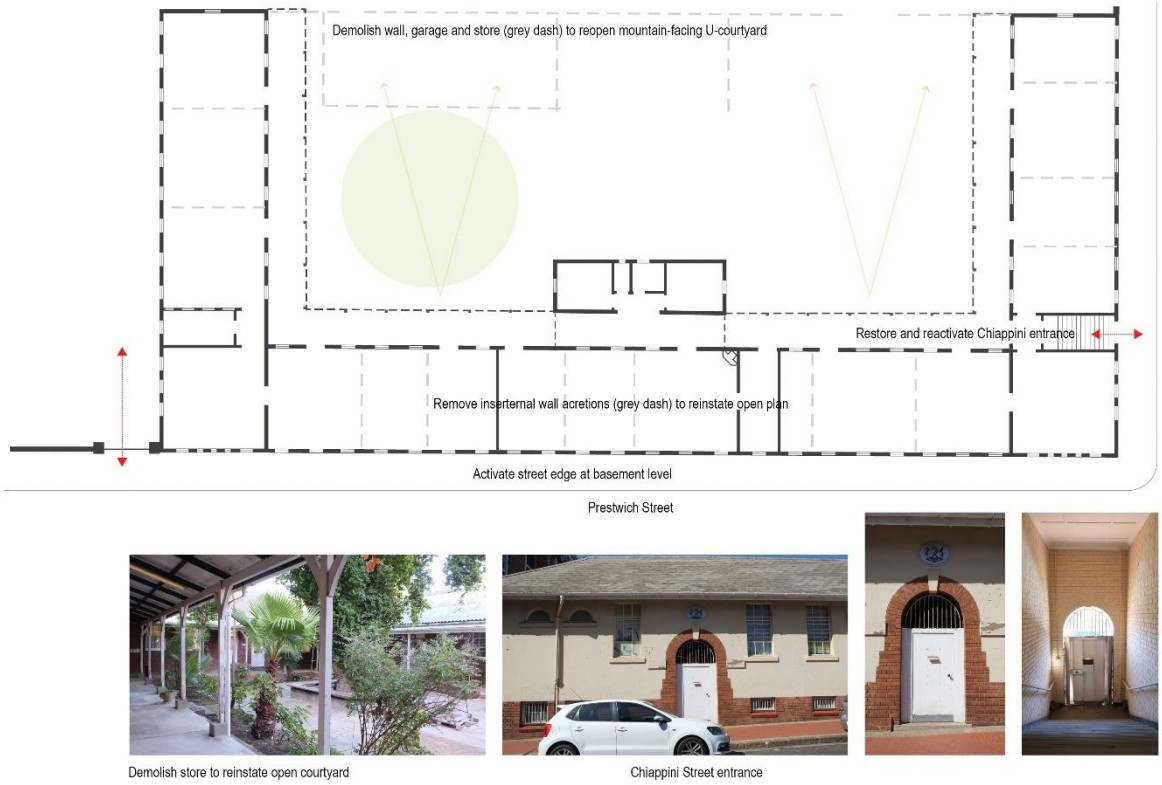


Figure 4.18: Soils Lab Building Informants (Winter and Wilson, 2023)

Figure 4.17: Soils Lab Prestwich Street Elevation (Winter and Wilson, 2023)

B. Historical Access

B.1 Retain entrance off Chiappini Street with new development set back to the west of the entranceway.

B.2 Reinstate entrance off Prestwich Street including retention of gateway pillars and removal of brick infill.

C. Other Structures

C.1 Allow for demolition of pre-fab structure as it is not conservation worthy.

C.2 Allow for demolition of pre-fab structure as it is not conservation worthy.

C.3 Allow for demolition of pre-fab structure as it is not conservation worthy.

C.4 Allow for demolition of pre-fab structure as it is not conservation worthy.

C.5 Allow for demolition of structure as it is not conservation worthy.

D. Perimeter Walling

D.1 Retain the remaining historic cemetery wall along Chiappini Street.

D.2 Allow for the removal of the remaining perimeter walling.

4.4.4 Bulk civil engineering services

Bulk civil engineering services (foul sewer, potable water and stormwater reticulation) exist around the PPTL site. Foul sewer and water reticulation within the site connect directly to the bulk reticulation. Stormwater runoff is largely via surface conduits and overland flow to the bulk system. Figures 4.19 and 4.20 indicate the existing potable water, foul sewer and stormwater infrastructure records.

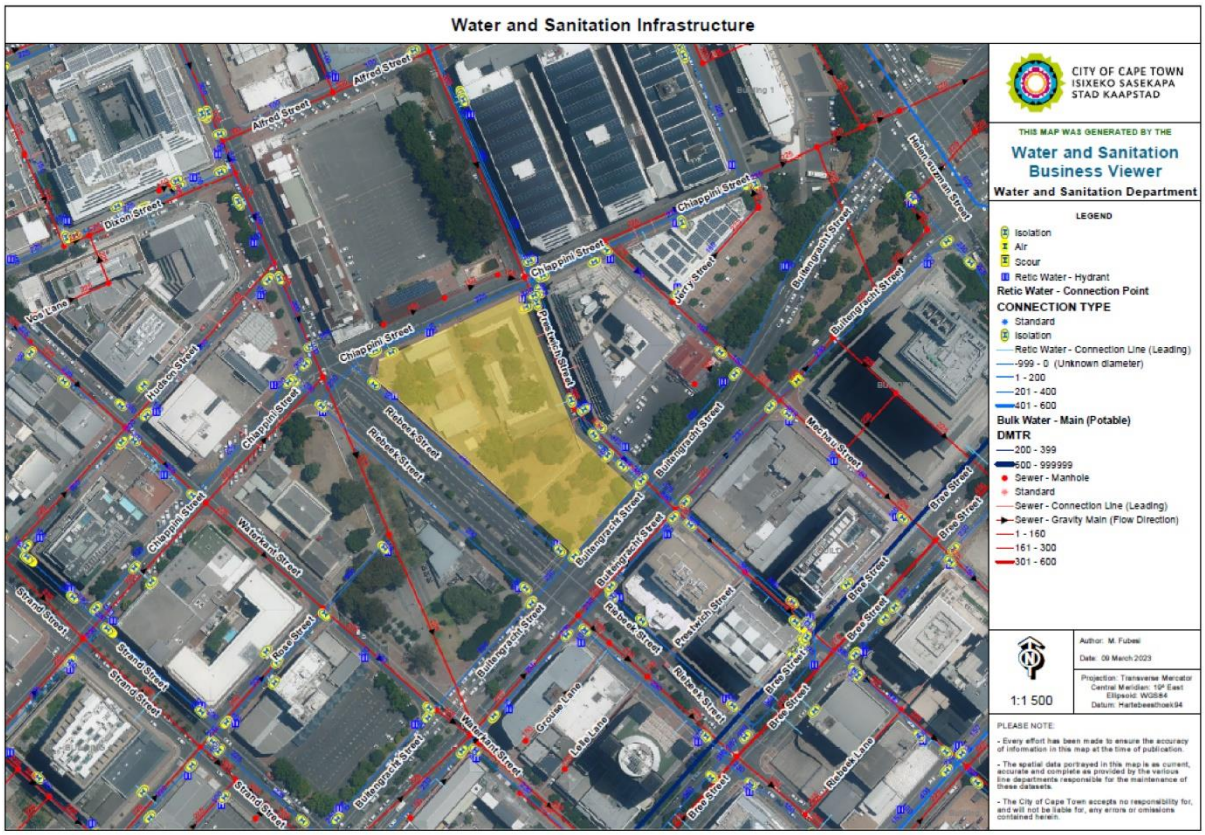


Figure 4.19: Existing Bulk Civil Engineering Services (Nadeson, 2023, as sourced From City of Cape Town, 2023

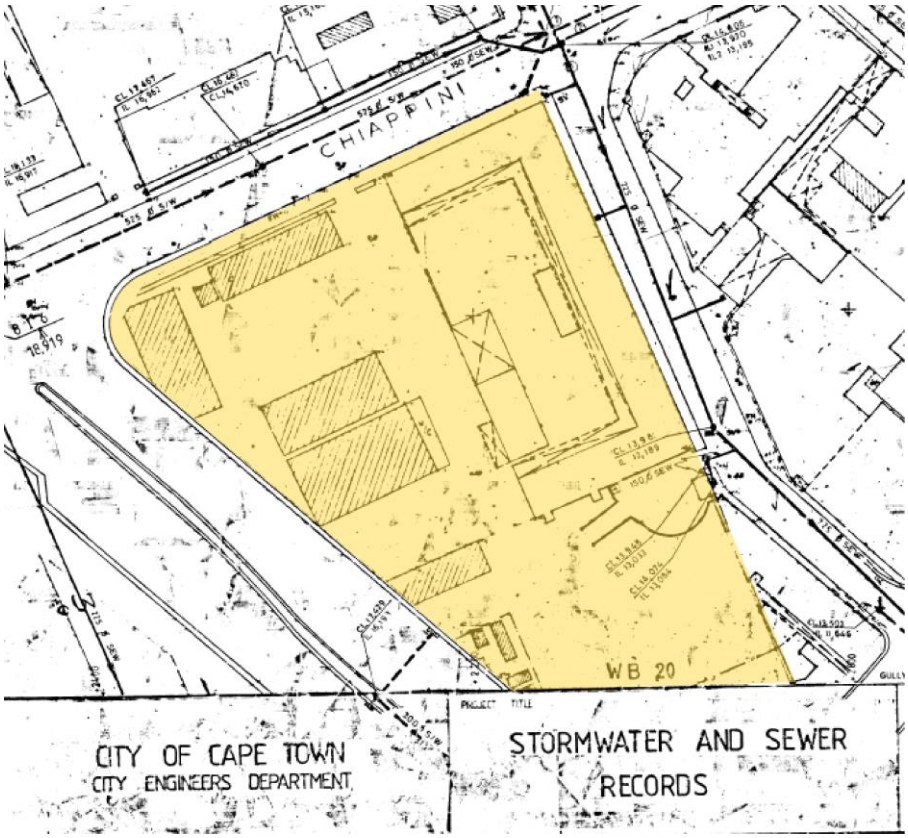


Figure 4.20: Stormwater and Sewer Records (Nadeson, 2023, as sourced From City of Cape Town, 2023)

For the purposes of the contextual analysis the development proposals below have been used to check the service requirements. The PPTL site comprising Erven 734-RE and 738-RE is zoned MU3 and GB7 with a permitted floor space of close to 40 000m^2 according to the Urban Design Framework. To determine engineering infrastructure services capacities the proposals put forward by this report for residential, retail and business were considered as shown in the tables below.

Potable Water

Water demand was evaluated according to the *Guidelines for Human Settlement Planning and Design (2000)* and the bulk services calculation values proposed by the *CoCT's Development Charge* calculator. Domestic water requirements are estimated in Table 4.1 below.

Table 4.1: Domestic Water Demand Requirements

Water						
Land Use	**Quantity**	**Water Unit**	**Water Demand Per Unit (l/day)**	**Daily Demand (kl/d)**	**Peak Instantaneous Flow (l/s) ***	**Minimum Pipe Diameter (mm)**
Units (Flats)	365	l/day (Flats < 100m2)	350	128	5.91	Maximum pipe velocity 1,5m/s
Retail Total	2700	l/100m2/day	400	10.80	0.50	
Business	5200	l/100m2/day	400	20.80	0.96	
TOTAL				**159**	**7.38**	**79**

*** Based on a peak factor of 4**

There are 5 fire hydrants around the site perimeter making the area well served in this aspect of fire protection.

The PPTL site is surrounded by a water ring main connected to a well-established network. The existing 100mm connection to the site is from a 380mm main in Prestwich Street.

The whole area is supplied with water from the Molteno reservoir at a full water level of around 95m. The site elevation varies around 16m indicating suitable static water pressures between 7 and 8 bar.

The Foreshore Gateway Development Project report states that there was sufficient water capacity to supply the precinct around the PPTL site. This will be re-affirmed once final

development proposals are made but based on current predictions and exiting water supply there is sufficient water capacity.

Sewerage

Sewerage requirements were similarly evaluated on the principles for potable water in 4.4.4.1, above. Average Annual Daily Discharge and peak instantaneous pipe flow is estimated as shown in Table 4.2 below.

Table 4.2: Average Annual Daily Discharge and peak instantaneous pipe flow

Sewer				
Land Use	**Quantity**	**Water Demand Per Unit (l/day)**	**Average Daily Sewer Discharge (kl/d) - 95% water**	**Peak Instantaneous Flow (l/s) ***
Units (Flats)	365	350	121	4.04
Retail Total	2700	400	10.26	0.34
Business	5200	400	19.76	0.66
TOTAL			**151**	**5.04**

*** Based on a Peak Factor of 2.5**

There is an existing 150mm diameter sewer pipe in Chiappini Street that connects to a 225mm main in Prestwich Street. The existing PPTL site discharges into the Prestwich Street main.

Development as proposed by the Foreshore Gateway Development Project would not impact greatly on the sewer infrastructure. The surrounding foul sewer network has sufficient capacity to accommodate the estimated flows whilst the Green Point Outfall, to where regional sewage discharges, still has additional spare capacity. This will be re-confirmed once the recommended development proposals have been finalised.

Stormwater

An underground stormwater pipes exists close to the site. A 525mm diameter pipe runs down Chiappini Street whilst a large 1575mm diameter culvert runs down Buitengracht Street. The roads around the site have sufficient grade to accommodate overland stormwater runoff.

The ground within the existing PPTL is largely hardstanding promoting stormwater runoff. The CoCT property bordering onto Buitengracht Street is largely landscaped grass and trees but the area is relatively steep. Existing stormwater runoff from this section drains towards the Buitengracht / Prestwich Street corner. There is an existing catchpit at this corner.

Due to the existing hardstanding and topographical nature of the site, stormwater runoff is unlikely to increase or be affected in quality. There are no existing stormwater issues that require attention.

As part of the site development, however, current stormwater management principles will need to be applied. This could include the retention of stormwater runoff for re-use or a combination of methods to improve the quality and delay the quantity of runoff into the surrounding network.

4.4.5 Bulk electrical engineering services

Incoming Supply

The Existing Electrical supply is off Prestwich Street via an external weatherproof meterbox built into the site boundary wall (refer to Figure 4.21). This meterbox is fed off a Municipal Pillar box located within the road reserve. It appears that both erven are fed off this incoming metered supply but this is subject to CoCT's comment to be obtained.

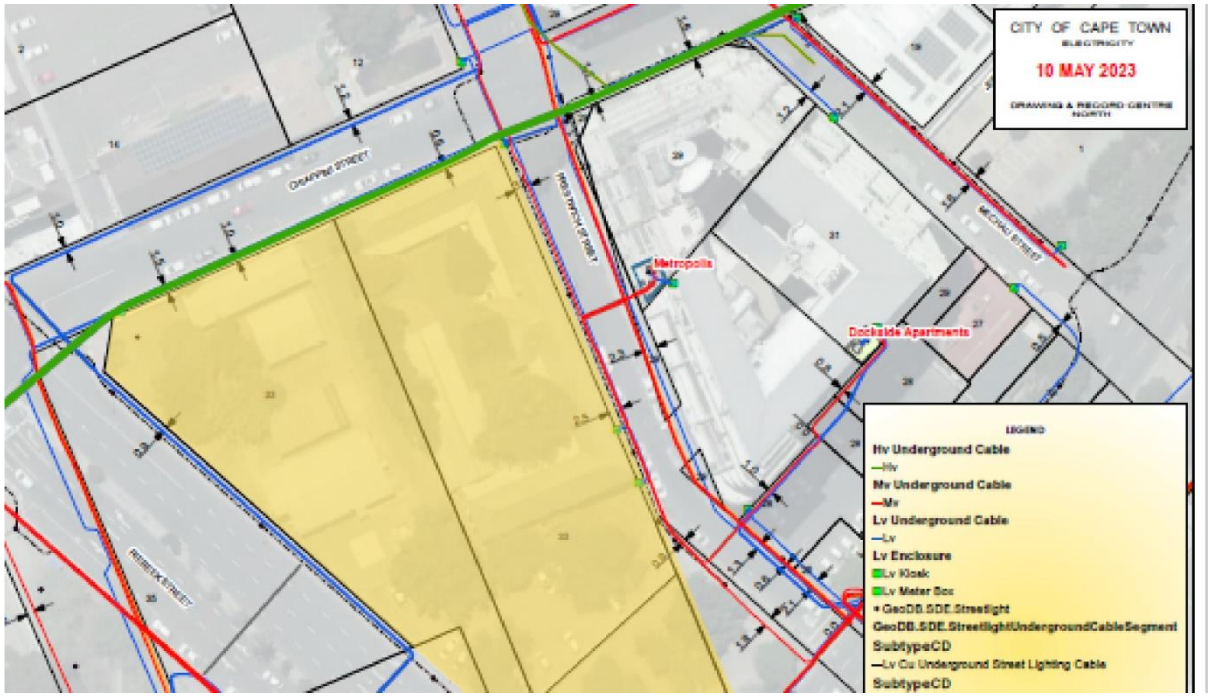


Figure 4.21: CoCT Electrical Record Drawing (E2C, 2023 as sourced from as sourced From City of Cape Town, 2023)

Internal Distribution

An Electrical distribution Kiosk, fed from a boundary meterbox is located midway along the access road onto the PPTL. The Soils Lab building is fed off this CoCT meter box.

The Pre-fab buildings are fed off an electrical distribution kiosk located midway along the access road. These buildings are fed via an overhead ABC cabling (aerial bundled conductor) via timber poles and drop- down overhead feed to each building.

Standby Generator

An existing Standby Generator is located at the back of the main soils building. There is no visible signage or nameplate to indicate the generator capacity or whether it is in use.

The Main Emergency Distribution Board, located in the Main building corridor still appears fairly new but it is unsure whether it is in working order as switchgear has been removed.

Electrical Distribution Boards (DB's)

DB's in Main Building: Basement – 2 No wall DB's & Fire Pump Control Panel; Ground Floor: Emergency DB in corridor, Older MDB in ICT office, 2 No smaller DB's in rooms.

For Prefab Buildings: Each Prefab Building has its own local sub-DB.

All Prefab buildings are fed off the Distribution Kiosk via an aerial bundled conductor line looped between galvanised poles.

Telkom

The Existing underground connection and kickpipe is visible at Chiappini Street entrance to the PPTL (refer to Figure 4.22). The existing Telkom Distribution Panel (DP) is located opposite the entrance door to the PPTL. All Telkom services are fed from this DP. Two timber Telkom poles and overhead lines extend into the internal cabling system to outbuildings.

Fibre Optic Service

The existing Fibre services are supplied by Telkom / Open Serve. The existing fibre panel is located above the Telkom DP.

Electrical demand for the new proposed development can only be established once a design concept for development proposals has been tabled and approved. However, given the proposals suggested in the Urban Design Vision and Framework Report (2021) of approximately 30 000m² of floor area, it is nearly certain that we must allow for a 4 x 6m site within the erf boundary for a Mini-Substation.

Similarly, the demand for Telkom / Open Serve capacities can only be established once a design concept for development proposals have been tabled and approved.

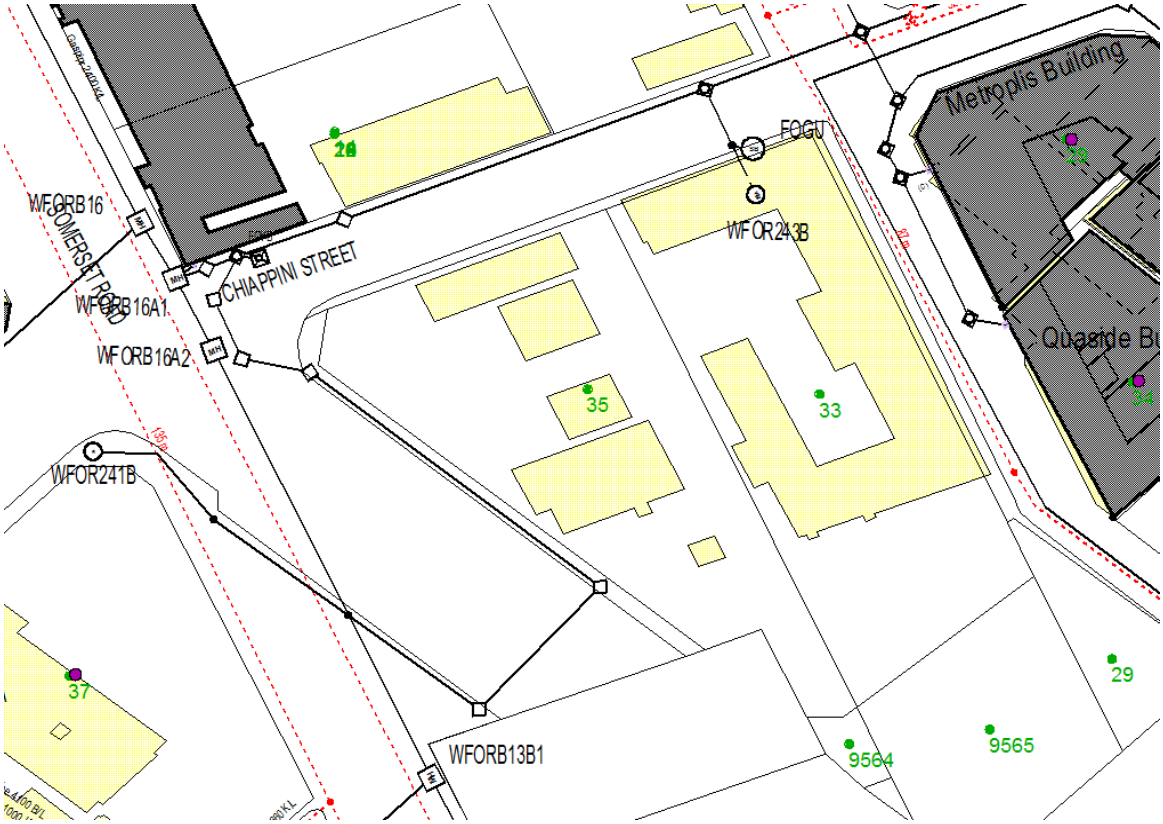


Figure 4.22: Telecommunications Infrastructure (E2C, 2023)

4.4.6 Transportation informants

As noted in the introduction to this report, the subject sites are well located at the metropolitan scale being directly accessible to and from the Cape Town Central Business District and key destinations such as the V&A Waterfront and Cape Town International Airport by road, using the N1 and N2 but also by public transport modes such as rail.

Buitengracht Street is a Class 2 road with the site having less than 47m frontage onto it. Riebeek / Somerset Road is a Class 3 road with the site having less than 90m of street frontage. Chiappini and Prestwich Streets are both Class 5 roads with an approximate 76 and 81m street frontage, respectively. The site is presently accessed mid-block off Chiappini Street. Prestwich Street is a one-way street in the direction of the CBD. There is potential for vehicular access onto the site to be taken off Chiappini or Prestwich Street at a midblock location.

Somerset Road is an important urban corridor. Existing studies reviewed note that the Somerset Road widening scheme was amended, reducing the previous road scheme from a 31.5m width, to a maximum width of 25m. This right of way will be further assessed in line with public transport and Transit Oriented Development strategies. However, narrowing the

outbound lane of Somerset Road from two to one carriageway will reduce the capacity of the road which will hasten the need to implement the Foreshore Freeway Scheme. The two projects (Freeway links and reduction in Somerset Road outbound) must therefore be considered together (refer to Figure 4.23).

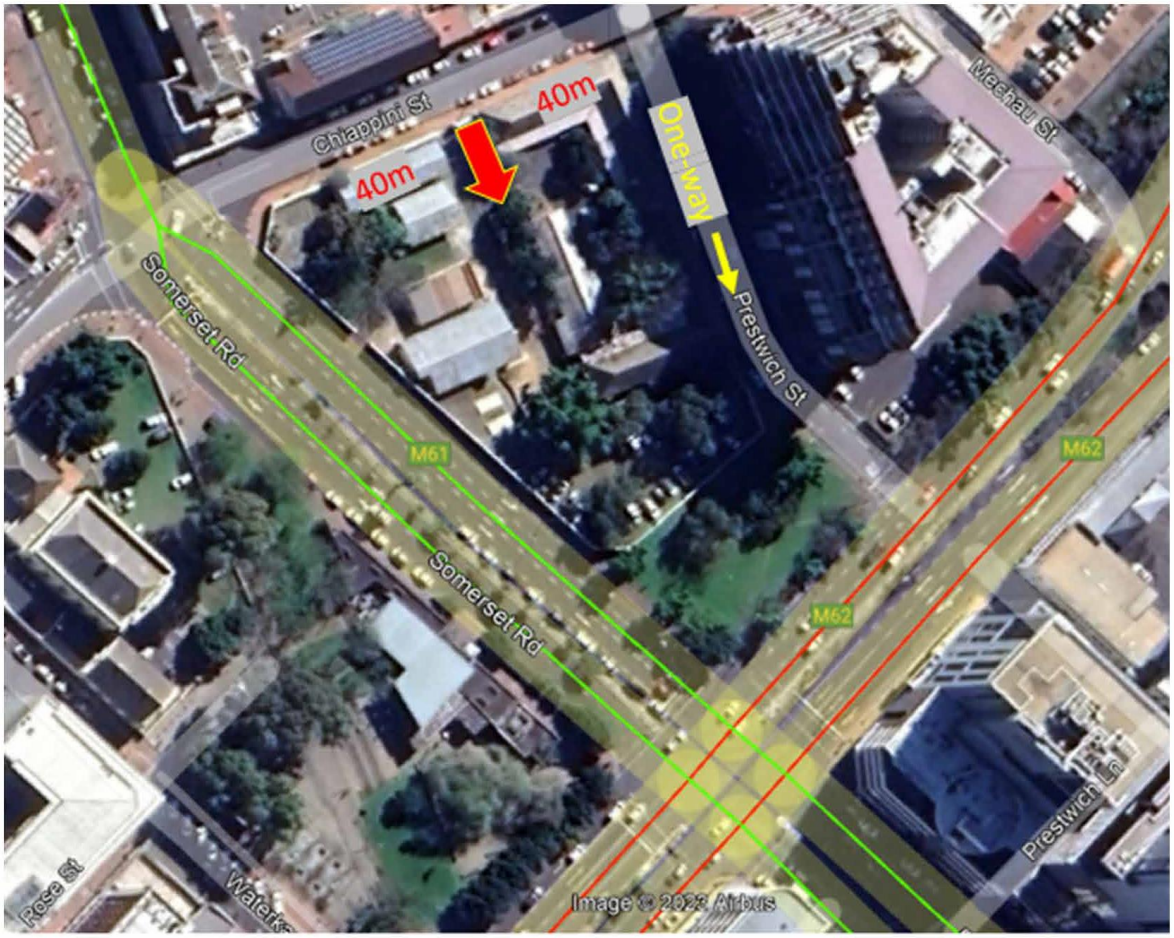


Figure 4.23: Existing and Proposed Vehicular Access (ITS, 2023)

Existing road based public transport services in the vicinity of the site are depicted in Figure 4.24. There is no doubt that the subject sites have the advantage of being serviced by bus, taxi and IRT public transport services. The site is located within walking distance from Cape Town station approximately 10 minutes by foot along Strand or Riebeek Street. This station services the northern suburbs, southern suburbs and Cape Flats lines.

Figure 4.24: Road-based Public Transport Services (ITS, 2023)

The subject site has the benefit of being located in proximity to non-motorised transport routes as depicted in Figure 4.25. From a pedestrian access perspective, the potential narrowing of Somerset Road adjacent to the subject sites would have a positive impact on the surrounding public realm. The Somerset Road intersection with Chiappini Street is the best location for pedestrians to cross Somerset Road relative to future pedestrian desire lines but requires that the pedestrian infrastructure condition around the intersection is improved. Narrowing of Somerset Road would facilitate widening of the sidewalk which could enable areas for ground floor retail, thereby creating a more enlivened and vibrant entrance into the De Waterkant area. The Urban Design Framework identifies Chiappini Street as a potential level 2 pedestrian street which is envisioned as a narrow vehicular access way with widened sidewalks to promote ease of pedestrian access from the Bo-Kaap through to Battery Park and the V&A Waterfront.

Figure 4.25: Non-motorised Transport routes in the vicinity of the PPTL site (ITS, 2023)

As stated in Chapter 3, the subject sites fall within the PT2 Parking Zone which means that the City of Cape Town considers the provision of public transport to be sufficient and therefore zero off-street parking is required for the site's proposed development.

Going forward, the intention is to compare existing traffic volumes with the projected volumes presented by HHO in the UDF (2021), to update trip generation calculations, update detailed intersection analyses and analyse pedestrian and NMT data. Once there is a firm proposed development option on the table, the intention is to engage with relevant authorities to discuss proposals and compile the Transport Impact Assessment report.

4.4.7 Site Building conditions assessment

As stated in Chapter 2 of this report, a high-level site building conditions assessment was undertaken by NM & Associates Planners and Designers and appended as Appendix 2. A summary of this report is presented below.

The Main Soils Lab Building, with the exception of the Lecture Room Extension and Garage, is in a fairly good physical condition, and its spaces and finishes have a generic, robust nature that makes the building suitable for adaptable re-use and repurposing. The basement of the Soils Lab Building is in a fair condition, apart from wall dampness below the external ground

floor level. In moving forward, depending on how the basement will be repurposed, the fire escapes and fire safety of the basement must be reviewed.

The Lecture Room extension is not of the same construction quality as that of the main E-shaped Soils Lab Building which suggests that this building as well as the wall enclosing the southwest of the courtyard should be demolished to open up this side of the courtyard towards the west of the site.

The condition of the perimeter walls along Somerset Road, Chiappini Street, Prestwich Street and Buitengracht Street was also inspected, and found to be in a fair condition. However, pending the findings of the Heritage Consultant, it is proposed that the perimeter walls, with the exception of the older wall to Chiappini Street and the gateposts to Prestwich Street, be demolished. If the heritage processes allow, the plaster to the Chiappini Street boundary wall should be considered for removal, to reveal the stone wall underneath, as a feature wall.

The building condition of the inflammable store and prefabricated buildings range from fair to poor conditions. The prefabricated buildings occupy a prominent area for the proposed development of the PPTL site. It is therefore anticipated that the buildings will be permitted to be demolished as part of the redevelopment of the site. It is also recommended that an asbestos audit be undertaken prior to demolition so that the safety requirements related to the removal, handling and disposal of asbestos-containing materials, can be met.

The informants, opportunities, constraints and recommendations in this report should not only be taken into consideration in the design of the proposed development options for the subject sites, but also by the landowner's facilities management of the PPTL site and buildings.

4.4.8 Property Market Study – Overview of Current Market Demand for Various Property Development Types

Talani Quantity Surveyors has engaged the services of Demacon, a specialist research firm, with a focus on topics in the fields of demographics, mapping and economics, including real estate economics, to assist with compiling the supply-demand models for inter alia: residential, retail, commercial, short-stay / tourism, educational, and other market segments. This full study is appended to this report as Appendix 4 and a summary is provided below.

Commercial Offices

In favourable economic conditions, the site is ideally located for a commercial office development, due to its close proximity to the Cape Town CBD and main transport routes that enter and exit the City. However, having suffered the after effects of the Covid-19 pandemic, with work-from-home and hybrid working models having a significant impact, the

office-building cycle is currently in or near its trough, after having peaked (as measured by real rentals) in 2002. Ever since, rentals have been drifting lower in real terms. Forecasts indicate that the current cyclical trough will be marginally lower over the next 3 years, which would be the deepest trough Cape Town has had since 1960.

While the Cape Town CBD had the highest office vacancy rate of 16,6% among the seven business nodes in the Mother City monitored by the SAPOA before the pandemic, by the end of 2022, there were three office nodes (Century City, Tygervalley and Bellville Central Business Districts) with higher vacancy rates, highlighting the recovery of the CBD economy.

However, the outlook for office buildings, as an investment over the next five years is dismal. This means significant office space development is not recommended, apart from maybe renovating (some of) the heritage buildings for limited office use. Commercial buildings in the close-by Green Point / De Waterkant precinct has reported a recent influx of smaller financial and tech start-ups and waiting lists for co-workings spaces, which may provide an opportunity to provide a small-scale office component on the site.

Residential

From a locational perspective, the site is situated in the Cape Town CBD – a densely built-up urban environment with tall office blocks, hotels and apartment buildings. The CBD is part of the greater City Bowl area which includes established (upper) middle-class residential suburbs such as Gardens, Oranjezicht, Tamboerskloof and Vredehoek, and the more working-class Bo-Kaap residential area. The site is also close to the Cape Town harbour and the V&A Waterfront, South Africa's premier tourist attraction, within walking distance.

The site allows easy egress via the existing road network and residents would thus have easy access to work and urban recreation facilities. Many government employees (both WCG and CoCT) currently work a few blocks away from the subject property and could, most likely, one day reside in a residential development on the site. However, the advantage of jobs close by should not be overpitched, because with households in which more than one member is employed, the chances are that at least one of the family will work in another district of the city. Thus, ease of access to other areas of the Peninsula via the train service, the expanding MyCiTi rapid bus service and the arterial roads should also be considered. In this respect, the subject site is superbly located for residential use.

The myriad of residential and mixed-use properties coming on stream in the Cape Town CBD property market indicates that agile property developers are confident that there is a market for buyers. The standout property trend in 2022 continued to be the conversion of office blocks into mixed-use developments to provide residential space and offer buyers flexible living options as well as optimising on the co-living, co-working trend. By the end of 2022, the

total number of residential apartments in the Cape Town Central City was 5,791 up from 4,954 at the end of 2020.

There is also a general semi-gration from other parts of South Africa to the Western Cape (circa 195,000 residents in 2022), with the majority relocating to Cape Town, which is increasing the demand for residential property significantly.

The residential property cycle has a duration of approximately 15-20 years, but the cycle's regularity became distorted when interest rates started dropping sharply owing to the Covid-19 pandemic. However, since mid-2022 when interest rates started rising sharply again, this property cycle has also been in its downswing phase (as measured by real prices). Ever since, prices have been drifting lower, but they are still well above the previous trough of 1996. In practice this means new developments are still profitable, although as of late the slowdown in the sales tempo of new developments has become a significant risk factor to the cash flow of developers.

House prices in Cape Town metro grew in nominal terms at an average annual rate of around 7% between 2010 and 2021, outperforming the other metros. This implies that Cape Town's house price growth comfortably outperformed inflation. House prices benefited from solid demand due to a relatively better economy and semi-gration caused by the City's perceived offering of a better quality of life and governance.

Residential sub-sectors

Inclusionary Housing

The subject site falls in the CCID, the UDZ and the proposed Inclusionary Housing Overlay Zone (IHOZ) of the CoCT. The latter zone will promote inclusionary housing (IH) through incentives to developers.

When a proportion of market-related units within a new residential development is allocated to lower-priced units for low-income households in return for incentives like greater bulk, the internal finishes of the inclusionary units would typically be lower than the market-related units. Alternatively, the developer could pay a 'fee in lieu' to a ring-fenced fund that would be used to erect 'affordable' units elsewhere. The CoCT is currently developing such a policy and it would probably set the maximum house-hold income to qualify at R22 000. Although care needs to be taken not to bank on policies that are still being considered, we have reason to believe the City may be flexible on this issue.

Social Housing

Social housing is subsidised, rented accommodation managed by a specialist social housing institution (SHI). The state subsidises social housing to ensure provision of rental housing of 'exceptional' quality, at affordable rentals in well located areas. This is done through capital grant funding called the Consolidated Capital Grant (CCG).

The subject property is in a Restructuring Zone and a social housing element is, therefore, a real possibility, however social housing regulations require a notarial registration by the Social Housing Regulatory Authority (SHRA) on a specific section of an erf, which naturally eliminates a mix of social and market-related housing being erected in a single apartment block on the same portion of land.

Financing social housing in the present climate is complex, as the CCG is insufficient to cover building costs and rental income from social housing is too low to sustain the high property values of property located in the Cape Town CBD. The social housing / inclusionary housing component as well as the price of the land will be determined by modelling to arrive at an acceptable return to the developer, in considering the feasibility of proposed development options.

Affordable Housing

Affordable housing refers to housing which is financially affordable for low-income households based on a housing affordability measure (SAPOA, 2018). In this report we set the maximum price at R750 000 to conform with the Lightstone definitions used in the report. We do not deem it necessary to even attempt to forecast demand for residential units in the social and affordable categories because we assume the developers will be order takers, as there is currently a very high demand for housing emanating from lower income earners to live and work close to the Cape Town CBD.

Student Housing

There is a dire shortfall of student accommodation in South Africa. More than 500,000 students are in need of dedicated beds located close to their respective universities, according to a 2020 study conducted by the International Finance Corporation (IFC). This shortage is expected to grow by more than 50% over the next three years as government's ambition to increase enrolments outpaces the development of new student housing. Cape Town is not immune to this national shortage.

With the three major tertiary institutions - the University of Cape Town (UCT), Cape Peninsula University of Technology (CPUT), and the University of the Western Cape

(UWC) - all having campuses in and around the City Centre, the demand for student accommodation is high. With a student population of around 75,000, Cape Town only has 13,668 student beds, according to the Cape Town Central City Improvement District (CCID). That leaves around 80% of students without dedicated accommodation. With continuing public sector budget constraints, private property developers will have an important role to play in meeting this demand. This means ample opportunity for CBD student housing initiatives.

Open Market Sale / Buy-to-let Market

Rentals are under pressure due to the oversupply of flats, linked to huge increases in new rental stock in 2018 and especially 2019 and weakening demand as the feeble economy hit tenant finances. Furthermore, the rental market has been impacted by some financially sound tenants who chose rather to purchase flats or houses as the monthly cost of owning versus renting is closer to equilibrium due to the sharp decline in interest rates. The shift of AirBnB flats that were focused on short-term letting (linked to tourism and business travel) to long-term contracts has exacerbated the situation, especially in cities like Cape Town

A new trend emerged during 2021, namely the rise of furnished – and in some cases serviced – apartments as the primary type of apartment rental available in the Central City. It appears likely that this was largely attributable to the numerous apartments which normally attract short-term rentals being moved to the long-term rental market.

Rental versus Sales

Residential property rebounded in Cape Town CBD in 2021, with the number of residential buildings increasing from 69 in 2020 to 77 in 2022. The median price of apartments increased by 32.8 % from R1.28m in 2020 to R1,7m in 2021. There was a large increase in available rental stock in 2020 as repeated lockdowns affected the tourism industry and brought about travel bans, resulting in short-term lets being added to the long-term rental pool. However, this trend was reversed in 2022 as the steady rollout of vaccinations and the 'normalisation' of the pandemic saw a rise in domestic tourism, which resulted in increased demand in the short-term rental market and the removal of at least some of these units from the long-term rental pool.

We expect flat rentals to decline in 2023 due to high and rising vacancy rates as the sharp contraction in the economy, exacerbated by Covid-19, puts even more financial pressure on tenants, leading to a prolonged oversupply. The trend in the last year has been that several tenants preferred to buy rather than rent a property as

relatively low interest rates have in some cases, made buying a more attractive option than renting. This trend may slow down however, due to steady increases in interest rates.

Retail

The return of businesses to offices in the Central City, combined with the steady influx of new residents to the growing residential property market in the CBD, creates a supportive environment for the inner city's retailers who are supported by a growing market of customers and patrons.

The shopping needs of the site's possible eventual residents also need to be considered. We, therefore, performed a survey of the area surrounding the site to determine the retail supply within it, and we found numerous cafés and kiosks within the immediate vicinity (within a radius of 500m from the site). The convenience retail requirements of existing residents in the area seem to be met by these outlets, while their higher order shopping needs are presumably satisfied by the shopping centre located within a 1km radius, namely the Cape Quarter precinct.

Hotels and other Hospitality

The global trend toward valuing experiences over possessions is benefiting South Africa which offers attractions such as the V&A Waterfront, which attracted 1.2 million visitors in 2018, Cape Point, which was visited by 940 000 visitors, and Table Mountain, where nearly 800 000 visited in 2019 (Cape Town Tourism).

South Africa is already established as the leading convention destination in Africa led by Cape Town, which is among the top-50 conventions cities in the world. Cape Town is also known as the Events Capital of Africa.

Despite the financial and experiential attractions, we project the South Africa hotel market to be a slower-growing market with a 3.3% compound annual increase in room revenue. This relatively modest increase will reflect the expectation of low ADR (average daily rate) growth, as growth in online booking and the increasing use of travel sites promotes price shopping. At the same time, we look for an improvement in guest night growth as tourism increases during the latter part of the forecast period.

Key trends have emerged over the last 3 years, namely:

- Online travel sites are allowing visitors to become more price conscious, which will dampen ADR (average daily rate) growth.

- South Africa is becoming more aggressive in bidding for MICE (meetings, incentives, conferences and exhibitions) business, supporting growth in international tourism.
- Growth in domestic tourism and adventure tourism will benefit mid-market hotels appealing to millennials.
- Airbnb growth will compete at the low end of the market but will not have much of an impact at the high end.

Despite the recent effects of the Covid-19 pandemic on tourism in Cape Town, we expect the overall number of available rooms to increase at a 1.2% compound annual rate to 67 200 in 2023 from 63 400 in 2018. With guest nights projected to grow faster than available rooms, the occupancy rate for hotels will increase to a projected 61.1% in 2023 from 59.2% in 2018.

Other factors influencing property development selection

UDZ, CID and HOZ locational benefits of the site

The site is within the boundaries of an urban development zone (UDZ), offering potential tax incentives to the owner. Besides this advantage, the subject site also falls in the Central City Improvement District (CCID). The presence of the site within a UDZ (tax incentives) and CID (less crime and grime) are great pluses for the site. The UDZ scheme is, however, under review and could be discontinued in two years' time.

Additionally, as mentioned above, it is highly likely that the property will eventually be included in an inclusionary housing overlay zone (inclusionary HOZ) for purposes of Inclusionary Housing. The inclusionary HOZ will be an added layer (on top of existing zoning By-laws) that gives incentives for developers to include affordable residential units in their developments.

Parking

The site is fairly constrained with possible heritage buildings / structures being retained, which influences the number of vehicles that can be accommodated on it. The exact parking ratios will of course depend on the type of development selected and the subsidy / market-related mix of the residential units. Thus, the parking requirement will largely depend on the configuration and types of the development.

5 Synthesis: Site Opportunities, Constraints and Priorities

This chapter presents a synthesis of the main outcomes of the contextual analysis and identifies the subject sites' opportunities, constraints and priorities.

5.1 Synthesis

- The subject properties fall within the CBD Local Area Overlay Zone governed by Map LAO/4 in the Development Management Scheme, the implications of which are that the properties along Buitengracht Street and Somerset Road, notwithstanding that they may be zoned MU3, are permitted to develop in accordance with the development rules of the GB7 zone.
- The site is of high heritage significance due to its history as a burial ground with graded buildings and it is located within a Proposed Heritage Area.
- To qualify for the benefits of the UDZ, the date by which the building should be brought into use is March 2025.
- The Deeds searches and S.G. diagrams' analyses reveal that there is consistent reference to the historic use of the subject sites for public purposes and their significance as former burial grounds. However, these are not inscribed in Title Deeds as restrictive conditions to the proposed development or change of use of the subject properties.
- While there are no restrictive conditions of title across the subject sites, Erf 739 is an exception where there is a condition of title that states that "the Local Authority has at any time the right to repossess the said land in whole or in part if it is required for public purposes". This condition should be considered for removal.
- It is noted that there are no land claims against the subject sites.
- The legal and policy analyses indicate support for spatial and social transformation in well-located areas of the city. The Western Cape Inclusionary Housing Policy Framework in particular promotes affordable inclusionary housing to meet the needs of lower to middle income households.
- The proposed development of the subject sites should contribute to the green open space network within the city.

- The sites' role is clearly that of a gateway which must play an important public, social and spatial integration function.
- The urban design context points to the need for a focus on the interfaces, circulation into and through the subject sites and the careful consideration of vertical bulking of future development. It is also preferable to relocate the current vehicular access point to Prestwich Street being the only other street from which vehicular access can be taken.
- From a land use point of view, the site presents opportunities for high density residential, retail, small office spaces and cafes / restaurants at ground level to activate the ground floor and improve the street interfaces. The residential above ground could support extended hours of activity to the sites and improve levels of surveillance.
- The CoCT proposals for the sites include 30 000m² of new floor area for a mix of residential, retail and office, in a building wrapping the southern and eastern edges of the sites, will be revisited during the more detailed analysis at the scale of the sites. It makes sense for this proposal to be considered in future development options.
- Both Cape Town and Table Bay District socio-economic trends point to the subject sites' potential to play a lead role in providing affordable residential living opportunities in a mixed-use environment, close to urban benefits and resources such as work.
- No specialist botanical and freshwater inputs are required to confirm the significance of the sites from a terrestrial and aquatic biodiversity perspective. Additionally, it appears that the proposed re-development of the sites does not require an environmental authorisation in terms of NEMA as it is not anticipated that any listed activities in terms of the relevant listing notices and EIA Regulations will be triggered by the proposed development. However, a final review of the concept designs / plans will need to be undertaken and consolidated into an Environmental Checklist.
- The sites are highly urbanised and no natural vegetation is present. There are, however, a number of mature trees on the sites, some of which are older than 60 years and worthy of retention.
- There are two trees (Acer negunda and Taxodium distichum) that exhibit symptoms of potential infection with PHSB which requires an urgent assessment by an arborist for possible removal.

- Human remains are likely to be uncovered within the boundaries of the subject sites. Development of any of the erven that once formed the DRC site, as well as Erf 735 (possible informal burials), will have to be part of a formal process to decide how to deal with human remains not dealt with by the exhumation processes previously conducted since the early 1900's. This process will form part of the evaluation in the AIA and HIA (including consultation with I&APs).

- The heritage informants indicate that the existing graded Soils Lab building should be retained in terms of its heritage value with opportunities for adaptive reuse. However, it is intended to relocate this facility to allow for the redevelopment of the subject properties. The proposed development options still to be formulated will assume that this facility will be relocated.

- The preliminary heritage, landscape and urban design contextual informants begin to suggest that the subject properties' scale and massing of new development proposals would have to be carefully considered relative to the surrounding built form.

- Based on the calculations shown in Tables 4.1 and 4.2, there is sufficient capacity in the civil engineering services and infrastructure to accommodate new proposed development floor area on the subject sites.

- Due to the existing hardstanding and topographical nature of the site, stormwater runoff is unlikely to increase or be affected in quality. There are no existing stormwater issues that require attention. Going forward, stormwater management principles will be applied in terms of the City's SuDS policy.

- Electrical demand for the new proposed development can only be established once a design concept for development proposals has been tabled and approved. However, given the proposals suggested in the Urban Design Vision and Framework Report (2021) of approximately 30 000m² of floor area, it is nearly certain that a 4m x 6m (24m²) site within the erf boundary for a Mini-Substation, will be required.

- The transportation analysis indicates that there is potential for vehicular access onto the sites to be taken off Chiappini or Prestwich Street at a midblock location. Additionally, the Somerset Road intersection with Chiappini Street is the best location for pedestrians to cross Somerset Road relative to future pedestrian desire lines but requires that the pedestrian infrastructure condition around the intersection is improved.

- The sites are well-located in terms of access to public transportation within walking distance to urban opportunities and amenities. As the sites fall within a PT2 zone, on-site parking is not required.
- According to the site building conditions assessment report in Appendix 2, the Main Soils Lab Building, with the exception of the Lecture Room Extension and Garage, is in a fairly good physical condition, and its spaces and finishes have a generic, robust nature that makes the building suitable for adaptable re-use and repurposing.
- The informants, opportunities, constraints and recommendations in the high-level building assessment report should not only be taken into consideration in the design of the proposed development options for the subject sites, but also by the landowner's facilities management of the PPTL site and buildings.
- The property market report summarises the factors that influence the selection of proposed development options that can potentially be viable, as follows:

Table 5.1: Summary of Factors Influencing the Proposed Development Options

Development type	Demand	UDZ Tax Incentive	Recommended Parking
Commercial offices	Low	Yes	4 bays / 100m^2
Residential			
Social	High	Yes	0,5 bays / unit
Affordable	High	Yes	0,5 bays / unit
Open market	Moderate	Yes	0,5 bays / unit
Buy to Let	Moderate	Yes	0,5 bays / unit
Student Housing	High	Yes	Nil
Retail	Moderate	Yes	4 to 6 bays / 100m^2
Hotel / Hospitality	Moderate	Yes	50 bays / 200 beds

5.2 Opportunities and Constraints

Table 5.2 below provides a summary table with opportunities and constraints which emanate from previous studies reviewed, site visits and contextual analysis by various professional disciplines.

Table 5.2: Opportunities and Constraints

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
Town Planning / Urban Design:	PPTL / Soils lab operational on Erven 734-RE and 738-RE Road Reserves on remainder of subject properties	Contractors are resurfacing areas on the properties and potentially altering levels	Road reserves have been de-classified and can be similarly zoned to other erven, to permit their development	Tree health may be impacted Accuracy of survey impacted Potential impact on archaeology, existing buildings and features	TR2 zoned properties require rezoning
	Zoning of Erven 734-RE and 738-RE is MU3 and GB7 Zoning of Road Reserve portions is TR2	CBD Local Area Overlay Zone applies	Zoning of Erven 734-RE and 738-RE is highly permissive of a range of land uses, generous floor factors and coverage as described in Chapter 3		
	There are no Title Deed restrictions across the subject sites, except for Erf 739	There is consistent reference to the historic use of the sites for public purposes and their significance as burial grounds	Reference to burial grounds is not inscribed as restrictive conditions of title	Erf 739 has a title condition that states that the Local Authority has the right to repossess the land if required for public purposes	Erf 739 restrictive condition to be considered for removal

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
	Spatial and land use proposals in previous work include 30 000m² of new floor area for a mix of residential, retail and office, in a building wrapping the southern and eastern edges of the site	Appropriateness of this proposal in terms of scale, height and massing to be reviewed		The retention of the heritage graded building (Soils Lab building) and some trees on the site and using some of site area for public space purposes, constrains the extent of land available for new development	
	Parking is not required in terms of the City's Development Management Scheme (PT2 zone)	The Foreshore Gateway Masterplan proposes shared parking, subject to further investigations and detailed design	Opportunity to maximise the development potential of the site in terms of its existing development rights	The land use applications for the subject properties may be running ahead of Foreshore Gateway Precinct initiatives hence development options may have to include on-site parking. Additionally, the open market generally demands a degree of on-site parking which could include basement parking	Authorities' support to be obtained.
	Vehicular access to the PPTL is presently mid-block off Chiappini Street	Access can also be taken off Prestwich Street	To create a NMT / pedestrian-prioritised environment with access preferably off Prestwich Street		

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
Biophysical Environment	Previous studies and site investigations reveal that there are no significant biophysical constraints on the properties concerned.	There is no presence of environmentally sensitive features on the site and no specialist botanical and freshwater studies are required.			It appears that the proposed re-development of the site does not require an environmental authorisation in terms of NEMA. However, a final review of the concept designs / plans will need to be undertaken in an Environmental Checklist.
Landscape Architecture	The site is highly urbanised and no natural vegetation is present	There are however, a number of mature trees, the majority of which have been planted within the last 40 years and some of which are older than 60 years. An old Peruvian pepper tree (Shinus Molle) is still present in the South-West	The old Peruvian pepper tree is worthy of conservation.	From initial site assessments there are two trees (Acer negunda and Taxodium distichum) that exhibit symptoms of possible infection with PHSB	An arborist's urgent assessment and possible removal of any infected trees is required.

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
		corner of the site and is evident on the aerial photos dating back to 1926, making this tree approximately 100 years old.			
Heritage: Built Environment and Landscape	Prestwich Precinct Urban Design Framework Prepared for the Provincial Government of the Western Cape (Department of Transport & Public Works) by City Think Space (2012) Foreshore Gateway Heritage Study, Archaeological and Built Environment Assessment prepared for the City of Cape Town by ACO Associates and Bridget O'Donoghue (2021).	Location of the site within a significant heritage precinct with gateway qualities, mountain views, concentration of heritage sites, historical patterns of use, social history, burial grounds, historical built environment character, visual and pedestrian linkage qualities. Heritage value of Soils Lab Building.	Adaptive reuse of Soils Lab Building. High quality nature of Soils Lab Building with positive courtyard space. Improve the street interface along Chiappini, Prestwich and Somerset Roads. Strategic openings in old cemetery wall along Chiappini Street to allow for views into the site. Positive interface with adjacent	Retention of the Soils Lab Building and cemetery walling limits the potential for new development. In addition, the Soils Lab requires breathing space implying even less area for new development. Appropriate scale, form, massing and architectural language of new development in terms of positive response to heritage context. More specifically there is a need to unpack the historical layering of the site and its relationship to the surrounding	Further research into the heritage significance of the Soil Labs Building is required. Submission of a NID to HWC Formulation of heritage indicators to guide the conceptual framework.

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
		Heritage value of cemetery walling along Chiappini Street. Heritage value of mature trees.	heritage sites (Salesian Institute, Prestwich Memorial and Church). Enhance visual and pedestrian linkages. Memorialisation and interpretation. Retention of mature trees. Demolition of prefab- structures.	context with varying street edge conditions. The existing grading of the Soil Labs Building needs to be reviewed and its ability to accommodate internal and external changes need to be tested.	
Heritage: Archaeology	Looked at the directly relevant reports with respect to the subject erven. Fairly decent primary information on erf Re/734, 737, 738 to confirm exhu-mation, though it was a hit and miss process i.e. burials were missed in some cases below the vaults and	What was the layout of the DRC cemetery when it was closed? Church plans. Where was the charnel house? Did the municipality do any exhumation in 1907 or 1981with respect to	Human remains can be exhumed. A process for removal and reburial to be determined through discussion with Heritage authorities, DRC and I&APs; Possible reinternment in one or more burial vaults on the PPTL site;	Human remains are known to exist on most of the subject erven, and on adjoining roads and pavements. These include disturbed isolated remains to intact or semi-intact burials; Determine if any restrictions with respect to use of the land inscribed on title deeds;	Archaeological trial excavations will be required on erven 9565 and 735 at some point. The process followed by Gribble for trial excavations on blocks 28 and 31 must be obtained in as far as it will be

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
	other unmarked ones. In respect of Erven 734-RE, 737, 738 it is necessary to confirm the accuracy of the exhumation in the 1920's. Archaeological trial excavations indicate that while many graves and vaults were exhumed, disarticulated human remains are found in the soil, and whole/partial burials are also found at depth. Possibly they were unmarked, or predated the formal cemetery. Good summary of legislation with respect to closing of the cemeteries and exhumation and	roadworks on parts of the DRC? What sections of the boundary wall contain original fabric? Could only be on Chiappini or Prestwich streets, but mention of gravestones being included in a wall/s? was this the new walls? What process in terms of heritage legislation must be followed with respect to human remains on the sites? What will happen to any remains recovered? Reburial/housed at Prestwich Memorial? Reinterred in one of		No plan of the cemetery has ever been obtained or indicated in the earlier reports of the site, or in Malan (et. al 2017). Such a plan should be in existence. If obtained, it would be easier to predict where formal graves and vaults are. It would not assist with determining informal burials, however.	relevant to the current project; Try and get plans of the cemetery from DRC or archives; Information on the re-alignment of Somerset Road and Buitengracht Street from the CoCT; Info from City with respect to gravestones in the new walls on Somerset and Buitengracht Street; Determine from heritage authorities and I&APs such as the CoCT what process to follow wrt the human remains that will be found on site?

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
	relocation of the human remains, and land transfers. Development of the PPTL and other parts of the DRC is well documented. Legal issues with respect to use of the land must be clarified – possible Title deed restrictions?	the surviving subterranean vaults on the PPTL site? Does one just recover remains from sections of the sites that will be disturbed by development, or must there be a more extensive program to recover material?			Track down the permits that were issued for the Prestwich Precinct archaeological testing program to determine what conditions were imposed with respect to the human remains that were recovered.
Civil Engineering: Stormwater	Very little increase in stormwater runoff will be caused by any development as the existing site is largely urbanised	Existing pipes and connection points are to be located	The site can be developed in full	The condition that a fully developed site will not increase stormwater runoff will need to be agreed with the City	Stormwater management plan will be required in the final development plan submission
Sewer	Sewer network and Green Point outfall have significant capacity to	The City's operation department should be consulted about ageing infrastructure	Sufficient capacity exists in both sewer and water infrastructure to accommodate a		

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
	accommodate development		mix of uses on the subject properties.	Development contributions and connection fees will have cost implications for all service requirements.	
Water	The water network has sufficient capacity to accommodate substantial development in the whole of Foreshore Gateway Precinct, including the PPTL.	The quality of the existing water network will need to be assessed especially if any road improvements are proposed over existing pipes			
Geotechnical	Weathering of geological rock formation has formed clayey silt and silty clay surface soils. Water table at between 2 to 3m below the surface.	No formal geotechnical study has been undertaken for the site	The site is developable based on existing / surrounding buildings in the Prestwich Precinct	The depth of weathering is highly variable and could range between <1m to 15m	Formal geotechnical study recommended for the design of structures on the site. However, desk top study to determine soil conditions would be sufficient for planning purposes.

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
Electrical Engineering (including communication infrastructure)	Foreshore Gateway masterplan – includes PPTL site & confirms CoCT Electricity Network has sufficient capacity for future developments	Very basic assessment. It can be assumed that the CoCT's historical data was used to determine future demand	Over estimation on Electricity demand @ 1200kVA implies that sufficient capacity is available for future development		Obtain formal records from CoCT Archives & As Built files, as well as from Telkom / Open Serve
Transport	2021 HHO TIA, relevant sections of the Foreshore Freeway UDF, and inception meeting presentation notes Proposed extent 365 units Residential 1 100m2 GLA Retail 5 20m2 GLA Business TOTAL = 30 000m2GLA UDF Parking Proposal 1,25/100m2 GLA for Residential and	HHO Traffic counts were conducted during Covid and projected. New counts proposed to confirm actual volumes. Impact on especially Buitengracht / Somerset and Somerset / Chiappini to be re-evaluated in detail. Based on HHO TIA, the existing road network could	Vehicular access proposed from Chiappini and Prestwich Streets, at about mid-points. Pedestrian volumes along the western side of Somerset Road are relatively high. The area is well served with various modes of public transport. PT2 Parking – hence, no parking required, but recommended.	Vehicular access not possible/proposed from Buitengracht or Somerset Streets (RAG). Limited spare intersection capacities to accommodate new development trips. Limited to no road reserve space available for additional road upgrades should these be required in terms of the TIA.	TIA for PPTL to check / compare existing traffic volumes with HHO projected volumes. Update trip generation calculations. Update detailed intersection analyses. Engage with relevant road authorities to discuss proposals.

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
	2/100m2 GLA for non-residential uses	accommodate the Foreshore Gateway project, but the cumulative impact of other developments within the CBD likely to require major road network improvements such as the completion of the Foreshore Freeway scheme.	Residential land use could reduce external trips to/from the CBD? Recommended that this development should have a strong focus on pedestrian movements.		
Architectural Building Assessment	Design informants, opportunities and constraints were identified during the assessment	Refer to Table 7 on page 24 of the report in Appendix 2.	Refer to Table 7 on page 24 of the report in Appendix 2.	Refer to Table 7 on page 24 of the report in Appendix 2.	The informants, opportunities, constraints and recommendations in this report to be taken into consideration in the design of the proposed development and also by the Client.
Financial Feasibility / Property Studies	The proposals for new development are mixed use,	The CoCT's Inner-city Affordable Housing Model /	Opportunity to consider affordable housing proposals	Affordable housing is perceived as a risk in mixed residential markets (ref to City	Apart from WCG policy, certain stakeholder

Discipline	Assessment of context / review of previous studies	Issues emanating from contextual analysis	Opportunities	Constraints	Comments
	residentially led with an affordable housing component, retail and open space. The property market report in Appendix 4 indicates a high demand for social and affordable housing.	Mechanism Report (2022) suggests that while there is very significant capital available within SA's institutional investment community, the overall exposure to property (especially affordable housing) is fairly limited. The reasons include aversion to perceived risk and more attractive investment classes than affordable housing.	for residential development on the site. The site falls within the UDZ and qualifies for the benefits thereof.	Affordable Housing Model / Mechanism Report (2022) document)	groupings would expect an affordable housing component to feature in the proposed residential mix. Affordable housing is supported by planning policy and legal frameworks. In terms of the UDZ and other stakeholders in the affordable housing sector, it appears that affordable housing is less of a risk due to increased grant funding availability.

5.3 Priorities

The following priorities are listed for consideration and/or further investigation:

- The restrictive title condition on Erf 739, Cape Town to be considered for removal.
- The fact that the retention of the heritage graded building (Soils Lab building) and some trees on the sites and using some of sites' area for public space purposes, limits the extent of land available for new development.

  Figure 5.1 below provides an indicative outline of the preliminary area available for new development. The area measures approximately 4600m^2 in extent and does not take into account any setbacks, buffers, planning and design parameters including, but not limited to, pedestrian circulation space, courtyards, extended sidewalks, vehicular access requirements, electrical substation sites and other servicing requirements, trees recommended by the Landscape Architect for retention, buffers required to protect structural integrity of existing Soils Lab Building; which will, combined, reduce the extent of a future building footprint at ground level.

  The area defined in the figure excludes the sections of old cemetery wall, the Old Soils Lab Building with its courtyard as well the old Peruvian Pepper Tree that has been identified for retention. The preliminary area identified for new development is therefore limited.
- While parking is not required in terms of the City's Development Management Scheme (classified as PT2 zone), it needs to be determined whether on-site parking is necessary in terms of the findings of the market demand study amongst other considerations.
- An arborist's urgent assessment and possible removal of any infected trees is required as a matter of priority.
- If the vehicular access point remains off Chiappini Street it will result in the fragmentation of the sites and dislocation of the Soils Lab building from the rest of the sites. Opportunities to take vehicular access off Prestwich Street must be explored.
- The informants, opportunities, constraints and recommendations in the Building Condition Assessment Report in Appendix 2, are to be taken into consideration in the design of the proposed development and also by the Client's facilities management.

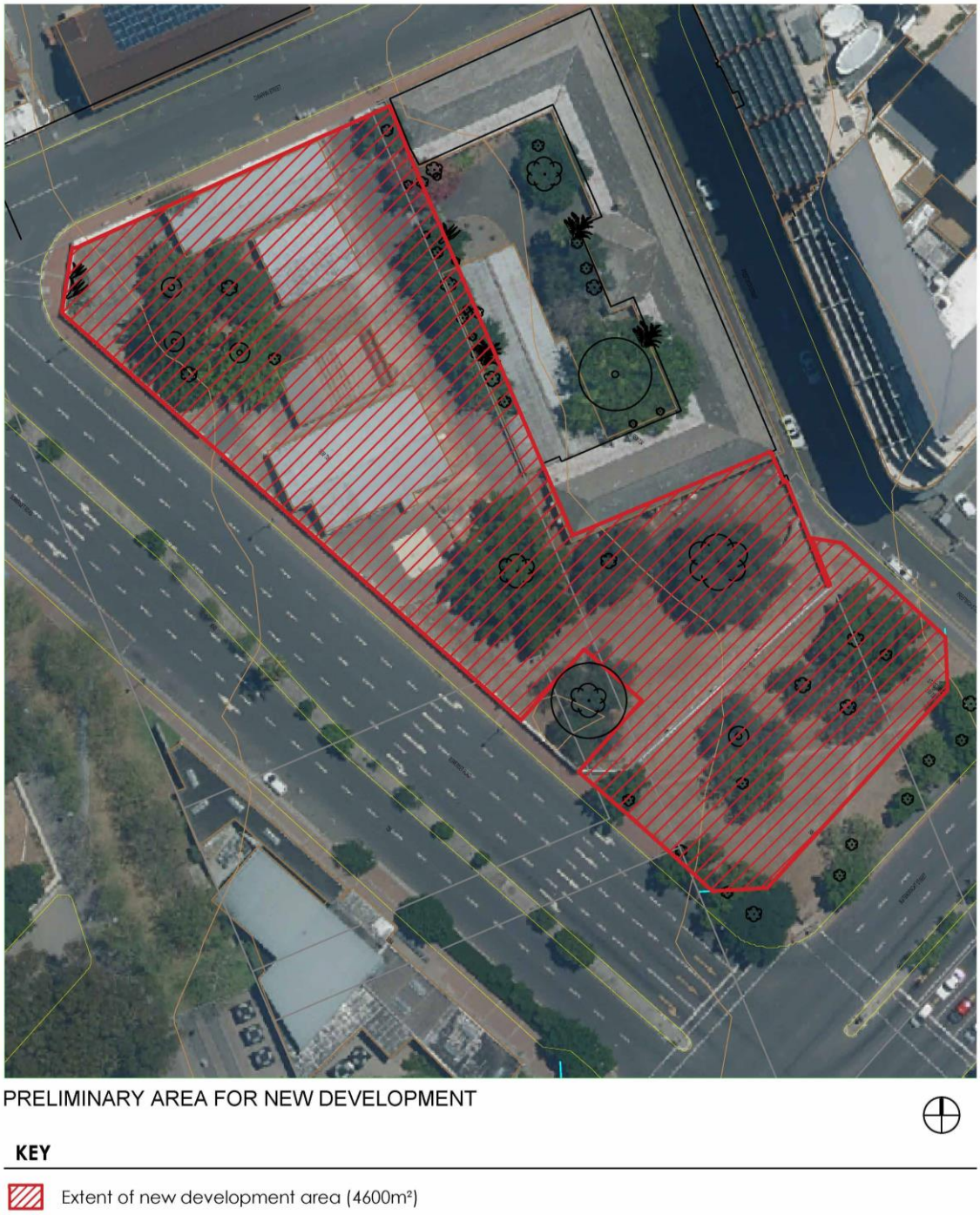


Figure 5.1: Preliminary Area for New Development (NM & Associates Planners and Designers, 2023)

- **Heritage and archaeology**:
    - The Notification of Intent to Develop (NID) submission to HWC needs to be attended to as a matter of priority given the heritage significance of the sites and the need to identify the correct processes and procedures to follow in the anticipated Heritage Impact Assessment process.
    - Archaeological trial excavations will be required on Erven 9565 and 735. The process followed by Gribble for trial excavations on blocks 28 and 31 as

defined in the City of Cape Town (2021) studies must be obtained in as far as it will be relevant to the current project.

- Plans of the cemetery from DRC or archives are to be obtained, as well as information on the re-alignment of Somerset Road and Buitengracht Street including information with respect to gravestones in the new walls on Somerset Road and Buitengracht Street.
- Determine from heritage authorities and I&APs what process to follow with respect to the human remains that will potentially be found on the sites and track down the permits that were issued for the Prestwich Precinct archaeological testing program to determine what conditions were imposed with respect to the human remains that were recovered.

- All disciplines to commence engagements with relevant authorities once the proposed development options are conceptualised based on this contextual analysis report.

6 Conclusion: Role of the Site and Development Vision

This report presented the contextual analysis and informants to guide the proposed planning, design and assessment phases of the enablement of Erven 734-RE and 738-RE, Cape Town and a Portion of Buitengracht, Riebeek and Somerset Street Road Reserve namely Erven 735, 737, 739, 9564 and 9565, Cape Town. The contextual analysis was based on previous studies reviewed, detailed site visits and analyses, legal, policy and technical investigations.

Taking all the contextual informants into account, this chapter concludes with the role of the sites and articulates the vision for the subject sites' development.

6.1 Role of the Site

The subject sites' location at the intersection of Buitengracht Street and Somerset Road is significant. The sites play an important **gateway role** when moving from the CBD towards the Atlantic Seaboard corridor. They also play an important role as a **threshold** given their location at the interface between the central CBD and the Atlantic Seaboard corridor on the one hand and Bo Kaap and the Foreshore on the other hand. Edges of the sites need to be carefully crafted to ensure activation of the public realm that supports a vibrant and safe network of pedestrian routes through the gateway space. The surrounding public street network must be generally designed to cater for an improved pedestrian and NMT experience supporting a less car dependant community into the future.

When viewed within its immediate surrounds, the sites have a role as part of the urban frame holding the Prestwich Memorial / St Andrews Square space. Future bulk on the subject sites must be carefully considered so as to enhance the heritage significance and spatial qualities of the Prestwich Memorial / St Andrews Square. The sites also play an important public role from a land use point of view, in that they need to fulfil an integration role not only in terms of policy and land use law but also from a social justice perspective.

The proposed development vision is as follows:

> ***"To create a viable gateway development that embraces social and spatial transformation and respects the heritage value of the site"***

The vision is to be carried forward into the proposed development options on the basis of the following urban principles:

- **Conservation**: to conserve and retain the heritage assets of value both from an urban green and built perspective.
- **Integration**: to promote social and spatial integration and transformation as far as possible.
- **Diversity**: to accommodate a range of incomes and backgrounds in the selection of beneficiaries and end users of the site.
- **Permeability**: to ensure access and walkability as far as possible.

The next stage in the project is the second part of Phase 1, Site Development Plan Compilation – conceptualising development options.

