

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

DEVELOPMENT MANAGEMENT

AVISAGIE
SENIOR PROFESSIONAL OFFICER

T: 021 444 0561
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BLUM010

28 March 2022

APPLICATION SUBMITTED IN TERMS OF THE CAPE TOWN MUNICIPAL PLANNING BY-LAW (2015): ERF 35099, TABLE VIEW.

The City of Cape Town has received the following planning application for consideration:

Case ID
70577600

Applicant/owner's details
Elco Property Developers

Erf number(s)
Erf 35099 Milnerton

Description and physical address
5 Marine Circle Table View (as shown on the attached locality plan)

Purpose of the application

- Rezoning from General Business 3 (GB3) to General Business 7 (GB7)
- Regulation departures pertaining to building lines on Marine Circle and Blaauwberg Road:
 - Marine Circle Street Building lines:
 - 16 Residential -3.12m ilo 3.75m to allow a balcony
 - 17 Residential-3.376m ilo 5.250m to allow a roofing structure
 - Blaauwberg road Street building lines:
 - 14 Residential- 0m ilo 0,75m to allow a balcony
 - 15 residential -0m ilo 2.25m to allow portions of balconies
 - 16 Residential-0m ilo 3.75 to allow balconies and portions of units,
 - 17 Residential-1.287m ilo 5.25m to allow a balcony, portion of a unit as well as a roofing structure
 - 18 Residential- 1.287m ilo 6.75m to allow a balcony and a portion of a unit
 - 19 Residential- 1.287m ilo 9.750m to allow balconies and portions of units.
- Parking departure to allow for 360 parking bays ilo 490 parking bays.
- Site Development Plan approval

Enquiries

The application may be inspected during office hours at the office of the District Manager, 87 Pienaar Road, Milnerton. Please arrange an appointment with the District Secretary, 021-440561/Blaauwberg.gub@capetown.gov.za

MUNICIPAL BUILDING,
87 PIENAAR ROAD, MILNERTON, 7441
www.capetown.gov.za

Making progress possible. Together.

Objections, comments or representations

Any objection, comment or representation about the proposal **must be submitted on the prescribed form** with reasons therefor and may be submitted to the following email address: comments_objections.blaauwberg@capetown.gov.za (or submitted in writing to the office of the abovementioned District Manager - please arrange an appointment with the District Secretary, 021-4440564 to be received before or on the closing date mentioned below.

You can download the prescribed form at the following link:
<http://www.capetown.gov.za/LandUseObjections>

Closing date for objections, comments or representations

02 May 2022

No late comment or objection will be considered unless the City Manager has agreed thereto in writing.

Relevant legislation

This notice is given in terms of section 82 of the City of Cape Town Municipal Planning By-law (MPBL), 2015.

General

An objection, comment or representation which does not meet the requirements in this notice may be disregarded.

Objections, comments or representations form part of public documents and are forwarded to the applicant for a response.

Any person who cannot write, may come to the district office mentioned above during office hours where he or she will be assisted with transcribing any comment or objection and the reasons therefor. Please arrange an appointment with the District Secretary [name, telephone number].

By lodging an objection, comment or representation, the person doing so acknowledges that information may be made available to the public and to the applicant. An objector may request that the City Manager keep their full name, address and contact details confidential on good cause shown. Such request must be submitted together with the objection, comment or representation.

Any petition must comply with the requirements of section 91 of the City of Cape Town Municipal Planning By-law, 2015.

Please note that in terms of section 85 of the City of Cape Town's Municipal Planning By-law, 2015, where there is a sectional title development constituted under the Sectional Titles Act, notification to the Body Corporate concerned is deemed to be notification to all owners in that sectional title development. In such case, the Chairperson of the Body Corporate must ensure that all owners in the sectional title development are notified.

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

Nceda uqaphele ukuba ngokwecandelo 82(4) loMthetho kaMasipala woCwangciso lukaMasipala weSixeko saseKapa, wango-2015, esi saziso siyafumaneka ngesiXhosa nange-Afrikansi ngesicelo esibhalwe phantsi. Eso sicelo masingeniswe comments_objections.blaauwberg@capetown.gov.za kwiintsuku ezisixhenxe ukususela ngomhla wokukhutshwa kwesi saziso.

Kind regards

AC

Visagie

Digitally signed
by AC Visagie

Date: 2022.03.15
12:20:52 +02'00'

for DIRECTOR: DEVELOPMENT MANAGEMENT

26 October 2021

Department of Planning and Building Development Management: Blaauwberg District
P.O. Box 35
Milnerton
7435

Dear Sir/Madam,

**APPLICATION FOR REZONING, DEPARTURES & SDP APPROVAL: ERF 35099, TABLE VIEW
(70539191)**

The application was first submitted on 23 February 2021. On 1 April 2021 additional information was requested from various internal departments before the advertisement of the application. On 4 May 2021 a Refusal of Acceptance letter was issued in order to provide extended time for response. Eleven (11) internal department comments were received. This letter will serve to summarise the comments received as well as provide a response from Elco Property Developments.

Please see attached the following documents:

- Amended Motivation;
- Amended Application Form (Annexure A);
- Power of Attorney & Company Resolution (Annexure B);
- Title Deed & Conveyance Certificate (Annexure C);
- Locality - , Zoning – and Property Maps (Annexure D);
- Amended SDP (Annexure E(1));
- Architectural Narrative (Annexure E(2));
- Amended Landscaping Plan (Annexure F);
- Area Character Plan (Annexure G);
- Amended TIS & Addendum (Annexure H);
- Amended Services Report & Addendum (Annexure I);
- Wind Study & Addendum (Annexure J);
- Geohydrological Study (Annexure K);
- Amended Height Certificate (Annexure L);
- Pre-Application Meeting Minutes (Annexure M);
- Previous Approvals (Annexure N);

- Departure Impact Plan (Annexure O);
- Council Correspondence (Annexure P); &
- Previous Application & Proof of Payment (Annexure Q).

Please note that the proposal has been submitted under a new Case ID. Payment has already been made on Case ID 70539191 as per **Annexure Q**. We therefore request an exemption of fees on the new Case ID.

1. New Proposal:

ASPECT	ZONING SCHEME	ORIGINAL PROPOSAL	PROPOSED
Units	-	263	244
Coverage	100%	90%	90%
Bulk	12	5.02	4.8
Height	60m	60.75m	59.17m
Parking	490 bays (Standard, from PT2)	360 bays	360 bays
Marine Circle BL	0m under 38m; H minus 38 divided by 2 over 38m; 14 Residential: 0.75m; 15 Residential: 2.250m; 16 Residential: 3.750m; 17 Residential: 5.250m; 18 Residential: 6.750m; & 19 Residential: 9.750m.	01 Semi-basement – 05 Residential: 0m; 06 Residential – 13 Residential: >0m; Residential 14: >0.75m; Residential 15: >2.250m; Residential 16: 3.12m Residential 17: 3.376m Residential 18: >6.750m Residential 19: >9.750m	01 Semi-basement – 05 Residential: 0m; 06 Residential – 13 Residential: >0m; Residential 14: >0.75m; Residential 15: >2.250m; Residential 16: 3.12m Residential 17: 3.376m Residential 18: >6.750m Residential 19: >9.750m
Blaauwberg Road BL	0m under 38m; H minus 38 divided by 2 over 38m; 14 Residential: 0.75m; 15 Residential: 2.250m; 16 Residential: 3.750m; 17 Residential: 5.250m; 18 Residential: 6.750m; & 19 Residential: 9.750m.	01 Semi-basement – 13 Residential: 0m; 14 Residential: 0m; 15 Residential: 0m; 16 Residential: 0m; 17 Residential: 1.287m; 18 Residential: 1.287m; & 19 Residential: 1.287m.	01 Semi-basement – 13 Residential: 0m; 14 Residential: 0m; 15 Residential: 0m; 16 Residential: 0m; 17 Residential: 1.287m; 18 Residential: 1.287m; & 19 Residential: 1.287m.
Common BL	0m	0m or 4.6m	0m or >0m

