

Project report

DEVELOPMENT CONCEPT REPORT

353 ON MAIN (TAFELBERG)

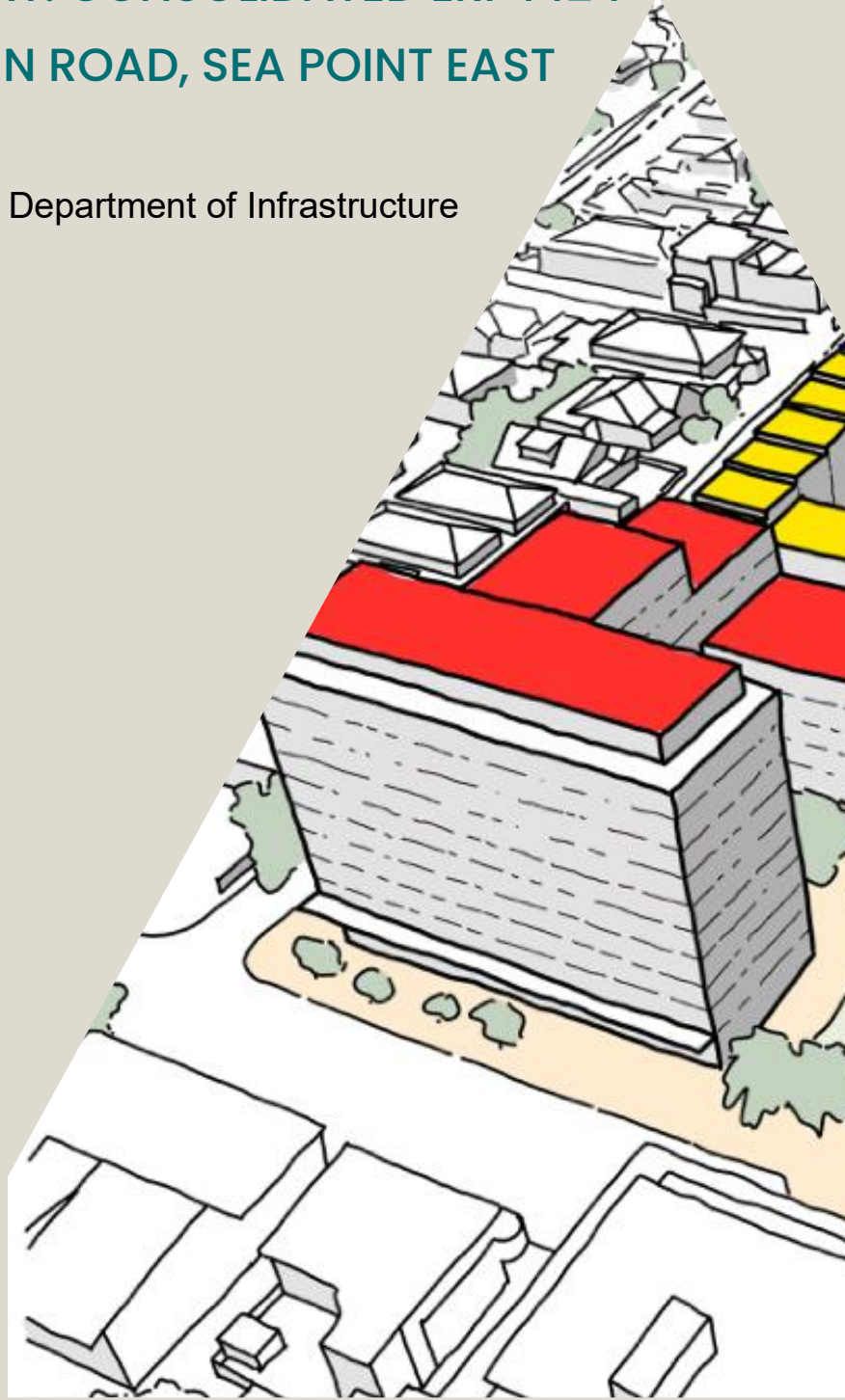
L121/22: PROVISION OF PROFESSIONAL SERVICES FOR SITE ENABLEMENT: CONSOLIDATED ERF 1424 – RE, 353 ON MAIN ROAD, SEA POINT EAST

Western Cape Government: Department of Infrastructure

Submission date: 2025/10/08

Document number: 1

Revision: 1



DOCUMENT CONTROL RECORD

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Document Control						
Project name		Concept Design Report 353 on Main				
Document number		1	Project number		1002717	
Client		Western Cape Government: Department of Infrastructure				
Client contact		Amozelle Lambrechts	Client reference			
Rev	Date	Revision details/status	Author	Reviewer	Verifier (if required)	Approver
0	2025/10/08	Issued to Client	Pieter Louw	Rudolf Schröder		Ashleigh Florence-Brander
1	2025/11/10	General edits	Pieter Louw			
Current revision		1				

Approval			
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1 INTRODUCTION

1.1 Project Overview

The Western Cape Government Department of Infrastructure appointed Zutari to commence with site enablement on the former Tafelberg School site, known as Consolidated Erf 1424 (including unregistered Erf 1675), 353 Main Road, Sea Point East (the site). The site has significant development potential but also has extensive heritage and cultural significance, which needs to be considered, respected, and incorporated into future development proposals as far as viable and feasibly possible.

The Department has commenced with site enablement to ensure that the site can become a catalyst for spatial transformation within the urban inner core.

1.2 Purpose of the report

The urban design concept has developed from extensive site and contextual investigations, policy informants, stakeholder engagements, financial feasibility / market related considerations, heritage design indicators, various baseline assessments and WCG aspirations and socio-economic and service delivery requirements.

The purpose of this report is to document the process and outcome of the urban design concept and to form the basis of development guidelines for future detailed planning and design processes.

1.3 Site location

The site is located on Main Road Sea Point between Milner, Herbert, Heathfield, and The Glen Roads. The cadastral configuration of Consolidated Erf 1424 (including unregistered Erf 1675) in relation to the surrounding properties is shown in Figure 2 below. The erf (study area) currently measures a total of 16 3788.4m². The property vests with Western Cape Government under the custodianship of the Department of Infrastructure.



Figure 1-1: Site Extent and Location

2 DESIGN

INFORMANTS

Several investigations and studies have already been completed to inform site development possibilities. These include but are not limited to land legal investigations, geotechnical investigations, heritage baseline study, heritage design indicators and the NID (notice of intent to develop) which was submitted to Heritage Western Cape and a response obtained to guide the heritage process.

The informants (opportunities and constraints) gathered during the future site exploration stage - along with the contextual, policy and legislative frameworks and baseline investigations ("contextual analysis"; see Appendix A) - provided a basis for the future development vision statement. This guided the WCG Department of Infrastructure's development aspirations and objectives, informed the initial engagements and discussions with stakeholders and formed the basis for the conceptual development.

The key informants are summarised below.

2.1 Contextual Informants

The composite constraints and informants at a contextual scale are illustrated in Figure 2-1 below. The key informants include:

- The site's geological profile suggests that deep foundations and excavations will require the design of appropriate, stable foundations and excavation support systems..
- Sea point experiences an average windspeed of 10km/hour (classified as a light breeze) with a prevailing wind in a south-easterly direction.
- Sea Point enjoys a comfortable climate with an average annual temperature of 19 degrees C and an average rainfall of 34mm.
- The site is located in a HPOZ and any new intervention must respond appropriately to the layered, fine-grain urban grid of the context in terms of height and massing.
- The site complex (all buildings making up the historical Ellerslie School complex) on erf 1424 is a Provincial Heritage Site (PHS) by virtue of its 1989 declaration as a National Monument and is formally protected in terms of Section 27 of the NHRA.
- Table Bay has high scores on the human development index (Table Bay District Plan), indicating a combination of qualities that provide opportunities for people to thrive. There is an opportunity to allow more people access to the benefits of this location.
- The site is well served by public transport, located on a MyCiTi and taxi route, supporting higher density, transit-orientated development.
- The site is located along one of the few key routes directly connecting mountain to coast.
- The context includes a dense network of well-established commercial, recreational, educational, and civic services. The character of the area is pedestrian-centric, family-friendly, and mixed-use. There is the opportunity to develop the site so that it positively contributes to the existing context.
- The site is surrounded by a range of public amenities which will support increased residential density on the site.
- The low number of ECD's in the area offers an opportunity to include this amenity on site.
- The site's location and surrounding range of amenities offer the opportunity to establish affordable housing conveniently located near economic opportunity and areas of high amenity.
- The site is located along Main Road, an established activity route supporting medium to high densities within multi-storey, mixed-use buildings.



LEGEND

- Site - NDA, NHR Protected & PHS Site
- HPOZ
- PT2 Zone
- Primary/Secondary School
- ECD / Play School
- Retail Centre
- Place of Worship
- Public Swimming Pool
- Public Amenity
- Soft Open Space
- Significant Sea and Mountain View
- Sea Point Promenade
- Lion's Head T.M. Reserve
- Atlantic Sea
- Primary Pedestrian Route: Connection to Sea & Beach
- Gateway To Mountain
- Existing Bicycle Lane
- MyCiTi Bus route & Stop
- Taxi Route
- Main Road - Activity Route
- Internal Linkage Opportunity
- Site Access Point

Figure 2-1: Contextual Informants

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2.2 Site Informants

The following composite constraints and informants illustrated in Figure 2-2 have been compiled by the preceding site analysis:

- The site's gradual 15m slope from the direction of Signal Hill to the coast must be considered in development design.
- Views from the public realm of the mountains (Lion's Head and Signal Hill), Ellerslie School Building, the green park of the DSD site, the ocean, should be protected and enhanced.
- The urban garden / open space character of the site along Main Road should be preserved and enhanced. If privatised, a visual connection needs to remain.
- Several trees on the site, including 3 protected trees and visually significant Fig Trees (allocated to the future DSD portion), contribute to the landscape heritage. Mature trees should be retained where possible while maximizing development potential (as guided by the tree survey baseline and landscape plan and framework).
- Unregistered Erf 1675 Sea Point East (the site of Wynard Mansions) remains part of the 353 on Main site as it was never formally registered and included in the redevelopment considerations and heritage informants.
- There are two servitudes on the site: a stormwater and pipe drain servitude. Building within 1.26m on either side of the stormwater servitude centre line is prohibited, but can be used for internal roads, parking, or landscaping.
- Currently there is a planned improvement line for Main Road which encroaches onto the cadastral boundary of the planned development. In consultation with City officials it was determined that this improvement line will be removed during a de-proclamation process which will be conducted by the City at a later stage. Consequently, the City will support buildings located right up to the improvement line. In effect, creating a 0m building line along the improvement line. As per the current development concept, it is unlikely the building will be located up to the improvement line.
- The site has a split zoning: TR2 along the inner Main Road boundary, GB5 adjacent to TR2, and GR4 for the remainder. It is recommended that the TR2 portion should be rezoned to accommodate future development, aligning with the final proposal.
- The low number of Early Childhood Development (ECD) facilities in the area presents an opportunity to include this amenity on the site.
- The site bridges a context of lower-scale residential development and larger-scale mixed-use developments. Development proposals should appropriately respond to this change in scale
- The site can accommodate various building heights, including up to a height of 11 storeys along Main Road.
- NMT routes along Main Road are lacking, with a disjointed bicycle network.
- Although in a PT2 zone, the provision of parking enhances the marketability of the development and not add to the current constrained parking challenges of the area.
- The site is located along a key route which connects the coast and the mountain (Heathfield/Clifford, Milton and Oliver Roads). Specifically, the endpoint of Clifford Road serves as an important gateway point onto the mountain. Main Road, Sea Point is a Proclaimed Main Road (PMR No. 158 (16)) and a statutory 5m building line setback is usually required, however the City's Transport Infrastructure and Planning Unit has indicated that they are willing to support a departure from this setback for the proposed development if required.
- There are 7 existing entry and exit points onto the site which can remain. Vehicle access off Main Road is restricted and access off lower order roads of Glen and Milner is preferred.
- The site is a Provincial Heritage Site (PHS) and is protected under the NHRA. Formal approval for any potential development will need to be applied for from Heritage Western Cape following a Heritage Impact Assessment process. Heritage components on the site need further detailed studies. But the two historical walls and school building (shown in Figure 2-2 in red) should remain and be integrated into the development proposal.

