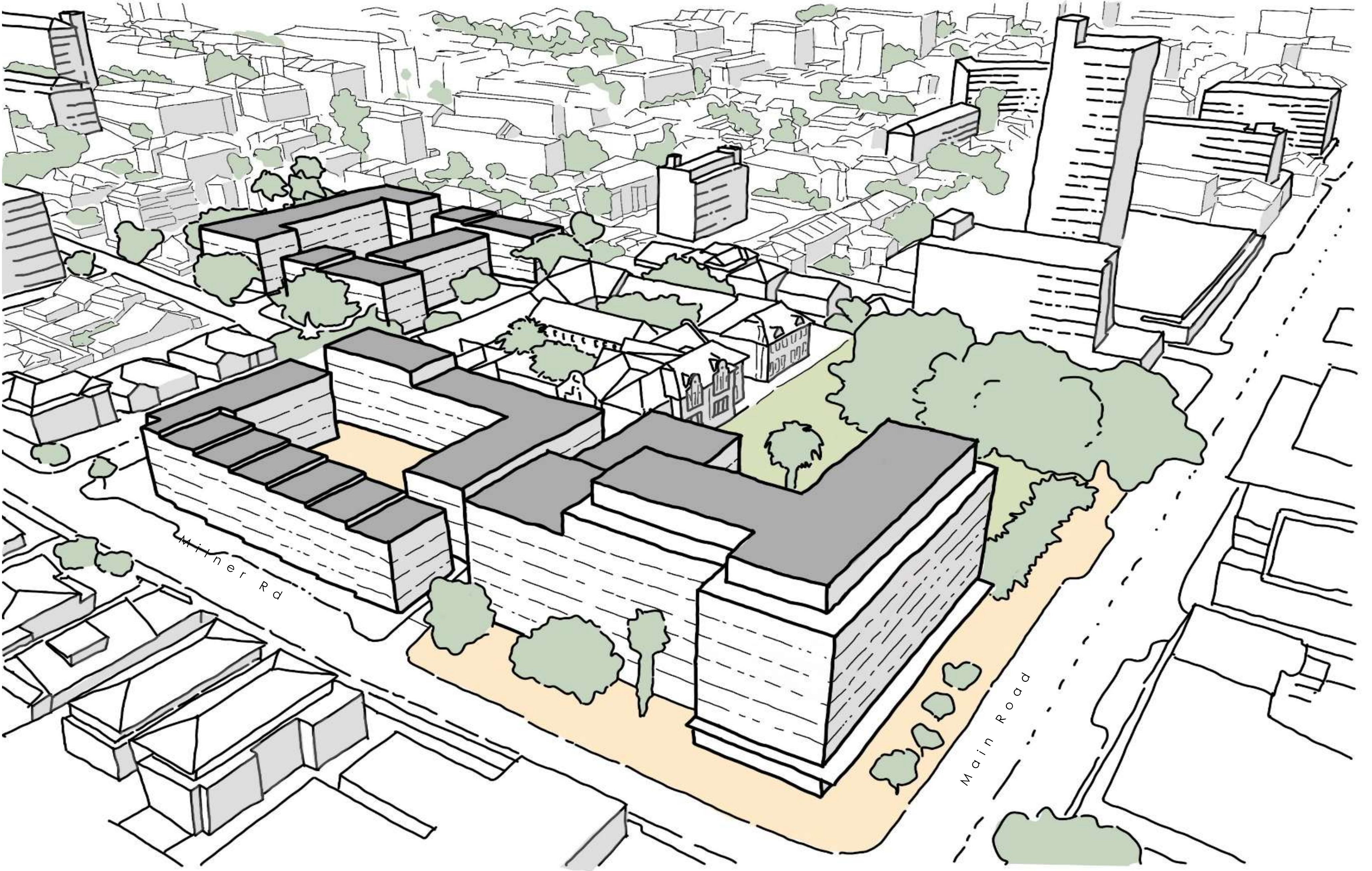


What is this project about?



- The Western Cape Government Department of Infrastructure (DOI) appointed a professional service provider team to plan and execute **site enablement** on 353 Main Road, Sea Point East (the site).
- Prepare the site for development with the appropriate zoning, site extent and basket **development rights**.
- Focus is on enabling a **mixed-use development** with a **range of housing** options including a **social housing** component.

The project aims to transform the development portions of the site into a **vibrant, integrated, mixed-use precinct** within the urban inner core.

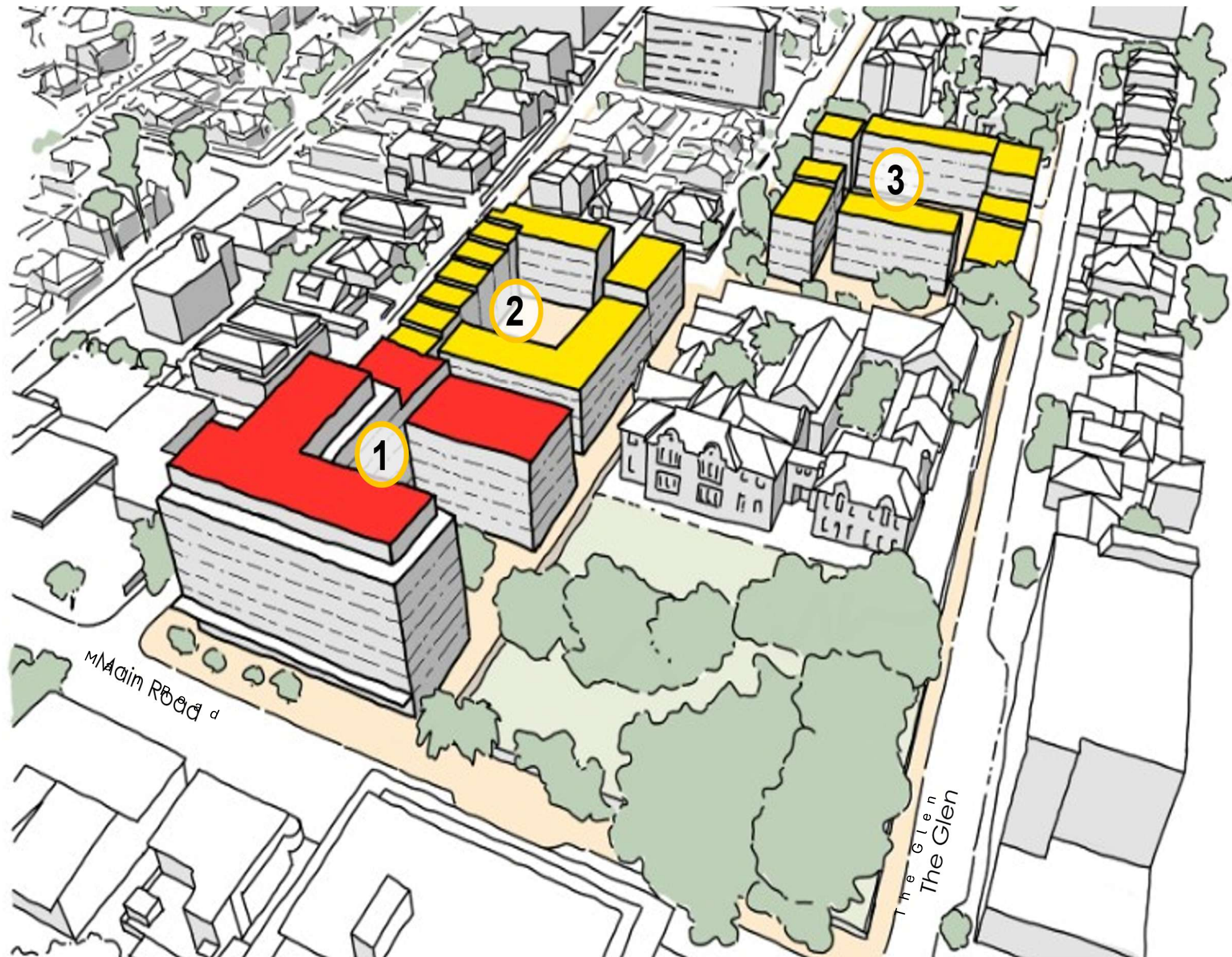
- The site is located on Main Road, Sea Point between Milner, Herbert, Heathfield, and The Glen Roads.

- Areas of the site identified for development – excludes the Former Tafelberg School and gardens (allocated to DSD)