In response to the internal department comments the new proposal has been amended slightly. The table below shows the new proposal in relation to the regulations and the original proposal. The only amendments made are to the unit numbers, height and façade. A departure for the proposed parking is also now required. In a City of Cape Town staff circular dated 1 September 2021 it was announced that the PT1 and PT2 zones would be suspended until the necessary public participation was followed for their demarcation.

2. Internal Comments

The following internal department comments were received:

- Urban Design;
- Building Development;
- City Health;
- Environment Management;
- Fire;
- GIS;
- Recreation & Parks;
- Solid Waste;
- Stormwater;
- TIA & Development Control;
- Water & Sanitation.

The below section will summarise those department comments that required additional information or amendments as well as explain Elco Property Developments' response thereto.

2.1. *Environmental Management*

Comments:

This department requested a landscaping plan.

Response:

A landscaping plan was loaded to our case, but for some or other reason this department did not have access to it. We had a meeting about the public realm on 13 July 2021. The summary of the meeting is attached in **Annexure O**. An amended landscaping plan is attached and takes into account avoiding potting trees wherever possible (which is not possible everywhere due to services), continuation of surrounding theme for paving, amended plant lists to include aloes, including island landscaping and treatment, note on plan regarding maintenance.

2.2. Recreation and Parks

Comments:

This department requested additional motivation regarding available open space as well as a landscaping plan.

Response:

A landscaping plan was loaded to our case, but for some or other reason this department did not have access to it. An amended landscaping plan has been attached. Additional motivation regarding available open space in the area has been added to our motivation report.

2.3. TIA & Development Control

Comments:

This department requested additional info regarding public transport requirements.

Response:

An addendum has been added to the TIS addressing the additional information required.

2.4. Urban Planning & Design

Comments:

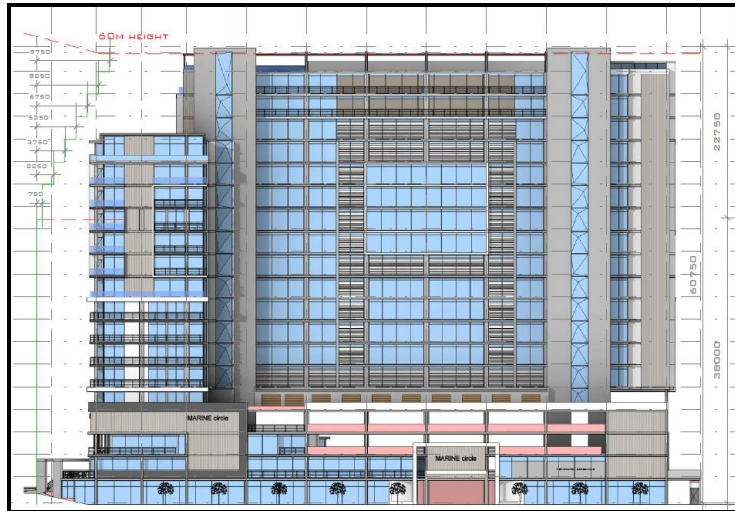
This department requested additional info on the sun study, a clear indication as to the incorporation of wind mitigation measures, changes to the parking level facades, an architectural narrative as well as clarity regarding the impact of the proposal on the public realm.

Response:

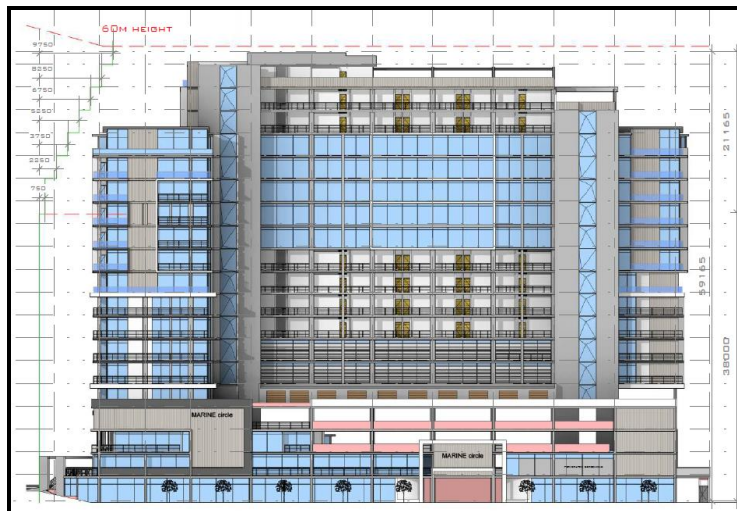
A more detailed sun study has been incorporated into the proposed SDP. Changes to the height and skyline have been made to the proposed building to assist with mitigation of the impact to available sunlight. This has resulted to a reduction in the number of units from 263 to 244. An architectural narrative has been provided to motivate building form in more detail. An addendum to the wind study has been supplied by the relevant consultant to confirm that the new proposal is still mostly in line with the original wind study. In addition, the request by the department to enclose the parking areas with active uses has also been assessed by the wind specialist. As per Annexure A of the report, it is argued that such an enclosure of the parking levels will have a negative impact wind impact. Leaving these levels open allows air to move through these levels, rather than around it which will cause a dramatic impact on ground floor wind factors. Screening could possibly be used to minimise the visual impact on these levels if required.

On 13 July 2021 a meeting was held with the relevant departments regarding the impact of the proposal on the public realm. Inputs from various departments were obtained in order to align interests in this regard. The new proposal incorporates the island to the south of the Blaauwberg Service Road with proposed tree planting. Assessments were made to remove existing public

parking to create a more pedestrian friendly space, however the Roads Infrastructure and Management department has advised that they would not support this. The existing public parking bays will therefore be maintained with proposed pedestrian circulation along the northern edge of the service road.



Previous Ease Elevation



Previous Ease Elevation

Trust the abovementioned suffices.

Handwritten signature of Karla Burger.

Kind Regards,

Karla Burger

ELCO Property Development

karla@elcoprop.co.za

SECTION A: HISTORY AND BACKGROUND INFORMATION

A) 1. INTRODUCTION

Elco Property Developments was mandated by the owner of Erven 35099, Milnerton to apply on their behalf for the rezoning, departures and SDP approval to permit a mixed use development. The Company Resolution and Power of Attorney authorizing this firm is herewith attached in **Annexure B**.

This memorandum serves to outline the proposed development and to prove the necessity and desirability of the aforementioned application in order to obtain the approval from the relevant authorities. In addition its purpose is also to elaborate on information required by Council, which will enable Interested and Affected Parties and Council to make informed comments and/or decisions on the proposed development.