- New developments should respond to the fine grain and varied scale of neighbouring street blocks. A sensitivity to the lower-scaled, fine grain nature of the residential edge along Milner and Heathfield Road must be observed.
- A setback around the heritage graded 3A building must be followed.
- Any alterations or demolition of Wynard Mansions must conform to HPOZ and PHS guidelines.
- The initial engineering services investigations and assessments confirmed that there are sufficient infrastructure in the vicinity of the site to accommodate the proposed development.
- The project is currently in the conceptual phase with the aim to have an approved detailed Concept Development Plan to guide subsequent development plans to action the secured development rights. The stormwater management strategy provides high-level planning and preliminary recommendations for the stormwater management of the proposed development. A stormwater strategy plan has been prepared, but a comprehensive stormwater management plan will be required as part of the SDP before building plans can be approved.

2.3 Stakeholder input

Various stakeholder engagements were undertaken at various stages in the data gathering, vision and conceptual development of the concept. This has also played a role as informant throughout. Refer to Appendix B for the stakeholder engagement feedback report.



Figure 2-2: Site Informants

2.4 Site of Development

The proposed development is located at 353 Main Road, Sea Point on Remainder of Erf 1424 (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q), illustrated in **Error! Reference source not found.** as the study area. The erf (study area) currently measures a total of 16 350². Through consolidation and subdivision, three portions (development parcels) of the parent erf will form the 'site of development', refer to Figure 2-3.

The remainder portion (P, Q, D, E, F, G, H, a, K, L, M, N, O) represents the **DSD site** (Department of Social Development), is part of the study area and an informant to the development, but does not form part of the site of development.

Below is a breakdown of the areas:

Development Portion	Development Portion Area (m ²)
Portion 1	2765
Portion 2	2782
Portion 3	3100,5
Remainder Erf 1424 and 1425 (DSD portion)	7702.5

Table 1 Development Portions Area

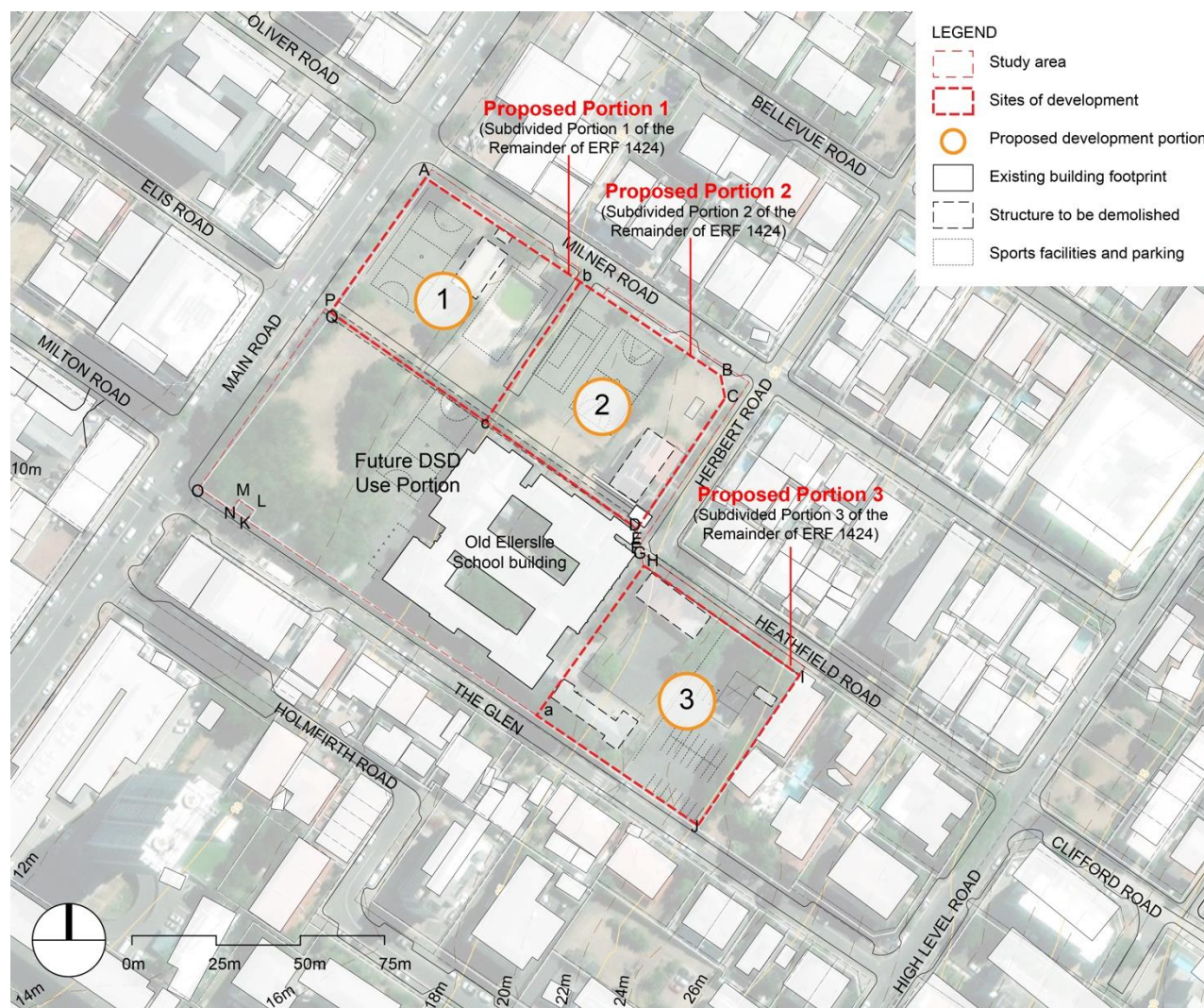


Figure 2-3 Site of Development

3 GUIDING PRINCIPLES AND DEVELOPMENT VISION

3.1 Guiding principles

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

Vibrant and Mixed-use



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

Inclusive, Safe and Secure



A place that is inclusive to all with a variety of housing opportunities for a range of user types and income levels.

A living environment that is surveilled, active, safe, and secure. A development that ensures surveillance over streets and spaces with active ground floors where appropriate.

Sense of place



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

Convenient



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

3.2 Development vision

The desired objectives and vision for 353 on Main Project should be focused and directed by a clear goal, rather than an extensive list of must or should haves. A vision statement that highlights the desired outcomes was created after a WCG Vision Workshop guided by a series of key words as illustrated in Figure 3-1. The aim of the vision statement is to distil the key policy and stakeholder sentiment encountered in the project until now and has a 'draft for comment' status that requires further stakeholder input. The vision statement, as presented to stakeholders during preliminary stakeholder engagements (May-July 2025), is presented in Figure 3-2.



Figure 3-1 Keywords from the Department's Vision Workshop

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

Figure 3-2 Vision Statement 2025

3.3 STRATEGIC OBJECTIVES

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

3.3.1 Objective 1: Embed the Site within its Context

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

The site is also located at the cross over between 2 urban grains and urban uses, the coarser grain, high rise and mixed-use developments associated with Main Road and Beach Road, and the finer grain residential areas located between Main Road and High-Level Road. The site design should respond to this in terms of its form and massing.

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



Figure 3-3 Embedding site within context

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

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

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

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



Figure 3-4 Mixed use Development

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

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

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



Figure 3-5 Pilot project for other developments

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

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

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



Figure 3-6 Balance needs

3.3.5 Objective 5: Provide a Range of Housing Options

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

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



Figure 3-7 Provide range of housing options

4 DEVELOPMENT CONCEPT

4.1 Overall concept

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

1) link and connect, 2) activate and 3) celebrate.

Figure 4-1 illustrates the emerging concept which is described below:

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

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

accommodating a range of supporting uses integrated together.

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

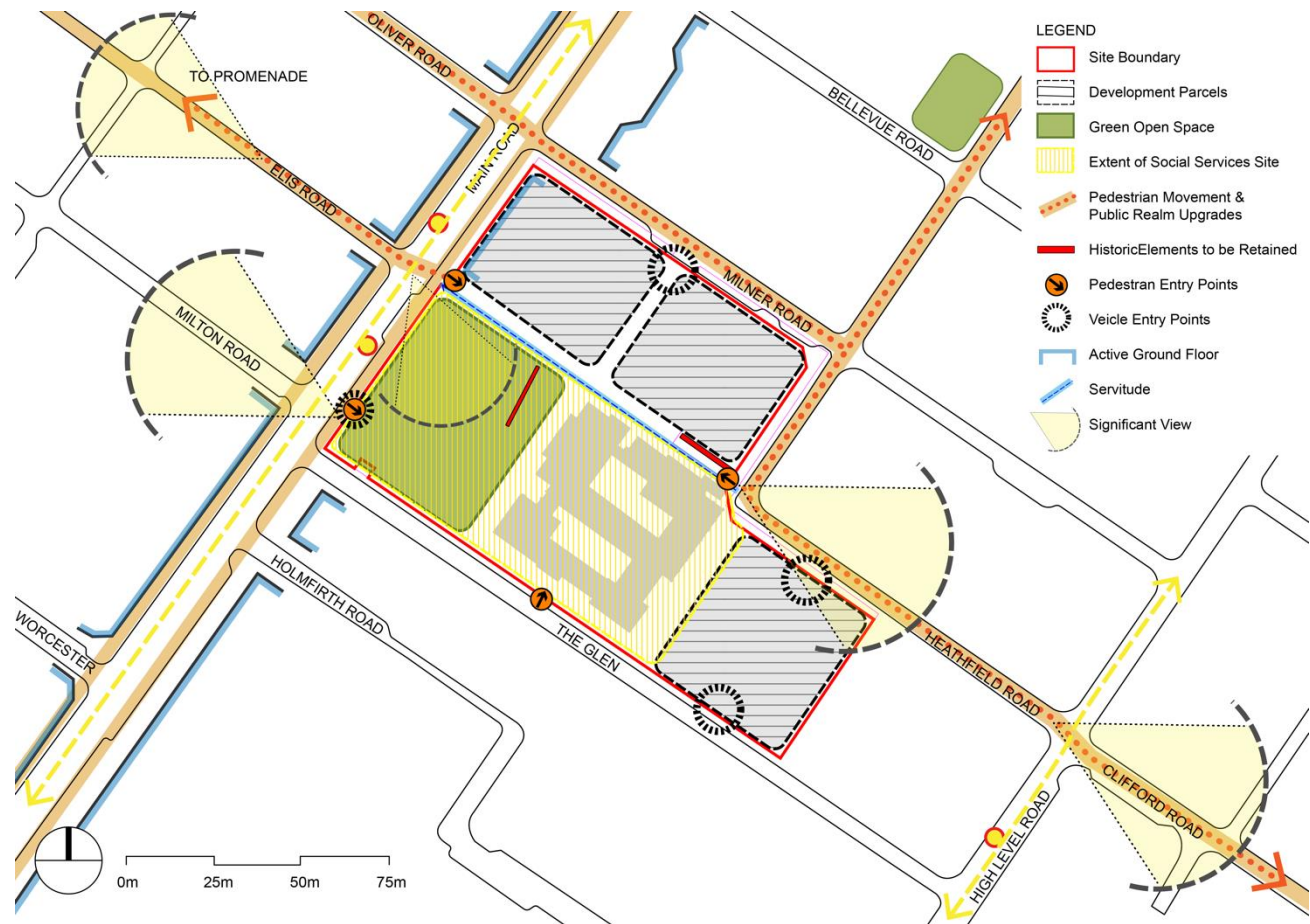


Figure 4-1 Emerging concept

4.2 Concept design options

Several design options were considered for the site. These were presented to stakeholders and inputs received during these preliminary engagements have been considered in the refinement of the initial concept ideas to create a development plan. These options vary in terms the housing market type mix, the building mass, height and the development parcels occupied.