Development Vision Statement

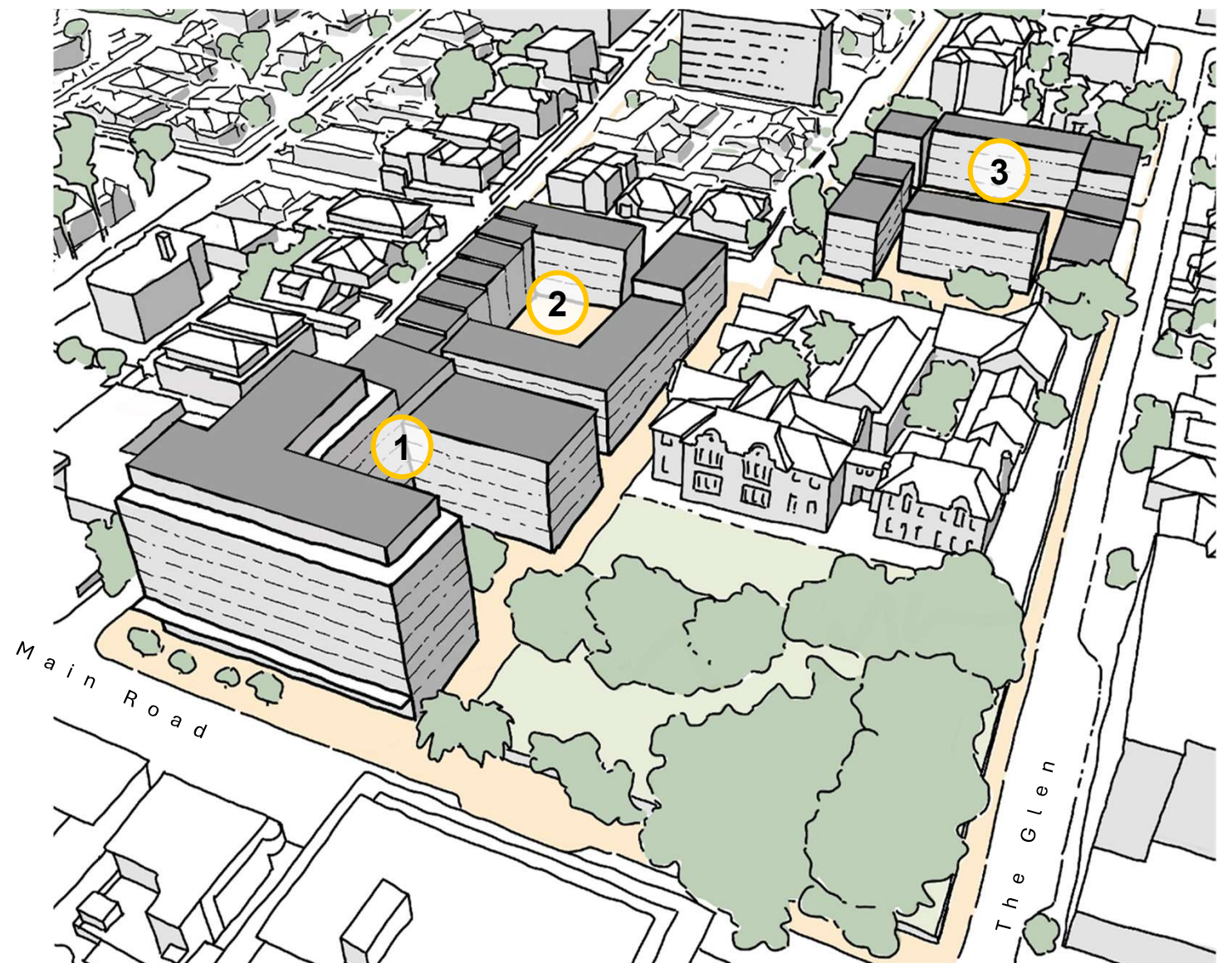
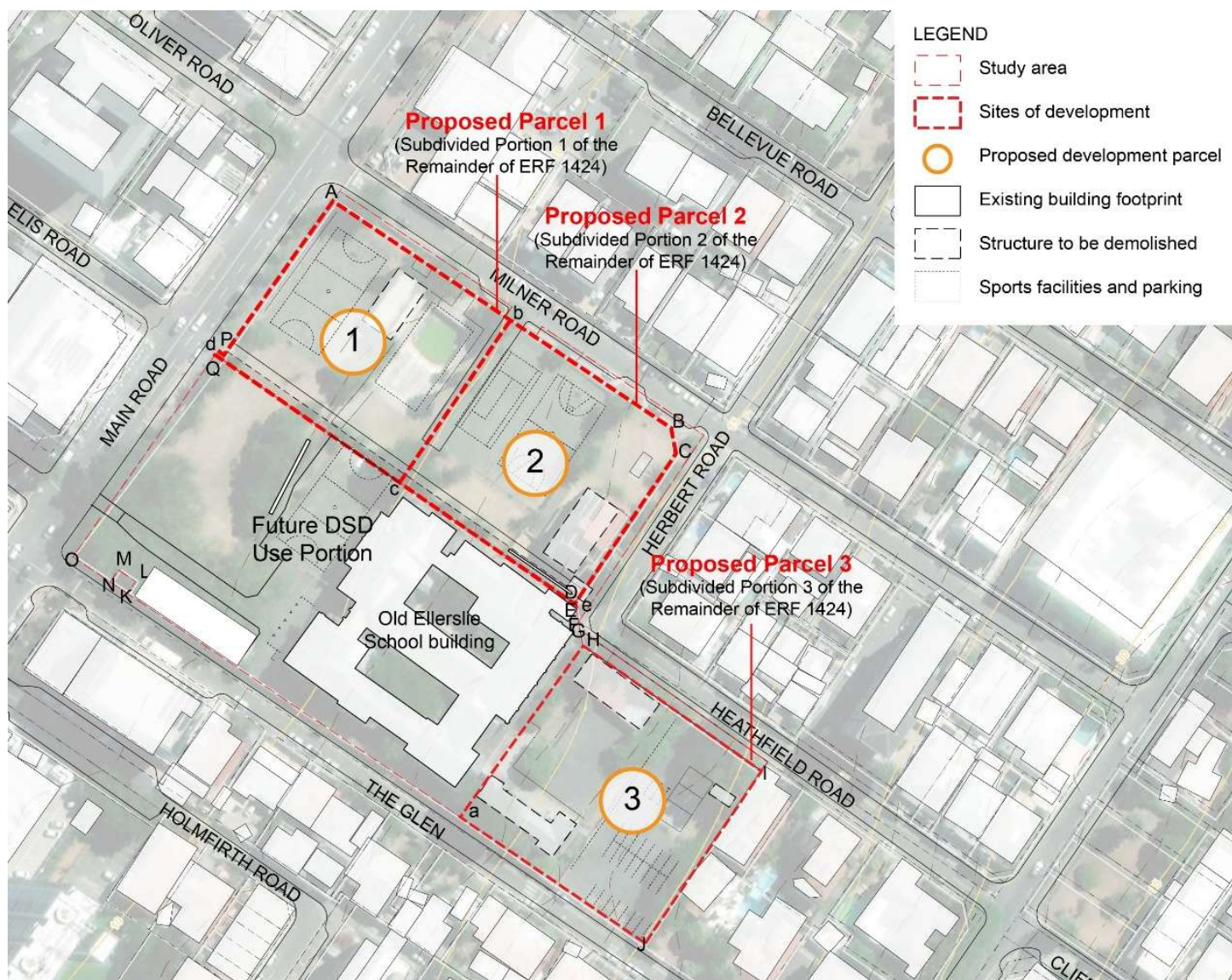
“353 on Main is envisioned to be a **vibrant, inclusive, safe, urban-living, mixed-use development**, embracing heritage whilst offering, **affordable housing, shared spaces, and integrated amenities**”



*NOTE: Architectural impression – not final design

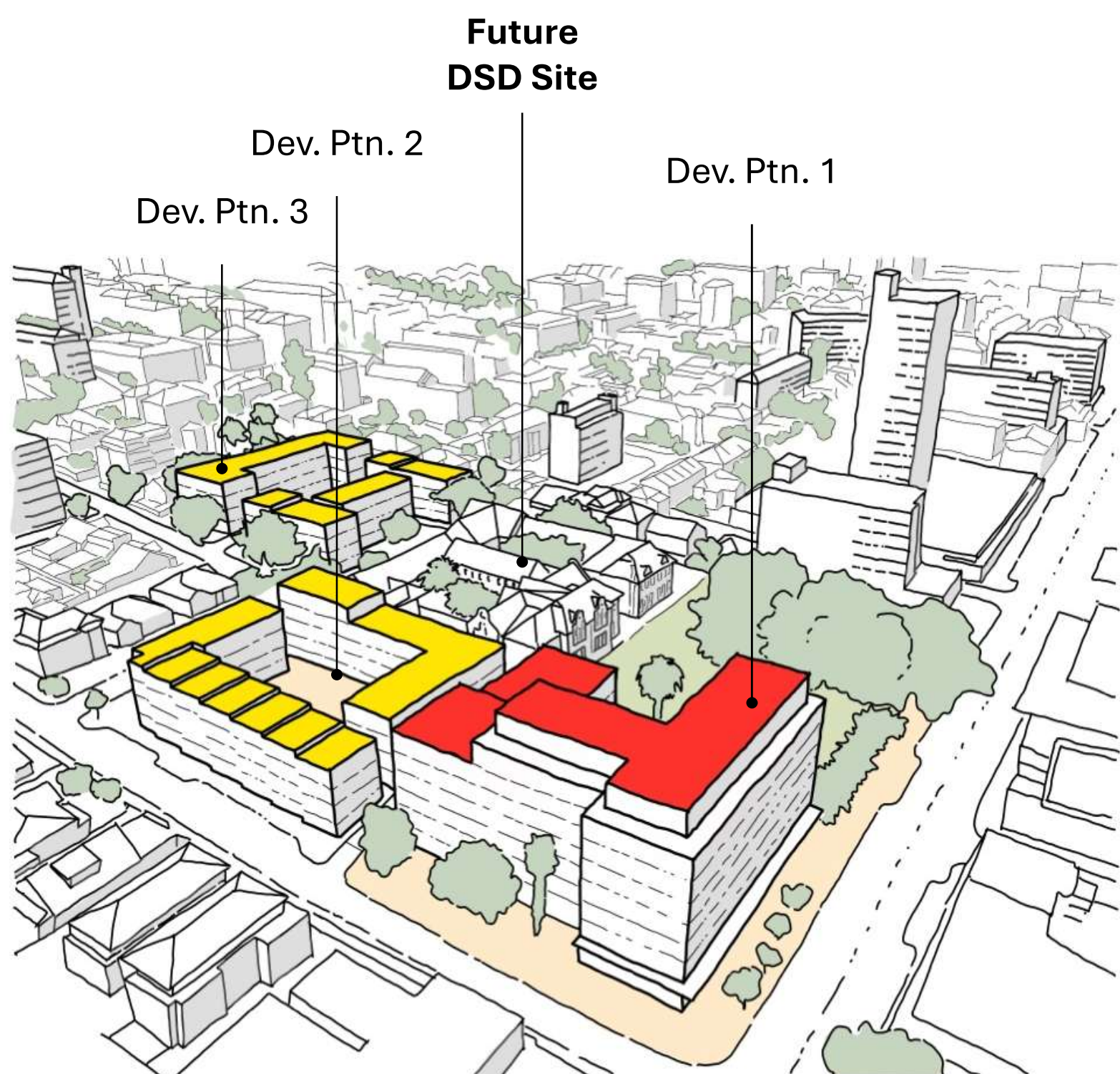
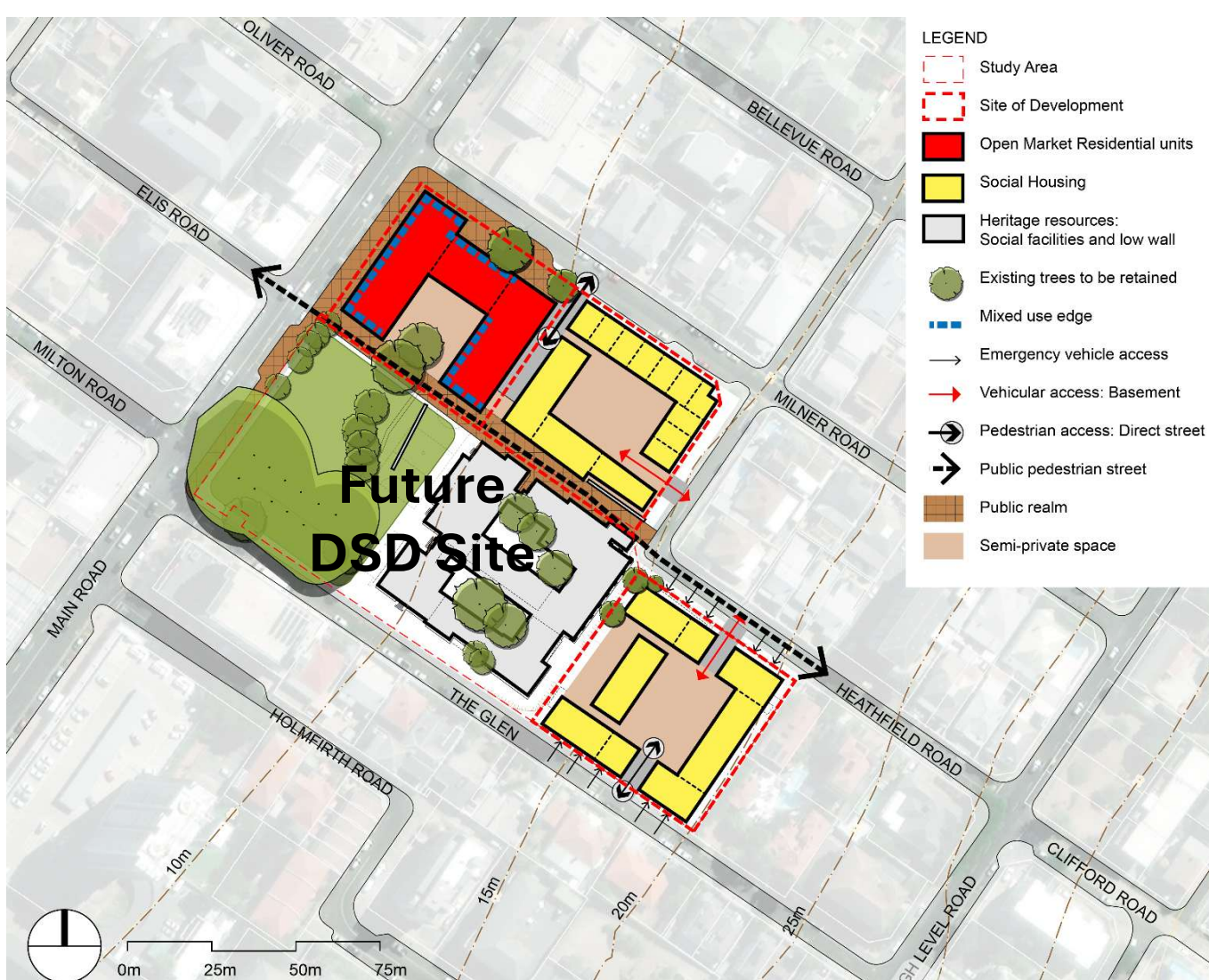
Site Concept Plan