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- Appendix 1 (Rev 1): Blocks Report
- Appendix 2: Property and Planning Status Quo Report
- Appendix 3: Heritage and Archaeological Research
- Appendix 4: Transport Status Quo and Macro Transport Impact Assessment
- Appendix 5.1: Bulk Services Status Quo and Assessment
- Appendix 5.2: Electricity Status Quo and Assessment
- Appendix 6: Buitengracht Street Proposals
- Appendix 7: (Rev 1) Land Use

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Annexure A: Title Deeds

37783 2000

CERTIFICATE IN TERMS OF ITEM 28(1) OF SCHEDULE 6 TO ACT 108 OF 1996

I, Derek André Hanekom, Minister of Land Affairs, the name and on behalf of the Republic of South Africa, a competent authority as contemplated by item 28(1) of Schedule 6 to the Constitution of the Republic of South Africa, 1996 (Act 108 of 1996), do hereby certify that the following properties owned by the State, namely:

1. Remainder of Erf 26439, Cape Town at Observatory, in the City of Cape Town, Division Cape, Province of the Western Cape
   MEASURING: 47,4411 (Four Seven comma Four Four One One) hectare
   Held by Deed of Transfer No. T8256/1957

2. Erf 3386, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
   MEASURING: 76 (Seven Six) square metres
   Held by Deed of Transfer No. T9482/1977

3. Erf 3387, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
   MEASURING: 200 (Two Zero Zero) square metres
   Held by Deed of Transfer No. T9482/1977

4. Erf 3388, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
   MEASURING: 111 (One One One) square metres
   Held by Deed of Transfer No. T9482/1977

5. Remainder of Erf 3398, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
   MEASURING: 119 (One One Nine) square metres
   Held by Deed of Transfer No. T9482/1977

../2

For Information Only

6. Erf 3399, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 89 (Eight Nine) square metres
Held by Deed of Transfer No. T9482/1977

7. Remainder of Erf 3400, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 91 (Nine One) square metres
Held by Deed of Transfer No. T9482/1977

8. Erf 3401, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 26 (Two Six) square metres
Held by Deed of Transfer No. T9482/1977

9. Erf 3402, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 151 (One Five One) square metres
Held by Deed of Transfer No. T9482/1977

10. Erf 3404, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 88 (Eight Eight) square metres
Held by Deed of Transfer No. T9482/1977

11. Erf 3409, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 106 (One Zero Six) square metres
Held by Deed of Transfer No. T9482/1977

12. Farm No. 359, Registration Division of Stellenbosch, Province of the Western Cape
MEASURING: 5,1425 (Five comma One Four Two Five) hectare
Held by Deed of Transfer No. T6433/1961

../3

For information only
For Inform

13. The farm Hassegaaybosch No. 361, Registration Division Stellenbosch, Province of the Western Cape
MEASURING: 146,2771 (One Four Six comma Two Seven Seven One) hectare
Held by Deed of Transfer No. T6433/1961

14. Erf 3154, Oranjezicht, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 5,7533 (Five comma Seven Five Three Three) hectare
Held by Certificate of Consolidated Title No. T22851/1987

15. Remainder of Erf 2142, Oranjezicht, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 538 (Five Three Eight) square metres
Held by Deed of Transfer No. T9333/1990

16. Remainder of Erf 738, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 2535 (Two Five Three Five) square metres
Held by Deed of Transfer No. T7006/1921

17. Remainder of Erf 734, Cape Town, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 2961 (Two Nine Six One) square metres
Held by Deed of Transfer No. T7006/1921

18. Erf 186, Roggebaai, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 2,8051 (Two comma Eight Zero Five One) hectare
Held by Deed of Transfer No. T36740/1976

19. Erf 187, Roggebaai, in the City of Cape Town, Division Cape, Province of the Western Cape
MEASURING: 1,4039 (One comma Four Zero Three Nine) hectare
Held by Deed of Transfer No. T30193/1971

../4

For Information Only

20. The farm Kromme Ree No. 62, Registration Division of Stellenbosch, Province of the Western Cape
MEASURING: 191,2608 (One Nine One comma Two Six Zero Eight) hectare
Held by Certificate of Uniform Title No. T19940/1951

21. Remainder of the Consolidated Farm Elsenburg A No. 34, Registration Division of Stellenbosch, Province of the Western Cape
MEASURING: 675,0245 (Six Seven Five comma Zero Two Four Five) hectare
Held by Certificate of Amended Title on Consolidation No. T14753/1942

are vested in the Province of the Western Cape in terms of section 239 of the Constitution of the Republic of South Africa, 1993 (Act 200 of 1993). In terms of item 28(1) of Schedule 6 to the Constitution of the Republic of South Africa, 1996 (Act 108 of 1996) I request the Registrar of Deeds, Cape Town to endorse the relevant title deed(s), register(s) or other document(s) accordingly in order to register the immovable properties in the name of the said Province.

SIGNED AT PRETORIA ON THIS 10TH DAY OF MAY
.....1999.

DEREK ANDRé HANEKOM
MINISTER OF LAND AFFAIRS

For Information Only

Deed of Transfer,

MADE IN FAVOUR OF

THE GOVERNMENT OF THE UNION OF SOUTH AFRICA.

J. & H. REID & NEPHEW,
Attorneys, Notaries & Conveyancers,
123, St. George's Street, Cape Town.

For Information Only

VIR ENDOSSEMENTE KYK BLADSY
FOR ENDORSEMENTS SEE PAGE ET SEQ.

DEED OF TRANSFER,

BY VIRTUE OF A POWER OF ATTORNEY.

Drawn by

VIR ENDOSSEMENTE KYK BLADSY 4
FOR ENDORSEMENTS SEE PAGE ET SEQ.

Conveyancer.

Know all Men whom it may concern,

THAT ALLAN REID *appeared before me, Registrar of Deeds, he, the said Appearer, being duly authorised thereto by a Power of Attorney granted to him by* JOHANNES PETRUS VAN HEERDEN, Chairman, and DAVID JACOBUS DE VILLIERS, Secretary, for the time being of the CONSISTORY OF THE DUTCH REFORMED CHURCH, CAPE TOWN, duly authorised thereto by a Resolution (filed with Transfer No:69 of 1920) dated the 11th day of November 1918:which aforesaid power of attorney is

dated the 16th *day of* June, 1921 *, and drawn up at* Cape Town *in the presence of and certified by competent Witnesses, which Power of Attorney was exhibited to me on this day; and the said Appearer declared that his Constituents , the said*

JOHANNES PETRUS VAN HEERDEN and DAVID JACOBUS DE VILLIERS in their capacity as aforesaid

had truly and legally sold, and he, the said Appearer, in his capacity as Attorney aforesaid, did, by these presents, cede and transfer, in full and free property, to and on behalf of

THE GOVERNMENT OF THE UNION OF SOUTH AFRICA, in terms of Ordinance No: 28 of 1930

Its
~~*Heirs, Executors, Administrators,*~~ or *Assigns*:1. Certain piece of land to be used as a common burial ground or cemetery for the local inhabitants of Cape Town, situate in the Table Valley, at the foot of Lion's Rump, Cape Town, in the City of Cape Town, Cape Division.

MEASURING:- Four Hundred and Twenty Nine square Roods One Hundred and Forty square Feet.

Extending as a certain Deed of Grant with a diagram thereto annexed issued in favour of the Cape Town Church Council of the D. R. Church on the 2nd July 1795 (No: 72 Title Deeds, Cape, Volume 3), will more fully point out and further subject to such conditions as are therein mentioned or referred to.

2. Certain piece of land situate in the Table Valley and there to the South East of the old Cemetery in Cape Town, City of Cape Town, Cape Division.

MEASURING:- Two Hundred and Thirty Six square Roods Forty Four square Feet.

-Extending-

For Information Only

Extending as a certain Deed of Grant with a diagram thereto annexed issued in favour of the Collegie of Kerkeraaden on the 8th April 1801 (No: 49. Title Deeds, Cape, Volume 5), will more fully point out and further subject to such conditions as are therein mentioned or referred to.

3. Certain piece of land situate in the Table Valley to the north-westward of the old cemetery, in Cape Town, City of Cape Town, Cape Division.

MEASURING:- Three Hundred and Twenty Seven square Roods One Hundred and Twelve square Feet.

- Extending -

DIE GROND HIERIN BESKRYWE
THE LAND DESCRIBED HEREIN Plan 2
IS BEREGISTREER EN MOET IN DIE TOEKOMS BESKRYWE WORD AS
IS REGISTERED AS, AND MUST IN FUTURE BE DESCRIBED AS
G 137
Cape Town & Cape
AKTEKANTOOR,
DEEDS REGISTRY,
KAAPSTAD,
CAPE TOWN,
1/2/25
REGISTRASIEAMPTENAAR.
CHIEF REGISTRATION OFFICER.

DIE GROND HIERIN BESKRYWE
THE LAND DESCRIBED HEREIN Plan 3
IS BEREGISTREER EN MOET IN DIE TOEKOMS BESKRYWE WORD AS
IS REGISTERED AS, AND MUST IN FUTURE BE DESCRIBED AS
G 134
Cape Town & Cape
AKTEKANTOOR,
DEEDS REGISTRY,
KAAPSTAD,
CAPE TOWN,
1/2/25
HOOF REGISTRASIEAMPTENAAR.
CHIEF REGISTRATION OFFICER.

DIE GROND HIERIN BESKRYWE
THE LAND DESCRIBED HEREIN Plan 1
IS BEREGISTREER EN MOET IN DIE TOEKOMS BESKRYWE WORD AS
IS REGISTERED AS, AND MUST IN FUTURE BE DESCRIBED AS
Plan G 136
Cape Town & Cape
AKTEKANTOOR,
DEEDS REGISTRY,
KAAPSTAD,
CAPE TOWN,
1/2/25
HOOF REGISTRASIEAMPTENAAR.
CHIEF REGISTRATION OFFICER.

For Information Only

Extending *as a certain* Deed of Grant *with a diagram thereto annexed made in favour of* the Collegie of Kerkeraaden on the 9th February 1802 (No: 58, Title Deeds, Cape, Volume 5)

~~*on the X day of and subsequent Deeds of Transfer, the last whereof made in favour of on the day of*~~

will more fully point out and further subject to such conditions as are therein mentioned or referred to.

Wherefore the Appearer, q.q., renouncing all the Right and Title his said Constituent heretofore had to the Premises, on behalf as aforesaid, did, in consequence, also acknowledge his said Constituent to be entirely dispossessed of and disentitled to the same; and that, by virtue of these presents, the said

GOVERNMENT OF THE UNION OF SOUTH AFRICA.

~~Heirs, Executors, Administrators~~, or Its Assigns, now is, and henceforth shall be entitled thereto, conformably to local custom; moreover promising to free and warrant the Property thus sold and transferred, as also to clear it from all Encumbrances and Hypothecations, according to the Laws respecting the Purchase and Sale of Landed Property; Government, however, reserving its Rights;—and, finally, acknowledging to be satisfactorily paid the whole of the Purchase Money, amounting to the sum of
ELEVEN THOUSAND FIVE HUNDRED POUNDS STERLING (£11,500:0:0)
which said sum has been paid from the funds of the Provincial Administration of the Cape of Good Hope.

In Witness *whereof, I, the said Registrar, together with the Appearer, q.q., have subscribed to these Presents, and have caused the Seal of Office to be affixed thereto.*

Thus done and executed, at the Office of the Registrar of Deeds, in Cape Town, Cape of Good Hope, on the Day of the Month of , in the Year of Our Lord One Thousand Nine Hundred and Twenty One (1921).

q.q.
In my presence.

Registrar of Deeds.

CAPE TIMES LIMITED.—P6727.

For Information Only

BLADSY/PAGE 4

ENDOSSEMENT OP
ENDORSEMENT ON T7006/1921

EIENDOM/PROPERTY Erf 738
CAPE TOWN etc.

Para 1: Erf 9563 = 1912 vk m. / Para 3.
Para 2

GETRANSPORTEER..... AAN Munisipaliteit van Kaapstad.
TRANSFERRED
No. 1 Restant Para 1 - 1909 E.&O.E.
Remainder
I N
Asst-Registrateur.
Asst. Registrar

I Para 1: Erf 9563 = 1912 vk m. / II Para 3.
II Para 2, Erf 9564 = 465 vk. m. / Erf 9565 = 1718 vk m.
T 2128

CROWN GRANT No. T /1911
KROONCRUNDBRIEF No. ...
Issued to
Uitgereik aan Munisipaliteit van Kaapstad
in respect of
ten opsigte van bogemelde eiendomme.
Registered
Geregistreer
Restant Para 1 - 2535 vk m.
Restant Para 3 - 2721 vk m.
Aktekantoor,
Cape Town.
Kaapstad.
Asst. Registrar/Asst. Registrateur.
- 7 - 2 - 1975

FOR ENDORSEMENTS SEE PAGE 5 ET SEQ.

For Information Only

CAPE TIMES LIMITED. —P972T.

Endorsement i.t.o. Section 28 of
Schedule 6 of Act 108/1996 Paras 1 & 3
(5)

In terms of Section 238 (1) of Act 200/1993
the within property now vests in
Province of the Western Cape
as will more fully appear from
certificate filed with T. 37832/000

Deeds Office
Cape Town

2000 -05- 16

for Registrar of Deeds

For Information Only
For Information Only
For Information Only

No.72.

RYK TULBAGH, Raad Extraordinaris van Neederlands India,& mitsgaders Gouverneur weegens der Vereenigde Neederlanden Geoctroyeerde Oost Indische Comp. aan Cabode Goede Hoop en den Ressorte van dien benevens den Raad doen te weten.

Hoe wij uyt hoofde van de seedert eenige dagen herwaarts onder deese ingeseetenen buyten gewoonte ontstaane swaare sterfte, waar door het bij de Kerk. alhier behoorende Kerkhoff reets so vol lijken is geraakt, dat er binnen weynige daagen geene meer sullen kunnen begraven worden, aan de diacony deeser plaatse, ten haaren versoeke, vergunt, toegestaan ende gegeeven hebben gelyk wij deselve volgens besluyt van den 21 Juny Jongstleeden vergunnen toestaan ende geeven bij deesen, seeker stuk land, om te dienen tot een algemeene begraaffplaats ofte kerkhoff deeser Caabse ingeseeteren, geleegen in deese Tafel valley aan den voet van den Leeuwenbil, groot in synen grond 429 quadt. roeden en 140 do. voeten strekkende Noordelyk tusschen de aldaar leggende soo gen. soldaaten kerkhof en dit stuk land leggende straat ofte doorgang, Oostelyk naar het zee strand, zuydelijk naar deese plaats en westelijk naar de straat van de Leeuwen Bil, breeder blijkende bij de hier boven staande Caart ofte figuur door den landmeter daarvan geformeert.

ALDUS verleend ende gegeeven in 't Casteel de Goede Hoop deesen Tweeden July, 1755.

R. TULBAGH.

Ter ordonn. van den Edelen heer Gouverneuren den Raadt,

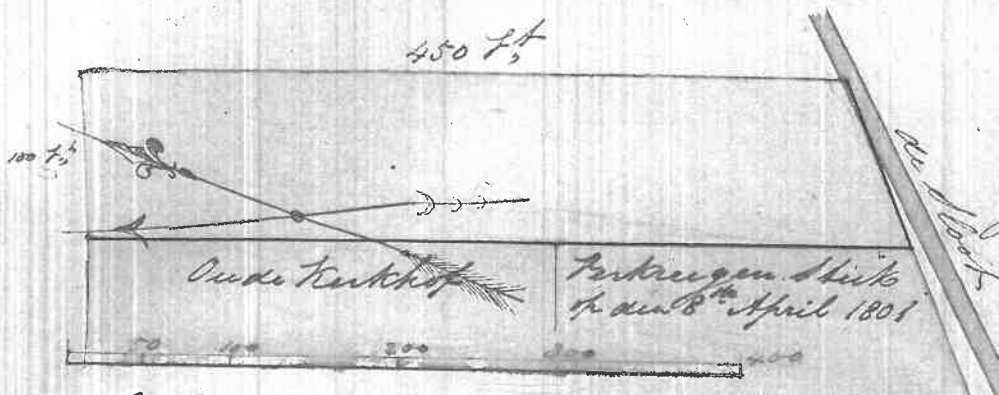
P. L. BERGH,

Adj. Secrets.

GENERAL

For Information Only

S.G. Dgm. No. 80/1802



Schaal van 400 Rhijnl. Roeden

Nauwkeurige Figuur des
gelegen in deze Tafel alles
ten N. van de oude Kerk staat
en zynen Grond 32 ¼ Geraakt
Roeden en 112 d° Voeten uitmetende
Zulke Perne afgezet Gemeeten
door my
Lieut. G. I. Palm
1 Geg. Landm.r

106.2
Proces
1802

COPIED

ERF 734 CAPE TOWN
at Cape Town

Gouvernement Van Musie Van
SA

Door Zyn Edelheid den Lt Generaal Francis Dundas
Colonel van Zyne Majesteits Schotsche Brigade, Gouverneur van
Canada Zeegd in Schlands Luitenant Gouverneur en Opperste
uitoefenaar van Zyne Majesteits Kasteel Hoogen Colonie
de Kaap de Goede Hoop en Zuid Afrika en den Rechte van
dien d' Ordinaris d' Rico Admiraal van dezelve

Heeft my aan 't Eerwaarde Collegie van Kerkmeesteren
dezer Plaatse Kruzelaer gedaan verzoek tot een Begraafplaats
alhier noodig toegedaan ende gegeven hebben, gelyk my aan
hun vergunnende toedaan ende geeven by deze, zekere Stuke Lands
zoo als het in deze Afbeelding den J. M. van het oude Kerkhof
staat in zyn Grond. Drie honderd Zeven d' Vierkante Roeden
Roeden en Een honderd en twaalf D° Voeten. Strekende

1921

Schaal van 400 Rhijnl. Roeden

Measurement Van Uitvaart
SA

COPIER

ERF 734 CAPE TOWN
at Cape Town

Door Zyn Exc. Hoogheid den Lt. Generaal **Francis Dundas**
Colonel van Zyne Majesteits Schotsche Brigade, Commandant van
Cannick Bergen in Schotland, Luitenant Gouverneur en Opperbe-
velhebber van Zyne Majesteits Kaapsche Staten en Colonie
de Kaap de Goede Hoop in Zuid Africa en aan Boven-
dien Admiraal van Zyne Majesteits Vloten

(1796)
1921

Doen te weten aan de Eerwaarde Collegie van Kerkmeesteren
dezer Plaatse de dezelven gedaan verzoek Hoe een Begraafplaats
alhier voor de Gemeente noodzaakelyk gevonden hebben gelyk mede aan
hun aangewezen Landerijen tot dien eynde by deze, zekere Limyte Landen
gelegen in deze Jurisdictie den N. O. van het oude Kerkhof
groot in zyn Grond Drie honderd Veertig Vierkante
Roeden en Een honderd en twaalf D°. Roeden. Strekende
N. W. aan het oude Kerkhof, N. O. aan de Bakery Straat van
S. O. tegen de Sloot, N. W. aan de Schanken Kerkhof, Zo als
kennt te blyken uit de hierandere Kaart of Teyckening door
een Landmeeter daarvan gemaakt, ook volkomen Magt en

[illegible] Authoriteit van het Zeer Edele Land tot bovengemelde eindes te
[illegible] subsequeren, voorts dubject blijvende aan alle zodanige Ordres,
[illegible] Reglementen en Gerechtigheden als en hereind zijn verordelyke ende gedaan
[illegible] zijn gemaakt ofte gemaakt mogen in den tyde van alzoveren het de
[illegible] voor zullen worden gemaakt.

Aldus vastgesteld ende gepasseert in het
Kasteel de Goede Hoop den 9.de February 1802.

get. Francis Dundas

Ter Ordonnantie van Zyne Edelheid
den Lieut. Gouverneur
get. A. Barnard
Secretaris

10477

S.9390/329

12th November, 1956.

The Provincial Secretary,
Box 659,
CAPE TOWN.

TRIANGULAR PORTION OF LAND AT THE JUNCTION OF PRESTWICH AND BUITENGRACHT STREETS (KNOWN AS "LABOURERS BARRACKS"); CAPE TOWN MUNICIPALITY.

With reference to your minute No. A.20/81/108 dated 23rd October, 1956, I have to inform you that the abovementioned land represents unregistered, unsurveyed Crown Land apparently regarded as waste land, vesting in the Municipality of Cape Town in terms of Section 111 of Act No.26 of 1893. The original lease was for a period of 35 years, renewable at the expiration of either 3, 7, 10 or 15 years, as authorised by a letter from the Department of Agriculture dated 29th December 1897 (G.L. 926). (filed on bound correspondence) P62

From a Cape Town Foreshore plan (diag. No. FP/G/51) it would appear that this area will fall within the area required for the widening of Buitengracht Street.

A. E. BAKER
for/vir
SURVEYOR-GENERAL.

1) S.A.O.
2) Desp.
3) File.

GPH/J

64

S/9390/329.

S.A.O.

Re your note below. The land referred to represents unregistered, unsurveyed Crown Land apparently regarded as waste land, vesting in the Municipality of Cape Town in terms of Section 111 of Act No. 26 of 1893. The original lease was for a period of 35 years, renewable at the expiration of either 3, 7, 10 or 15 years.

See Government Letter No. 926 dated 29/12/1897 filed on bound correspondence of S. 9390/329.

[signature]

29.10.1956.

C.P.H.

Please reply & send to me for signature. Does the new town planning scheme for this part of the Town?

[signature]
30/10/56

63.

S/9390/329

PROVINSIALE ADMINISTRASIE VAN DIE KAAP DIE GOEIE HOOP.
PROVINCIAL ADMINISTRATION OF THE CAPE OF GOOD HOPE.

SURVEYOR-GENERAL'S OFFICE
KAAPSTAD
24-10-1956
CAPE TOWN

TELEGRAMADRES: "PROVINCIAL."
TELEGRAPHIC ADDRESS: "PROVINCIAL."

TELEFOON 2-7111 BYLYN 405.
TELEPHONE EXTEN.

Korrespondensie gerig te word aan
Communications must be addressed to
PROVINSIALE SEKRETARIS.
PROVINCIAL SECRETARY.
POSBUS / P.O. BOX 659, KAAPSTAD. / CAPE TOWN.

PROVINSIALE GEBOU,
PROVINCIAL BUILDING,
WAALSTRAAT,
WALE STREET,
KAAPSTAD.
CAPE TOWN.

013333

VERWYS NA
IN REPLY QUOTE

A20/81/108

23 OCT 1956

CAPE TOWN MUNICIPALITY: TRIANGULAR PORTION OF LAND AT THE JUNCTION OF PRESTWICH STREET AND BUITENGRACHT STREET.

The Surveyor-General,
CAPE TOWN.

1. It will be greatly appreciated if you can advise me at an early date of the status of the triangular portion of land, shown coloured red on the attached plan, situated at the junction of Prestwich Street and Buitengracht Street.

2. Apart from the status of the land, any other information which you may be able to furnish in regard to this portion of land, will be of much assistance to this Administration.

for PROVINCIAL SECRETARY.

PC/JAC.

CPN
Re look into personally & look up the case
62

5/9340/329

Truter & Lombard

Jan Daniel de Villiers Truter
B.A. LL.B., DOCTS. JUR. (LEIDEN)
Pieter Marais Lombard
B.A., B.ECON., LL.B.

PROKUREURS, ENS. | ATTORNEYS, ETC.

TEL. 2-4201
3-0427

POSBUS
P.O. BOX } 3317
TELEG.: TRULEX

Groote Kerk-gebou 601-603,
Adderley- & Parlementstraat/Streets,
Kaapstad/Cape Town,

14344

LA/MG.

15 November 1951.

KANTOOR VAN LANDMETER-GENERAAL
KAAPSTAD
16-11-1951
CAPE TOWN
SURVEYOR-GENERAL'S OFFICE

Die Landmeter-generaal,
Posbus 27,
KAAPSTAD.

Waarde heer,

Geliewe ons te voorsien van 'n fotostatiese afdruk van Kaart No. B.767/1927 geheg aan Kroongrondbrief gedateer 11 April 1928 en geregistreer te Kaapstad as No. 40 gedateer 24 April 1928, die beskrywing van welke eiendom as volg lees:-

Crown Grant.

"Certain piece of land being Lot Church situated in the City of Cape Town, Cape Division;

Measuring: 85 square roods, 96 square feet.

Hoogagtend, die uwe,

TRUTER EN LOMBARD.

Per: [signature]

print handed to Mr Truter of Truter & Lombard 29/11/51 receipt A196269 issued

REQUISITION NO. 2186
TO PRINTER 23/11/51
29/11/51

S. 9390/329.

Block : Chiappini, Prestwich Str, Buitengracht Str. and Somerset Road : S. 9390/329.

1. Remainder O.C.Fr. 5.58 - Trfd. to U. Govt. 26.7.1921 (No. 7006).

2. (a) Remainder - O.C.Fr. 3.72 ("The New Cemetery") At present held by Union Govt. under D/T No. 7006 dd. 26.7.1921.

   (b) Lot Church regranted to the Dutch Reformed Church of Cape Town on the 11. 4. 1928 (Cr. Gt. No. 40/1928).

3. O.C.Fr. 5.49 Trfd. to U. Govt. 26.7.1921 (No. 7006).

4. Salvation Army Metropole Site - ungranted land leased by Municipality of Cape Town. (Secr for Agr. minute 29.12.97 - Govt. Letter p. 926).

5. Lot GS (dgm. B. 1330/1924) Reserved for public purposes. Secr. for Lands Minute C. 8061 dated 2.12. 1925 (Vide p. 24 S. 9390/329. Dgm. filed ~~at p. 16~~). Ent 736 C.T.

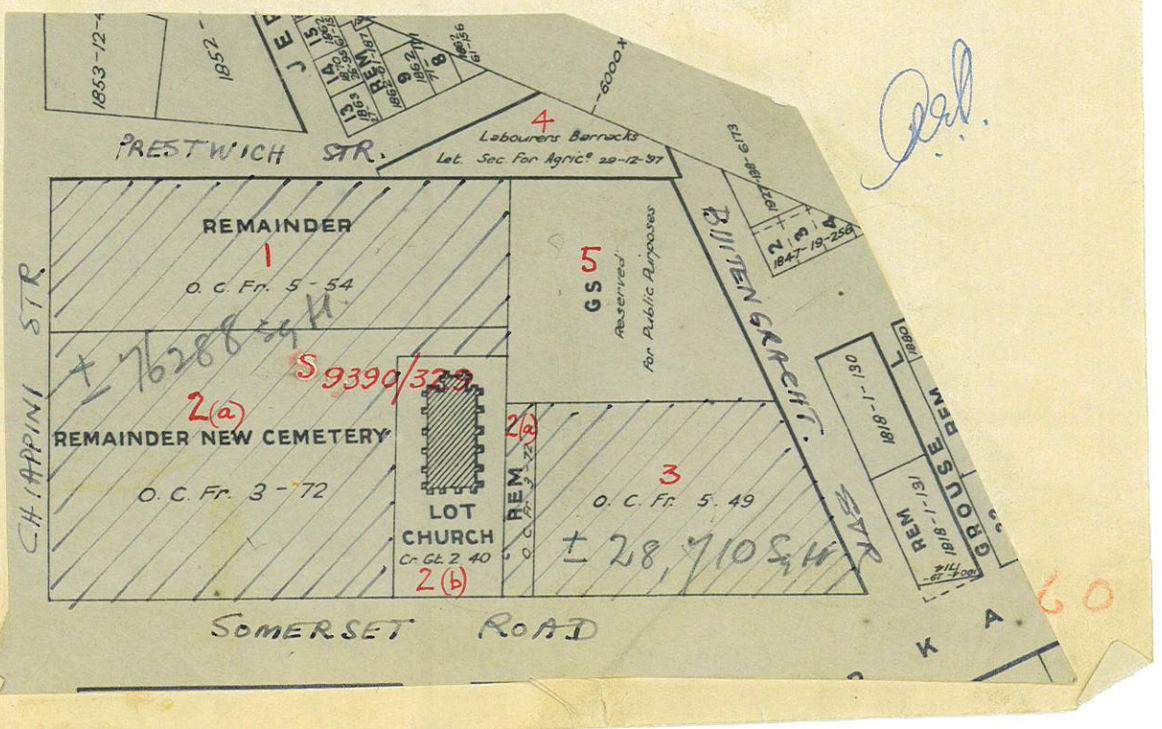
The whole Block was purchased by Provincial Administration in terms of Ordinance 23/1920 for £11,500 and transferred to the Union Government by D/T No.7006 dated 26.7.1921.

Item 5 above and Lot GS on plan now owned by Union Government and reserved for Public Purposes in terms of an agreement between Provincial Administration and Union Government whereby the latter made over its share in the Scottish Church Cemetery to the Provincial Administration.

Later a further portion 2(b) above and Lot Church on Plan granted to the D.R. Church for £2,460 (C.Gt.No.40/1928).

The whole block exclusive of the Labourers Barracks, Lot GS and Lot Church is therefore now the property of the Provincial Administration. This "remainder" is shown on the plan cross-hatched in ink.

Provincial Secretary's Ref. B.1/56/8; L.18/C/68



Copy for S/9390/328.

S. 9390/329.

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Provincial Secretary's Ref. B.1/56/8; L.18/C/68

59

S/9390/329

PRESTWICH

Jerry Street

STREET

Salvation Army
Metropole

4

shed

shed

BUITENGRACHT

N

REMAINDER
O.C.F. 554

1

5

Reserved for Public Purposes

LOT G S

-Area--158 Sq Roods-49 Sq Ft.-----

RIEBEEK STREET

STREET

CHIAPPINI STREET

REMAINDER NEW CEMETERY
O.C.F. 3-72
C.S. XIV 1310

2a

Church

2b

LOT CHURCH
C S XIV. 1310

REN.
O.C.F. 3-72

3

O.C.F. 5-49

SOMERSET ROAD

PROD DEEDS REGISTRATION SYSTEM - CAPE TOWN DATE : 20230421 TIME : 09:27:36.8 PAGE : 1
PREPARED BY : DRS08322 - THEMBELA DIDEROT MAKONIKA

PICKING SLIP NR : 1769571
FIRM FILE NR... : 17

PROPERTY DETAILS PRINT FOR PORTION 0
ERF NO 735
TOWNSHIP CAPE TOWN
REG DIV CAPE RD

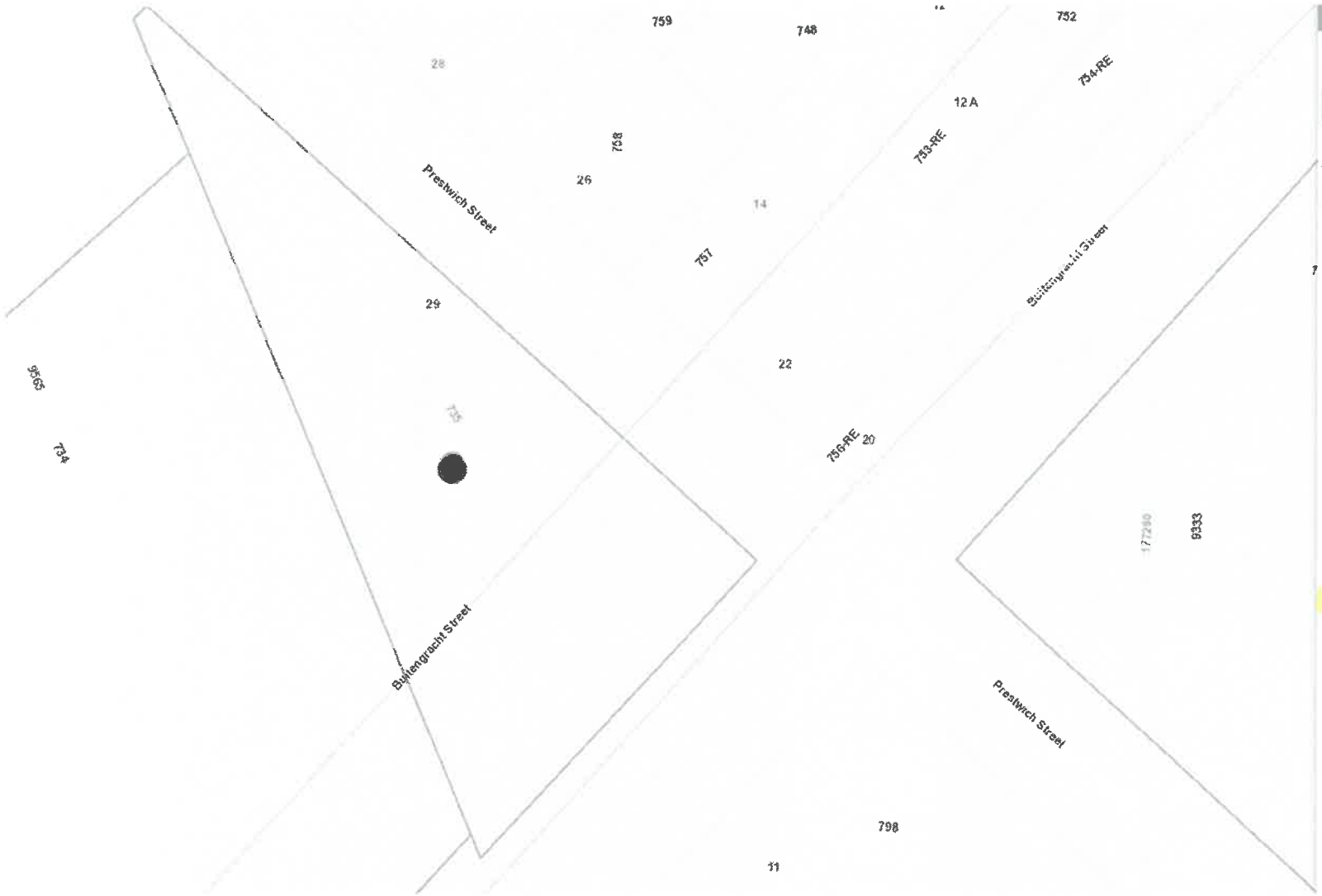
PROVINCE WESTERN CAPE
PREV DESCRIPTION
DIAGRAM DEED NO DUM
EXTENT DUM
CLEARANCE CITY OF CAPE TOWN

NO INTERDICTS

NO DOCUMENTS

** PLEASE NOTE : THE INFORMATION APPEARING ON THIS PRINTOUT IS FURNISHED FOR PURPOSES OF INFORMATION ONLY.
FOR MORE DETAILED INFORMATION, PLEASE REFER TO THE REGISTERED SOURCE DOCUMENTS.

* * * END OF REPORT * * *



Identify

Identify | Results

Clear

Spatial | Links

Property - SG Approved

Zoom | Report

SG26 Code	C0160007000007350000000000
Official Suburb Name	CAPE TOWN CITY CENTRE
Subcouncil Name	Subcouncil 16
Ward Name	115
ISIS Key	4373
Addr No	29
Address No Suffix	
Street Name	PRESTWICH
Street Name Type	Street
Vested Type	Public Space
Status	Official
Allotment Name	CAPE TOWN
Legal Status SG	SG Approved
Property Number	735
Zoning Description	Transport 2 : Public Road and Public Parking,Transport 2 : Public Road and Public Parking
SUB_CNCL_NMBR	16
SHAPE.STArea()	846.591568

Tree Canopies +

Elevation_LiDAR2021B_Height_Map_1m +

City of Cape Town Boundary +

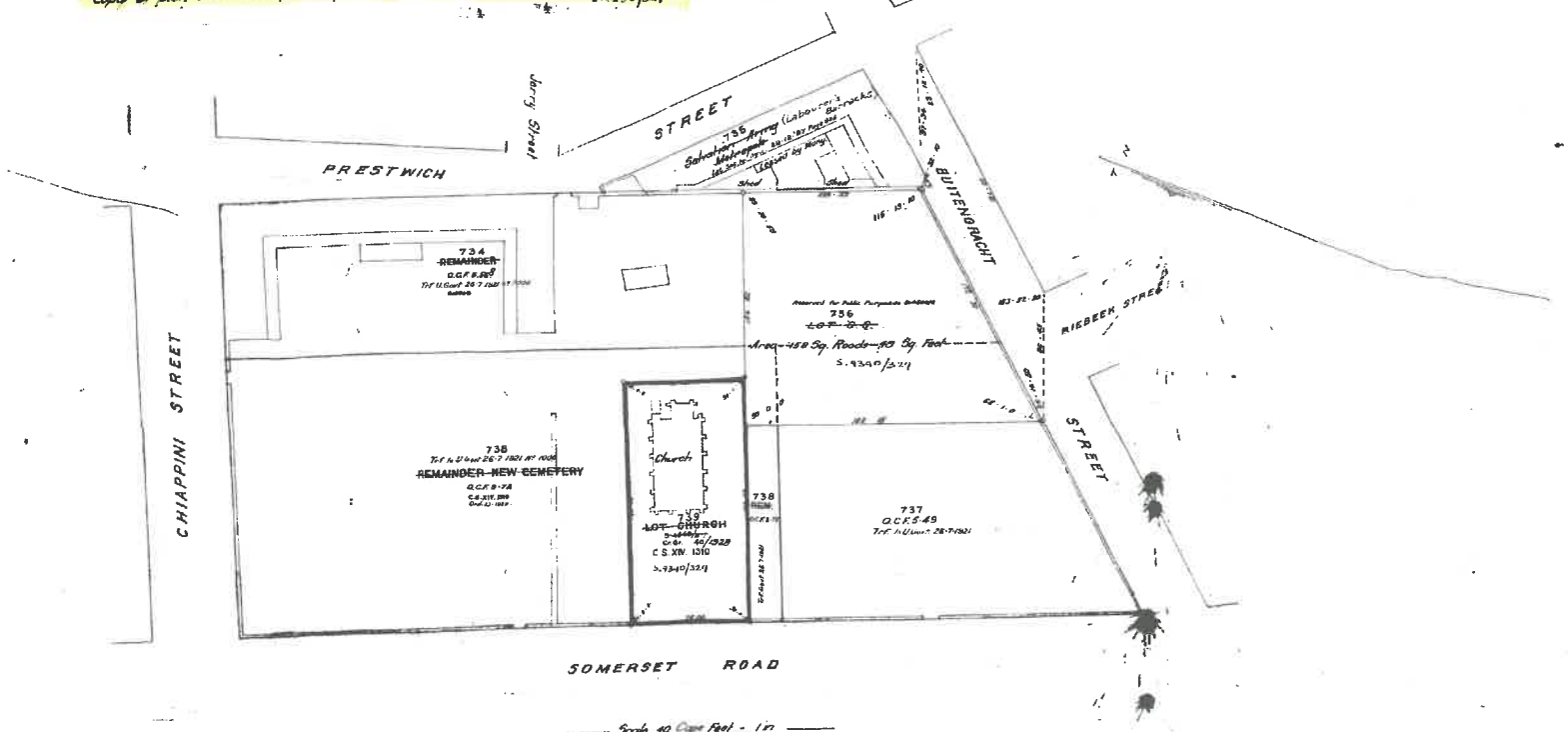
Elevation_DEM_2021B_5m +

5455 **5455** (F) S.G. 4906/1924

Added to this Plan

LOT CHURCH in extent 85 Sq. Rds 96. Sq. Ft. Surveyed by A.J.L. Home 1927. Granted to D.R. Church 11.4.1928. No. 40 S. 9390/329.

Copy of plan submitted by Surveyor Home. Original attached to File ~~6-4568/E~~ S. 9390/329



Scale 40 Cape Feet - 1 in

Plan of certain **GOVERNMENT PROPERTY** in **CAPE TOWN**
Situate as indicated above
July 1924

10 SB

CAPE TOWN ALLOTMENT AREA

Surveyed by me
(Sgd) A. J. L. Home
Govt Land Surveyor.

Numbered under the Provisions of the Deeds Registration Act No. 47 of 1937.
16/9/1953 [signature] MAYOR-CENTRAL.

BH-708/Y224 M. 4337
(Cape Town Sheet 2 I-6 D)

BARCRO NEGATIVE FILED

NOTING

23213

4 AUG 1967
LODGED

8-8-1967

16-8-1967
25-9-1967

26-9-1967 R48000-00

DUTY R325-00
R2-50

Vrugtelt
Vbd Kenoth R1-05

Verband.
Bond.
Vir Kans.
For Case
Vir Ged. Afsnt.
For Pl.
Vir Sessie
For Cession
Vir Afstand
For Waiver
Vir Subst.
For Substn.

23213

1967

Transportakte

(Uit krag van 'n Prokurasie)

TRUTER EN LOMBARD
Prokureurs, ens.
KAAPSTAD

Opgestel deur my:

Transportbesorger.

Hierby word bekendgemaak

DAT JAN DANIEL DE VILLIERS TRUTER
voor my, Registrateur van Aktes, Kaapstad
verskyn het, te Kaapstad hy, die genoemde
Komparant synde behoorlik daartoe gemagtig deur 'n volmag aan
hom verleen deur

121

JOHN HENRY FEBRUARY, in sy hoedanigheid as Scriba
van DIE KERKRAAD VAN DIE NEDERDUITSE GEREFORMEERDE
KERK IN SUID-AFRIKA GEMEENTE ST. STEPHENS; behoorlik
daartoe gemagtig kragtens 'n besluit geneem te Kaapstad
- Gekleurde Groep - op 13 Julie 1967;

gedateer die 25ste dag van Julie 1967
en geteken te Kaapstad.

EN / ....

For Information Only

EN DIE Komparant het verklaar dat die gemelde Kerkraad op 22 Junie 1967 waarlik en wettiglik die hiernagemelde eiendom verkoop het aan die ondergenoemde transportnemer;

NOU DERHALWE die Komparant in sy hoedanigheid voormeld, hiermee in volkome en vrye eiendom sedeer en transporteer aan en ten behoewe van:

DIE MUNISIPALITEIT VAN KAAPSTAD

of hul Gemagtigdes;

WHITE GROUP
BLANKE GROEP

SEKER stuk grond, genoem LOT "CHURCH" geleë in die Stad Kaapstad, Afdeling-Kaap; ~~synde~~ Erf No 739

GROOT: Vyf en tagtig (85) Vierkant Roede;
Ses en negentig (96) vierkant voet;

UITSTREKKENDE soos die Kroongrondbrief nr. 40/1928 gedateer die 11de April 1928, met kaart nr. B.767/1927 daarby aangeheg, uitgereik ten gunste van die Kerkraad van die Nederduitse Gereformeerde Kerk van Kaapstad, en een daaropvolgende Transportakte gemaak ten gunste van Die Kerkraad van die Nederduitse Gereformeerde Kerk in Suid-Afrika Gemeente St. Stephens (Nr. 14545) gedateer 8 September 1952, meer volledig sal aantoon;

ONDERHEWIG aan die volgende voorwaardes bevat in gesegde Kroongrondbrief nr. 40/1928 gedateer 11 April 1928, naamlik :-

I. Die Goewerneur-generaal het te eniger tyd die reg om die genoemde grond geheel of gedeeltelik weer in besit te neem as dit vir publieke doeleindes vereis word, teen betaling, as vergoeding, aan die eienaar van 'n sodanige som geld soos deur die betrokke partye onderling ooreengekom, of, by gebreke van 'n sodanige ooreenkoms, soas deur 'n skeidsregterlike uitspraak vasgestel mag word.

II. Alle / ...

For Information Only

II. Alle regte op goud, silwer en edelgesteentes, te eniger tyd gevind of ontdek op of in die hierby getransporteerde grond, bly voorbehou aan die Kroon, tesame met die reg van toegang na en uitgang van alle myne of werke vir myn- of prospekteerdoeleindes onderneem deur enige persoon of persone deur die Minister gemagtig; maar onderhewig altyd aan die bepalings van enige Wet wat vir die tyd die prospekteer en delwe vir edelgesteentes en minerale reël;

III. Alle regte op minerale, minerale produkte, minerale olieë, en edelgesteentes, edele of onedele metale op of onder die hierby getransporteerde grond word uitdruklik gereserveer vir die Kroon; tesame met die reg van toegang tot alle myne of werke vir myn- of prospekteerdoeleindes onderneem deur enige persoon behoorlik daartoe gemagtig. Die grond is onderhewig aan sodanige verdere regte as wat die publiek of die Regering nou of hierna mag besit, of geregtig is te verkry ingevolge of kragtens enige wet betreffende die prospekteer, grawe en delwe vir, of die ontginning van minerale, minerale produkte, minerale olieë, edelgesteentes, edele of onedele metale op of onder die hierby getransporteerde grond, welke regte nie beskadig of op enige manier deur die grondbrief aangetas sal word nie.

ONDERHEWIG VERDER aan die voorwaardes waarna verwys word in die endossement gedateer 6 Februarie 1953 aangebring op gesegde Transportakte nr. 14545 gedateer 8 September 1952, welke endossement as volg lees :

"Endossement kragtens Artikel 14 van die Wet op Groepsgebiede 1950 (Wet No. 41 van 1950).

Die binnegemelde eiendom is onderworpe aan die volgende voorwaarde opgelê in Permit No. V319/52/101 uitgereik kragtens Artikel 14 van bogemelde Wet, naamlik :-

"Dat die grond slegs aan 'n lid van die blanke groep verkoop mag word."

WESHALWE / .....

For Information Only

INTERDIKTE NAGESIEN
INTERDICTS CHECKED
DATUM
DATE 14/8 27/9

REJECTED—VERWERPE.
NO SIMULTANEOUS LODGMENT
GEEN GELYKTYDIGE INDIENING

WESHALWE DIE Komparant afstand doen van al die regte en titel wat gemelde Kerkraad

voorheen op genoemde eiendom gehad het, en gevolglik ook erken dat hy/sy dit geheel en al van die besit daarvan onthef en nie meer daartoe geregtig is nie, en dat kragtens hierdie akte, bogenoemde

transportnemer

of hu~~Erfgename, Eksekuteurs, Administrateurs of~~ Regverkrygendes tans en voortaan daartoe geregtig is. ooreenkomstig plaaslike gebruik, behoudens die Regte van die Staat ; en ten slotte erken hy dat die hele Koopskat bedraende 'n som van AGT EN VEERTIGDUISEND RAND (R48,000.00) behoorlik betaal of verseker is.

Vrygestel van hereregte kragtens Art. 9(1)b van Wet 40/49.

~~behoorlik betaal~~

TEN BEWYSE waarvan ek, die genoemde Registrateur, tesame met die Komparant, hierdie Akte onderteken en dit met die Ampseël bekragtig het

Aldus gedoen en geteken op die Kantoor van die Registrateur van Aktes, te KAAPSTAD op hede die 4de dag van Oktober in die jaar van ons Heer, Eenduisend Negehonderd en Sewe en Sestig. (1967)

q.q. sy Prinsipaal/ale.

In my teenwoordigheid,

REGISTRATEUR VAN AKTES.

Geregistreer in die Register van Kaapstad.
Boekdeel Sewe Folio 439

Klerk.

NOTES
NOTAS VERVOLG OP AFSONDERLIKE VEL HIERBINNE.

"Weergegee kragtens Kopiereg-Outoriteit No.3186 gedateer 10/7/63 van die Staatsdrukker."

For Information Only

18 -01- 1974

Sertifiseer hiermee dat kwitansieno. 115269
I hereby certify that receipt No.
gedateer 26/6/72 uitgereik is vir
dated has been issued for R 2-50
vir registrasie- en kantoorfoole ontvang.
being registration and office fees received.

11/1/74 Boudet
Datum/Date Handtekening/Signature

Sekretaris van Landboukrediet en Grondbesit
Secretary for Agricultural Credit and Land Tenure

ORIGINAL
OOR PRONKLIKE
STA PED
GESEËL
DUTY
SEELREG R
FEES
FOOI R 2-50
TRANSFER DUTY
REGEREDIE Nyggetee

VIR ENDOSSEMENTE KYK BLADSY
FOR ENDORSEMENTS SEE PAGE 6 ET SEQ.

RW

T 2128 1975

G.D. 020-00349
Wet op die Beskikking oor
Staatsgrond, 1961.
(Verkoop).

REPUBLIEK VAN SUID-AFRIKA

GRONDBRIEF NO.

NADEMAAL kragtens goedkeuring gedateer 1 November 1972, magtiging verleen is vir die uitreiking van n grondbrief aan die

MUNISIPALITEIT VAN DIE STAD KAAPSTAD

ten / ... ...

porteer aan die Republiek van Suid-Afrika kragtens Akte van Transport No. 7006/1921 gedateer 26 Julie 1921.

GROOT eenduisend sewehonderd en agtien (1718) vierkante meter soos voorgestel en omskryf op die hieraangehegte Kaart S.G. No. 4185/71.

A. ONDERWORPE aan die voorwaardes vermeld in Grondbrief gedateer 9 Februarie 1802 (No. 58, Titelaktes, Kaap, Volume 5).

B. VERDER ONDERWORPE aan die voorbehoud ten gunste van die Staat van alle regte op edelgesteentes, edelmetale, onedele minerale en aardolie soos in die mineraalwette omskryf op of onder die eiendom.

II. Erf 9564, gedeelte van Erf 738, Kaapstad, geleë te Kaapstad in die Stad van Kaapstad, administratiewe distrik van Kaap, toegeken aan die "Cape Town Church Council of the D.R. Church" kragtens Grondbrief (No. 72 Titelaktes, Kaap, Volume 3) gedateer 2 Julie 1755 en getransporteer aan die Republiek van Suid-Afrika kragtens Akte van Transport No. 7006/1921 gedateer 26 Julie 1921.

GROOT vierhonderd agt-en-sestig (468) vierkante meter soos voorgestel en omskryf op die hieraangehegte kaart S.G. No. 4184/71.

A. ONDERWORPE aan die voorwaardes vermeld in Grondbrief gedateer 2 Julie 1755 (No. 72, Titelaktes, Kaap, Volume 3).

B. VERDER ONDERWORPE aan die voorbehoud ten gunste van die Staat van alle regte op edelgesteentes, edelmetale, onedele minerale en aardolie soos in die mineraalwette omskryf op of onder die eiendom.

WHITE GROUP
BLANKE GROEP

III. Erf / ... ...

WHITE GROUP
BLANKE GROEP

III. Erf 9563, gedeelte van Erf 738, Kaapstad, geleë te Kaapstad in die Stad van Kaapstad, administratiewe distrik van Kaap, toegeken aan die "Cape Town Church Council of the D.R. Church" kragtens Grondbrief (No. 72 Titelaktes, Kaap, Volume 3) gedateer 2 Julie 1755 en getransporteer aan die Republiek van Suid-Afrika kragtens Akte van Transport No. 7006/1921 gedateer 26 Julie 1921.

GROOT eenduisend negehonderd en twaalf (1912) vierkante meter soos voorgestel en omskryf op die hieraangehegte kaart S.G. No. 4183/71.

A. ONDERWORPE aan die voorwaardes vermeld in Grondbrief gedateer 2 Julie 1755 (No. 72, Titalaktes, Kaap, Volume 3).

B. VERDER ONDERWORPE aan die voorbehoud ten gunste van die Staat van alle regte op edelgesteentes, edelmetale, onedele minerale en aardolie soos in die mineraalwette omskryf op of onder die eiendom.

WHITE GROUP
BLANKE GROEP

IV. Erf 737, Kaapstad, geleë te Kaapstad in die Stad van Kaapstad, administratiewe distrik van Kaap;

GROOT drieduisend driehonderd drie-en-sewentig (3373) vierkante meter.

UITSTREKKENDE soos Grondbrief (No. 49, Titelaktes, Kaap, Volume 5) met kaart daaraan geheg gemaak ten gunste van die "Collegie of Kerkeraaden" op 8 April 1801 en daaropvolgende Akte van Transport No. 7006/1921 gemaak ten gunste van die Republiek van Suid-Afrika op 26 Julie 1921 vollediger sal aantoon.

A. ONDERWORPE aan die voorwaardes vermeld in Grondbrief gedateer 8 April 1801 (No. 49, Titelaktes, Kaap, Volume 5).

B. VERDER / ... ...

B. VERDER ONDERWORPE aan die voorbehoud ten gunste van die Staat van alle regte op edelgesteentes, edelmetale, onedele minerale en aardolie soos in die mineraalwette omskryf op of onder die eiendom.

ALDUS GEDOEN en ONDERTEKEN deur die Administratiewe Beheerbeampte, Departement van Landboukrediet en Grondbesit, Pretoria, op hierdie ..28 ste... dag van ....Desember.... 1973 behoorlik daartoe gemagtig deur die Wet op die Beskikking oor Staatsgrond, 1961.

.....
ADMINISTRATIEWE BEHEERBEAMPTE
DEPARTEMENT VAN LANDBOUKREDIET
EN GRONDBESIT

Volmag No. G.P.A. 366/73
Item (iv)

GEREGISTREER in die erwe Register van Kaapstad ~~erwe~~, gehou te KAAPSTAD.

~~I. BOEK~~ ....Para 1.- FOLIO ..9565.....
~~II. BOEK~~ ....Para 2.- FOLIO ..9564.....
~~III. BOEK~~ ....Para 3.- FOLIO 9563.....
~~IV. BOEK~~ ....Para 4.- FOLIO ....7737.....
op die .....7de..... dag van ....Februarie.....
eenduisend negehonderd ~~vier~~ vyf- en-sewentig (1973).

Klerk
Cvan Rensburg

.....
REGISTRATEUR VAN AKTES
KAAPSTAD

M. du Toit

ten aansien van:

(i) Erf 9565, gedeelte van Erf 734, Kaapstad;
(ii) Erf 9564, gedeelte van Erf 738, Kaapstad;
(iii) Erf 9563, gedeelte van Erf 738, Kaapstad; en
(iv) Erf 737, Kaapstad;

almal geleë te Kaapstad in die stad van Kaapstad, Administratiewe distrik van Kaap, die eiendom van die Republiek van Suid-Afrika kragtens Akte van Transport No. 7006/1921 gedateer 26 Julie 1921, watter eiendom verkoop is aan die genoemde

MUNISIPALITEIT VAN DIE STAD KAAPSTAD

teen n bedrag van tweehonderd ses-en-vyftig duisend eenhonderd een-en-tagtig Rand (R256181,00).

SO GETUIG hierdie Akte dat ingevolge die bepalings van die Wet op die Beskikking oor Staatsgrond 1961, en behoudens die regte van die Staat, die Republiek van Suid-Afrika hierby aan die genoemde

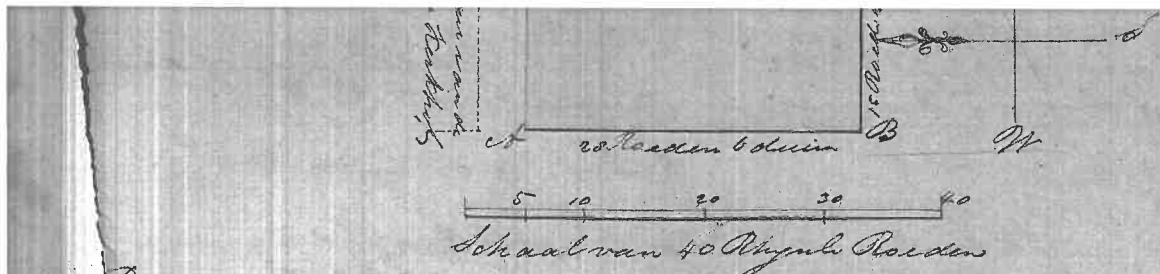
MUNISIPALITEIT VAN DIE STAD KAAPSTAD

die se opvolgers in titel of regverkrygendes, toeken, afstaan en transporteer:

I. Erf 9565, gedeelte van Erf 734, Kaapstad, geleë te Kaapstad in die Stad van Kaapstad, administratiewe distrik van Kaap, toegeken aan die "Collegie of Kerkeraaden" kragtens Grondbrief (No. 58, Titelaktes, Kaap, Volume 5) gedateer 9 Februarie 1802 en getrans-

porteer / ...

WHITE GROUP
BLANKE GROEP



Bovenstaande Figuur A. B. C. D. zynde 't minimum Kerkhof
groot 429 Quad. Roeden/40 do Voeten, en blyft buyten de
oude & nieuwe Kerkhof, alsh hier by A en D een Straat leggen
de meede van 4 Roeden 5 Voet gemeten door my

Sgd/ C D Temple
Gez. Landm.r

ERF 738 CAPE TOWN
at Cape Town

For subdivisions of this ~~diagram see outline~~ Cape S.R. 1370.

For subdivisions vide S.G.O. Copy

Ik de Ondergh. Raad & Fiscaal Ordinaris van
Nederlandsch India, mitsg. Convenieren wegens de Turke
Nederlanden Resorteerende Oost Indische Compagnie aan
Cabo de Goede Hoop & den Ressort van dien Heeremeester
den Raad dezen te weeten

Doe my wel behoofde van de Tegenwoordige
dagen herwaards Onder den Inwoonderen binnen
Capstad ontstaane Sterfte, waar door het by
de Kerk alhier behoorende Kerkhof, reeds soo vol by Een
is geraakt, dat er binnen weinige dagen geen meer
Lyken konnen begraaven worden, aan de Diaconij
deser plaatse, ten haaren verzoeke, vergund, toegestaan
en gegeven hebben, gelijk my dezelve volgens Besluit
deezen 21 Junij 71 dezelvigen toestaan & geeven
by deezen, seker Stuk Lands, om te dienen tot een algemeen
Begraafplaats op de Kerkhof deser Kaapsche Inwoonders
gelegen in deze Tafelbaay aan den Voet van den
Leeuwenbil, groot in sijn geheel 429 quadt Roeden of
1/40 Do Voet. Strekkende Noordelijk tot aan de alhaar
leggende Hoogeaarmde Soldaten Kerkhof, Oostelijk naar
en dit stuk Land leggende Straat of doorgang

mits zy. Nederhand des van Jinte tyde met. Voorkennis
van de Overheid alhier te Vianaderen of te verkopen,
soo als by in der tyd te raade worden zal; blyvende verders
subject al zulke Imposition en Jengting Jeders als by de
Ed. Comp. reeds op Soodanige Eden tyn gestelt; of hiernaa
den Gemeene Beste Zonder. nog jun gestelt worden -

Verleend & gegeven in het Kasteel de Goede hoop
den 8 December 1755

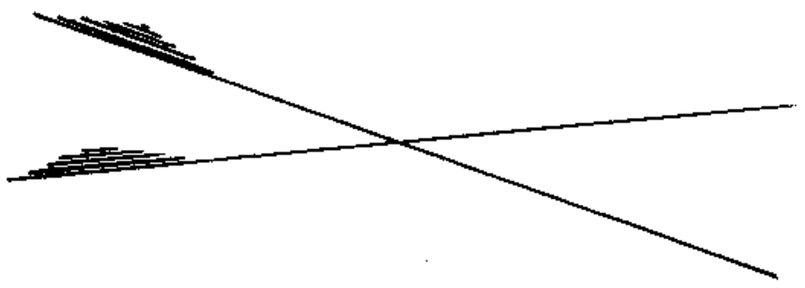
(getekend) A. Tulbagh.

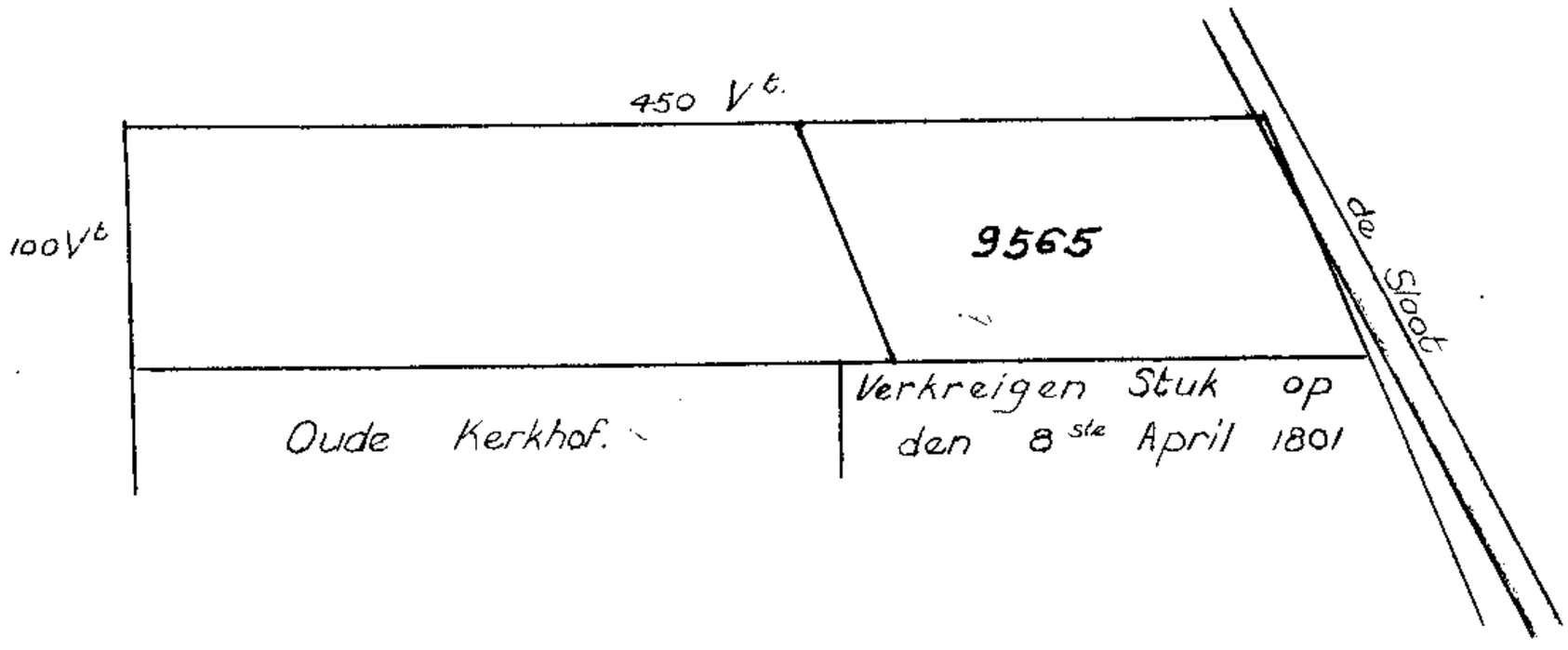
Ter ordonn: van den Ed Heer
Gouverneur & den Raad.

(get) C. A. Bergh
Secr: Secretaris

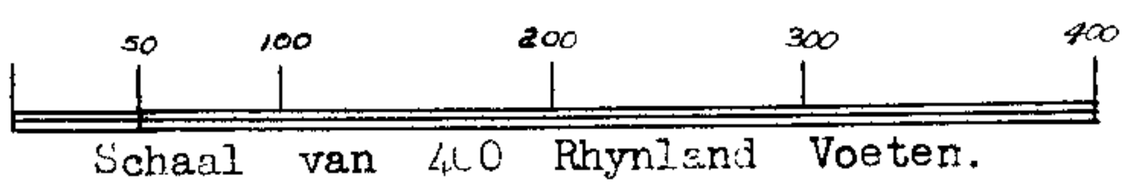
Annexure B: S.G Diagrams

NR. 80/1802.





ERF 734 **KAAPSTAD**
te Kaapstad



Schaal van 400 Rhynland Voeten.

Bovenstaande Figuur is geleegen in deze Tafelvalley ten N. van de oude Werk groot in zynen Grond 327 Quadt. Roeden en 112 do. Voeten alhier in Geele Verwe afgezet.

Gemeeten door my.

(Get.) C. J. Palm.

G. gez. Landm.r

B

M 1593 M 4337

M 4339

M 4338

CHECKED
DATA CHECKED 8-9-60

ERF 734
Komp. I 6D
Verw.

FOR ENDORSEMENTS SEE BACK OF DGM.

Checked by.
Data checked.

FOR LIST OF DEDUCTIONS SEE BACK OF DIAGRAM
VIR AFTREKKINGS SIEN KEERSY.

Afskrif van kaart waarna verwys word
In G/B O.C.F.5-58
gedateer 9.2.1802
nms. Landmeter-Generaal.
2.2.1960

				vKm			
Erf 736		1330/24	Lot G.S.	Withdrawn.			
	E1091/71	4185/71	SL9565		1718	2128/75	EMB

5455

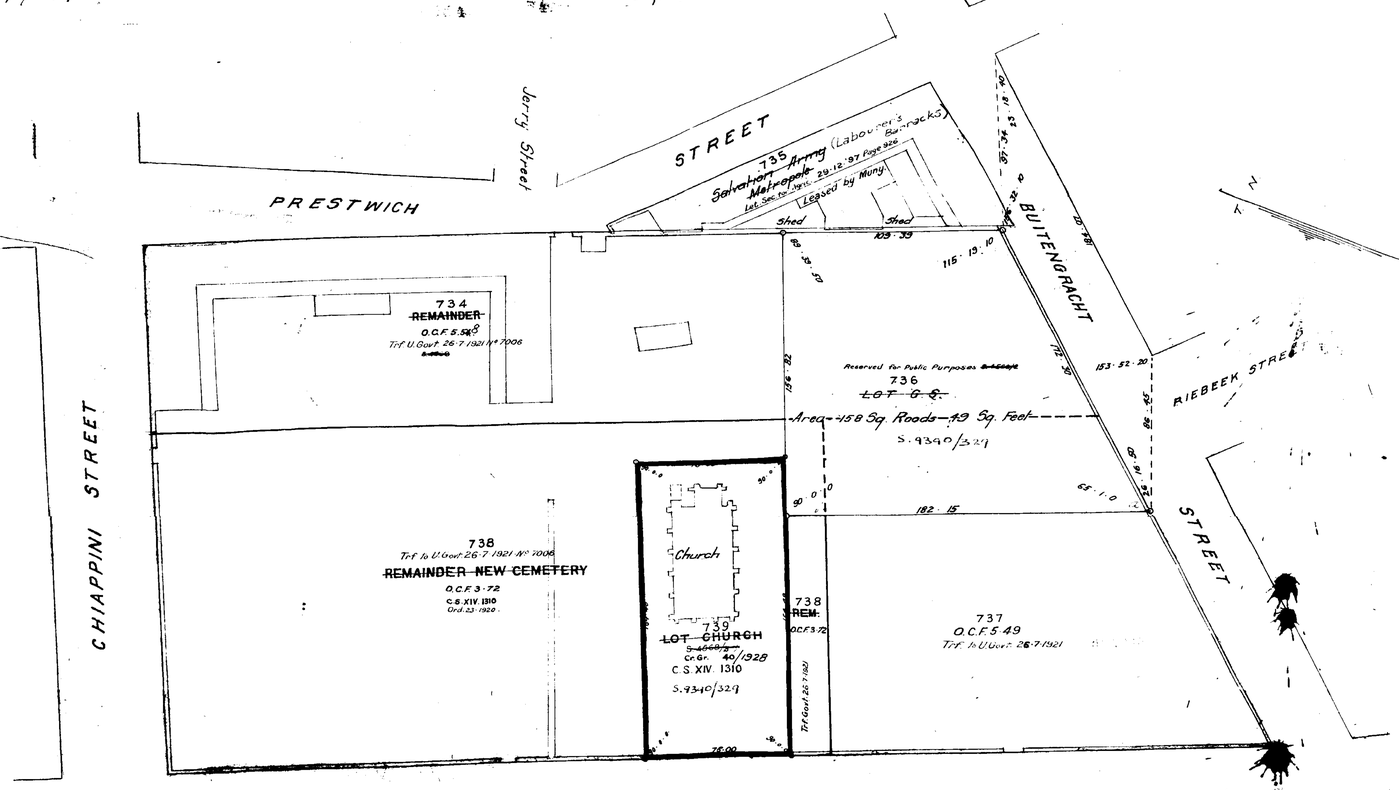
5455 F

S.G. 4906/1924

Added to this Plan

LOT CHURCH in extent 85 Sq Pds 96 Sq Ft. - Surveyed by A.J.L. Home 1927. ~~S.4568/27~~
Granted to D.R. Church. 11-4-1928. No 40 S. ~~4390/23~~ 9390/329.

Copy of plan submitted by Surveyor Home. Original attached to File ~~S.4568/27~~ S.9390/329



Scale 40 Cape Feet - 1 in

Plan of certain **GOVERNMENT PROPERTY** in **CAPE TOWN**
Situate as indicated above
July 1924

CAPE TOWN ALLOTMENT AREA

Surveyed by me
(Sgd) A. J. L. Home
Govt Land Surveyor.