The perimeter block typology is present through all the options providing a robust layout that can respond to the different market types. The perimeter blocks ensure that street edges are well defined, creating semi-private courtyards that provide secure pedestrian access to the different development parcels. The three development parcels are represented in Figure 4-2.

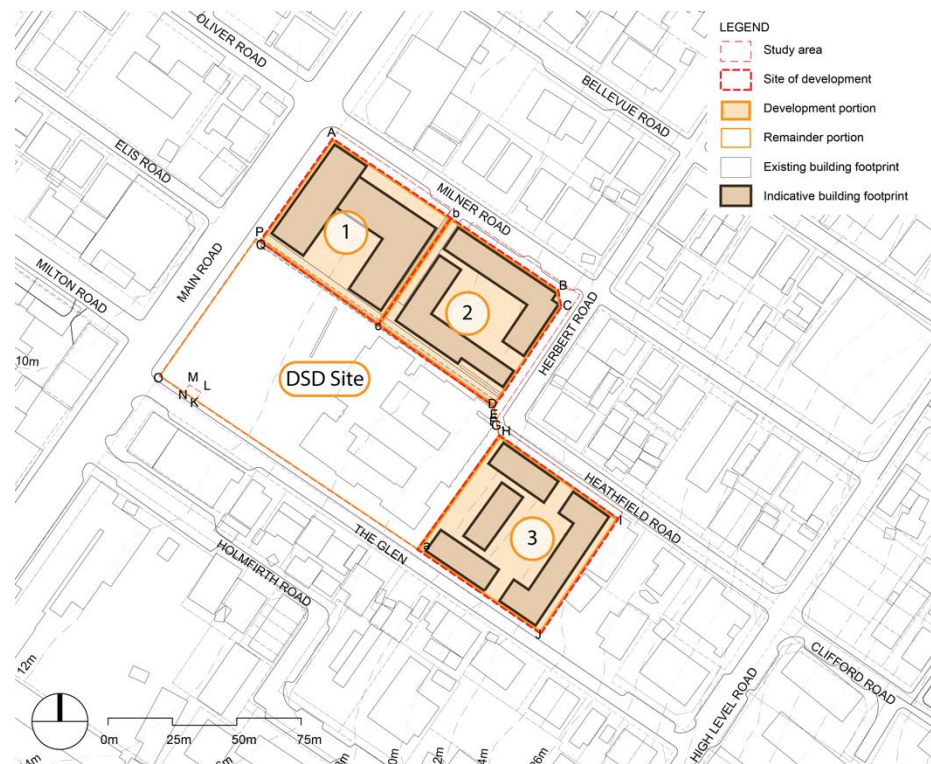


Figure 4-2 Development parcels

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

4.2.1 Concept 1 - Embedded Social Housing

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

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



Figure 4-3 Concept Design Option 1

4.2.2 Concept 2 – Integrated Approach

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

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



Figure 4-4 Concept Design Option 2

4.2.3 Concept 3 – Maximise Development Potential

As with concept 2, all development parcels 1, 2 and 3 are developed. An 11 storey open market residential building with retail on ground floor, is proposed on parcel 1. A 4 storey walk-up social housing development is proposed on parcel 2, arranged around a multifunctional parking courtyard. It has a positive interface on to the streets, but pedestrian access is from the courtyard. A 4 storey walk up affordable housing development is located on parcel 3 with active interfaces on to the streets and the central courtyard space. Same as per concept 2, at grade parking is provided in the courtyards, combined with a super basement on parcels 1 and 2, with a separate basement on parcel 3. A combined total of 222 parking bays are provided.

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

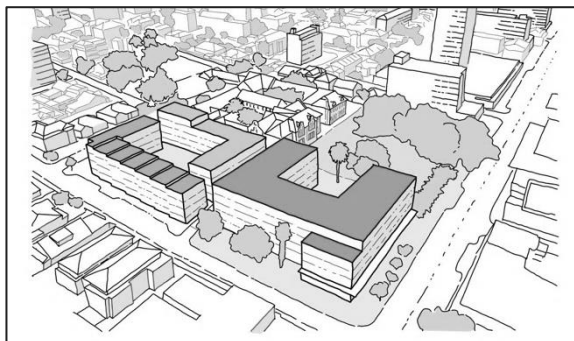


Figure 4-5 Concept Design Option 3

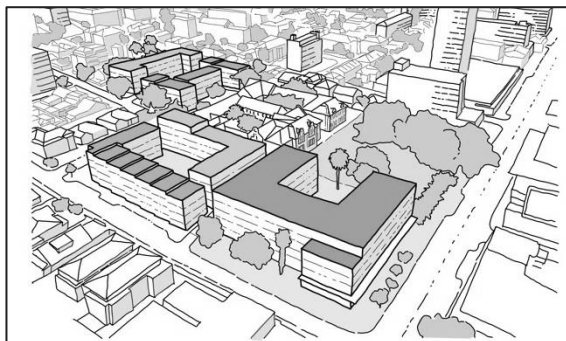
4.3 Preferred concept design

Figure 4-6, illustrates the development of the different concept design options. Option 3 has been identified as the preferred option and four variations of it were further developed to test different ratios of the housing market types. In all these variations of Option 3, the building mass and height remain constant.

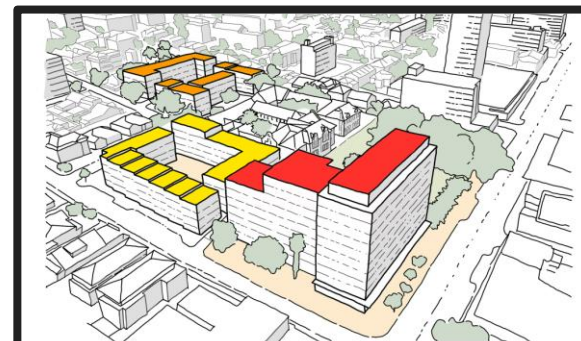
Option 1



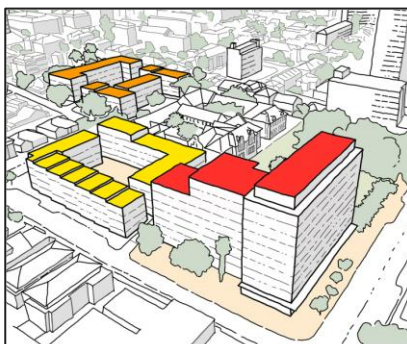
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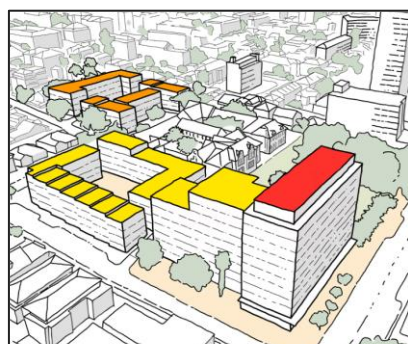
Option 3 – Preferred



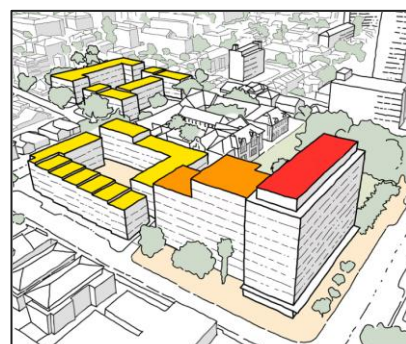
Option 3A



Option 3B



Option 3C



Option 3D

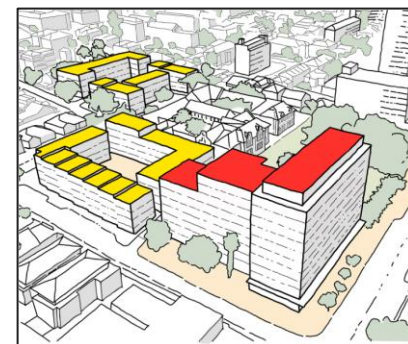


Figure 4-6 Design options development

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4.3.1 Concept Design 3A



Figure 4-7 Concept Design 3(A): Site plan layout

This is a refined version of Option 3, referred to here as Concept Option 3A, on which the other three variations were developed. Refer to *Concept 3 – Maximise Development Potential* on the previous page for a detailed description.

The at-grade parking in the parking courts are omitted and only provided in the basement levels. The courtyards are envisioned as dedicated multifunctional social spaces for the tenants of the housing developments, but emergency and service vehicle access are provided.

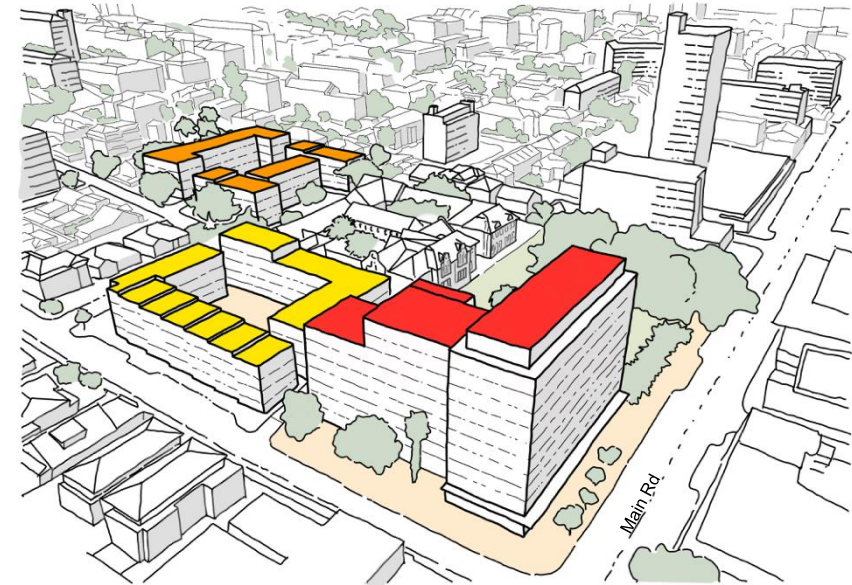


Figure 4-8 Concept Design 3(A): Massing model

4.3.2 Concept Design 3B



Figure 4-9 Concept Design 3(B): Site plan layout

In this variation, Concept Design 3B, only the 11 storey component on parcel 1 is allocated to open market residential units, with retail on ground floor. The remainder of the block is Social Housing with separated pedestrian access. A 4 storey walk-up social housing development is proposed on parcel 2, arranged around a multifunctional courtyard. It has a positive interface on to the streets, but pedestrian access is from the courtyard. A 4 storey walk up affordable housing development is located on parcel 3 with active interfaces on to the streets and the central courtyard space.