Within the site, **three parcels** of land have been identified for **development**



Mixed Use Development including:

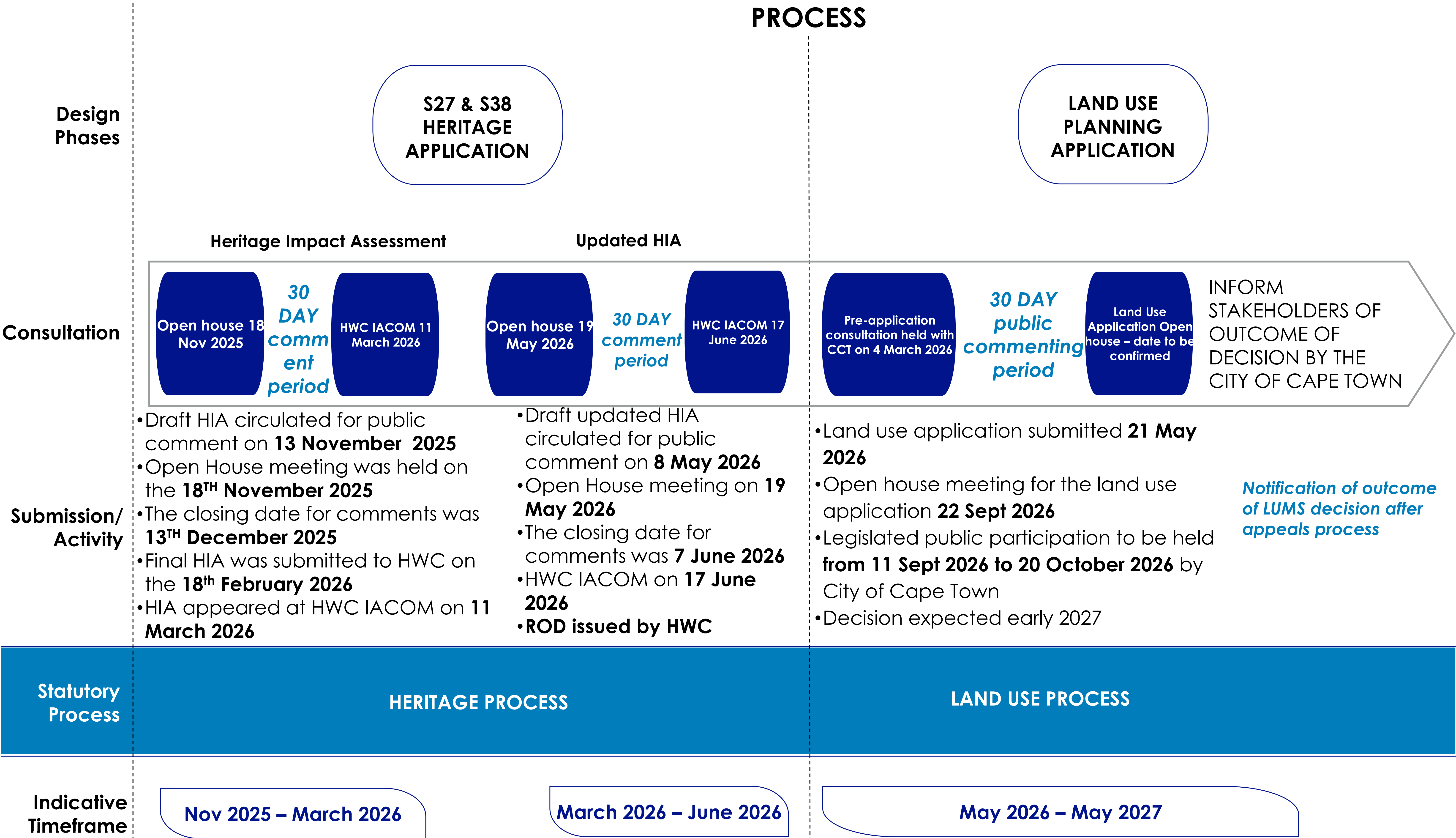
- Social and free market housing
- Retail use
- Commercial use
- Public space

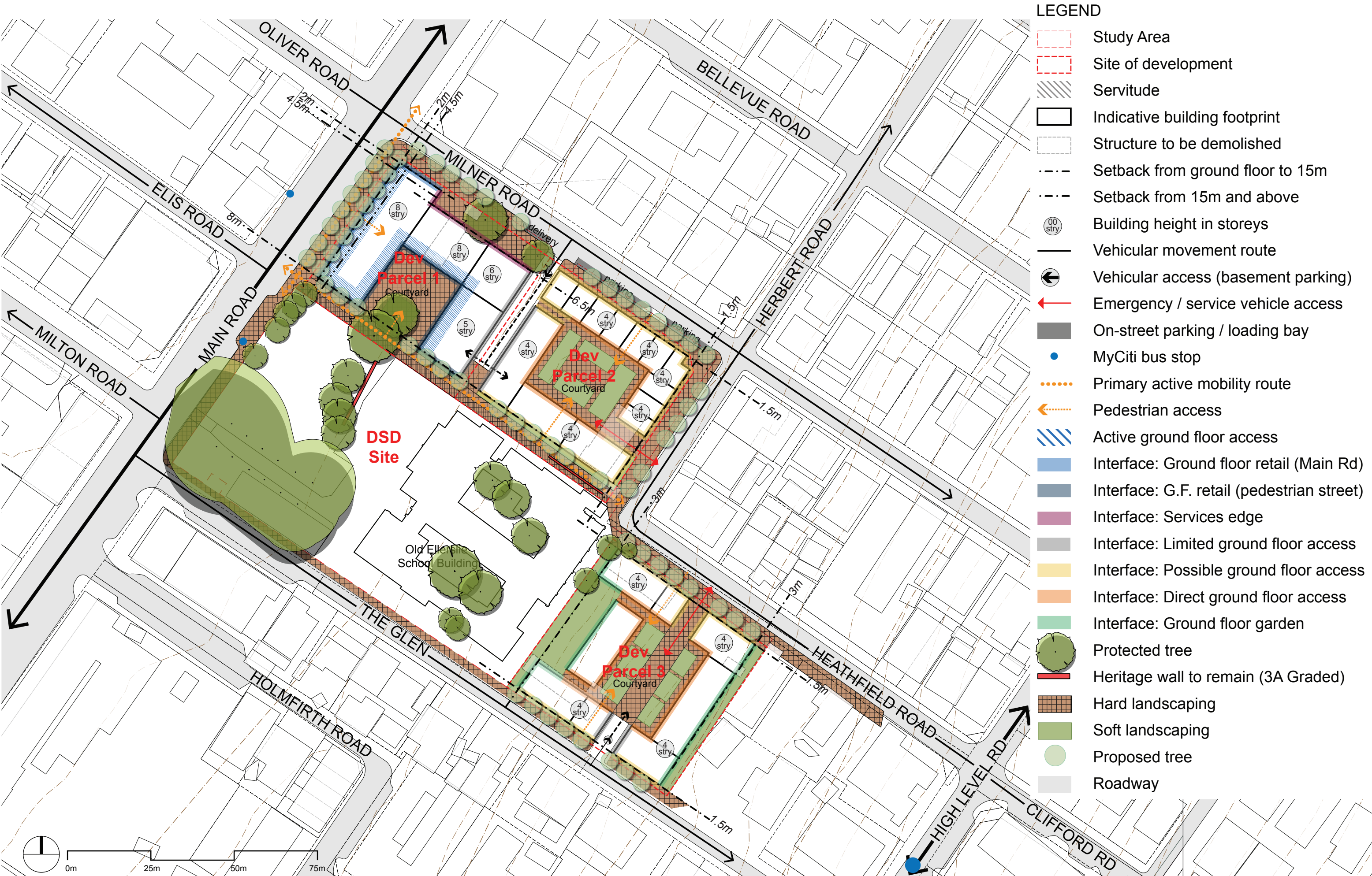


Note: DSD portion will be planned and enablement separately.