10 SB

Numbered under the Provisions of the Deeds Registries Act No. 47 of 1937.
15/9/1939 REGISTRAR-GENERAL

NOTING

BH-7DB/Y224 M.4337
(Cape Town Sheet 2-60)

BARCRO NEGATIVE FILED 31/7/62

5455

5455 F

S.G. 4906/1924

Added to this Plan

LOT CHURCH in extent 85 Sq Pds 96 Sq Ft. - Surveyed by A.J.L. Home 1927. ~~S.4568/27~~
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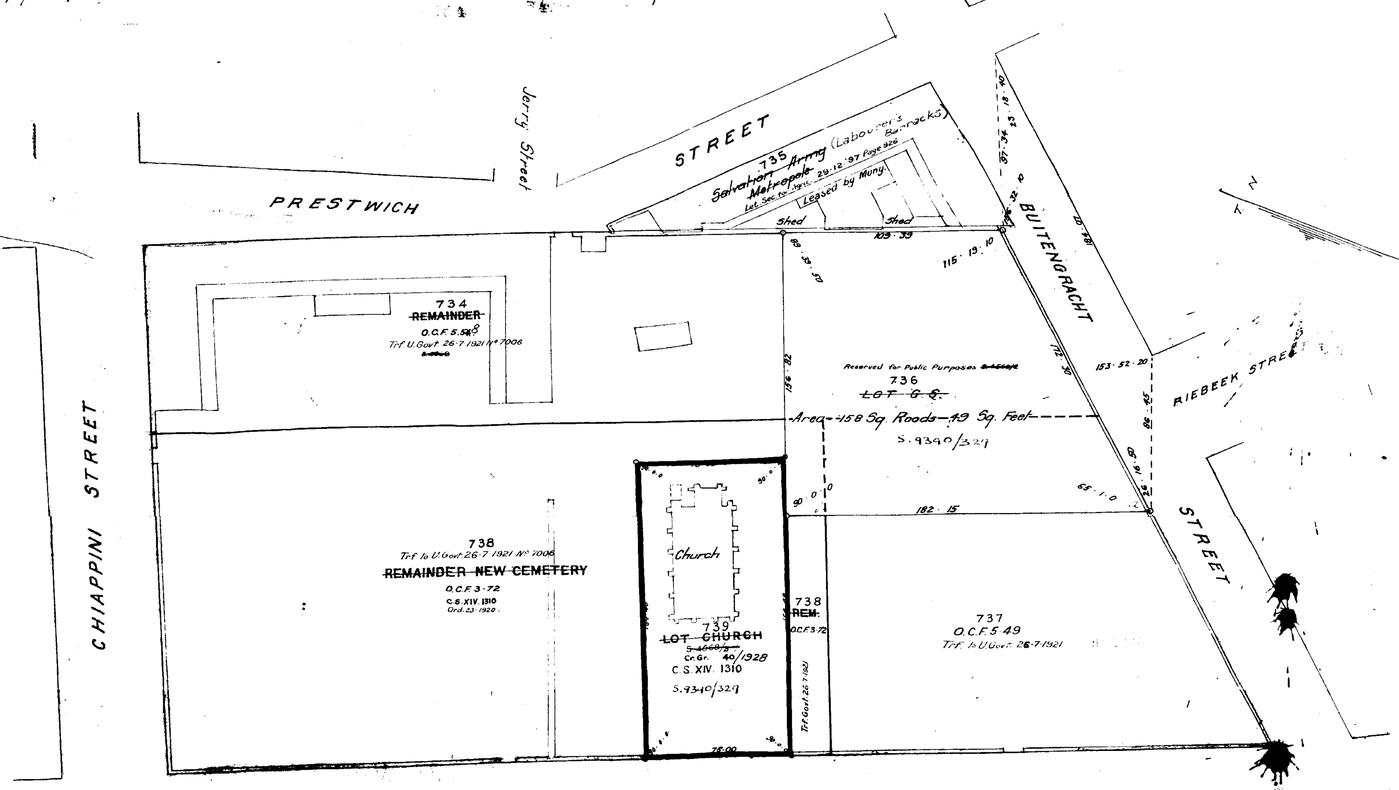

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July 1924

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15/9/1939 REGISTRAR-GENERAL

NOTING

BH-7DB/Y224 M.4337
(Cape Town Sheet 2-60)

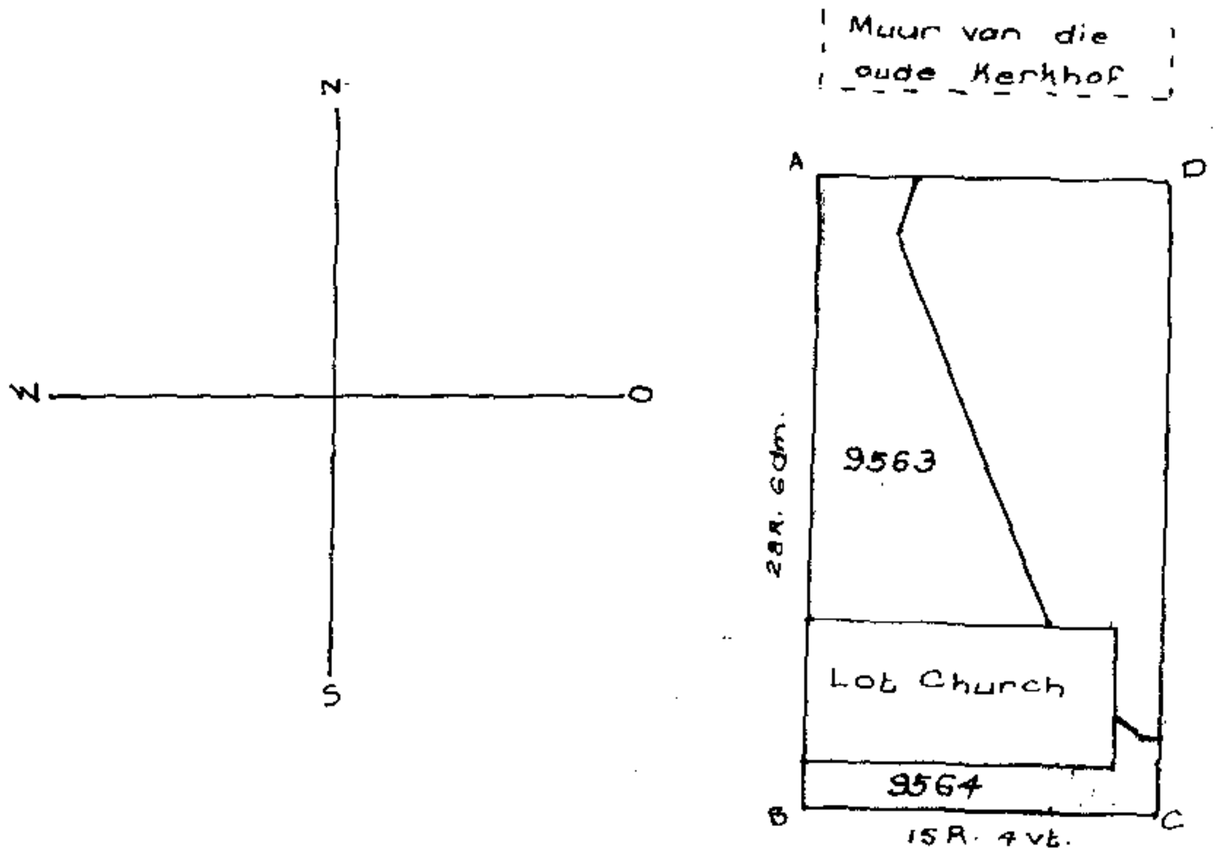
BARCRO NEGATIVE FILED 31/7/62

NO. 17/1755

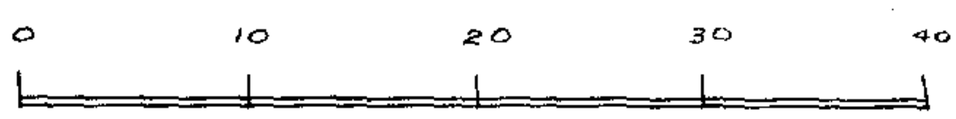
Whole extent transferred to Union Government on the 26.7.1921.

B.1330/1924 ~~Lot GS~~ Erf 736 reserved for Public purposes S.4568/2 Withdrawn

B.767/1927 ~~Lot Church~~ Erf 739 in extent 85 S.R. granted to



ERF 738 CAPE TOWN
at Cape Town



Schaal van Rhynl. Roeden.

Bovenstaande Figuur A.B.C.D. zynde 't nieuwe Kerkhof, groot 429 Quad^{t}. Roeden en 140 Quad^{t}. Voeten, en blyft tusschen de oude & nieuwe Kerkhof als hier by A en D een Straat leggen ter breedte van 4 Roeden, 5 Voet.

Gemeten door my,

(Get) C.D. Wentzel.

Gezw. Landmeter.

B

M 1593

M 4337

Afskrif van kaart waarna verwys word
in G/B Nr. O.C.F.3-72
gedateer 2.7.1755.
nms. Landmeter-Generaal
26.2.1959.

9-9-60

ERF 738
Comp. I-6D
Ref. C

FOR ENDORSEMENTS
SEE [illegible] OF DGM. H.d.K./M.B.

THE FOLLOWING DEDUCTIONS HAVE BEEN MADE FROM THIS DIAGRAM.

Survey Records.	Diag. No.	Subdivision.	Area. sm	Deed.
E1091/71	4184/71	Er 9564	4.68	Cr 2128/75 B116
—"—	4183/71	" 9563	1.912	Cr 2128/75 B116

5455

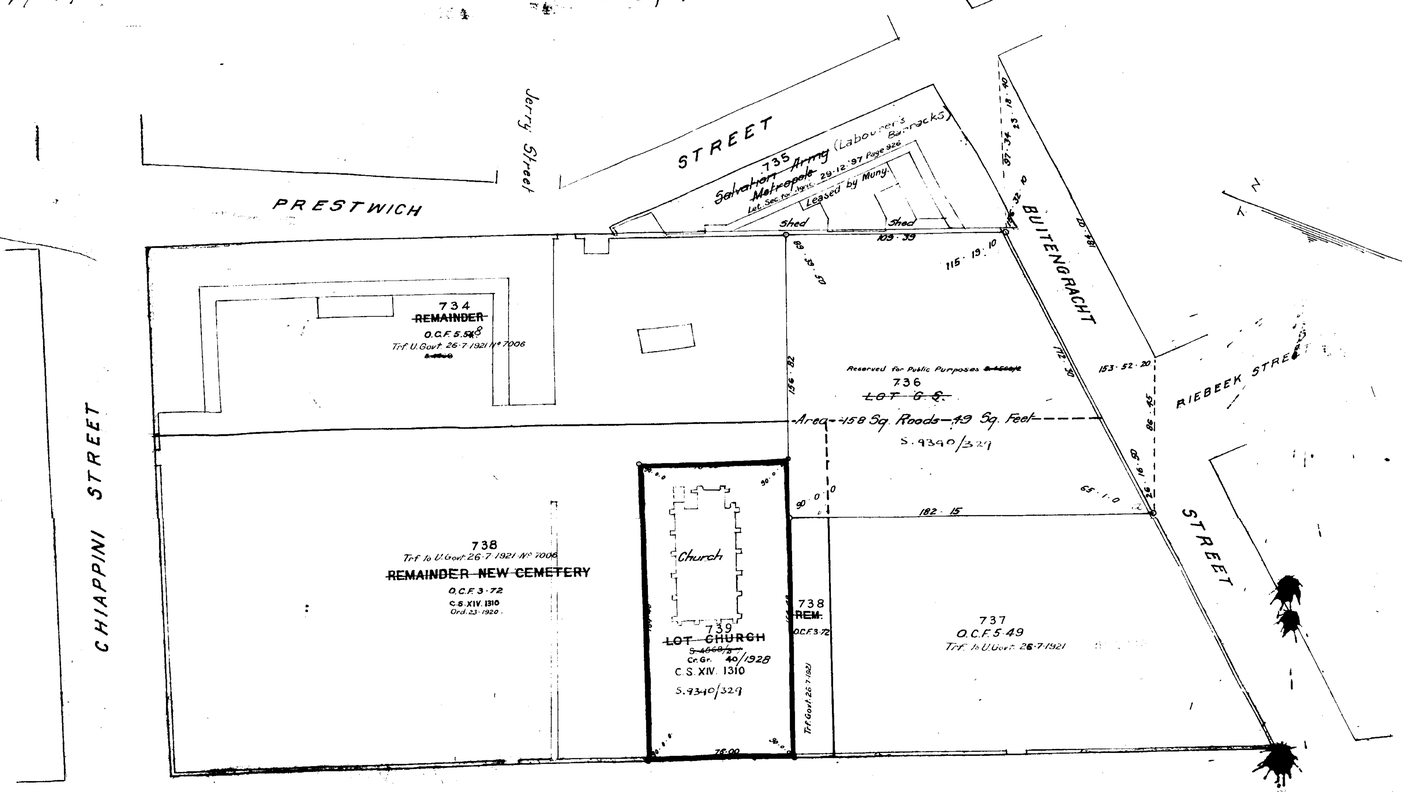
5455 F

S.G. 4906/1924

Added to this Plan

LOT CHURCH in extent 85 Sq Rds 96 Sq Ft. - Surveyed by A.J.L. Home 1927. ~~S.4568/27~~
Granted to D.R. Church. 11-4-1928. No 40 S. ~~9390/329~~.

Copy of plan submitted by Surveyor Home. Original attached to File ~~S.4568/27~~ S.9390/329



Scale 40 Cape Feet - 1 in

Plan of certain **GOVERNMENT PROPERTY** in **CAPE TOWN**
Situate as indicated above
July 1924

10SB

Surveyed by me
(Sgd) A. J. L. Home
Govt Land Surveyor.

CAPE TOWN ALLOTMENT AREA

NOTING

Numbered under the Provisions of the Deeds Registries Act No. 47 of 1937.
15/9/1939 REGISTRAR-GENERAL

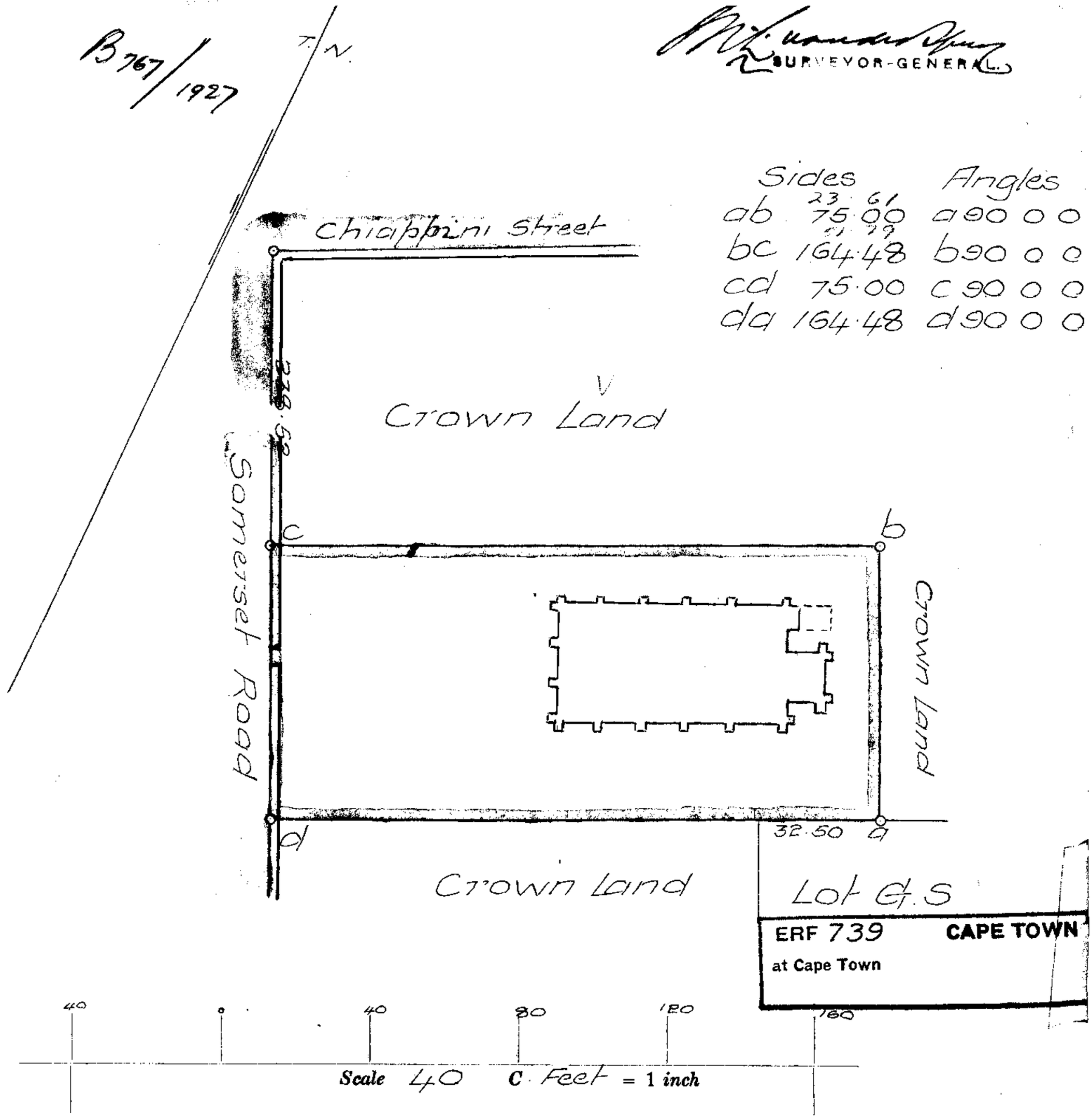
BH-7DB/Y224 M.4337
(Cape Town Sheet 2 I-60)

BARCRO NEGATIVE FILED 31/7/62

B 767/1927

SURVEYOR-GENERAL

Sides		Angles
ab	75.00	a 90 0 0
bc	164.48	b 90 0 0
cd	75.00	c 90 0 0
da	164.48	d 90 0 0



The above Figure, lettered abcd *represents* *Morgen,*
~~3.5~~ ~~0.8~~ *Square Roods,* ~~1665~~ 96 *Square feet of Ground, situated in the City of Cape Town*
Cape *Division, being* Lot "Church"

Bounded as indicated above

This diagram is annexed to the

Title Deed No.....

dated 11-4-1928 in favour of

D.R. Church Cape Town

Surveyed and beaconed by me according to regulations.

M 1593 *Government Surveyor.*

S. 4368/2

ERF 739
Comp. I-60
Ref.

B

S

C

Sept 1927

MASKEW MILLER, LIMITED, STATIONERS, CAPETOWN

PATT. C.

5455

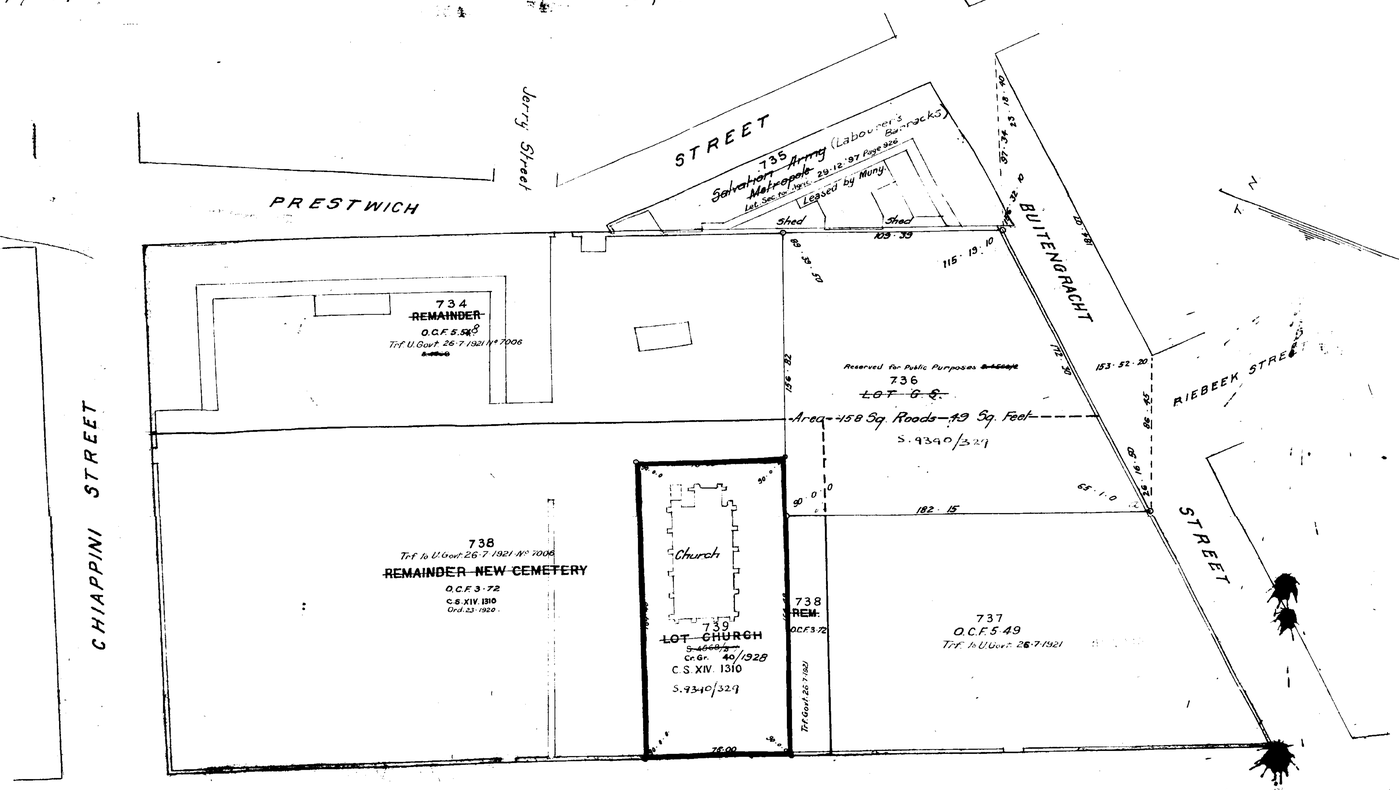
5455 F

S.G. 4906/1924

Added to this Plan

LOT CHURCH in extent 85 Sq Pds 96 Sq Ft. - Surveyed by A.J.L. Home 1927. ~~S.4568/27~~
Granted to D.R. Church. 11-4-1928. No 40 S. ~~4390/23~~ 9390/329.

Copy of plan submitted by Surveyor Home. Original attached to File ~~S.4568/27~~ S.9390/329



Scale 40 Cape Feet - 1 in

Plan of certain **GOVERNMENT PROPERTY** in **CAPE TOWN**
Situate as indicated above
July 1924

CAPE TOWN ALLOTMENT AREA

Surveyed by me
(Sgd) A. J. L. Home
Govt Land Surveyor.

10 SB

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15/9/1939 REGISTRAR-GENERAL

NOTING

BH-7DB/Y224 M.4337
(Cape Town Sheet 2-60)

BARCRO NEGATIVE FILED 31/7/62

HOENSON, MILLS & van NIEKERK
Land Surveyors
Cape Town.

OFFICE COPY

SIDES METRES		ANGLES OF DIRECTIONS		CO-ORDINATES y System L°19° x	
		Constant		+53 000,00	+3 754 000,00
AB	51,76	246.48.50	A	+ 621,50	+ 367,55
BC	7,09	156.49.20	B	+ 573,92	+ 347,17
CD	5,17	270. 0. 0	C	+ 576,71	+ 340,66
DE	2,59	227.45.30	D	+ 571,54	+ 340,66
EF	13,13	337.16.30	E	+ 569,62	+ 338,92
FG	58,88	66.49. 0	F	+ 564,55	+ 351,03
GA	7,22	157. 1.30	G	+ 618,68	+ 374,21
		7 I 6		+ 598,35	+ 448,86
		12 J 6		+ 498,24	+ 339,70

S.G. No.

4184/71

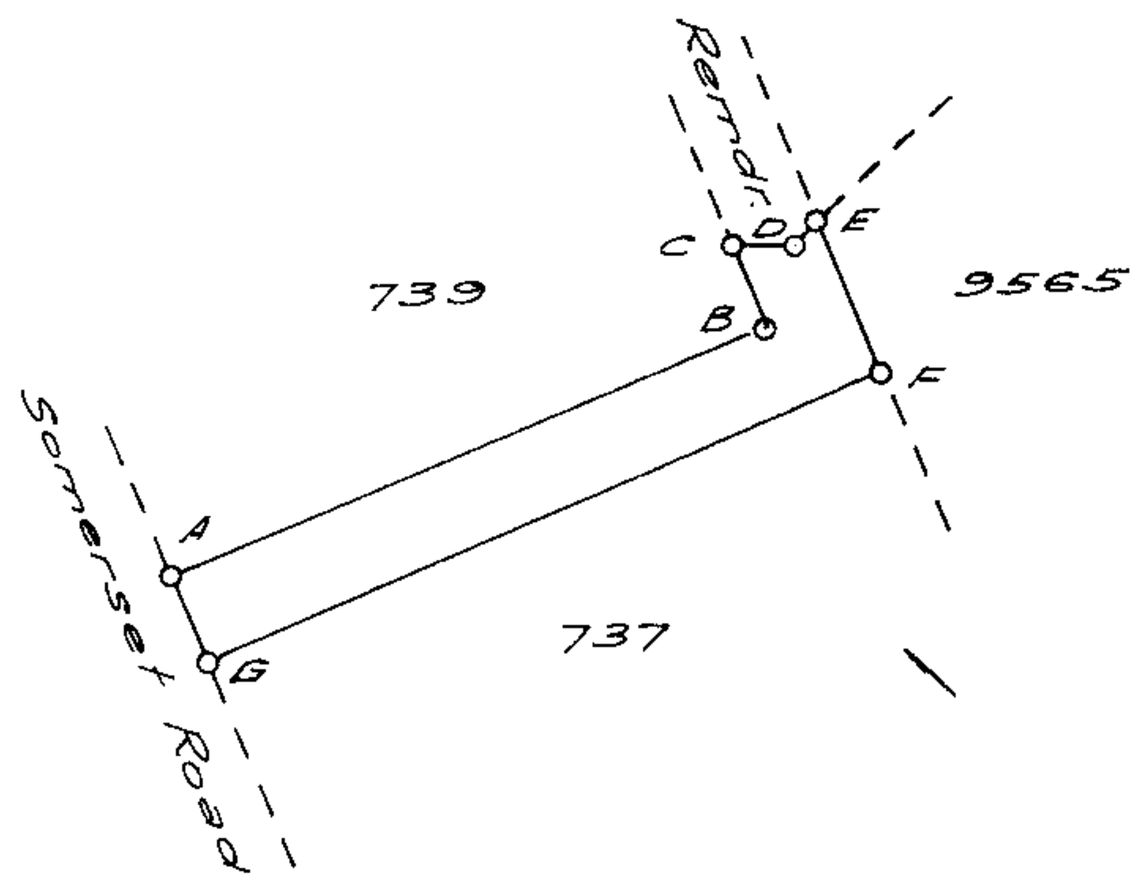
Approved

Surveyor-General.

16.7.71

Beacons.

A. C. E. F. G. Not beaconed.
B. Angle iron corner fence post.
D. 12 mm. peg.



Scale 1: 1000

The figure A. B. C. D. E. F. G.

represents 468 sq. metres of land, being

Erf 9564, portion of Erf 738, Cape Town

situate at Cape Town in the City of Cape Town, Administrative District

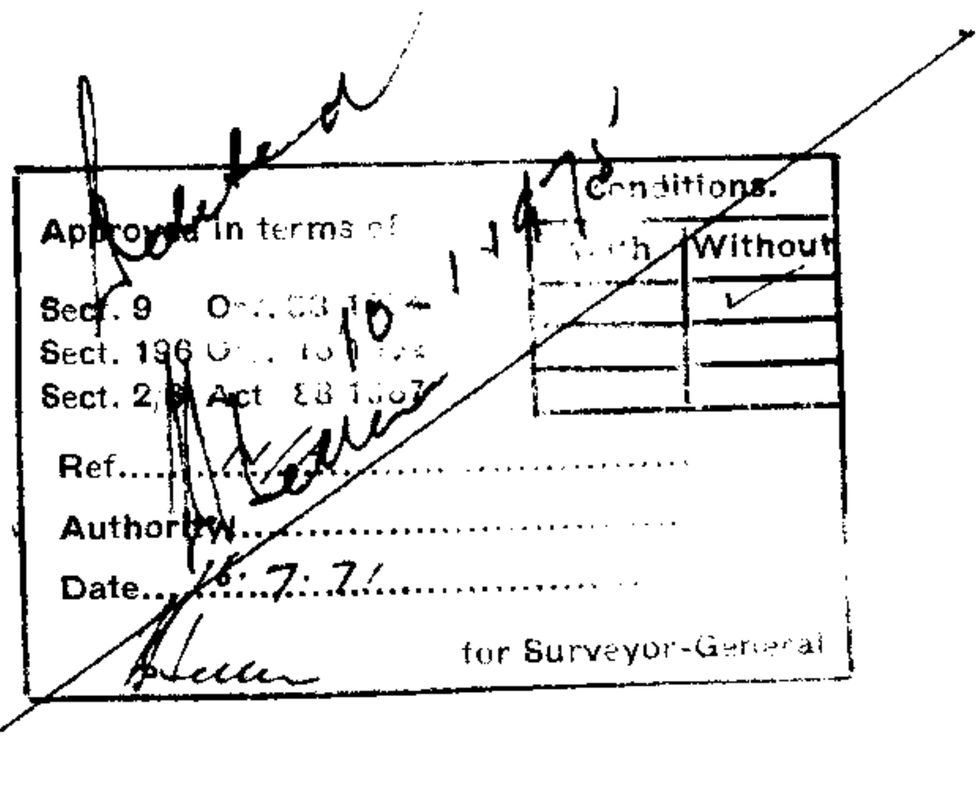
of Cape,

Province of Cape of Good Hope

Surveyed in Sept. 1970 - May 1971, by me

D. Hoenson
Land Surveyor

This diagram is annexed to Grant No. 2128/75 dated i.f.o. Registrar of Deeds.	The original diagram is No. 17/1755 annexed to ~~Transfer~~/Grant No. O. C. Fr. 3. 72. OUR REF.	File No. S/9390/329 S.R. No. E.1091/71 Comp. BH·7DB/Y22 G.P. 10 SB (5455) ARTCRAFT

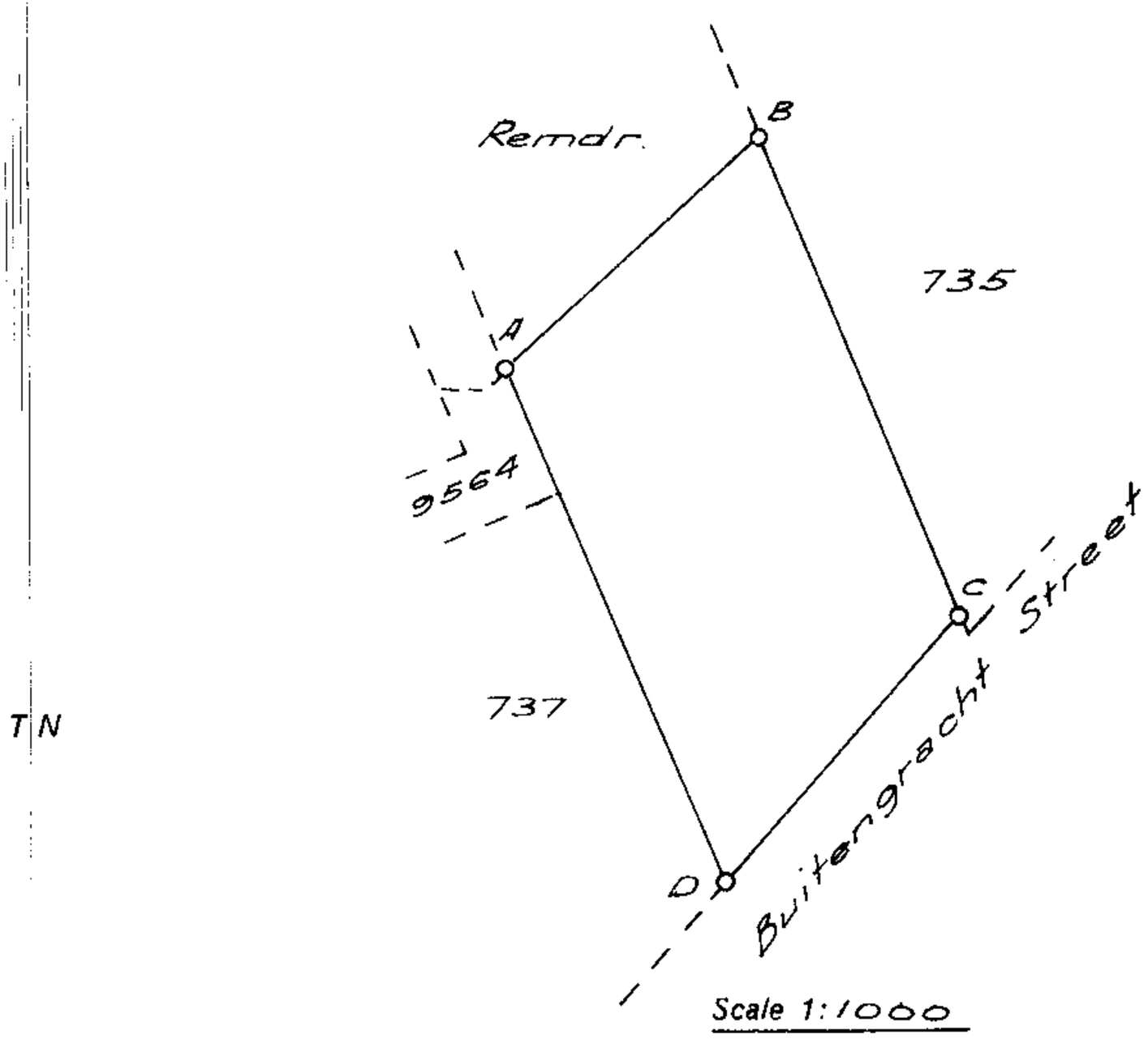

Conditions.
With
Without
Approved in terms of
Sect. 9
Sect. 196
Sect. 2
Act
Ref.
Author
Date
for Surveyor-General

HOENSON, MILLS & van NIEKERK
Land Surveyors
Cape Town.

OFFICE COPY

SIDES METRES		ANGLES OF DIRECTIONS		CO-ORDINATES y System L°19° x		S.G. No.
		Constant		+53 000,00	+3754 000,00	4185/71
AB	34,21	227.45.30	A	+ 569,62	+ 338,92	Approved
BC	51,36	337.16.30	B	+ 544,30	+ 315,92	Surveyor-General.
CD	35,67	41.56. 0	C	+ 524,46	+ 363,29	
DA	55,20	157.16.30	D	+ 548,30	+ 389,83	16. 7. 71
		7 I 6		+ 598,35	+ 448,86	
		12 J 6		+ 498,24	+ 339,70	

Beacons.
A. D. Not beaconed.
B. 12 mm. peg in wall.
C. Wall corner.



Scale 1:1000

The figure A. B. C. D.

represents 1718 sq. metres of land, being

Erf 9565, portion of Erf 734, Cape Town

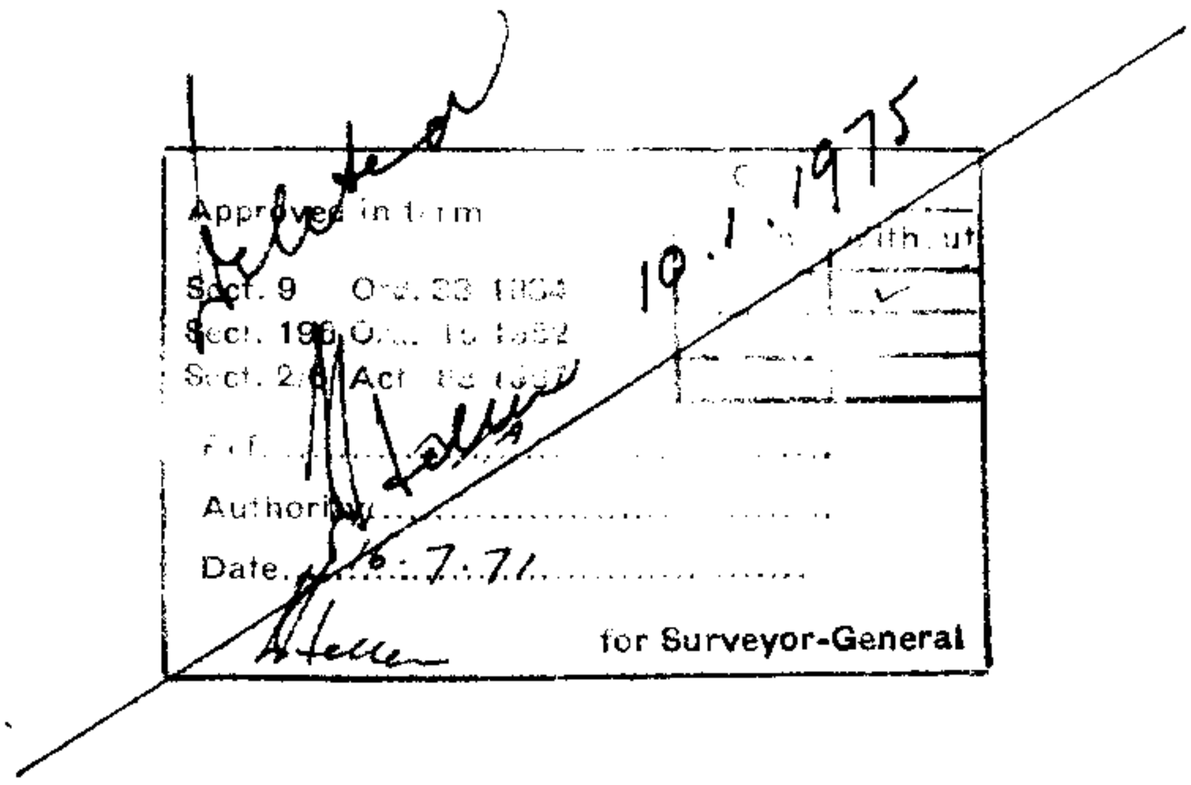
situate at Cape Town in the City of Cape Town, Administrative District

of Cape,

Surveyed in Sept. 1970 - May 1971, by me

Province of Cape of Good Hope
D. Hoenson
Land Surveyor

This diagram is annexed to	The original diagram is	File No. S/9390/329
Grant		S.R. No. E.1091/71
No. 2128/75	No. 80/1802 annexed to	Comp. BH.70B/Y224
dated	~~Transfer~~/Grant	
i.f.o.	No. O.C.Fr. 5.58	G.P. 10 SB (5455)
Registrar of Deeds.	OUR REF.	ARTCRAFT


Approved in terms
Sect. 9 Ord. 33 1954
Sect. 196 Ord. 16 1952
Sect. 2[illegible] Act 16 1933
Ref. [illegible]
Authority [illegible]
Date. 16.7.71
for Surveyor-General
19.1.1975
without

Annexure C: Government Gazette Notice

PROVINCIAL NOTICE

The following Provincial Notice is published for general information.

DR HC MALILA,
DIRECTOR-GENERAL

Provincial Legislature Building,
Wale Street,
Cape Town.

PROVINSIALE KENNISGEWING

Die volgende Provinsiale Kennisgewing word vir algemene inligting gepubliseer.

DR HC MALILA,
DIREKTEUR-GENERAAL

Provinsiale Wetgewer-gebou,
Waalstraat,
Kaapstad.

ISAZISO SEPHONDO

Esi saziso silandelayo sipapashelwe ukunika ulwazi ngokubanzi.

GQIR HC MALILA,
MLAWULI-JIKELELE

ISakhiwo sePhondo,
Wale Street,
eKapa.

PROVINCIAL NOTICE

P.N. 5/2023 **20 January 2023**

CITY OF CAPE TOWN METROPOLITAN MUNICIPALITY

ALTERATION TO ROAD RESERVE BOUNDARIES OF A PORTION OF MAIN ROAD 9 AS WELL AS OF A PORTION OF MAIN ROAD 139, LOWER BUITENGRACHT STREET

Under the provisions of section 5 (2)(3) of the Roads Ordinance, 1976 (Ordinance 19 of 1976), the Western Cape Minister of Infrastructure hereby alters the statutory road reserve boundaries of a portion of Main Road 9 as well as of a portion of Main Road 139 situated within the City of Cape Town Metropolitan Municipal area, and defines the boundaries to be in accordance with the coordinate system shown on plan SS037B, which is filed in the offices of the Deputy Director-General, Roads, 9 Dorp Street, Cape Town and the Municipal Manager, City of Cape Town Metropolitan Municipality, 12 Hertzog Boulevard, Cape Town.

Dated at Cape Town this 23rd day of December 2022.

TERTUIS SIMMERS
WESTERN CAPE PROVINCIAL
MINISTER OF INFRASTRUCTURE

PROVINSIALE KENNISGEWING

P.K. 5/2023 **20 Januarie 2023**

STAD KAAPSTAD METROPOLITAANSE MUNISIPALITEIT

VERANDERING VAN PADRESERWE GRENSE VAN 'N GEDEELTE VAN HOOFPAD 9 SOWEL AS VAN 'N GEDEELTE VAN HOOFPAD 139: LAER BUITENGRACHTSTRAAT

Kragtens die bepalings van artikel 5(2)(3) van die Ordonnansie op Paaie, 1976 (Ordonnansie 19 van 1976), verander die Wes-Kaapse Minister van Infrastruktuur hiermee die wetlike padreserwe grense van 'n gedeelte van Hoofpad 9 sowel as van 'n gedeelte van Hoofpad 139, binne die Stad Kaapstad Metropolitaanse Munisipale area geleë, en omskryf hy dat die grense in ooreenstemming is met die koördinate soos op plan SS037B aangedui, wat in die kantore van die Adjunk-Direkteur-Generaal: Paaie, Dorpstraat 9, Kaapstad en die Munisipale Bestuurder, Stad Kaapstad Metropolitaanse Munisipaliteit, Hertzog-boulevard 12, Kaapstad geliasseer is.

Gedateer te Kaapstad op hede die 23ste dag van December 2022.

TERTUIS SIMMERS
WES-KAAP PROVINSIALE
MINISTER VAN INFRASTRUKTUUR

ISAZISO SEPHONDO

I.S. 5/2023 **20 kweyoMqungu 2023**

UMASIPALA OMBAXA WESIXEKO SASEKAPA

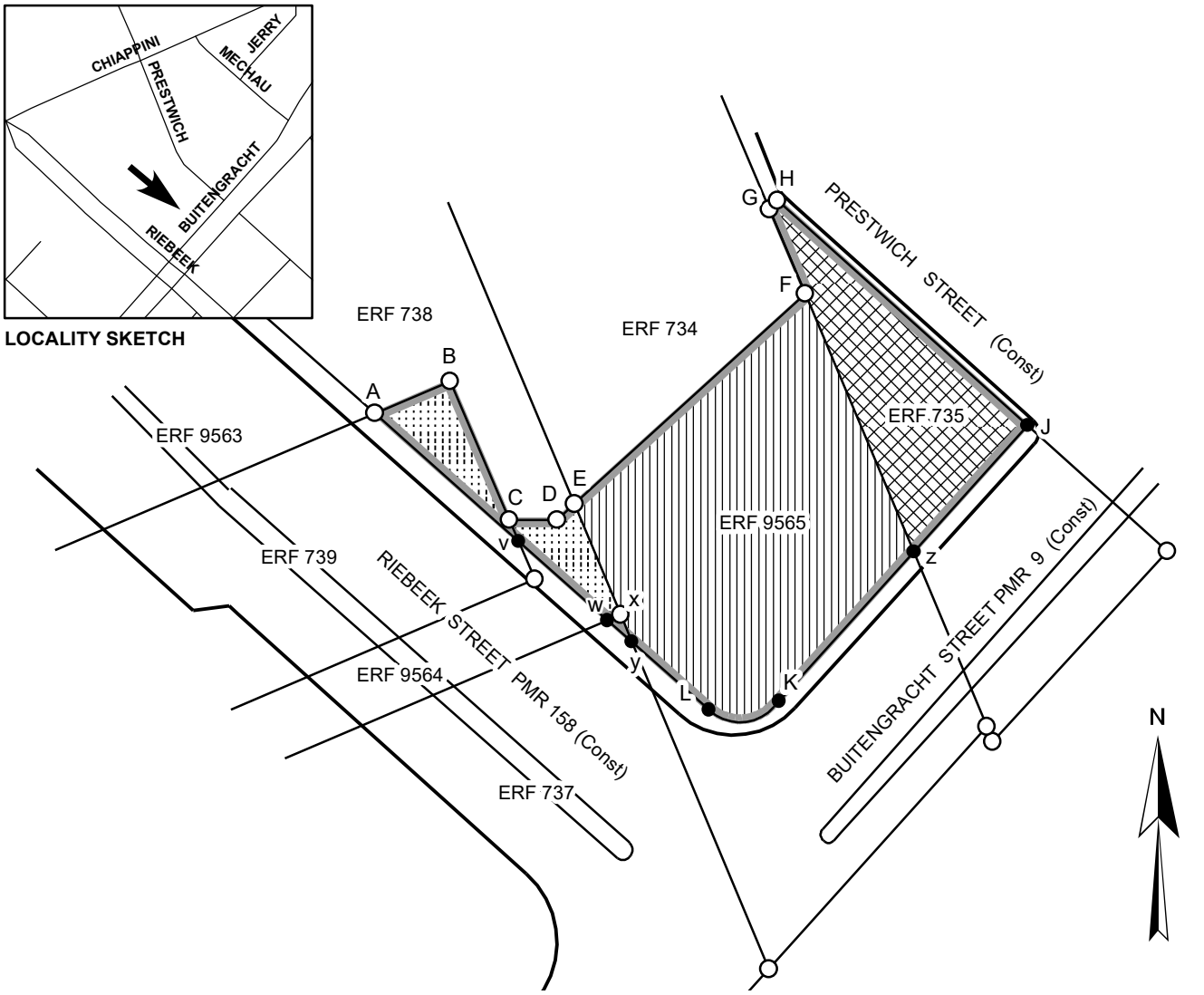
UKULUNGISWA KWEMIDA YOKUGCINA INDLELA YESIGQEBA SENDLELA ENGUNDOQO YE9 KUNYE NENXALENYE YENDLELA ENGUNDOQO YE139, ISITALATO ESIPHANTSI ESIYIBUITENGRACHT

Phantsi kwezibonelelo zecandelo lesi5(2)(3) loMmiselo weeNdlela, ka1976 (uMmiselo we19 ka1976), uMphathiswa weziSekelo ezinguNdoqo weNtshona Koloni uguqula imida esemthethweni yogcino lwendlela yenxalenye yeNdlela eMain 6 ngokunjalo inxalenye yeNdlela enguNdoqo engu139 emi phakathi koMmandla kaMasipala weSixeko saseKapa, kwaye ichaze imida ukuba ihambelane nenkqubo yolungelelwaniso eboniswe kwisicwangciso SS037B, esifakwe kwiiofisi zikaSekela Mlawuli Jikelele, ezeNdlela, iSitalato i9 Dorp , eKapa kunye noMphathi kaMasipala, uMasipala oMbaxa weSixeko saseKapa, e12 Hertzog Boulevard, eKapa.

Ityikitywe eKapa ngomhla 23 kwinyanga kweyoMnga 2022.

UTERTUIS SIMMERS
IPHONDO LENTSHONA KOLONI
UMPHATHISWA WEZISEKELO ZOPHUHLISO

CITY OF CAPE TOWN



SCALE 1:750

DISPOSAL OF CITY LAND - CNR BUITENGRACH AND PRESTWICH STREETS - CAPE TOWN

The figure ABCDEFGHJK curve L shown bordred grey represents City Land, portions of (Erven 739, 9564 and 737 (shown stippled), Erf 9565 (shown hatched) and Erf 735 (shown cross hatched), Cape Town) in extent ±1 495m² available for disposal for construction purposes to

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS

DIMENSIONS IN METRES					TITLE DEED NUMBERS OF CITY OWNED PROPERTY	
ERF 739	ERF 9564	ERF 737	ERF 9565	ERF 735	ERF 739	T23213/1967 registered 04/10/1967
AB ± 9.0 Bv ± 19.1 vA ± 21.1	CD ± 5.2 DE ± 2.6 Ex ± 13.1 xw ± 1.5 wv ± 13.0 vC ± 2.5	wx ± 1.5 xy ± 3.2 yw ± 3.6	EF ± 34.2 Fz ± 30.6 zK ± 22.0 Ly ± 11.3 yE ± 16.4	FG ± 10.1 GH ± 1.3 HJ ± 36.8 Jz ± 18.6 zF ± 30.6	ERF 9564	T2128/1975 registered 07/02/1975
					ERF 737	T2128/1975 registered 07/02/1975
					ERF 9565	T2128/1975 registered 07/02/1975
					ERF 735	Unregistered State Land and vests in the City of Cape Town
= ± 86m²	= ± 61m²	= ± 2.5m²	= ± 980m²	= ± 366m²		

City Land Zoned: Public Road, Public Parking and Mixed use

WARD 115 SUBCOUNCIL 16

REVISION: NEW APPLICATION

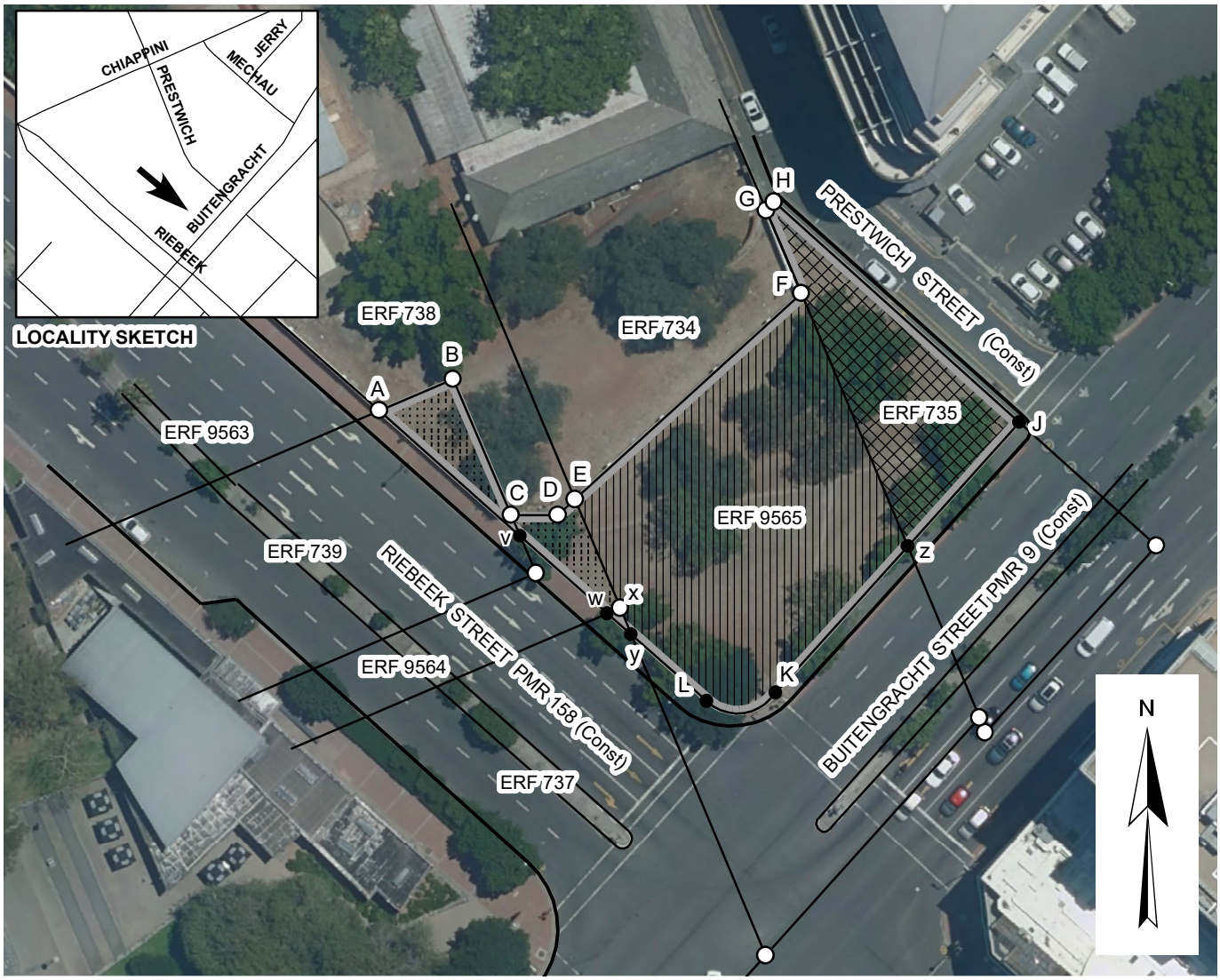
REFER TO	ROLL 7; M1593 LIS KEY: 4373 (ERF 735)
CASE NO.	130009646
PROP REF	LIS KEY: 4373 (ERF 735)
FILE/REC.	14/3/4/3/835/735
MEMO	

PROPERTY HOLDING

SURVEYOR	S NAMFU
GIS OPERATOR	S NAMFU 2022/10/31
CHECKED	

SKETCH - 130009646

CITY OF CAPE TOWN



0 5 10 20 30 40 50 60 70 80 90 100 110 120 Metres

SCALE 1:750

DISPOSAL OF CITY LAND - CNR BUITENGRACH AND PRESTWICH STREETS - CAPE TOWN

The figure ABCDEFGHJK curve L shown bordred grey represents City Land, portions of (Erven 739, 9564 and 737 (shown stippled), Erf 9565 (shown hatched) and Erf 735 (shown cross hatched), Cape Town) in extent ±1 495m² available for disposal for construction purposes to

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS

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ERF 739	ERF 9564	ERF 737	ERF 9565	ERF 735	ERF 739	T23213/1967 registered 04/10/1967
AB ± 9.0 Bv ± 19.1 vA ± 21.1	CD ± 5.2 DE ± 2.6 Ex ± 13.1 xw ± 1.5 wv ± 13.0 vC ± 2.5	wx ± 1.5 xy ± 3.2 yw ± 3.6	EF ± 34.2 Fz ± 30.6 zK ± 22.0 Ly ± 11.3 yE ± 16.4	FG ± 10.1 GH ± 1.3 HJ ± 36.8 Jz ± 18.6 zF ± 30.6	ERF 9564	T2128/1975 registered 07/02/1975
					ERF 737	T2128/1975 registered 07/02/1975
					ERF 9565	T2128/1975 registered 07/02/1975
					ERF 735	Unregistered State Land and vests in the City of Cape Town
= ± 86m²	= ± 61m²	= ± 2.5m²	= ± 980m²	= ± 366m²		

City Land Zoned: Public Road, Public Parking and Mixed use

WARD 115 SUBCOUNCIL 16

REVISION: NEW APPLICATION

REFER TO	ROLL 7; M1593 LIS KEY: 4373 (ERF 735)
CASE NO.	130009646
PROP REF	LIS KEY: 4373 (ERF 735)
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MEMO	

PROPERTY HOLDING

SURVEYOR	S NAMFU
GIS OPERATOR	S NAMFU 2022/10/31
CHECKED	

SKETCH - 130009646

Annexure D: DALRRD Land Claims Confirmation

COMMISSION ON RESTITUTION OF LAND RIGHTS

OFFICE OF THE REGIONAL LAND CLAIMS COMMISSIONER: WESTERN CAPE
1st and 2nd floors, 14 Long Street, Cape Town, 8000 | Private Bag X9163, Cape Town, 8000
Tel: (021) 409 0300 | Fax: (021) 418 0205

Your Ref: Mandlakazi
Ref:12/1/R
Enquiries: Maroeda Johnson

10th May 2023

NM & ASSOCIATES Planners and Designs
Po Box 44386
Claremont
7735

LAND CLAIM ENQUIRIES: REMAINDER OF ERF 734 CAPE, ERF 735 CAPE TOWN, ERF 738 CAPE TOWN, ERF 739 CAPE TOWN, ERF 9564 CAPE TOWN, ERF 9565 CAPE TOWN DIVISION CAPE PROVINCE

Thank you for your letter dated 009th May 2023

We confirm that as at the date of this letter no land claims appear on our database in respect of **REMAINDER OF ERF 734 CAPE, ERF 735 CAPE TOWN, ERF 738 CAPE TOWN, ERF 739 CAPE TOWN, ERF 9564 CAPE TOWN, ERF 9565 CAPE TOWN DIVISION CAPE PROVINCE.** This includes the database for claims lodged 31 December 1998 and those lodge between 1 July 2014 and 28 July 2016. Whilst the Commission takes reasonable care to ensure the accuracy of the information it provides, there are various factors that may be beyond the Commission's control, particularly relating to claims that have lodged but not yet been gazette.

- Some Claimants referred to properties they claim dispossession of rights in land against using historical property descriptions which may not match the current property description; and
- Some Claimants provided the geographic descriptions of the land they claim
- without mentioning the particular properties they claim dispossession of rights in land against.
- The Commission can therefore not accept any liability whatsoever if through the process of further investigation of claims it is found that there is in fact a land claim in respect of the above properties.

If you are aware of any change in the description of the above property after 19 June 1913 kindly supply us with such description as to enable us to do a further search.

Dr Wayne Alexander
Chief Director: Restitution Support: RLCC (Western Cape)

Appendix 1: Topo-Cadastral Survey

PRESTWICH STREET

CHAPPINI STREET

BUITENGRACHT STREET

SOMERSET ROAD

REM 734

REM 738

STATE LAND
ERF 735

9585

9563

739

9564

Name	Y-WGS84	X-WGS84	HEIGHT	DESCR
RM1	53719.77	3754575.50	18.67	Nail in tar
RM2	53631.96	3754520.91	14.68	Nail in tar

Arvind N Bhawan
Professional Land Surveyors
Palace House Room 105
1 Malta Road, Salt River. 7925
Tel: (021) 4477286 : Fax (021) 4481099

Project : DTPW PAVEMENT TECHNOLOGY & SOILS TESTING LABORATORY

Client : NM & ASSOCIATES PLANNERS AND DESIGNERS

Legend :

- Grid Catchpit
- Electric Box (EB)
- Kerb Inlet (KI)
- Electric Pole (ELEC POLE)
- Lamp Pole (LP)
- Telephone Pole (TP)
- Stop Cock (SC)

Scale : 1/200
Date : 03/05/2023
Level Datum : M.S.L
Contour Int.0,50m
Co-ord Sys : WG 19
File Ref : CA23A-E Rev.1

Appendix 2: High Level Building Condition Assessment

Western Cape Government

Department of Infrastructure

PPTL High Level Building Condition Assessment

DI12/8/1/P2/6

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3. CONCLUSIONS 28

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This report was compiled by NM & Associates Planners and Designers on behalf of the Western Cape Government: Department of Infrastructure with the assistance of the following professional consultants:

Archaeo Adventures t/a Sarah Winter Heritage Consultant

Arvind N Bhawan Professional Land Surveyors

C&A Friedlander Attorneys

E2C – Electrical Engineers

Infinity Environmental

Innovative Transport Solutions (Pty) Ltd – Transportation Engineering

Nadeson Consulting Services – Civil Engineering

OvP Associates cc Landscape Architects

Talani Quantity Surveyors

1. INTRODUCTION

1.1. Background

NM & Associates Planners and Designers along with an inter-disciplinary Team of supporting professionals were appointed by the Western Cape Government: Department of Infrastructure for the enablement of Erven 734 and RE 738 Cape Town and a Portion of Buitengracht, Riebeek and Somerset Street Road Reserve namely Erven 735, 739, 9564 and 9565. Refer to Insert 1: Project Site. The road reserve portions are in the process of being transferred to the Western Cape Government so that the properties can be developed together as a single consolidated site. There are existing buildings and structures on Erven 734 and RE 738 Cape Town, being used as the Provincial Pavement Testing Laboratory (PPTL) or Soils Lab as it is commonly referred to.

The purpose of this report is to provide a high level building condition assessment of the existing structures to support the Contextual Analyses of the project site. The existing condition of services infrastructure, vegetation and existing trees and structural condition/bearing capacities of existing structures are excluded from the high level assessment. In parallel to this report, the Heritage Consultant will be undertaking a heritage investigation as to the heritage significance of the site and structures upon it, leading up to recommendations for heritage-related design indicators and which buildings, structures and site features should be retained, if any.

FIGURE 1: PPTL SITE DESCRIPTION

Legend

- Erf
- Subject Erven
- The site

0 0.01 0.02 0.04 km

Map Center: Lon: 18°25'11.9"E
Lat: 33°55'1.4"S

Scale: 1:1 000

Date created: March 17, 2023

Western Cape Government
Agriculture
FOR YOU

Insert 1: Project Site

1.2. Existing buildings and structures on the site

The PPTL site comprises a number of buildings within a walled precinct with its main entrance for vehicles and pedestrians off Chiappini Street, and a secondary vehicular entrance off Somerset Road. The site is dominated by the Main Soils Lab Building, a large E-shaped single storey building to the north-west of the site, a number of prefabricated buildings to the north-east of the site and an open treed space to the southeast of the buildings.

The existing buildings and structures are indicated in Insert 2, as follows:

- Main Soil Lab Building (A)
- Utility building (B)
- Prefabricated building 1(P1)
- Prefabricated building 2 (P2)
- Prefabricated building 3 (P3)
- Prefabricated building 4 (P4)
- Perimeter wall to Somerset Road (W1)
- Perimeter wall to Chiappini Street (W2)
- Perimeter wall to Prestwich Street (W3)
- Perimeter wall to Buitengracht Street (W4)

Insert 2: Existing buildings on Erven 734 and RE 738 Cape Town

2. BUILDING CONDITION ASSESSMENT

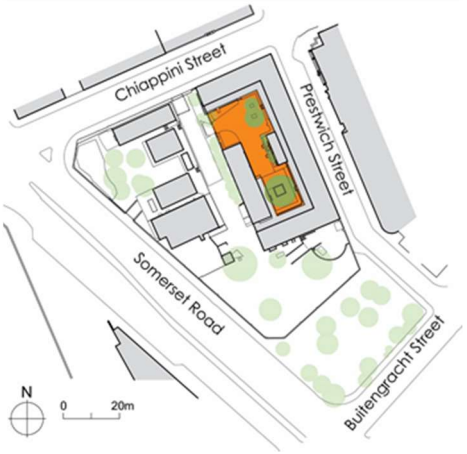
2.1 Main Soils Lab Building (A)

The Main Soils Lab building comprises a large single storey E-shaped building with a hipped roof and a basement level that follows the E-shape. The building is built right up to the street boundary on the Chiappini and Prestwich Street sides, and have a verandah-covered stoep facing onto an internal courtyard. The original E-shaped building dates from c1921, and have undergone alterations and additions over the years, notably the division of internal spaces, wall enclosures to the southwest of the courtyard, and an additional wing to the south-west of the courtyard. The original building entrance was through an arched entryway at the corner of Chiappini and Prestwich Streets, but presently the building is accessed through a gate to the north-west of the courtyard. The basement entrance is at the south-east corner of the building. There is no vertical movement route (for example a staircase) that connects the ground floor and basement level of the building.

2.1.1. Courtyard

The courtyard is a narrow space with an irregularly shaped tarred surface with a planted border with a few trees. The utility block mid-way along the Soils Lab Building's verandah divides the courtyard in two, in a north-western space and south-eastern space. The north-western space is mostly hard landscaped and is use for parking. This section of the courtyard is enclosed by a tall facebrick wall, with a vehicular gate. The south eastern third of the courtyard is dominated by a very tall, old Plane tree with a raised planter surround, and is uses as a break-way space. Refer to Table 1 for the condition assessment of the courtyard.

Table 1: Courtyard Condition Assessment

Reference Plan		Photos	
		 South-east of courtyard	 North-east of courtyard
		 Tall Plane tree	 Garage and entrance gate

Element	Material	Condition	Comment
Hard landscaping finishes	Northwest of the courtyard has a tarmac finish, with planters to the edges. The southeast of the courtyard has a mix of irregular pre-cast concrete pavers, stones in concrete and brick paving.	The tarmac is in a far condition. The southeast courtyard's finishes is irregular and uneven, which could be due to tree roots lifting the paving.	It is proposed that the southeast courtyard be soft-landscaped instead of hard-landscaped, as this would deal better with the existing tree's roots.
Walls	A tall facebrick wall encloses the courtyard to the northwest, as well as closing off the end of the Soils Lab Building's verandah.	The wall is in a fair condition, although the facebrick finish is uneven.	It is proposed that the wall is demolished to open up the Soils Lab Building's courtyard to the western section of the PPTL site.
Gates	Vehicular and pedestrian access occur though a double leaf timber gate.	The timber gate is in poor condition.	It is proposed that the gate is demolished to open up the Soils Lab Building's courtyard to the western section of the PPTL site.
Soft landscaping	There are a number of trees in the tree planters and within the tarmac parking area, with precast kerb surrounds. A large Plane tree predominates the south-eastern courtyard.	The Landscape Architect will assess the condition of the trees and recommend which trees are worth retaining. It is noted that the tall Plane tree is covered in ivy. The timber seat to the Plane Tree surround is in poor condition and needs replacement. The existing tree surround are very close to the tree trunks, and may require to be enlarged.	The existing trees contribute to the character of the courtyard, and may be worth retaining, especially the tall Plane tree.

2.1.2. Ground Floor Level

The ground floor level of the Main Soils Lab Building comprises of a series of cellular spaces, one room (±7 meter) deep, arranged in a U-shape around the south-western courtyard, and accessed via external doors off the veranda (±2,5 meter wide). The internal spaces have generic quality as the room sizes and finishes are repetitive – typically two to three structural modules wide. The use of the space is divided as follows: office functions in the northwest/ Chiappini leg of the E-shape, a mix of laboratory, storage and office spaces along the Prestwich leg of the E-shape and the laboratories with the more sophisticated technical fit-outs (with higher electrical, wet services and extraction demands) located along the south-east leg of the building. Originally two wet cores with toilets and showers were located on the northern and south-eastern corners of the building, with a Utility Block, comprising restrooms and a small kitchen, positioned centrally along the length of the verandah. The northern ablution area is now used as an equipment storeroom, while to other wet cores are used as Male Ablutions (southwest corner) and Female Cloakroom and kitchen (central Utility Block), respectively.

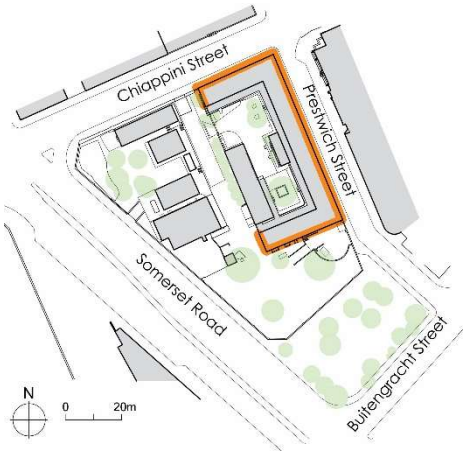
There is only one external door towards the street, in the north corner of the building. This leads to a flight of stairs down to the arched entryway off Chiappini Street. There is no direct vertical circulation between the ground floor and basement level.

The building had been extended by the addition of a Lecture Room and garage to the south west of the courtyard, with the building positioned parallel to Prestwich Street. This extension appears to have been added onto an earlier high wall built to enclose the courtyard. During the site visit of 28 March 2023, construction work was taking place at the garage, creating a room or store to its north-western end.

Refer to the following tables:

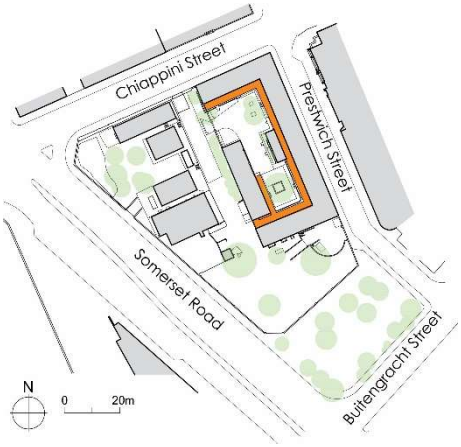
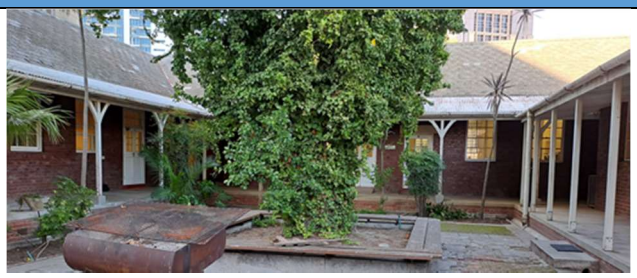
- Table 2 assesses the condition of the external (southeast and street-facing) facades of the Main Soils Lab Building.
- Table 3 assessed the condition of the internal, verandah-facing facades of the building and the verandah itself.
- Table 4 assesses the condition of the internal spaces of the Main Soils Lab ground floor level.
- Table 5 assesses the Lecture Room Extension, to the southwest of the courtyard.