A) 2. HISTORY AND BACKGROUND

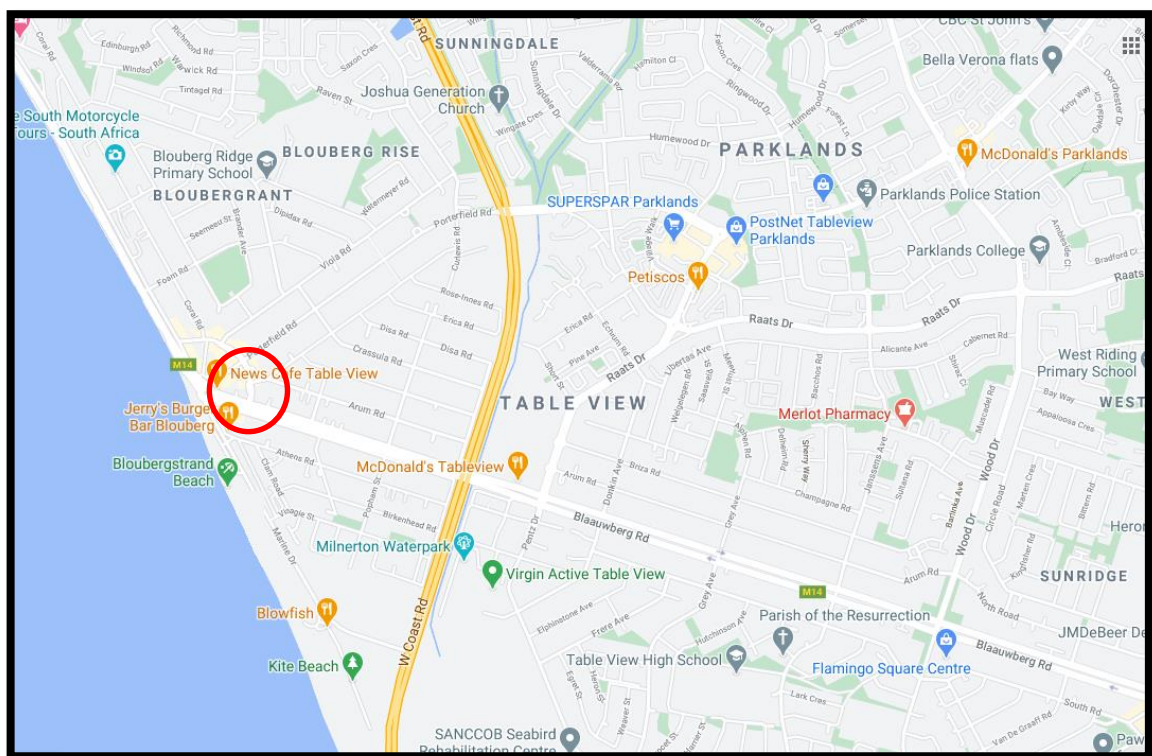


Fig.1: Locality

The property is located in the Milnerton suburb of Cape Town. Various previous applications have been done on the subject site as per **Annexure N**. These include a removal of title deed restrictions as well as applications to allow the existing uses. The intention of the client is to

demolish the existing development and construct a completely new mixed use development. A pre-application meeting was held on 31 August 2020 with Council as per **Annexure M**. The application was supported in principle, subject to the provision of additional documentation, motivation and studies that have been included with this application. The application was first submitted on 23 February 2021. On 1 April 2021 additional information was requested from various internal departments before the advertisement of the application. On 4 May 2021 a Refusal of Acceptance letter was issued in order to provide extended time for response. This report includes our final proposal which speaks to all the comments received as well as an additional meeting held on 13 July 2021. Please see **Annexure P** for the related correspondence. Please note that the proposal has been submitted under a new Case ID. Payment has already been made on Case ID 70539191 as per **Annexure Q**. We therefore request an exemption of fees on the new Case ID.

SECTION B: LAND USE MANAGEMENT APPLICATION

B) 1. THE APPLICATION

Application is hereby made on behalf of the registered owner for:

- **Rezoning** in terms of Section 42(a) of the City of Cape Town Municipal Planning By-Law (2015) from General Business 3 (GB3) to General Business 7 (GB7).
- **Departure** in terms of Section 42(b) of the City of Cape Town Municipal Planning By-Law (2015) to allow the following building lines:
 - Marine Circle Street Building Lines:
 - 16 Residential - 3.12m in lieu of 3.75m to allow a balcony; &
 - 17 Residential – 3.376m in lieu of 5.250m to allow a roofing structure.
 - Blaauwberg Road Street Building Lines:
 - 14 Residential – 0m in lieu of 0.75m to allow a balcony;
 - 15 Residential – 0m in lieu of 2.25m to allow portions of balconies;
 - 16 Residential – 0m in lieu of 3.75m to allow balconies and portions of units;
 - 17 Residential – 1.287m in lieu of 5.25m to allow a balcony, portion of a unit as well as a roofing structure;
 - 18 Residential – 1.287m in lieu of 6.75m to allow a balcony and a portion of a unit; &
 - 19 Residential – 1.287m in lieu of 9.750m to allow balconies and portions of units.

- **Departure** in terms of Section 42(b) of the City of Cape Town Municipal Planning By-Law (2015) to allow 360 bays in lieu of 490.
- **Approval of SDP** in terms of Section 42(i) of the City of Cape Town Municipal Planning By-Law (2015) to allow a mixed use development with 244 units, 938m² office GLA, 1325m² retail GLA and 769m² restaurant GLA.

An application form, duly completed and signed is herewith attached in **Annexure A**.

SECTION C: LEGAL AND GENERAL INFORMATION

C) 1. TITLE ASPECTS

Erf 35099, Milnerton is held under the Title Deed T38365/2019. Please see **Annexure C** for a copy of this title deed.

a) PROPERTY DESCRIPTION

By virtue of the Title Deed the property is described as “Erf 35099 Milnerton, In the City of Cape Town, Division Cape, Province of the Western Cape”.

b) PROPERTY SIZE

The extent of the property is 4040m².

c) REGISTERED OWNER

The registered owner of properties is Amphoria (Pty) Ltd.

d) MORTGAGE BONDS

There are no bonds registered against the titles of the properties.

e) TITLE DEED CONDITIONS

There are no restrictive title deed conditions against the proposed development. The previously restrictive conditions were removed as per the letter dated 8 January 2017 attached in **Annexure N**. Please see the Conveyance Certificate attached in **Annexure C**.

f) SERVITUDES

There are no servitudes registered over the site.

C) 2. GENERAL INFORMATION

a) LOCATION & ACCESSIBILITY

The below sections will entail the physical and social aspects in relation to the proposed development.

i. PHYSICAL

The property is located in the Milnerton suburb of Cape Town. It is bordered by Blaauwberg Road to the south and Marine Circle to the east. Access to the property will be mainly via Marine Circle with a secondary access off the Blaauwberg Service Road. The development is easily accessible to the surrounding areas as Blaauwberg Road links to the R27 and the M14 to the east. Both these roads provide direct access to the N1.