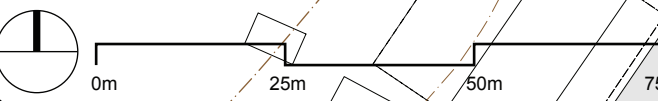
Stakeholder Process

PHASE B2: STATUTORY PROCESS

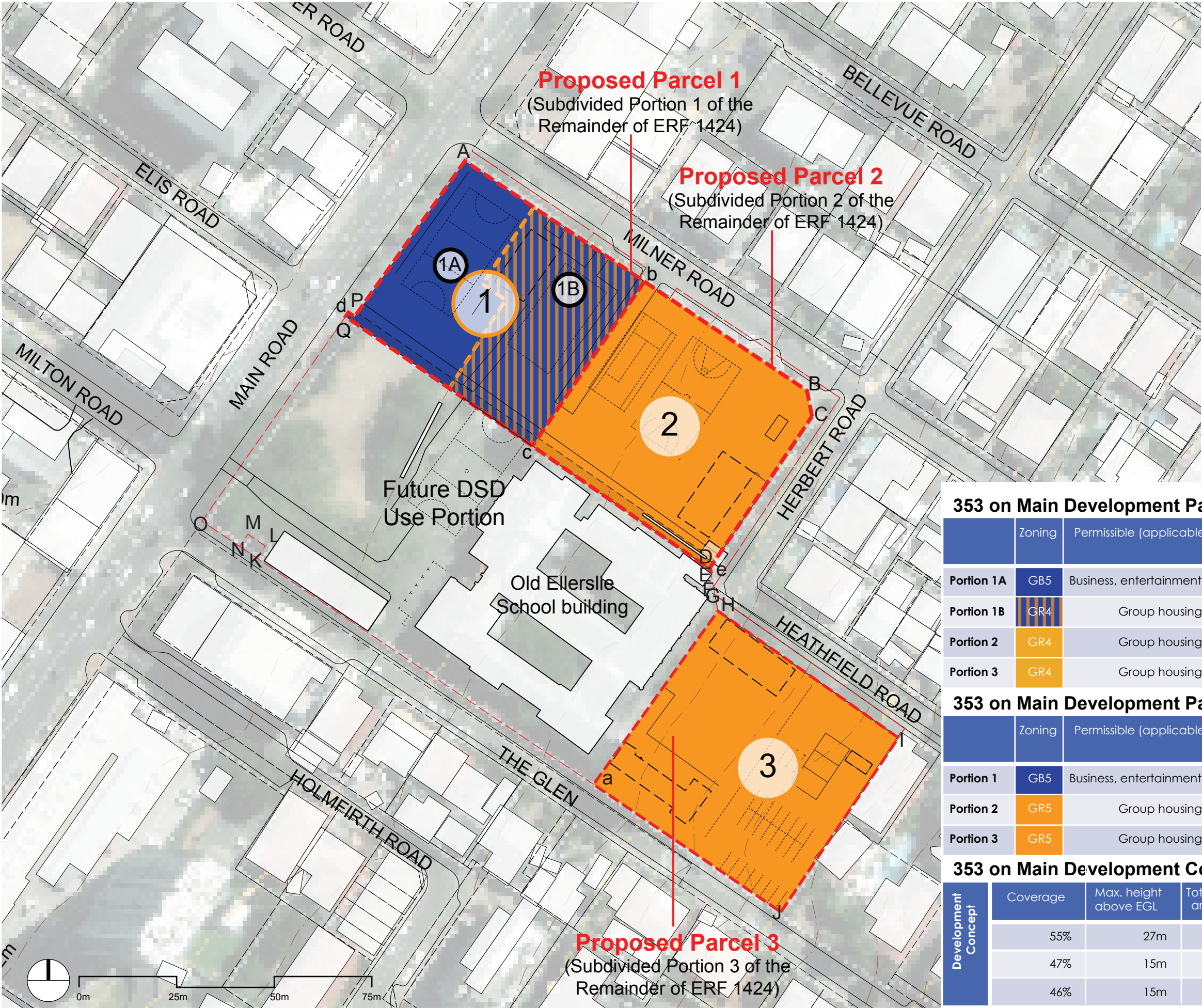




- LEGEND**
- Study Area
 - Site of development
 - Servitude
 - Indicative building footprint
 - Structure to be demolished
 - Setback from ground floor to 15m
 - Setback from 15m and above
 - Building height in storeys
 - Vehicular movement route
 - Vehicular access (basement parking)
 - Emergency / service vehicle access
 - On-street parking / loading bay
 - MyCiti bus stop
 - Primary active mobility route
 - Pedestrian access
 - Active ground floor access
 - Interface: Ground floor retail (Main Rd)
 - Interface: G.F. retail (pedestrian street)
 - Interface: Services edge
 - Interface: Limited ground floor access
 - Interface: Possible ground floor access
 - Interface: Direct ground floor access
 - Interface: Ground floor garden
 - Protected tree
 - Heritage wall to remain (3A Graded)
 - Hard landscaping
 - Soft landscaping
 - Proposed tree
 - Roadway



ZUTARI IMPACT. ENGINEERED.	CLIENT Western Cape Government FOR YOU	DISCLAIMER IF CONSTRUCTION DRAWINGS ARE ISSUED UNSIGNED, THE MASTER WITH THE ORIGINAL SIGNATURE OF APPROVAL WILL BE HELD AT THE ZUTARI OFFICE OF THE APPROVER	REV DATE	APPROVED	SCALE 1:1000	SIZE A3	PROJECT 353 ON MAIN (TAFELBERG) SEA POINT		
					DRAWN PL	APPROVED APPSIGN R.S.		DATE 08/05/26	TITLE Site Development Concept: Development Concept Plan
					DESIGNED X				
					REVIEWED R.S.				



LEGEND

- Study area
- Sites of development
- Proposed development parcel
- Current split zoning portions
- Current split zoning demarcation line
- Existing building footprint
- Structure to be demolished
- Ex. sports facilities and parking

Zoning

- GB 5 (Current permitted)
- Proposed rezone from GR 4 (Current Permitted) to GR5
- Proposed rezone from GR 4 (Current Permitted) to GB5

353 on Main Development Parameters: Permitted

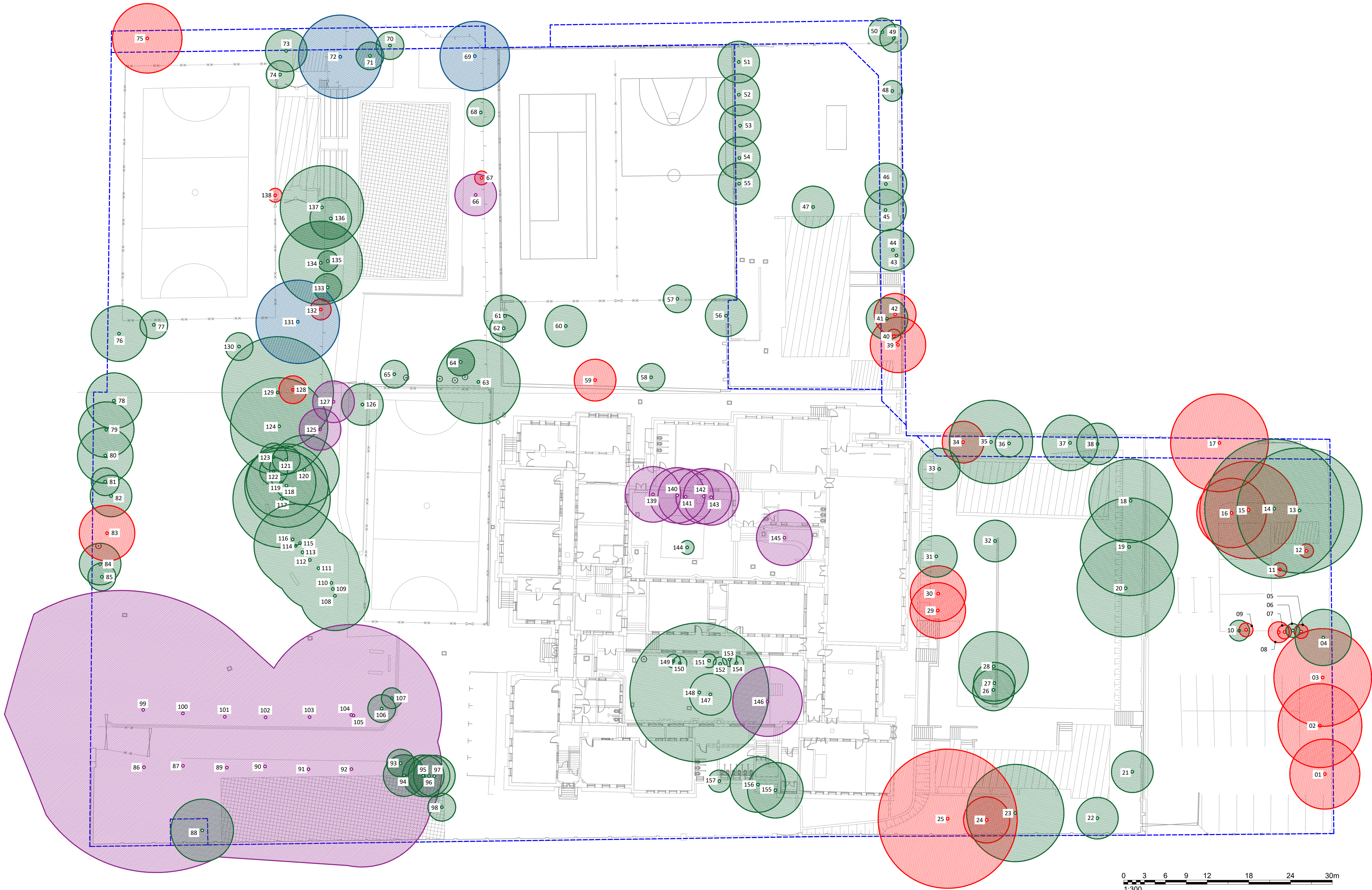
	Zoning	Permissible (applicable) land uses	Coverage	Max. height above EGL	Portion Area	FAR	Allowable floor area
Portion 1A	GB5	Business, entertainment, hotel, flats.	100%	30m	655m ²	4	2620m ²
Portion 1B	GR4	Group housing, flats.	60%	24m	2172m ²	1,5	3258m ²
Portion 2	GR4	Group housing, flats.	60%	24m	2818m ²	1.5	3382m ²
Portion 3	GR4	Group housing, flats.	60%	24m	3100m ²	1.5	3720m ²