Table 2: External Envelope Condition Assessment: Main Soils Lab Building

Reference Plan		Photos	
		 Chappini Street facade South east facade	 Chiappini Street facade Prestwich Facade
Element	**Material**	**Condition**	**Comment**
Roofing	Hipped pitched roof, timber trusses, slate roof tile finish	The roof covering is in a fair condition, showing minor pathing/tile replacement.	
Eaves and rainwatergoods	Painted fibre-cement half round gutters, eaves board and round rainwater downpipes. Fibre cement board and timber eave soffit above exposed rafter ends. Niche detail to bottom sections of downpipes on Chiappini and Prestwich Streets.	The eaves are in a fair condition, although they need repainting. Plants are growing out of the gutters, and must be removed. The rainwater downpipes to the street facades are in a fair functional condition. The rainwater downpipes to the south east façade have dislodged from the spigots and require repairs.	The gutters and rainwater goods require regular maintenance. Repairs are required to the southwestern façade's rainwater goods. The fibre-cement goods may contain asbestos, therefore total replacement is recommended should the building be refurbished.
External walls and finishes	Red facebrick to ground floor level perimeter walls, with smooth plastered masonry walls above. Red facebrick surround to the arched entryway on Chiappini Street. Plastered window sills to ground floor level; painted bullnose brick sills to basement level.	The facebrick plinth is in a fair condition. The painted finish to the walls is peeling and flaking off, and have soot accumulation at eaves level. There appears to be a leak and/or water damage to the external corner of the south eastern ablutions, which have caused some cracking and plaster damage.	The water damage visible to the southeast corner of the building must be repaired. The external painted wall finishes require repainting.
Services	Painted cast iron and copper wet services pipes have been surface mounted to the southeast and northeast (Prestwich facades). Electrical cabling, Split A/C units and extractors are mounted to the southeast and southwest facades of the Soils Lab building.	The surface mount services (especially the long horizontal runs of water and waste pipes) are unsightly and visually distracts form the building's facades, especially the public street interfaces. The cast iron pipes are corroding and leaking, causing localised water damage.	In the short term, leaking wet service pipes must be repaired to minimise further damage to the external walls. In the medium to long term, a phased replacement of externalised cast iron and copper piping must be considered. In the long term, should the building be refurbished, services reticulation must be

			rationalised to be neat and to avoid surface mounting of services to the building's street facades.
Fenestration	Painted steel pivot windows with centre horizontal pivot section to the south east, Prestwich and Chiappini elevations. The ablution areas have halfround high level windows to the southeast and Chiappini elevations. The basement windows are timber framed with a mix of steel mesh and glazing infill, with painted steel burglar bars externally.	The steel framed windows are showing some rust and need repainting, but are in a generally good condition. The timber windows to the basement are in a poor condition and are not functional for light or ventilation (see Basement assessment)	The fair condition of the steel windows makes refurbishment an option over replacement of these windows. It is recommended that the basement windows be replaced.
Doors and gates	A solid panel steel gate with burglar bars above secure the arched entrance off Chiappini Street. The gate has a latch lock/door knob, and slot for letters, with a post box on the inside face of the door. At the top of the stairs is a painted timber door frame, with a fixed skylight. The door panel has been removed.	The gate has flaking paint and is showing signs of rust.	This entrance is no longer used as the primary entrance to the Labs.

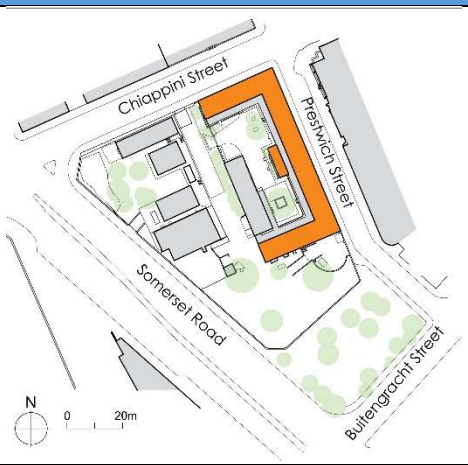
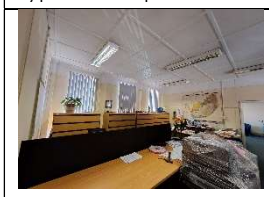
Table 3. Veranda condition assessment: Main Soils Lab Building

<table>
<tr><th colspan="2">Reference Plan</th><th colspan="2">Photos</th></tr>
<tr><td colspan="2"> 
</td><td colspan="2"> 
View of the verandah from the courtyard
Building exterior to the verandah side
Vernadah construction</td></tr>
<tr><th>Element</th><th>Material</th><th>Condition</th><th>Comment</th></tr>
<tr><td>Roofing</td><td>Painted (top and underside) Victorian profile corrugated iron sheeting on sealed timber purlins, on sealed timber rafters, resting on painted timber eaves beams and posts with V-shape detail to the top. Base of the post fixed with a steel bracket on a raised concrete block. The roof to the Southwest Extension is of similar, newer construction, without the raised concrete block or embellishment of the timber posts. The roof overhang here is smaller. The roofsheeting is tucked under the edge of the last row of roof tiles of the main roof.</td><td>The veranda roofs and supports are in a fair condition, needing refinishing, as peeling paint and some corrosion was observed.
No noticeable warping or sagging of timber members was observed, possibly due to the chunky sizes of the timber section.
Some of the posts to the older section of the verandah has some water damage but not so far gone as to comprise the posts yet.</td><td>The verandah roofing needs ongoing maintenance, and the post bases must be monitored for water damage and rot.</td></tr>
<tr><td>Eaves and rainwatergoods</td><td>Painted fibre-cement half round gutters and round rainwater downpipes. Rainwater is disposed in a half round p.c. channel lining the perimeter of the stoep.</td><td>The rainwater downpipes to the street facades are in a fair, functional condition.</td><td>The gutters and rainwater goods require regular maintenance and cleaning.

The fibre-cement goods are lileky to contain asbestos, therefore total replacement is recommended should the building be refurbished.</td></tr>
<tr><td>Stoep</td><td>The stoep is ±500mm above the finished level of the courtyard, and ±170-200mm below the FFL.</td><td>The grano is generally in good condition. Some of the high traffic areas near steps etc, are showing pock marks. Two areas specifically, show damage</td><td>The grano finish requires repairs where it is severely pocked.</td></tr>
</table>

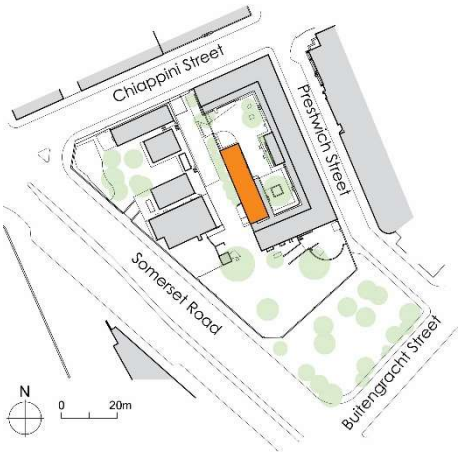
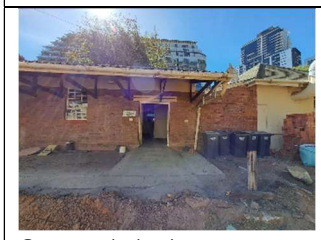
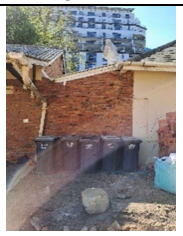
	The stoep has a grano finish cast in panels, with a facebrick base.	and previous patching coming loose, namely around the central utility block and the southwest corner of the building, where the finish has been ramped up.	
External walls and finishes	The verandah-facing external walls as wells as all the external walls of the central Utilliy Block are red facebrick, with painted/plastered concrete lintels over window and door openings.	The external walls are in a good condition.	Refinishing and maintenance required, but no urgent remedial work needed.
Fenestration	The verandah-facing windows are painted timber-framed sliding windows, with some windows altered to have fixed panes.	The windows appear to be in a fair condition.	Refinishing and maintenance required, but no urgent remedial work needed.
Doors and gates	The doors are painted timber framed single or double doors, with outward-opening painted timber panelled door leaves, typically with a fixed fanlight above.	The doors are in a fair, functional condition.	Refinishing and maintenance required, but no urgent remedial work needed.

Table 4: Interior Condition Assessment: Main Soils Lab Building

Reference Plan		Photos	
		 Typical lab space	 Lab space: south-east wing
		 Typical office space	 Male Ablutions
Element	**Material**	**Condition**	**Comment**
Ceilings and cornices	The ceilings are painted panelled plaster board with coved cornices around the original room perimeter. There floor to ceiling height is approximately 3 meters.	Some sagging, discoloration and dislodged panels were observed, especially in the ablutions and more technical labs. In Room 9, the Canteen, there is a leak/ water damage visible on the wall to the verandah side.	In the short term, the source of leak in the Canteen must be investigated and repaired. In the medium term, the ceilings must be repaired/ maintained and refinished. In the long term, should the building be refurbished for a new use, it is recommended that all ceilings are replaced.
Partitions	It was observed that many of the original rooms had been larger spaces before being subdivided by drywalling. These walls about the ceiling with either a simple coved cornice or no cornice.	The drywalling is in a fair condition.	
Internal walls	It appears that the internal walls that are not drywall may be double skin masonry walls instead of single skin walls. Walls are plastered/painted with a dado rail at high level. The kitchen and ablution areas have tiled splashbacks.	The southwest technical workshops could not be accessed fully during the site inspection. The internal walls are fair condition for most of the building. Some dampness and plaster cracking was observed in the technical labs (south east wing) and Room 2 (Offices).	In the short term, the source of the dampness to Room 2 and the south east wing must be investigated and repaired before the walls deteriorate substantially.
Floors and skirtings	The prevailing floor finishes are vinyl with coved vinyl skirtings for lab areas and service areas, and carpet finish with a timber skirting for offices. The subflooring is not clear: existing building plans indicated timber block flooring in	The internal floor and skirting finishes are in a fair condition.	The floor construction must be investigated further.

	most rooms and grano finish in service areas.		
Internal doors	The internal doors are pained timber framed with timber panelled doors.	The internal doors show wear and tear and scuffing.	The doors must be maintained/ repaired in the medium term.
Services	The office spaces and most of the lab spaces are not heavily serviced. Some of the Chiappini side offices have air-conditioning (split A/C units mounted externally on the southwest facing end wall). The south west wing is more intensely services for the specialist testing labs, including large extractors' outlets.	The working order of services were not inspected. Leaking around the taps and underside of the sink in Lab / Room 14 was observed.	The water leaks in Room 14 must be repaired before the wall deteriorate substantially.

Table 5: Lecture Room Extension Condition Assessment

Reference Plan		Photos	
		 Lecture room exterior	 Garage interior and store
		 Canopy to lecture room	 Infill of end of verandah
Element	**Material**	**Condition**	**Comment**
Exterior			
Roofing	Corrugated fibre-cement sheeting on timber purlins on timber trusses. The roof extends as a covered area supported by cantilevered supports off the south east elevation.	The roof sheeting shows some wear and tear whereas the timber structure is in a fair condition.	The fibre-cement goods are lileky to contain asbestos, therefore total replacement is recommended should the building be refurbished. Should the extension be retained in the medium to long term, the roof sheeting must be replaced.
Eaves and rainwater goods	Painted fibre-cement half round gutters and round rainwater downpipes. To the garage end, the rainwater downpipes have been removed during construction. To the southwest façade canopy the horizontal runs of the rainwater downpipes are supported by a crude timber brace. These rainwater downpipes dispose water into a halfround pc channel or directly onto the ground.	The eaves and rainwatergoods to the courtyard side of the lecture room are in a fair condition, whereas the remainder of the building's rainwater goods were either in a poor condition (being dislodged or removed) and not fully functional, partly due to the construction works taking place on the site.	The fibre-cement goods are lileky to contain asbestos, therefore total replacement is recommended. In the short term, the rainwater goods must be brought to a functional state. Should the extension be retained in the medium to long term, the eaves and rainwatergoods must be replaced.
External walls and finishes	The external walls are red facebrick. A wall enclosing the Main Soils Lab's courtyard and verandah has been incorporated into the Lecture Room and garage's outer wall. This wall as well as the external walls of the Lecture Room is of a different red facebrick	The facebrick bricklaying quality of the southwestern wall of the garage and Lecture Room is not of the same bricklaying quality than the Main Soils Lab building. The brickwork infill of the southwestern end of the verandah is filled in crudely around the verandah's roof structure.	The facebrick quality relates to aesthetics and not performance, and it can be reviewed if the facebrick needs to be plastered/ painted if needed. It is recommended that the brickwork infill wall at the end of the Main Soils Lab verandah be demolished.

	than the Main Soils Lab, but is a fairly close match. The infill to the garage is a redder, smooth facebrick laid in a stretcher bond. The walls are capped with a plastered painted r.c. beam, which act as a lintel over window openings. The beam is supported by two circular r.c. beams at the garage door openings. Trees are planted close to the external wall.	The verandah-facing external walls are in a fair condition. The new infill to the northwestern end of the garage has not been assessed as building works were taking place at the date of inspections. The roots of the trees next to the external walls pose a risk to the walls in time.	
Fenestration	Painted steel pivot windows with horizontal opening pivot sections, and brick on edge window sills.	The fenestration is in a fair functional condition.	
Doors and gates	The doors are painted timber framed single or double doors, with outward-opening painted timber panelled door leaves. The garage has two roll-up g.m.s. garage doors.	The verandah-facing doors are in a fair, functional condition. The doors to the lecture room lobby show heavy wear and tear.	Should the building be retained, the southeast and southwest facing external doors to the lecture room lobby must be replaced.
Interior	The interior of the Lecture Room could only be accessed partially.		
soffit	The ceilings are painted panelled plaster board with coved cornices.	The ceiling is in poor condition, showing discolouration, slight sagging and localised damage.	Should the building be retained, the ceilings must be replaced.
Walls and partitions	The interior of the Lecture Room could only be accessed partially. The walls are plastered/ painted. There is a light timber framed partition in the lobby.	The lobby to the Lecture Room has horizontal cracking to the external walls. The timber framed partition is in poor condition.	The condition of the remainder of the Lecture Room must be checked, and the source of the cracking investigated and addressed, if the building is retained long-term. The lightweight partitions must be demolished.
Floors	Screeded floor finish and skirting to the Lecture Room lobby. Steel panel cover in the Lobby. The garage's floor is not assessed.	The floor finish to the Lecture Room lobby s in a poor condition, with cracking and pockmarks. The garage's floor is not assessed.	Should the building be retained, the floor finish must be replaced with a more durable finish. The garage's floor is not assessed.

2.2.3. Basement Level

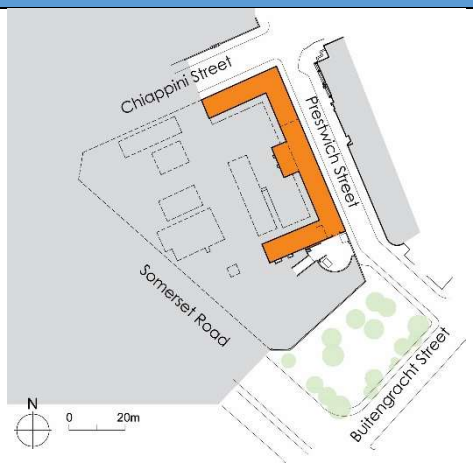
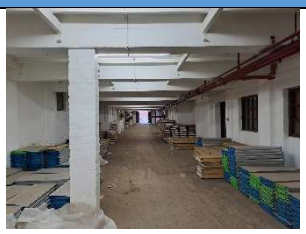
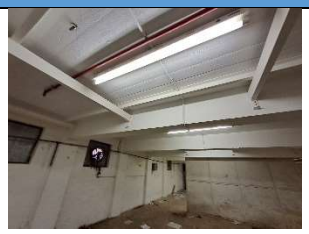
The basement level of the Main Soils Lab building follows the basement E-shape of the ground floor level above. Accordingly the spaces are all approximately 6,5 meters wide, with an additional space corresponding to the ground floor Utility Block , mid-way along the Chiappini Street wing. The floor to floor level difference between the basement and ground floor levels is approximately 3.0 meters, however the height clearance between the underside of structure in the basement is only approximately 2.5 meters. The basement is presently used for storage of samples, furniture and paper files (National Building Regulation Occupancy J3: moderate risk storage), and is accessed through sliding doors at the southeast corner of the site, where the site is at the level of the Prestwich Street pavement. The north-western wing and section of the basement along Prestwich Street could not be accessed for inspection.

The basement houses fire equipment that serves the Main Soils Lab building, and is fitted with a sprinkler system. However, based on the areas which could be accessed during the site visit, the basement level is not compliant to fire regulations in terms of the National Building Regulations. In continuing use of the basement for storage, and also when potentially repurposing of the building in the future, the following must be noted:

- 2 or more fire exits may be required based on the geometry, travel distances and occupancy of the basement.
- The basement presently has only one exit, located at the south-eastern corner of the basement. This door is a sliding door, locked with a padlock, which is non-compliant as an emergency exit.
- The basement has long travel distances (60m along Prestwich Street and 29m along the short legs of the 'E'-shape).
- The basement has dead ends, along the short ends of the 'E'-shape.
- There is combustible material stored in the basement.
- There is unprotected structural steel in the basement.

Accordingly, it is recommended that a Fire Safety audit is undertaken for the basement relative to the present use as storage, and/or the future adaptive re-use of the Soils Lab Building.

Table 6: Basement Condition Assessment

Reference Plan		Photos	
		 Prestwich wing	 Basement soffit
		 Basement entrance	 Basement fire services
Element	**Material**	**Condition**	**Comment**
soffit	The basement has a painted concrete soffit with ±300mm wide x400mm high concrete beams at ± 2,2m centres. For some structural modules additional steel beams have been added. There is a clear height of ±2,5m to the underside of structure, except at the entrance to the basement where the height clearance is less than 2,0m.	The soffit is in a fair condition. There were no water damage or concrete deterioration observed in the basement areas accessed during the site visit. The steel beams are painted, but not with intumescent paint.	The ground floor construction must be assessed by a structural engineer.
walls	The walls are bagged/ painted brickwork. Towards the south-eastern section of the basement internal walls have been erect to divide the basement into south-eastern and north-eastern/Prestwich Street wing.	The walls are in a fair condition, however dampness below the external ground floor levels were observed during the site visit.	The cause of the dampness must be investigated and addressed.
Doors	The basement is accessed through an external double timber sliding door on the south-eastern corner of the basement. Internally, a portion of the Prestwich and Chiappini wings are secured behind steel mesh screens and a gate. Two areas which appears to have been used for administration in the past, have timber framed doors.	The external sliding doors are in a poor condition, but they are still functional. The steel mesh screens and gate are new, and in good condition. The internal painted timber doors are in a poor but functional condition.	The basement does not comply with Fire Regulations in terms of the number and type of exit doors. A Fire Safety audit is required for the basement.

Fenestration	Where external windows are at/below the external ground floor level, lightwells have been built to suit the window opening. Internally, the windows to Prestwich and Chiappini Streets have been covered up by g.m.s. plates.	The condition of the windows could not be assessed due to the g.m.s. cover plates.	The basement is not sufficiently ventilated.
Floors	The basement floor has a floated concrete slab finish. In some of the enclosed spaces, there is a raised timber floor plank finish. The basement floor level ramps down ±0,5m from the entrance.	The floors are in a fair condition. No dampness was observed.	
Services	The Main Soils Lab building's fire water connection is located within the basement, on the external wall next to the basement entrance. There is also a fire hose reel near the basement entrance, as well as sprinklers throughout the basement.	The working order of the equipment was not inspected.	A Fire Safety audit is required for the basement.

2.2 Inflammable Store (B)

The inflammable store is a 3,5m x 3,5m wide x 3,0m tall structure dating from the mid-1970s, intended for the storage of inflammable products like petrol - refer Insert 3. It is located to the south-east of the Prefabricated Buildings and south-west of the Main Soils Lab building. It is constructed of 230mm flush-jointed facebrick walls with air brick inserts and a 100mm reinforced concrete flat roof with a 340mm perimeter downstand beam, with a skimmed plaster /paint finish. The flat roof has a waterproofing to screed to fall towards a fullbore outlet in one corner. The store is fitted with a steel framed outward opening double steel door with a ramp up to the door externally. Internally the floor ramps down to create a bunded area.

The store was inspected externally only, and appears to be in a fair condition apart from the plaster/paint finish that its peeling, which could indicate water ingress from the flat roof. If the store is retained in the short to medium term, it is recommended that the roof of the store is inspected and any waterproofing damage repaired.

However, due to the isolated location of the store on the site and the store not being needed should the Soils Lab buildings be repurposed, it is anticipated that the store will be demolished.

Insert 3: Views of the Inflammable Store (Building B)

2.3 Prefabricated Buildings (P1, P2, P3, P4)

The prefabricated buildings on the PPTL site date from the c1950s -1960s while precast concrete panel building P2 Is more recent. The buildings are constructed on a raised platform located to the western portion of the PPTL site. The platform sits slightly lower than Somerset Road and higher than Chiappini Street. There is a level difference of approximately 1.0 meter between the prefabricated buildings platform and the internal road serving the Main Soils Lab Building. Building P1 was inspected internally and externally while buildings P2, P3 and P4 were inspected externally only.

Prefabricated Buildings P1 and P4, dated c1951/1952, are of similar construction, namely timber framed structures with corrugated asbestos roof sheeting and fibre-cement external cladding. The buildings are raised on facebrick plinths and have floated concrete slab floors, and steel framed windows and doors. Refer inserts 4 and 5. Building P1 is in a poor condition with flaking and broken panelling, both internally and externally. Building P4 appears to be in a fair condition externally.

Insert 4. Prefabricated Building P1

Insert 5. Prefabricated building P4

Building P2 is constructed of precast concrete panelling with metal IBR roofsheeting, and fitted with timber-framed windows and doors. Refer insert 6.

Insert 6. Prefabricated building P2

Building P3 dates from 1965 and was constructed to house offices. It has larger timber framed windows and a timber-framed glazed entrance door. Refer insert 7. The building appears to have been renovated and repainted recently, and is generally in a better maintained condition than Buildings P1 and P4.

Insert 7. Prefabricated building P2

The prefabricated buildings occupy a prominent, developable area of the PPTL site, therefore it is anticipated that the buildings will be permitted to be demolished as part of the

redevelopment of the site. An asbestos audit must be undertaken prior to demolition so that the safety requirements related to the removal, handling and disposal of asbestos-containing materials can be met.

2.4 Perimeter wall

The PPTL site is surrounded by a perimeter wall. The wall to Somerset Road (W1) is a painted, roughly plastered double skin masonry wall, with structural stiffening and movement joints at approximately every 7,2 meters – refer insert 8. The wall has a plastered/painted capping with electric fencing above and the wall height varies between 2,5 to 3,0 meters above the adjacent ground level. There is a 3,6 meter wide vehicular access along the wall, fitted with an inward-opening, galvanised mild steel swing gate. On the inside face of the wall, there is a tarmac finished ramp down to the level of the prefabricated buildings.

Insert 8. Perimeter wall (W1) to Somerset Road

The Chiappini wall (W2) is irregular and varies in profile – refer Insert 9. The wall is 800mm to 900mm wide at the base, and varies in height between ±2,2 to ±2,8 meter from the level of the Chiappini Street sidewalk. The Buildings of Central Cape Town Volume 3 (Louw 1983: building reference 26.8) records the wall as a bluestone boundary wall as part of the old cemetery previously on the site. This must be verified through the parallel heritage investigations. The wall has two openings: one for a pedestrian gate and another for a steel vehicular gate set-back from the street to allow for the stacking of vehicles moving in and out of the site. There is electric fencing to the top of the walls and gate.

It is noted that the plaster and paint finish to the wall is in a very poor condition, with cracks and loose plaster. It is recommended that a section of the plaster be removed, with guidance from the heritage practitioner, to determine if the deteriorating plaster can be removed from the wall, in order for it to become a site feature.

Insert 9. Chiappini Street perimeter wall (W2)

The next perimeter wall W3) is located in Prestwich Street, southwest of the Main Soils Lab Building – refer Insert 10. Two tall facebrick gatepost with concrete cappings can be seen on either side of an old entrance to the site. The opening has been infield by a newer, rough plastered/painted wall, and subsequently an electrical distribution board has been installed onto this brick panel. The walls and gateposts have electric fencing installed on top. Should the site be redeveloped it is proposed that the position of the Distribution Board be reviewed, so that the existing opening can be re-established to provide access to the site.

Insert 10. Perimeter wall (W3) to Prestwich Street

The boundary wall continues southwest of the gate posts and curves up to a higher level to match the wall (W4) along Buitengracht Street – refer insert 11. Wall W4 is a continuation of the wall (W1) on Somerset Road, namely a roughly plastered double skin masonry wall, with structural stiffening and movement joints at approximately every 7,5 meters, plastered/ painted capping with electric fencing above. The wall is approximately 2,2 meters high, measured from the inside face of the wall, at the level of the PPTL site. The PPTL sits at a platform level relative to Chiappini Street, therefore there is a steep slope (of approximately 2,0 meter height difference) between the base of the Buitengracht boundary wall and the surrounding sidewalk levels to Buitengracht and Prestwich Street. Accordingly, the Buitengracht boundary wall is experienced as a very tall, imposing wall from the surrounding streets. The wall is in a fair condition, similar to the Somerset Road wall W1, however the rough plaster finish is visually unappealing.

Insert 11. Perimeter wall (W4) to Buitengracht Street

2.5 General assessment of the condition of the buildings

The Main Soils Lab Building, with the exception of the Lecture Room Extension and Garage, is in a fairly good physical condition. Although it is noted that general maintenance and refinishing of elements are needed, the construction and materials are robust and have managed wear and tear caused by the use of the building as technical labs and offices fairly well. At ground floor level, isolated instances of leaks and dampness have been identified, namely internally at the Office (Room 2), the Canteen (Room 9) and the labs in the south-east wing, and externally to the Ablutions at the south-east corner of the building. The south-east wing with the more technical testing fit-outs have experienced the highest wear and tear and installation of additional services over time. It is apparent that the age of the wet services installations (copper and cast iron piping) is contributing to the leaks identified. There is an opportunity to review, rationalise and replace the wet services reticulation should the Soils Lab building be refurbished.

The Lecture Room extension is not of the same construction quality than the main E-shaped Soils Lab Building. This is evident from the condition of the roof, floors and horizontal cracking of the internal walls, and the crude wall infill around the verandah ends. Compared to the main E-shape building, this building has corrugated fibre-cement roof sheeting, which is likely to contain asbestos due to its age. In general, the older fibre-cement products (<1980s) must be reviewed for asbestos-content. The costs and benefits of retaining and repairing this building must be weighed up against the benefit of demolishing it and the buildings' heritage significance, which is anticipated to be lower than the main E-shaped Soils Lab building.

The basement level of the Main Soils Lab building is in a fair condition, apart from wall dampness below the external ground floor level. The basement is narrow and low, especially at the entrance where the height clearance to the underside of structure is less than 2,0 meters. The main red flag raised for the basement is the fire escape conditions as there is only one exit to the basement, at the south-eastern corner of the site.

In assessing the spatial conditions of the Main Soils Lab Building it is noted that the internal spaces have a generic quality due to the consistent room depth and fittings (for example, whether a room is an office or a lab it has the same room depth, same window size and placement, same external doors, the only point of difference being the floor finish). There is no hierarchy of spaces, other than the original entrance of the northern corner (no longer used), and the wet cores positioned at the corners and centre of the building. The Main Soils Lab building's main qualitative spatial characteristics are its street-interfaces to Chiappini and Prestwich Streets (zero setback) and the charming, introverted courtyard space held by the verandah that lines the sides of the building facing the inside of the PPTL site. The Lecture Room wing adds to the introverted nature of the courtyard, and shows the importance of the open side of the E-shaped space to be held by another structure or feature.

There are movement limitations inherent to the Main Soils Lab building and how access to the building and site has been managed. Within the building there is limited lateral internal circulation: individual rooms are typically accessed directly off the external verandah. Similarly, there is no direct vertical circulation between the ground floor and basement level: one must walk around the outside of the building to access the basement. The original external pedestrian and (assuming) vehicular access points to the building and the site, off Chiappini and Prestwich Streets respectively, are no longer used, and in the case of the Prestwich Street gatepost, the opening has been closed up. Similarly, the open ends of the verandah and the courtyard have been walled in. Both pedestrians and vehicles enter the site off Chiappini Street, and enter through a gate in the Main Soils Lab's courtyard wall. Presently vehicles are parking in the courtyard, which is not an optimal use of the space. The courtyard width, garage position and trees mean that maximum 7 vehicles are parked in the courtyard (excluding the garage). The remainder of vehicles of the staff or the PPTL's operational requirements are parked on the southern portion of the PPTL. The present two-way traffic movement on the site creates a pinch-point between the southwestern corner of the Soils Lab Building and the Somerset Road wall. The vehicular access off Somerset Road is limited by the present locations of the Prefabricated Buildings and the level change between this area of the site and the level of the Soils Lab building.

The inflammable store and prefabricated buildings used for testing, offices and storage will no longer be useful if the PPTL functions are relocated to another premise. The prefabricated buildings occupy a prominent, developable area of the PPTL site, therefore it is anticipated that the buildings will be permitted to be demolished as part of the redevelopment of the site.

Pending the findings of the Heritage Consultant, it is proposed that the perimeter walls, with the exception of the older wall to Chiappini Street and the gateposts to Prestwich Street, be

demolished. The plaster finish to the Chiappini Street wall is cracking and coming loose, therefore, with guidance from the Heritage Consultant, it must be investigated whether the plaster can be removed to reinstate the stone walls as a feature to the site.

2.6 Summary of design informants arising from the building condition assessment

Table 7 summarises the design informants arising from the PPTL building condition assessment as a set of design constraints and opportunities, to be read in conjunction with Figure1.

Table 7: Design constraints and opportunities

Issue	Constraints	Opportunities
Developable area		
Prefabricated buildings and Inflammable Store	• The prefabricated buildings and occupy a prominent, developable area of the site	• It is proposed that the Prefabricated buildings and Inflammable Store be demolished, freeing up developable area.
Perimeter walls	• The perimeter walls to the site are unfriendly, imposing interfaces to the street. • The wall to Buitengracht Street is setback from the street.	• The demolition of the perimeter walls, pending input by the heritage consultant, will contribute towards a better, permeable street interface. • The demolition of the Buitengracht Street wall will extend the developable area of the site towards Buitengracht Street.
Position of the Soils Lab Building on site	• The Soils Lab building's position creates a pinch point of approximately 20 meters between the southwestern building corner and the Somerset Road cadastral boundary. • This distance is reduced further should the present 2-way vehicle thoroughfare be retained. • There is a level difference of approximately 2,6 meter between the NGL at the southwestern and south-eastern corners of the building.	• The vehicular access to the PPTL site will be reviewed, to maximise developable area. • Taking cues from the Soils Lab Building, the level differences between Somerset Road and Prestwich Street may be advantageous for creating basement access.
Soils Lab Building space constraints and opportunities		
Narrow, low basement with low entrance	• The narrow width and low internal clearance of the basement precludes certain uses, for example parking.	• Alternative, compatible uses must be found for the basement.
Street interfaces	• The building has a zero setback on Chiappini and Prestwich Street, with no room to expand or extend here.	• The building forms a defensible edge to the site and can offer surveillance over the surrounding street.

	• These interfaces are impermeable, there is only the one entrance (no longer used) on Chiappini Street. • The Chiappini Street and Prestwich Street elevations are the building's most prominent and second most prominent public interfaces, respectively.	• Reinstate the Chiappini Street archway as an entrance to the building. • There is opportunity to increase the permeability of the building onto Chiappini Street. • The southeast wing of the building, as the least public interface, can manage the most change.
Cellular nature of the spaces		• The internal drywall divisions in the Main Soils Lab building is reversible, and can be removed to reinstate larger internal spaces.
Service spaces	• There is a lack of services spaces (for example, female toilets)	• The service spaces can be reviewed and rationalised to suit the building's new purpose.
Courtyard	• Retaining the courtyard and verandah may limit how the building can be altered/ extended for example upward extensions. • The existing tall Plane Tree limits the use of the courtyard space and the type of finish to the space (to manage the tree roots). • The high wall to the south-west for the courtyard closes it in.	• The courtyard and surrounding verandah are important qualitative spaces to retain in terms of their character and scale. • The tall Plane tree adds to the character of the courtyard space. There is an opportunity to review the existing paved finish around the tree and make it a green, soft landscaped space. • Demolition of the high southwest wall will reconnect the courtyard and the veradah ends to the western side of the PPTL site.
Lecture Room extension	• The Lecture Room Extension has reduced the courtyard size and has a dark, awkward junction to the veranda. • On the other hand, it contributes to the scale of the courtyard.	• The courtyard can be opened up by demolition of the Lecture Room. • The enlarge courtyard space can be held/defined by the new development.
Built Fabric		
Asbestos	• There is asbestos present in the prefabricated buildings, and there is a high likely hood of asbestos being present in the Lecture Room Extension and the rainwater goods generally. • An asbestos audit is required before commencing with the demolition or refurbishing of buildings.	• Demolition of the pre-fabricated buildings to free up developable site area. • Demolition of the Lecture Room to open up the Soils Lab Building courtyard. • Complete replacement of older fibre-cement products, should the buildings be refurbished.
Structural bearing capacity	• The construction of the Soils Lab ground floor must be investigated further. • The capacity of the existing Soils Lab Building to support	

	further floor levels and support internal divisions must be assessed by a Structural Engineer, depending on the re-use proposals for the building.	
Services	• The wet services installations (copper and cast iron piping) has deteriorated with age and is contributing to the leaks identified.	• There is an opportunity to review, rationalise and replace the wet services reticulation should the Soils Lab building be refurbished.
Buildings with Heritage Significance	• There may be heritage limitations on the development of conservation-worthy buildings and the site, to be confirmed by the Heritage Consultant.	• There is an opportunity to retain and reuse buildings with heritage significance, and demolish buildings that are not conservation-worthy.
Chiappini Street Wall	• The Chiappini Street wall is likely to be retained in part due to its heritage significance.	• The Heritage Consultant to guide as to alterations/ openings that may be made to the wall.
Prestwich Street Gateposts	• The Prestwich Street gateposts are likely to be retained in part due to its heritage significance.	• The retention of the gatepost motivates for the reinstatement of the opening between the gateposts, to give access to the site.
Movement		
Fire escapes	• The Soils Lab basement needs additional fire escapes.	• The addition of staircases between the basement and ground floor can simultaneously address internal circulation and fire escape requirements.
Vertical movement	• There is no direct vertical movement route between the ground floor and basement	
Internal circulation	• The main circulation is via the external verandah.	

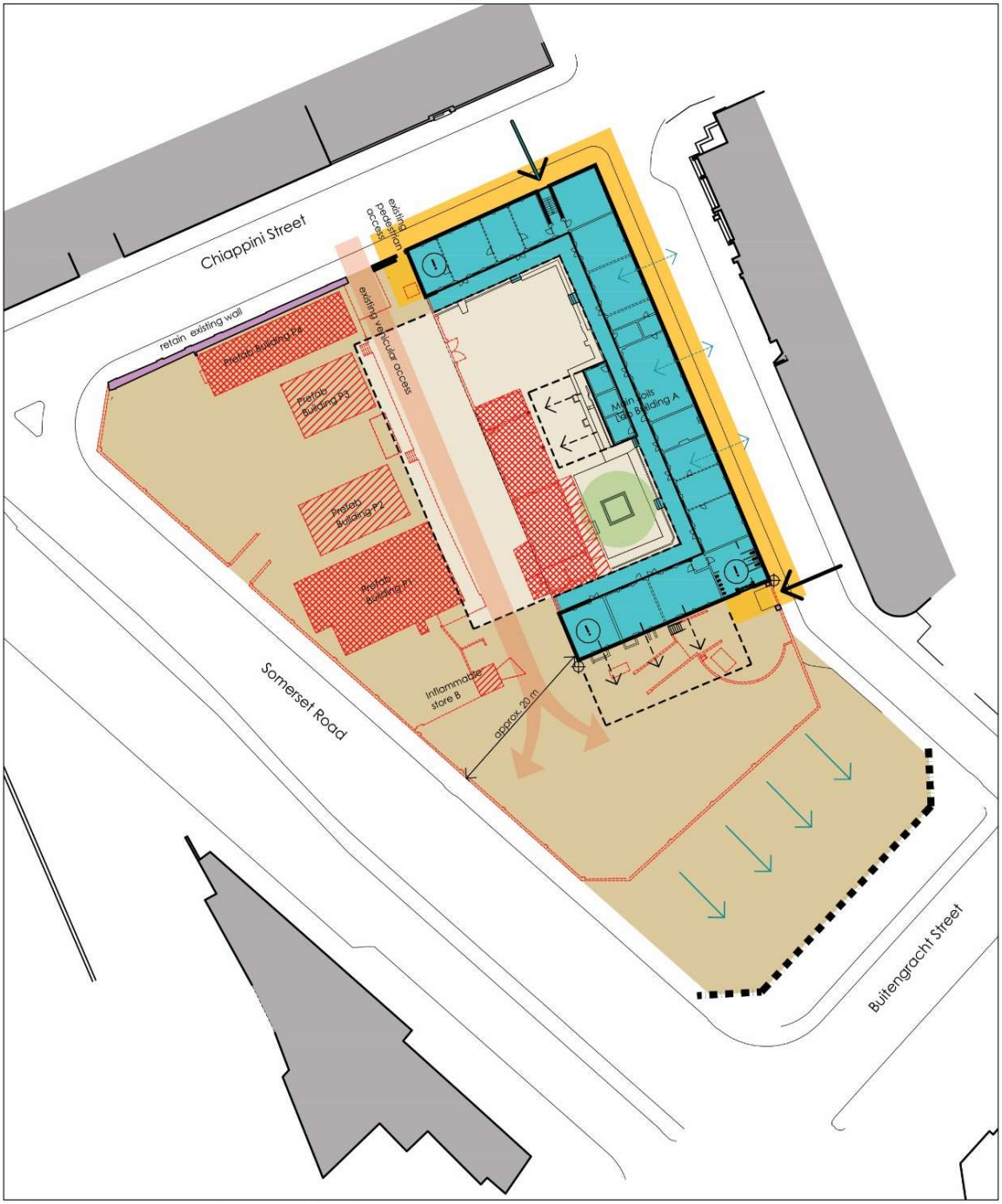


Figure 1. Design informants arising from the building condition assessment

3. CONCLUSIONS

The Main Soils Lab Building, with the exception of the Lecture Room Extension and Garage, is in a fairly good physical condition, and its spaces and finishes have a generic, robust nature that makes the building suitable to adaptable re-use and repurposing. The basement of the Soils Lab Building is in a fair condition, apart from wall dampness below the external ground floor level. In moving forward, depending on how the basement will be repurposed, the fire escapes and fire safety of the basement must be reviewed.

The Lecture Room extension is not of the same construction quality as that of the main E-shaped Soils Lab Building, and it is proposed that this building as well as the wall enclosing the southwest of the courtyard be demolished to open up this side of the courtyard towards the west of the site.

The condition of the perimeter walls along Somerset Road, Chiappini Street, Prestwich Street and Buitengracht Street were also inspected, and found to be in a fair condition. However, pending the findings of the Heritage Consultant, it is proposed that the perimeter walls, with the exception of the older wall to Chiappini Street and the gateposts to Prestwich Street, be demolished. If the heritage processes allow, it is proposed that the plaster to the Chiappini Street boundary wall is removed to reveal the stone wall underneath, as a feature wall.

The building condition of the inflammable store and prefabricated buildings range from fair to poor conditions. The prefabricated buildings occupy a prominent, developable area of the PPTL site. It is therefore anticipated that the buildings will be permitted to be demolished as part of the redevelopment of the site. It is recommended that an asbestos audit be undertaken prior to demolition so that the safety requirements related to the removal, handling and disposal of asbestos-containing materials can be met.

References

Louw, Teresa, 1983. The Buildings of Central Cape Town: Phase Two 1983. Volume three: Catalogue and Classification. Cape Provincial Institute of Architects, Cape Town.

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Western Cape Government

Appendix 3: Heritage and Archaeological Review of Previous Work

Western Cape Government

Department of Infrastructure

PPTL Heritage Review Report

DOI12/8/1/P2/6

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1. HERITAGE

1.1 Built Environment and Landscape

The main documents reviewed include the Prestwich Precinct Urban Design Framework Prepared for the Provincial Government of the Western Cape (Department of Transport & Public Works) by City Think Space (2012) and the Foreshore Gateway Heritage Study, Archaeological and Built Environment Assessment prepared for the City of Cape Town by ACO Associates and Bridget O'Donoghue (2021).

1.1.1 Urban Design Framework (2012)

The following heritage informants are contained in the Urban Design Framework (2012):

- The retention of the Soils Laboratory Building with opportunities for adaptive reuse that do not involve large-scale changes.
- The prefab structures should be allowed for demolition.
- New development to compliment the laboratory building and provide a positive interface with the Buitengracht/ Somerset Road- Prestwich Memorial area.
- The retention of the original cemetery walls (Chiappini and Prestwich Streets) with opportunities for openings at critical points to encourage greater integration.

In terms of the relationship between the site and its surrounding heritage and urban context the following urban design issues are highlighted:

- Recognising and celebrating the substantial heritage and cultural informants, including the remaining cemetery walls, listed buildings and special spaces (Salesians Institute and St Andrew's Square).
- Making reference to the local built character and strong architectural language of the area.
- Promoting links to local features and destinations, including Signal Hill, the V & A Waterfront and Green Point Stadium.
- Creating a series of high quality interconnected public spaces.
- Creating an active and vibrant pedestrian environment.
- Optimising on its easy access to public transport and a major activity route.
- Supporting the City's District Plan proposals for urban infill and intensification in the area
- Supporting the City's Heritage and Urban Design Branch proposals for converting Prestwich Street into a memorial route.
- Challenging the barrier effects created by the elevated freeway (Helen Suzman Boulevard) and Buitengracht Road.

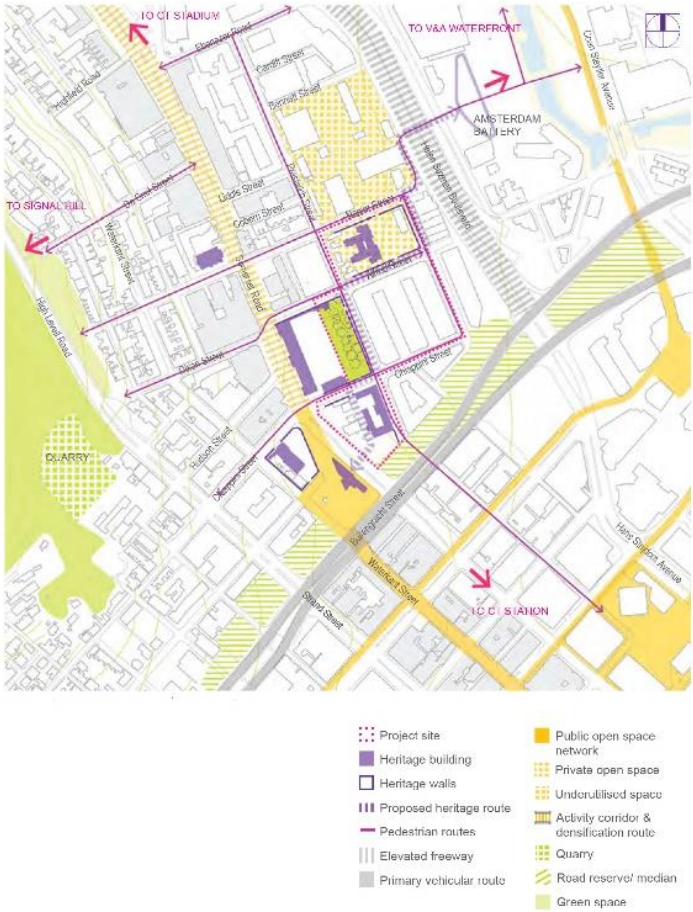


Figure 1: Site informants (Source: Urban Design Report 2012)

The Urban Design Report was informed by a heritage specialist report prepared by Hart et al (2011), which contained the following heritage indicators:

Cemetery walls: The Chiappini and Prestwich Street walls of the property are potentially original cemetery walls and should be conserved for the main part. Those facing Buitengracht and Somerset Road are probably technically protected (being greater than 60 years of age) but are of lesser importance and do not warrant conservation. Plaster removal will allow assessment of the relative age of the walls.

Social significance: The laboratory (and surrounds) was not a facility which has been in the forefront of any social action therefore it is not as prominent as the Prestwich School or Salesian Institute. Its social significance is medium.

In a subsequent report prepared by Hart et al (2014) reference is made to the first structure having been a convalescent facility which served as an adjunct to the old Somerset Hospital (which stood on Erf 564 - corner of Prestwich and Chiappini Streets). This building later took on the role as an interment centre for foreigner's intent on immigrating to South Africa. Indications are that many European Jewish families who left Europe prior to the Second World War endured their first introduction to South Africa at this facility. The Pavement Testing Laboratory was apparently established temporarily on the site in the 1940's and has remained there to this day.

1.1.2 Foreshore Gateway Heritage Study (2021)

With respect to Block 18 the heritage study identifies the following heritage resources:

Table 18: Block 18 Structures, Buildings and Trees

Map Key	Erf	Item	Description	Date	Architect	Cultural Signif.	Source	Comment
1	738/ RE	Old cemetery wall	Remnant portion of old DRC cemetery boundary wall, bluestone, since plastered and painted	1756 after	Unknown	IIIA	CPIA: 178 (26.9)	The boundary walls require further investigation, and if historic will require to be retained in the site's future development.
2	738/ RE 734	Temporary structures (Provincial Roads Laboratory)	3 x smaller single-storey ancillary buildings	1952	Cape Provincial Administration	NCW	CPIA: 178 (16.8)	Appear between 1945 and 1953 aerial surveys All other existing small building on site constructed after 1968. These buildings are assessed as NCW and the demolition supported by Bridget O'Donoghue Heritage Practitioner.
3	734	Provincial Roads Pavement Testing Laboratory (also referred to as the Soil Laboratory)	Large E-shaped bldg, single storey, hipped Marseilles tile roof	1921	JS Cleland (Govt architect) for Dept of Public Works	IIIA	CPIA: 178 (16.8)	Originally designed as new hospital wards associated with Old Somerset Hospital. Extensive alterations 1949 (Z Schuurmans Stekhoven for CPA)
4	734	Trees	Unidentified large tree(s) on inside of block	<1960	N.A.	IIIC	454/60_18_7625	Planted between 1953 and 1960 aerial surveys
5	738/ RE	Trees	Pepper tree inside Riebeeck St boundary	<1926	N.A.	IIIC	1926_05_0861	The only tree in this block portion to survive re-alignment of Riebeek St

- Block 18 historically formed part of the old Dutch Reformed Church (DRC) cemetery (established 1756-1802) which occupied a larger site, SW up to old Somerset Rd alignment.
- The remains in the old DRC cemetery were relocated to Maitland cemetery 1920-1. A portion of the old cemetery stone wall along Chiappini St has survived.
- Main building on the site originally designed as hospital wards. Unclear when current use of block by Provincial Road Laboratory started.
- Current alignment of Somerset Rd/ Riebeek St was established between 1977 and 1988 aerial surveys, also establishing current SW boundary of Block 18.
- At least two mature trees on site are older than 60 years.
- The entire Block 18 site is considered conservation-worthy (IIIA)

The study makes specific reference to the high social significance of the Laboratory building being the last remaining vestiges of the Old Somerset Hospital, and thereafter an interment centre.

The heritage study contextualises the precinct in terms of its location within existing or proposed Heritage Overlay Zones, comprising a range of heritage sites of national, provincial and local heritage value.

It includes a number of useful heritage indicators in terms of the following aspects:

- Memorialisation and interpretation
- Enhancement of visual and pedestrian linkages between heritage places
- New building development
- Streets
- Architectural language
- Materials
- Cemetery walls
- Buitengracht gracht
- Landscaping
- Vehicular parking
- Views

1.2 Archaeology

1.2.1 Dutch Reformed Cemetery (DRC)

For the purposes of this report, we will focus particularly on the area of the old Dutch reformed cemetery which was first granted in 1755 (now covered by erven 738, 9563, 739 and 9564 - originally all erf 738). This rectangular cemetery lay at the southern end of Green Point between Somerset Road and Prestwich Street and was later extended by additional land grants right up to the "Buitengracht" in 1801 (erf 737), and by a further grant (erf 9565) in1802. After that time, the south-eastern edge of the enlarged cemetery ran at an angle along the edge of the Buitengracht. There are a number of reports relevant to all or some of the erven. Some repetition is unavoidable. A summary of the review is presented in Table 1 at the end of the report.

1.2.1.1 Hart 2005 – Archaeological trial holes on parts of Erven 737, 739, 9564[1] and 9563

This was in preparation for the development of a memorial and crypt on the site in which to inter unidentified human remains discovered at informal burial grounds at various locations in Green Point. At that time, two structures existed on the site. One of these is an electrical substation surrounded by an enclosure along with a small, conserved fragment of the original DRC cemetery wall. The other structure is a public lavatory.[2] Only a very small section of erf 9563 was affected by this proposal, but essentially there are no primary observations.

1.2.1.1.1 Closing of the Somerset Road cemeteries

`It was custom, in the DRC cemeteries, to re-use a burial plot on a 15-18-year cycle and in the early years of the settlement, the bones from re-used graves were stored in a charnel house[3]. Single graves were dug to a depth of between 4 and 5 feet and could only be disturbed after 15 years. The cemetery contained 392 privately owned vaults and sites for vaults. In 1862, the Consistory decided not to build any new vaults above ground, and so all new vaults had to be subterranean (CCP 1/2/2/1/22 A2 1875).

The DRC cemeteries had not been officially used for burials since 1886 at which time the church tried to sell the land for the purpose of building a Huguenot Memorial building, but it transpired that it was **impossible to alienate the land as the title deeds were granted for a specific use.** The DRC was advised to petition the Supreme Court (LND 1/798 L13827). The issue surrounding the alienation of the disused cemeteries along Somerset Road was taken up again after the outbreak of the plague in the early half of the 20th century. In a letter to the Colonial secretary, the Medical Officer of Health suggested that the cemeteries be levelled and laid out as public parks (LND 1/798 L13827).

[1] Erf 9564 was omitted from the report. It was once part of erf 738 and was surveyed in 1971 (SG4184/71)
[2] The Prestwich Memorial was later built on the site and the ablution block was upgraded. The site was generally upgraded and landscaped. The old Somerset Road alignment, with remnant tram lines became a pedestrian walkway and was part of the fan walk for the 2010 soccer world cup.
[3] There is no indication on any known plans that indicates where this was located.

In 1875 a Select Committee was appointed to report on the state of the cemeteries along Somerset Road (Figure 3) with the view of closing these cemeteries and opening a new general public cemetery in Maitland. It was found that the cemeteries were in an unhygienic condition and that the DRC cemeteries were in a deplorable state, with only the paupers' burial ground at White Sands being in a worse condition. Furthermore, the cemeteries were as little as 50-60 feet away from private residences (CCP 1/2/2/1/22 A2 1875).

In 1906, the **Disused Cemeteries Appropriation Act (Act 28 of 1906)** was passed. This Act allowed for the re-use of old cemeteries for purposes other than burial; but restricted use to the erection of churches, schools, or other charitable institutions or for use as open spaces or parks. If the land was still un-appropriated after one year, the Municipality would be permitted to take control and such land would be converted into public spaces. According to the Act, the human remains, headstones and memorial stones were to be removed to the general cemetery at Maitland at the cost of the Government. A list of the headstones and memorial stones had to be made available for public inspection for at least six months after the removals.

Ordinance 23 of 1920 was passed by Government to make provision for the purchase and appropriation of certain disused cemeteries in Cape Town, to be used for purposes other than burials. This empowered the Government to purchase the land granted to the DRC for burial purposes in 1755, 1801 and 1802, as well as the cemeteries of the St George's Church and the Ebenezer Church. By this date, these three cemeteries were the only ones that had not been dealt with in terms of Act 28 of 1906; the Lutheran, Presbyterian (Scottish) and Roman Catholic Church cemeteries had all been disinterred between 1907 and 1909 (PAS 2/1064: Ordinance 23 1920; Letter dated 14/09/1920).

Background archival work indicated that Erven 737, 739, 9564 and 9563 were once part of the DRC cemetery which was in use from c1755 to c1886. During the 1920's, the DRC cemeteries were largely exhumed, and the human remains, as well as headstones and memorial stones were moved to Maitland cemetery. No direct documentary evidence could be found (so far) to indicate that Erf 731, bordering on the subject erven, had been used as a cemetery prior to its sale to the St Andrew's Church in 1825. Erven 739 and 9563 are subdivisions of Erf 738, originally granted to the DRC in 1755 to be used as a general burial ground.

In 1921, in terms of Ordinance 23 of 1920, the DRC transferred Erf 739[4] and Erf 737 to the Government of the Union of South Africa (TD 7006 26/07/1921).

Erf 737 was granted in 1801 to the Church Council of the DRC (Collegie van Kerkraaden) following their successful application for land to enlarge the cemetery and the land functioned as a cemetery until 1921 when the Consistory of the DRC sold the land to the Government of the Union of South Africa (TD 7006 26/07/1921). In 1975, the land was regranted to the Municipality of Cape Town (TD 2128 2/02/1975).

[4] The report says erf 738, but we think it should be erf 739?

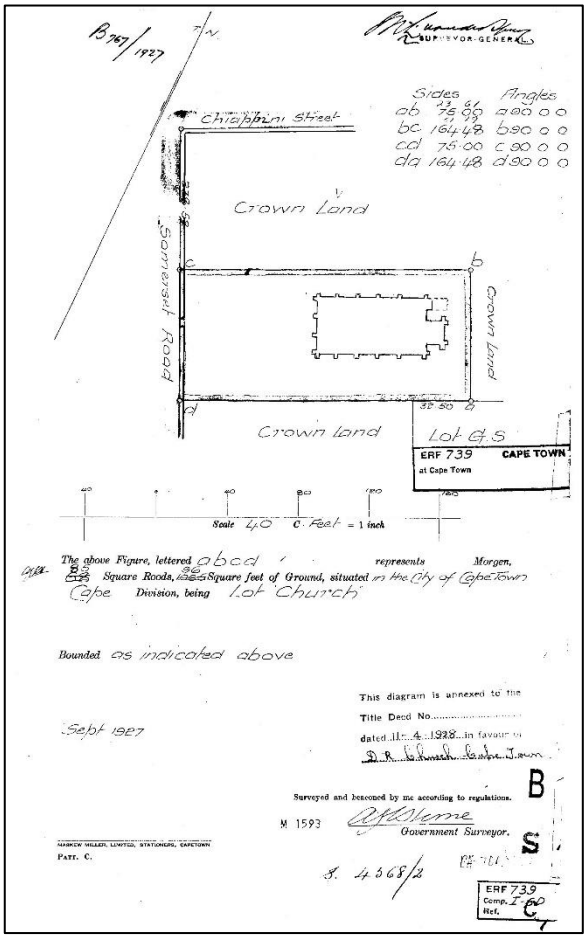
Erf 739 was regranted to the DRC in 1928 after having been sold to the government in 1921[5,6]. In 1952 the land was transferred to the St Stephen's Congregation with the condition that should the land be needed for public use, it could be repossessed by the Governor-General. The land could subsequently only be sold to a member of the White race group (TD 14545 1952). Erf 739 remained in use until 1967, at which point it was sold to the Municipality of Cape Town (TD 23213 1967).

The only areas which appear not to have been exhumed were the sites of the existing buildings on the DRC cemetery (Erf 739) and the Browning Memorial Hall which was situated on the St George's Cemetery. In the case of Erf 739 (Figure 1), a space of 10 foot surrounding the church as well as a path leading towards the Somerset Road entrance was left un-exhumed (PAS 2/1064: Letter dated 15/04/1921)[7].

The exhumation crew was also given the task of excavating the foundations for buildings planned on the lower portion of the cemetery (erf RE/734). Once this was completed, the soil was levelled, and barley was sown to bind the topsoil.

In 1975, at the same time that Erf 737 was re-granted to the Cape Town Municipality, so were Erf 9564 and Erf 9563, both being portions of Erf 738.

[5] The reason is not stated in the report.
[6] A church is evident on the 1926 aerial photo and other documents of 1924, and though not specifically discussed in the report, is probably the reason for the change in ownership. Its possible that the church was built before the exhumations of 1920/1921.
[7] The church appears on plans of the PPTL site dated to c1921 (scans 71, 81, 83 from Sarah Winter. Scan 81 is dated 7/3/21 and indicates "existing church" though we do not yet know the exact date it was built. If the records are accurate and the area was not exhumed, it presumably pre-dates 1920 when exhumations commenced?)



SG diagram showing the church and old cemetery boundary walls

1.2.1.1.2 Trial hole A - Inside erf 737

Excavated to a depth of 2400mm, the first layer consists of 400 mm of transported topsoil and stone rubble. This was followed by 2000mm of highly disturbed brown loam before decomposing Malmsbury shale was encountered at 2400 mm below surface. Apart from small quantities of rubble, the excavation was sterile of both archaeological and human remains.

1.2.1.1.3 Trial hole B - Inside erf 737

Excavated to a depth of 2280mm, rubble was encountered immediately. This was building material from demolished subterranean burial vaults. A semi-complete vault with arched brick roof was encountered in the edge of the hole. When accessed, the vault base (which was built into the underlying decomposed shales) was found to be flat and also made with brick. The contents included fragments of rusty iron, old vehicle parts and a large amount of ash. No human remains or material from coffins were encountered.

1.2.1.1.4 Trial hole C - Inside erf 737

The hole was excavated to a depth of 1200mm, at which point work ceased due to the presence of an unmarked electricity main. No human bone or other archaeological material was found in the hole by the time it was abandoned.

1.2.1.1.5 Trial hole D - South-west of the old Somerset Road alignment

Excavated to undisturbed decomposed shale at a depth of 1220mm, this hole was outside the boundary of the DRC cemetery. It was excavated to check if any informal burials could be located here. Naturally stratified, apparently undisturbed ferricrete-rich soils were found until "bedrock" was encountered. No human bone was found. Compared to this excavation, the soils within the cemetery boundaries had been extensively disturbed by both grave digging and the subsequent exhumation.

1.2.1.1.6 Trial hole E - in the old Somerset Road alignment

This excavation had to be terminated due to the presence of cast concrete slabs which were too heavy to be shifted by the mechanical excavator. These were apparently cast under the road surface to support tram tracks.

1.2.1.1.7 Trial hole F - Inside erf 739

The hole had to be positioned in such a way as to avoid nearby telecommunication and electrical services. The fill contained large quantities of stone and some brick rubble which continued all the way until decomposed shales were encountered at a depth of 1800mm. It is assumed that the rubble is derived from collapsed and demolished burial vaults. No human bone was found.

1.2.1.1.8 Conclusion

Both the historical and archaeological evidence supports the fact that any graves that were once in the study area, have been thoroughly exhumed. The fact that vehicle parts were found in one burial vault suggests that some vaults must have been left open for a period of time after the exhumation during which they served as a dumping area for waste. It was recommended that the City of Cape Town be allowed to use the land for the purposes of erecting a memorial and crypt without any need for further archaeological work. It was noted however that finding human remains could not be entirely excluded even though the study indicates that the likelihood was low. It was suggested that the proponent should have an emergency procedure in place with SAHRA to deal with this eventuality.

1.2.1.2 Hart 2011 - Heritage indicators and constraints in the Prestwich Precinct

This report focused on an area which for working purposes is known as the Prestwich Precinct and consists inter alia of a collection of contiguous erven owned by the Western Cape Provincial Government: Department of Public Works. These consist of the Prestwich Primary School (erf 202), part of the Salesians Institute Grounds (erf 566), Provincial Government Buildings – Police (erf 564) and, the Provincial Pavement Testing Laboratory (erven 738 and 734). The built environment of the area has a direct historical trajectory from the burial grounds.

Background information informing the study identified that burials within the inner city were totally prohibited after promulgation of the **Public Health Act of 1883**, and thereafter, the Somerset Road cemeteries were closed, although the last official burials that took place in the various formal cemeteries in Green Point were known to have been in 1886. The **Disused Cemeteries Appropriation Act of 1906** was passed by Parliament to allow for the exhumation of the formal cemeteries which were by then in a state of disuse and disarray. The process was preceded by a lengthy public

consultation process and an official government enquiry. Permission was granted for the cemeteries to be exhumed provided that the cleared land was to be used for dignified purposes – charity and education. This gave rise to the fine Art Deco buildings erected within the cemetery walls such as the Salesian Institute, the West End Primary School and structures on the PPTL site. Hence, the built environment is imbued with sentiment and history that is inextricably linked with burial and respect for the memory of the dead, to the extent that the permitted land uses **are inscribed on the Title Deeds**.

In 1907, Buitengracht Street was widened, and a portion of the old DRC cemetery (on erven 737 and 9565) was needed to make this possible[8]. The DRC agreed on condition that the **municipality was responsible for the recovery and re-interment of the remains that were buried in the portion to be expropriated. Later, exhumation of all other parts of the DRC was undertaken starting in November 1920 and being completed in March 1921.**

Due to the **construction of Somerset Road and the widening of Buitengracht Street in c1981**, original portions of the cemetery wall have survived in part along Chiappini and Prestwich Streets. The wall has been replastered, obscuring the bluestone detailing. **According to minutes of the City Council, gravestones were included within the fabric of the wall built along the Somerset and Buitengracht Street** edges[9].

1.2.1.2.1 Heritage indicators (archaeological)

Human remains: In terms of prior experience working on the southern portion of the old DRC cemetery (Prestwich Memorial site), the exhumation of the 1920's appears to have been relatively complete, however observations of human bone under what is now Buitengracht Street[10] indicate that caution should be exercised. The exhumations on this site took place as a series of separate events separated by years, so it is possible that some burials may have been missed. The south and western parts of the site where development opportunities exist have a very disturbed appearance indicating that exhumations have been completed. Like the military burial ground (Salesians) a considerable amount of fill appears to have accumulated behind the walls of the cemetery indicating the large amounts of burials had been interred along with building materials for vaults and graves. Given the well documented history of exhumation on the site and the fact that parts of the DRC cemetery have already been tested, the human remains are not considered to be an overly onerous impediment although some exhumations may be required.

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[8] See Clift in Hart 2005:7. In 1907 Buitengracht Street was widened and a portion of the old DRC cemetery was needed. The DRC agreed on condition that the municipality was responsible for the recovery and re-interment of the remains that were buried in the portion to be expropriated. A suitable fence was also to be constructed along the Buitengracht Street side of the old cemetery (AG 1440). It is unclear if this work ever happened since the 1926 aerial photo does not suggest a substantial widening?

[9] Presumably refers to the newer sections of the wall?

[10] Morris 1981 in Patrick 2005. There is some uncertainty with respect to the actual source of the bones and they may have come from erf 735?

1.2.1.2.2 Conclusions and Recommendations

- Indications are that the site has been exhumed, however it is recommended that before development commences, a section 36 permit is obtained from SAHRA to exhume human remains. Trial excavations prior to development are not necessary, but advisable as this may save time in the long run. If any bulk excavation is envisaged an archaeological team will need to be on site11.
- The laboratory building may not be demolished but it may be put to alternative uses that do not involve large scale changes to the structure.
- A permit should be obtained for the demolition of the temporary recent pre-fab structures on the western side of the property. This area as well as the open ground to the south presents a development opportunity which in heritage terms could compliment the laboratory buildings and provide a point to interface with the Buitengracht – Somerset Road – Prestwich Memorial area.
- The original cemetery walls (Chiappini and Prestwich Streets) should be conserved for the main part; however, it may be necessary to create openings in these to allow the area to function depending on alternative uses. Alterations will require approval from the heritage authority.

1.2.1.3 Hart 2014 – Archaeological trial holes on Erven Re/734 and 738

This followed on from the Hart 2011 report on the heritage indicators. A program of archaeological trial holes was excavated at a number of the WCG-owned properties in the Prestwich Precinct land, that had once been cemeteries and exhumed with varying degrees of thoroughness in the early 20th century, and the land developed thereafter. We will focus here specifically on the two erven of PPTL site.

The background to the closing of the cemeteries has been discussed earlier and will not be repeated here other than to note that according to Hart (2014:13), the first structure on the PPTL site (RE/734) was built was a convalescent facility which served as an adjunct to the old Somerset Hospital (which stood on Erf 564 - corner of Prestwich and Chiappini Streets). This building later took on the role as an interment centre for foreigner's intent on immigrating to South Africa. Indications are that many European Jewish families who left Europe prior to the Second World War were processed through this facility. The Pavement Testing Laboratory was apparently established temporarily on the site in the 1940's and has remained there to this day.

More recently, a number of prefabricated structures were erected on the south-western section (Erf 738) and a tennis court was also once located in that area. The positioning of trial excavations was limited by existing structures, services, and the fact that the PPTL was an operational facility at the time of the work. In the end, four test excavations were made as indicated on Figure 2.

[11] There is a later report (Hart 2014) that documents trial excavations on erven 738 and RE/734 and the results will be discussed in further sections of this report.

Figure 2: The location of archaeological trial excavations on Erven RE/734 and 738

1.2.1.3.1 Trial hole PTL1 – Erf 738

PTL1 was ~4x3m in size and excavated to a depth of ~1.5m at which point decomposing Malmesbury shale clay was encountered. While grave shafts were visible in section, perpendicular to the Chiappini Street wall, no articulated human remains in primary context were observed. Some disarticulated human remains were however found that included cranial and post-cranial elements, including some larger long bones. These were in disturbed context probably not recovered during exhumation. No evidence of burial vaults was observed here.

1.2.1.3.2 Trial hole PTL4 – Erf 738

The excavation was situated alongside the flammables store off the entrance road and the surface was of equal height to the entrance road at that point. The upper wall sections of a rectangular burial vault were uncovered at a depth of ~150mm below surface. Once recognised, only the interior of the vault was excavated which measured 2530mm x 1540mm and 2400mm deep. The vault was built with brick and the inner surfaces well finished with a shell-lime plaster skim. The fragmented remains of a plaster floor were observed but appeared to have largely been removed, revealing a jumble of broken sun-fired red bricks that were not in situ, nor did they appear to ever have been used to make a floor. Below this we encountered uneven reddish sand becoming grey sand including pieces of clay and ferricrete, believed to be close to the basal clay, though excavation was halted here due to the presence of large slabs of shale which could have been the actual floor.

Disturbed humans remains found near the base included, two patellas (kneecaps), some fingers, a fibula (lower leg) and an articulated ankle. Residual coffin nails possibly related to the bone and a large number of coffin handles were found in the vault fill, suggesting that after exhumation, the hole was used to dispose of other hardware. Although bedrock was not reached, no human remains are believed to be below the rock level.

1.2.1.3.3 Trial hole PTL2 – Erf RE/734

The trial hole of 2x2m was located at the base of the ramp to the north of the semi-circular brick retaining wall and to the south of the entrance to the basement of the PPTL building. It is believed that some covering soil was removed here in the past during the construction of the building.

As it turned out, the upper part of an in situ juvenile burial in a small grave was found at ~400mm below surface, while immediately to the north, we found the remains of an adult grave at ~600mm below surface. A pipe trench still containing a ceramic waste pipe cut diagonally across the top of the adult burial. Whilst the upper part of the juvenile appeared intact, the lower section appeared disturbed, by another trench cutting diagonally through it. The adult grave only contained some articulated foot bones and partial fibula, and had likely been disturbed by the pipe trench, rather than having been exhumed. The outline of a coffin (and nails) was observed in the juvenile grave, while the outline of a coffin could also be recognised in the adult grave. The outlines of the bases of both grave shafts could be discerned due to soil colour variation. Grave shafts were perpendicular to the Prestwich Street boundary wall.

1.2.1.3.4 Trial hole PTL3 – Erf RE/734

This was excavated in the parking area at the southern end of the erf. A 3x3m hole had been pegged out but again, the remains of a burial vault were recognised at ~500mm below surface. It would eventually be measured at ~2300 x 2900mm and orientated n-s, slightly off perpendicular with the Buitengracht boundary wall. From there, effort was on uncovering the interior. As there was no formal floor detected, we were able to excavate down to "bedrock". The burial sequence in the vault was complex and is described below: It is believed that graves PTL3 A & B were the primary graves for which the vault was built, due to their central position and that the graves cut through a number of older graves. These two were also the deepest with the bases on decomposing Malmesbury shale bedrock at ~2800mm. With the exception of a few coffin nails, both graves were completely exhumed. They have been filled with a distinguishable reddish soil after exhumation.

PTL3/001 and PTL3/002 were found at the very western side of the vault between PTL3A and the vault edge. These two graves were determined to predate the vault, as the vault wall was built over them, and they were disturbed by one of the primary vault graves. They were also situated slightly higher than PTL3A & B (~1450 mm whereas the vault graves were at a depth of~2300-2600mm).

PTL3/001 was an almost complete small juvenile (deciduous teeth erupting), head to the south. All bones below the femur were missing, and believed to have been lost when the grave PTL3A was dug. Coffin wood was found beneath the child.

PTL3/002 was a small juvenile, possibly perinatal, quite disturbed by PTL3A. A large portion of the coffin wood remained but many of the bones had been lost.

PTL3/003 was a complete articulated set of adult lower limbs including tibias/fibulas and kneecaps, ankle and toe bones. These represent a grave that predated the main vault graves, but also the vault itself, as the feet were located beneath the foundation wall. The head would have been to the south.

PTL3/004 is represented by only a left tibia and fibula, ankle bones, and parts of the left hand found between the grave shafts of PTL3A and 3B. The remains were recovered from the same soil type as PTL3/003, although it is unclear if they were contemporaneous. The head would have been to the south.

PTL3 C was located on the eastern side of the vault between PTL3B and the vault wall. It may have predated PTL3B, and the angle suggests it may have predated the vault. No bones are mentioned so it was probably just an outline of a grave shaft.

1.2.1.3.5 Conclusions

It would be fair to say that this site has been largely but crudely exhumed. It is however clear that a large number of disturbed, disarticulated human bones were left behind. It has been demonstrated that a number of partial and complete skeletons have been observed. Both vaults and more conventional burial has been observed.

The amount of complete human remains, loose bone means that development of this site will have to be preceded by some form of exhumation process which will see retrieval of human remains and their internment at the Prestwich Memorial[12].

1.2.1.4 Hart 2015 – Ground penetrating survey of Erven RE/734 and 738

After some consideration, it was resolved that a Ground Penetrating Radar (GPR) scan of the site would be a possible quick fix in determining the extent of underground features on the PPTL site. Mr David Wolmerans of Imbila Location Service was sub-contracted by ACO to conduct the GPR survey. Almost all the available areas of the site not covered by buildings were subject to a scan which took place over two days during a weekend in April 2015 to avoid parked cars that use the site during the week.