Parking is only provided in the basement levels, without any at-grade parking. The courtyards are envisioned as dedicated multifunctional social spaces for the tenants of the housing developments, but emergency and service vehicle access is provided.

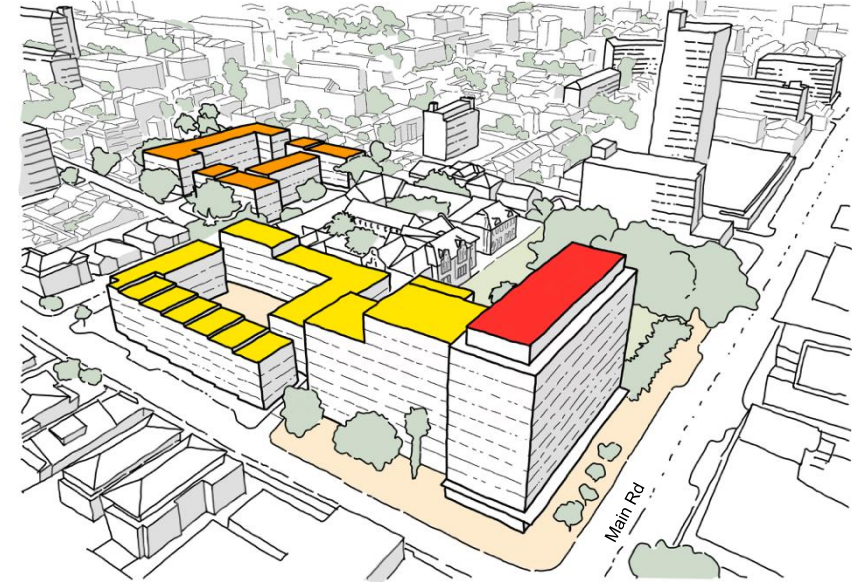


Figure 4-10 Concept Design 3(B): Massing model

4.3.3 Concept Design 3C



Figure 4-11 Concept Design 3(C): Site plan layout

In this variation, Concept Design 3C, the 11 storey component on parcel 1 is allocated to open market residential units, with retail on ground floor. The remainder of the block is Affordable Housing. On parcels 2 and 3, 4 storey walk-up social housing development blocks are proposed, arranged around multifunctional courtyards. It is envisioned that these blocks have positive street interfaces, but that pedestrian access is from the courtyards.

Parking is only provided in the basement levels, without any at-grade parking. The courtyards are envisioned as dedicated multifunctional social spaces for

the tenants of the housing developments, but emergency and service vehicle access is provided.

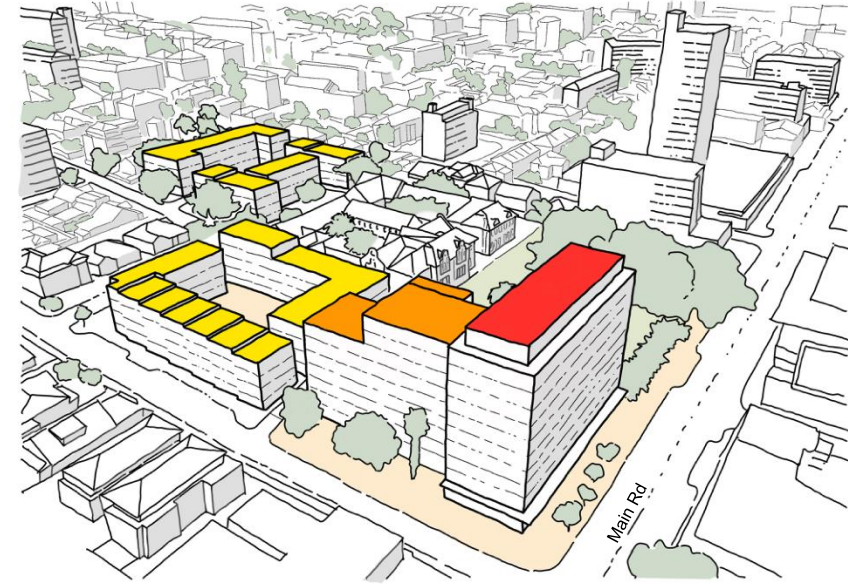


Figure 4-12 Concept Design 3(C): Massing model

4.3.4 Concept Design 3D

Option 3D is the preferred concept design option.



Figure 4-13 Concept Design 3(D): Site plan layout

In this variation, Concept Design 3D, the entire 11 storey building on parcel 1, is Open Market Residential with retail on ground floor. The remainder of the development, parcels 2 and 3, are proposed for 4 storey walk-up social housing arranged around multifunctional courtyards. It is envisioned that these blocks have positive street interfaces, but that pedestrian access is from the courtyards. In this concept, Affordable Housing is omitted.

Parking is only provided in the basement levels, without any at-grade parking due to the limited development space, the need for social space and the aim of maximizing available development area.

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

Figure 4-13 and Figure 4-14, represent the site plan and the massing model. The mass model of Concept Design 3D inserted in the context, is shown in Figure 4-15 to Figure 4-18.

Option 3D was recognised by the client, professional team and stakeholders, as the option that maximised the site potential and provides the largest number of social housing units. In terms of height, this option is supported from initial discussions with CCT, Stakeholders, heritage consultant & Visual Impact Specialist. Impact of maximum height can be offset by providing more social housing units.

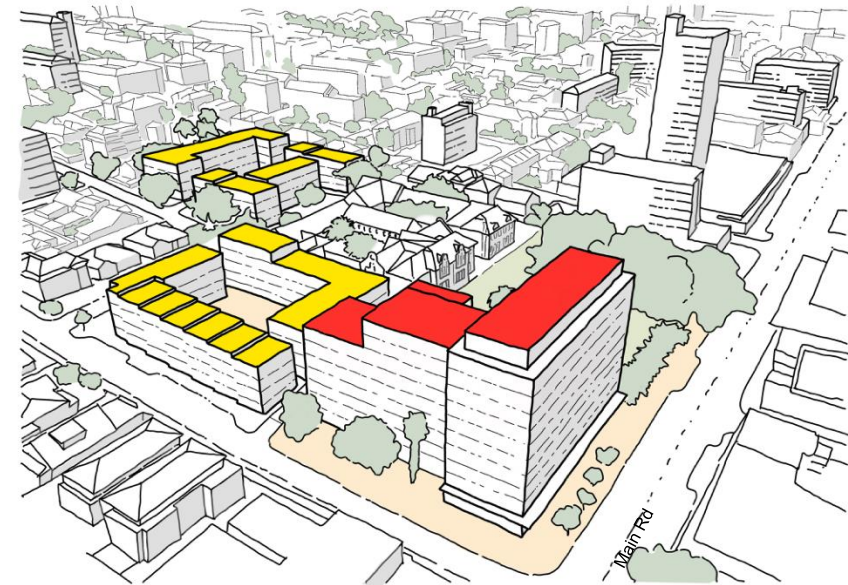


Figure 4-14 Concept Design 3(D): Massing model

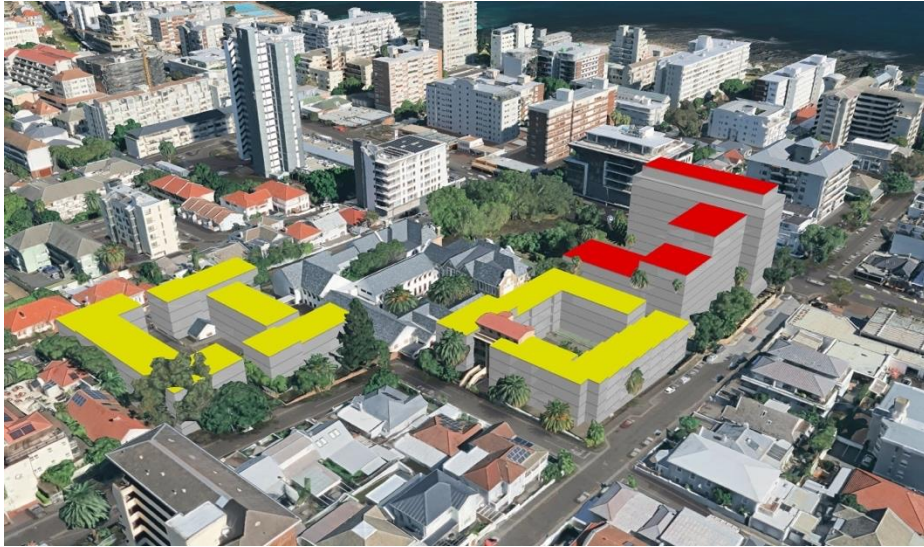


Figure 4-15 Mass model in context viewed from East

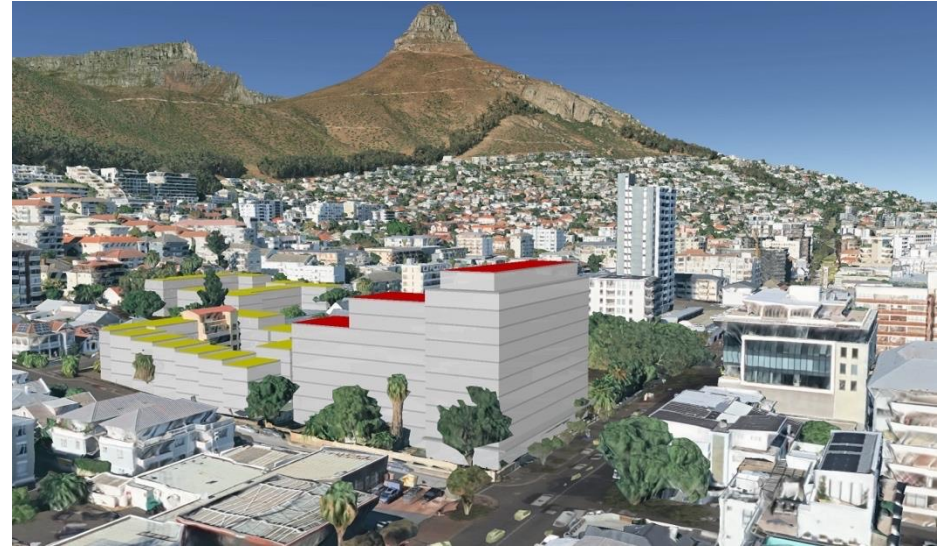


Figure 4-17 Mass model looking down Main Road in southerly direction



Figure 4-16 Mass model in context viewed from southwest



Figure 4-18 View of mass model looking from Signal Hill towards the Promenade

4.4 Development footprint

The proposal covers a total site area of 8647.5m² split over the three development parcels 1, 2 and 3 as indicated in Figure 4-19.

The table below, Table 2, provides the proposed building footprints and coverage over the three development parcels.

The remainder of the site, referred to as open space, is a combination of hard and soft landscaping which is described in 4.9.