353 on Main Development Parameters: Proposed

	Zoning	Permissible (applicable) land uses	Coverage	Max. height above EGL	Portion Area	FAR	Allowable floor area
Portion 1	GB5	Business, entertainment, hotel, flats.	100%	30m	2827m ²	4	11308m ²
Portion 2	GR5	Group housing, flats.	60%	35m	2818m ²	2,5	7045m ²
Portion 3	GR5	Group housing, flats.	60%	35m	3100m ²	2.5	7750m ²

353 on Main Development Concept

Development Concept	Coverage	Max. height above EGL	Total floor area
	55%	27m	9966m ²
	47%	15m	5232m ²
	46%	15m	5520m ²



NOTES:
The design on this drawing is copyright and remains the intellectual property of SQUARE ONE Landscape Architects. All relevant details, levels and dimensions are to be checked on site prior to works commencing. Any discrepancies must be reported immediately to the Landscape Architects.
Use figured dimensions only - do not scale off the drawing.
NB: Way-leave applications for implementation remain the duty and responsibility of the Contractor. Under NO circumstances may any excavation, construction or installation work commence until all official way-leaves and permissions are established and granted by the relevant authorities. Excavations within the vicinity of known underground services are to be undertaken by hand and with extreme caution.
NB: Absolutely NO deviations from the design details and specifications are permissible without the written endorsement of the Landscape Architects.

Protected
Visually significant
Keep or remove
Removal suggested

TREE SURVEY NOTES:
This Tree Survey Plan should be read in conjunction with the Tree Survey Report, ERF 1424 SEA POINT: Tree Survey Report R0.
Prior to construction, any proposed excavation of the roots of mature trees must be approved by a suitably qualified tree surgeon and a geotechnical engineer. As a general rule, the Critical Root Zone (CRZ) is in line with the dripline of the tree canopy. Any excavation or covering or filling of the natural ground in this zone should be avoided wherever possible. Any excavation within the CRZ should be avoided at all times during construction. Raft or pile and beam foundations are recommended for building/structures near mature trees. All driveways should be paved with pervious pavers that permit water and air exchange in the soil. A Tree Protection Zone should be identified before any site work commences and this should be fenced off in accordance with a methodology statement for construction to be provided by a professional landscape architect/ arborist.

REVISIONS	NO.	DATE	DESCRIPTION	DRAWN BY	CHECKED BY



PROJECT:
FORMER TAFELBERG SCHOOL
ERF 1424, MAIN ROAD, SEA POINT

DESCRIPTION:
TREE SURVEY

SCALE: 1:300 (as shown @ A1)
DATE: 2023-08-28
DWG #: SQ1-FTS-700 Rev: 0

DRAWN BY: SM
CHECKED BY: LC

DOCUMENT CONTROL STATUS:

FOR INFORMATION

SQ1

SQUARE ONE Landscape Architects cc
www.sq1.co.za | CK 2011/037636/23
32 Kloof Street, Gardens, Cape Town, 8001
t +27 (0)21 447 8160

STREETSCAPE

Main Road Terrace:

MR1 Add tree line parallel to existing street trees to humanise the streetscape and provide summer shade/ winter sun.

Residential Buffers (Milner, Herbert and Heathfield Roads):

R1 Street trees as buffer; shade in summer, sun in winter.

R2 Bioswale planters with weirs along slopes for edge buffering and passive irrigation.

LANEWAY

L1 Trees to provide human scale streetscape.

L2 Private edges – use wider planting for screening.

L3 Commercial edges – widen laneway to create spill-out spaces for dining and entertainment.

L4 Bioswale planters with weirs to manage level changes.

L5 Connection between commercial and social housing blocks with planted laneway for safety and activation.

OPEN MARKET HOUSING PRECINCT:
BLOCK 1 COURTYARD

S1 Incorporate heritage trees as a central landscape feature.

S2 Pergola/arbour structures for human-scaled outdoor rooms beneath apartments while ensure adequate solar access.

S3 Green roof condition with permeable surfaces to mitigate runoff.

SOCIAL HOUSING PRECINCT:
BLOCKS 2 AND 3 COURTYARDS

C1 Green roof above basement parking.

C2 Courtyard landscape with perimeter paths for apartment access. Central gathering spaces and children's play areas. Quiet buffer zones integrated into courtyard edges.

C3 Emergency access routes designed as shared amenity areas (e.g. informal sports) while maintaining functionality.

C4 Green roofs as amenity and to mitigate runoff.

DSD SITE PRECINCT

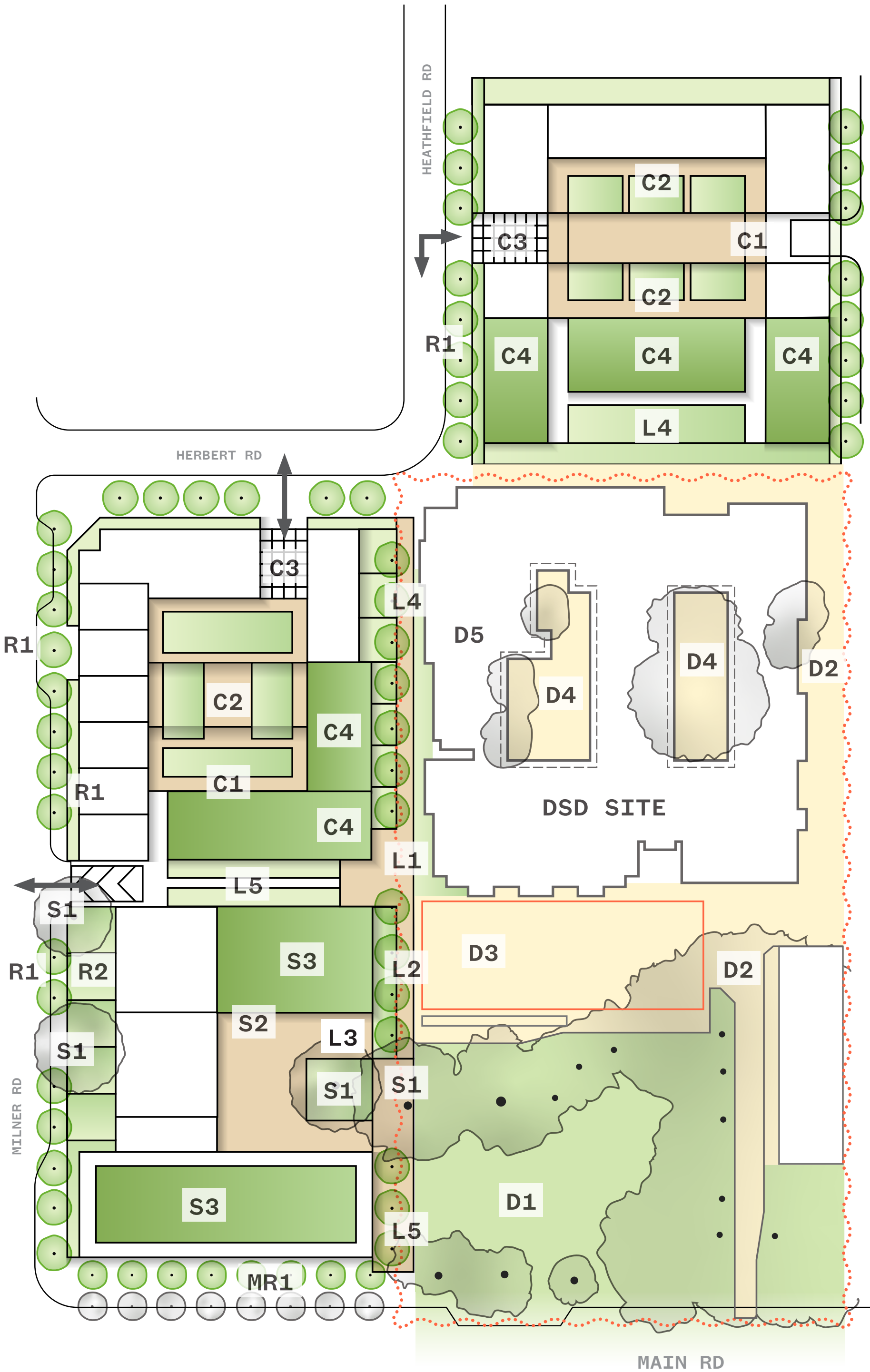
D1 Private garden with protected heritage trees.

D2 Movement access route with permeable paver or reinforced gravel space.

D3 (Red rectangle) possible car parking forecourt with permeable paver or reinforced gravel space.

D4 Courtyard with permeable paver or reinforced gravel space to match D2 & D3.

D5 Low planting along edge to create barrier to DSD buildings.