The summary of the data by Hart suggests that much of the site contained extensive evidence of underground features consisting of numerous walled structures and even some voids where intact

[12] Recent interaction with both SAHRA, HWC and CoCT have indicated that the Prestwich Memorial is not in a good state of repair. It can no longer be guaranteed that human remains from the DRC cemetery will be placed there, but rather may have to be reburied elsewhere. The stipulations of the heritage permits issued for the test excavations must be examined once the permits are traced. The authorities, and other I&APs will have to be engaged on this matter.

vaults my still exist (Figure 1). The radar consultant commented that it was possible to dig almost anywhere on the site and encounter a feature of some sort.

The combination of the radar survey and earlier trial excavations indicate that there are numerous sub-surface features throughout the southern and central areas of the site, while the north-western side does contain some areas where vaults appear to have been extensively demolished, however this is a relatively small portion of the site[13].

There are sub-surface structures through the southern parking area although a number that did exist in the basement entrance to the laboratory have been demolished to make way for the sunken access area off Prestwich Street. Human remains do exist here nonetheless as indicated by the trial excavation phase.

There are underground structures throughout the length of the central driveway virtually up to the front entrance gate of the premises. The radar consultant indicated that some of these appeared to be quite large and may contain voids. It stands to reason that these may also exist under the foundations of the laboratory area and courtyard but are less likely to have survived in the basement area.

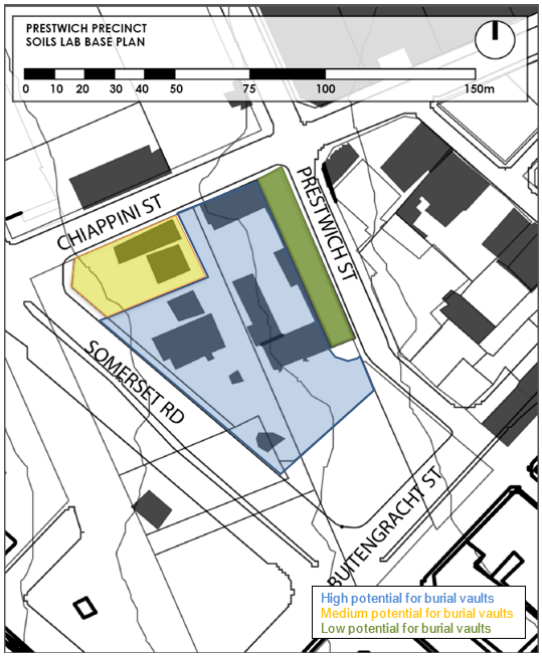

Figure 3: Relative potential for locating burial vaults as per GPR scan

1.2.1.4.1 Conclusion

Hart concluded that should development take place on the site that involves basement construction (or deep foundations or services), there is a very high likelihood that underground structures and

[13] The DRC (or archives) need to be approached to ascertain if there is any plan of the cemetery at the time it was closed. This does not seem to have been done or at least is not discussed in any of the reports.

associated human remains are likely to be impacted. He also noted that there is ample opportunity to conserve a sample of vaults as features of interest within any proposed new development if this was desirable, but in addition, he suggested that remaining below surface funerary structures could be considered as a repository for human remains found on the site and perhaps should be considered.

1.2.1.5 Erf 9565

No trial excavations have ever been undertaken on erf 9565 as far as we can ascertain. Parts of the site were apparently given to the municipality for road widening in 1907, and a condition was that they would exhume and move the human remains that were in that area. This predated the large exhumation program of the early 1920's, and so there are certain to have been graves there. We have no information as to whether exhumation was done then[14]. A larger section of the erf was again affected with the more substantial widening of Buitengracht Street c1981. This work however post-dated the exhumation, and so is likely to have resulted in less impact to human remains, though some would have inevitably occurred.

1.2.1.5.1 Conclusion

Some trial excavations will be required at some future time if the site is to be developed. Similar archaeological test programs have been undertaken on Blocks 28 and 31 as part of the Foreshore Gateway initiative (Gribble 2022).

1.2.2.1 Erf 735

Erf 735 was not part of the formal DRC, or any other formal cemetery as far as we know. The small triangle of land borders on the north-eastern edge of erf 9565 which was given to the DRC in 1802 for cemetery expansion. The excerpt from an SG diagram of 1924 (Figure 4) shows that the site once held the Salvation Army Metropole building, which by 1924 is indicated as Labourers Barracks.

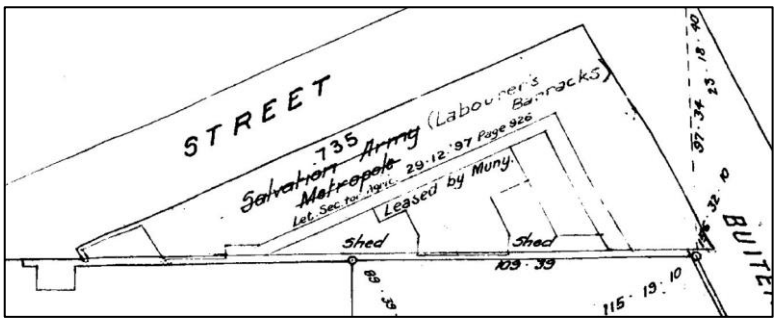

Figure 4: An excerpt from a Surveyor General diagram showing use of erf 735 (SG4806/1924)

A significant part of this erf was affected by the widening of Buitengracht Street in c1981. During the construction, human remains were reported to the South African Police and the subsequent follow up by Alan Morris, an anatomist from UCT medical school is reported in Patrick (2005a).

[14] This must be followed up with the CoCT

His conclusion in his affidavit to the police following examination of the bones is as follows:

"Conclusion: The human skeletal remains (Case DR 1383/31) represent at least 4 individuals, of whom two were older adult (one male and one female) and two were osteologically sub-adult (one male and one female) possibly in their late teens or early 20's. No racial estimation can be attempted, but at least one individual seems to be of non-Caucasoid origin. There are no obvious signs of foul play, and the remains are consistent with a cemetery mode of origin.

He further writes: Date of Interment: There is no absolute method of ascertaining the duration of time that these skeletons have been interred, but the general ores preservation suggests an archaeological rather than forensic jurisdiction. I was able to visit the location of the recovery of the remains on 13/6/81 and was interested to discover that the parking area directly south of the construction site is actually an old cemetery whose grave markers have been removed….(the page is truncated here)…..continuing on the next page: has been retained and the poorly preserved inscription reads as follows:

....Jan Prin.... saat (?) van de Edele Achibaare Cos... ...he Comj... die den 24 Juny 1815 Alhier Overleeden is iden Ouderdom... van 16 Jaaren

Though no connection between this grave and the skeletons recovered a city block away can be directly assumed, it is likely that the bones were part of the same burial sequence. The fact that no lower limbs were recovered in the sample suggests that they remain in the ground and that the burials were lying "straight out" in a Christian style. The construction work has probably disturbed a row of graves. It will not be surprising if further human remains are unearthed during the continuing construction in the area".

The bones were accessioned to the Department of Anatomy collection as UCT315.

Unfortunately, there is no primary site identified, but it is possible that the bones originated on erf 735 or had come from erf 9563 and ended up on erf 735. In any event, there is a possibility that human remains may be present on the remaining portion of erf 735, perhaps from one of the many informal burial grounds of the area. It is as yet unclear how the Salvation Army building was configured and if it may have disturbed human remains if they had been on the site.

1.2.2.1.1 Conclusion

Some trial excavations will be required at some future time if the site is to be developed. Similar archaeological test programs have been undertaken on Blocks 28 and 31 as part of the Foreshore Gateway initiative (Gribble 2022).

1.2.2.2 Erven 9563, 9564, 739, 737 – sections below Somerset Road

Some of the oldest parts of the DRC cemetery lie on these erven (except 737). Most of 9563 and 739 were significantly impacted by the re-alignment of Somerset Road. The church that was built on 739 was demolished in the process. There is a record that one of the areas of the DRC site that was not

exhumed lay below that church and the access ways to it. An overlay of the SG diagram on Google Earth shows the location in relation to Somerset Road and the wall of the PPTL.

Figure 5: The position of the church on erf 739 overlaid on the current landscape. It is likely that human remains will be found particularly in the area of the church.

Hart recorded an observation of human remains below Somerset Road by one of the older employees at the PPTL site. The re-alignment did happen after the exhumations of the DRC site in the early 1920's, so most areas, other than below the church would have been exhumed to the same extent as seen elsewhere on the site.

1.2.2.2.1 Conclusion

Any development of the road reserve must consider the possibility of human remains being found, in future planning and development of the relevant erven.

1.2.2.3 Road reserve sections in Somerset Road, Chiappini and Hospital Streets

Installation of fibre optic cable in the area required archaeological monitoring. The trench was placed on the pavements adjacent to the Salesian Institute. Considerably disturbed isolated human remains were collected from the trench along the section of Chiappini Street opposite the PPTL. This area is known to have been in the street between the Military or DRC cemeteries[15] but given that informal burials were common in the area, the presence of human remains is unsurprising, and these may have been buried before the DRC cemetery was established. Disturbance was largely due to many other services already installed on the pavement. Five semi-articulated in situ skeletons were found close to and on the corner of Chiappini and Prestwich Streets in patches of partially disturbed soil.

[15] On the SG diagram for erf 738 (SG 17/1755) is the following entry relevant to the present Chiappini Street: *Bovenstaande Figuur A.B.C.D. zynde 't nieuwe Kerkhof, groot 429 Quadt. Roeden en 140 Quadt. Voeten, en blyft* ***tusschen de oude & nieuwe Kerkhof als hier by A en D een Straat leggen ter breedte van 4 Roeden, 5 Voet.***

Gemeten door my, (Get) C.D. Wentzel. Gezw. Landmeter.

1.2.2.3.1 Conclusion

Disturbed, and semi-disturbed (and in situ complete) human remains are likely to occur along the entire width of Chiappini Str particularly between Somerset Road and Prestwich Street.

1.2.2.4 Areas bordering Prestwich Street adjacent to the PPTL site

In the course of removing the rubble of the demolished building built in the 1940's, on erf 741, the partial remains of at least two adult humans were uncovered (Patrick et al 2005b). In 2005, Patrick (et al 2005c) dug trial holes on erf 17/1123 (previously erf 760) adjacent to erf 741, and to the PPTL site. Patrick writes that the few bones recovered there seem to be isolated remains deposited on the site from the nearby formal burials on the opposite side of Prestwich Street and that no sign of formal burials were observed. She does however not exclude the possibility that some informal burials may have been placed in this area during historic times and that these loose bones may have originated from them. This is indeed possible in the light of the discovery of several skeletons buried on part of Erf 741 at 29 Chiappini Street (Morris in Patrick 2005a).

1.2.2.4.1 Conclusion

Although there is no primary evidence for human remains occurring in Prestwich Street itself adjacent to the PPTL, the observations by Patrick suggest that there is a strong likelihood they will be found. Intactness will be dependent on the extent of services installed within the road reserve.

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Table 1: Summary of literature review: Opportunities, constraints and next steps

Professional Discipline	Assessment of information reviewed	Issues emanating from Review	Opportunities	Constraints	Next Steps / Further Studies / Gaps to support obtaining development rights
Heritage: Built Environment and Landscape	• Prestwich Precinct Urban Design Framework Prepared for the Provincial Government of the Western Cape (Department of Transport & Public Works) by City Think Space (2012) • Foreshore Gateway Heritage Study, Archaeological and Built Environment Assessment prepared for the City of Cape Town by ACO Associates and Bridget O'Donoghue (2021).	• Location of the site within a significant heritage precinct with gateway qualities, mountain views, concentration of heritage sites, historical patterns of use, social history, burial grounds, historical built environment character, visual and pedestrian linkage qualities. • Heritage value of Soils Lab Building. • Heritage value of cemetery walling along Chiappini Street. • Heritage value of mature trees.	• Adaptive reuse of Soils Lab Building. • High quality nature of Soils Lab Building with positive courtyard space. • Improve the street interface along Chiappini, Prestwich and Somerset. • Strategic openings in old cemetery wall along Chiappini Street to allow for views into the site.	• Retention of the Soils Lab Building and cemetery walling. • Need to provide Soils Lab with breathing space (lanes). • Appropriate scale, form, massing and architectural language of new development in terms of positive response to heritage context. • More specifically there is a need to unpack the historical layering of the site and its relationship to	• Further research into the heritage significance of the Soil Labs Building. • Submission of a NID to HWC • Formulation of heritage indicators to guide the conceptual framework.

			• Positive interface with adjacent heritage sites (Salesian Institute, Prestwich Memorial and Church). • Enhance visual and pedestrian linkages. • Memorialisation and interpretation. • Retention of mature trees. • Demolition of prefab- structures.	the surrounding context with varying street edge conditions. • The existing grading of the Soil Labs Building needs to be reviewed and its ability to accommodate internal and external changes need to be tested.	
Heritage: Archaeology	• Looked at the directly relevant reports with respect to the subject erven. Fairly decent primary information on erf Re/734, 737, 738 to confirm exhumation, though it was a hit	• What was the layout of the DRC cemetery when it was closed? Church plans. Where was the charnel house? • Did the municipality do any exhumation in 1907 or	• Human remains can be exhumed. A process for removal and reburial to be determined through dis-	• Human remains are known to exist on most of the subject erven, and on adjoining roads and pavements. These include	• Archaeological trial excavations will be required on erven 9563 and 735 at some point. The process followed by Gribble for trial excavations on blocks 28 and

	and miss process i.e burials were missed in some cases below the vaults and other unmarked ones. In respect of Erven 734-RE, 737, 738 it is necessary to confirm the accuracy of the exhumation in the 1920's. • Archaeological trial excavations indicate that while many graves and vaults were exhumed, disarticulated human remains are found in the soil, and whole/partial burials are also found at depth. Possibly they were unmarked, or predated the formal cemetery. • Good summary of legislation with respect to closing of the cemeteries and	1981with respect to roadworks on parts of the DRC? • What sections of the boundary wall contain original fabric? Could only be on Chiappini or Prestwich streets, but mention of gravestones being included in a wall/s? was this the new walls? • What process in terms of heritage legislation must be followed with respect to human remains on the sites? What will happen to any remains recovered? Reburial/housed at Prestwich Memorial? Reinterred in one of the surviving subterranean vaults on the PPTL site? • Does one just recover remains from sections of the	cussion with Heritage authorities, DRC and I&AP's; • Possible reinterment in one or more burial vaults on the PPTL site;	disturbed isolated remains to intact or semi-intact burials; • Determine if any restrictions with respect to use of the land inscribed on title deeds; • No plan of the cemetery has ever been obtained or indicated in the earlier reports of the site, or in Malan (et. al 2017). Such a plan should be in existence. If obtained, it would be easier to predict where formal graves and vaults are. It would not assist with determining informal burials, however.	31 must be obtained in as far as it will be relevant to the current project; • Try and get plans of the cemetery from DRC or archives; • Legal team to follow up on title deed restrictions; • Information on the realignment of Somerset Road and Buitengracht Street from the CoCT; • Info from city with respect to gravestones in the new walls on Somerset and Buitengracht str; • Determine from heritage authorities and I&APs such as the CCT what process to follow wrt the human remains

	exhumation and relocation of the human remains, and land transfers. Development of the PPTL and other parts of the DRC is well documented. Legal issues with respect to use of the land must be clarified – possible Title deed restrictions?	sites that will be disturbed by development, or must there be a more extensive program to recover material?			that will be found on site? • Track down the permits that were issued for the Prestwich Precinct archaeological testing program to determine what conditions were imposed with respect to the human remains that were recovered.

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Appendix 4: Cape Town CBD Mixed Use Development Market Opinion Study

CAPE TOWN CBD MIXED USE DEVELOPMENT

MARKET OPINION REPORT

May **2023**

Report Prepared For:

TALANI QUANTITY SURVEYORS

LEADERS IN ECONOMIC & REAL ESTATE MARKET INSIGHT

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About Us

We provide accurate & independent market insight solutions

DEMACON is a specialist research firm with a focus on topics in the fields of Demographics, Mapping (i.e., GIS – geographic information systems) and Economics, including real estate economics. Hence the acronym, DE-MA-CON.

The company is privately owned and offers clients the benefit of extensive in-house databases, including responses from more than 100 000 consumer surveys conducted all over South Africa and in time series format. DEMACON delivers a highly specialised product range of custom designed research reports, tailored to each client's unique research needs. The company's analytical processes are supported by specialised expertise, extensive experience, multi-variable databases, and advanced information technology systems. In addition to our focused research reports, the company offers high calibre industry insights and project specific solutions.

Services & Solutions

Advanced market potential modelling techniques were developed for all sectors, based on international best practice and leading methods globally. The services offered by the company include:

- Market research
- Economic analyses (Macro, meso and micro level)
- Socio-economic analyses (Macro, meso and micro level)
- Feasibility studies
- Business plans
- Real estate market analyses (Macro, meso and micro level)
- Urban and rural markets (Including township and traditional area)

DEMACON has developed specialised expertise and technically sound methodologies, aligned with international best practice, to address the complex research needs of our clients in a highly effective and efficient manner.

In this respect, we have developed a unique, customisable, and flexible research system - deploying a combination of primary and secondary data assimilation techniques, tailored to suit, respectively, the client's and project's specific requirements.

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1 INTRODUCTION

1.1 INTRODUCTION AND PURPOSE OF THE REPORT

DEMACON Market Studies has been appointed by TALANI Quantity Surveyors to undertake a mixed-use market study as part of a broader site enablement process for an underutilised properties owned and administered by the City of Cape Town and Western Cape Provincial Government.

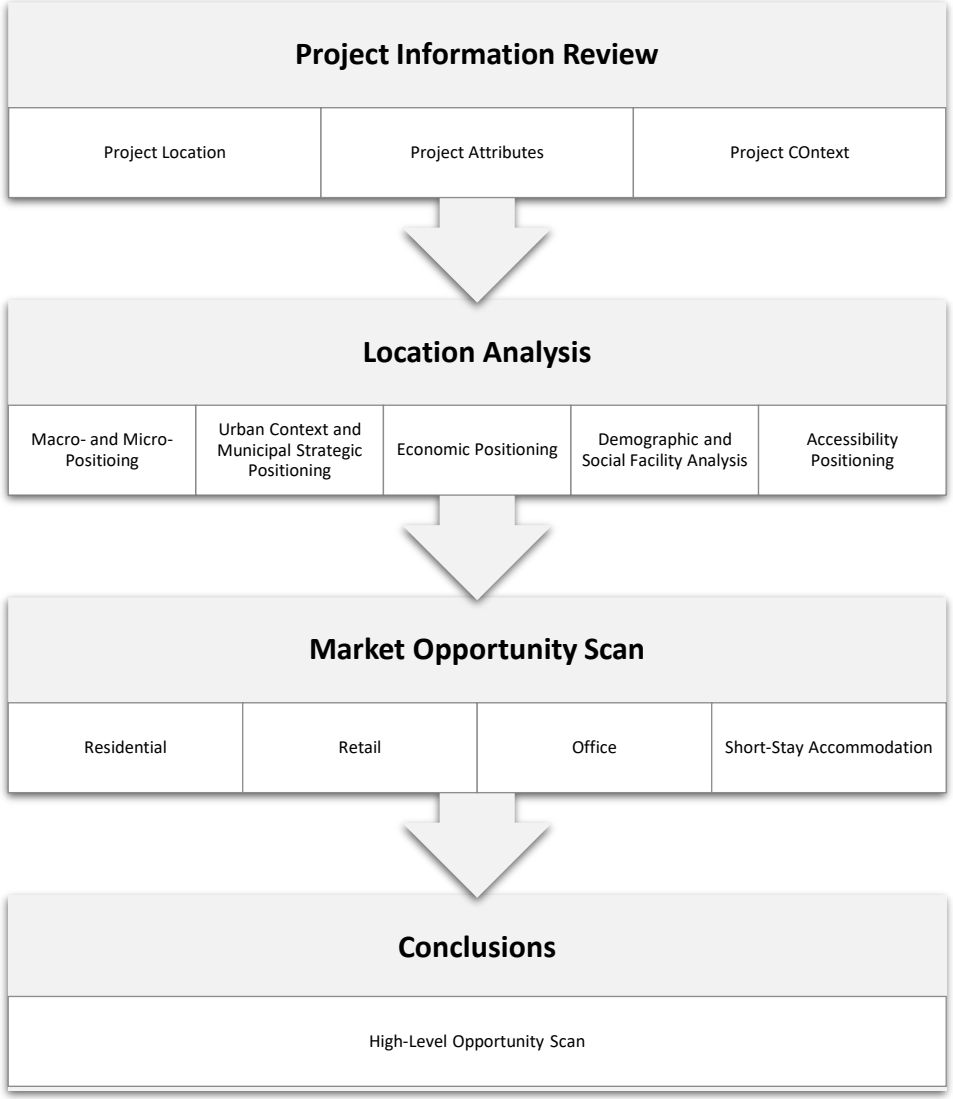
The purpose of the mixed-use market study is to provide market research that assists with assessing the development and growth potential of a mixed-use development in the Cape Town central business district (CBD) area. The study seeks to assess relevant economic, socio-economic, and real estate data to understand pertinent development trends and drivers that inform property development opportunities within a defined local property market context.

As a starting point to the market assessment process, DEMACON was requested by TALANI Quantity Surveyors to provide a concise initial assessment and opinion of the immediate real estate development market within which the proposed development will be located. The purpose of the initial assessment and opinion is to provide a preliminary perspective on potential real estate development opportunities that could be incorporated as part of the proposed development.

Therefore, the following report is a concise initial document that seeks to provide a high-level scan of real estate development opportunities that the proposed mixed-use development could consider. This initial document will subsequently be substituted by a full and detailed market assessment report once completed. The full market assessment report will provide a detailed perspective on the development opportunity for several land use typologies and will provide a comprehensive perspective on real estate market demand and the potential take-up of real estate given overarching market trends and drivers.

Given the preceding, the subsequent sections of this report focus on providing concise and high-level information regarding key aspects such as locational advantage, socio-economic and economic characteristics defining demand and high-level real estate trends influencing perceptions and directives of real estate development opportunities.

Diagram 1.1: Report Outline



2 PROJECT INFORMATION REVIEW

2.1 INTRODUCTION

Chapter 2 of the report focuses on providing an overview and analysis of the proposed development site. The purpose of the chapter is to highlight key and pertinent information about the development so as to understand the development's location, current use, and areas of opportunity.

The information assists with understanding the context of the proposed development site and allows for the identification of preliminary options. The preliminary options serve as a baseline indication of opportunity areas that the proposed development could consider.

2.2 PROJECT LOCATION, ATTRIBUTES AND CONTEXT

Locating the proposed development site provides an initial perspective of the site's geographic positioning and assists with understanding the current context and character within which the site exists. A more detailed location analysis is conducted later in the status quo where a wider range of characteristics are analysed from a spatial perspective. The detailed location analysis assists with identifying elements that could influence development opportunities

The proposed development site consists of several properties (Erven 734/RE and 738/RE, and portions of erven 735, 739, 9564 and 9565) within the De Waterkant area of the City of Cape Town's City Centre. The development site is bordered by Chiappini Street and Prestwich Street to the north and east and Buitengracht Street and Somerset Road to the south and west.

The site provides 6 694 square meters of developable area within the urban confluence of the of Cape Town's central business district and according to zoning information is zoned for mixed use 3 and general business 7 and transport zone 2 uses.

The majority of the property is currently used by the Cape Town Department of Transport and Public Works as the testing laboratory for pavement technology and soils.

Table 2.1: Development Site Property Description, Ownership, Developable Area, and Current Zoning

Property Description	Land Owner	Developable Area (m²)	Current Zoning
Erf 734/RE	Western Cape Government	2 961	Mixed Use 3
Ref 738/RE	Western Cape Government	2 535	Mixed Use 3 and General Business 7
Portion of Erf 735	City of Cape Town	283	Transport Zone 2
Portion of Erf 738	City of Cape Town	86	Mixed Use 3
Portion of Erf 9564	City of Cape Town	61	Transport Zone 2
Portion of Erf 9565	City of Cape Town	769	Transport Zone 2

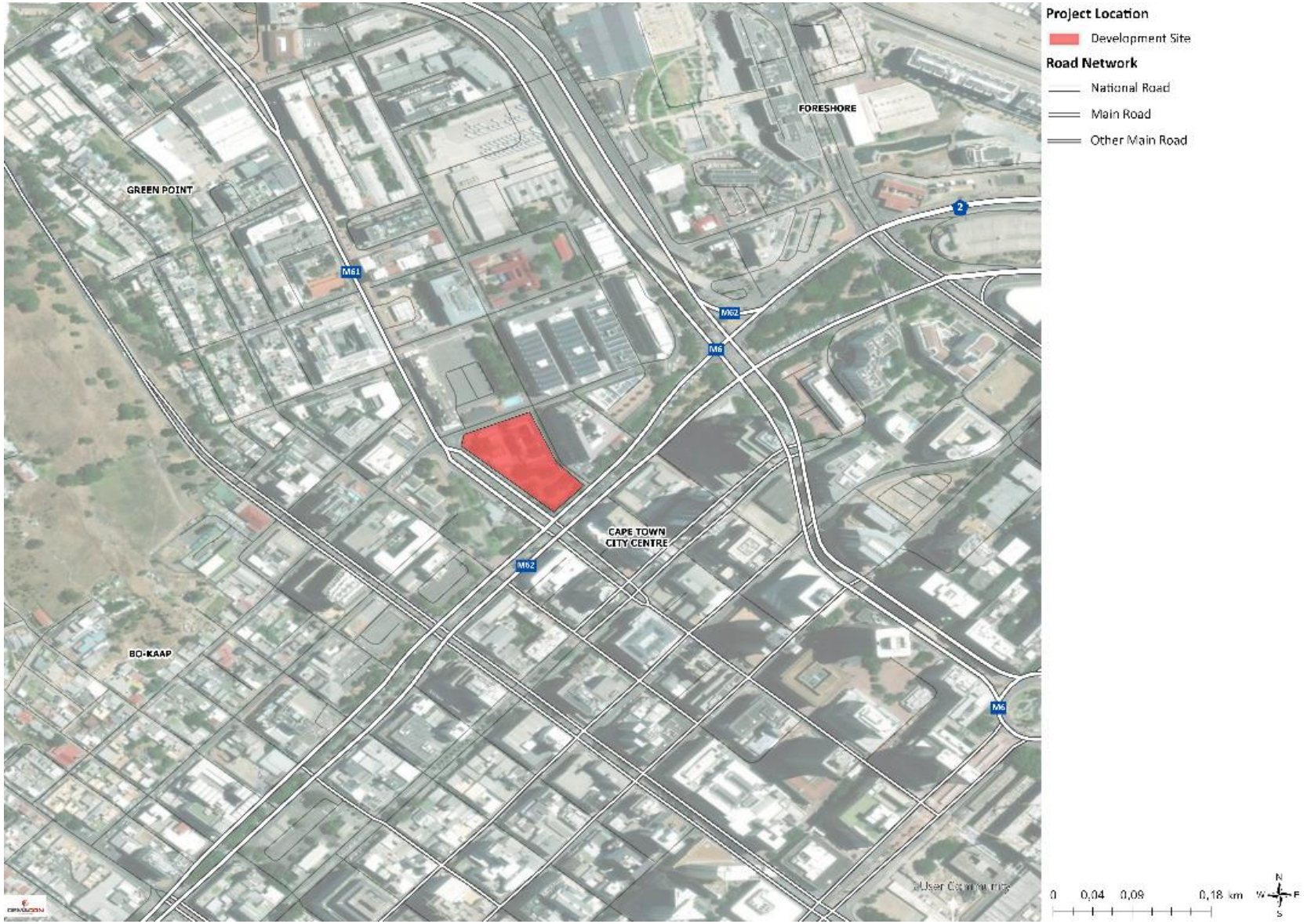
Source: DEMACON ex Talani Quantity Surveyors

From a regional perspective the development site is located in the City of Cape Town Metropolitan Municipality, and more specifically within the Table Bay Metropolitan District. From a macro perspective the development site is located opposite the Cape Town CBD and the economic epicentre of the metropolitan area.

The development is strategically located whereby high levels of access to major transport routes such as the N2 highway and M62 and M61 distributor roads is available.

The development site is well positioned in terms of its macro-location whereby the site is close to the economic and tourism heart of the metropolitan area. Surrounding activities afford the development site a range of land use and commercialisation opportunities, especially when considering the mixed business, tourism, and residential character of the immediate community.

Map: 1: Proposed Development Site



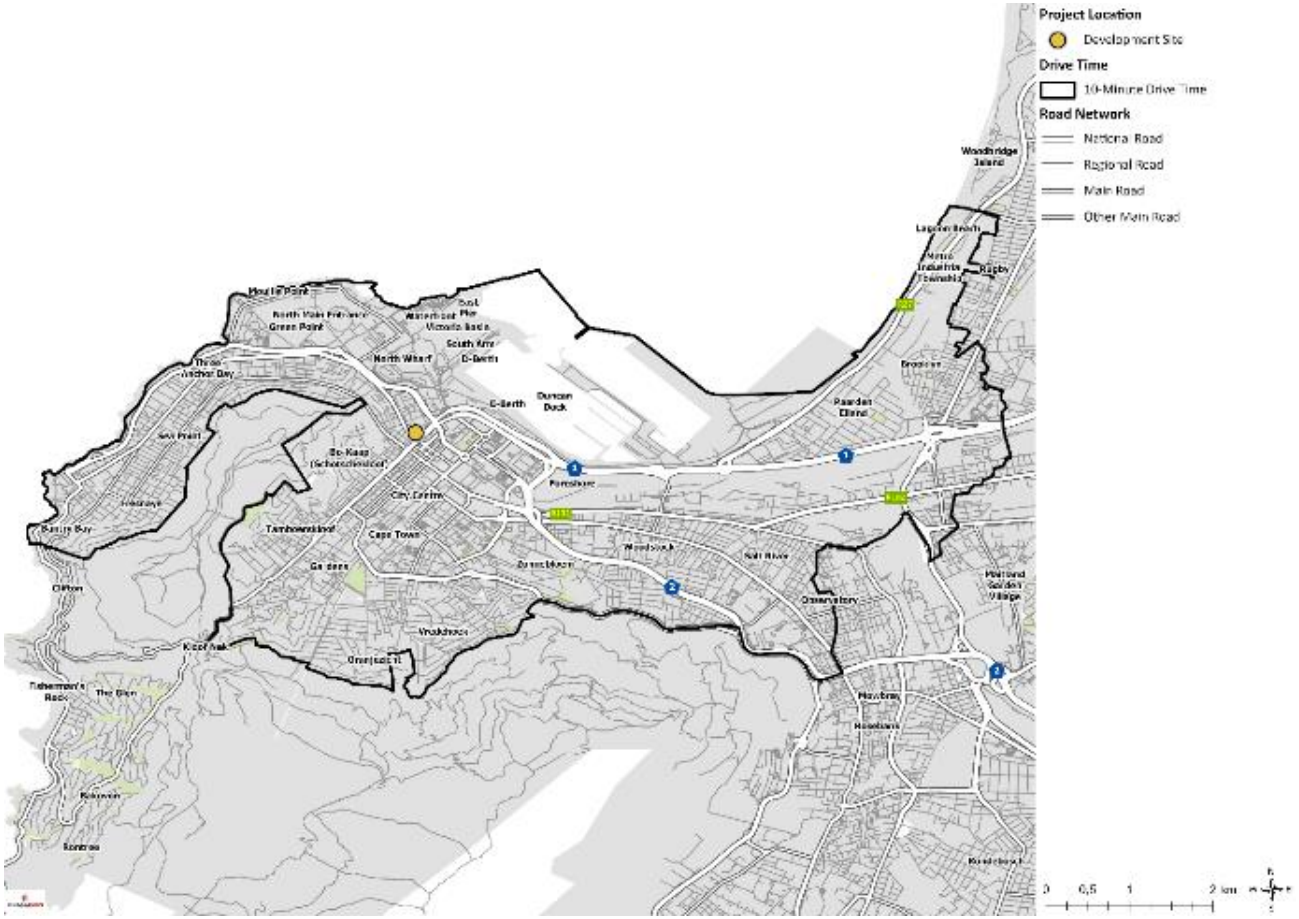
Source: DEMACON GIS, 2023

2.3 PRELIMINARY OPTIONS IDENTIFICATION

By considering the preceding information and given the baseline locational attributes of the immediate market area of the proposed development, several preliminary development options can be identified.

Within a 10-minute drive time of the development site, the proposed development has access to a variety of urban spaces and functions that include:

- major business, destination retail and economic nodes such as the Cape Town Inner City, V&A Waterfront, Salt River and Woodstock business and industrial areas, Paarden Eiland industrial area and the Observatory business node
- major tourist destinations such as Green Point, Inner City, V&A Waterfront, Cape Town harbour, Sea Point and Table Mountain
- meetings, incentives, conference, and exhibitions destinations such as the Cape Town Convention Centre and related meeting spaces throughout the inner city
- residential suburbs at mixed intensity and density



Considering the development site's high-level locational context, information suggests that the property is optimally located to access a variety of economic and social amenities and could, given a defined development direction, contribute to the overall future development vision of the City of Cape Town.

Preliminary development opportunities that could be explored for the proposed development could include:

- residential units
- retail and shopping space
- office and business space
- tourism and entertainment related space

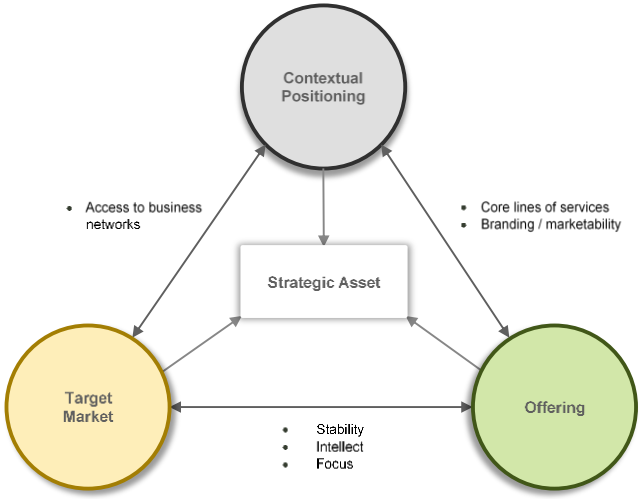
3 LOCATION ANALYSIS

Chapter 3 of the report focuses on conducting a location analysis of the proposed development site's positioning within the context of several overarching themes and considerations. The purpose of the chapter is to analyse the development site through multiple lenses to understand and characterise the context of elements that impact or shape the functioning of the site.

The lenses referred to is informed by a location analysis context. The analysis context assists with the identification of location analysis considerations or themes. Location analysis considerations are factors that are reviewed to assess whether the proposed development benefits from its geographic position.

The following diagram provides an overview of the location analysis context and its key elements.

Diagram 3.1: Location Analysis Context



Contextual positioning refers to interactions between the development site and the surrounding urban structure regarding either economic infrastructure, regional transportation networks that include road, rail, and air, the address value of a location, its marketability, etc.

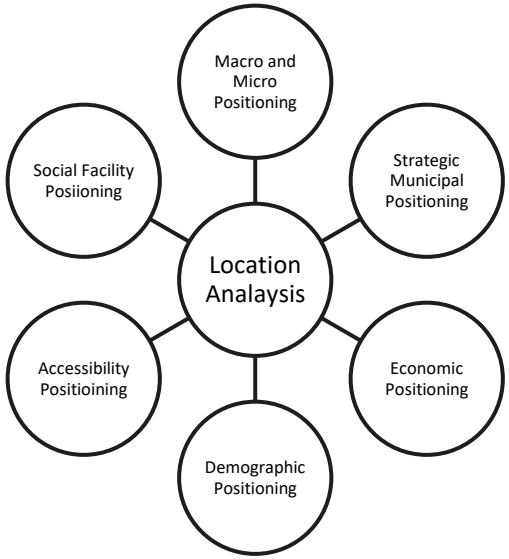
The target market factor refers to the target market that the proposed development seeks to capture with its intended services. The target market would indeed shape the proposed outcomes and locality of a development if its focus is to attract local, regional, national, or international participants, various degrees of skilled labour force, and/or economic participants and businesses.

The offering of the proposed development refers to the type of use or activity will be provided and the services that the development will provide to its target market.

The preceding context elements interact, not only with one another, but with an intended location or development as well, and influence the best locational options that will impact on the sustainable and effective functioning of the development. Changes to any one of these factors would influence how optimally the development functions.

Based on the local analysis context, the following location analysis considerations have been identified and are to be analysed

Diagram 3.2: Location Analysis Considerations

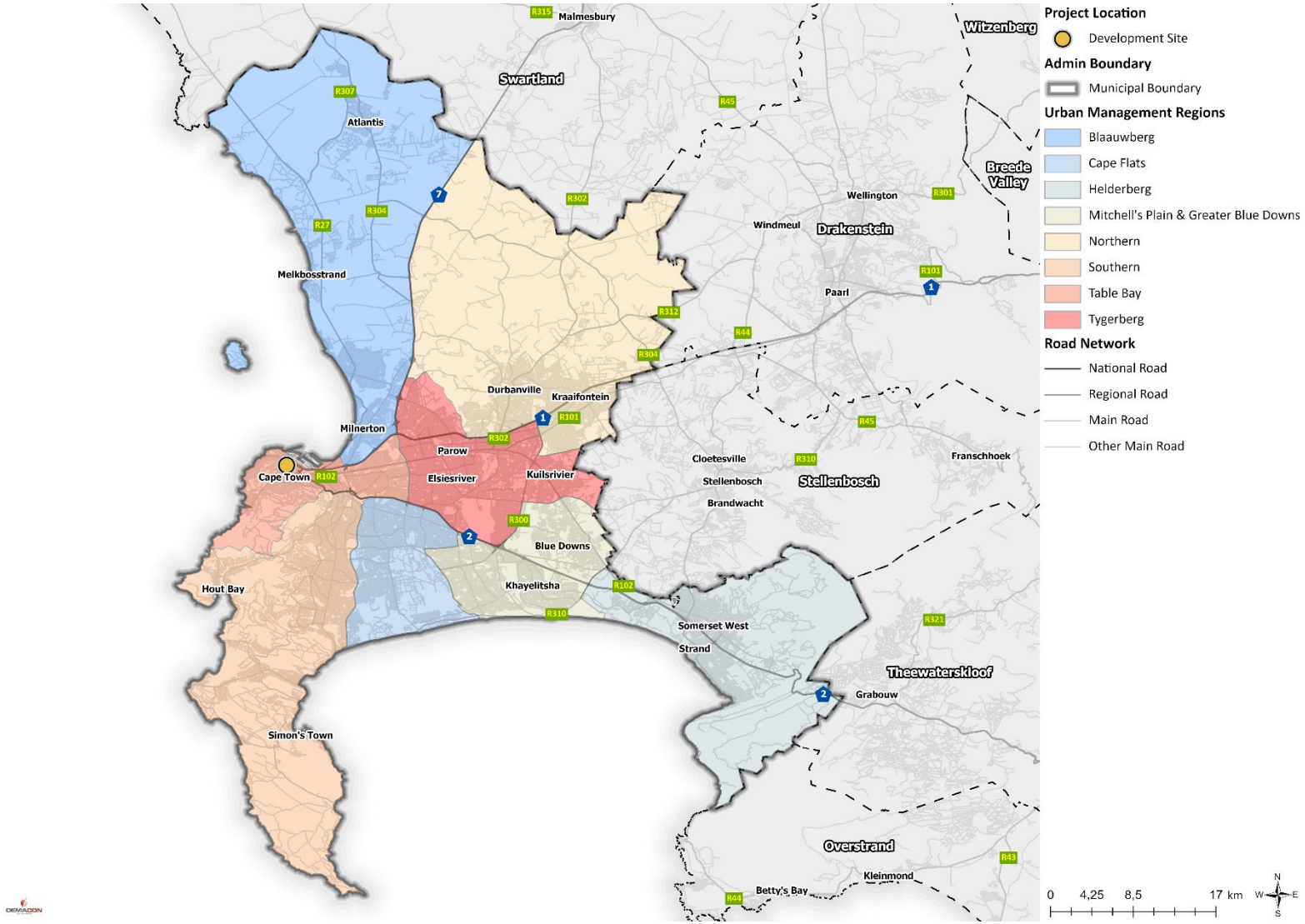


3.1 MACRO- AND MICRO-POSITIONING

The macro versus micro location of any building, development, or concept, can provide varying considerations and impacts. A macro perspective of development for instance can provide an understanding of the regional integration potential, especially when a development provides a regional service. The micro location on the other hand can provide a more detailed account of an asset, specifically when considering sub-regions of a geographic area and its qualities.

From a macro-perspective, the proposed development site is well located when considering the broader urban environment of the city of Cape Town as well as the key urban nodes and concentration areas that define the City's urban context. The development site is located close the Cape Town CBD and as a result is optimally located because the proposed development is close to the existing and growing CBD and other prominent nodes close to the premier urban node of the City.

Map 3.1: Macro-Location of the Proposed Development



Although the development site is isolated from the eastern regions of the City, the prominence of the CBD and its surrounding nodes creates an environment within which high levels of attractiveness and desirability are maintained.

From a micro-perspective the development site is well positioned to capitalise on its proximity to the CBD. The development site is located close to a variety of land uses and mixes and has the opportunity to connect to several social amenities, educational activities, key business and entertainment nodes and core transport infrastructure and logistical activities.

The proposed development site forms part of the "gateway "between the Cape Town Inner City and the urban nodes and attractions situated to the west of the Inner City – in effect the site is situated between the City Bowl and the Atlantic Seaboard suburban areas.

Ultimately, the development site I strategically located to benefit from its macro and micro location within the city.

Map 3.2: Micro-Location of the Proposed Development Site

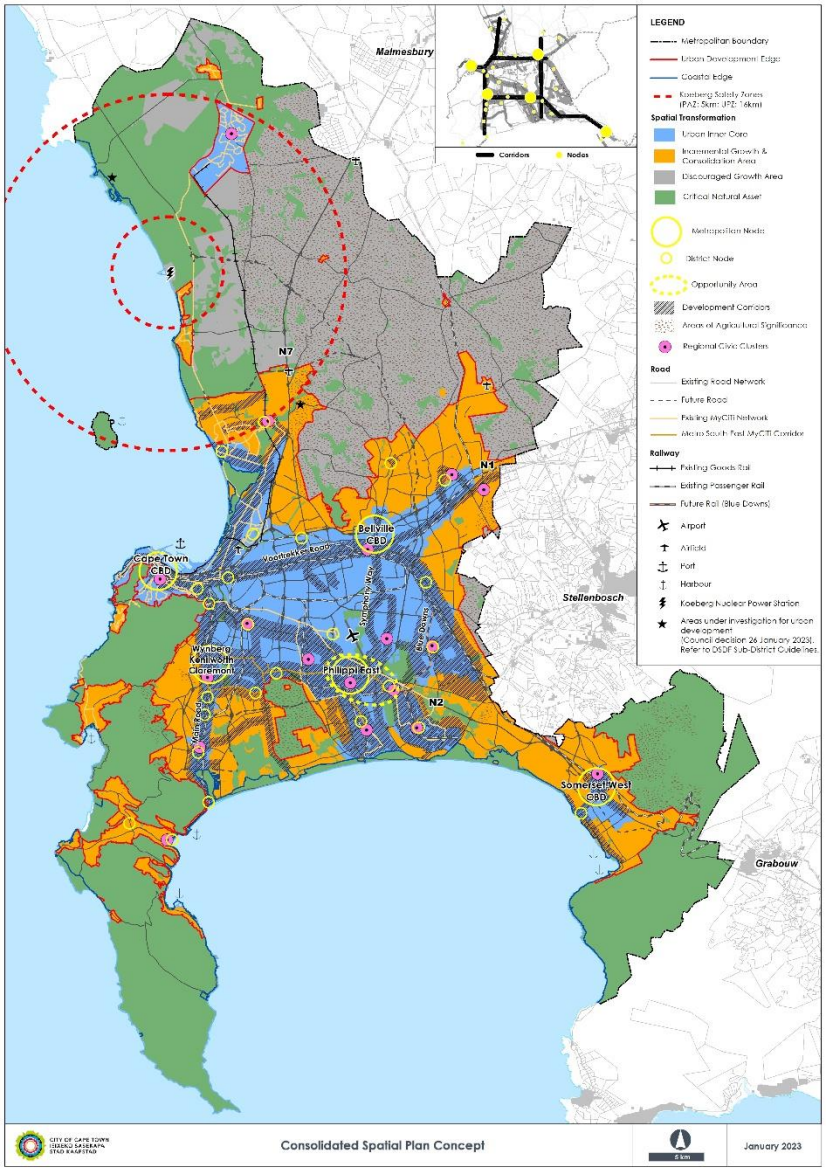
3.2 URBAN CONTEXT AND MUNICIPAL STRATEGIC POSITIONING

The positioning of the proposed development based on future planning and directives by the City is an important consideration when identifying prospects and opportunities. The strategic planning of the City's urban form, economic opportunities, socio-economic development, and other considerations shape opportunities for the development as the development could be applied in numerous ways to assist with achieving targets set by council or encourage new economic, community or urban development.

From a strategic location perspective, the proposed development site is well positioned to accommodate and drive the future spatial development initiatives of the City of Cape Town. The site is located within the urban inner core of the City and forms part of the Inner-City Metropolitan Node. Within the inner core and metropolitan node, the City is focused on the intensification of the node by incorporating a high intensity mix of urban activities and land uses at locations where high levels of access, convenience, exposure, and urban opportunity exists.

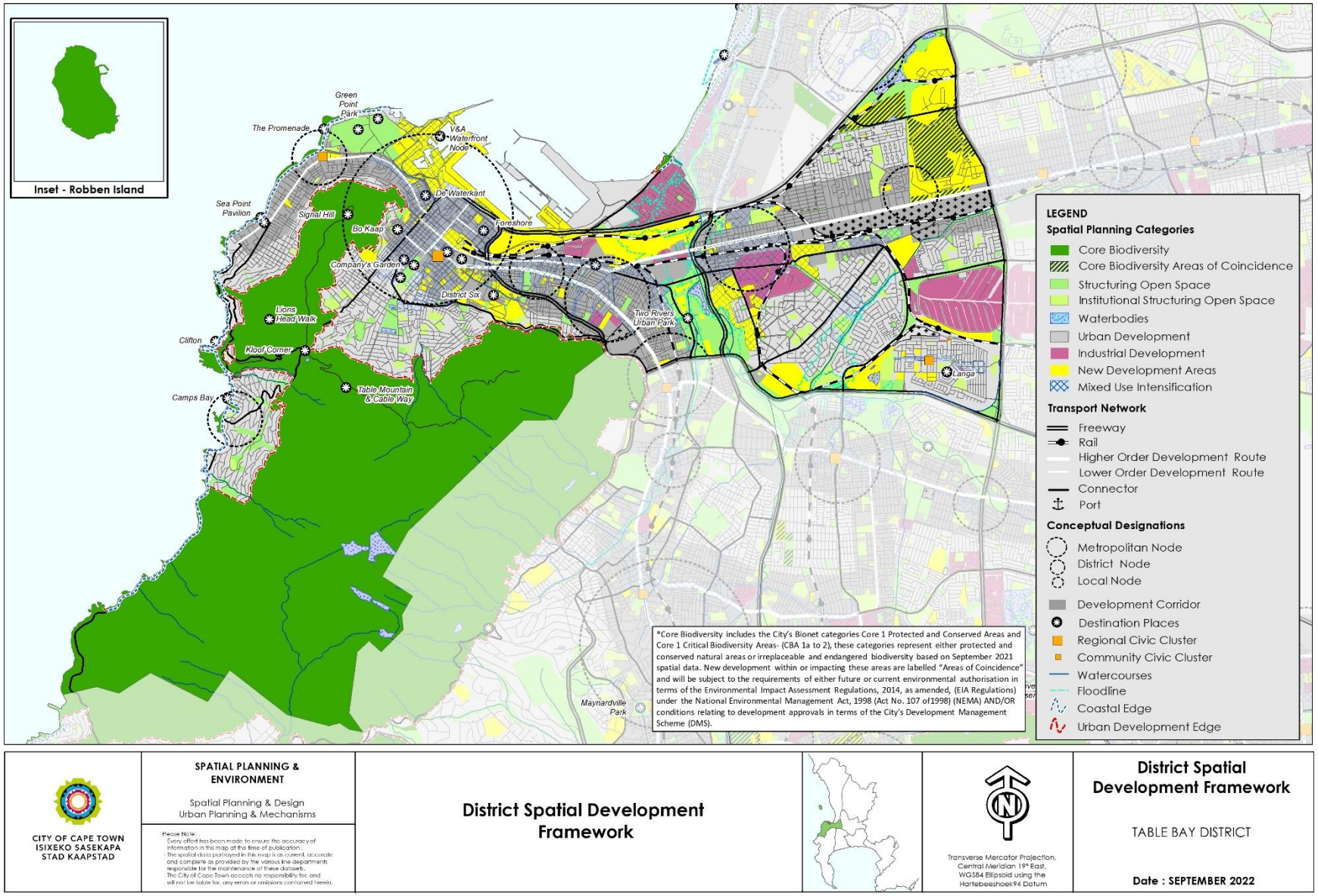
The Table Bay District Spatial Development Framework in more detail identifies that the proposed development site is situated within the District's mixed-use intensification zone. The intensification zone represents areas that have been partially developed and where further intensification and diversification of existing land uses is supported or where redevelopment to a mix of land uses is actively encouraged. The District SDF identifies that an appropriate combination of either residential and non-residential or non-residential uses alone should be provided. Guidelines suggest that for existing urban development areas that land use intensification and combination could include high-density residential typologies, office uses, retail uses, business and commercial uses and social amenities and facilities. High-density residential development is encouraged to consist of multiple typologies and affordability levels

Map 3.3: City of Cape Town MSDF (2023)



Source: DEMACON ex City of Cape Town, 2023

Map 3.4: Table Bay Spatial Development Framework (2023)



Source: DEMACON ex City of Cape Town, 2023

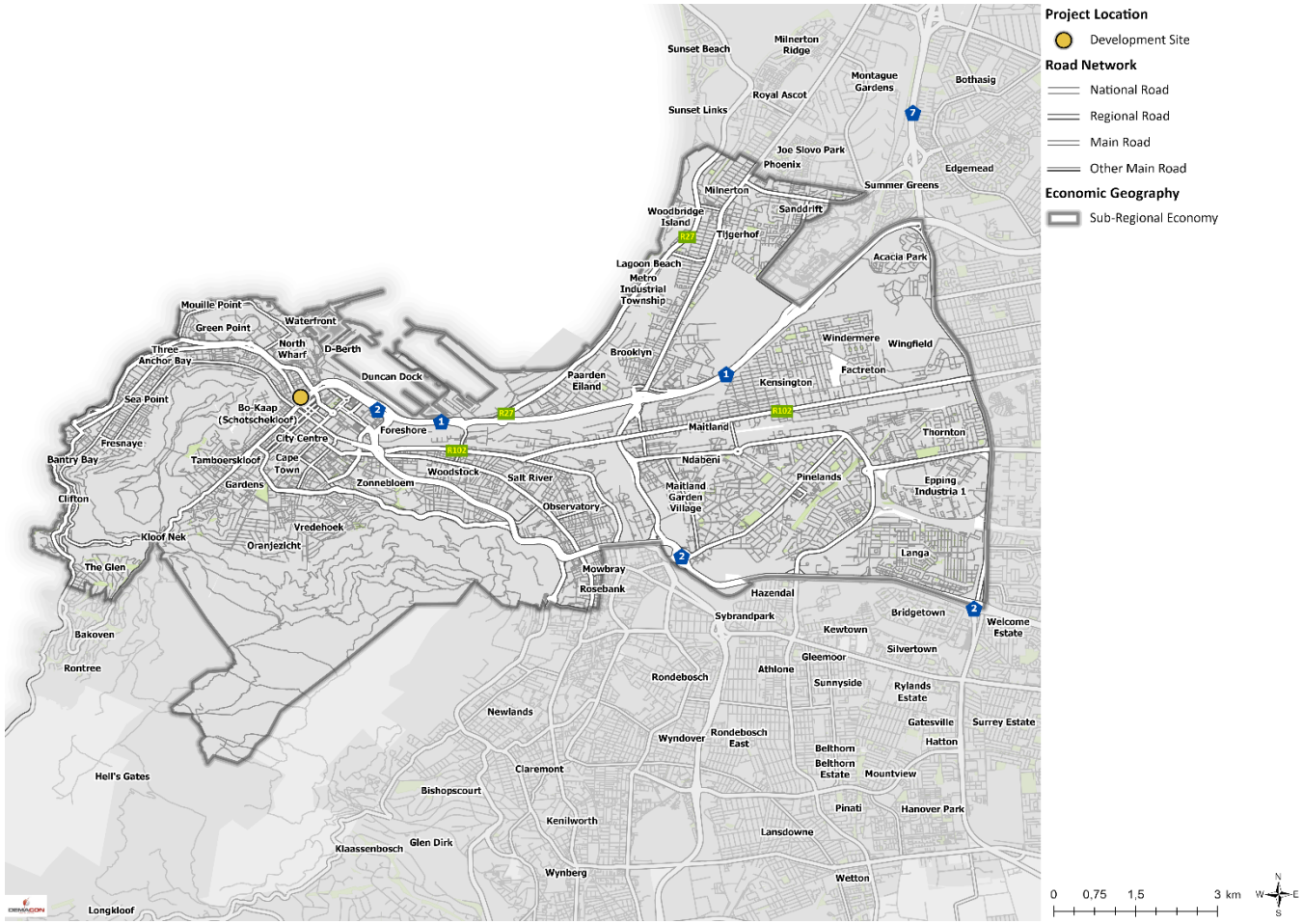
3.3 ECONOMIC POSITIONING

The connectivity of a development opportunity with economic activity, clusters and nodes can be an essential element to ensure the long-term sustainability of the development. The attraction of businesses to the development to take-up commercial or other business space provided is paramount and is essentially supported by the developments proximity to existing economic nodes and output areas. Economic nodes and output areas should be able to support growth and the attraction of new business. A growing economy also allows for new business stimulation that can take-up space in the proposed development.

It is, therefore, essential to focus on the economic context within which the proposed development will be in order to determine the extent to which the proposed development is positioned to tap into the economic opportunities of the City. When taking into account that the inner city of Cape Town is a highly competitive space for business development, the project's locality and integration into the broader economic system could offer competitive advantages not available elsewhere.

From the above, it is important to consider how the proposed development relates to economic output and nodal positioning in order to establish the extent and capability of the development to harness economic opportunities.

Map 3.5: Development Site in the Table Bay Local Economy



The map (overleaf) shows that the proposed development is located adjacent to the Cape Town CBD and is well located in regard to surrounding commercial and retail activities, less so in terms of industrial activities. The development could function as a logical extension of the Inner City's growth and development and could contribute to the local economy's retail and business functions. Current growth of the Cape Town CBD could drive demand for development in the areas adjacent to the City Bowl area, as have been a trend in the recent past. The proposed development is located away from core industrial areas and therefore integration into the industrial activity of the local economy could be less opportunistic.

Map 3.6: Development Site in Proximity to Key Economic Nodes

Source: DEMACON GIS, 2023

ECONOMY SIZE AND CONTRIBUTION

Table Bay
Sub-Regional Economy GVA
(current prices 2021)

R53.4 billion

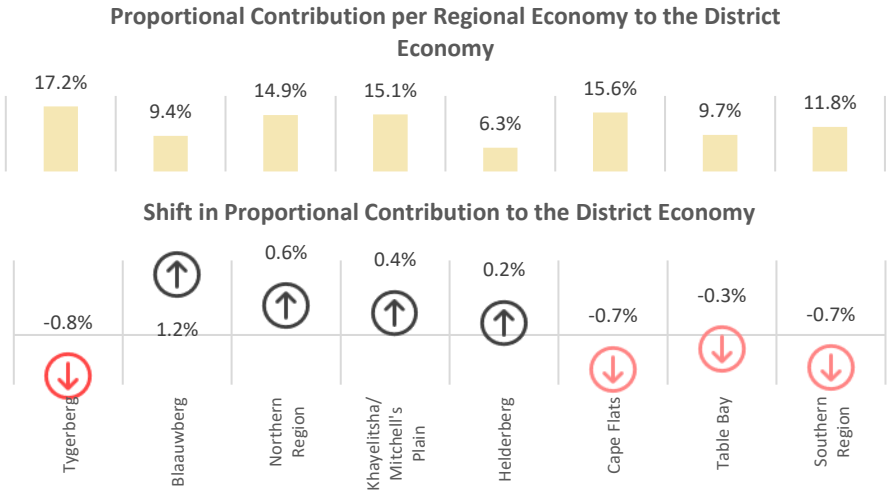
contribution to the Cape Town Regional Economy

contribution to the Western Cape Provincial Economy

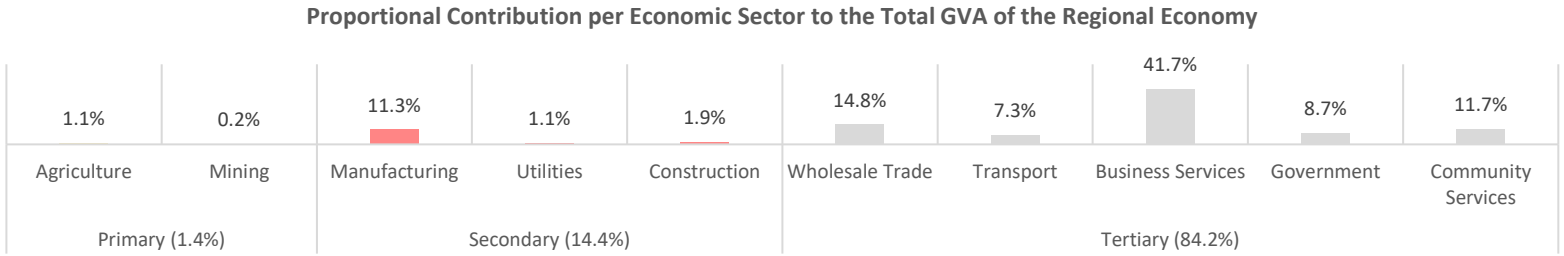
The Table Bay sub-regional economy is the **6th largest** contributor to the total economy of the City of Cape Town's regional economy.

Compared to other economies in the metropolitan area, the Table Bay sub-regional economy **lost** proportional contribution to the regional economy since 2011. Therefore, although the sub-regional economy has **continually expanded** economic output, other sub-regional economies in the metropolitan economy has expanded their economic output at a rate faster than the Table Bay regional economy

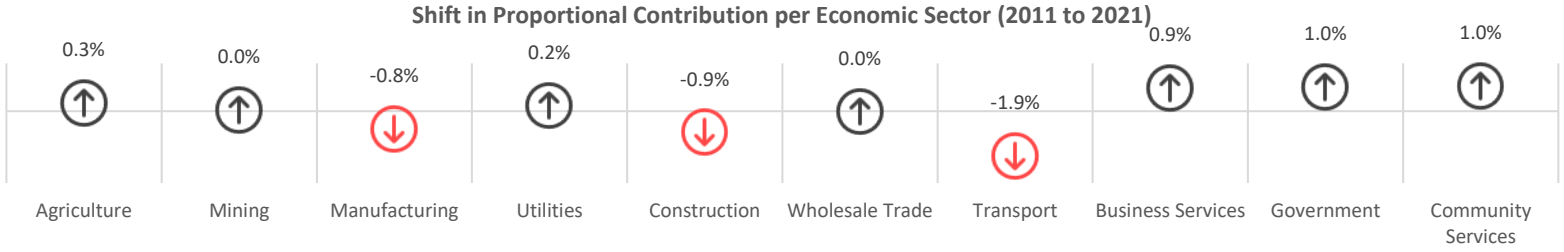
COMPARATIVE ECONOMY SIZE AND CONTRIBUTION ANALYSIS



ECONOMY STRUCTURE AND PROPORTIONAL SHIFTS



The sub-regional economy is characterised by the **tertiary sector**, with a sizeable **manufacturing industry** in support



Drivers in the sub-regional economy are the **business services** and **community services sectors**

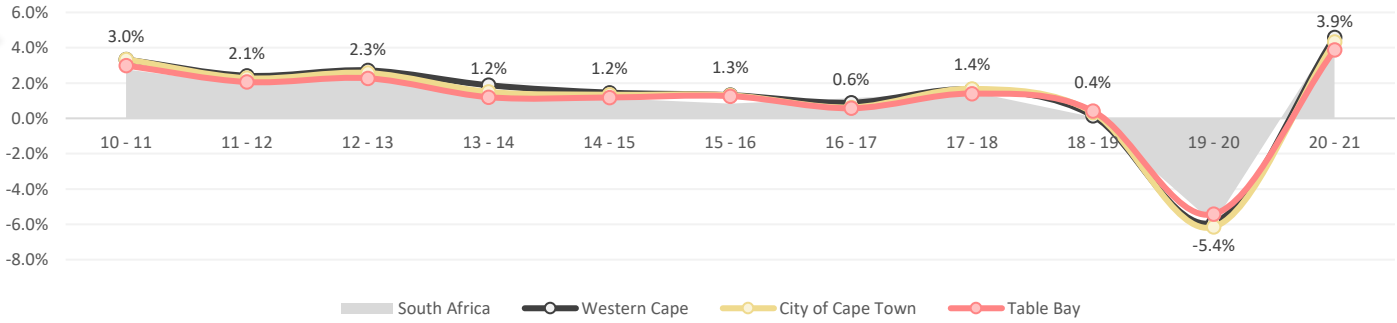
These sectors have maintained **positive** growth and are **sizeable contributors** to sub-regional economic output

ECONOMY GROWTH

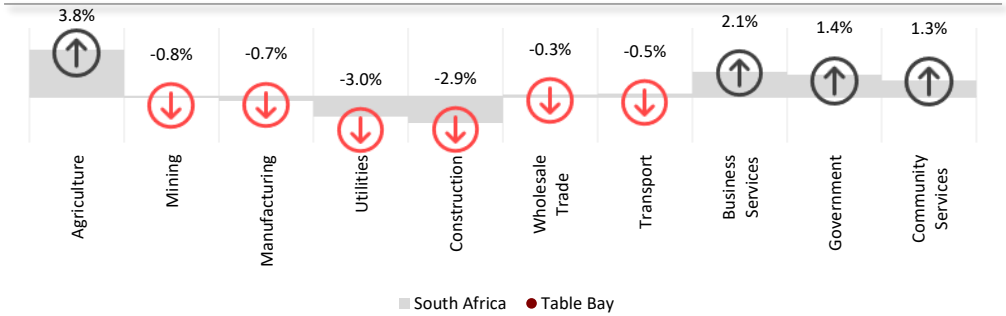
0.9% (2011 - 2021) average annual growth of the sub-regional economy over the previous 10 years

0.1% (2016 - 2021) average annual growth of the sub-regional economy over the previous 5 years

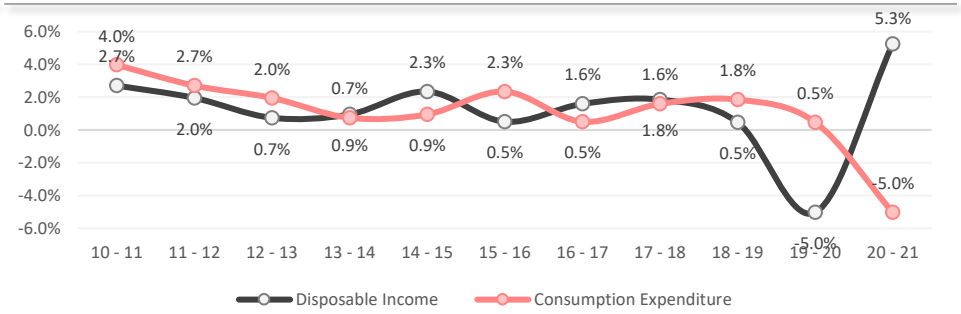
The sub-regional economy is recovering economic capacity lost during 2020. In 2021 the sub-regional economy was **1.8%** below pre-pandemic economic GVA output



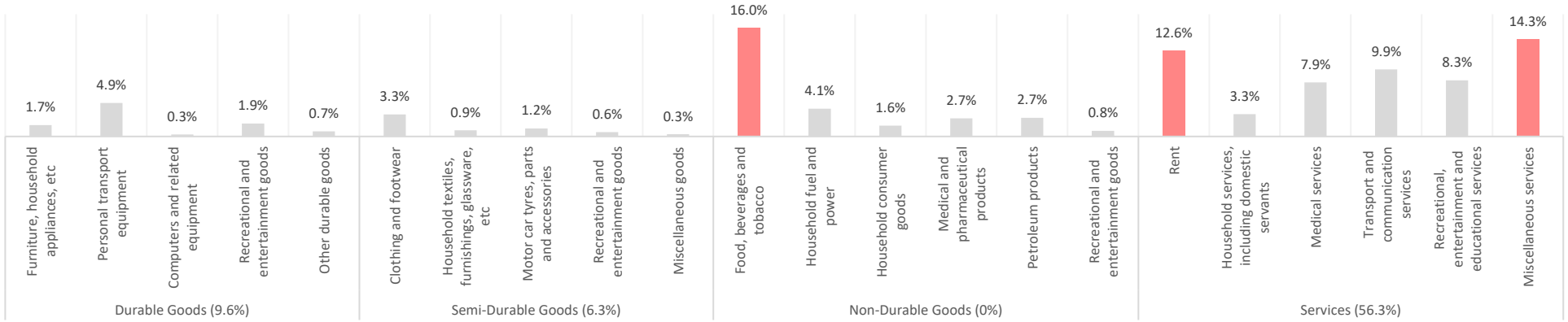
AVERAGE ANNUAL GROWTH PER ECONOMIC SECTOR



DISPOSABLE INCOME & CONSUMPTION EXPENDITURE

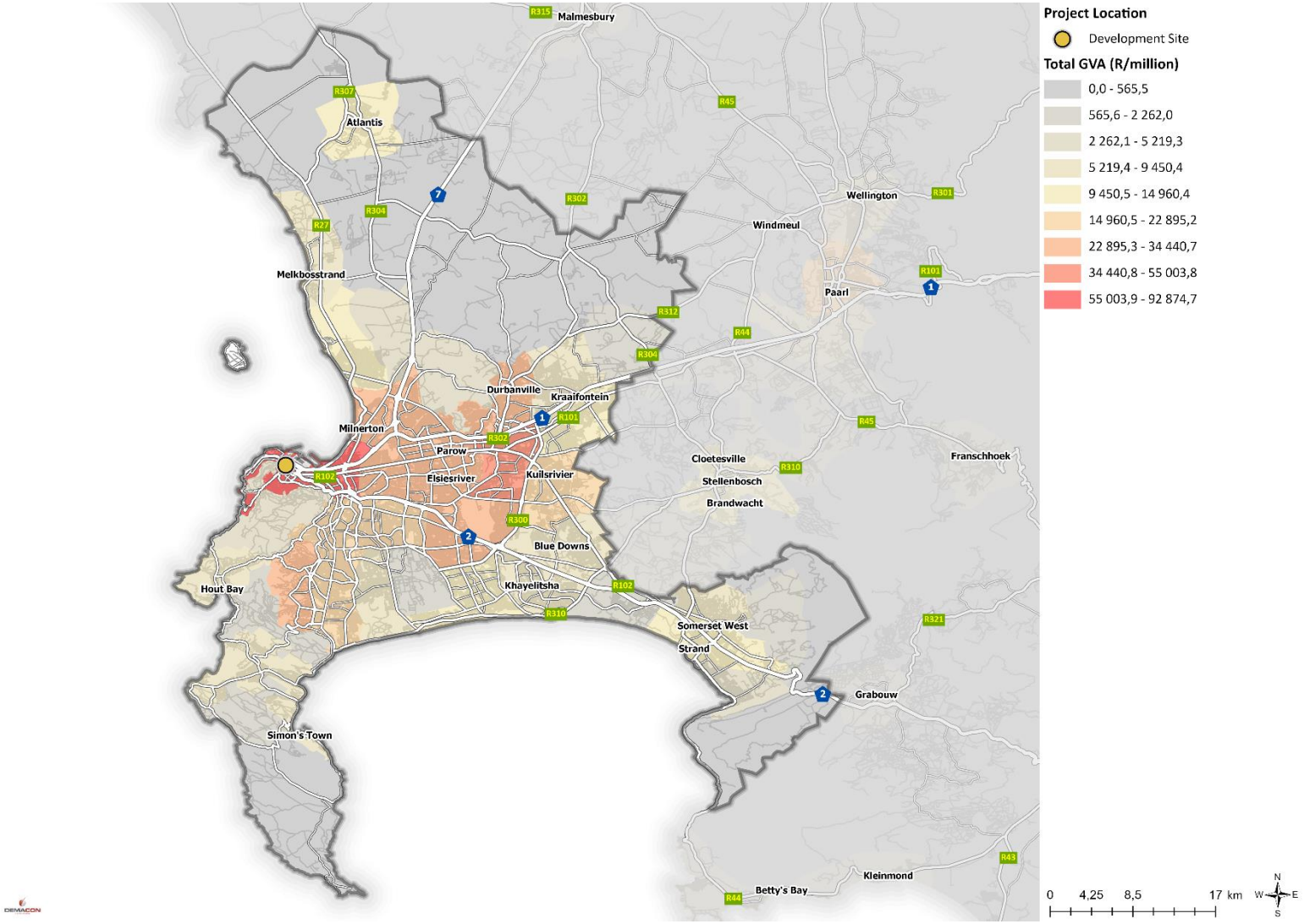


CONSUMPTION EXPENDITURE PER EXPENDITURE TYPE



The Cape Town inner city and surrounds are not only influenced by socially driven real estate development pressures (i.e., residential, retail, social amenities, entertainment, etc.). The proposed development is situated within the Table Bay sub-regional economy which represents the core economic zone of the metropolitan economy. Although the sub-regional economy produces less than 10% of the metropolitan economy's economic output, economic production areas such as the Inner City, Woodstock, Salt River, and Observatory contribute substantially to the financial, real estate and business services sector, manufacturing industry and transport industry of the metropolitan economy.