Dev. Ptn.	Dev. Ptn. Area (m ²)	Proposed building footprint (m ²)	Coverage
Portion 1	2765	1532	55%
Portion 2	2782	1298	47%
Portion 3	3100,5	1441	46%

Table 2 Coverage breakdown

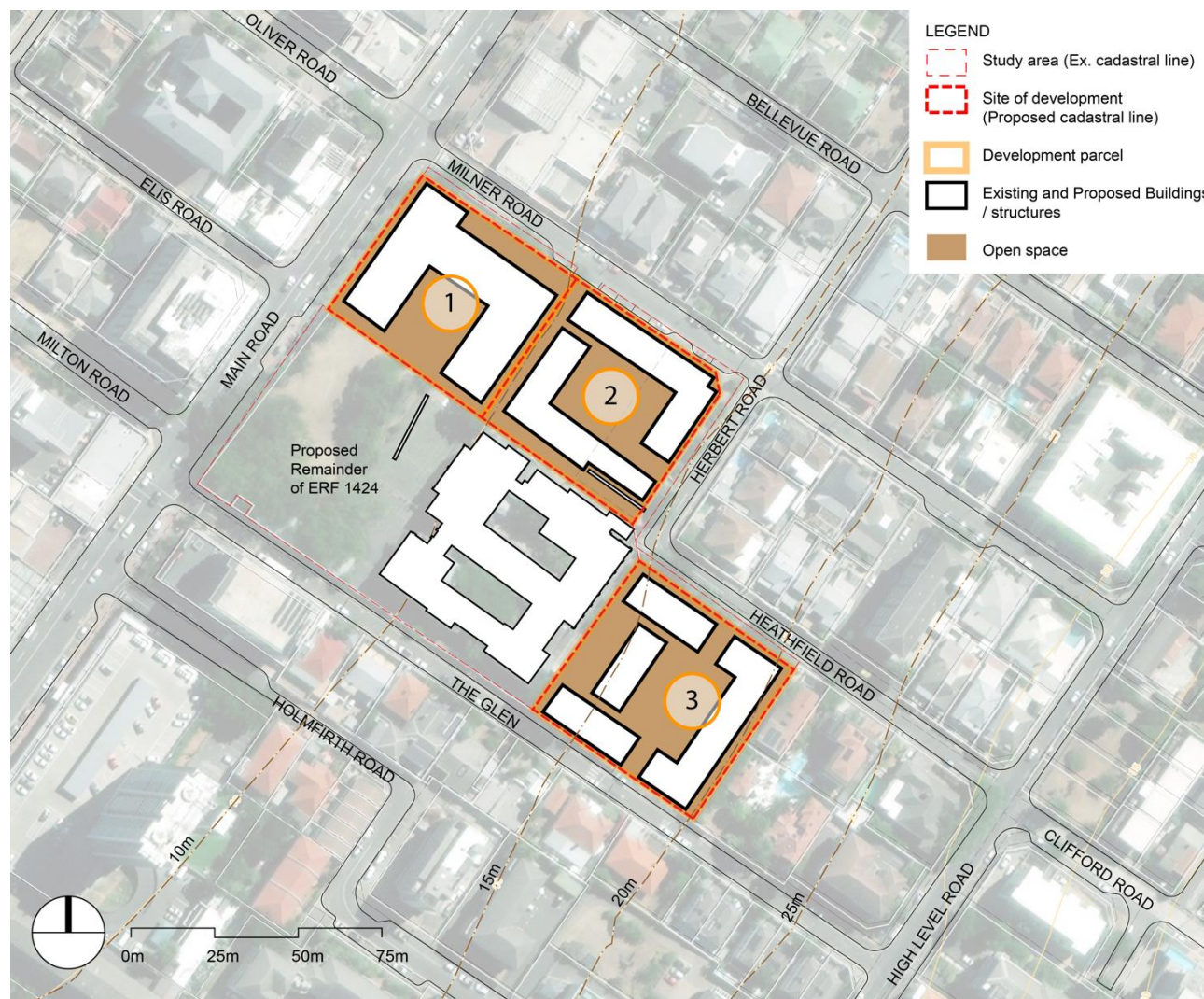


Figure 4-19 Development footprint

4.5 Maximum development areas

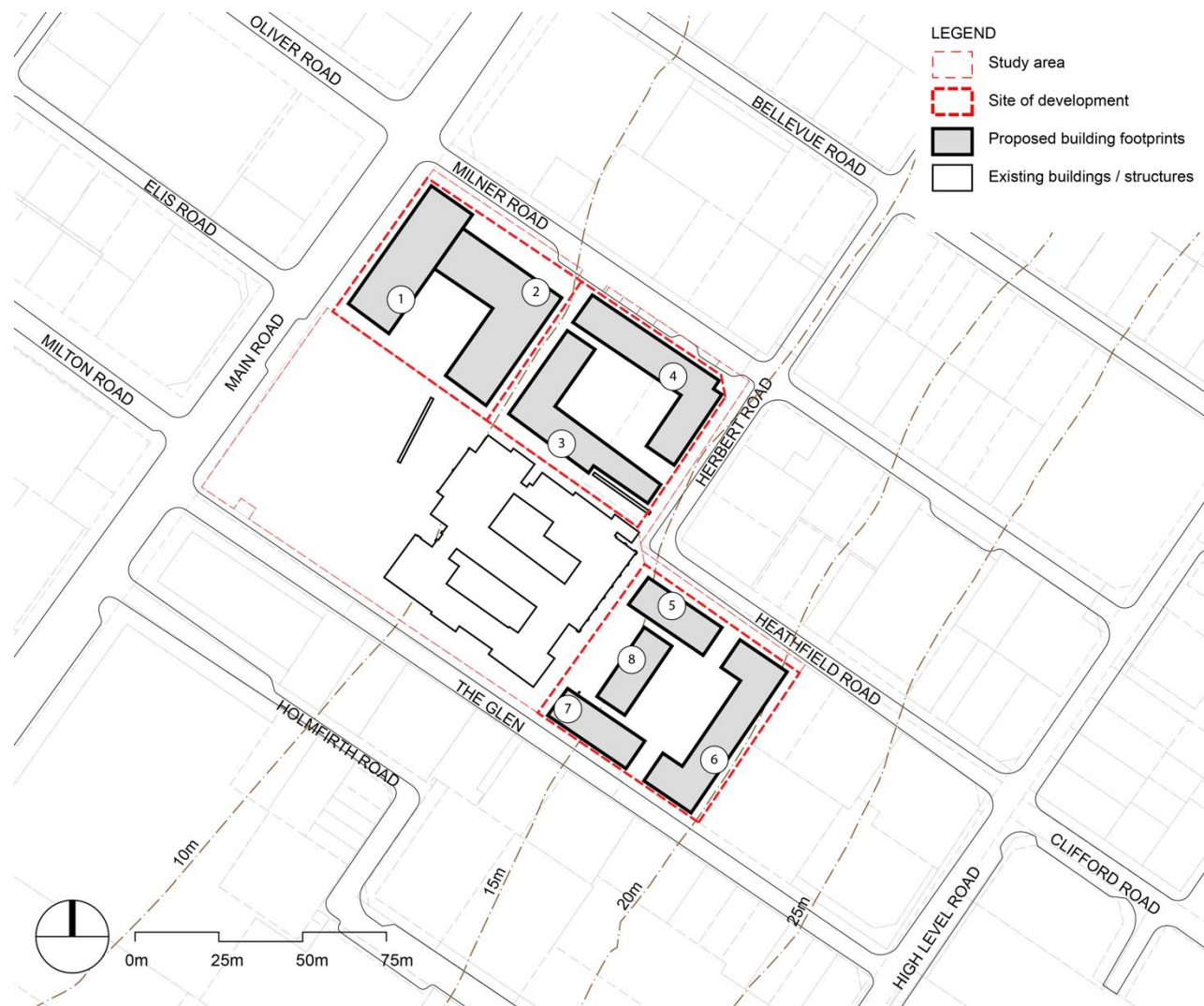
The following figures, Figure 4-20, Figure 4-21 and Table 3, illustrate the maximum development potential in terms of number of floors and net building areas. Design options 3A, 3B, 3C and 3D are all based on this development envelope.

An 80% efficiency ratio is assumed to calculate the nett building area.

Building footprint	Number of floors	Nett building Area (m ²)
1	11	5 150
2	4-9	3 505
3	4	2 240
4	4	2 120
5	4	840
6	4	2 080
7	4	880
8	4	800
Total Residential GLA		17 615 m ²
Retail GLA (Footprint 1 only)		1 200 m ²

Table 3 Summary of development areas

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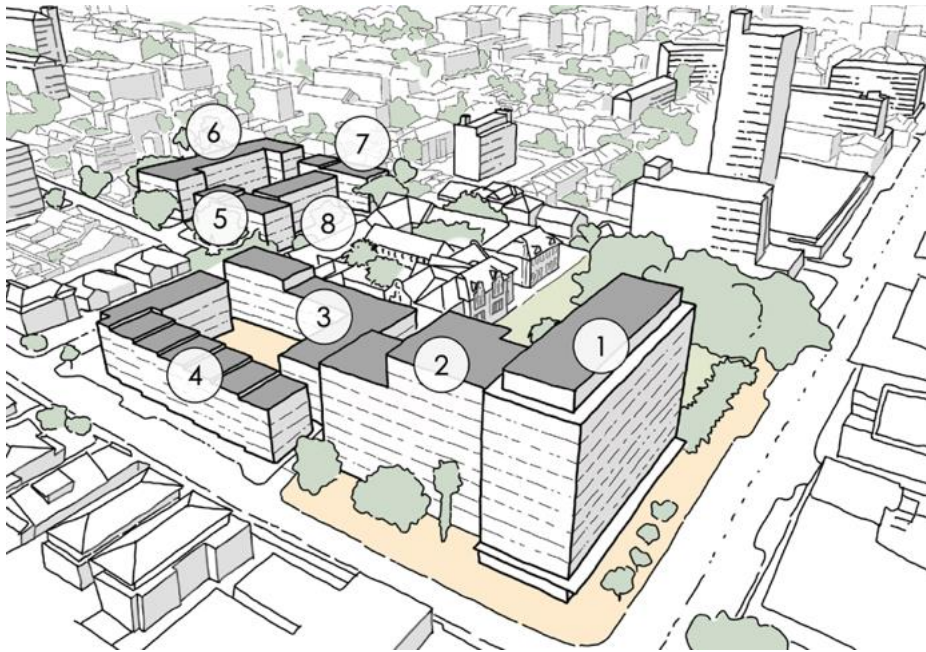


Figure 4-21 Key to building footprints

4.6 Proposed development potential

Based on the development envelope presented in 4.5 the four variations of option 3 were tested in terms of the different housing type mix. The maximum floor area per building is used to determine the unit yields. The following are assumptions used for unit yields:

4.6.1 Unit sizes and ratios for Open Market and Affordable Housing:

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

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

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

4.6.3 Floor areas and unit yields

The proposed development floor areas and unit yields for the four variations of Option 3, are presented below in Table 4.

Open Market, Affordable and Social Housing.

	Option 3A			Option 3B			Option 3C			Option 3D	
Retail GLA	1200m ²			1200			1200m ²			1200m ²	
Resi. GLA	17,615m ²			17,615m ²			17,615m ²			17,615m ²	
Housing type											
Type GLA m ²	8655	4600	4360	5150	4600	7865	5150	3505	8960	8655	8960
Studio Unit	65	34	11	38	34	19	38	26	22	64	22
1 Bed.	101	53	65	60	53	118	60	40	134	100	134
2 Bed.	50	26	43	30	26	78	30	20	89	50	89
3 Bed.	16	8	3	9	8	6	9	6	7	15	7
Market total:	232	121	122	137	121	221	137	92	252	229	252
% split	49,1	26,1	24,8	29,2	26,1	44,7	29,2	19,9	50,9	49,1	50,9
Total units:	481			479			481			481	

Table 4 Proposed Development Potential

4.8 Access and movement

The development is well integrated into its context and surrounded by a number of streets. Different forms of access is provided as illustrated in Figure 4-22.