Social Impact Statement – Annexure Q

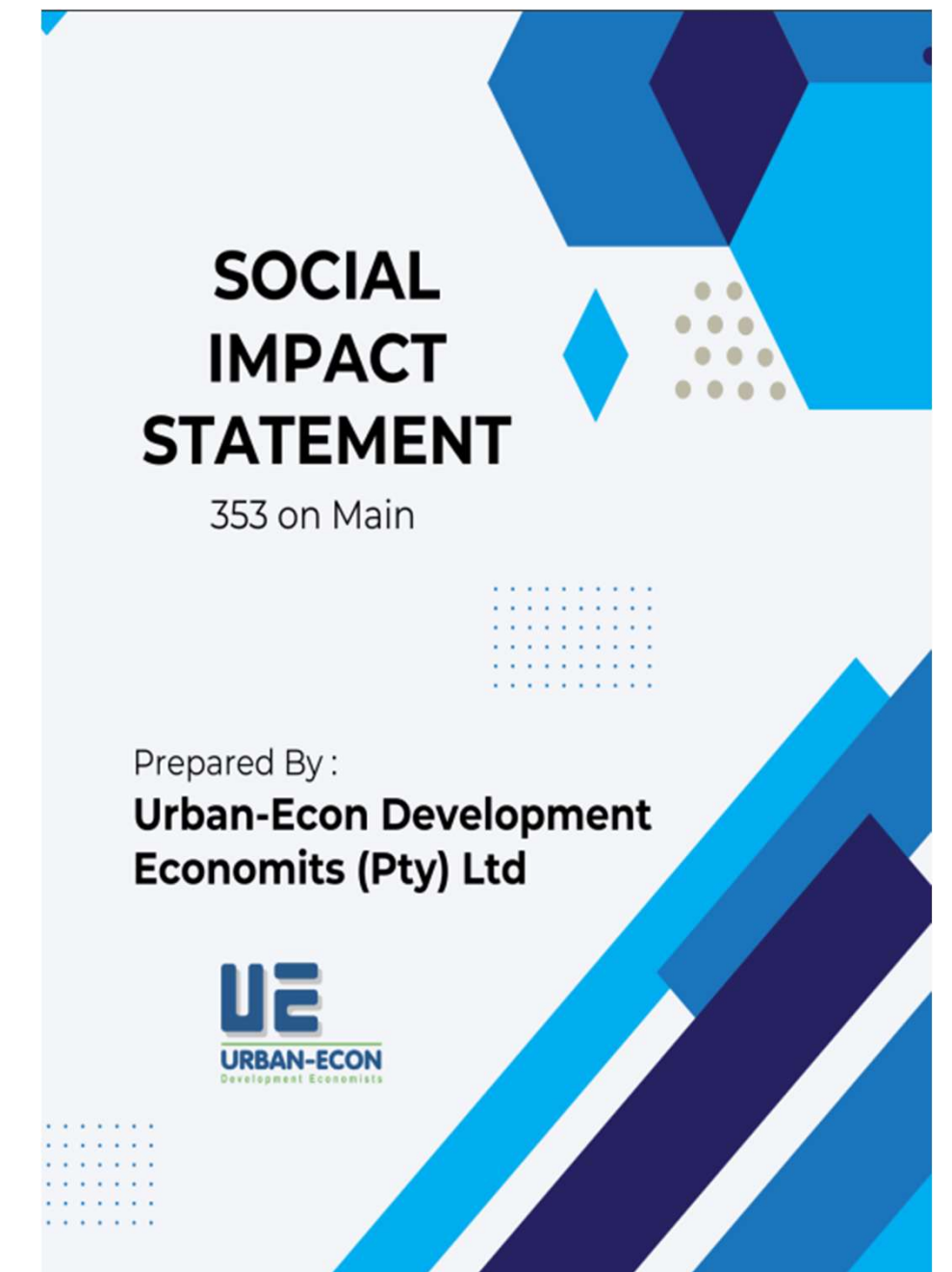
- **The study supports the development of the site:**

*The 353 on Main proposal delivers outsized public value because it uses **well-located, state-owned land** in a **high-opportunity node** to unlock **inclusive housing, local economic activity, and safer, more active streets**—while **retaining key heritage assets** and **leveraging strong existing public transport and amenity access**.*

- The project proposes to convert vacant, well-located state land into an inclusive housing and neighbourhood asset while retaining and respecting key heritage elements

- The proposed development offers high **positive outcomes for spatial transformation, access to amenities and jobs, and local economic activation**, with manageable negative impacts (construction disruption, noise/dust, parking pressure, and medium post-mitigation visual effects)

- Limited schooling capacity (especially at high-school level) identified in the wider area – recommends the Department to actively explore the use of the existing school building for complementary social infrastructure solutions (potentially including education-related reuse) to strengthen community benefit and social cohesion.



Overall, the development is positioned as a credible model for inclusive urban regeneration on the Atlantic Seaboard, contingent on delivery details that secure long-term affordability, tenure-blind design quality, heritage-sensitive interface management, and proactive construction/operations management.

Traffic Impact Assessment – Annexure P

- The TIA concludes that the **surrounding road network and key study intersections can accommodate the forecast development traffic without requiring any road network upgrades.**
- The development is expected to generate approximately 237* vehicle trips in the AM peak hour (71 inbound, 166 outbound) and 207* vehicle trips in the PM peak hour (145 inbound, 62 outbound), and SIDRA modelling indicates that intersections operate at acceptable Level of Service under existing (2025), future background (2027), future with development (2027), and post-development horizon (2032) scenarios.
- The **development can be supported/approved, subject to implementing the proposed site access arrangements** (including appropriate entry lane provision and minimum stacking/throat lengths based on the selected access control), with continued reliance on strong **existing NMT and public transport provision in this PT2 area.**

ZUTARI

Traffic Impact Assessment
353 ON MAIN PROJECT: CONSOLIDATED ERF
1424 – RE, 353 MAIN ROAD, SEA POINT EAST

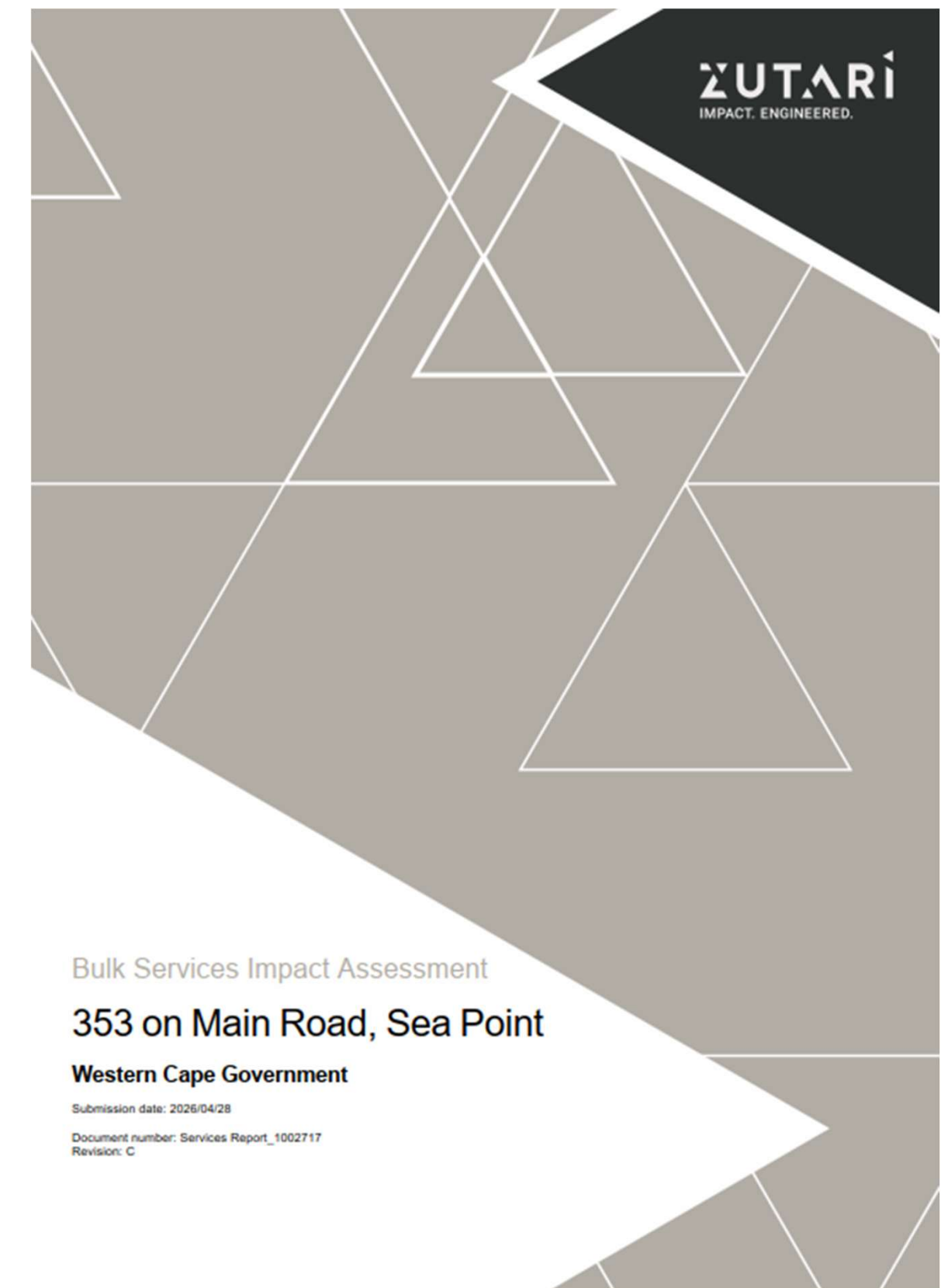
Western Cape Government Department of Infrastructure
Submission date: 2026/03/31
Document number: 1002717-REP-KR-00002
Revision: 2



*Note : The number of trips are based on a total of 440 proposed residential units (open market and social housing), and 1200m² retail.