Map 3.7: City of Cape Town Economic Output Distribution



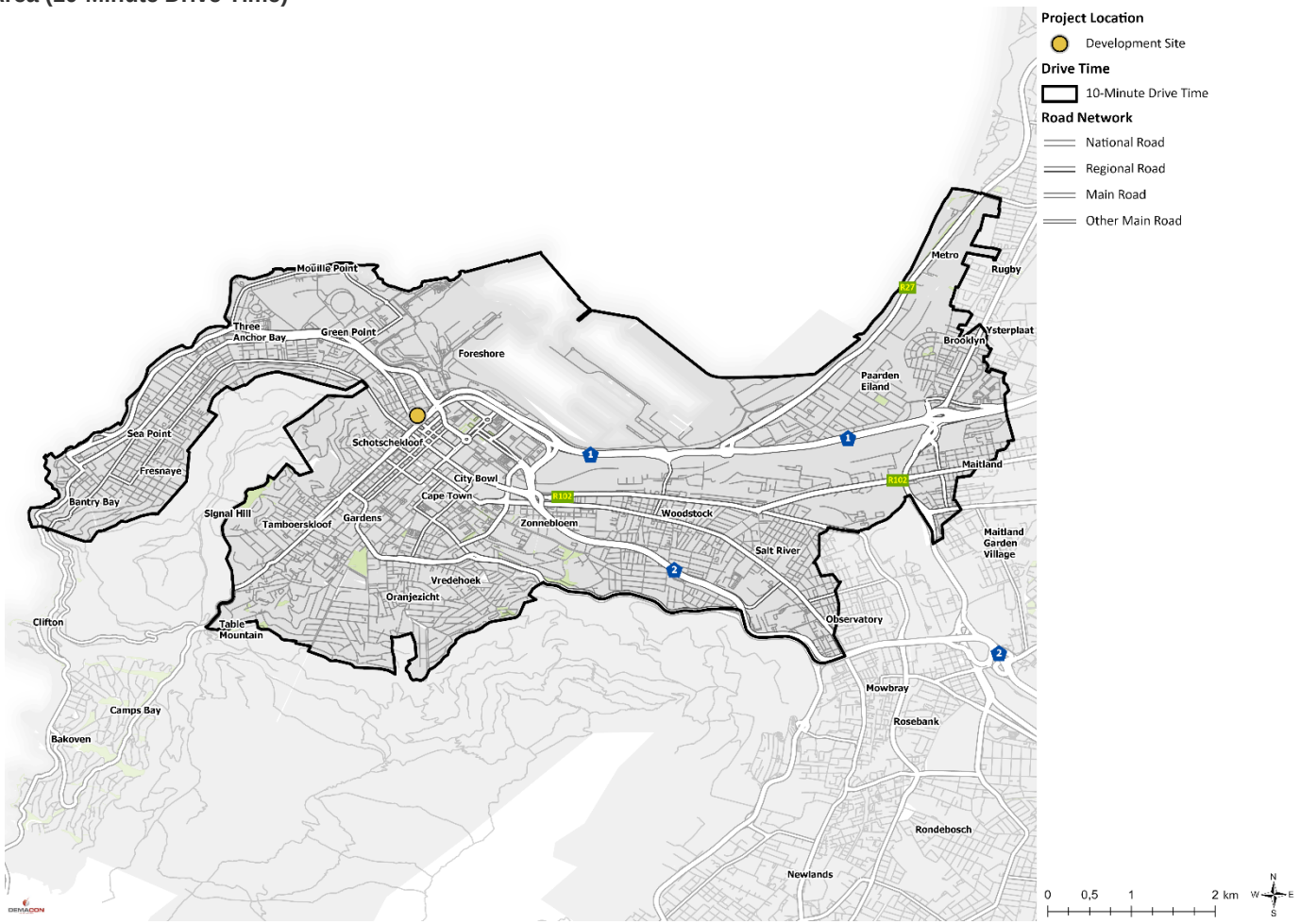
The Table Bay sub-regional economy has expanded since 2011 and has kept pace with the growth experienced by the metropolitan economy. Growth in the sub-regional economy has largely been on account of growth in the business services sector, government services sector and the personal and community services sector. The bulk of growth (99%) experienced by the sub-regional economy has been as a result of growth in the business and financial services sector. As a consequence of the growth that the sector has experienced, the demand for non-residential space (office, tourist, commercial and business) has remained stable over time.

3.4 DEMOGRAPHIC AND SOCIAL FACILITY ANALYSIS

The proposed development can also be considered within the context of the broader socio-economic profile surrounding and influencing the property and property markets. The purpose is to highlight and provide a concise socio-economic profile of the area with which the proposed development interacts in order to understand whether this interaction has any implications and/or effects on the development's potential.

The following provides key socio-economic indicators for an approximate 10-minute drive time from the proposed development.

Map 3.8: Primary Market Area (10-Minute Drive Time)



Source: DEMACON GIS, 2023

POPULATION SIZE

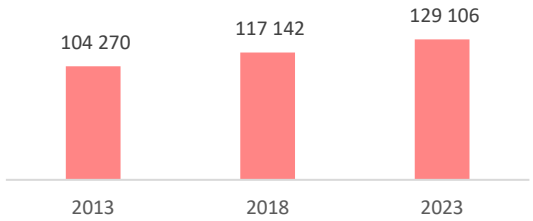
129 106
PEOPLE IN THE
PRIMARY
TRADE AREA

Population
Average Annual
Growth Rate
2.24%

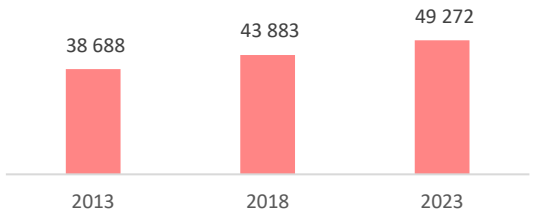
49 272
HOUSEHOLDS

Household
Average Annual
Growth Rate
2.42%

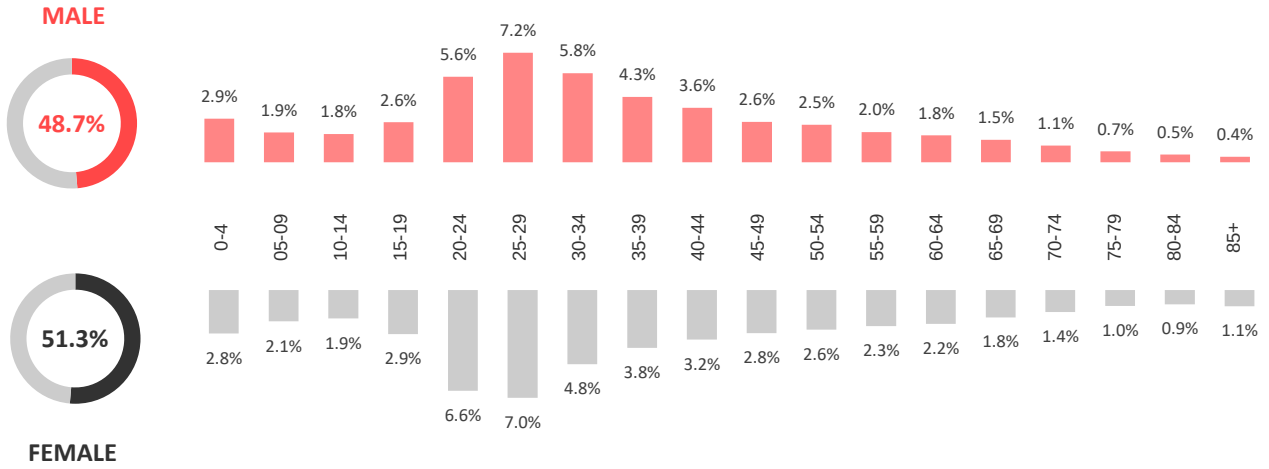
POPULATION GROWTH



HOUSEHOLD GROWTH



AGE AND GENDER PROFILE

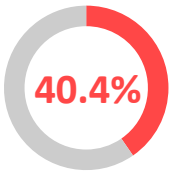


POPULATION GROUP

Black African	28.4%
Coloured	24.5
Indian / Asian	3.3%
White	43.9%

MIGRATION PROFILE

Data indicates that 7.5% of people migrated to the primary market area since 2011.

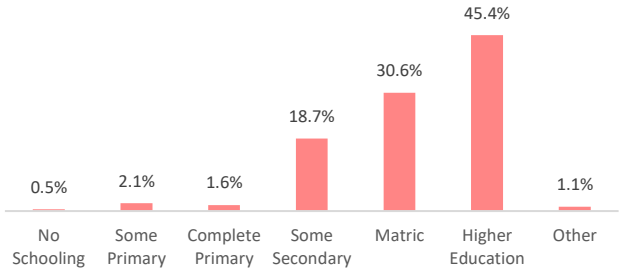


EDUCATION PROFILE

Educational Institution Attendance (Persons 20+ Years)

80.4% attend a **UNIVERSITY**	**7.5%** attend a **FET COLLEGE**	**6.5%** attend an **OTHER COLLEGE**

Highest Level of Education Obtained – Working Age Population (15 to 64)

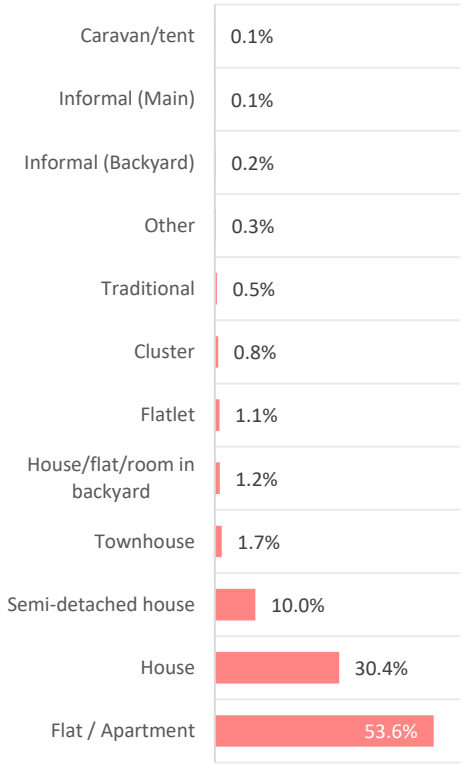


DWELLING TYPOLOGY

Majority of Households Reside in a **Formal Dwelling** **99.2%**

0.3% of households reside in an **informal dwelling**

0.5% of households reside in a **traditional dwelling**



TENURE STATUS

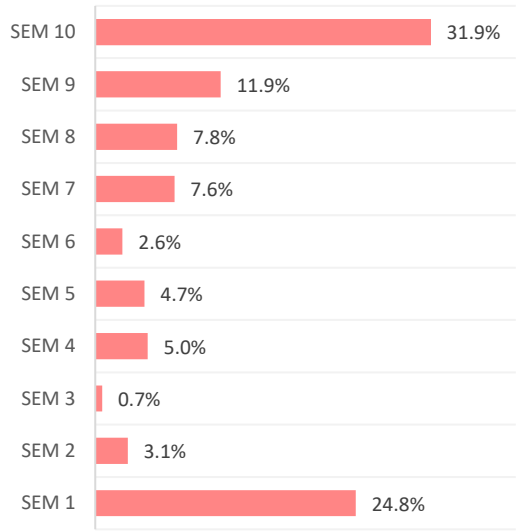
23.5% of households **own** and have **paid** for the property where they reside

18.2% of households **own** but have **not finished paying** for the property where they reside

56.1% of households **rent** the property where they reside

2.2% of households **occupy** the property where they reside **rent free**

SEM



HOUSEHOLD INCOME PROFILE

Average annual household income for all SEM Groups (2020)

R368 668

Average annual household income for SEM Groups 2+ (2020)

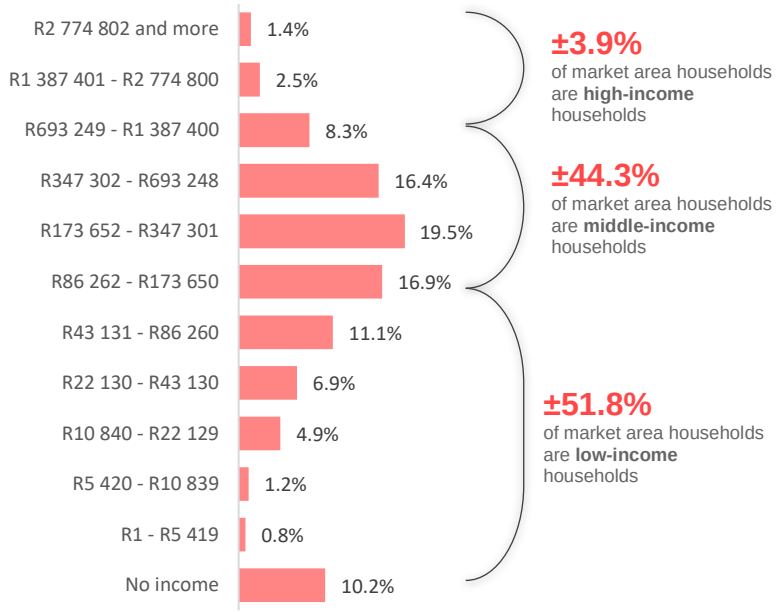
R529 369

Average monthly household income for all SEM Groups (2020)

R30 722

Average monthly household income for SEM Groups 2+ (2020)

R44 114

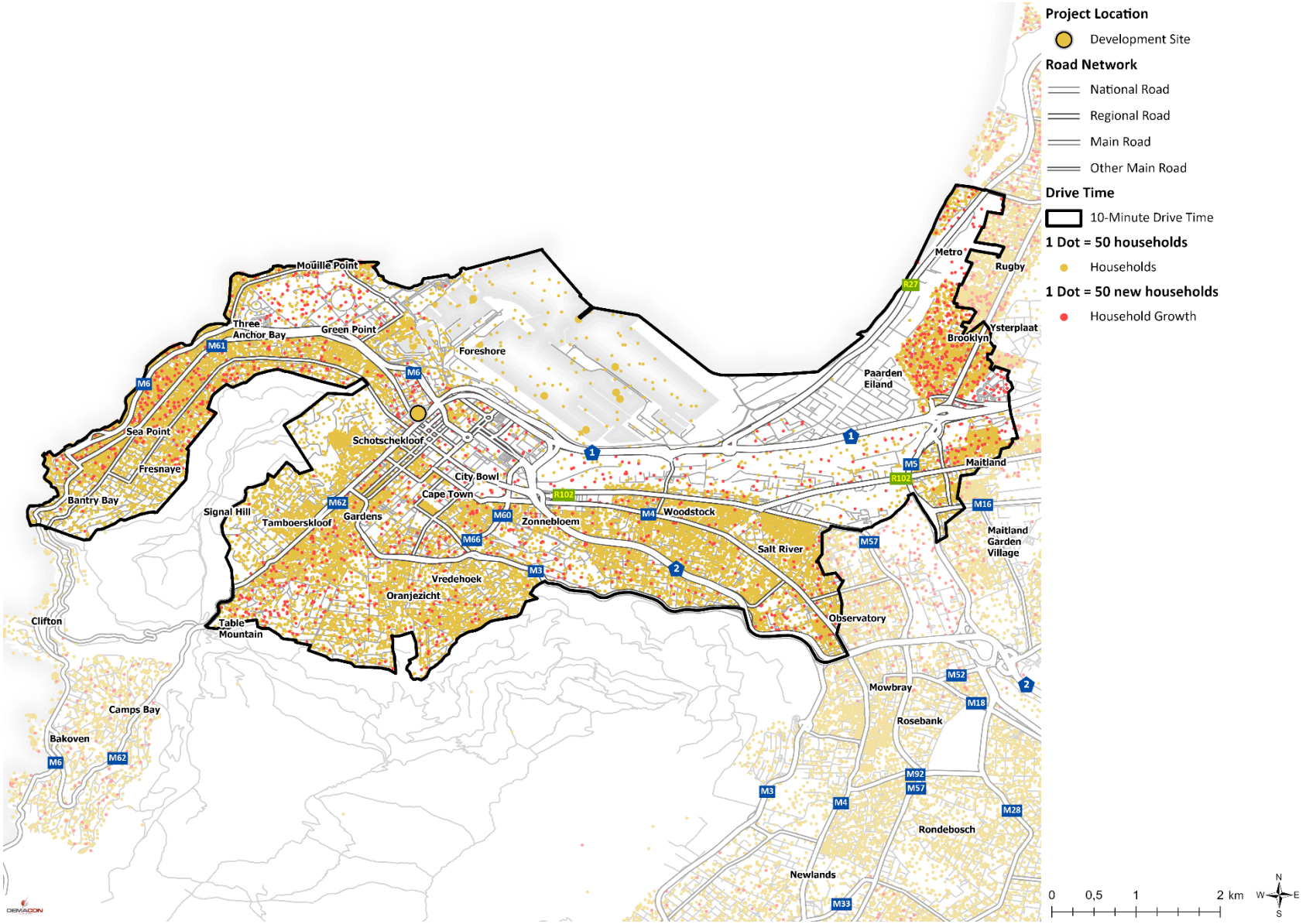


±3.9% of market area households are **high-income** households

±44.3% of market area households are **middle-income** households

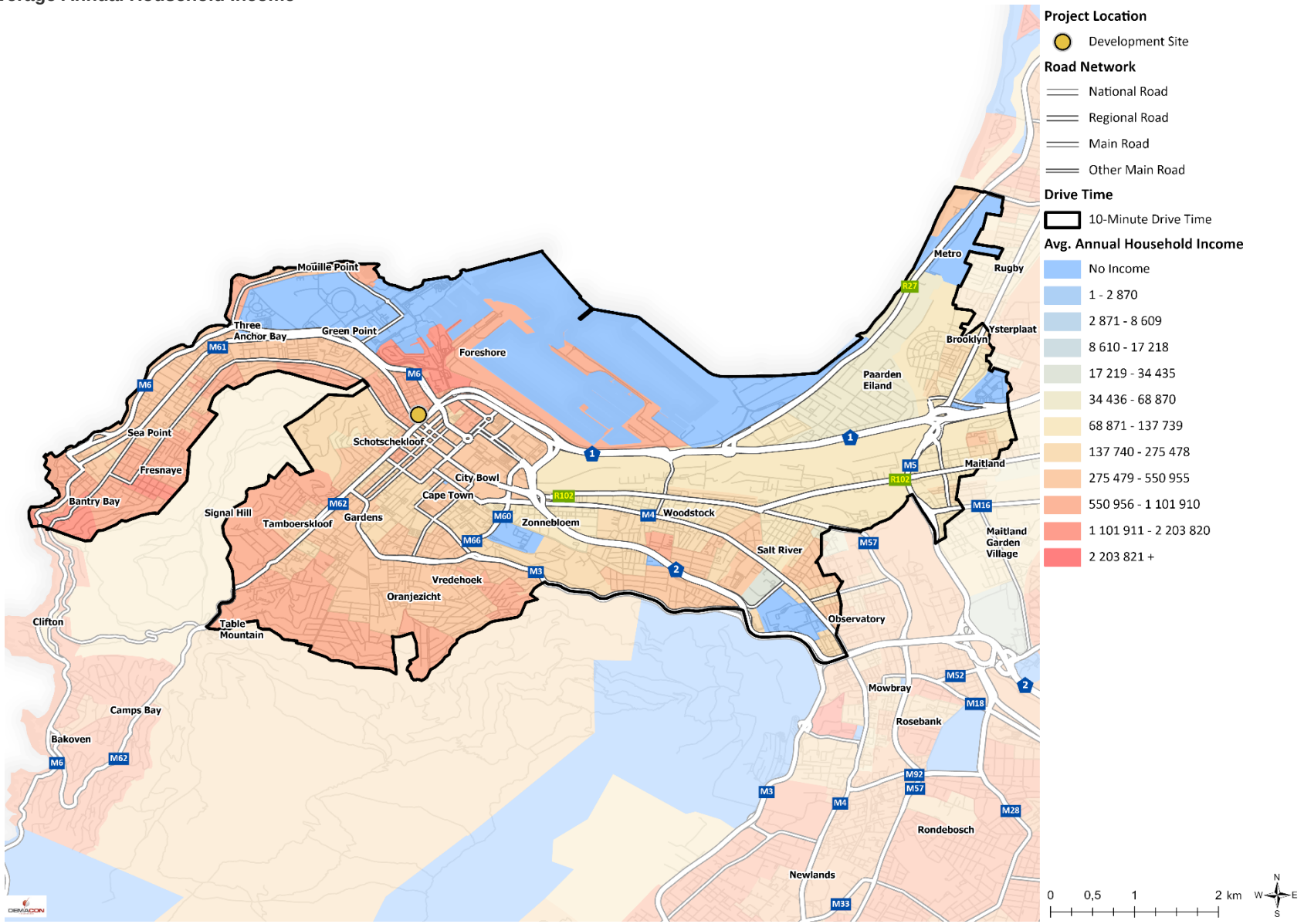
±51.8% of market area households are **low-income** households

Map 3.9: Household Distribution and Growth



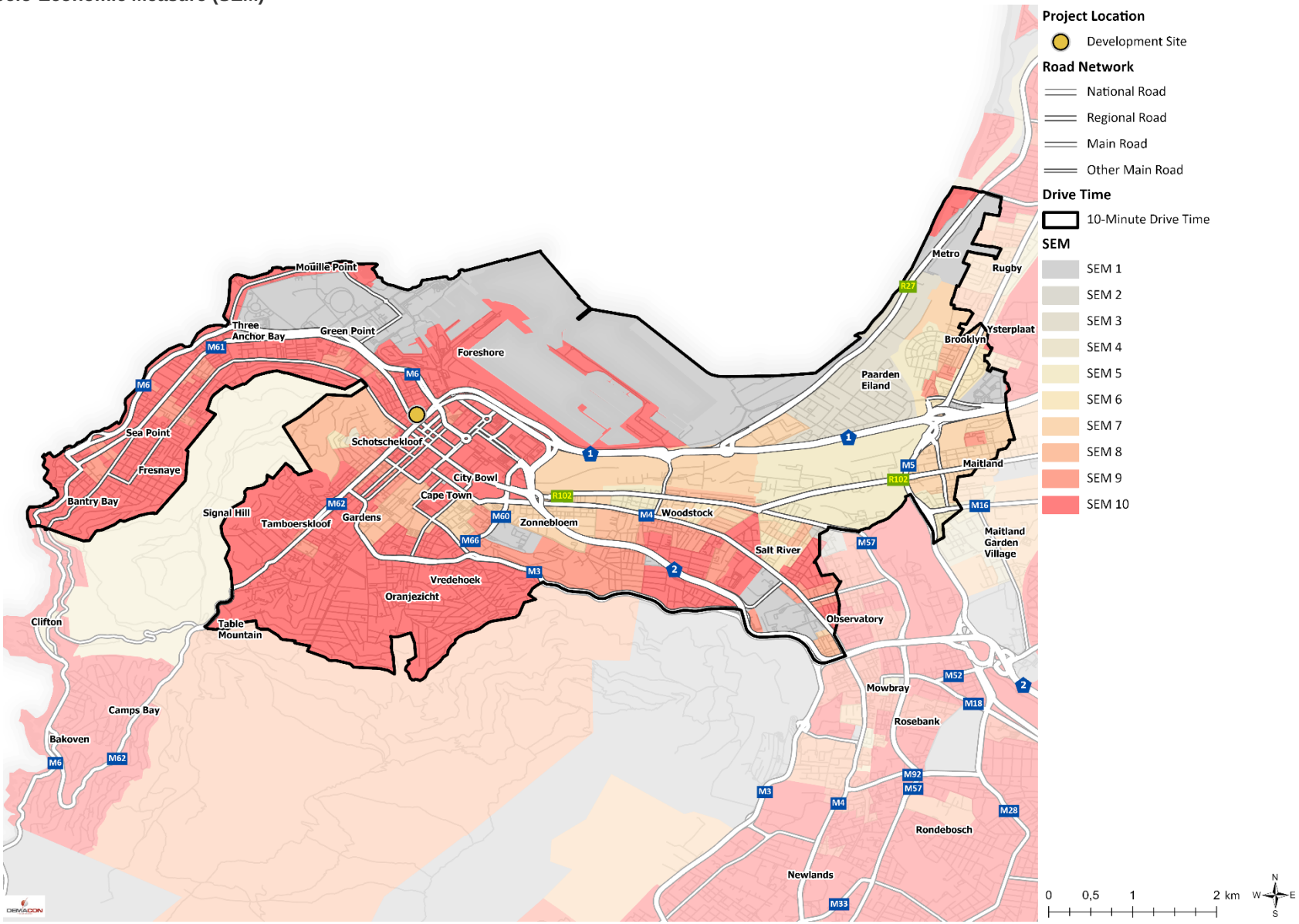
Source: DEMACON GIS, 2023

Map 3.10: Average Annual Household Income



Source: DEMACON GIS, 2023

Map 3.11: Socio-Economic Measure (SEM)



Source: DEMACON GIS, 2023

Socio-economic factors play a determining role in the demand for land use typologies, services, and amenities. Demand for residential typologies, retail space and social amenities is primarily influenced by demographic growth trends, migratory patterns, employment levels and household access to disposable income.

Given the preceding, it is important to take note of overarching social and economic factors and trends in the local market that could play a role in the demand for real estate.

A socio-economic profile of population and households residing within the Cape Town CBD and within a 10-minute drive time of the proposed development location shows that the immediate market of the proposed development has continually experienced growth of young adults. Since 2011 it is estimated that population and households within the immediate market area expanded at a rate of between 2% and 3% per annum suggesting that within 10 minutes of the proposed development site nearly 130 000 people and 50 000 households reside. Migration plays a sizeable role in the continued growth of the local market area whereby more than 40% of persons residing in the market area migrated to the area. The market's population consists of youthful adults (more than 75% of persons in the market area) that are highly educated (more than 40% of persons aged 15 and older have a higher education) and prefer to rent flats and/or apartments (approximately 56% of households rent whilst 53% of households reside in a flat/apartment). Households on average earn between R350 000 and R550 000 per year and historic growth trends show that the growth of disposable income has kept trend with consumption expenditure growth. Apart from expenditure on food, beverages and tobacco products, rent represents the single largest expense for households in the local market.

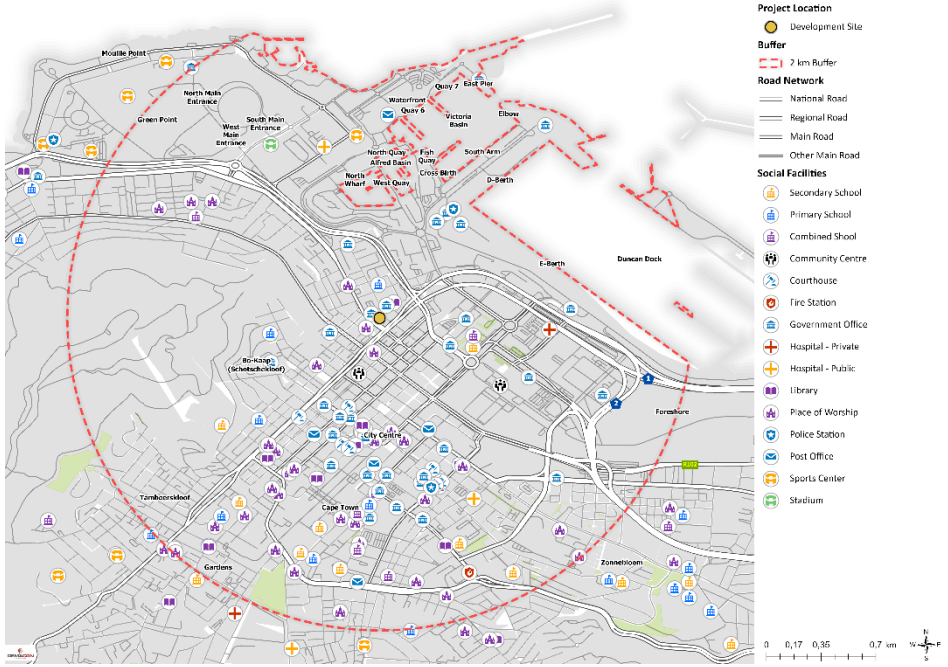
The data suggests that because of the favourable social, economic and property market conditions in the immediate area of the proposed development that migration and related growth pressures will likely remain key contributing factors to household growth in the Cape Town inner city and its surrounds. Consequently, demand for residential real estate and associated services and amenities (such as convenience retail, entertainment, and social amenities) will remain and most likely drive future property investment.

The following provides an indication of the distribution of current social amenities in and around the proposed development. The map intends to provide a contextual reference as to the distribution and servicing of the population's required social amenities

The map shows that the broader area is well supplied in terms of social amenities. Especially when considering schools and tertiary education. A range of services such as policing, and healthcare can be accessed, whilst sporting areas, parks and community centres and halls are widely available.

The data therefore suggests that a range of social amenities are supplied and can be accessed by the local and broader community. The proposed development is thus well positioned to access social amenities.

Map 3.12: Proposed Development Access to Social Amenities



Source: DEMACON GIS, 2023

3.5 ACCESSIBILITY POSITIONING

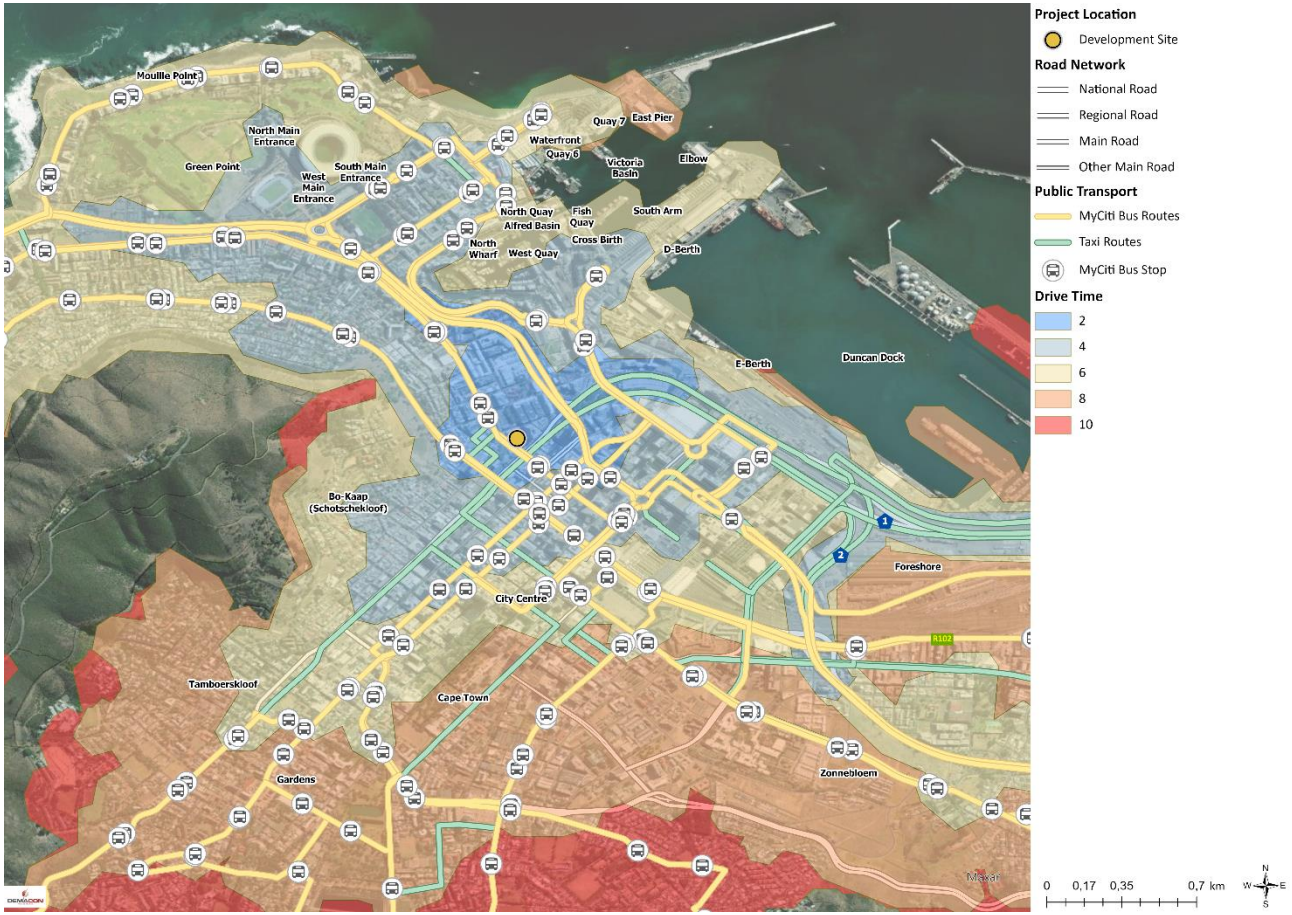
The ability to access a development can influence the popularity and opportunity development of a project. The access that the public has to a service/business/amenity impact on the use and sustainability of the service. Good access, not only via a functional and well-maintained road system, but through public transport facilities via bus or rail or combination thereof, further enhances local and business community capture potential.

It is therefore necessary to consider the location of the proposed development in the context of access. Economic opportunities are driven by the ease at which business is done and therefore should an opportunity be constrained by low access levels, the rate of sustainability dwindles, and the development becomes unproductive.

The map shows that the proposed development is well positioned along a primary movement corridor from the CBD (M61 Somerset Road) and connects areas along the Atlantic Seaboard to the inner city. Other major transport routes such as the M62 and N2 highway can be easily accessed and further extends the reach and capability of the proposed development to accommodate a broader community.

Public transport in the form of MyCiti busses do travel past the development site, but do not stop at the development. Bus stops can be found no further than 70 meters from the development site thereby still allowing sufficient opportunity to access public transport routes.

Map 3.13: Transport and Accessibility



Public transport via MyCiti busses connect the development site to areas throughout the Atlantic Seaboard, City Bowl, Green Point, and eastern suburbs. The reach of the proposed development could extend beyond the immediate community and urban locations of the inner city and its surrounds.

The proposed development is also well positioned to capitalise on its proximity to the Cape Town Train Station and its reach into the northern and eastern suburbs of the city. Taxi routes are also prominent within the inner city and can act as key transport modes with which the community can access the proposed development. Several taxi routes travel along the routes that bound the prosed development location.

3.6 SYNTHESIS

From a macro locational perspective, the proposed development is strategically located within the urban and economic environments of the city. This is especially true when considering the micro locational attributes of the development. The development can benefit from and tap into the economic heart and urban core of the city because of its proximity to the Inner City and the economic activity areas surrounding the inner city. Strategic growth directives by the City of Cape Town identify the mixture and intensification of land uses in and around the inner city. The proposed development is ideally located to be able to contribute and or drive intensification efforts within the urban core of the city.

The proposed development is in line with future growth aspirations of the City, especially the growth and development of the CBD. Intensification and densification of the CBD is causing growth and development in adjacent suburbs and nodes and therefore could be exploited by the proposed development. Social facilities are also abundant in the immediate area of the proposed development indicating that the proposed project could access a myriad of social amenities. The high level of access improves the prospects of residential and business orientated development.

The location of the proposed development close to existing public transport services and transport infrastructure affords the proposed development site high levels of access to local and regional markets. The development has access to major transport routes, taxi routes, MyCiti Bus Routes and a MyCiti Bus Stop is no more than 70 meters away. The Cape Town Train Station is close to the development and accessing the Cape Town International Airport is easily achieved via the many primary corridors that surround the property.

The proposed development is strategically located and could benefit from economic, socio-economic, and strategic forward planning directions and opportunities. the development could access a range of development opportunities in support of private sector real estate demand and the City's future development aspirations.

4 MARKET OPPORTUNITY SCAN

4.1 INTRODUCTION

Chapter 4 of the report focuses on providing an analysis of current market trends and indicators of select development opportunities that the proposed project could consider. The purpose is to provide market related supply side indicators such as rental price trends and growth, vacancy rates, and cyclical indicators in order to understand the extent of real estate development opportunities available within the local real estate market. This information should be considered as preliminary and will be assessed in detailed in the full Market Analysis Report.

Given the socio-economic, economic, and locational context of the local market area of the proposed development, initial information suggests that residential and non-residential real estate development opportunities could be explored as part of the proposed development's real estate opportunities. Real estate opportunities could include:

- Residential typologies
  - apartment/flat residential typologies at varying configurations and price points (catering to the affordable and higher-end markets)
  - Social housing residential typologies solely focused on the affordable market
  - Student accommodation targeting affordable purpose built-student accommodation
- Retail spaces
  - Convenience orientated retail uses that cater to households
- Office space
  - Given the business centred nature of the local economy, the potential exists that office and related business space is required to support future growth of the economy
- Tourism accommodation and services
  - Given the prominence of the business, real estate and financial services sector coupled with the tourist prominence and products in the CBD of the City, the opportunity may exist to incorporate a tourist accommodation function

4.2 RESIDENTIAL OPPORTUNITY HIGH-LEVEL OVERVIEW

Considering the socio-economic, economic, and locational attributes that define the proposed project's local market area, a location analysis of the subject property reveals that the property is well positioned in terms of key location attributes necessary to support residential development.

Diagram 4.1: Location Assessment Score - Residential Real Estate

Residential Real Estate

84.4%

The score indicates that the most important fundamentals are in place to support a residential development

Contributing Factors	Detracting Factors
Area price profile	Availability of land
Tempo of residential growth	Future expansion potential
Access to transport infrastructure	
Proximity to social amenities and related services	
Perceived investment value	

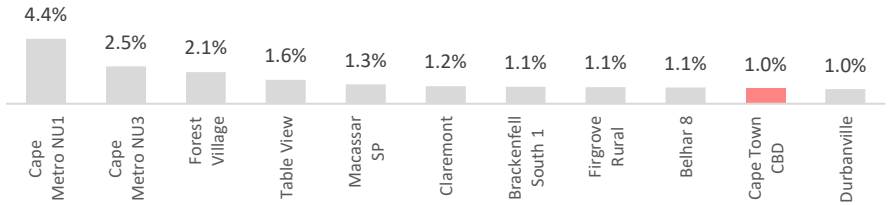
Residential real estate development opportunities associated with the proposed development location could include:

- Apartment/flat units that are open market orientated and which can consist of rental and bonded units at a variety of price points and configuration options
- Social housing residential units that cater specifically to the lower end of the affordable market scale and
- Student accommodation that targets affordable purpose-built student accommodation servicing immediate student markets

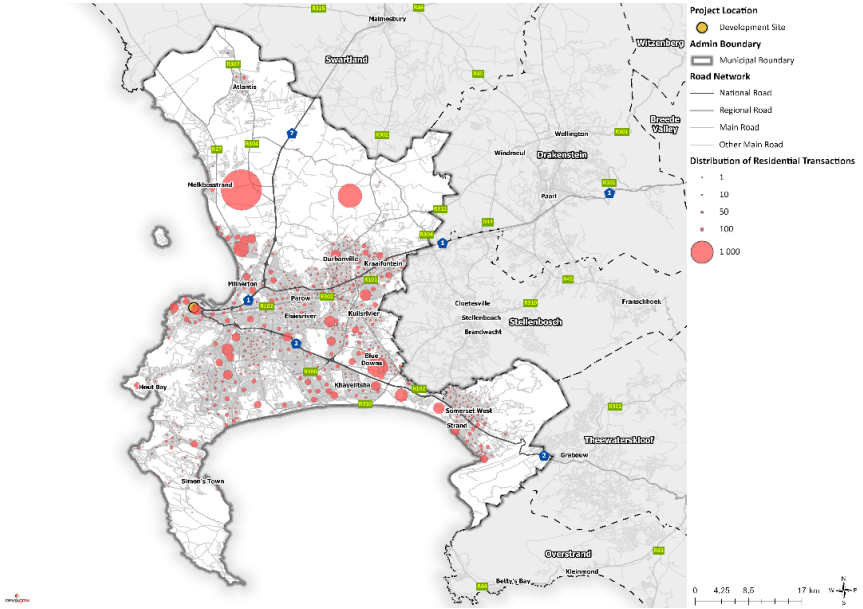
Within the City of Cape Town residential property development is a strong property market driver, especially in strategic locations such as the inner city and its surrounds. Data from 2021 shows that the inner city remains one of the key

locations within the City of Cape Town where the active property market exceeds more than 100 transactions per annum. Data from 2021[1] shows that the inner city of Cape Town represented nearly 1% of all property transactions in the City of Cape Town.

Figure 4.1: Percentage Distribution of Top Property Transaction Sub-Places in the City of Cape Town (2021)

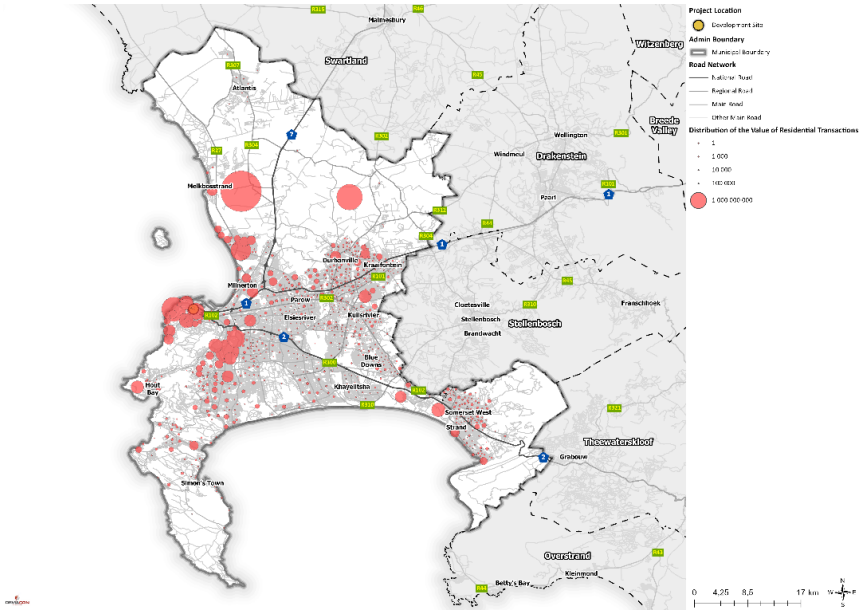


Map 4.1: Distribution of Residential Property Transactions in the City of Cape Town



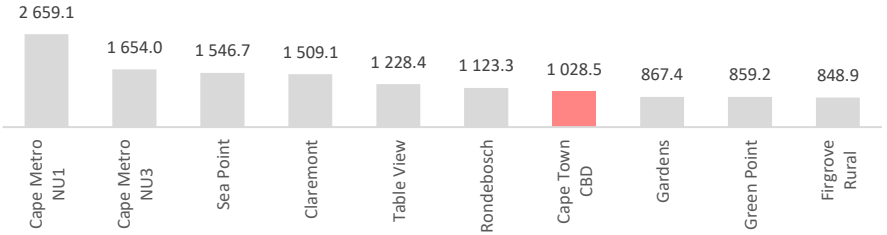
Furthermore, the Inner City and its immediate suburbs also record some of the highest property transaction values in the City as well.

Map 4.2: Distribution of Residential Transaction Value in the City of Cape Town



The data shows that the Inner City and its surrounds generate a substantial number of residential property transactions that achieve consistent and moderate to high transaction values.

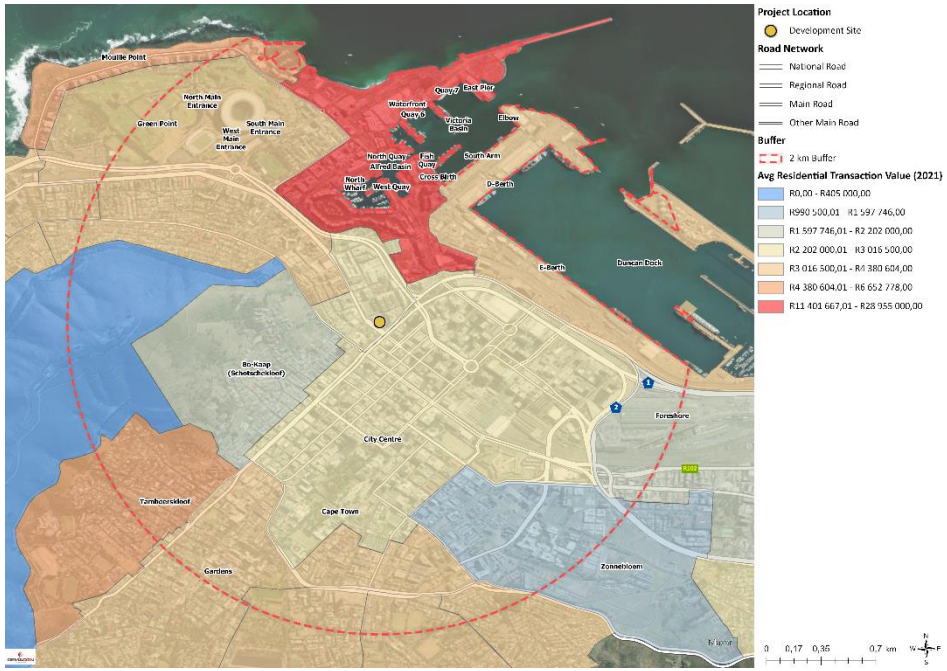
Figure 4.2: Total Value of Residential Property Transactions in the City of Cape Town per Primary Transaction Area (R/million 2021)



[1] Formally recorded property transactions on the deeds registry, 2021

Within the Cape Town CBD and its surrounds, the average property value ranges between R2.3 million and R3.5 million. In the greater City Bowl area, places such as Vredenhoek, Oranjezicht, Tamboerskloof and Gardens average property prices in excess of R4.0 million. The Green Point and V&A Waterfront areas have average property prices exceeding R5.0 million.

Map 4.3: Average Property Price in the Immediate Market Area of the Proposed Development



Apartment/flat real estate within the local market has in recent years shown significant growth and development in the Cape Town Inner City and surrounding areas. Most recent trends indicate that the bulk of property development and redevelopment has focused on the residential property market. The primary aim is to provide either residential orientated developments or mixed-use configurations where residential apartments play a significant role.

The key trends affecting the growth of residential development in the Cape Town Inner City and surrounds include the attraction of young professionals to the central urban neighbourhood of the city, the continuing trend of digital nomadism which allows workers more ease to work and stay where ever they choose, a centrist focus on combining live, play and work functions as part of a lifestyle within the inner city (mixed-use development orientated functions) and, the growth and development of apartment hotels that offer business functionality whilst also giving workers and young professionals access to hotels style living in an apartment configuration.

The movement toward inclusive living and working is playing a vital role in how buildings are designed and configured to support household lifestyles within a neighbourhood and community focus. Furthermore, the City of Cape Town boasts the lowest rental vacancy rate in the country, at only 2% of all rental properties.

Figure 4.3: Distribution of Units Sold per Square Meter Price Range

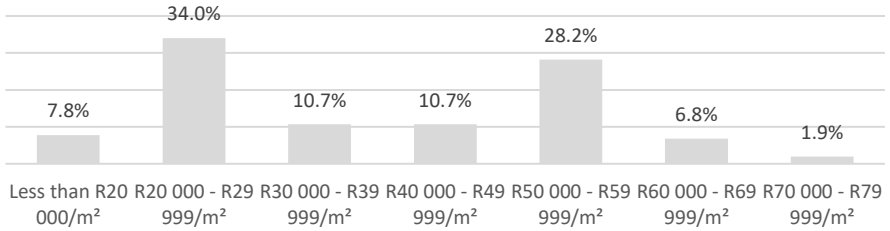
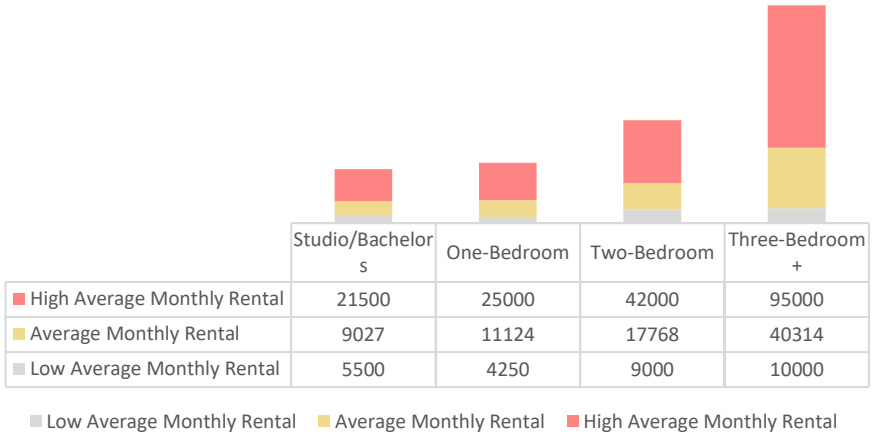


Figure 4.4: Average Monthly Rental Rates for Apartments in the Cape Town CBD



	Studio/Bachelors	One-Bedroom	Two-Bedroom	Three-Bedroom +
High Average Monthly Rental	21500	25000	42000	95000
Average Monthly Rental	9027	11124	17768	40314
Low Average Monthly Rental	5500	4250	9000	10000

Social housing within the Inner City and its immediate surrounds has been a central topic of discussion in recent years, especially in terms of development options within the Cape Town Inner City. Spatial targeting tools such as Priority Human Settlement ad Housing Development Areas and Restructuring Zones confirm that the proposed development site could target social housing as a development opportunity. Social housing is, however, a developing typology in the city primarily targeting areas such as Woodstock and Salt River.

It is important to note that social housing is an affordable housing typology and is subject to an array of regulatory aspects that define rental price ranges and household income bands that can be targeted by a development. Recent national studies have indicated that social housing is lacking in central and prime real estate locations largely because of high property prices that diminish revenue margins because social housing projects are subject to defined rental ranges. In the City of Cape Town social housing is not exempt from property rates and tariffs and therefore, coupled with the prime location of the proposed development, be subject to sizeable property taxation.

Map 4.4: Social Housing Projects in the City of Cape Town

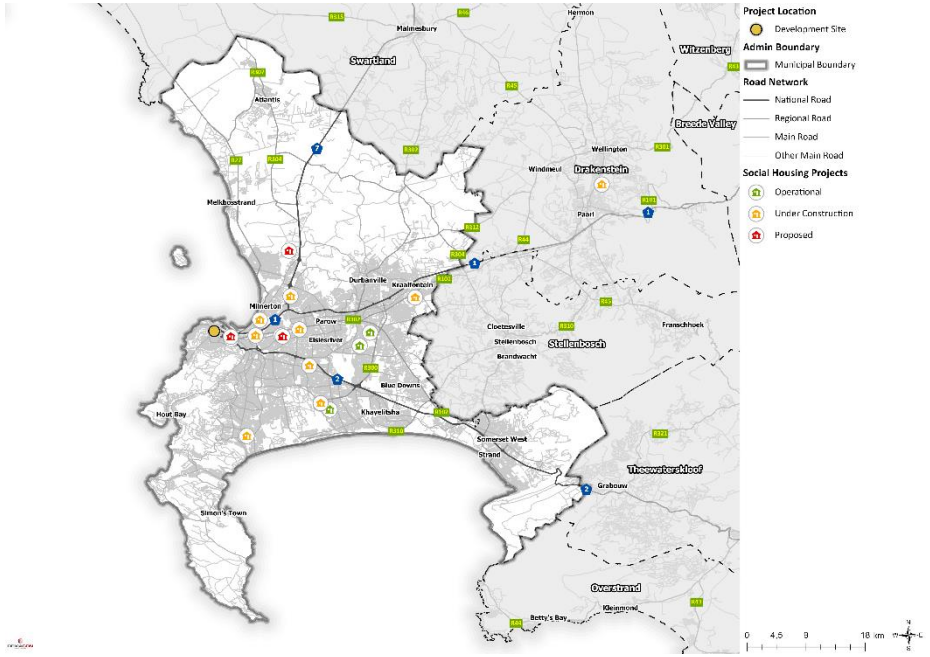
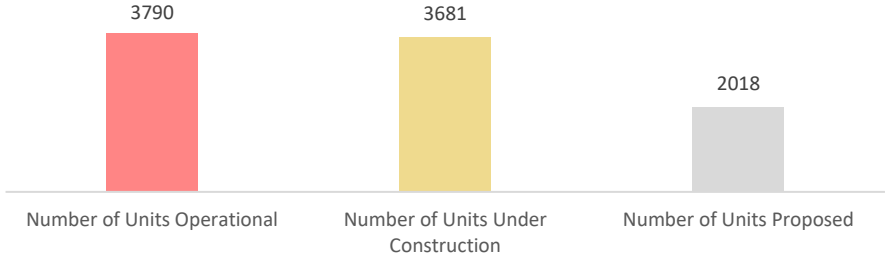
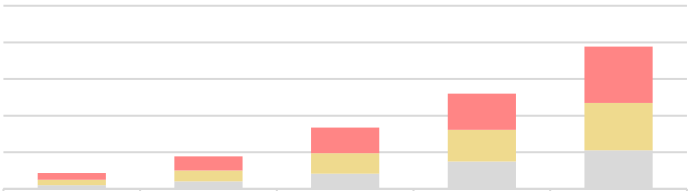


Figure 4.5: Number of Social Housing Units in the City of Cape Town



Source: DEMACON ex SHRA, 2023

Figure 4.6: Average Rental Price Bands for Social Housing - As per SHRA Guidelines (2022)



	Sub-Primary Market	Primary Market	Secondary Market (Band 1)	Secondary Market (Band 2)	Secondary Market (Band 3)
Maximum Rental	945	1943	3503	4950	7700
Average Rental	722	1479	2790	4340	6475
Minimum Rental	500	1015	2077	3729	5250

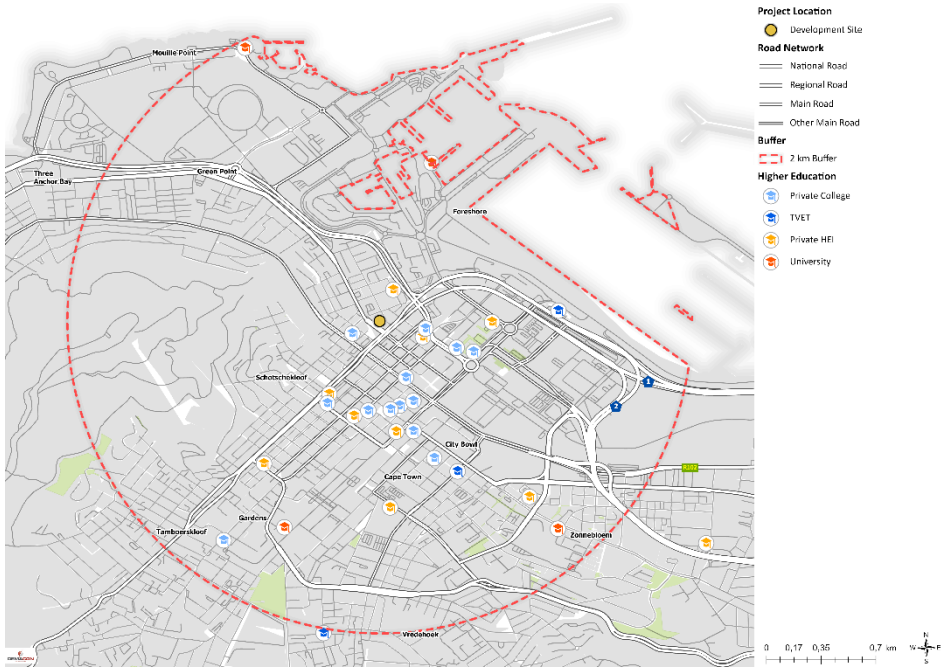
Source: DEMACON ex SHRA, 2023

Student accommodation is a key development narrative in South Africa whereby recent data shows that a sizeable supply gap exists at public universities and colleges. Student accommodation has become a pivotal development consideration close to public universities and colleges and has started to transform many urban locations such as Braamfontein and Hatfield into student orientated markets.

The proposed development site is situated more than 5 km from the University of Cape Town's main campus and is therefore somewhat removed from the primary and preferred student accommodation supply areas targeted by the Minimum Norms and Standards for Student Accommodation at Public Universities – student accommodation supply, especially for NSFAS students is

preferred within a 5 km radius of a campus. Furthermore, market research suggests that students prefer to be situated within a 30-minute walk (2 km) from campus, indicating that the proposed development site is removed from the major public university in the local market area of the project.

Map 4.5: Distribution of Higher Education Institutions Close to the Proposed Development



The site is, however, located close to existing private higher education institutions and colleges. Private sector colleges and higher education institutions are generally not targeted by private sector developers as institutions for purpose-built student accommodation investment. This has caused a situation where the student accommodation supply market close to private institutions is generally under-supplied. In the case of the proposed development location, careful consideration would need to be applied so that a clear understanding of the localised supply gap is determined. Student accommodation is heavily dependent on student growth trends and the buoyancy of the higher education market and therefore is heavily dependent on the expected long-term direction and growth of students at institutions. Furthermore, student accommodation developers have noted that purpose-built student accommodation is a real estate opportunity that is not easily converted to other uses and therefore is not necessarily associated with pivoting to other uses and typologies in support of changing market conditions.

Therefore, student accommodation could be a real estate development opportunity, but would need careful and detailed consideration to appropriately position and align the product offering. This is especially true given the middle to high-end residential, business and tourist market within which the proposed development will be located.

Considering the preceding, residential real estate in the form of apartment and/or flats at various configurations (inclusive of micro-units) could be considered for the proposed development opportunity. The units could focus on the bonded and rental market given that both property functions remain very active in the local market.

4.3 Retail Opportunity High-Level Overview

Considering the socio-economic, economic, and locational attributes that define the proposed project's local market area, a location analysis of the subject property reveals that the property is well positioned in terms of key location attributes necessary to support a retail development.

Diagram 4.2: Location Assessment Score - Retail Real Estate

Retail Real Estate — **80.9%**

The score indicates that the most important fundamentals are in place to support a residential development

Contributing Factors	Detracting Factors
Functional and complimentary uses	Availability of land
Visibility and access	Future expansion potential
Access to transport infrastructure	Effective market gap
Proximity to labour and suppliers	
Perceived investment value	

Retail real estate development opportunities associated with the proposed development location could include:

- Convenience orientated retail space that forms part of a mixed-use development. Retail space could essentially be street-front orientated

The Cape Town Inner City and surrounds has primarily been subject to street level retail space development in recent years. Given the mixed-use and inclusive living trend influencing property development in the inner city, retail as a street level convenience and neighbourhood destination orientated development has been included in a wide range of new and redevelopment real estate opportunities. Data from December 2021 shows that convenience, services, and entertainment orientated spaces have taken precedence over other retail typologies (includes coffee shops, kiosks, barbershops, restaurants and take-aways, etc.). Data from the City Improvement District also indicates that street level (including street-front) retail space represents more than 71% of all retail space in the inner city and is largely incorporated as part of building configurations that typically house a combination of residential and/or other short-to-medium stay accommodation, office space or entertainment space.

Figure 4.7: Distribution of Shopping Space within a 2 km Radius of the Proposed Development

Existing Retail Stock (within a 2 km Radius of the Proposed Development) – Excludes Street Front Stores

179 916 m²

Goss Lettable Area

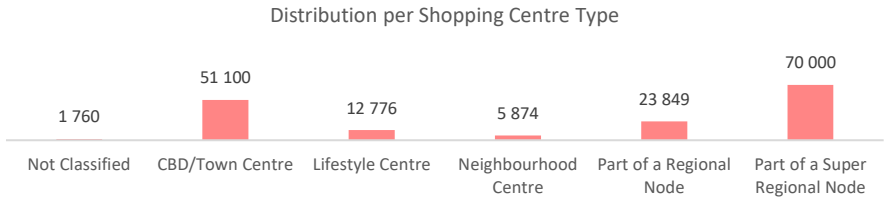
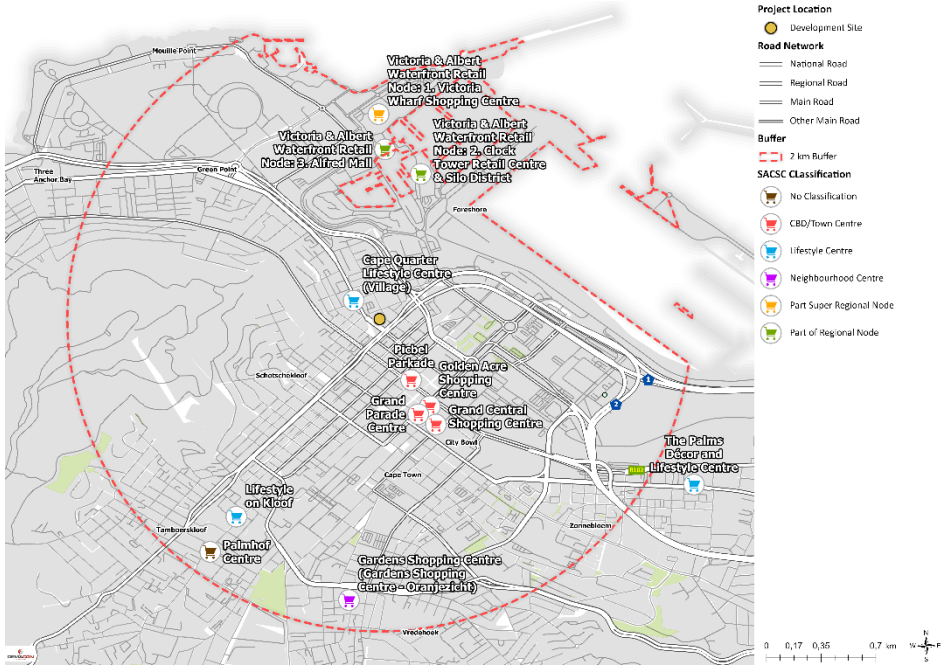


Figure 4.8: Total Retail Space within the Cape Town CBD - Includes Street Front Retail

Map 4.6: Retail Space within 2 km of the Proposed Development – Excludes Street Front Retail



Given the preceding, initial indications suggest street-level and fronted retail targeting convenience, entertainment, and lifestyle retail opportunities.

4.4 Office Opportunity High-Level Overview

Considering the socio-economic, economic, and locational attributes that define the proposed project's local market area, a location analysis of the subject property reveals that the property is well positioned in terms of key location attributes necessary to support office development.

Diagram 4.3: Location Assessment Score - Office Real Estate

Office Real Estate

83.6%

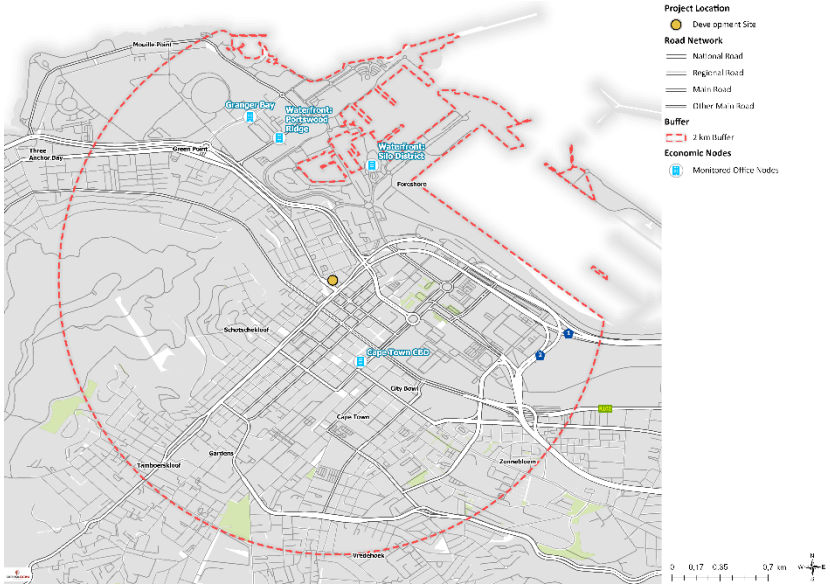
The score indicates that the most important fundamentals are in place to support a residential development

Contributing Factors	Detracting Factors
Visibility	Availability of land and future expansion potential
Address value and established node	Slow growth
Functional and complimentary uses	

Office real estate development opportunities associated with the proposed development location could include:

- The business orientated nature of the local economy coupled with international presence could require a focus on A- and P-Grade office space

Map 4.7: Prominent Office Nodes Close to the Proposed Development



Trends in the Cape Town CBD have shown that over the past decade office space in the CBD has increased to over a million m² GLA – which is just over a third more space than was available in 2012. The momentous growth was driven by high levels of growth, international interest and complimentary and coordinated economic growth efforts in real estate investment.

Although office space is still being completed in the Cape Town CBD, the volume of completions has significantly decreased since 2020. The limited office space growth at present is the result of multiple factors that include slow economic growth, hybrid working models that do not require workers to return to the office full time and businesses opting for coworking solutions over traditional office space.

Vacancy rates in the Cape Town CBD remain very low (12.7%) when compared to the national average (15%) and other major economic nodes (Johannesburg 16.4%) and consequently is perceived to show a high-level of take-up of office space. Low vacancy rates have been the result of workers returning to work, but overarching indications are that larger and corporate tenants are considering the reduction of their office space footprint which has caused landlords to reimage office space by either converting the space for other land use purposes (such as residential) or creating multi-purpose spaces that are multifunctional (meeting, entertainment, conferencing) and demand driven.

Figure 4.9: Existing Office Stock in the Cape Town CBD (2021)

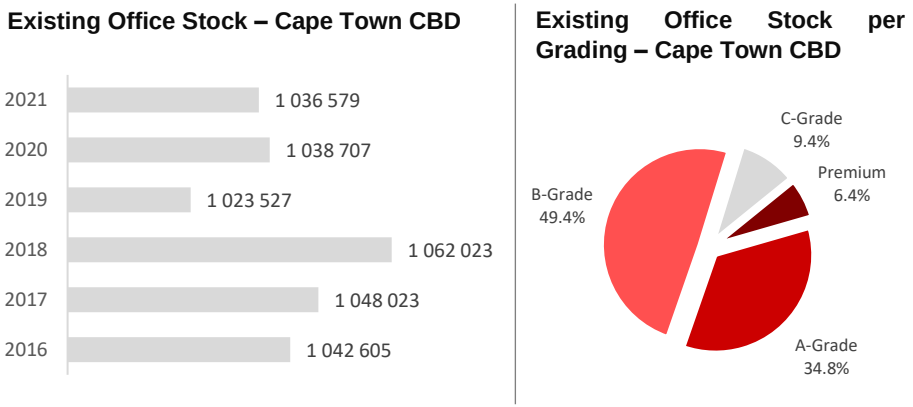


Figure 4.10: Vacancy Rates per Office Grade Type between 2016 and 2021 in the Cape Town CBD

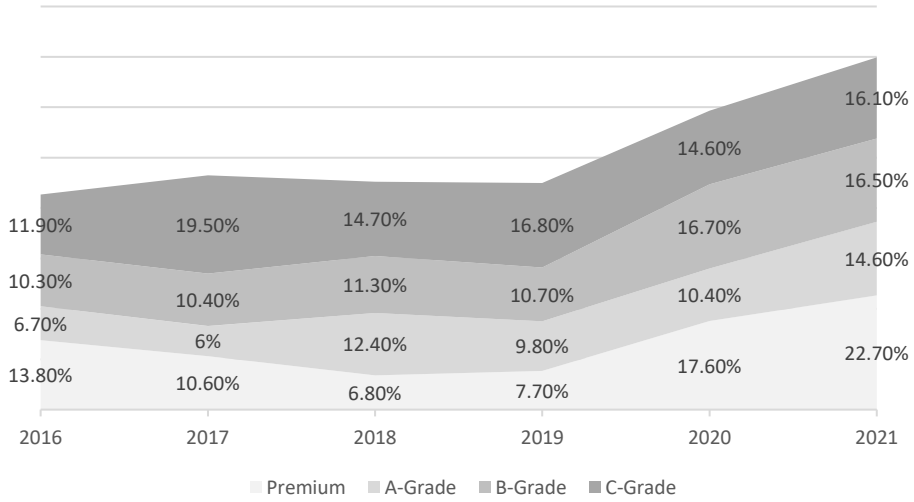
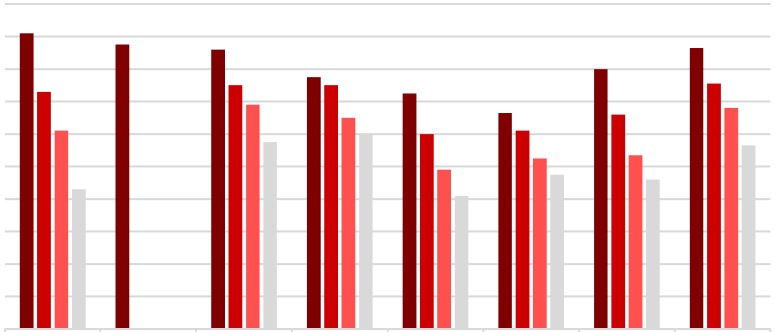


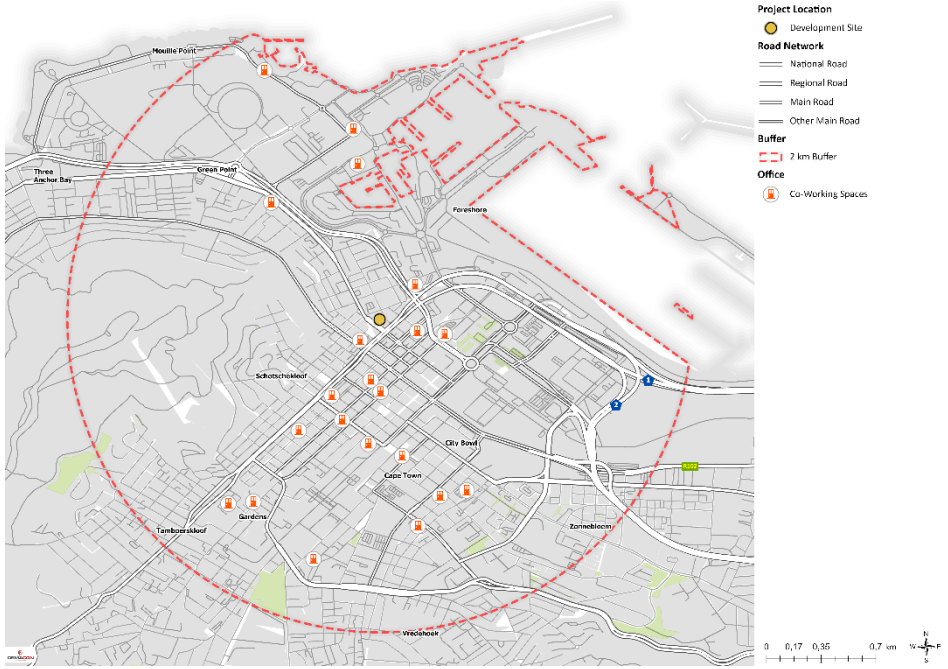
Figure 4.11: Comparative Market Rental Rates per m² per Month (Excl. VAT)



	Cape Town CBD	Waterfront	Waterfront Silo	Granger Bay	Salt River	Woodstock	Observatory	Gardens
Premium	182	175	172	155	145	133	160	173
A-Grade	146	0	150	150	120	122	132	151
B-Grade	122	0	138	130	98	105	107	136
C-Grade	86	0	115	120	82	95	92	113

The following map and information provide an overview of coworking spaces in the City of Cape Town CBD and surrounds.