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

development, one per development parcel. Development parcel 1 is accessed off Milner and development parcel 2 is accessed off The Glen.

4.8.1 Non-motorised transport and pedestrian connectivity

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

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

4.8.2 Emergency Access

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

4.8.3 Vehicular access

Other than the emergency access, the development does not have any at-grade vehicular access. There are two basement ramp access points to the

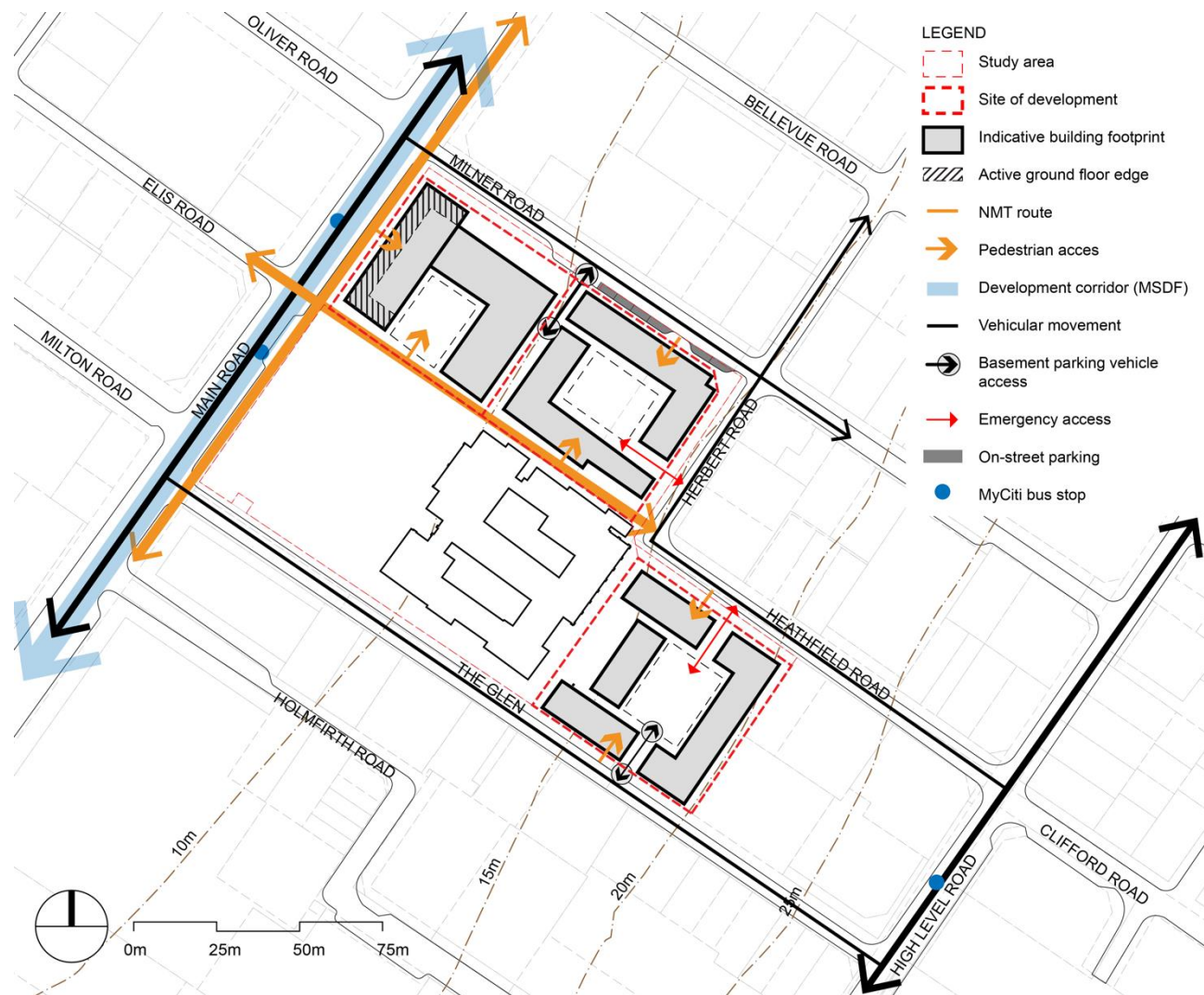


Figure 4-22 Access and Movement

4.9 Public realm and open space

The site is in a dense urban area and, as shown in Figure 4-23, there are a number of public amenities within convenient walking distance (5 min) of the site. These are the Sea Point Promenade, the beach, access to the Table Mountain Reserve, numerous pocket parks, Places of Worship and retail centres.

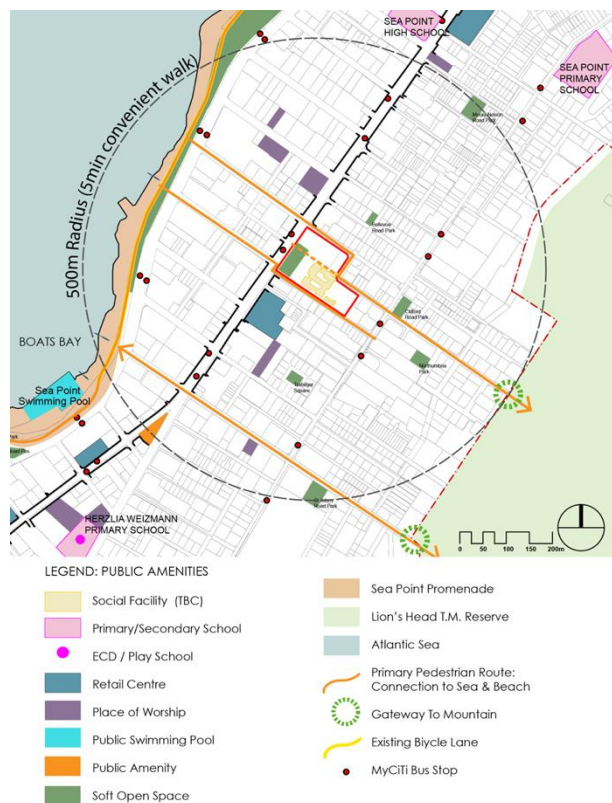
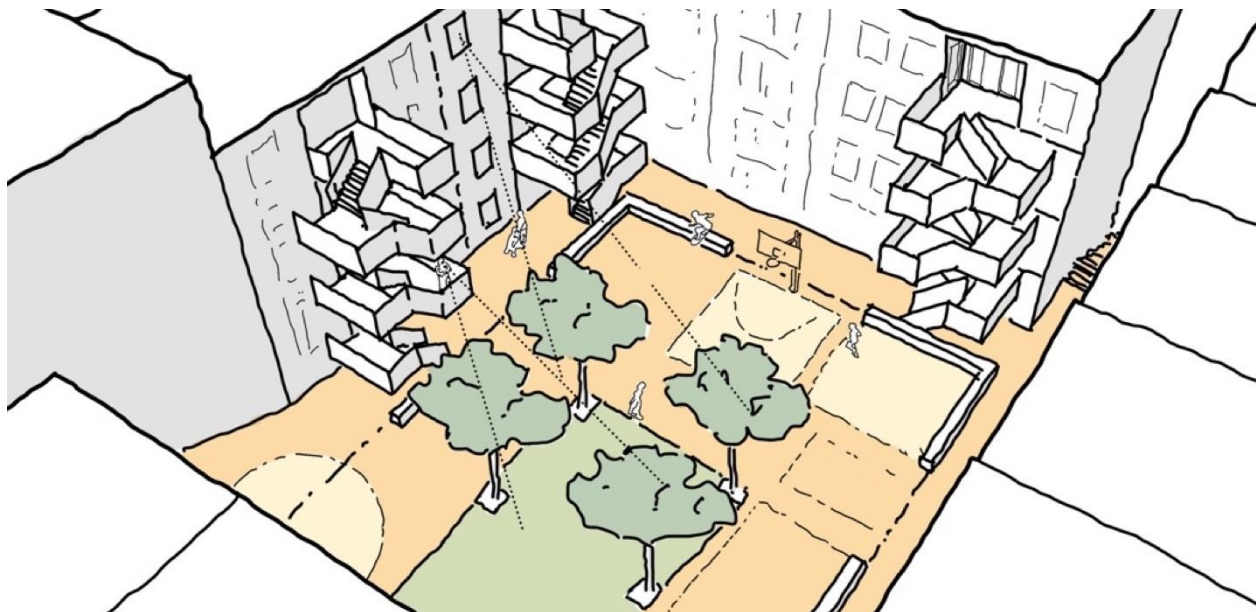


Figure 4-23 Public amenities in the area

As illustrated in Figure 4-25, the development responds to the activity and pedestrian movement along Main Road with an active ground floor use. A wide public 'stoep' to the development is proposed by integrating and consolidating the verge with a spill out space that acts as a social space for the development and surrounds.

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

Figure 4-24 Semi-private multifunctional courtyards



A series of semi-private courtyards are proposed to provide social amenities, secure access to the development parcels, natural lighting and ventilation to the units, as illustrated conceptually in Figure 4-24.

It is proposed that a public right of way pedestrian street is established over the servitude that runs from Main Road, through the centre of the site towards Heatherfield Road. This allows for additional pedestrian entry points to the development from the southwest. This link also serves a public function, by linking the promenade with Signal Hill, reinforcing the mountain to sea connection.