Engineering Services Impact Assessment – Annexure N

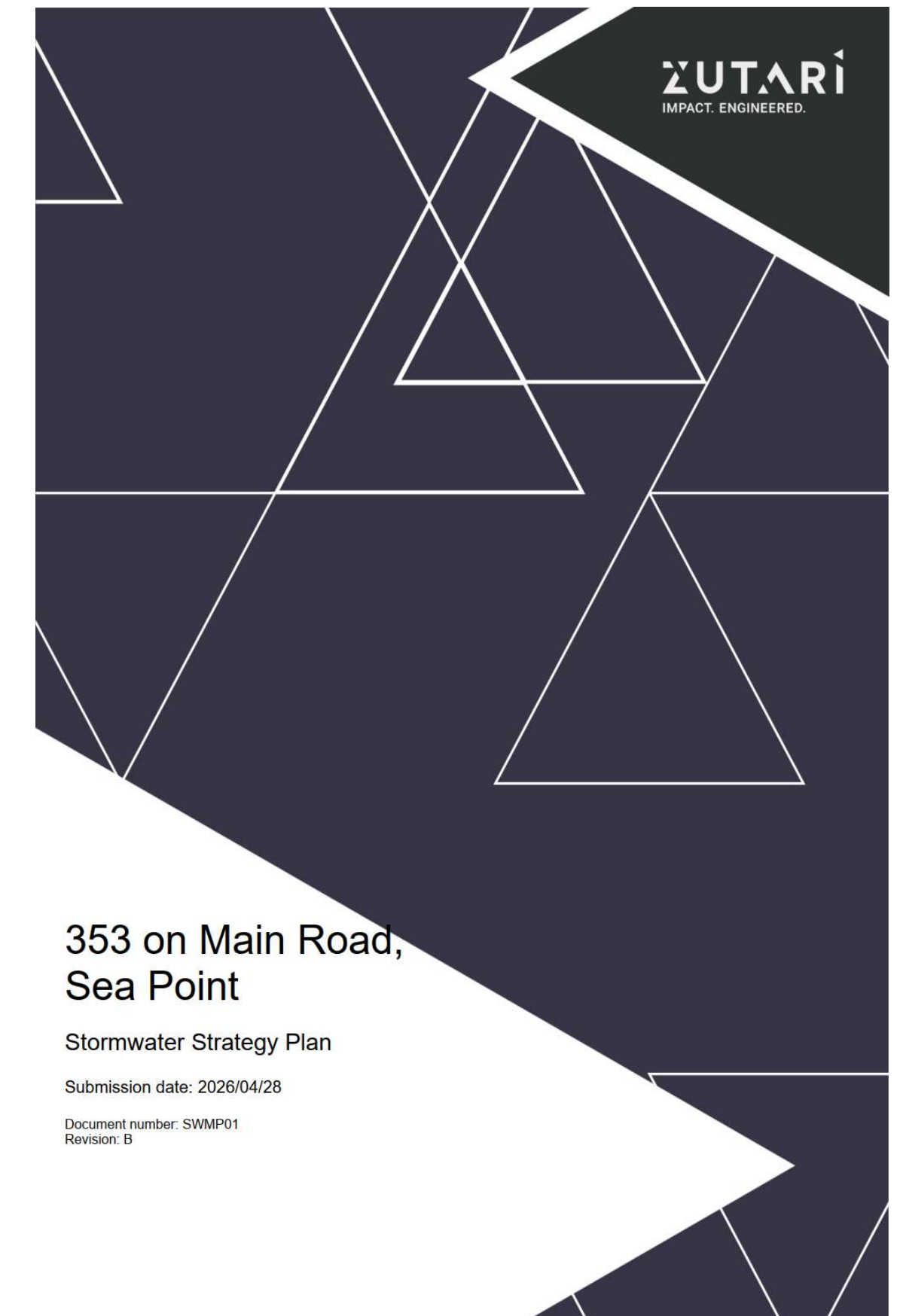
- The study finds that the proposed redevelopment is broadly **serviceable from existing municipal networks**, with viable stormwater, water and sewer connection opportunities along the site's boundary roads
- The development's calculated demands are a total peak water requirement of *57.93 l/s (including a 50 l/s fire flow component) and a peak wet weather sewer flow of *4.43 l/s,
- no stormwater capacity constraints identified.
- City of Cape Town (CoCT) confirmed that there is **sufficient capacity in the existing water and sewer networks to accommodate the projected demand and flows** for the proposed development.



*Note : The calculated services demands were based on a total of 440 proposed residential units (open market and social housing), and 1200m² retail.

Stormwater Strategy Plan – Annexure O

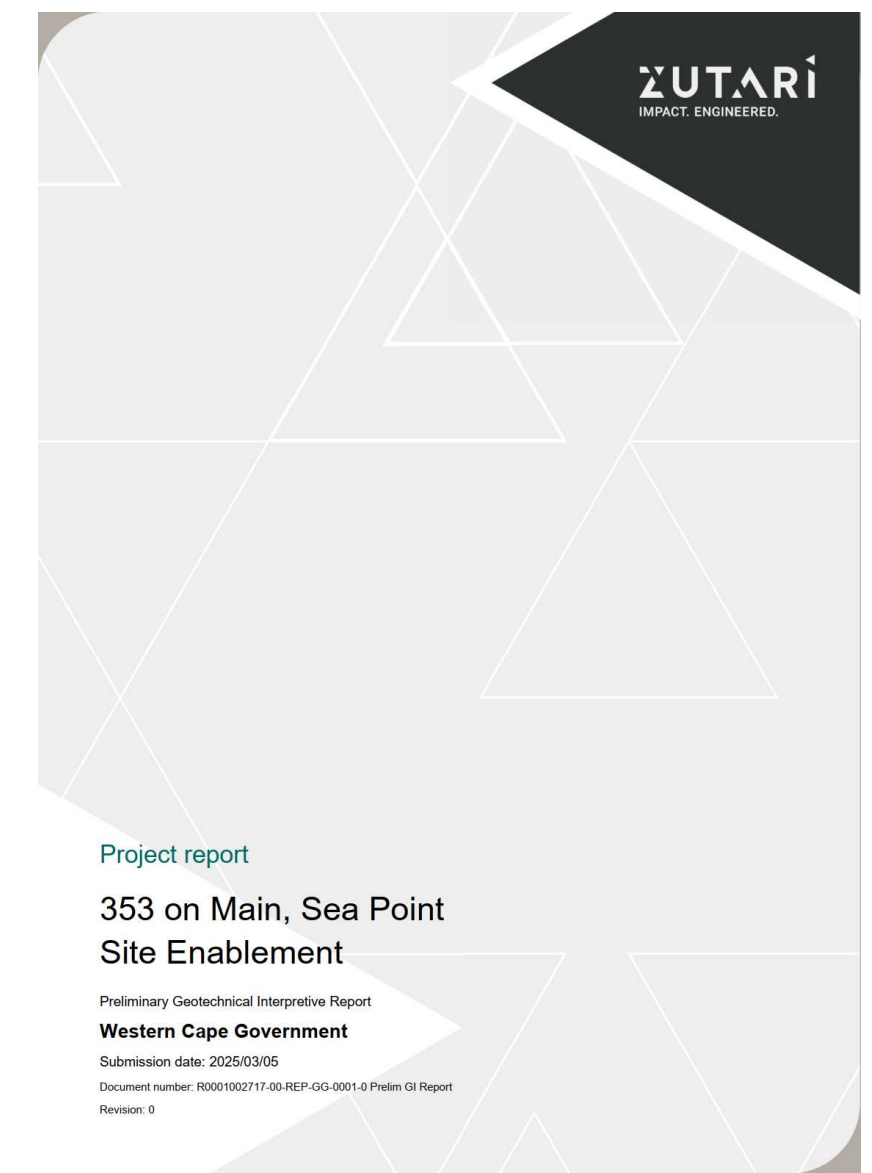
- The stormwater strategy plan provides overall approach to managing stormwater on-site and present preliminary concepts that aligns with the City of Cape Town's stormwater policy, addressing stormwater quality and quantity requirements.
- Given the site's steepness and size, the site is restricted to limited space; therefore, detention ponds are too large to consider for this site. Best Management Practices (BMPs) such as swales and green podiums are recommended.
- Individual BMPs will ensure that all stormwater runoffs will be treated prior to entry into the existing municipal stormwater infrastructure. The proposed BMPs meet the water quality treatment criteria as required by the municipal policy.
- The proposed BMPs incorporate flow reduction features, which—if modelled and implemented correctly—can contribute to managing peak flows.



*Note: A detailed Stormwater Management Plan shall be required, once a detailed SDP has been developed, detailing all of the proposed interventions relevant to stormwater management for the proposed development.

Geotechnical Investigation – Annexure M

- A preliminary geotechnical investigation was conducted to assess the ground conditions and provide general recommendations for the potential development of the site.
- 5 test pit positions were identified across the site, which were excavated by hand and with power tools (breaker).
- DCP testing accompanied each test pit, generally conducted from surface and from the base of the test pit.
- Samples obtained from the test pits were subjected to laboratory testing including foundation indicator tests, moisture content determination, Mod AASHTO compaction tests, California Bearing Ratio tests and pH and conductivity tests.



The preliminary geotechnical investigation confirms the suitability of the site for development. It is recommended that further geotechnical investigations be conducted in order to confirm the depths to bedrock, with a focus on areas of potential development during the detailed design stage of the development.

Visual Impact Assessment – Annexure S

SQ1

- The VIA has been compiled by Square One Landscape Architects to support the Heritage Impact Assessment (HIA) process. Initial assessment on a 11 storey high building on Main Rd and then updated for the revised **8 storey building** in the current development option.
- The overall findings confirm that the proposed **development's scale and massing**, are largely **consistent with the established character of the Sea Point urban fabric**.
- The **8-storey height** on Parcel 1 is a **contextually appropriate response** to the dense, "urban wall" typology of Main Road and remains subordinate to the taller high-rise buildings along the beachfront. Unlike the previous Concept 3(D) iteration, the **revised proposal matches or sits comfortably below the visual datum of the surrounding mid-rise buildings** and remains subservient to several of the taller high-rise buildings found within the area.
- High-impact visual intrusions at the local, street-level scale were identified, but these **impacts can be mitigated** by implementing the proposed mitigation measures such as specific material; landscaping; building articulation and interface; setbacks; etc.
- The **urban design guidelines & landscaping guidelines** will be imposed on the developer of the site to ensure that the overall vision and character of the development is achieved and that any visual impacts are mitigated.