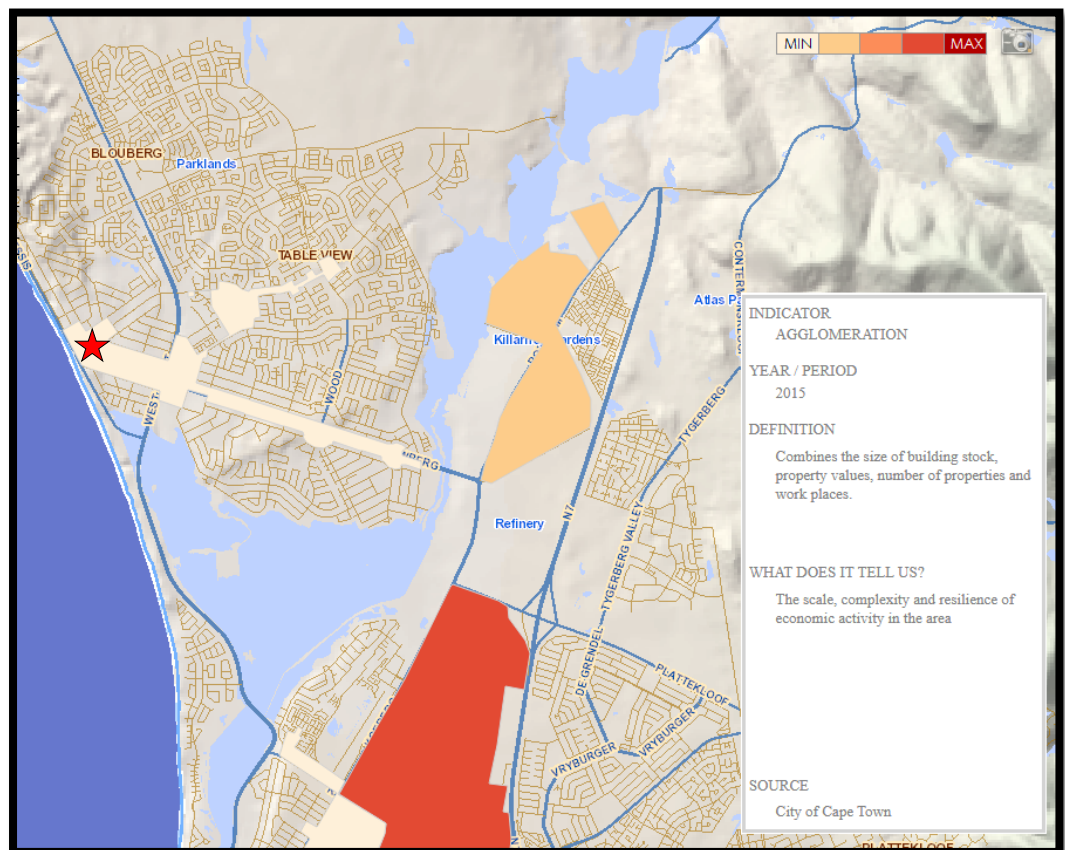


Fig. 2: Economic Agglomeration in relation to the Proposed Development

The property falls within an area that is identified as the Urban Inner Core by die MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the below

maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities. In a City of Cape Town staff circular dated 1 September 2021 it was announced that the PT1 and PT2 zones would be suspended until the necessary public participation was followed for their demarcation. Even though the property is located in a previously demarcated PT2 area, the subject property will still allow for on-site parking. Since the proposal is for a mixed use development, Section 139 of the City of Cape Town Municipal Planning By-law allows departures where two or more uses could potentially share combined parking area. The public transport area, as per the below figure, is at a relatively good level.

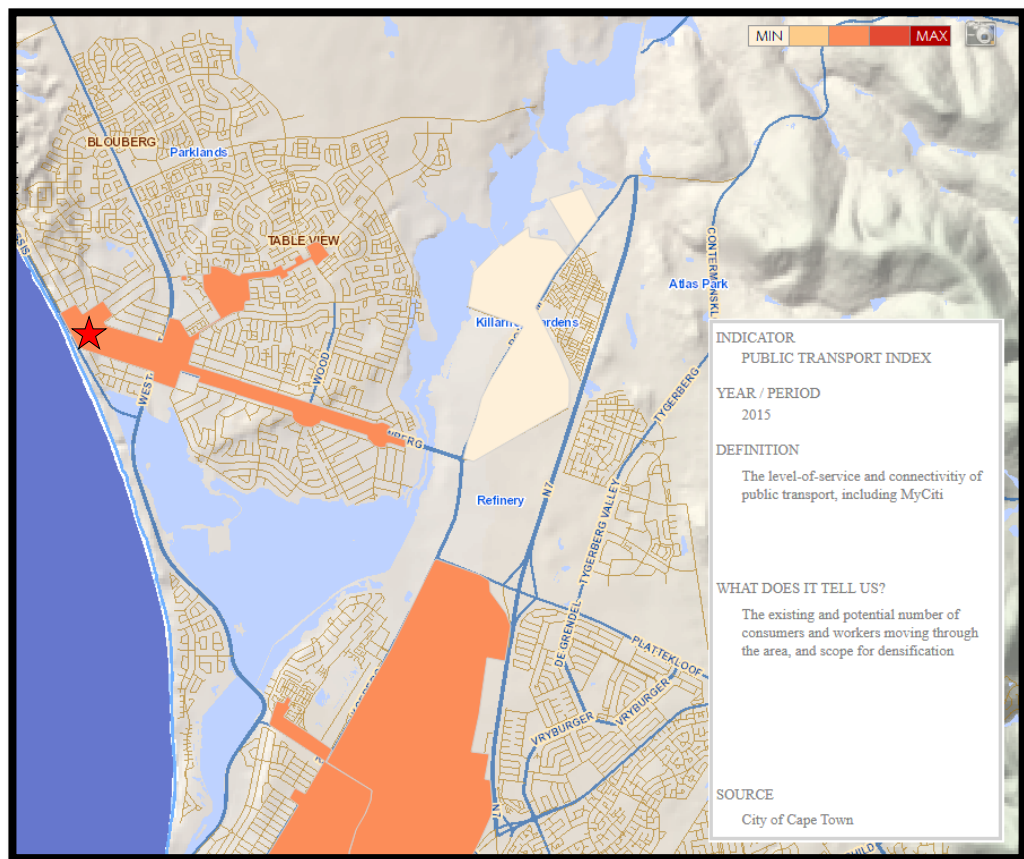


Fig. 3: Public Transport Index in relation to the Proposed Development

ii. SOCIAL

The South African apartheid history has caused significant rifts in the housing market with low income households stuck in spatially marginalised areas away from livelihood opportunities. As such, accessibility in terms of affordability of housing for all income brackets has become a hotly debated topic. Concepts such as social

justice and spatial sustainability are at the forefront of every argument. New developments are being placed under the microscope to see how they contribute towards elevating the social crisis in terms of housing currently being experienced within the country.

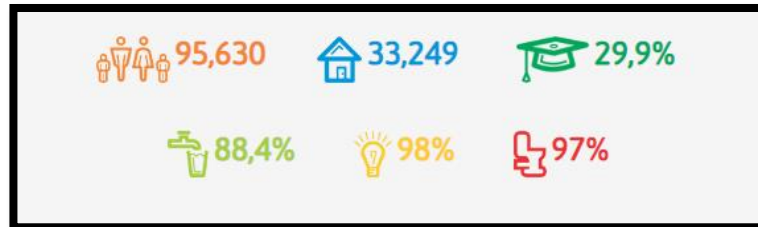


Fig. 4: Summary Statistics for Milnerton (Population, Households, Higher Education, Piped Water, Electricity, Flush Toilet).