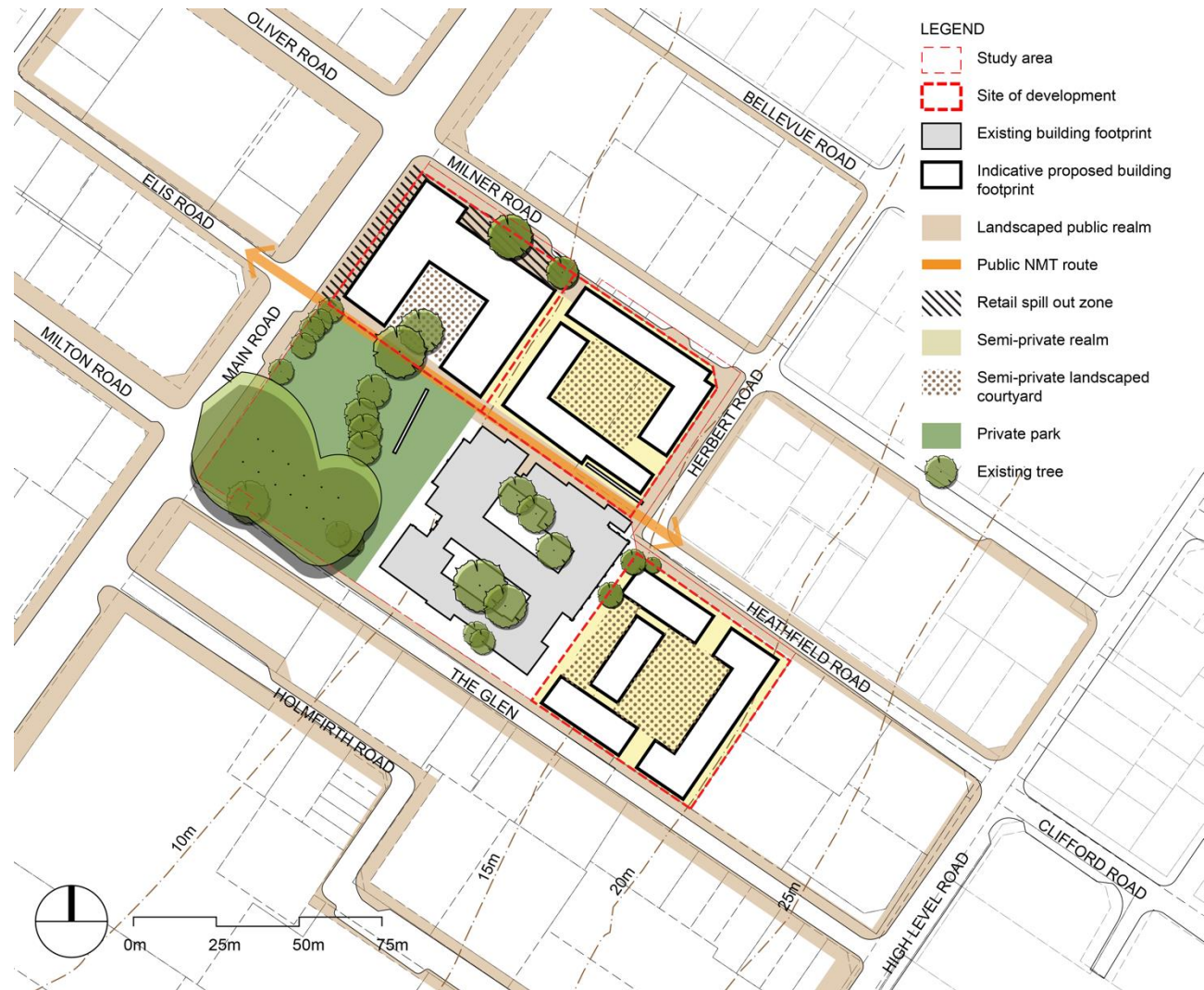


Figure 4-25 Open space system

4.10 Land Use

A mix of land uses is provided within the development as illustrated in Figure 4-26. The majority of the development is residential, but some retail is provided on Main Road, to achieve a mixed-use development.

4.10.1 Ground Floor Land Use

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

4.10.2 First Floor Land Use

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

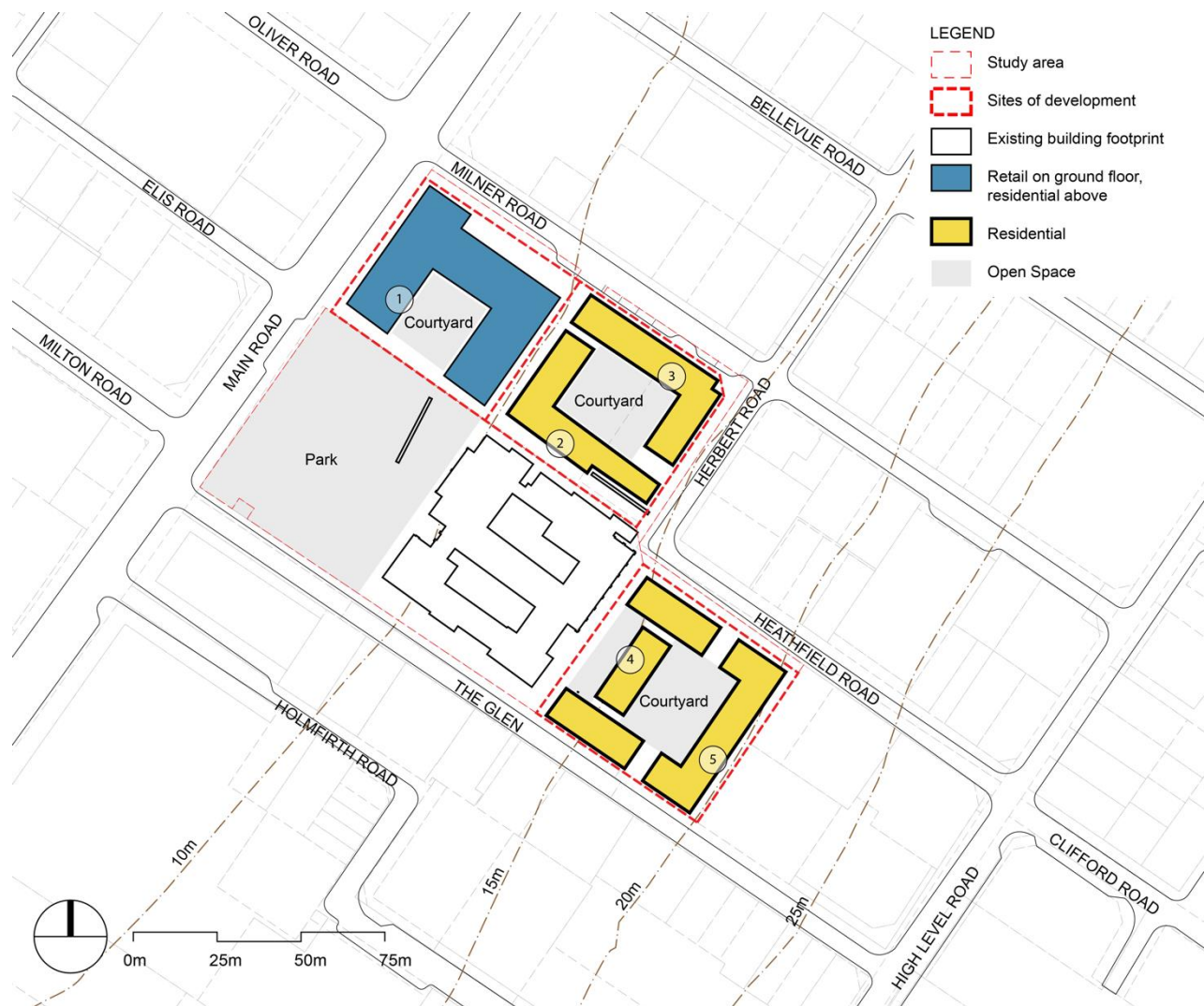


Figure 4-26 Land use

4.11 Height and massing

The distribution of height is illustrated in Figure 4-27 below and sections Figure 4-28 and Figure 4-29. It shows a gradation of height from 4 storeys closest to High Level Road, to 11 storeys on Main Road.

To respond to the fine grain, low rise residential context, the four storey buildings are envisioned to follow the topography and have stepped floor plates and roofscapes to achieve a fine grain character. The Social and Affordable Housing developments are, in most of the options, located in the 4 storey blocks, which is a suitable height for walk-up access that does not have to rely on lifts for vertical circulation, providing cost savings to these market types.

There are several tall residential buildings along Main Road and based on the City of Cape Town's Municipal Spatial Development Framework, Main Road is identified as a Development Corridor, where 11 storeys heights are encouraged. To respond to this and achieve a critical mass, the building rises from 5 storeys up to 11 on Main Road on development parcel 1. This building would require lifts for vertical circulation.

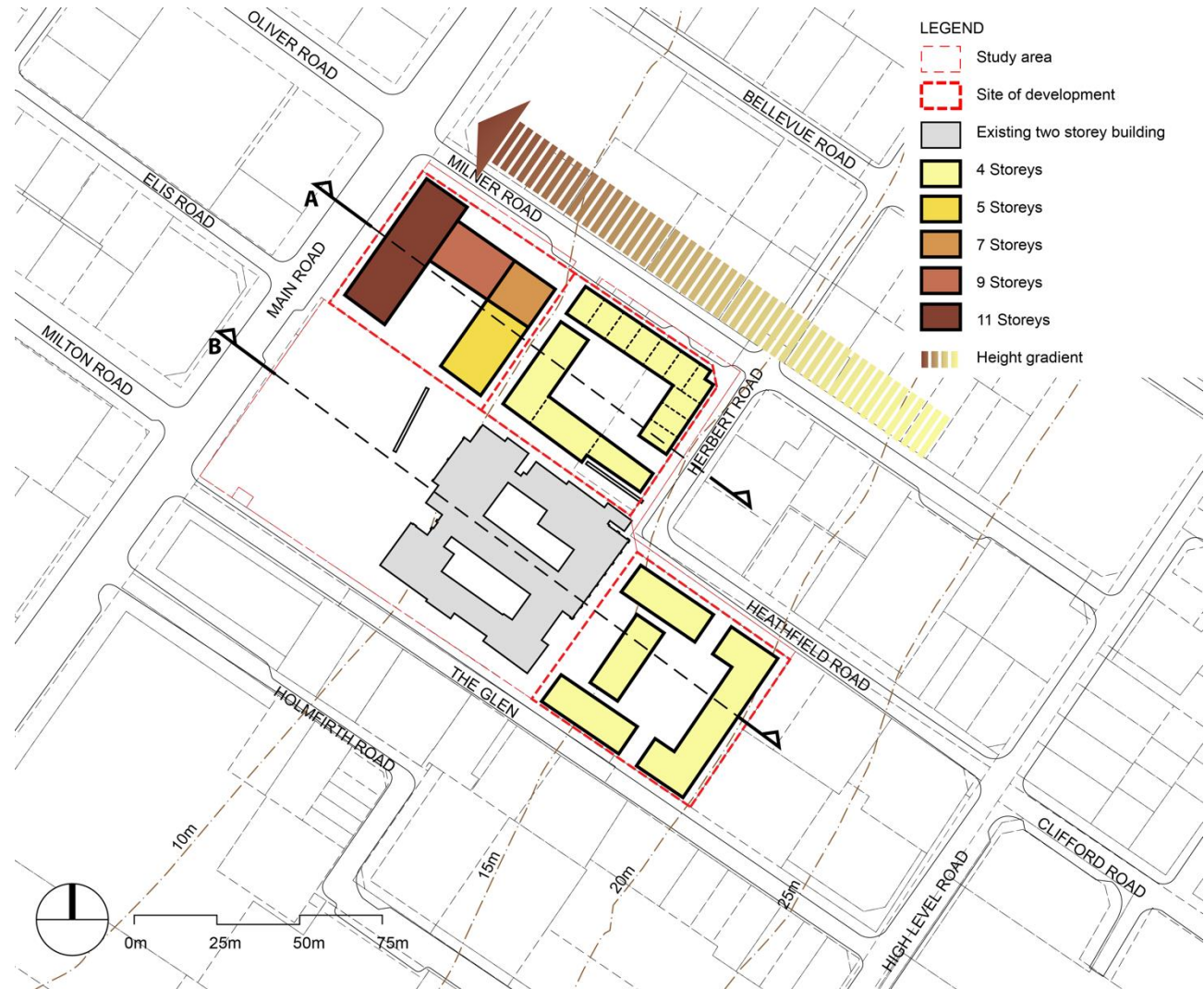


Figure 4-27 Proposed height distribution across the site



Figure 4-28 Section A

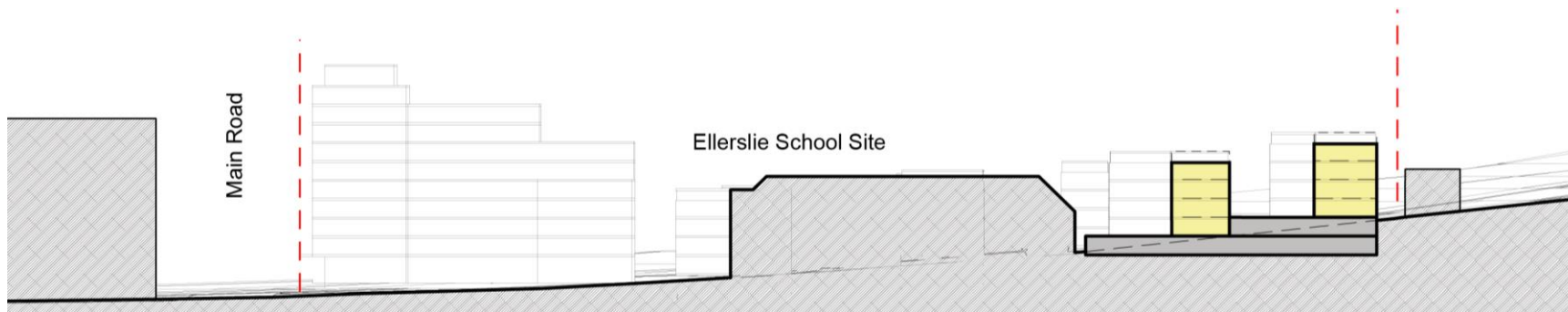


Figure 4-29 Section B

4.12 Parking

The site is located in a PT2 zone and a zero parking requirement is applicable. However, to respond to the market needs and considering other similar developments in the area, parking is provided in the form of basement parking at a ratio of 0,5 bays per residential unit. This translates to approximately 241 parking bays required in total over the three development blocks. A further 10 bays on development parcel 3 need to be provided for the Department of Social Development site