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



(Source: Google Earth and ZUTARI)

Visual Impact Assessment for Site Enablement Purposes

May 2026
Revision 7

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



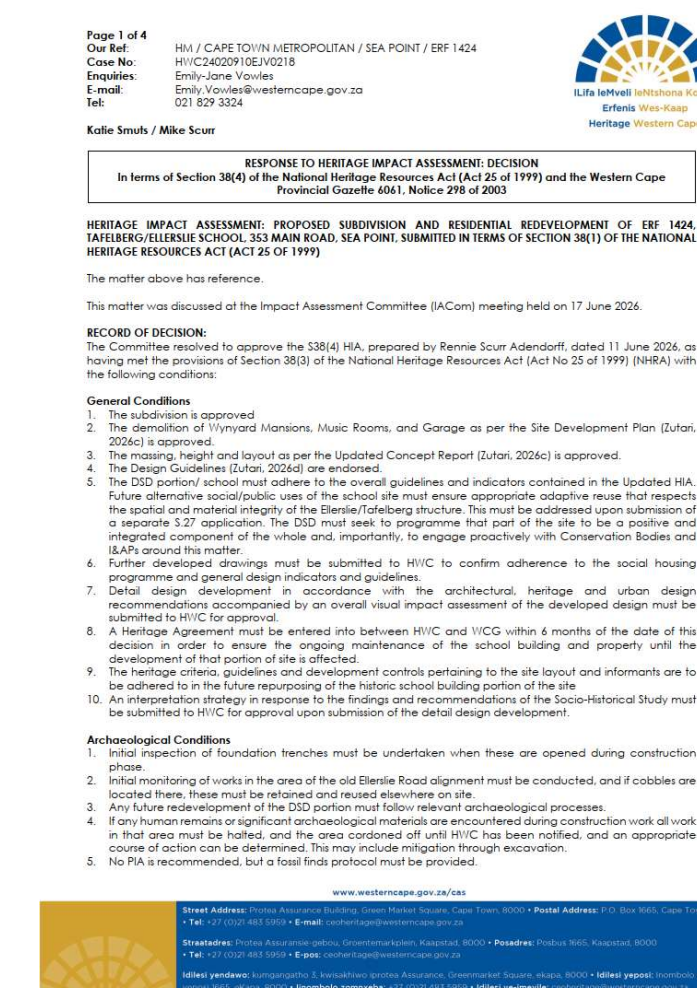
Heritage Impact Assessment – Annexure R

- The site in totality is a declared Provincial Heritage Site and located in the Heritage Protection Overlay Zone
- The HIA prepared by Rennie Scurr Adendorff has been approved by Heritage Western Cape (HWC) with conditions which the developer will be held to, including:

- Detailed design drawings to be submitted to HWC for final approval
- Heritage agreement to be entered into between HWC & WCG to ensure ongoing maintenance of the DSD portion (including school building).

- The HIA was informed by a number of specialist investigations:

- Archaeological Impact Assessment
- Architectural & Context Analysis
- Socio-historical Study
- Visual Impact Assessment
- Design Guidelines
- Landscape Guidelines



The S38 HIA has been approved by HWC, subject to the adherence of conditions as well as the guidelines and indicators.

* Note: Refer to the HWC ROD for a complete set of conditions applicable to the approval (attached to the application as Annexure E1).

DEVELOPMENT APPLICATION NOTICE

PROPOSED APPLICATION FOR THE CONSOLIDATION, SUBDIVISION, REZONING, REMOVAL OF A RESTRICTIVE TITLE DEED CONDITION, PERMANENT DEPARTURE AND CITY APPROVAL IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BY-LAW, 2015 (AS AMENDED): REMAINDER ERF 1424 AND ERF 1425 SEA POINT EAST, 353 MAIN ROAD, SEA POINT

DATE OF THIS NOTIFICATION: 11 SEPTEMBER 2026

Notice is hereby given in terms of the City of Cape Town Municipal Planning By-law, 2015 that the applications below has been received and is open for inspection at the office of the District Manager during office hours (from 08:00-16:00 Monday to Friday) at 2nd Floor, Media City cnr Hertzog Boulevard & Heerengracht, Cape Town. Additionally the application may also be viewed on the following link: <http://www.capetown.gov.za/landuseapplications>

Application number	1500164351	Applicant	ZUTARI (PTY) LTD/ PROVINCIAL GOVERNMENT OF THE WESTERN CAPE
Description and physical address	REMAINDER ERF 1424 AND ERF 1425 SEA POINT EAST 353 MAIN ROAD, SEA POINT		

Purpose of the application

The proposal is to enable the redevelopment of a portion of the former Tafelberg School site through the consolidation, subdivision and rezoning of the property, the removal of a restrictive title deed condition, a departure and heritage-related approvals, to enable a mixed-use residential development comprising approximately 440 residential units, including a mix of market and affordable / social housing, together with retail/shops, parking and associated infrastructure. The existing Ellerslie/Tafelberg School building and forecourt area are proposed to be subdivided from the development site and retained for future use and separate consideration by the Western Cape Government Department of Social Development. The proposal requires the applications below that are being applied for as follows:



- Section 42(f): Consolidation** of Erf 1425 and the Remainder of Erf 1424, Sea Point East to rectify the previous subdivision which is no longer required or desired.
- Section 42(d): Subdivision** of the consolidated erf, into four portions, as follows:
 - The Remainder of Erf 1424 (parent erf – new remainder from subdivision)
 - Portions 1, 2 and 3

Only Portions 1 – 3 are planned for the proposed development contained in this application.

DEVELOPMENT APPLICATION NOTICE

3. **Section 42(a): Rezoning** of the proposed Portion 1 from a split zoning of Transport Zone 2 (TR2), General Business 5 (GB5) and General Residential 4 (GR4) to General Business 5 (GB5); and of proposed portions 2 and 3 from General Residential 4 (GR4) to General Residential 5 (GR5).
4. **Section 42(g): Removal of a Restrictive Title Deed Condition** related to the 50 Feet Road Servitude registered under Deed of Transfer T507/1882 (refer to Section 2.6 of the applicant's motivation report as well as the Conveyancer's Certificate for details).
5. **Section 42(b): Permanent Departure** from the Development Management Scheme (DMS):
Item 121(2) of the DMS: To permit the building to be 0m from the Main Road street boundary, in lieu of 5m (which is a Roads of Metropolitan Significance).
6. **Section 42(i) of the MPBL: City's approval** for the following:
Items 162 and 164 of the DMS: To permit the proposed development within the **Sea Point Heritage Protection Overlay Zone (HPOZ)**, including the alteration of a heritage place through the demolition of structures; the development, including the physical intervention, excavation, which will result in a change to the appearance or physical nature of the heritage place including the following activities as listed under item 162(1) of the City of Cape Town Municipal Planning Amendment By-Law, 2025:
 - Construction, alteration, demolition, removal and change of use as a heritage place;
 - Carrying out any works on and over the heritage place;
 - Subdivision and consolidation of land comprising a heritage place;
 - Change to the natural and existing condition and topography of the land;
 - The permanent removal of specific trees and the removal of vegetation and topsoil;
 - The addition of new structures;
 - The alteration and removal of the historical landscape and landscape features including some boundary walls and mature plantings and the addition, removal and alteration of hard landscape surfaces, street furniture and signage;
 - Below ground excavation

Closing date for an objection, comment or representation

Any objection, comment or representation on the proposal, with reasons thereof, must be made on the prescribed form, which may be supplemented if necessary (the objection form can be downloaded from the following link: <http://www.capetown.gov.za/LandUseObjections>) and must be lodged at the following e-mail address: comments_objections.tablebay@capetown.gov.za (or submitted in writing to the office of the abovementioned District Manager), on or before **20 OCTOBER 2026**

Further details to accompany any objection, comment or representation

1) The application number and the following details of the person who is submitting the objection, comment or representation: full name, interest in the application, address, contact details and the method by which they may be notified; 2) the reason for the objection, comment or representation, including at least - a) the effect that the application will have on a person or the area; b) any aspect of the application that is considered to be inconsistent with policy, and how.

General

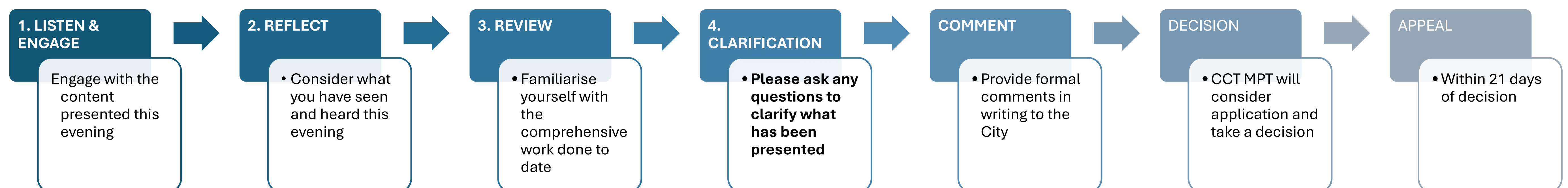
No late comment or objection will be considered unless the City Manager has agreed thereto in writing. An objection, comment or representation which does not meet the requirements above may be disregarded. Any person who cannot write may come to the district office mentioned above during office hours where he or she will be assisted in transcribing any comment or objection and the reasons thereof.

Neem asseblief kennis dat ingevolge artikel 82(4) van die Stad Kaapstad se Verordening op Munisipale Beplanning, 2015, hierdie kennisgewing ook in Afrikaans of Xhosa beskikbaar is met 'n skriftelike versoek. Stuur die versoek na Tablebay.hub@capetown.gov.za binne sewe dae van die datum van hierdie kennisgewing.

Nceda uqaphele ukuba ngokwecandelo 82(4) loMthetho kaMasipala woCwangciso lukaMasipala waseKapa, wango-2015, esi saziso siyafumaneka ngesiXhosa nangesiBhulu ngesicelo esibhalwe phantsi. Izicelo ezibhaliweyo zingabhekiswa ku Tablebay.hub@capetown.gov.za kwiintsuku ezisixhenxe ukususela ngomhla wokukhutshwa kwesi saziso.

What now?

- The Land Use application was submitted to the City and the commenting period has commenced.
- City has advertised the land use application; and site notices have been placed (**Friday 11 September 2026**).
- Any objection, comment or representation on the proposal, with reasons thereof, must be made on the prescribed form (the objection form can be downloaded from the following link: <http://www.capetown.gov.za/LandUseObjections>) and must be lodged at the following e-mail address: comments_objections.tablebay@capetown.gov.za (or submitted in writing to the office of the Table Bay District Manager).
- Cut off date for comment is **20 October 2026**.
- Find the full land use application and supporting specialist studies on the **City website** as per Notice and on the **DOI project webpage or by using the QR code**
- The Municipal Planning Tribunal (MPT) will consider the application and make a decision.
- All parties will be notified of the decision and their right to appeal in writing.
- If any party is dissatisfied with the decision, Section 108 of the MPBL grants a right to appeal. Both the applicant and registered objectors (I&APs) may submit an **appeal within 21 days** of the decision.



For more information, scan here

For more information, updates, and notices, or access the documentation visit the Project Webpage using the link or QR code:

<https://www.westerncape.gov.za/infrastructure/353-main-sea-point>



Scan here to access the Project Webpage