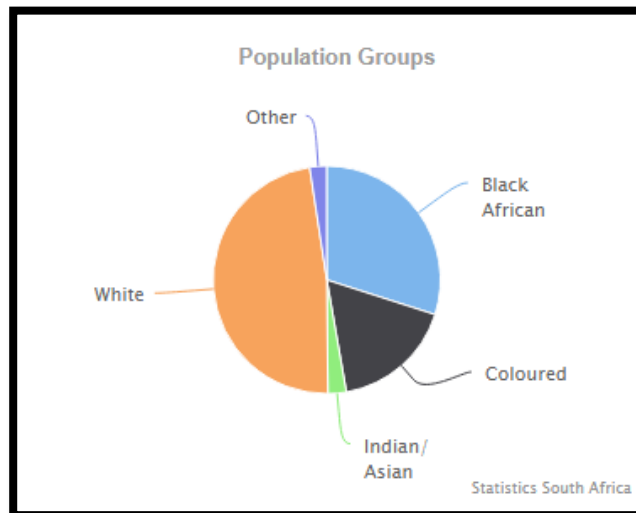


Fig. 5: Population Groups

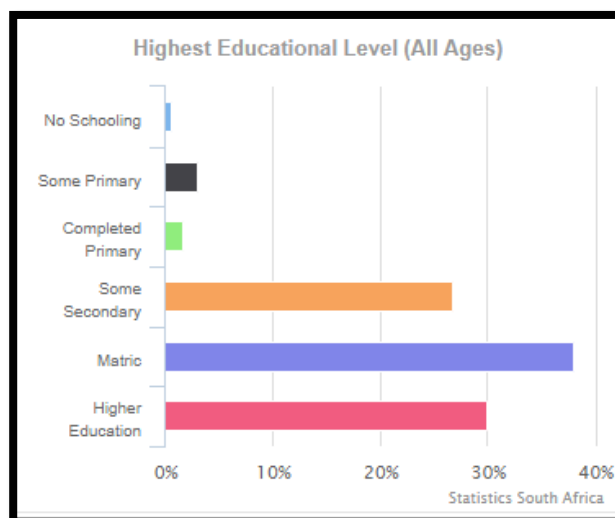


Fig. 6: Highest Education

The proposed development falls within the Milnerton suburb of Cape Town. According to STATS SA it houses 95 630 people with high (above 88%) access to basic services. The population groups are mostly White (47.7%) then Black African (29.9%), Coloured (17.3%), Indian / Asian (2.6%) and Other (2.4%). Access to education is also high with 29.9% of the population having a higher education and 38% having matric.

Research by the South African Property Owners Association (SAPOA), SA Affordable Housing, FNB's Affordable Housing Insights, Social Housing Regulatory Authority (SHRA) as well as the Centre for Affordable Housing Finance in Africa has shown four distinct household income brackets within the South African housing context. This includes the 1) lower end of the low household income bracket (below R1 500pm/R18 000pa), 2) medium to higher end of the low household income bracket (R1 500pm/R18 000pa to R15 000pm/R180 000pa), 3) lower end of the medium household income bracket also known as the gap market (R15 000pm/R180 000pa to R22 000pm/R264 000pa) and 4) higher end of the medium household income bracket as well as the high household income bracket (above R22 000pm/R264 000pa).

The graph below depicts the average household income within Milnerton. As can be ascertained most of the population (18.3%) fall within the R153 801pa to R614 400pa with the next group (17.2%) within the R307 601pa to 614 400pa. The figure also shows that the current demographic of the area is 32.7% within the fourth household income bracket, around 9.2% is within the first household income bracket, 45.8% in the second household income bracket and 12.3% in the third or gap household income bracket.

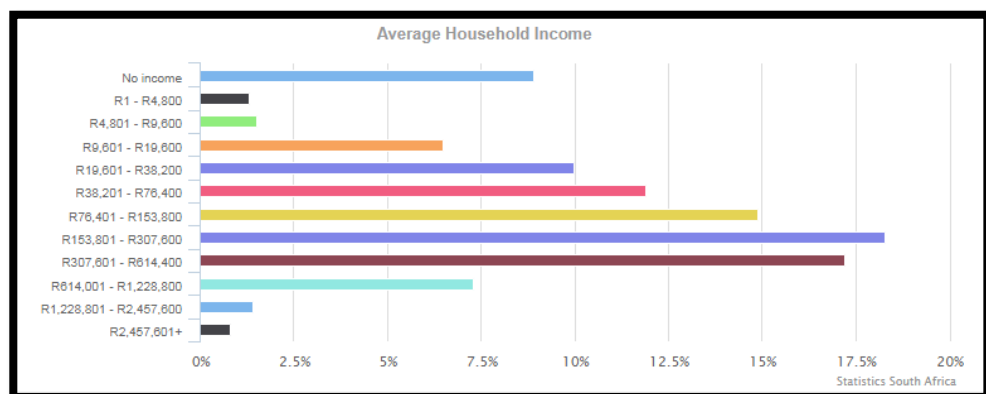


Fig. 7: Average Household Income

SAPOA defines affordability by any given household's ability to obtain housing (through renting or buying) at no more than 30% of the household's income per month. The City supplies RDP and Social Housing to target the first and second household income brackets. The issue comes in with generating enough supply for the ever increasing third household income bracket or gap household income market. In order for the gap market to have buy-in within the defined affordability measure, housing stock of between R475 000 and R700 000 in market value need to be provided. These market values will allow households with an income of between R15 000pm and R22 000pm to buy a property for no more than 30% of their income as per the affordability measure (as per Property24 bond calculator).

Various debates exist over whose responsibility it is to meet this demand. The private sector argues that the cost of land and timeframes to obtain development rights won't allow them to feasibly supply massive amounts of new stock of between R475 000 and R700 000 in market value. External aspects such as interest rates and the amount of housing stock supplied at any given time also have an impact on the associated affordability. A market value that is seen as within the affordability measure of the gap market the one day might not be defined as such the next day. The public sector could provide incentives in order to lessen the financial burden on the private sector in this regard. However, such incentives are not easily implemented and take time to come into effect. Uptake of the public sector's FLISP initiative has also been lacking as the fluctuating market doesn't allow such a targeted approach. The onus therefore rests on both the private as well as the public sector to try and meet this demand as best they can.

Another variable that needs to be considered is the fact that the property market in one area differs from another. Average sectional title prices in the Milnerton area has increased from R915 000 in 2014 to R1 400 000 in 2020. In other areas such as, for instance, Kuilsriver and Athlone average prices for 2020 were R970 000 and R820 000 irrespectively.

Providing properties suitable for the gap market (R475 000 to R700 000) is more feasible in areas such as Kuilsriver and Athlone. In light of the above, the proposed development will have to take into account not only the household income brackets, but also the locational property market. It will have to showcase how it proposes to balance these variables while still allowing for a financially feasible development.