Figure 4-30 illustrates one level of a typical super basement layout. Two levels are proposed for development blocks 1 and 2 which yields roughly 240 bays. A further 60 bays are provided as a separate basement on development block 3. The total number of parking bays provided are 300. Excluding the 10 bays provided for the Department of Social Development site, a total of 290 parking bays are dedicated to the housing development .

Vehicular access to basements 1 and 2 are off Milner Road and basement 3 is accessed from The Glen Road.

As illustrated in Figure 4-28 and Figure 4-29 on the previous page, stepping, sloping or half basements could also be considered to respond to the topography.

Currently there are also 6 public on-street parking bays in Milner Road.

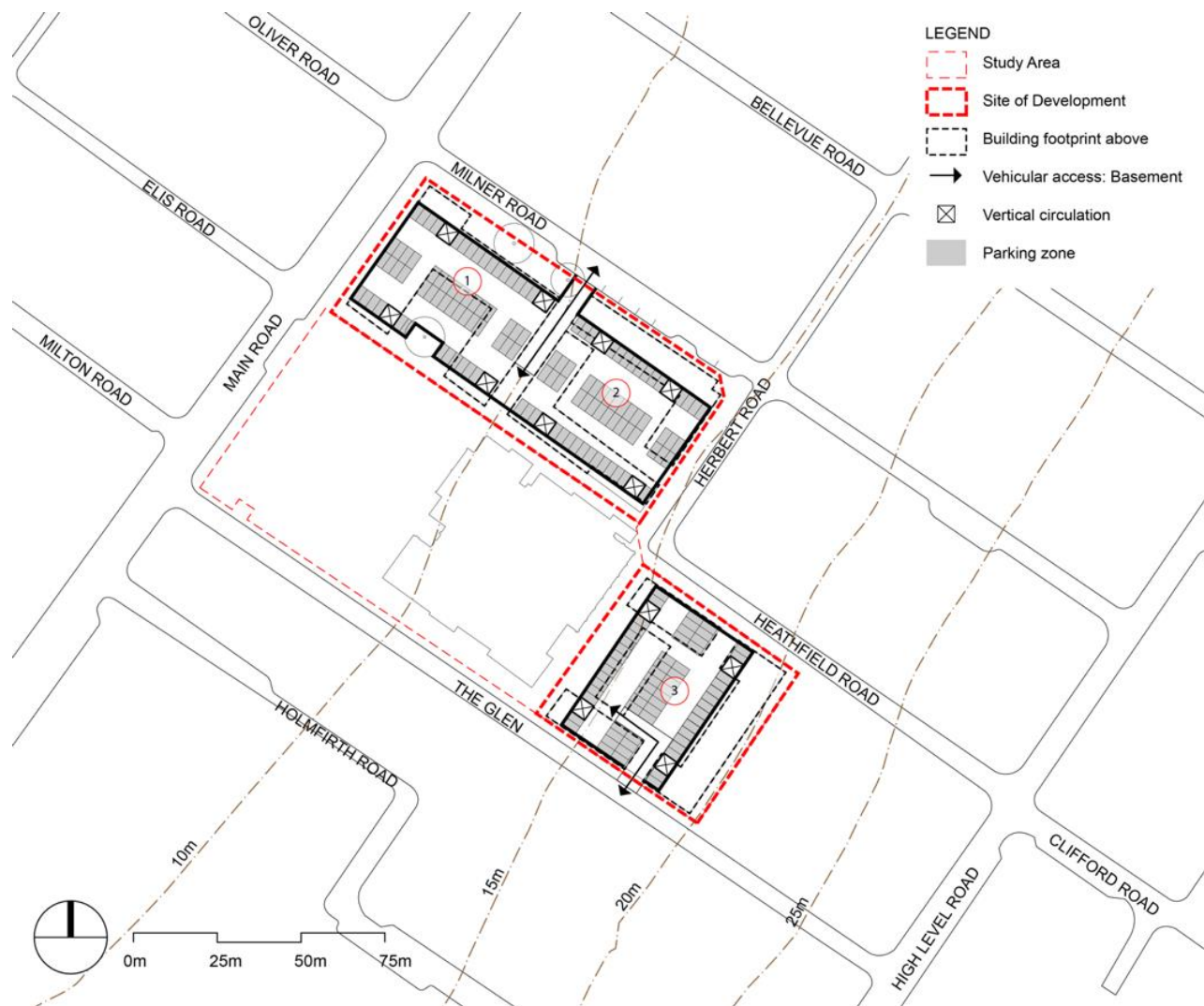


Figure 4-30 Indicative basement parking layout

4.13 Sun Study

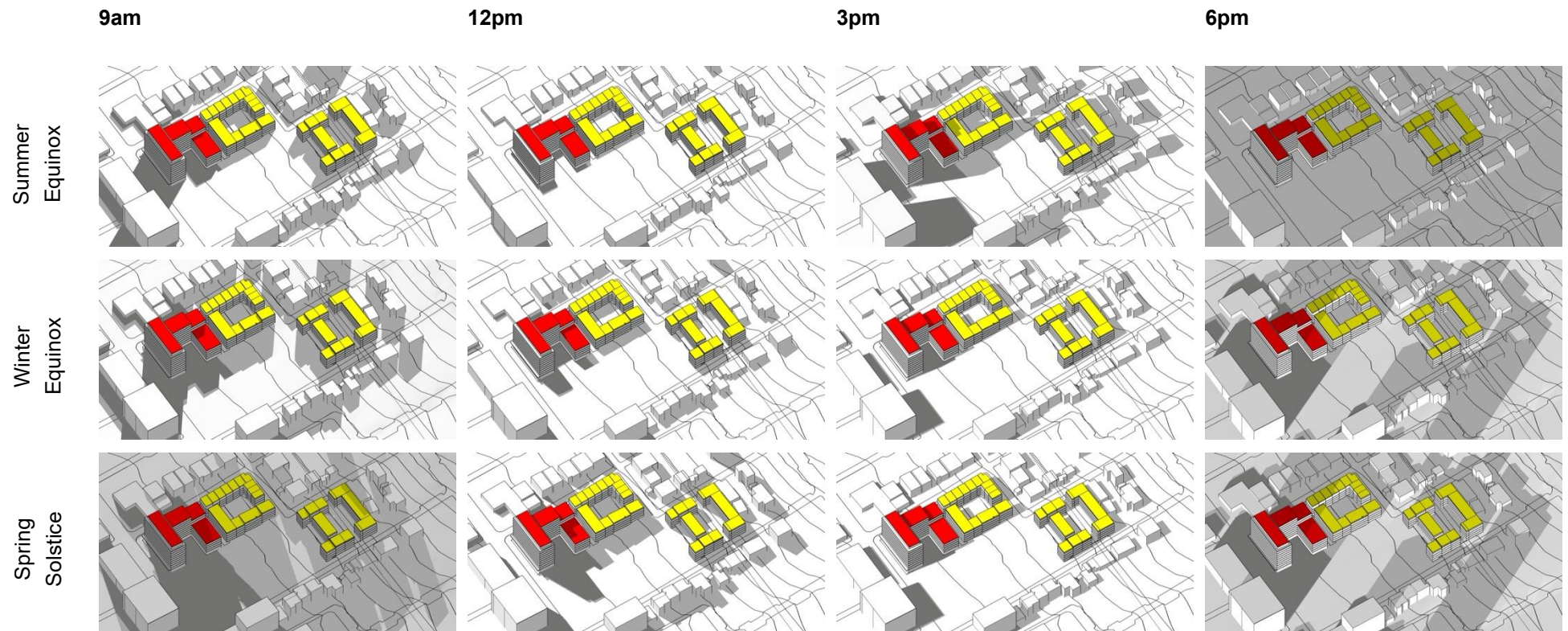


Figure 4-31 Sun study

A high level sun study is presented in Figure 4-31.

The tallest component of the development is situated on the corner of Main and Milner roads, which is the north western corner of the development. The height here does cast shadows on the public realm of Main Road in the early morning throughout the year, but from mid morning to sunset, it has no effect on Main Road. Some shadowing is present in Milner Road in the afternoon, but little to zero overshadowing of neighbours in Milner Road. The building casts some shadows on to the park, which lies directly south of it, but the proposed envelope is envisioned to step down from 11 to 5 storeys to minimise impact on the park and the Ellerslie School building.

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

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

4.14 Way forward

Based on the concept design proposal, further studies are required and currently underway. The height of the scheme needs to be tested through a Visual Impact Assessment and a Heritage Impact Assessment (HIA). The HIA also needs to determine the impact, if any, on the heritage resources of the site and surrounds.

The development bulk, the proposed basements and their access will require traffic impact studies.

The increased density from the mixed-use development will require impact assessments and capacity studies for the service infrastructure.

The proposed buildings and the solid roofs of the basement parking will generate additional stormwater runoff. The impact thereof on the stormwater network needs to be investigated and innovative solutions are required to minimize the runoff levels. A stormwater management plan may be required.

A landscape framework plan is also required.

All of these studies might have an impact on the concept design and would require further refinement or amendments to the proposal.

4.15 Next steps

The next steps involve, generating a comprehensive land use motivation report for the rezoning and subdivision of the site. This process must be initiated once all impact assessments are completed and sorted out, as any findings

may necessitate adjustments to the development concept presented above.

The land use motivation report will form the foundation for the formal planning application process and must demonstrate compliance with municipal planning policies and zoning requirements.

APPENDICES

The following documents are available as appendices to this report:

Appendix A – Contextual Analysis

L121/22: Provision of Professional Services for Proposed Site Enablement: 353 on Main

Reference: 1002717

14 November 2023

Document number: Phase b!: Contextual Informatns_1002717

Appendix B – Preliminary Stakeholder Engagement Process – Comments and Response Report (May – June 2025)

353 on Main, Sea Point (Tafelberg) Project

(Consolidated Erf1424-RE, Sea Point)

30 July 2025

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