Map 4.8: Coworking Spaces Close to the Proposed Development



Recent information suggests that approximately 33 coworking spaces are operational in the Cape Town CBD area (to be confirmed).

Coworking spaces in the CBD offer a range of services and amenities at various price ranges and configuration options (as outlined below).

Table 4.1: Facilities and Services Offered by Coworking Spaces

Facility Group	Facility Type		
Coworking Space	Hot-Desking	Dedicated Desks	
Office Space	Single Private Office Private Office for 2 People	Private Office for 4 People Private Office for 6 People	Private Office for 8 People
Virtual Office	Office Address		
Lounge	Reception Lounge		
Meeting Space	Meeting Rooms	Event Space	
Classic Basics	High Speed Wi-Fi	Air Conditioning	
Seating	Ergonomic Chairs	Standing Desks	
Community	Workshops Drinks	Events	
Equipment	Printer / Scanner / Copier		
Relax Zones	Lounge / Chill-Out Area		
Facilities	Kitchen Personal Lockers	Nearby Airbnb	
Transportation	5-Minute Walk from Public Transport		
Accessibility	24 hrs (Members)		
Catering	Free Drinking Water	Café	
Caffeine Fix	Free Tea	Free Coffee	

Table 4.2: Coworking Space Pricing

Period	Hot Desking	Dedicated Desks
1 Hour	R60 to R80	N/A
1 Day	R180 to R200	N/A
1 Week	R750 to R800	N/A
1 Month	R2 000 to R2 200	R2 500 to R2 750
1 Year	R1 500 to R2 000	R2 000 to R2 500

Table 4.3: Private Office Space Pricing in a Coworking Space

Period	1 Person	2 People	Up to 4 People	Up to 6 People	Up to 8 People
1 Month	R5 000 to R5 500	R7 000 to R7 500	R10 000 to R12 500	R11 000 to R13 000	R25 000 to R30 000

Table 4.4: Virtual and Lounge Space Pricing in a Coworking Space

Period	Virtual Offices	Lounges
1 Month	R500 to R750	R500 to R750

Table 4.5: Private Office Space Pricing in a Coworking Space

Period	4 people	8 People	16 People
Per Hour	R250 to R300	R300 to R400	R400 to R600

Given the preceding, office space as an opportunity area could be considered as a hybrid working solution that gravitates toward coworking space solutions. The solution can integrate as a multifunctional mechanism within a mixed-use building environment that encourages a hybrid lifestyle and working environment.

4.5 Short-Stay Opportunity High-Level Overview

Considering the socio-economic, economic, and locational attributes that define the proposed project's local market area, a location analysis of the subject property reveals that the property is well positioned in terms of key location attributes necessary to support a short-stay development.

Diagram 4.4: Location Assessment Score – Short-Stay Real Estate

Short-Stay Accommodation Real Estate

82.6%

The score indicates that the most important fundamentals are in place to support a residential development

Contributing Factors	Detracting Factors
Visibility	Availability of land and future expansion potential
Address value and established node	Uncertain growth
Functional and complimentary uses	

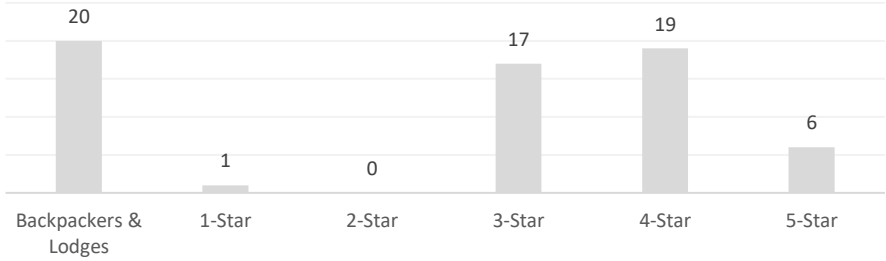
Short-stay accommodation real estate development opportunities associated with the proposed development location could include:

- Short-stay accommodation that targets short- and medium-stay opportunities

Since 2021 and subsequent lockdown and international travel restrictions the South African tourist market has steadily been improving and the Western Cape, and more specifically Cape Town, has seen significant recovery in international tourists. International and domestic tourism related travel improvement has also been spurred by a recovery in the Meetings, Incentives, Conferencing and Exhibitions (MICE) industry which has seen a steady improvement in the number of events hosted within Cape Town.

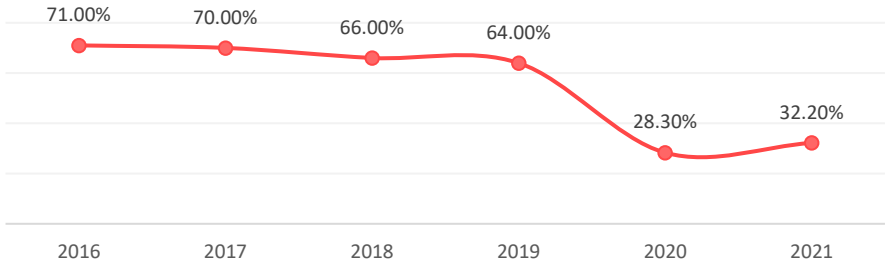
Even though tourist activity is improving, the local hospitality market within which the proposed development is situated is highly competitive with an array of short-stay accommodation typologies present within the Inner City and its surrounds. Recent trends suggest that short-stay accommodation focuses on the accommodation industry's shift toward the availability of AirBnB accommodation. The accommodation offers furnished apartments at competitive prices not necessarily within a hotel or guesthouse. These AirBnB providers are able to pivot to the furnished apartment rental space in periods where demand from tourists is lacking.

Figure 4.12: Number of Hotels per Grading (2022)



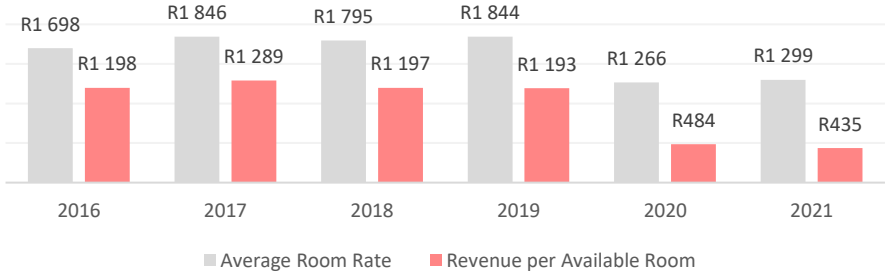
Source: DEMACON ex Cape Town CCID, 2023

Figure 4.13: Occupancy Rates in the City of Cape Town



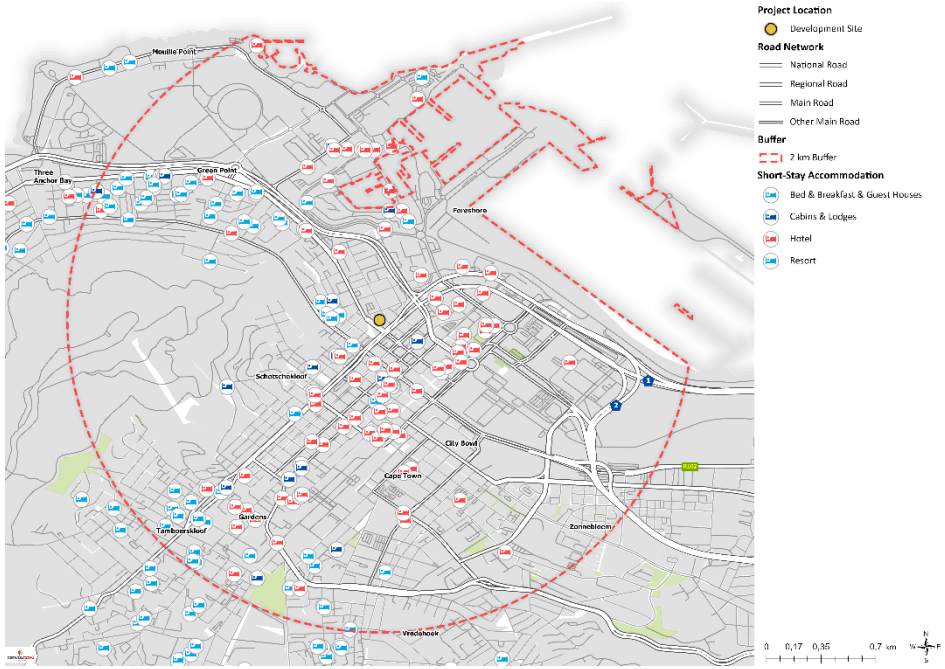
Source: DEMACON ex Cape Town CCID, 2023

Figure 4.14: Average Hotel Room Rate Compared to Revenue per Available Room in the City of Cape Town (2016 to 2021)



Source: DEMACON ex Cape Town CCID, 2023

Map 4.9: Distribution of Short-Stay Accommodation within a 2 km Radius of the Proposed Development



Considering the preceding, apartment hotels are a feature that has gained momentum nationally and specifically within the CBD. Apartment hotels offer furnished apartment accommodation on a short- to medium-term arrange and offers residents access to hotel services, amenities, and functions. Apartment hotels have also started to include many business functions such as coworking space, conferencing, and entertainment areas.

Given the preceding, the proposed project could consider the application of an apartment hotel style delivery vehicle that can be pivoted based on the state and demand for short-stay accommodation in the local market area.

5 CONCLUSIONS AND HIGH-LEVEL OPPORTUNITY SCAN

5.1 INTRODUCTION

Chapter 5 of this report provides a concise overview of the results of the high-level opportunity scan for the proposed development.

5.2 HIGH-LEVEL OPPORTUNITY SCAN OUTCOMES

Considering the preceding initial and preliminary analyses, the following high-level opportunity scan outcomes have been identified:

	Residential real estate in the form of apartments and/or flats at various configurations (inclusive of micro-units) could be considered for the proposed development opportunity. The units could focus on the bonded and rental market given that both property functions remain very active in the local market.
	Initial indications suggest street-level and fronted retail targeting convenience, entertainment (e.g., restaurants) and lifestyle retail opportunities.
	Office space as an opportunity could be considered. Hybrid working solution that gravitate toward coworking spaces could be considered, including hybrid working solutions that gravitate towards coworking spaces. The solution could be integrated as a multifunctional mechanism within a mixed-use building environment that encourages a live, work, play scenario.
	The proposed project could consider the incorporation of an apartment hotel style development that could be pivoted between medium- to long-term rental apartments and short- to medium-term tourist orientated accommodation, based on the demand for short-stay accommodation in the local market area.

Initial investigations suggest that a medium- to high-rise development could be developed that incorporates a combination of residential and retail spaces. The residential component could cater to a range of market segments by providing a mix of typologies (i.e., 1-bedroom, 2-bedroom and 3-bedroom apartments). The current trend in the Cape Town CBD is to provide furnished apartments which as an opportunity could allow for the establishment of an apartment hotel development. Retail space could occupy the ground floor and street front component of the building whilst services, amenities and coworking spaces could be provided on the second and third floors of the building. The remaining floors could be allocated to residential typologies with premium products found at the top of the building and products targeting middle and affordable price ranges in the remainder of the building.

It is, however, important to note that incorporating office, coworking and/or entertainment spaces with residential and retail components would require careful planning. The configuration of the building would need to take note of the varying access requirements that residents of the building have, compared to retail, office and entertainment uses.

Other large single use consideration could include a college campus (i.e., tertiary education), student accommodation or a healthcare facility (i.e., a private hospital). These uses might, in future, impose additional onerous requirements (e.g., a healthcare license or registration with the department of higher education). These uses will be analysed in the final version of the report.

5.3 HIGH-LEVEL PERSPECTIVE ON DEMAND

The following table provides an initial and high-level perspective on the demand for different land uses within the primary market area of the proposed development. It should be noted that these demand indicators provide an initial overview and will need to be refined once full quantified demand analysis has been completed (will be done in future iterations of this analysis).

Table 5.1: High-Level Demand Indicator per Land Use Type

Land Use/Development Type	Initial Demand Indicator
Residential Land Uses	
• Social Housing	Moderate to High
• Affordable Bonded and Rental	High
• High-End Residential	Moderate
• Student Accommodation (Private Higher Education Orientated)	Moderate to High
Convenience Retail (Street Level and Fronted)	Moderate to High
Commercial Offices and Coworking	Moderate
Short-Stay Accommodation	Moderate

5.4 HIGH-LEVEL CONFIGURATION CONSIDERATIONS

Based on the above-mentioned results of the initial opportunity scan and high-level overview of demand per land use typology, a preliminary view regarding configuration considerations can be provided. The following provides a high-level view of configuration opportunities and have yet to be fully quantified and modelled. The full and detailed Market Assessment Report (in process) will highlight the quantifiable demand present in the primary market area and based on detailed market research, offer design considerations and land use mixes.

5.4.1 MIXED-USE HIGH-RISE DEVELOPMENT OPPORTUNITY

As previously indicated the proposed development could offer a mixed-use development opportunity within the local market. The mixed-use opportunity could consist of a combination of affordable and high-end residential opportunities, supported by retail and commercial offices. The mix of residential units will be dependent on whether the proposed development solely targets the affordable market, consists of a combination of affordable and high-end units, or exclusively targets the high-end market. Therefore, the mix of units is not provided, but an indication of the size considerations that could be considered is outlined.

Table 5.2: Preliminary Mixed-Use Configuration Considerations

Land Use Type	Typology	Size Consideration	Parking Consideration	Configuration Consideration
Residential (Affordable Market)	Studio	20m² to 30m²	0.75 Bays /Unit	Floors 1 and Up
	One-Bed	30m² to 40m²	0.75 Bays /Unit	Floors 1 and Up
	Two-Bed	40m² to 50m²	1.0 Bays /Unit	Floors 1 and Up
Residential (Middle- to High-End Market)	Studio	20m² to 50m²	0.75 Bays /Unit	Floors 1 and Up
	One-Bed	30m² to 60m²	1.0 Bays /Unit	Floors 1 and Up
	Two-Bed	45m² to 70m²	1.5 Bays /Unit	Floors 1 and Up
Retail	Convenience, Restaurants and Services	TBC	4 to 6 Bays / 100m²	Street Level and Fronted
Offices	Commercial Offices and Coworking	TBC	4 Bays / 100 m²	Ground or First Floor
Parking	Basement and Ground Floor			

Considering the preceding, parking should be managed based on resident needs and can be used as a revenue generating mechanism.

5.4.2 STUDENT ACCOMMODATION DEVELOPMENT OPPORTUNITY

The opportunity scan identifies that student accommodation could be a single use typology for the proposed development. In other words, the proposed development could primarily cater to the private higher education student market present in the immediate market area. In the event of a single use student accommodation configuration, the following design considerations informed by the Minimum Norms and Standards for Student Accommodation at Public Universities should be borne in mind:

Design of Residences

The following minimum design standards are applicable:

- Single rooms should be no smaller than 8m/9m², and double rooms should be no smaller than 14m².
- Rooms should be furnished and fitted as per the specifications detailed in the Minimum Standards for Student Housing room specification manual.

- Dormitory/hall type residence buildings should not exceed the following ablution facilities ratios:
    - Wash basins – 1 per 4 student residents.
    - Shower cubicles – 1 per 7 student residents.
    - Lavatories – 1 per 5 student residents.
- Shower and lavatory cubicles shall be designed in such a way that individual privacy is provided (i.e., no communal showers or toilets).

Social Spaces

The following minimum social spaces should be provided:

- Large common/meeting room – 1m² per student resident.
- Smaller TV/meeting room – 0.5m² per student resident.
- Cooking inside student rooms shall not be permitted.
- Suitable food storage, preparation and kitchen space shall be provided, which shall be equipped in the following ratios which may not be exceeded:
    - Stove – 1 per 6 student residents.
    - Cold storage – 0.75m² lockable storage space per student.
    - Sink – 1 per 15 student residents.
- Lockable cupboards – 1 per student resident.
- Microwave oven – 1 per 15 student residents.
- Countertop space – sufficient for 15 students' simultaneous usage.
- Wireless and/or fibre optic cable internet access is required in all student rooms and social spaces

Other Amenities and Services Include:

The following amenities are typically provided by student residences:

- Laundry services
- Entertainment areas
- Study room
- Convenience retail
- Free uncapped Wi-Fi
- DStv
- Bus/shuttle services
- 24-hour security
- Biometric access control

Parking could be provided at a premium.

5.4.3 Short-Stay Accommodation Development Opportunity

The opportunity scan identifies that short-stay accommodation could be a single use typology for the proposed development. Short-stay accommodation could consist of a hotel or apartment hotel facility that can pivot between short- to medium-stay and medium-to long-stay accommodation.

High-level design considerations include:

Table 5.3: Preliminary Short-Stay Accommodation Configuration Considerations

Room Type	Size Considerations
Hotel Configuration	
• Standard Room	28 m² to 30 m²
• Executive Room	30 m² to 40 m²
Apartment Hotel Configuration	
• Studio Apartment	50 m² to 60 m²
• 1-Bedroom Apartment	60 m² to 70 m²
• 2-Bedroom Apartment	100 m² to 110 m²

A single use short-stay accommodation development could also include a restaurant and conferencing facilities. Parking could be provided at 50 bays per 200 keys.

Appendix 5: Environmental Baseline Report

Western Cape Government

Department of Infrastructure

Environmental Baseline Report

DOI12/8/1/P2/6

Prepared by:

Infinity Environmental

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1 Introduction

The Western Cape Government: Department of Infrastructure has appointed a professional team for the enablement of Erven 734-RE and 738-RE, Cape Town and a portion of Buitengracht, Riebeek and Somerset Street Road Reserve, namely Erven 735, 737, 739, 9564, and 9565. The site forms part of the Prestwich Precinct, located within the De Waterkant area of Cape Town. The erven currently function as the WCG Provincial Pavement Testing Laboratory ("Soils Lab") and road reserve area in the Prestwich Precinct (refer to Figure 1), a precinct which plays an important gateway role and contributes to the making of the Somerset Road corridor.

The locality of the properties, by their very nature, makes them important gateway sites from a public role perspective and therefore there must be an intrinsic consideration in the approach to the formulation of the proposed Development Plan Options that will form the basis of various land use applications to facilitate the site's enablement.

The Prestwich Precinct is located below De Waterkant and well located in relation to the Cape Town CBD, the V & A Waterfront, and Foreshore area. The precinct is bounded by Napier Street in the north, Hospital Street to the east, Somerset Road to the west, and Buitengracht Street in the south. The site is earmarked for densification through mixed use development. It also has accessible transport options for improved access to economic opportunities. The site is in an area that is generally well provided for in terms of services, facilities, and amenities and the living environments are of a relatively high standard.

Infinity Environmental was appointed as part of the professional team to undertake and facilitate the environmental and stakeholder processes relevant to the land use process to enable the development of the site. This environmental screening report is prepared in support of a contextual analysis study and is intended to ensure that development plans take into account any environmental sensitivities in the area, as well as to identify any required statutory approvals and authorisations in terms of environmental and related legislation.

2 Site description

2.1 Location

The proposed project area is shown in Figure 1 below and includes the wider region of the City of Cape Town. The site falls within ward 115 of Sub-council 16 of the City of Cape Town. The site comprises of Erven 734-RE and 738-RE, Cape Town and a portion of Buitengracht, Riebeek, and Somerset Street Road Reserve namely Erven 735, 737, 739, 9564 and 9565. The Provincial Pavement Testing Laboratory (PPTL), or Soils Lab, is located in Erven 734-RE and 738-RE. The total area of the site is approximately 5 496 m².

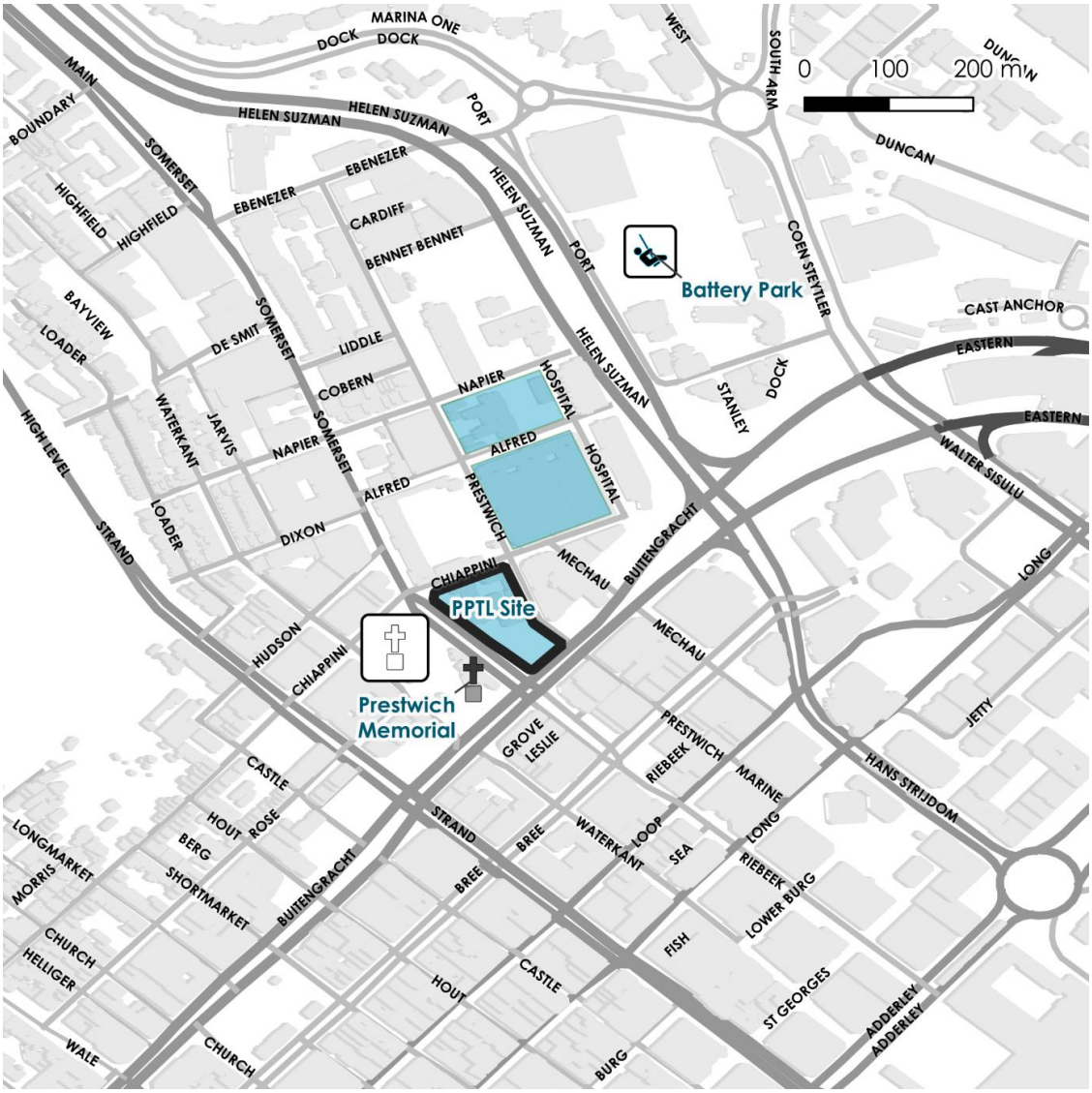


Figure 1: Locality Prestwich Precinct and PPTL Site

2.2 Biophysical Environment

2.2.1 Climate and Topography

The site is located in Cape Town's CBD, in the Western Cape Province of South Africa. This area is characterised by a Mediterranean climate, with warm dry summers and cool wet winters. In summer, temperatures are not excessively high because of the influence of the ocean, although sometimes a hot and dry wind blows from the mountains. A strong south easterly wind often blows in summer. In Cape Town, precipitation amounts to 505 millimetres per year. It ranges from 8 mm in the driest month (February) to 85 mm in the wettest months (May, July). Average climatic data for the past 30 years is shown in the chart below (Figure 2).

The site is flat and located at approximately 40m above sea level. The topography of the site decreases by 5m to the western side of the site.

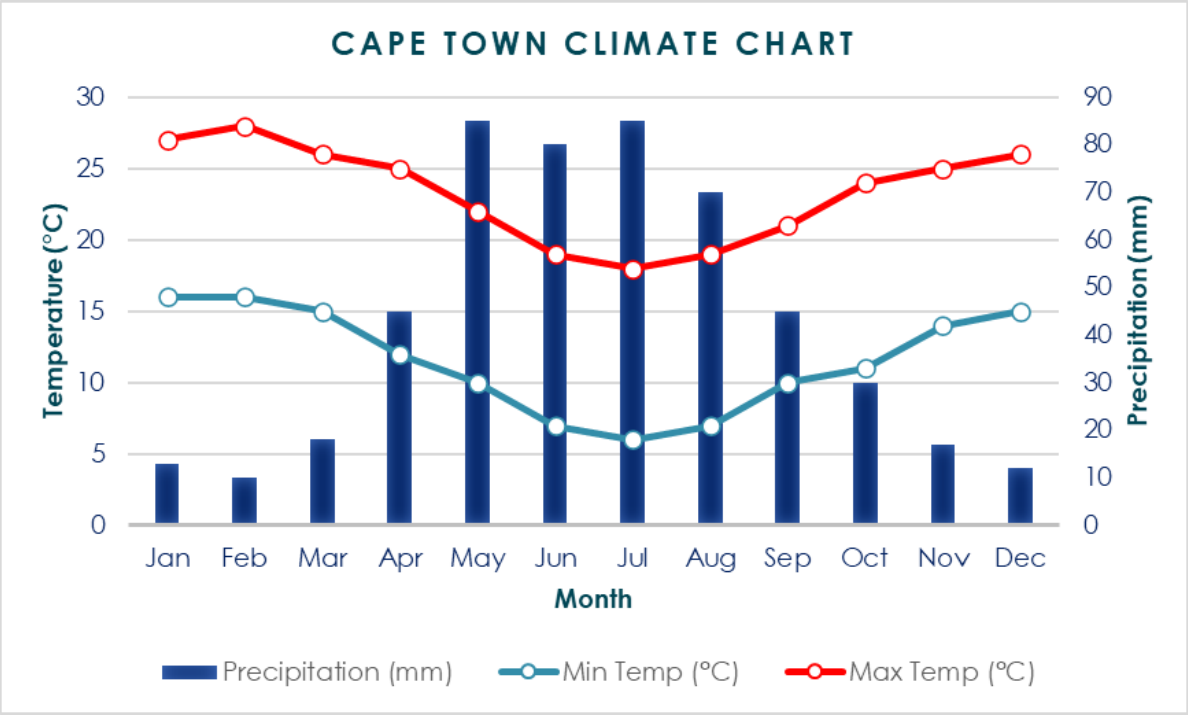


Figure 2: City of Cape Town Climatic Characteristics: Source (SA Atlas of Climatology and Agrohydrology).

2.2.2 Terrestrial Biodiversity

According to the City of Cape Town's Biodiversity Network (2018), the site is not located within a Critical Biodiversity Area (CBA) or any Ecological Support Area (ESA). The closest CBA is approximately 300m north of the site area, as shown in Figure 3 below. The site and the surrounding areas would have historically supported Peninsula Shale Renosterveld as an indigenous vegetation type; however, this was all lost due to extensive transformation as a result of urban development and now none remains. The site area is largely developed with planted trees and grassy patches. The precinct is located within an 'urban area' as defined in the EIA Regulations.

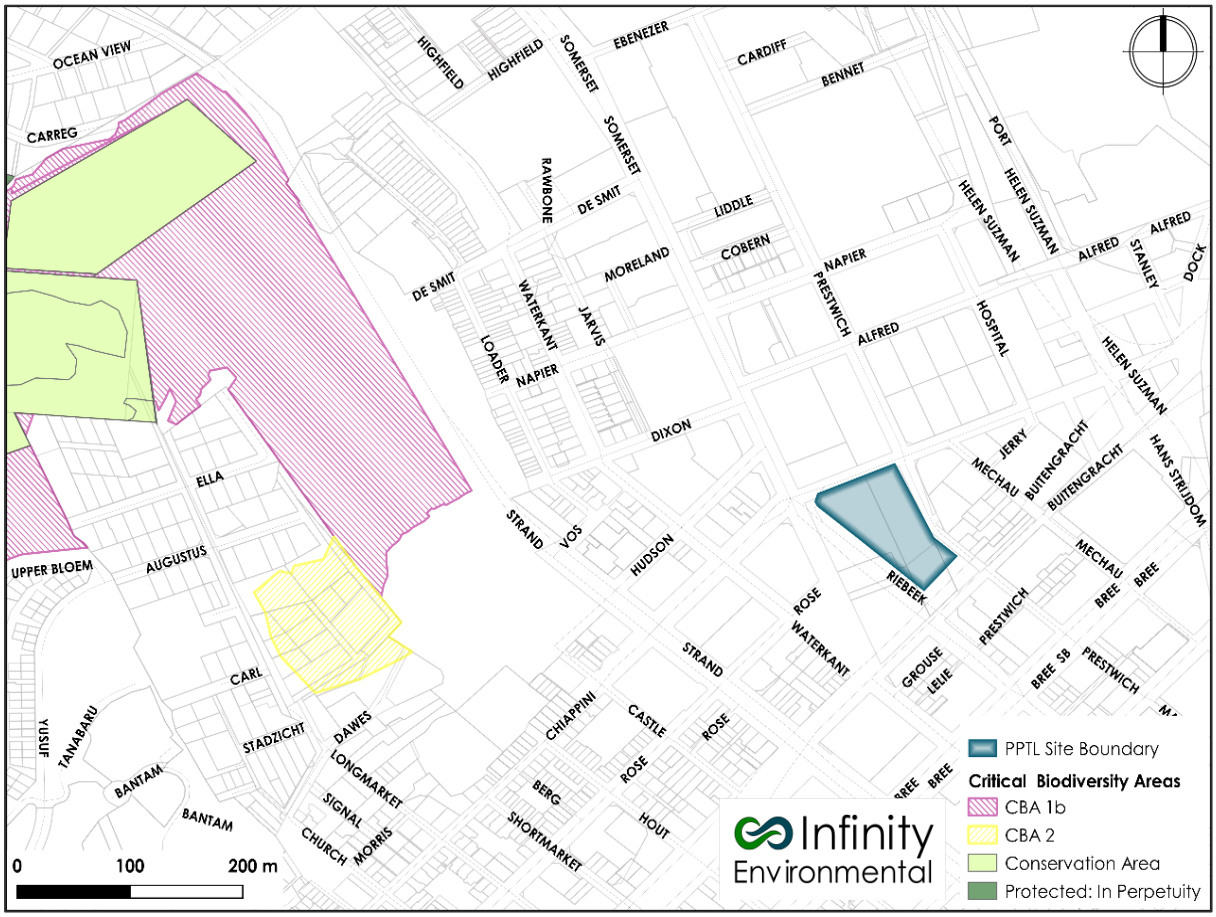


Figure 3: Biodiversity Network

Due to the transformed nature of the site, as well as its lack of environmental sensitivities, no specialist botanical inputs are required. The site is not located within a CBA or an ESA and there are no remnants of the indigenous vegetation type.

2.2.3 Aquatic Features

No watercourses occur on and near Erf 734-RE and 738-RE. In the northern region of De Waterkant, there is an open watercourse and stormwater body (Figure 4) . The site falls within the Berg Water Management Area. The site is located within a strategic water source area due to Table Mountain – which results in large volumes of runoff in the lower regions of the area.

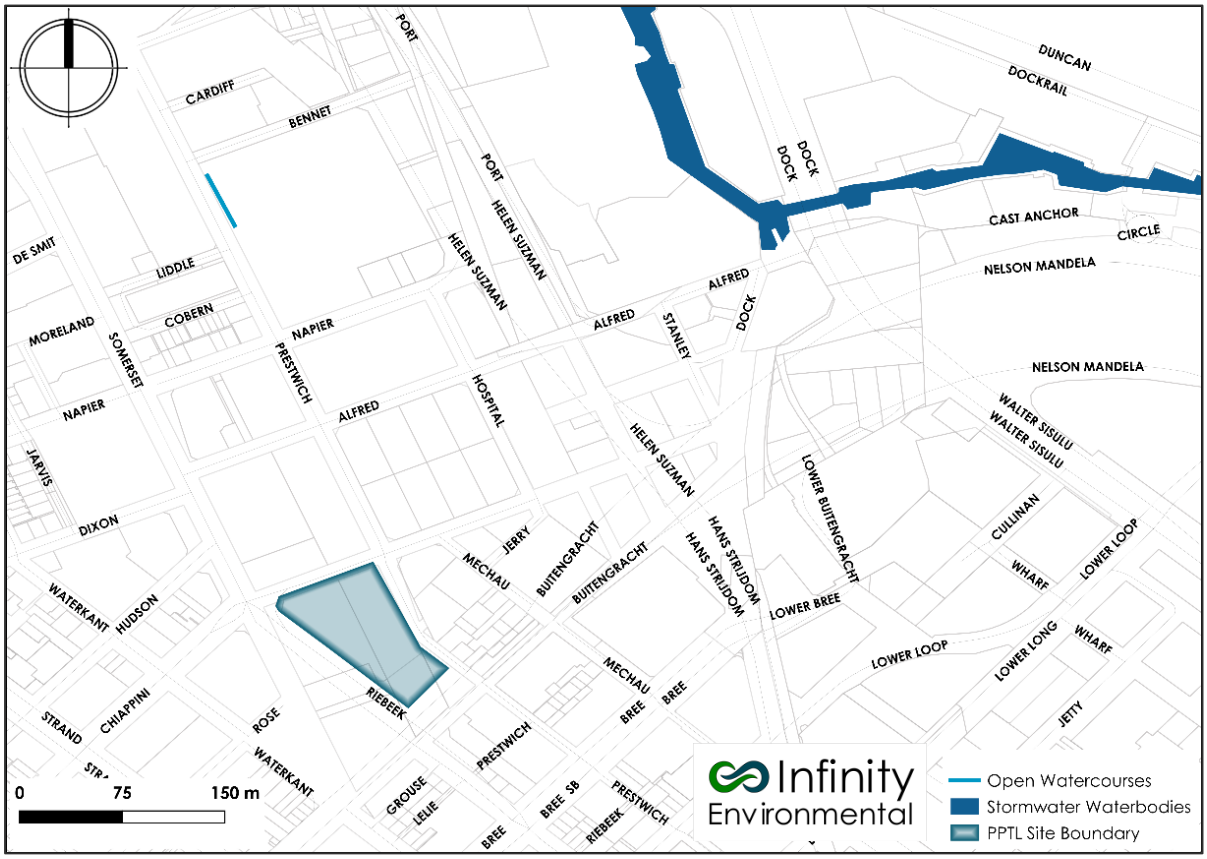


Figure 4: Soils Lab aquatic features

Due to the lack of aquatic sensitivities on the site, no specialist aquatic inputs are required. The site has been largely transformed and does not support any visible aquatic habitats.

2.3 Socio-economic Context

The site area falls within ward 115 (Figure 5). There is an equal distribution of males as there are to females (Stats SA, 2011). 49.3% of the residents are employed and 63.4% completed Grade 9 or higher and 53.7% completed Matric or higher (Stats SA, 2011).

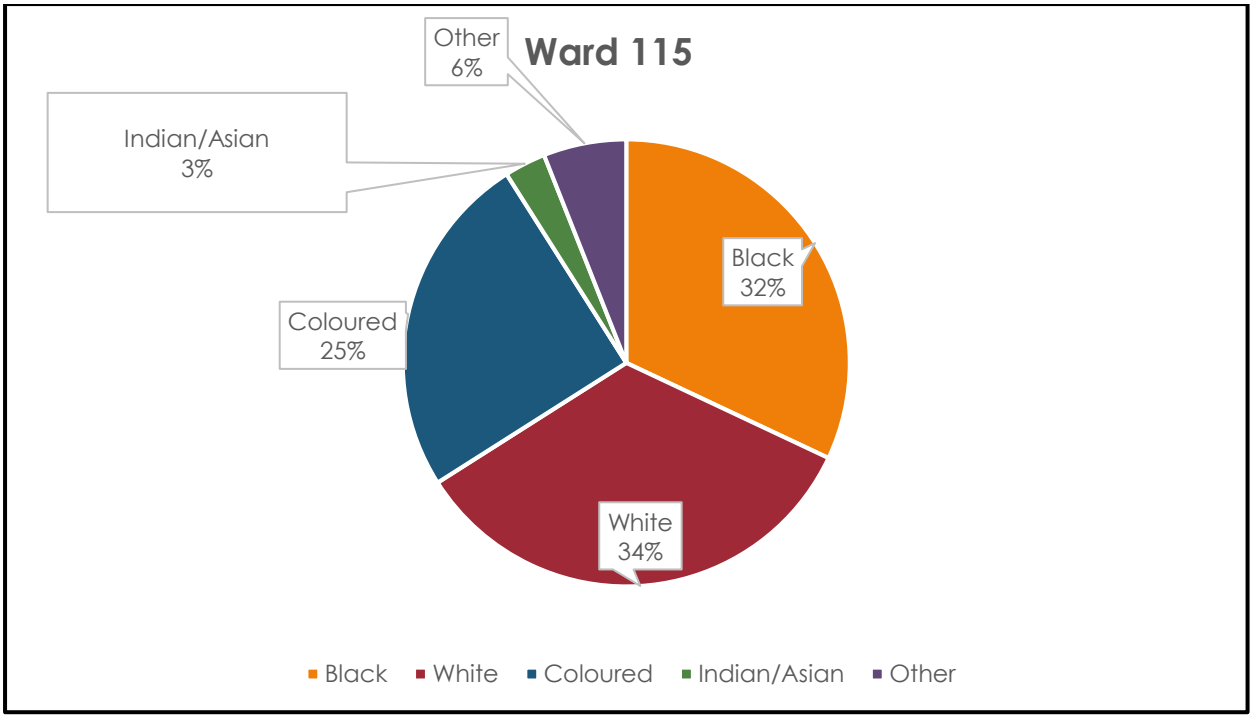


Figure 5: Ward 115 is characterised by Black, White, Coloured, Indian/Asian, and Other.

3 Environmental Legislation

3.1 National Environmental Management Act (NEMA) (107 of 1998)

The National Environmental Management Act, 1998 (NEMA) requires that certain activities deemed likely to have negative impacts on the environment must be authorised before they may commence.

Further, Section 28 of NEMA stipulates that a duty of care of environmental damage applies, where landowners and developers are obligated to take "reasonable measures to prevent such pollution or degradation from occurring, continuing, or recurring." This duty needs to be taken into account when undergoing development on the site.

Considering the assessment of the biophysical conclusions of the site, as well as the fact that there is no presence of environmentally sensitive features, it appears that the proposed re-development of the site does not require an environmental authorisation in terms of NEMA. It is not anticipated that any listed activities in terms of the listing notices GNR 324, 325, 327 of 2017 and the EIA Regulations of 2017 (GN 326 of 2017) will be triggered by the proposed

development of the site. However, a final review of the concept designs / plans will need to be undertaken when available and consolidated in an Environmental Checklist.

3.2 National Water Act (NWA) (36 of 1998)

The National Water allows water from a water resource to be used for reasonable domestic use, domestic gardening, animal watering, firefighting, and recreational purposes without the requirement of any authorisations.

Water use for other purposes is required to be licensed. The proposed development does not trigger Section 21 of the National Water Act which notes the various water uses that can be applied for.

3.3 National Heritage Resource Act (NHRA) (25 of 1999)

The National Heritage Resources Act (25 of 1999) regulates the protection and management of heritage resources. Heritage Western Cape is the provincial authority responsible for its implementation, while the South African Heritage Resources Authority is responsible for national heritage sites.

The heritage considerations are understood to be managed by the appointed Heritage Practitioner and will not form part of the environmental brief.

4 Way Forward

The environmental baseline findings, together with the draft conceptual designs / plans, once formulated, will be further reviewed by the Environmental Assessment Practitioner, to consolidate and document the findings in an Applicability Checklist for submission to the environmental authorities. A requirement of the Checklist is that a Screening Tool Report shall be generated to accompany the applicability checklist.

Furthermore, it is understood that heritage considerations are to be managed by the appointed Heritage Practitioner and will not form part of the environmental brief. However, information related to the heritage process and requirements will be included in the Applicability Checklist to be submitted to the environmental authorities.

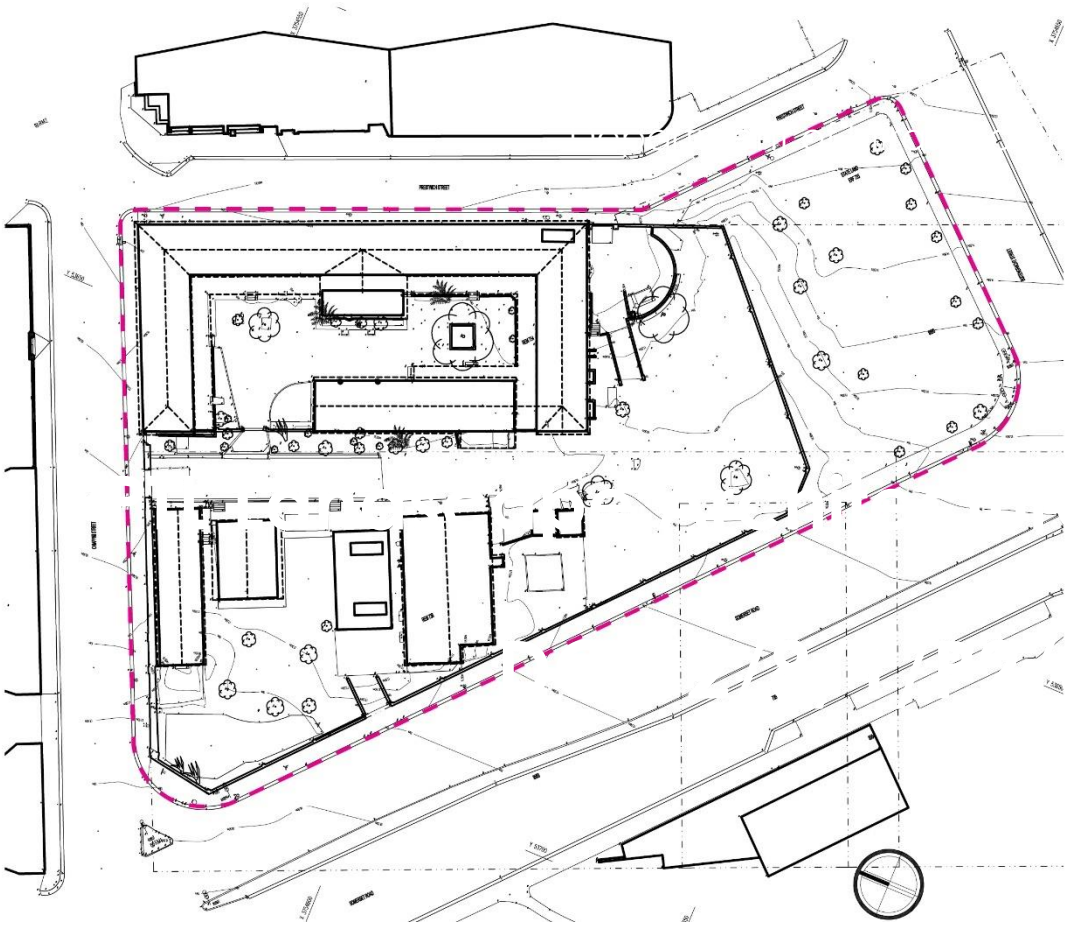
No specialist botanical and aquatic inputs are required to inform the proposals for the subject site.

5 Reference

Statistics South Africa (2011) South African Population Census 2011. Indicators derived from the full population Census https://wazimap.co.za/profiles/ward-19100115-city-of-cape-town-ward-115-19100115/.

Appendix 6: Tree Survey

Detailed Tree Survey



Existing Trees: North-West corner

General Comments:

Site Observations based on site visits on 28 March 2023 and 04 April 2023

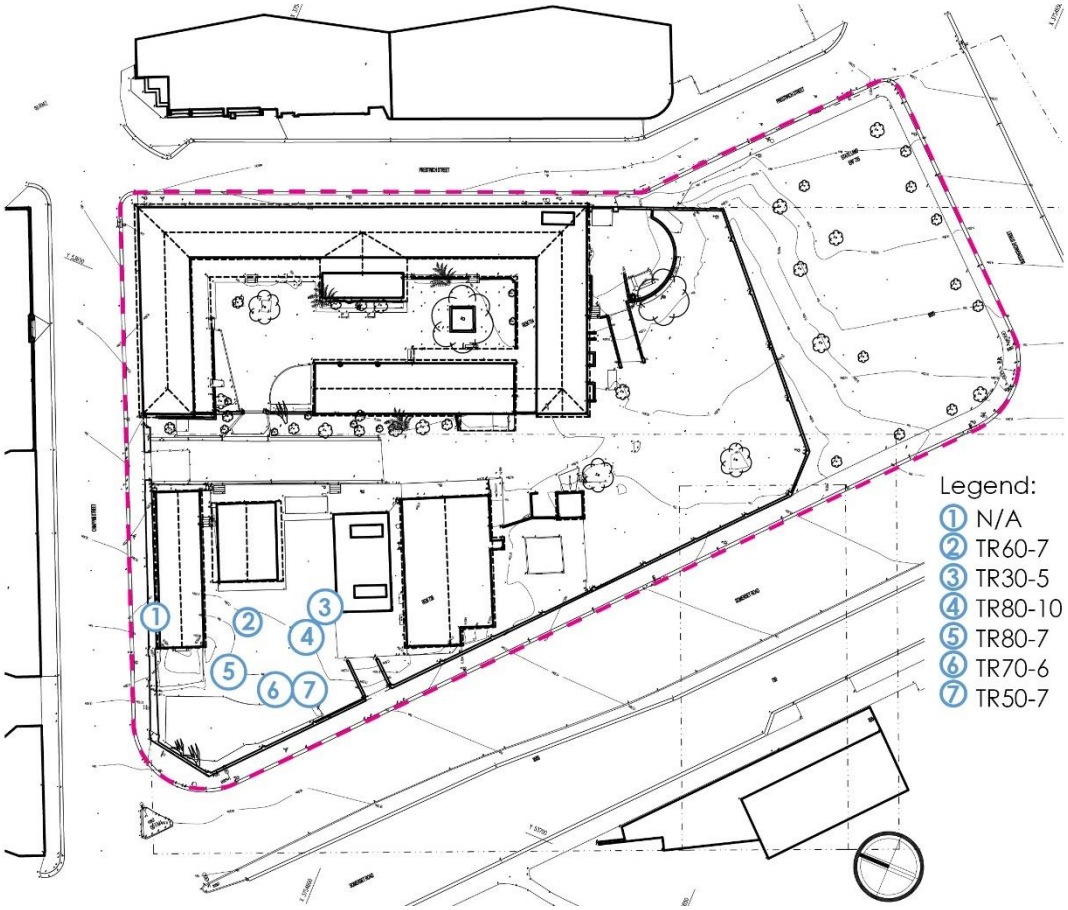
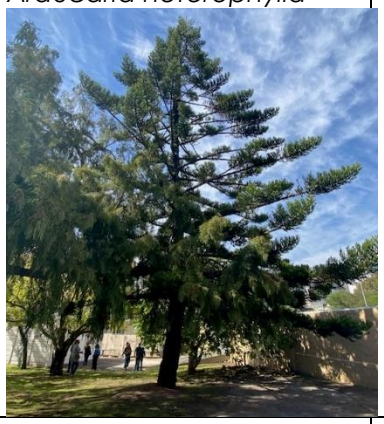


Table 1: North-West corner detailed tree survey

Survey Ref.	Identification	Common Name	Size	Condition	Significance
N/A	*Ricinus communis*	Castor oil plant	Approx 5m	Self-seeded.	Low. Category 2 invasive. Removal recommended

Survey Ref.	Identification	Common Name	Size	Condition	Significance
TR60-7	*Harpephyllum caffrum*	Wild Plum	Approx 12m	Average. Showing signs of stress as well as die-back and re-sprouting	Medium. Could be incorporated into a forecourt, or be removed and replaced with an alter-nate species better suited to the site.
TR30-5	*Harpephyllum caffrum*	Wild Plum	Approx 7m	Poor to av-erage. Showing signs of stress. Some die-back and re-sprouting	Low. Poorly formed canopy and skew trunk. Less than 20 years old. Removal recommended.
TR80-10	*Acer negunda*	Box elder	Approx 12m	Poor. Exten-sive die-back evi-dent. Visible borer holes. Investigate for PHSB.	Low. Removal recommended.

Survey Ref.	Identification	Common Name	Size	Condition	Significance
TR80-7	*Taxodium distichum* 	Bald Cypress	Approx 16m	Good. Mature, single stem. Some dying branches.	Medium. Good size. Likely older than 40 years. Retain where possible.
TR70-6	*Araucaria heterophylla* 	Norfolk Insland Pine	Approx 20m	Average. Leaning at angle. Excessive sap present on trunk. Bark is peeling. Investigate for PHSB.	Medium. Visible from entrance to De Waterkant. Good size. Likely older than 40 years. Retain where possible.
TR50-7	*Ficus carica* 	Common Fig	Approx 5m	Good.	Low. Likely self-seeded. Not providing any positive spatial qualities other than screening of boundary wall. Removal recommended.

Existing Trees: Entrance Road

General comments: Planting within the last +/- 30 years. An attractive row of carobs trees is mixed with other species.

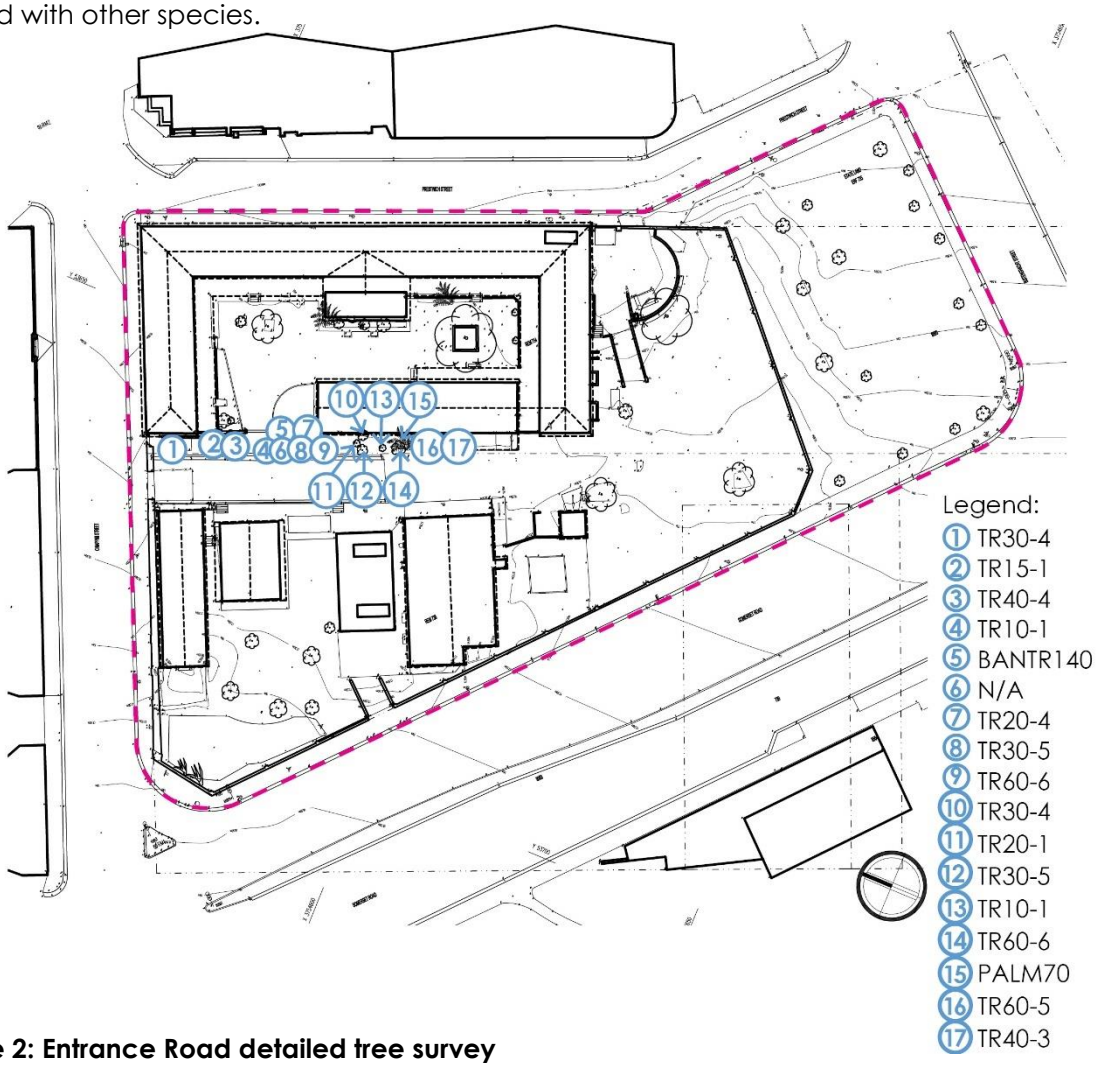
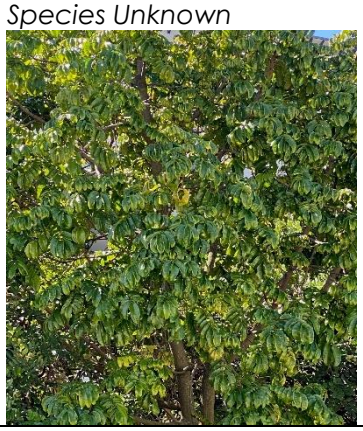


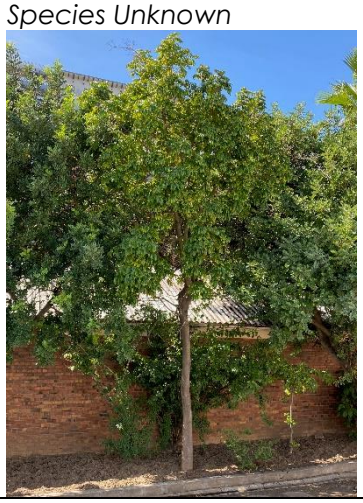
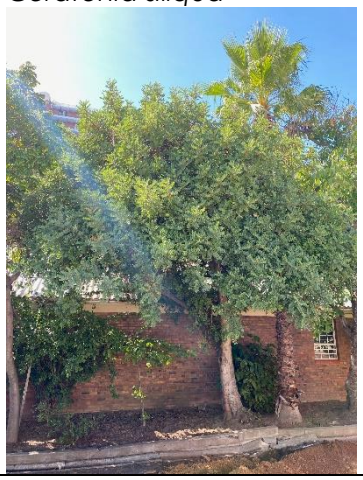
Table 2: Entrance Road detailed tree survey

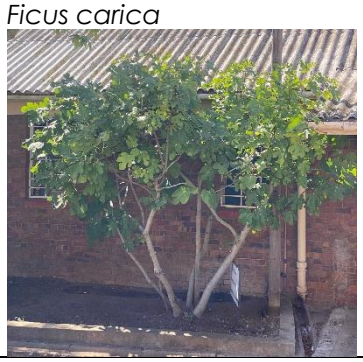
Survey Ref.	Identification	Common Name	Size	Condition	Significance
TR30-4	*Eriobotrya japonica*	Loquat	5m	Good.	Low. Removal recommended.

Survey Ref.	Identification	Common Name	Size	Condition	Significance
TR15-1	*Celtis sinensis*	White stinkwood	2.5m	Poor. Swamped by bougainvillea. Stunted can-opy growth.	Low. Removal recommended.
TR40-4	*Bougainvillea spectabilis*	Bougainvillea	6m	Good.	Low. Remove or retain and prune into shape.
TR10-1	*Celtis sinensis*	White stinkwood	2.5m	Poor. Bent trunk. Stunted canopy growth.	Low. Removal recommended.

Survey Ref.	Identification	Common Name	Size	Condition	Significance
BANTR 140	*Strelizia nicolai* 	Wild banana	6m	Poor condition.	Low. Not contributing positively to the row of trees. Removal recommended
N/A	*Morus alba* 	Mulberry	0,5m	Poor. Previously felled tree. Stump is currently resprouting.	Low. Removal recommended
TR20-4	*Bougainvillea spectabilis* 	Bougainvillea	1.5m	Poor.	Low. Removal recommended

Survey Ref.	Identification	Common Name	Size	Condition	Significance
TR30-5	*Species Unknown* 	Unknown	8m	Good.	Medium. Canopy contributes to row of well-formed trees. Retain where possible.
TR60-6	*Ceratonia siliqua* 	Carob	6m	Good. Multi-stemmed.	Medium. Canopy contributes to row of well-formed trees. Retain where possible.
TR30-4	*Bougainvillea spectabilis* 	Bougainvillea	3m	Good.	Low. Remove or retain and prune into shape.
TR20-1	*Species Unknown* 	Unknown	2m	Poor.	Low. Removal recommended.

Survey Ref.	Identification	Common Name	Size	Condition	Significance
TR30-5	*Species Unknown* 	Unknown	6m	Good.	Medium. Canopy contributes to row of well-formed trees. Retain where possible.
TR10-1	*Celtis sinensis*	White stinkwood	1m	Poor.	Low. Remove
TR60-6	*Ceratonia siliqua* 	Carob	6m	Good.	Medium. Canopy contributes to row of well-formed trees. Retain where possible.

Survey Ref.	Identification	Common Name	Size	Condition	Significance
PALM70	*Washingtonia robusta* 	Mexican palm fan	10m	Good condition. Likely self-seeded.	Low. Removal recommended
TR60-5	*Persea americana* 	Avocado	9m	Average.	Low. Can be kept or re-moved.
TR40-3	*Ficus carica* 	Common Fig	3m	Good. Multi-stem.	Low. Likely self-seeded. Removal recommended

Existing Trees: Courtyard

General comments: The large London Plane tree is a prominent feature and should be protected.

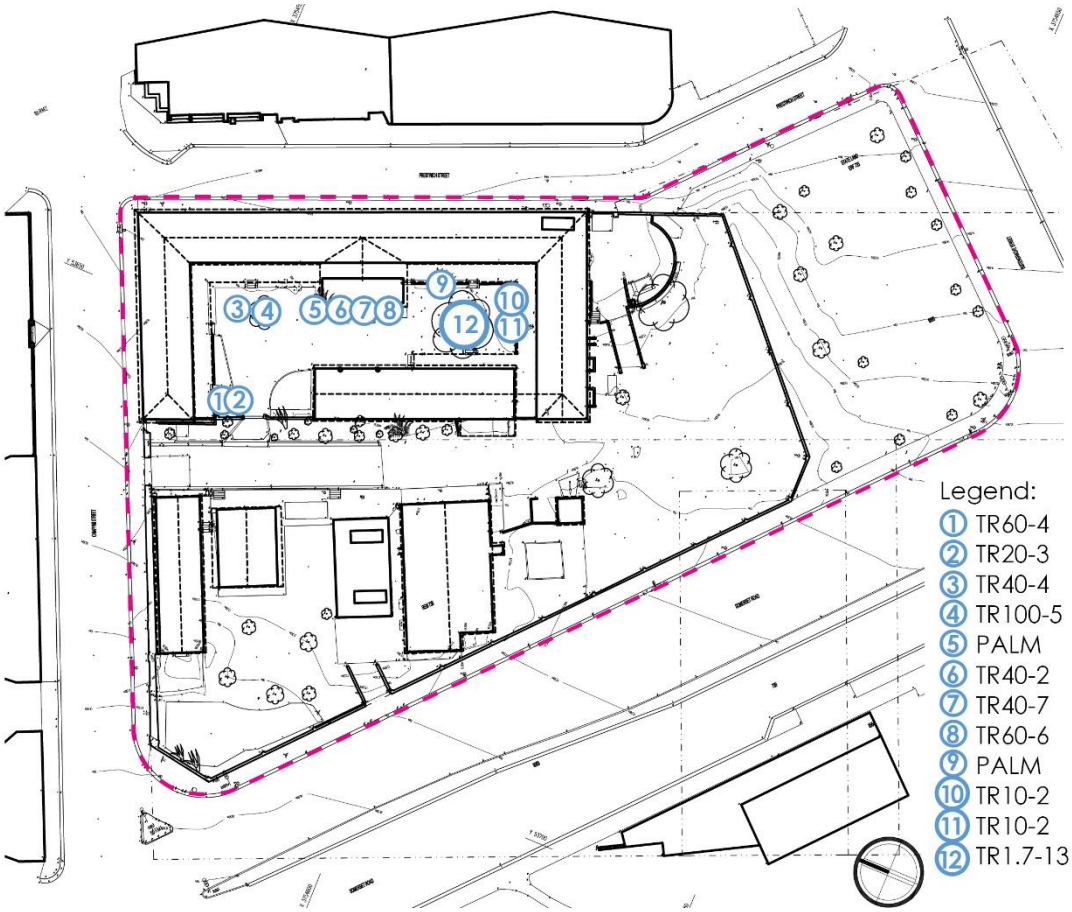
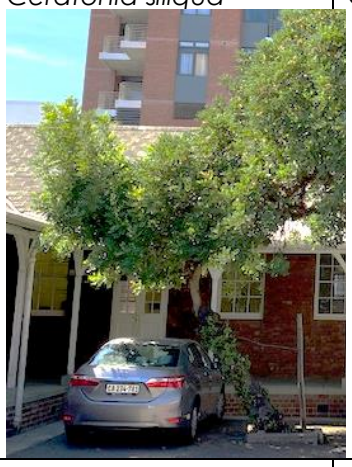
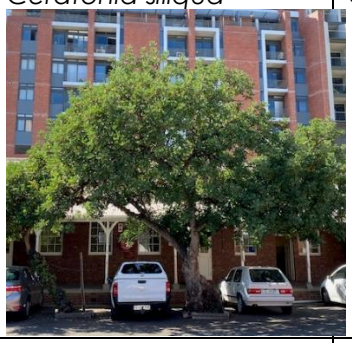


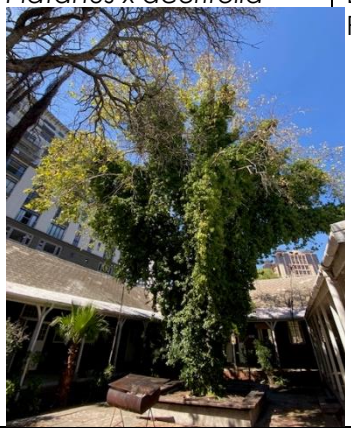
Table 3: Courtyard Detailed Tree Survey

Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR60-4 & TR20-3	*Bougainvillea*	Bougainvil-lea	6m	Average.	Low. Remove or retain and prune into shape.

Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR40-4	*Ceratonia siliqua* 	Carob	4m	Poor. Stunted growth & leaning over.	Medium. Balances the canopy of the adjacent tree. Retain where possible.
TR100-5	*Ceratonia siliqua* 	Carob	6m	Good.	Medium. Provides positive shade and visual amenity. Retain where possible.
PALM	*Washingtonia robusta*	Mexican palm fan	9m	Good.	Low. Removal recommended.

Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR40-2	*Cupressus sempervirens 'stricta'*	Italian Cypress	8m	Poor. Exhibiting significant die-back.	Low. Will not re-sprout where die-back is present. Removal recommended.
TR40-7	*Species Unknown*	Unknown	8m	Good. Healthy canopy.	Medium. Close proximity to existing building. Could be removed or kept.
TR60-6	*Metrocideros excelsa*	New Zealand Christmas Tree	10m	Poor. No leaves visible.	Low. Removal recommended.

Survey Ref.	Identification	Common Name	Size	Condition.	Significance
PALM	*Washigntonia robusta*	Mexican palm fan	3m	Good.	Low. Likely self-seeded. Removal recommended
TR10-2	*Citharexylum spinosum*	Fiddlewood	4m	Average.	Low. Does not contribute significantly to the space. Could be removed or kept.
TR10-2	*Citharexylum spinosum*	Fiddlewood	5m	Average.	Low. Does not contribute significantly to the space. Could be removed or kept.

Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR1.7-13	*Platanus x acerifolia* 	London Plane	>20 m	Good. Swamped by ivy which needs to be removed.	High. Mature tree with positive place-making qualities. Retain tree and retain existing concrete wall to avoid changing soil level at base or disturbing roots.

Existing Trees: South block 29

General comments: The eldest of these trees (marked 4 below) is visible on the 1928 Aerial survey and survived the re-alignment of Somerset Rd.