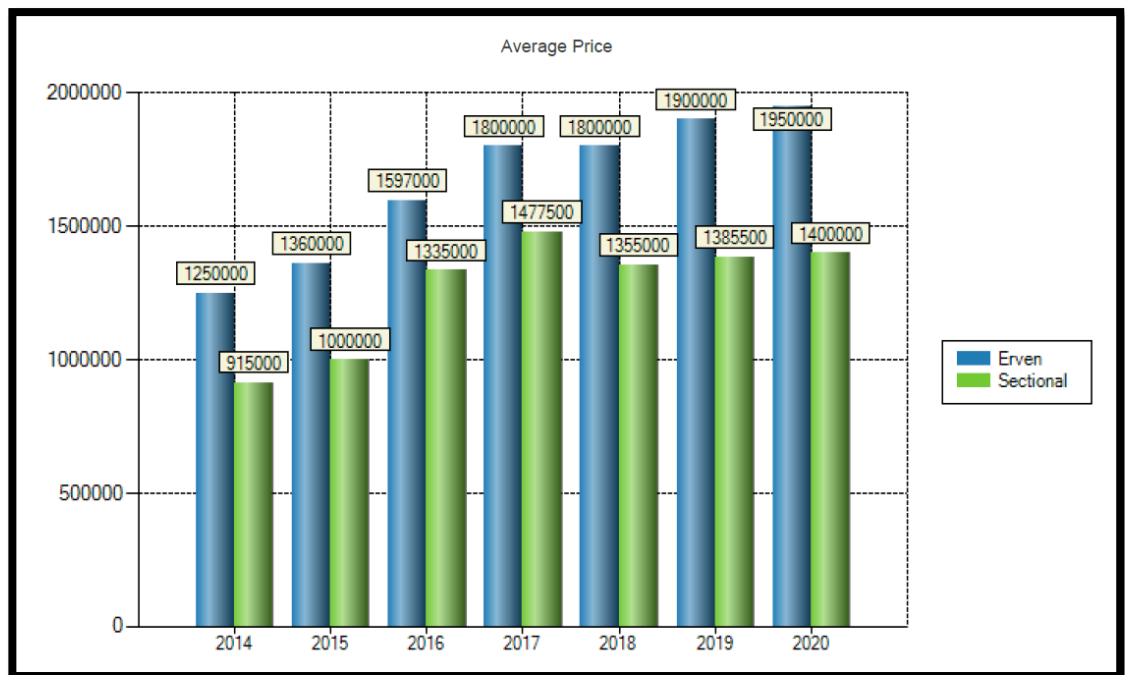


Fig. 8: Average Property Prices (Milnerton)

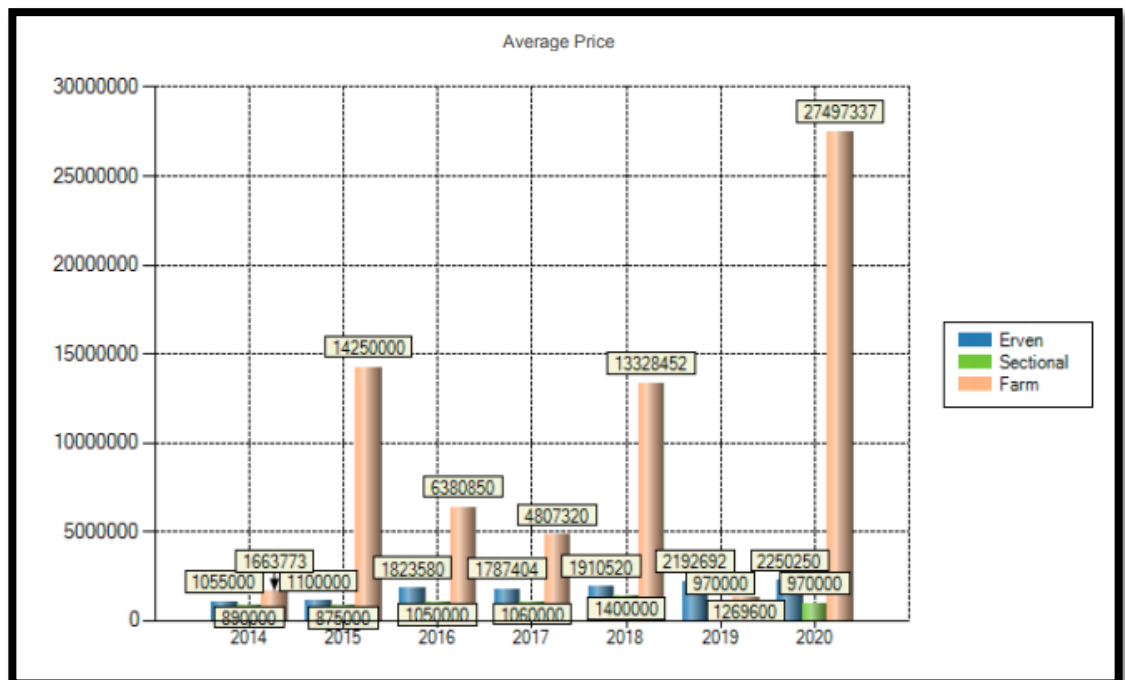


Fig. 9: Average Property Prices (Kuilsvier)

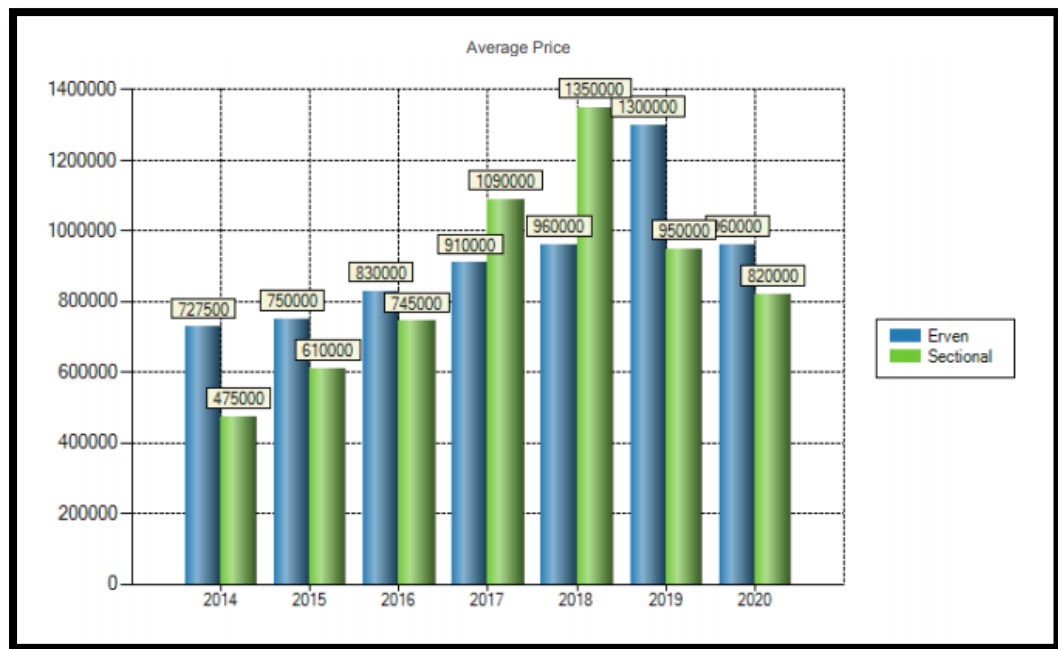


Fig. 10: Average Property Prices (Athlone)

The locality plan is herewith attached in **Annexure D**.

b) SITE CHARACTERISTICS

The site slopes downwards from Blaauwberg Road towards Marine Circle. There are no other significant geographical features on site.