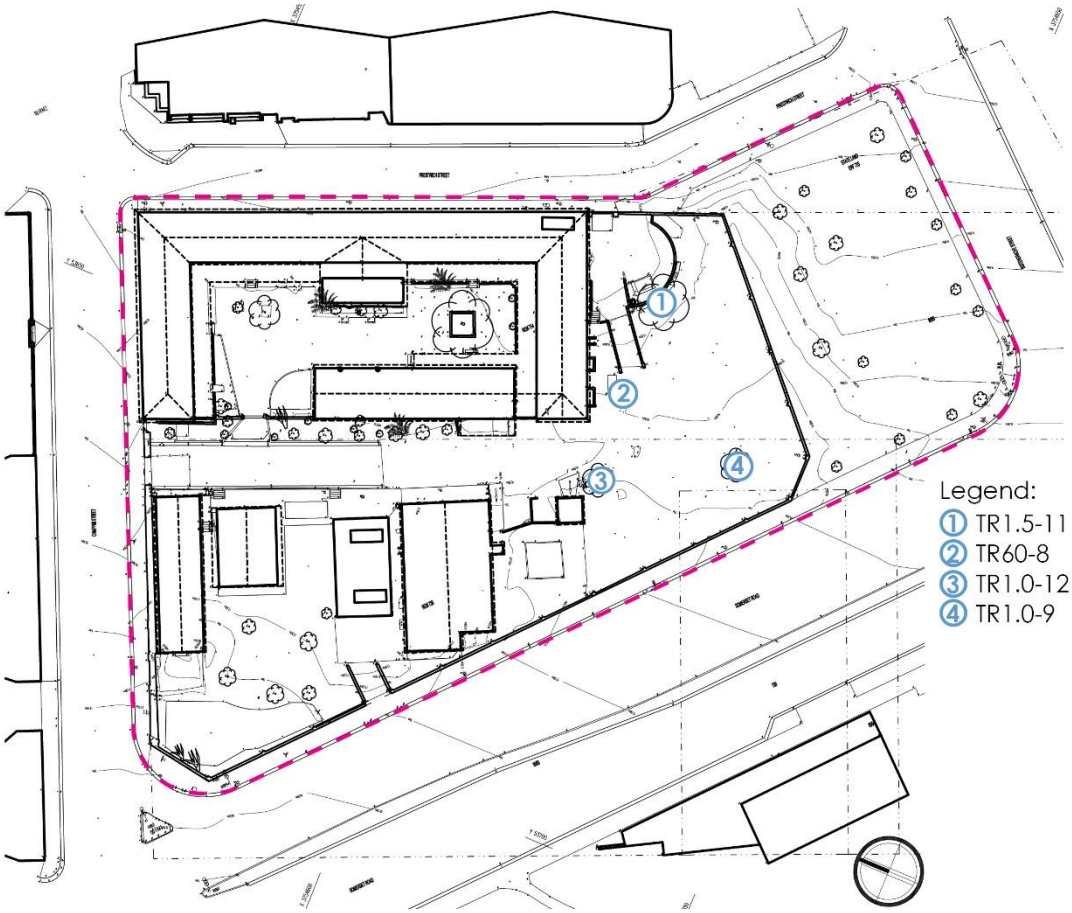
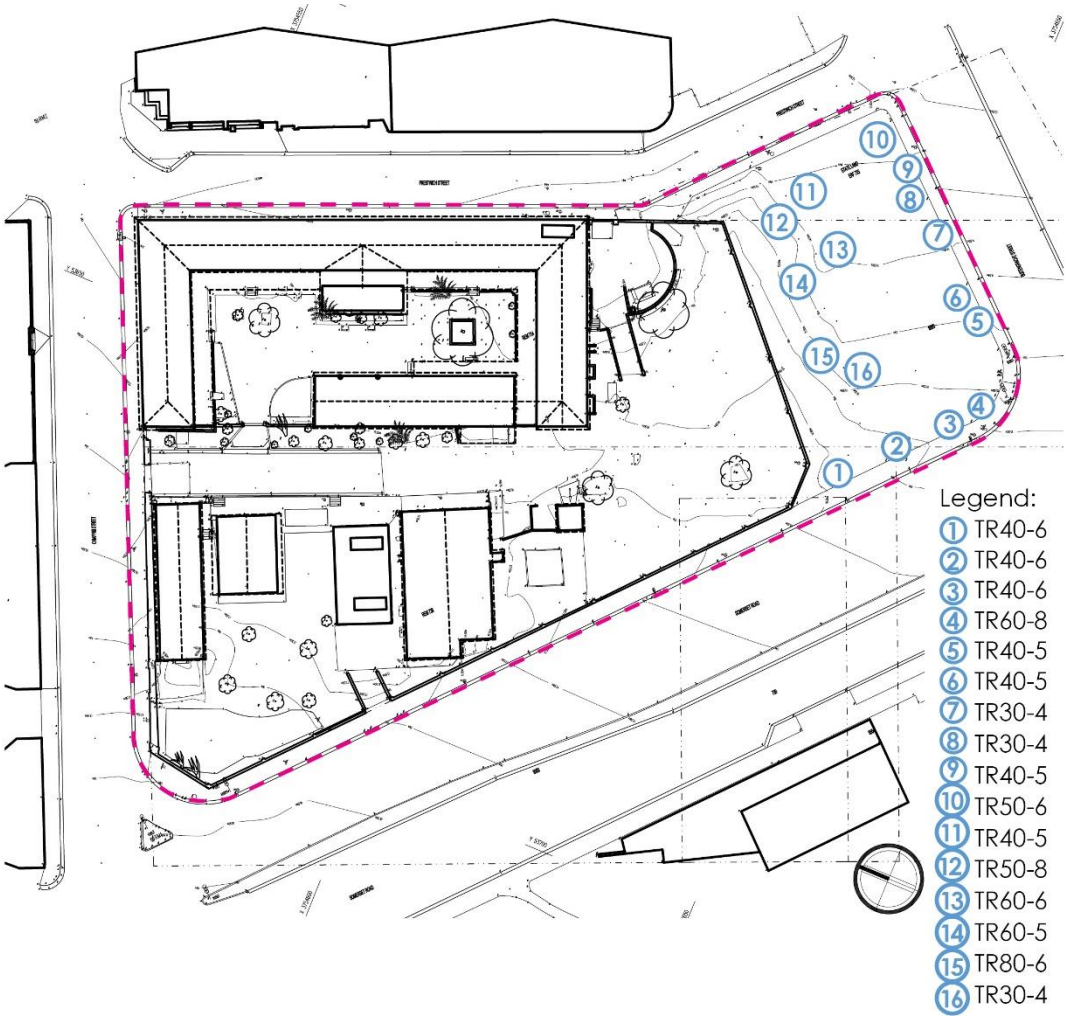


Table 4: South Block 29 detailed tree survey

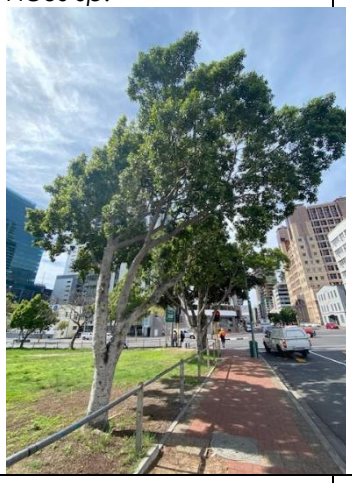
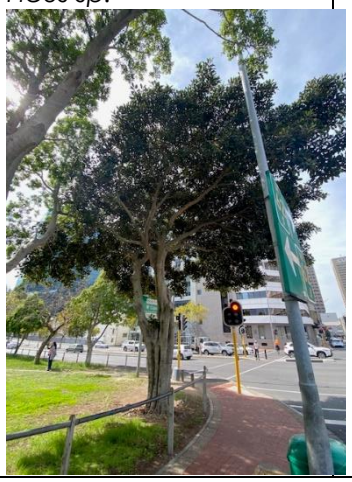
Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR1.5-11	*Schinus molle*	Peruvian pepper	Approx 15m	Healthy specimen in good condition	Medium. Good specimen. Retain where possible.
TR60-8	*Schinus molle*	Peruvian pepper	Approx 7m	Good. Single stemmed.	Medium. Good specimen. Retain where possible.
TR1.0-12	*Ficus sp.*	Wild fig	20m	Good. Mature tree with large canopy. Recent damage to roots caused by road construction.	Medium. Approx 40 years old. Good specimen. Retain where possible.
TR1.0-9	*Schinus molle*	Peruvian pepper	Approx 12m	Good. Tree surgery required for some branches.	High. Visible on the 1928 aerial survey. Retain. Worthwhile protecting.

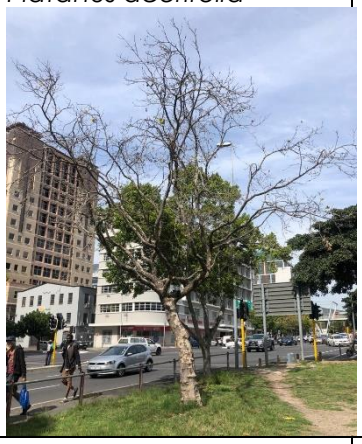
Existing Trees: Buitengracht Road reserve

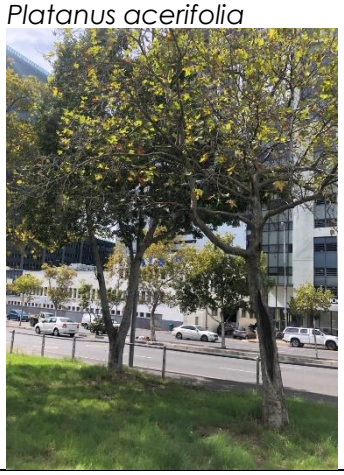
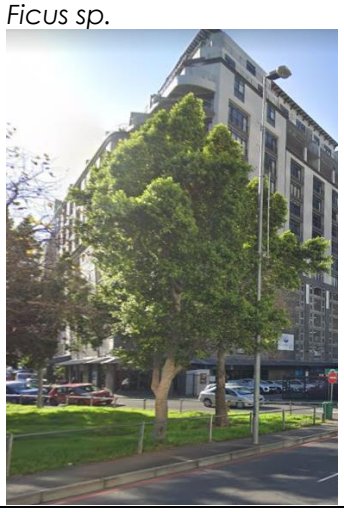
General comments: According to aerial photos, a large number of these trees were planted between 1980 and 1984 during the widening of Buitengracht Street, making the average age approximately 40 years. The extended avenue of trees along Buitengracht Street forms an important green corridor and the first row of trees within the Buitengracht road reserve should be protected.



Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR40-6	*Ficus sp.*	Wild fig	9m	Good	Medium. Retain where possible

Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR40-6	*Ficus sp.* 	Wild fig	7m	Good.	Medium. Retain where possible
TR40-6	*Ficus sp.*	Wild fig	11m	Good.	Medium. Retain where possible
TR60-8	*Ficus sp.* 	Wild fig	10m	Good.	Medium. Retain where possible

Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR40-5	*Ficus sp.*	Wild fig	9m	Good.	High. Forms part of green corridor along Buitengracht. Retain where possible or replace with double row row of same species trees.
TR40-5	*Platanus acerifolia* 	London Plane	8m	Average.	High. Forms part of green corridor along Buitengracht. Retain where possible or replace with double row row of same species trees.
TR30-4	*Ficus sp.*	Wild fig	7m	Good.	High. Forms part of green corridor along Buitengracht. Retain where possible or replace with double row row of same species trees.

Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR30-4	*Platanus acerifolia* 	London Plane	9m	Average.	High. Forms part of green corridor along Buitengracht. Retain where possible or replace with double row row of same species trees.
TR40-5	*Ficus sp.* 	Wild Fig	15m	Good.	High. Forms part of green corridor along Buitengracht. Retain where possible or replace with double row row of same species trees.
TR50-6	*Platanus acerifolia*	London Plane	10m	Good.	High. Forms part of green corridor along Buitengracht. Retain where possible or replace with double row row of same species trees.

Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR40-5	*Ficus sp.*	Wild Fig	12m	Good. Well-formed canopy.	Medium. Retain where possible
TR50-8	*Ficus sp.*	Wild fig	12m	Good. Well-formed canopy.	Medium. Retain where possible
TR60-6	*Schinus molle*	Peruvian pepper	10m	Good.	Medium. Retain where possible

Survey Ref.	Identification	Common Name	Size	Condition.	Significance
TR60-5	*Schinus molle*	Peruvian pepper	9m	Average.	Low. Remove or retain.
TR80-6	*Shinus molle*	Peruvian pepper	12m	Good.	Medium. Retain where possible
TR30-4	*Platanus acerifolia*	London Plane	15m	Average.	Medium. Retain where possible

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Department of Infrastructure

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Western Cape Government

Appendix 7: Built Form Chronology and Assessment Report

1. BUILDING MORPHOLOGY: SITE ANALYSIS

Figure 1: This study focusses on the demarcation, development and use of portions of land identified as erwen 734, 735, 738-RE, 9565 (part of the potential development area) and adjoining erven 739, 737, 9563 and 9564.

Three of these make up the 1755 land grant to the Dutch Reform Church (DRC) for a new cemetery. This was to accommodate the increased needs resulting from growth of the colony and the impact of smallpox outbreaks (1751, 1755 and 1767). It was located adjacent to the Company military cemetery established in 1720 on the western/outer edge of the settlement beyond the Buitengraght.

Figure 2: Graphic representations of the Cape from 1760s-1800 show the two matched, walled graveyards. The study site is shown with structures, possibly charnel houses (Berman 2011: 45) in the north-east corners, and a central pedimented entrance on the south west side.

Figure 3: Additional land grants to the DRC in 1801 and 1802 extended the cemetery to the edge of the Buitengraght. Urban development westwards was driven by factors including increased immigration following British takeover (1806), and emancipation of enslaved people (1834-1838). Early to mid 19th century new development such as the neighbouring St Andrews church (1838), dwellings and warehousing surrounded the cemeteries. The extended, walled DRC cemetery is shown in 1878 with established paths and tree planting, probably cypress, as traditionally used in European graveyards. Red dash line marks the original grant.

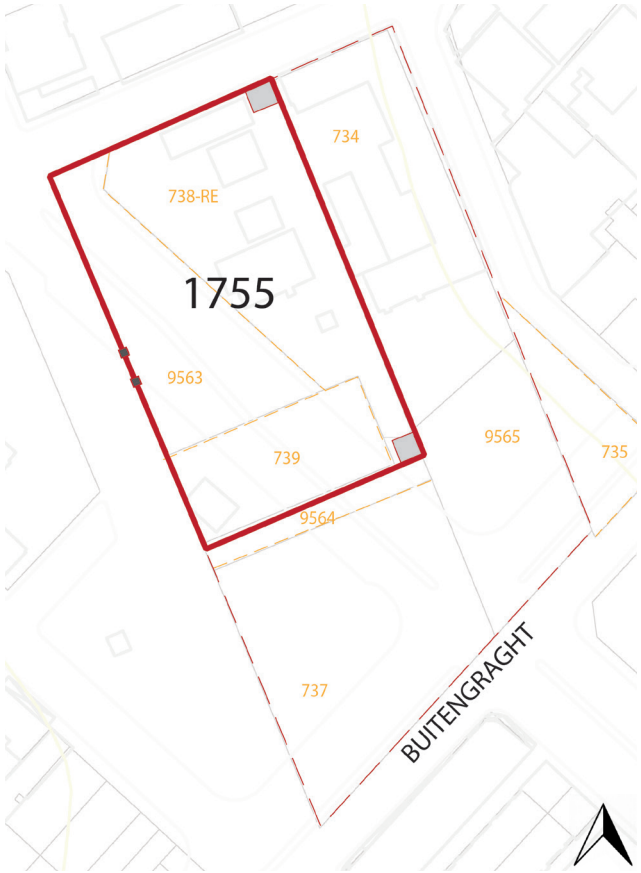


Figure 1. Reference: 1762 Johannes Rach; 1777 Schumacher.

Figure 2. Top: 1762 Johannes Rach (Atlas van Stolk, Rotterdam). Below: 1777 Schumacher, “Goode Hoop van Oosten te sien No2” (Brommer, Grote atlas VOC).

Figure 3. Reference: 1801 SG 50/1801; 1802 SG 80/1802 ;1878 Wilson (CoCT Historical Maps Collection)

Figure 4: In 1886 the burial grounds were closed and are identified on the Thom survey (c1995) as “disused burial grounds”. In 1883 the Salvation Army arrived in Cape Town and in 1886 established its Metropole in a re-purposed store room and garage on erf 735.

Figure 5: The 1906 Disused Cemeteries Act allowed for disused burial grounds to be developed for use as churches, schools and public parks only, or otherwise to be appropriated for municipal use.

In 1907 the DRC Church submitted plans for the erection of a **new church** on their disused land. In response, the City opened negotiations with the DR Church authorities for the transfer to Council of DRC land adjacent to Buitengraght Street to allow for the widening of the road to 40’.

Figure 6: Council paid for the removal of existing burials to Maitland Cemetery and proposed a new iron boundary fence, and later proposed erecting a wall incorporating remaining grave stones, this was vetoed by the church. Instead a brick wall was built on the new boundary (KAB 3/CT Vol 4/1/1/28, Ref A267/1).

The new church building was completed in 1908.

In terms of Ordinance 23 of 1920, the Municipality bought the remaining DRC cemetery land, with the DRC permitted to lease the church for a period. This became subject to further negotiations resolved after 1928. The land was exhumed in preparation for new uses (KAB PAS Vol 2/1064 Ref L18/1/132). During exhumation, a portion of the original stone walling on Chiappini Street collapsed and was in part replaced with an iron gate (KAB 3/CT Vol 4/2/1/3/63 Ref B3411).

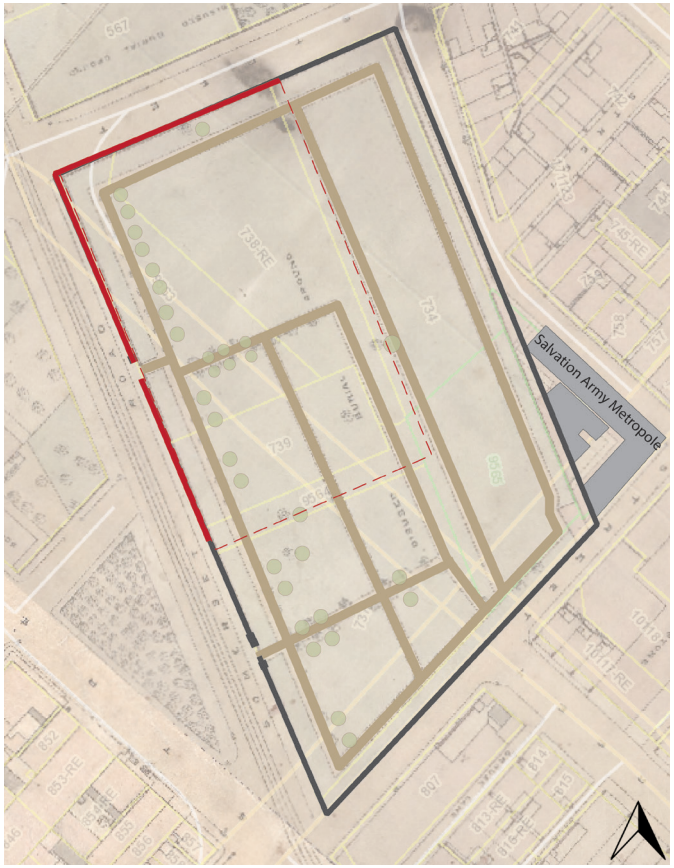


Figure 4. Reference: 1892-1900 Thom (CoCT Historical Maps Collection)

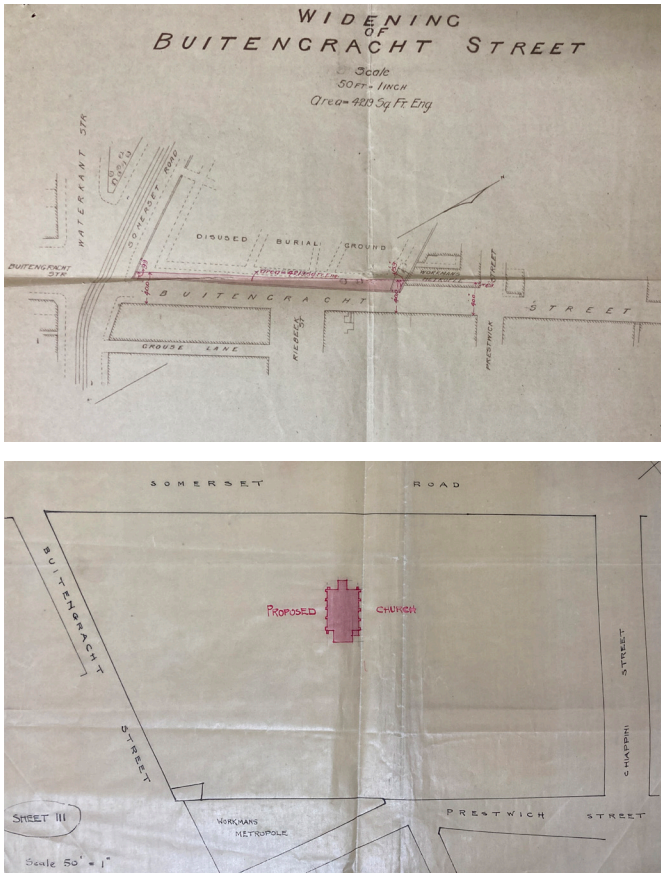


Figure 5. Reference: 1907 proposed plans for excised land and new church (KAB 3/CT Vol. 4/2/1/1/28, Ref A267)

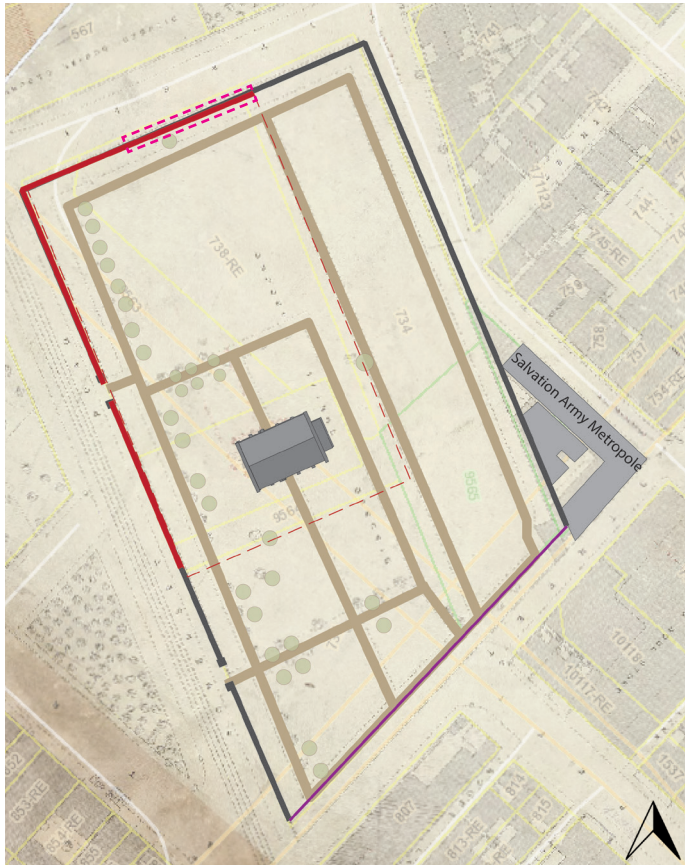


Figure 6. Reference: 1912 Thom revised, with outline area of wall collapse (CoCT Historical Maps Collection)

Figure 7. Date not known: DRC cemetery with walling, cypress trees and vaults on the inner north boundary (Source not known).

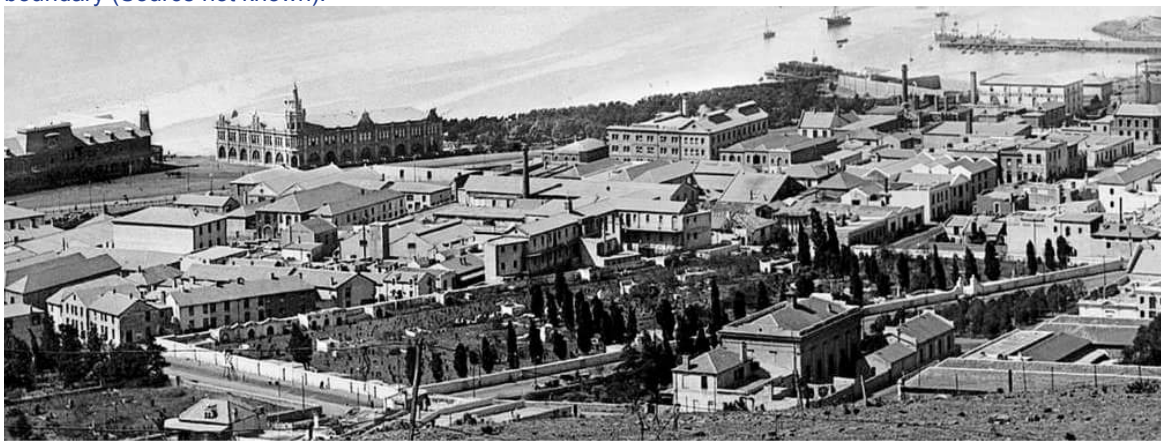


Figure 8. 1900 Disused DRC cemetery with walling, cypress trees and vaults on the inner north boundary. The land surface within the walled area is raised.

Figure 9. c1910: Disused DRC cemetery new DRC church.

Figure 10. Example of built fabric: Archive note says Masonic tomb in DRC Somerset Road cemetery (KAB E3931)

Figure 11. Example of built fabric: Tomb of LM Thibault, according to archive note this is now located below Buitengraght Street pavement. (KAB E3939).

Figure 12: In 1921 plans were drawn for the development of a **Provincial Building**, “Chronic Sick Home and Stores” by Public Works architect JS Cleland (see section 2 for building analysis). While not explicitly stated, it can be assumed that this was to support the, by now unfit, Old Somerset Hospital on the diagonal neighbouring block. Built in 1818, it was declared unsuitable as early as 1839 and replaced by the New Somerset Hospital. It remained open to the chronically sick and indigent until the Conradie Hospital was built to replace it 1930, 1935 and 1938. It would appear that the new study site structure on the old cemetery was built as a stop-gap to take up the slack during the 20 plus year process of negotiation for suitable land and the finances required for the replacement hospital. In 1924 the Salvation Army building is identified as Labourer’s Barracks.

Figure 13: In 1933 plans were approved for a wood and iron barracks as temporary quarters for the male staff of Cape Town Infirmary to be built on the study site (identified as “the grounds of the infirmary”) as a temporary measure during the construction of Conradie Hospital. The building (only acceptable if painted a suitable tint of cream) was sited over an “old stone wall” with iron gate which bisected the site. The wall does not align with early cemetery walling and is probably not remnant thereof. A tennis court is shown.

Figure 14: Undated pencil annotation on a copy of the 1921 plan for the Provincial Building shows it proposed for use as **Immigration Detention Barracks**, with a 12’ high wall enclosing the open central U, which can be seen on the 1945 aerial (see section 2 for analysis). This may relate to a proposed Ebenezer Road Immigration Detention Depot (1931), and may have come into effect after the infirmary’s move to Conradie. By 1945 the site was cleared of all temporary hospital buildings.

Figure 12. Reference: 1926 aerial image (NGI 06_0869); 1921 Plan; SG4806/1924

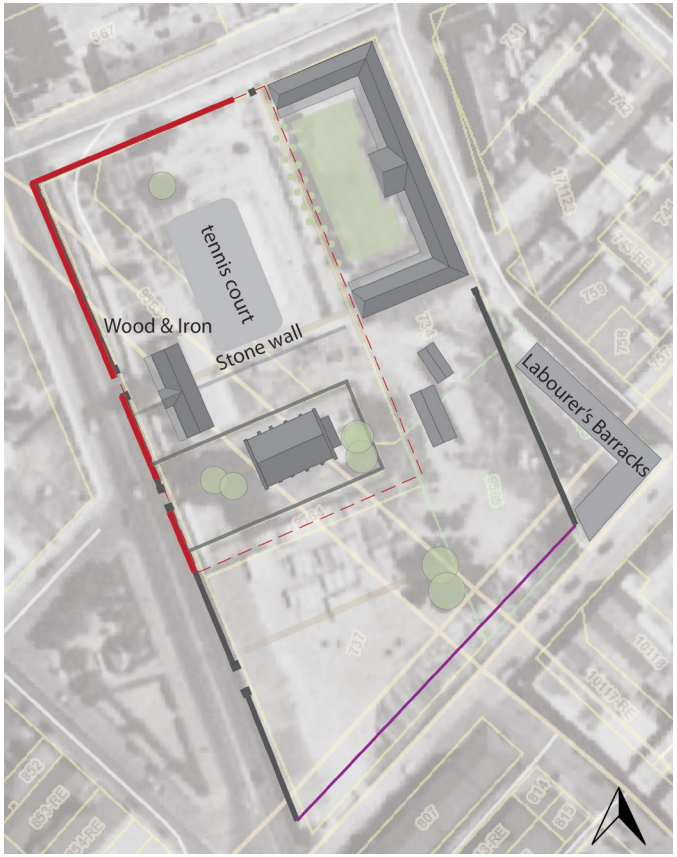


Figure 13. Reference: 1935 aerial image (CoCT Map Viewer); 1933 Plan for proposed wood and iron building (XXX)

Figure 14. Reference: 1945 aerial image (NGI 203A_06_00508); Undated plan

Figure 15: From 1947 to 1948 plans were drawn for the conversion of the 1921 U-shaped building, then possibly in used as an immigration detention barracks, to serve as the Provincial Roads Pavement Test Laboratory. This required alterations to the internal spaces, and the addition of separate “storage and quartering rooms” and open garaging (see section 2 for building analysis).

In 1951/1952 minor alterations and additions were made to the U-shaped building. Several prefabricated storage buildings - steel asbestos and wood and iron - watchmen’s kiosks and ablution blocks were added to the site and a new brick boundary replaced the original cemetery wall along a portion of Somerset Road. The eastern portion of the ground was leased to Austin & Aldridge (general building suppliers) access off Somerset Road and to Robb Motors, which had its showroom on the corner of Somerset Road and Builtengraght.

At some point c1950 two structures (function has not been identified) were added to the church property, while the trees directly behind the church became more prominent.

Figure 16 and 17: A 1965 site plan shows the future proposed re-routing of Somerset Road and widening of Buitengraght Street. The site was still receiving new temporary installations, with prefab structures identified as CAPAB stores. An undated plan shows those to be affected by the road changes. At this stage demolition was slated for the buildings (majority car sales showrooms) along Buitengraght Street and the eastern portion of the study site serves as a carpark.

The church and its ancillary buildings on erf 739 was demolished c1979/1980 to make way for the road, with a new brick structure (service building) aligned to it.

Figure 15. Reference: 1958 aerial image (CoCT Map Viewer); 1947-1948 plan for Proposed conversion; 1952 site plan Roads Dept. Laboratories.

Figure 16. Reference: 1974 Robb Motors building - demolition for road widening. (KAB CA839)

Figure 17. Reference: 1980 aerial image (CoCT Map Viewer); Undated site plans re-routing Somerset Road.

Figure 18: From 1981 Somerset Road was rerouted and Buitengraght Street widened, with the “Salvation Army” building on erf 735 demolished, and prefab structures within the walled area removed. A new brick wall enclosed the much reduced site. The tree, located behind the church and first in evidence 1926 appears to remain in the south east corner of the site (circled pink). A small portion of the original stone cemetery wall on Chiappini Street remains (shown red). Blue dash outline marks remaining portions of erwen 735 and 9565, part of the development study site.

Figure 19: The two decades from 1980 brought little change to the site.

Figure 20: In 2007 the Prestwich Street Memorial, designed by architect Lucien Le Grange, was developed to (controversially) accommodate human remains discovered and disinterred during the 2003 development of The Rockwell in Prestwich Street. It lies along the inner boundary of the original DRC cemetery ground, and incorporates the 1980s building on the original church site. It lies outside of the area for development.

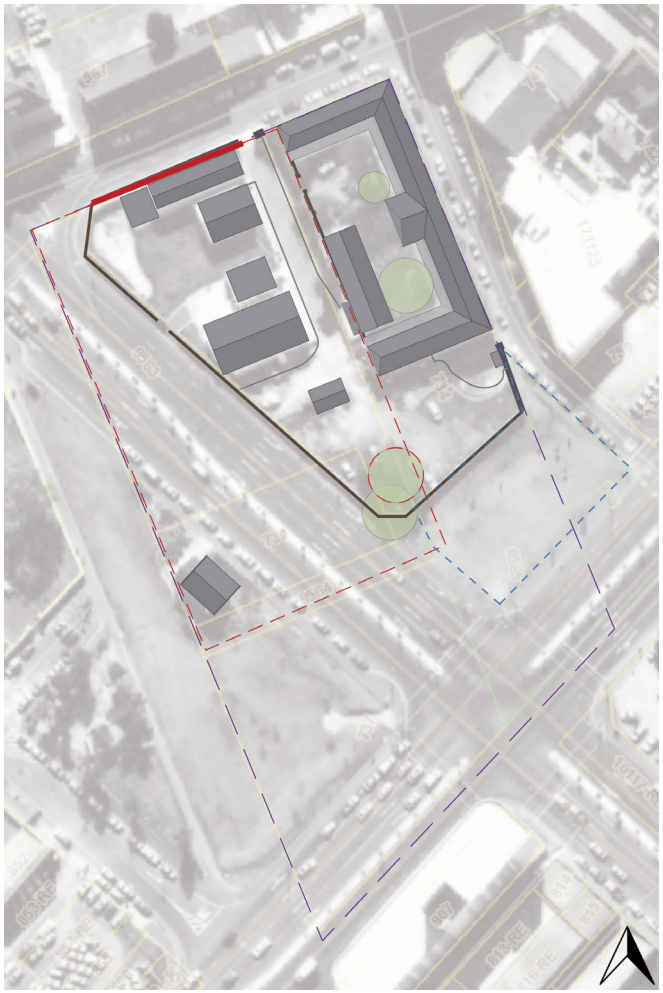


Figure 18. Reference: 1984 aerial image (CoCT Map Viewer)

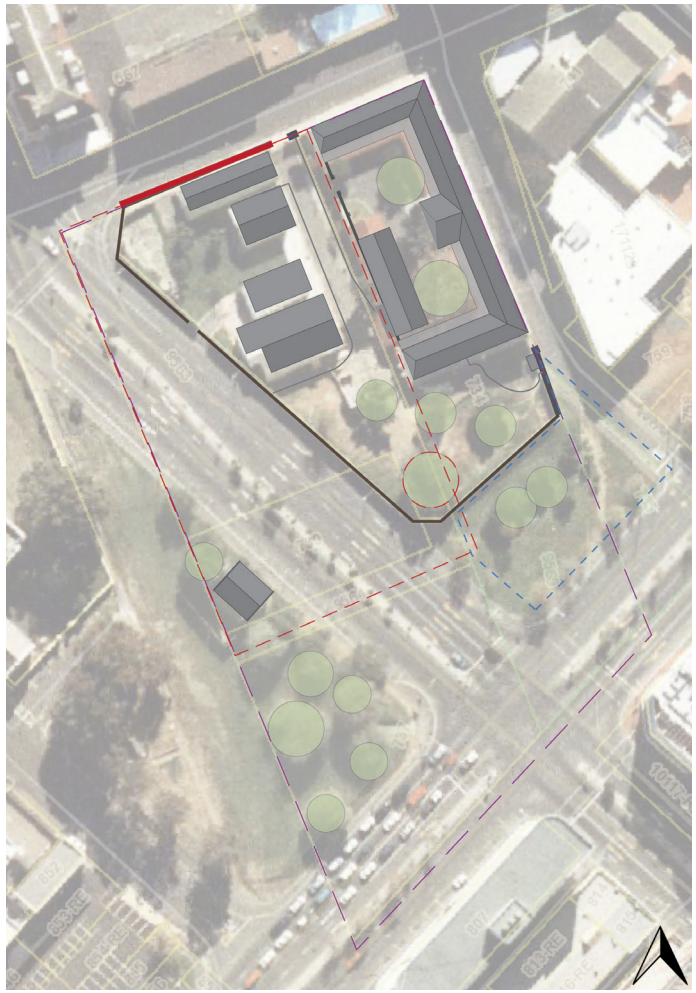


Figure 19. Reference: 1998 aerial image (CoCT Map Viewer)

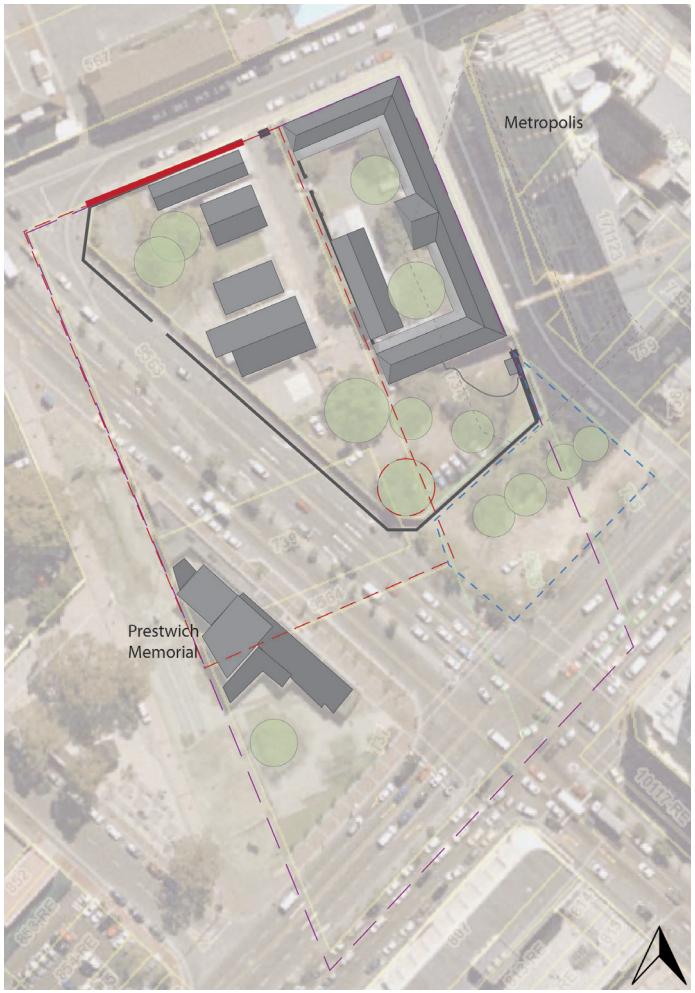


Figure 20. Reference: 2007 aerial image (CoCT Map Viewer)

2. BUILDING MORPHOLOGY ANALYSIS

The Provincial Roads Pavement Testing Laboratory, also referred to as the Soil Laboratory is a U-shaped building on erf 734. It was designed in 1921 by government architect JS Cleland for the Department of Public Works (DPW). It is identified on original plans as “Provincial Building Prestwich Street” and it appears that the intention was to create additional hospital wards and stores as adjunct to the Old Somerset Hospital, which occupied a city block diagonally neighbouring the site. It is identified as “proposed chronic sick home and stores” in an archive reference.[1]

The history of the Soil Laboratory is entwined with that of the “old” Somerset Hospital. Built in 1819 for enslaved and poor people, it was largely replaced in the 1860s by the “new” Somerset Hospital. It continued to function as a hospital for chronically sick and indigent people.[2] From c1915-1920 it was renamed the Cape Town Infirmary. It seems that this identity extended to erf 734 and included the U-shaped building completed 1922-1923.

Old Somerset Hospital building was demolished in 1938, once its direct replacement, the Conradie Hospital, was complete and able to accept patients relocated from both Cape Town Infirmary sites.

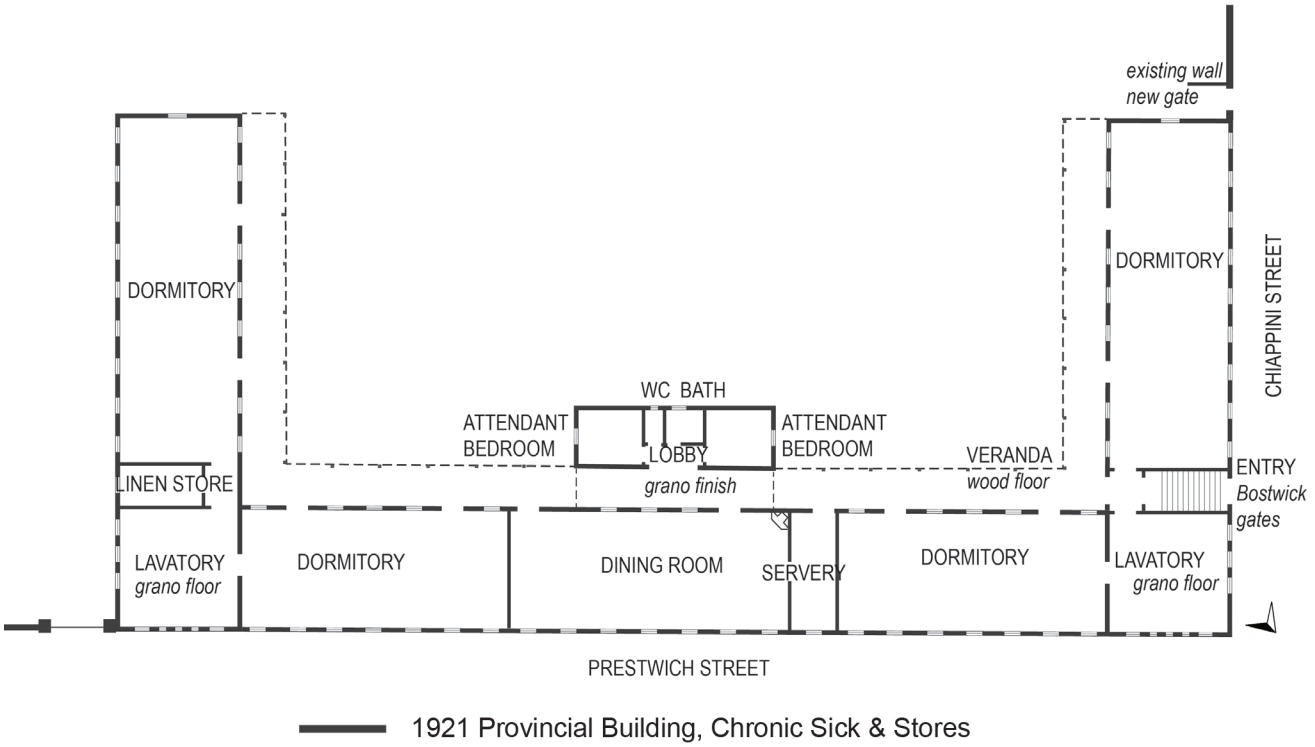
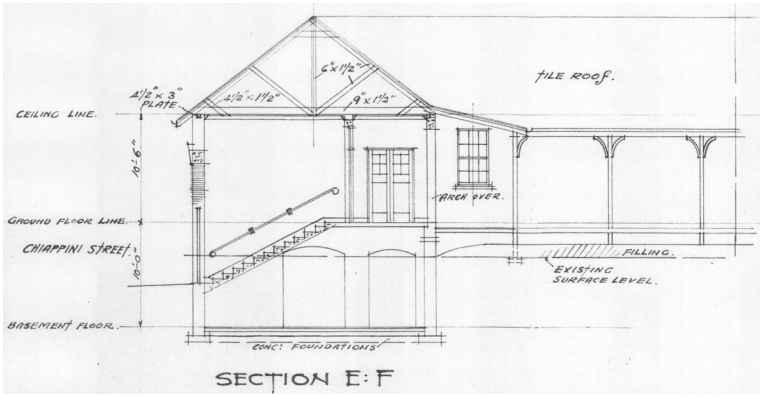


Figure 21. 1921: Programme derived from JS Cleland plan (Scan 82)



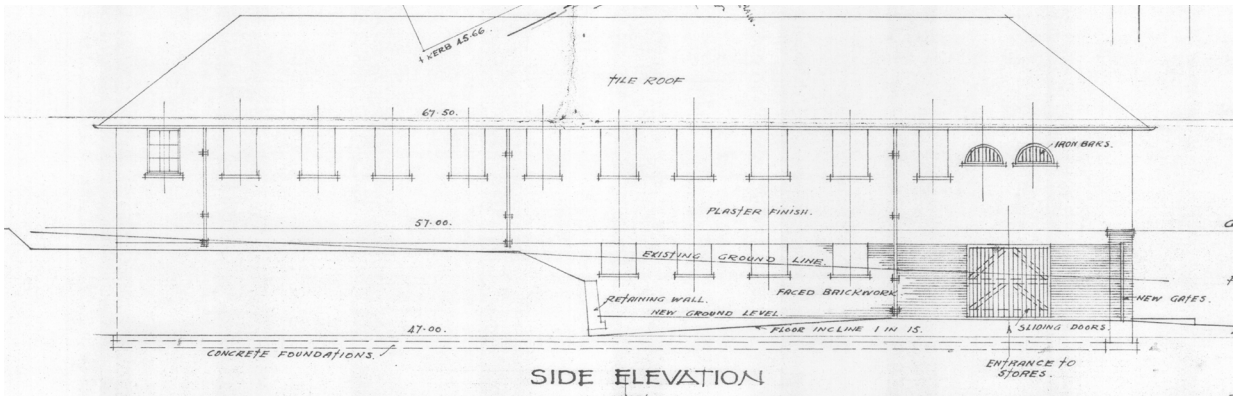


Figure 22. 1921: Extract JS Cleland section of entrance on Chiappini Street (left) and east side elevation to show half basement (Scan 81)

1 KAB 3/CT 4-2-1-3-87 B4661-1
2 De Villiers, Keyser, The Lost hospitals of the Cape, 1983.

2.1 Building Description[3]

The U-shaped building (also described in some reports as E-shaped) is a masonry structure with pitched, hipped roof originally roofed with Marseilles tiles. The materiality and aesthetic of the building conforms to Arts & Crafts influenced government hospital buildings of the period. It has a partial cut basement running the length of the building on the north, Prestwich Street edge, which responds to the downward south-north slope. A veranda with sheet metal roof runs the length of the inner U-shape. Originally timber floored, this is now concrete. Walling is red brick with plaster detailing, timber vertical sash windows, timber doors with small pane fanlights. It has an arched brickwork main entrance off Chiappini Street, closest point to the location of the parent hospital. The main service entrance to the basement store rooms, off Prestwich Street, is now bricked closed. When built, the views from within the courtyard would have been dominated by Table Mountain.

A simple, clear plan, originally, the veranda walkway provided primary circulation, with internal connections to washrooms only. The small projecting block accommodated the supervising staff's quarters

2.2 Building Morphology

At some point, date not specified, a copy of the original 1921 Cleland building plans was heavily annotated in ink and pencil, with part of the drawing title "Provincial Building" Prestwich Street amended to "Immigration Detention Barracks" Prestwich Street. Proposed minor alterations include the attendants bedrooms, inserting dormitory partitions, and most notably, the addition of a 12' high (3,65m) brick wall to enclose the entire open courtyard within the U-shape. Additionally, there are notes identifying the addition of a security grill at the entrance, and barbed wire along the eaves of the veranda.

While undated, these proposed alterations may coincide with the termination of the hospital use after the move to Conradie Hospital (early-mid 1930s) and the 1931 discussions of a proposed construction of an Ebenezer Road Immigration Detention Depot.[4] Furthermore, this corresponds with anti-semitic turbulence in Europe and an influx of Eastern European Jewish immigrants. The Quota Act introduced in 1930 aimed to prohibit or limit their in-migration, while in 1937 the Anti- Aliens Act, which coincided with an escalation of violent anti-semitic activity in Germany, prohibited Western European Jewish immigrants from entry.[5] Halkett notes that many European Jewish families began their South African life at this facility.

The wall can be seen on aerial images of 1945, so while the use as a detention barracks has not been confirmed in primary sources, it seems highly likely that the Soils Laboratory did serve as a detention centre for a period of about a decade from the mid-1930s.

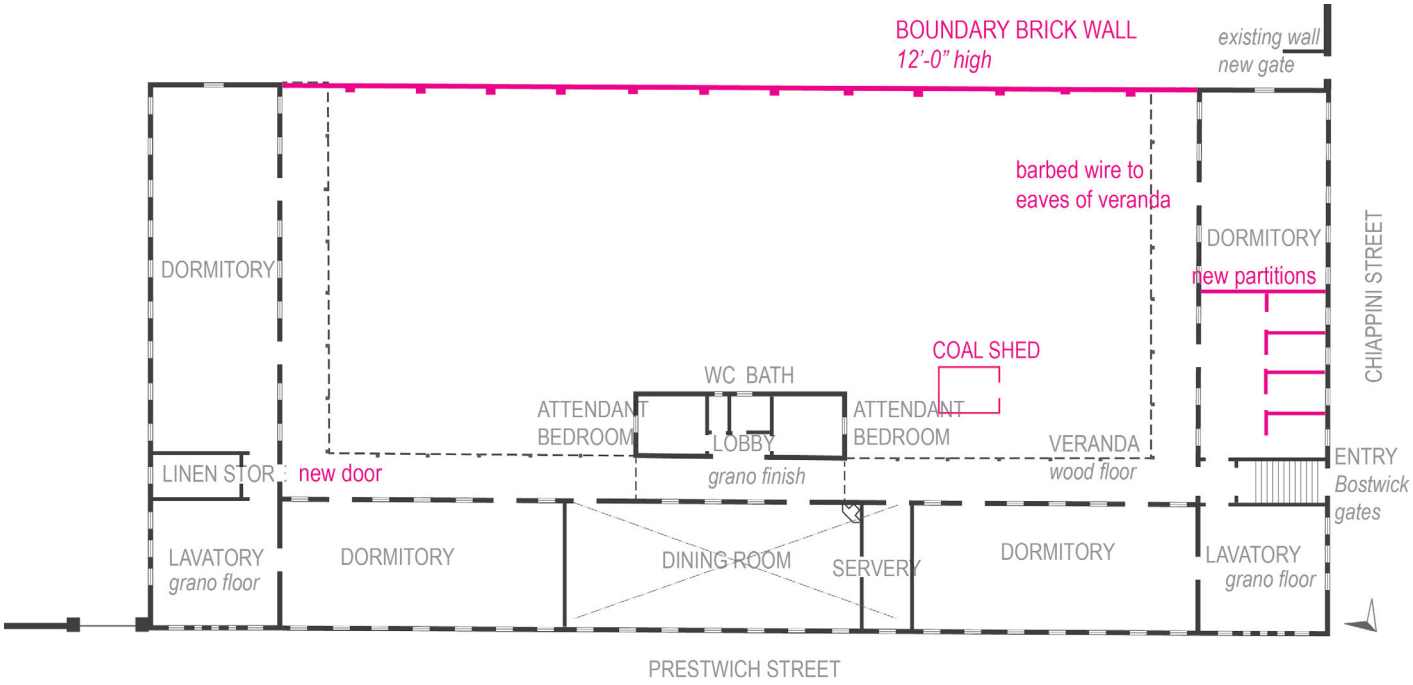


Figure 23. c1935 Derived from hand annotations on earlier plan (Scan 85)

3 Information is derived from site inspection and examination of original building plans.

4 KAB 3/CT 4-2-1-3-473 B717

5 Petersen, Teaching Humanity: Placing the Cape Town Holocaust Centre in a Post-apartheid State, Phd Thesis, 2015

From 1947 to 1952 the building and its site underwent some significant changes to accommodate a change of use to Provincial Roads Pavement Testing Laboratory.

In 1947-1948 plans by Schuurmans Stekhoven, who frequently worked on PWD projects, propose alterations to what is described as the “upper floor “ of the Prestwich Street building to accommodate roads testing laboratories. This required interventions to allow specific activities, with brick and drywall partitions dividing the open dormitories and dining room, to create specialist laboratory spaces. In these new rooms, block flooring was covered or replaced by what is identified as “asphalt flooring”. The notes imply that the building was in a neglected state and refurbishment was undertaken. The tile roof remained unaltered.

Plans explored the addition of a “quartering and sample store”, and an open garage. In one version the store extended the eastern wing, however another version placed the store in its current position, apparently using the existing security wall as an outer edge. The open garage extend along the wall in its current position. The gate in the security wall may have been added at this stage.

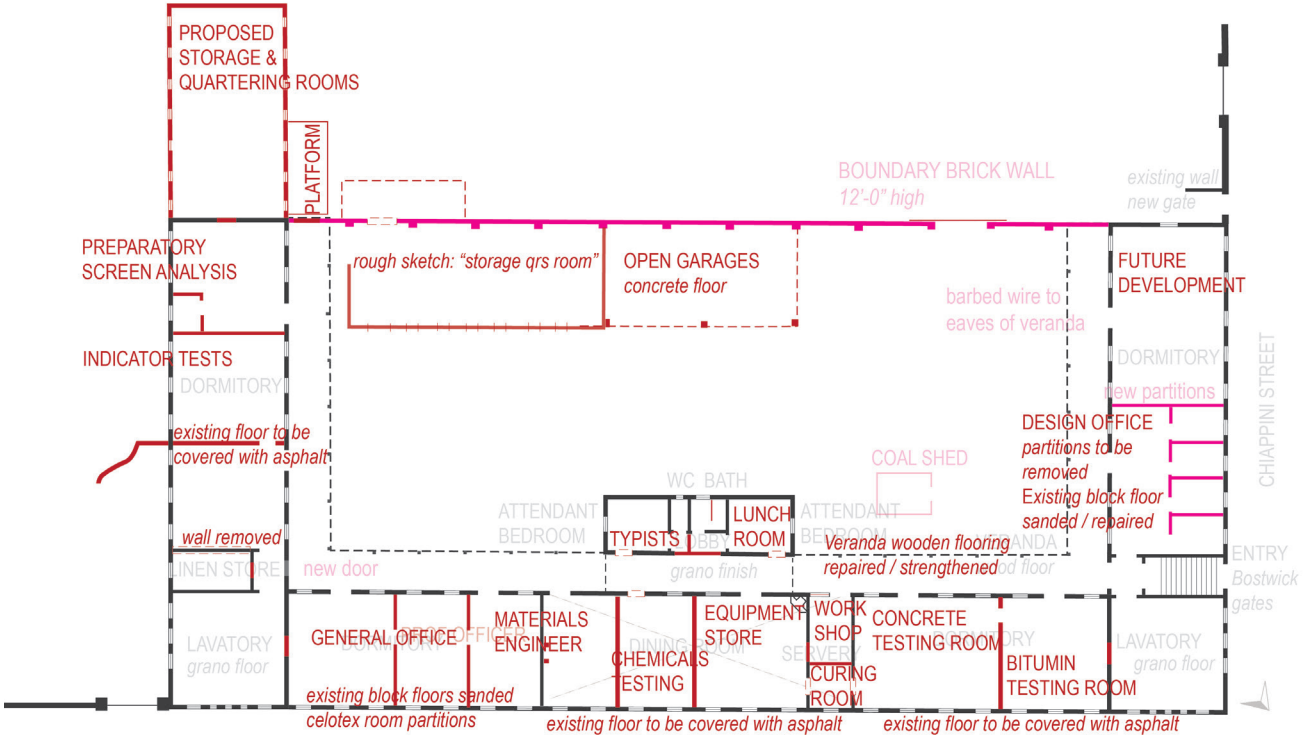


Figure 24. 1948-1952 Derived from plans by Stekhoven (Scan 70 and 84)

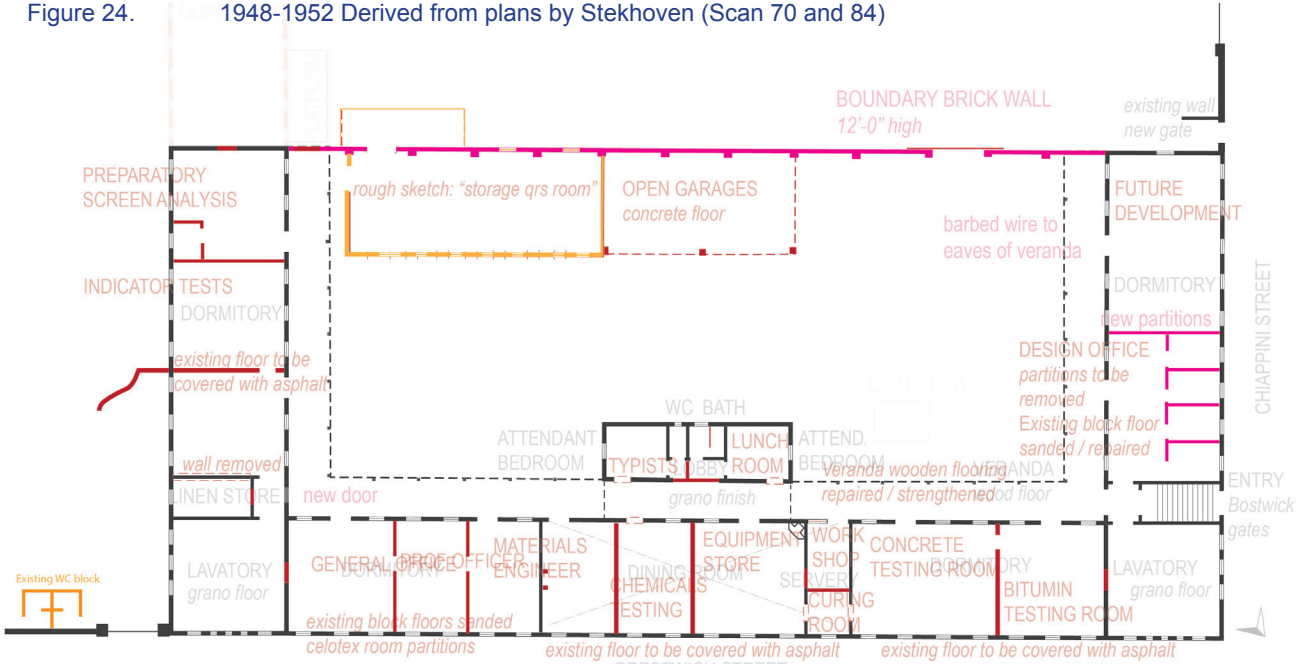


Figure 25. 1952 Derived from provincial architect plans (Scan 78)

1921 Provincial Building, Chronic Sick & Stores
c9130s Immigration Detention Barracks
1948 Provincial Soils Test laboratory
1952 Additions for Provincial Stores

A building survey (2001) shows minimal changes, involving further subdivision of spaces. The building appears to have been re-roofed in 2002/3, this may not have been the first time.

The 2009 completion of the multi-storey Metropolis building on Prestwich Street has significantly altered the spatial relationship of the building to its context. It is now dwarfed and, from some angles, barely discernible. The quality of light within the site has also been compromised.

Despite this, and alterations for change of use, the building has retained intrinsic quality. It has a distinctive character, driven by scale, materiality and the relationship of brick, timber and plaster work, the quality of light contributed to by the deep eaves and veranda, and the introverted nature of the central U-shaped space.

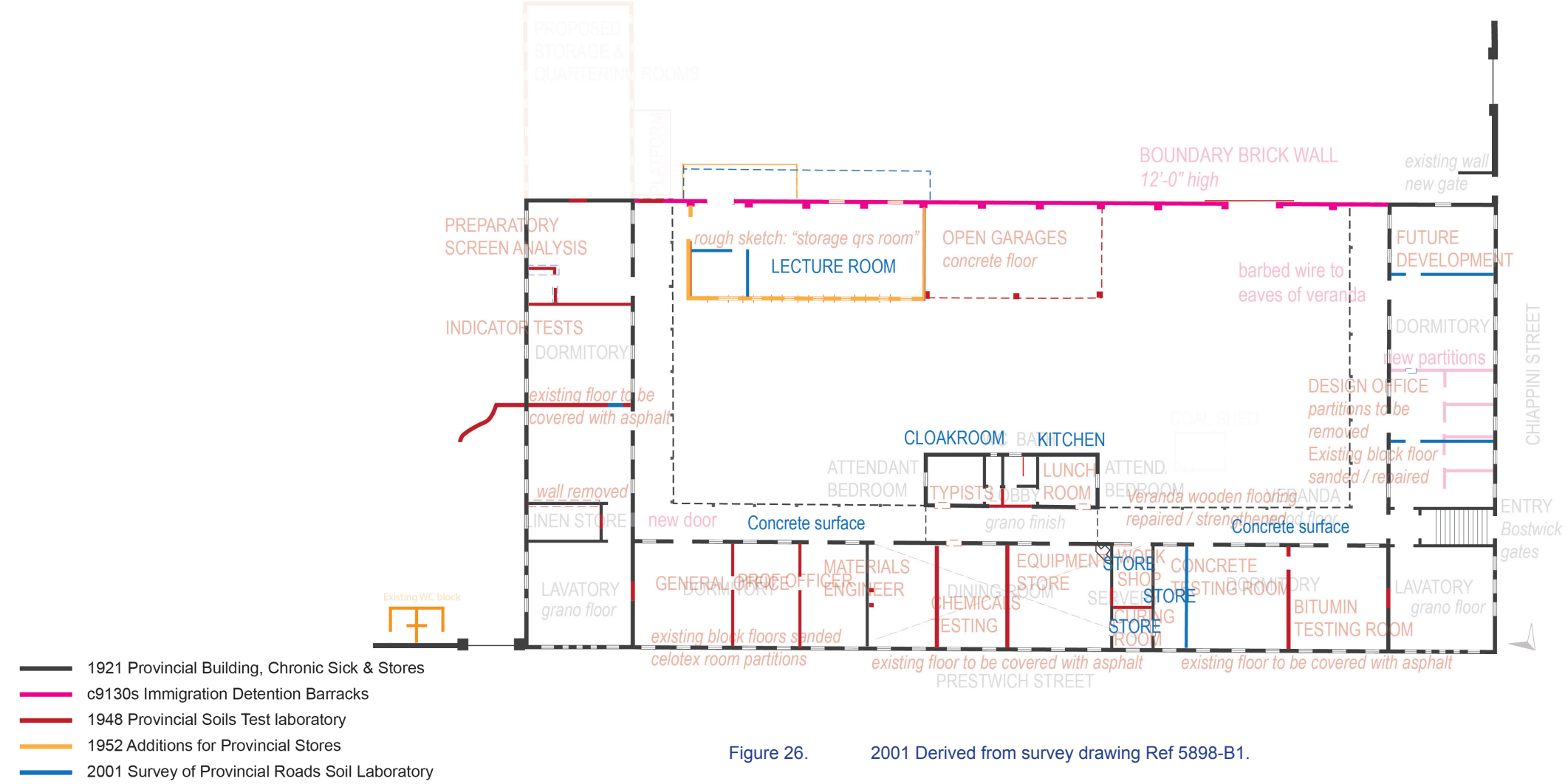


Figure 26. 2001 Derived from survey drawing Ref 5898-B1.

3. HERITAGE SIGNIFICANCES

3.1 Cemetery Walling

A portion of walling along Chiappini Street is believed to incorporate the original 1755 cemetery outer wall, and is evidenced in the depth and suggestion of stone work. However, there is record of the partial collapse of a portion of that wall in the 1920s, so how much remains is unclear. Despite this, and particularly when seen with the adjacent Silesian Institute walling, it contributes to and understanding of the historical use and scale of the site.

The only other portion of walling that may have value (and is older than 60 years) extends along Prestwich Street from the gate pier junction with the Soils Laboratory building towards Buitengraght Street (excluding the gate infill walling).

All other walling is relatively recent and holds no significance.

3.2 Provincial Soil Test Laboratory Building

The Soils Laboratory building is fairly characteristic of public architecture of the 1920s and 1930s, with a distinctive character and style particularly as seen in schools and hospitals of the period. It is recognisable as a government building.

The building's association with architect John Stockwin Cleland is of some significance. Cleland replaced P Eagle at DPW in 1915 during work on the hospital complexes at Valkenberg and Oude Molen, and held the position of chief DPW architect from 1920 to 1932. His work shows Arts & Crafts influence in the use of red brick, plastered facades, Italianate details and timber (possibly teak) doors and windows. Courtyard ventilation was a key design element of all hospital buildings of the period.

The social history of the site and its association with the families of people hospitalised at the Cape Town Infirmary, or detained at the Immigration Detention Barracks, has not been established. Further research should be undertaken.

While some of the material authenticity of the structure is lost and the internal volumes are much altered, the building is still clearly expressive of the period and highly legible.

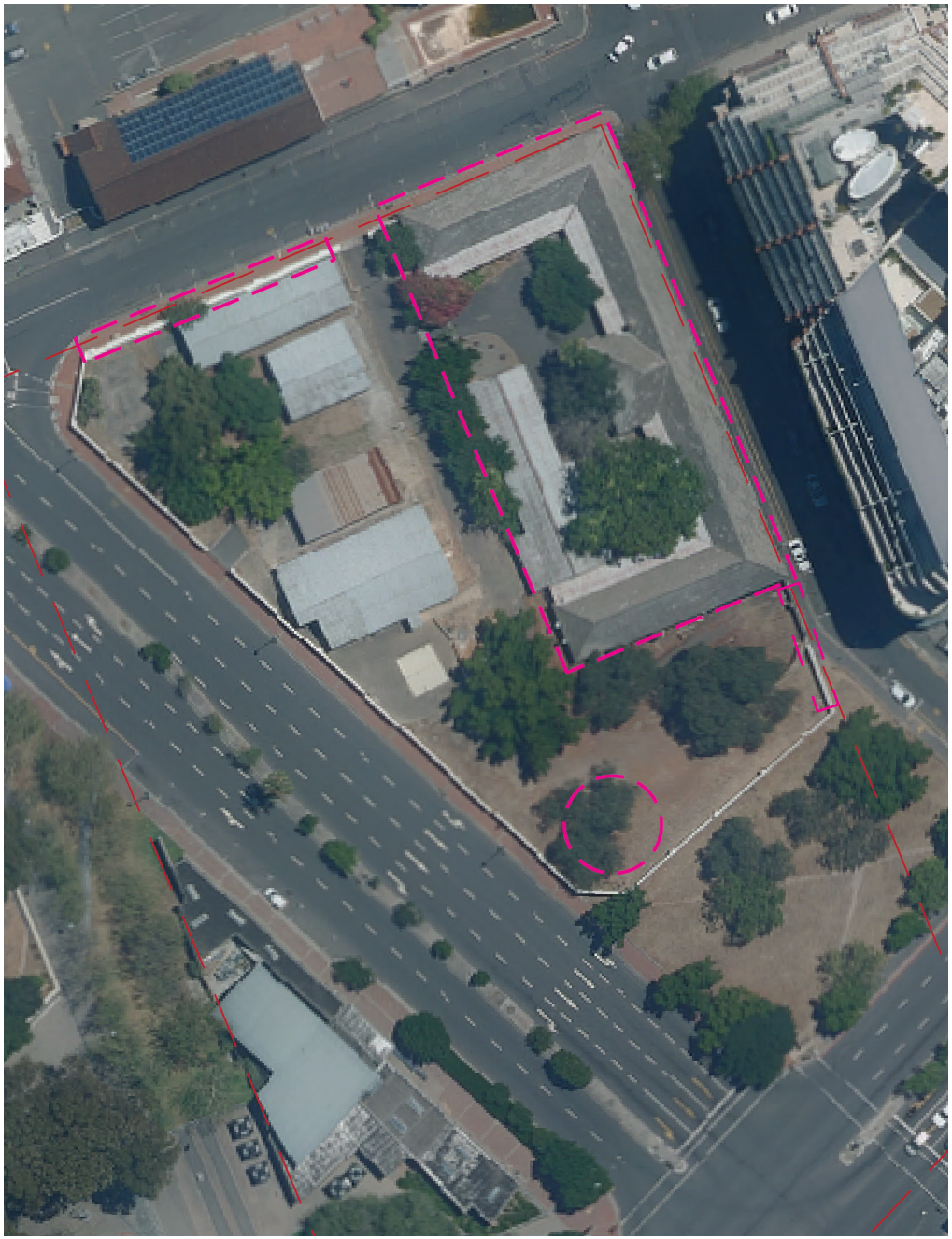


Figure 27. 2001 Derived from survey drawing Ref 5898-B1.

It has been Graded 3A in a previous study (ACO, 2012). The site is currently graded 3B in the City of Cape Town's heritage inventory (2023).

There is the opportunity to reverse many alterations to reopen the internal spaces and restore detailing (such as the brickwork of the entrance), and reactivate the Chiappini Street entrance.

The basement level of the Prestwich Street interface presents and opportunity for adaptive reuse of the storage rooms and the activation of the street edge. While the basement rooms drop below street level, the interiors are full height and can be utilised in a variety of ways.

The enclosing courtyard wall (built 1930s) and the storage and garage (added late 1940s), despite being well integrated to the original structure are not sufficiently conservation-worthy to impose their retention on adaptation and development options.

3.3 Mature Trees

Aerial imagery suggest that the two trees situated directly behind the church (demolished 1979/1980) are no longer standing. A tree roughly in the location of one is relatively small and scraggly and does not appear to be conservation-worthy (although this should be confirmed with an arborist).

Other mature trees on site include the tree in the courtyard of the U-shape, and some arbitrarily located pepper trees. Their retention is not required from a heritage point of view.

3.4 Other Structures

All other structures on the site are not conservation-worthy.

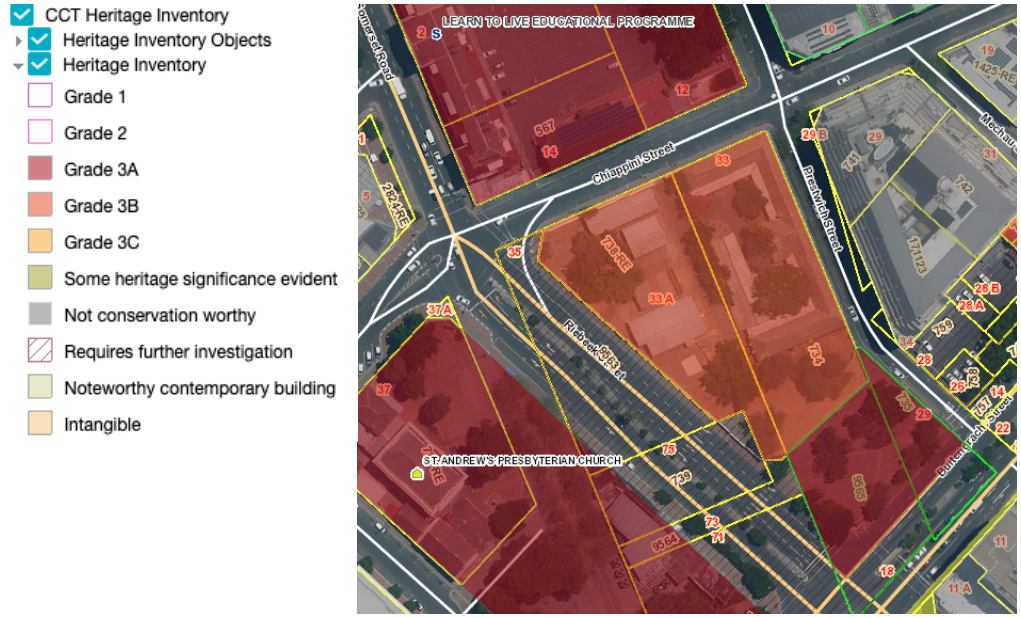


Figure 28. Heritage grading 3B (CoCT Map Viewer 2023)

Figure 29. Chiappini Street old walling viewed from within the site (photo 04-2023)

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