Fig. 11: Slope of Site

Please see the survey and height certificate attached in **Annexure L** as well as the Geohydrological study in **Annexure K**.

c) EXISTING ZONING

In terms of the City of Cape Town Development Management Scheme the property is zoned as General Business 3 (GB3).

Please see the Zoning Plan attached in **Annexure D**.

d) EXISTING LAND USE

The property is currently being utilised for office, commercial and residential.



Fig. 12: Street View from Blaauwberg



Fig. 13: Street View from Marine

e) SURROUNDING LAND USES & ZONING

The site is surrounded by the following zonings in the immediate and near area, namely:

- North – General Business 3 (GB3) General Residential 4 (GR4), General Residential 2 (GR2);
- East – General Business 3 (GB3) General Residential 4 (GR4), General Residential 2 (GR2), General Residential 1 (GR1), Single Residential 1 (SR1), Local business 1 (LB1), Local Business 2 (LB2), General Business 1 (GB1); &
- South – General Business 3 (GB3), General Residential 2 (GR2), General Residential 3 (GR3), Open Space 2 (OS2).

The land uses in the immediate surrounding area are predominantly medium to high density properties with higher order land uses along Blaauwberg Road. Developments of similar scale and nature are located at 4 and 10 Blaauwberg Road.

For further detailed information about the surrounding zonings, see the zoning plan listed as **Figures 2** in **Annexure D**.

SECTION D: DEVELOPMENT PROPOSAL

D) 1. PROPOSED LAND USE

The intension is to create a mixed use development with both private and public access. As mentioned, the development's main accesses will be via Marine Circle with a secondary access via Blaauwberg Service Road. The bottom three (3) storeys will include 938m² office GLA, 1325m² retail GLA and 769m² restaurant GLA with the remainder of the development providing a variety of two-hundred-and-forty-four (244) residential opportunities. At least 50% of these opportunities will be run as a short letting or hotel component. Other features include a lobby/reception, pedestrian access from Blaauwberg Service Road as well as a communal deck on the 5th floor.

The proposed General Business 7 (GB7) zoning caters for a wide variety of uses. These include 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 practise and open space. The current proposal is only to allow flats, hotel and commercial uses including restaurants. It is envisioned to create an attractive environment with a variety of

land uses, pedestrian friendly walkways, engaging architecture and urban design as well as beautiful landscaping.

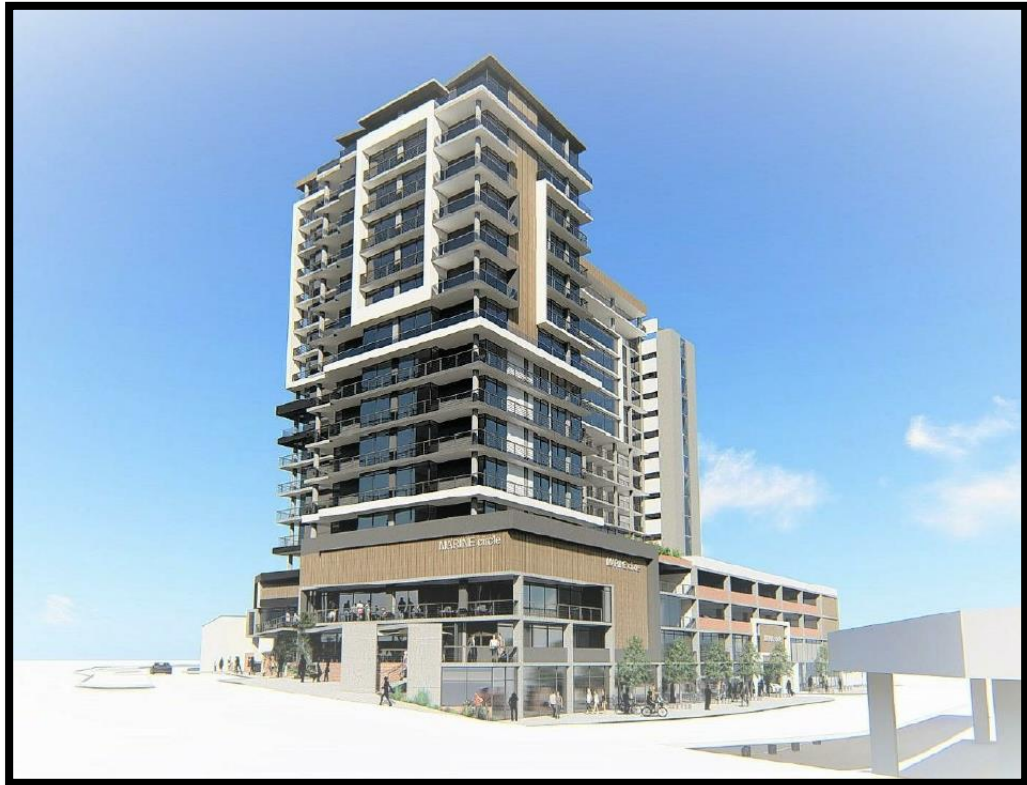


Fig. 14: 3D View from c/o Blaauwberg & Marine

The proposed residential units will vary in size. Including studios (28m²-44m²), one-bedrooms (44.3m² - 54.3m²), two-bedrooms (70m² - 94.6m²) and three-bedrooms (102m² – 108m²). The prices of the studio units will start from R1 200 000 which is below the average sectional title prices for the area. Of the 244 units, there are 31 studio apartments. This constitutes 13% of the total units. Whilst keeping with the definition of what is measured as affordable by the South African Property Owners Association – not more than 30% of an household income – a household earning an estimate of R31 000pm will be able to afford a unit within the proposed development. As such, only the fourth housing income bracket will be able to buy into the proposed development. Even with a 15% markdown from the average prices and a 13% supply of marked down units. This can be attributed to the location of the property on Marine Circle and its associated land costs. It is however foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.

The proposed building features three segments: base, body and crown. The base of the building features interactive features along Blaauwberg Road as well as Marine Circle. Commercial activity including restaurants and shops with overlooking features will be located on the bottom three floors of the development. These interfaces will promote vibrant public-private interaction from a pedestrian and vehicle level.



Fig. 15: Base interface with Blaauwberg Road



Fig. 16: Base interface with Marine Circle

The body of the building features various overlooking features including windows, wrap around balconies, elevator shafts and passageways. It was designed in such a way as to mirror the adjacent high rise buildings on Erven 10958 and 35083. The main part of the building is therefore 19 storeys high as per Erf 10958 while the proposed south-eastern wing steps down to 13 storeys to tie in with the building on Erf 35083. Architectural features

are incorporated into the design to break up the façade as well as assist with wind mitigation.

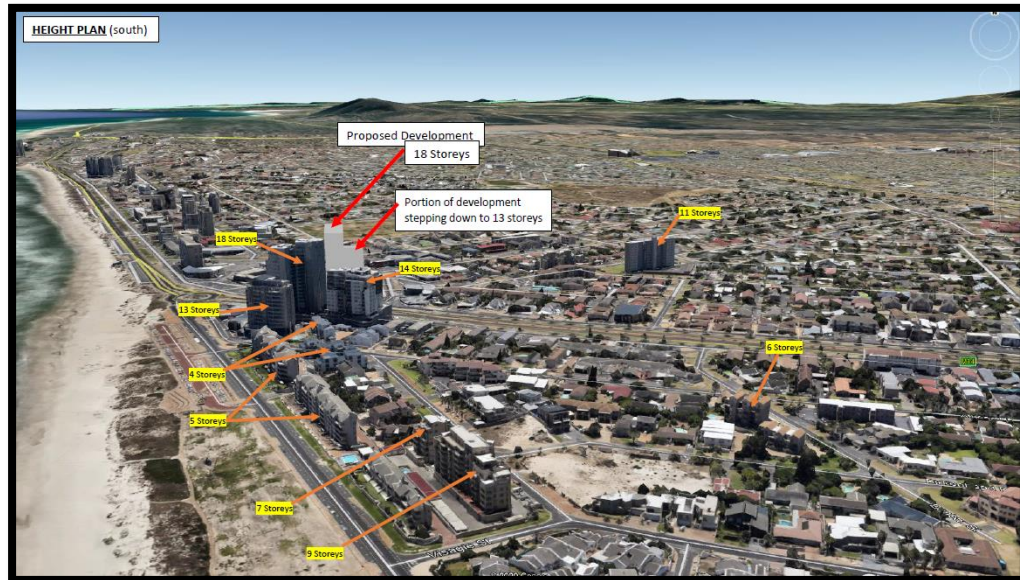


Fig. 17: Area Building Heights

The crown of the building was designed to be aerodynamic given the seasonal high speed wind in the area. The main body incorporates a flat slab moving out from the two elevator shafts. The south eastern wing allows for vertical elevation of the roofing structure to amplify its position along Blaauwberg Road. The top floors of the building are stepped down from south to north in order to allow a lessor shadow impact as per findings in the sun study.



Fig. 18 (a): Building Crown



Fig. 18 (b): Building Crown

The proposed building will assist in realising the vision of the area. Ensuring the establishment of Marine Circle as a major local node and destination place while unlocking and encouraging the further development of Blaauweberg Road as an activity corridor.

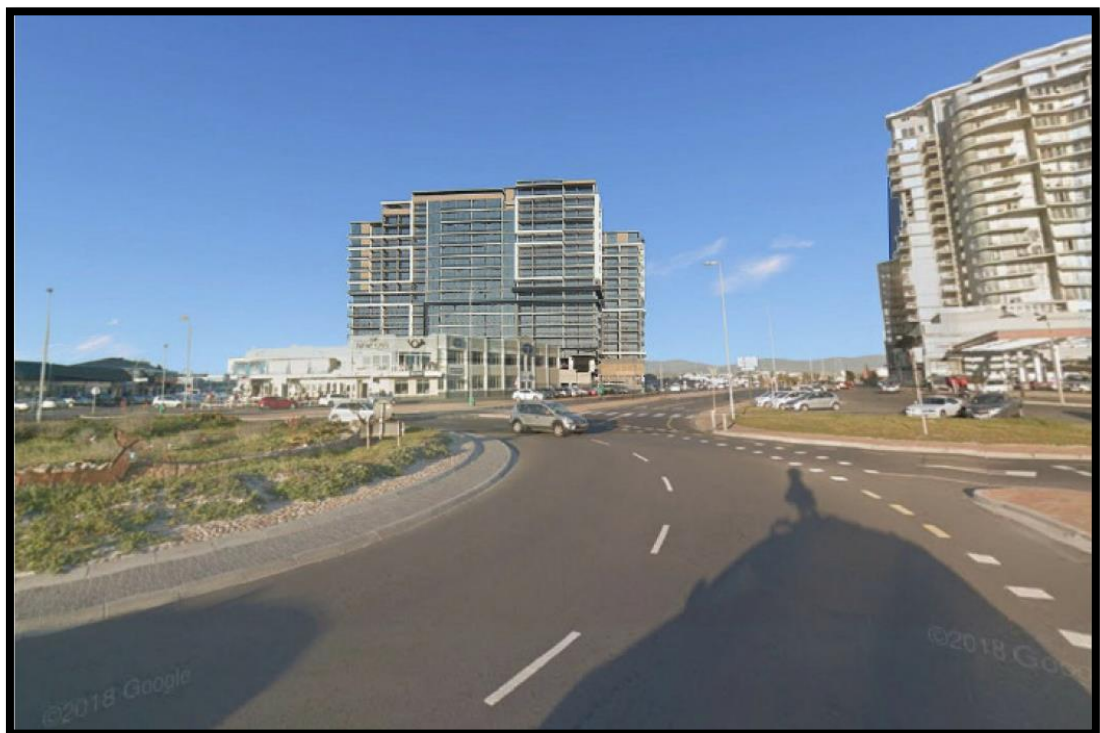


Fig. 19: Corridor View from West



Fig. 20: Corridor View from East

Please see the Site Development Plan in **Annexure E(1)**, Architectural Narrative in **Annexure E(2)**, the Landscaping Plan in **Annexure F**, the Area Character & Height Plan **Annexure G** as well as the Wind Impact Statement attached in **Annexure J**.

D) 2. PROPOSED ZONING AND REGULATIONS

It is proposed to rezone Erf 35099 from General Business 3 (GB3) to General Business 7 (GB7). Various previous applications have been done on the subject site as per **Annexure N**. These include a removal of title deed restrictions as well as applications to allow the existing uses. The intention of the client is to demolish the existing development and construct a completely new mixed use development. A pre-application meeting was held on 31 August 2020 with Council as per **Annexure M**. The application was supported in principle, subject to the provision of additional documentation, motivation and studies that have been included with this application. The application was first submitted on 23 February 2021. On 1 April 2021 additional information was requested from various internal departments before the advertisement of the application. On 4 May 2021 a Refusal of Acceptance letter was issued in order to provide extended time for response. This report includes our final proposal which speaks to all the comments received as well as an additional meeting held on 13 July 2021. Please see **Annexure P** for the related correspondence.

The proposed General Business 7 (GB7) zoning caters for a wide variety of uses. These include 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 practise and open space. The current proposal is only to allow flats, hotel and commercial uses including restaurants.

The below table illustrates the zoning scheme regulations in relation to the parameters proposed. As can be ascertained, there are a few street building line departures that will be required. Given the discontinuation of the PT2 parking area, a departure from the Standard Parking area requirements will also be needed.

ASPECT	ZONING SCHEME	PROPOSED
Units	-	244
Coverage	100%	90%
Bulk	12	4.8
Height	60m	59.17m
Parking	490 bays (Standard, from PT2)	360 bays
Marine Circle BL	0m under 38m; H minus 38 divided by 2 over 38m; 14 Residential: 0.75m; 15 Residential: 2.250m; 16 Residential: 3.750m; 17 Residential: 5.250m; 18 Residential: 6.750m; & 19 Residential: 9.750m.	01 Semi-basement – 05 Residential: 0m; 06 Residential – 13 Residential: >0m; Residential 14: >0.75m; Residential 15: >2.250m; Residential 16: 3.12m Residential 17: 3.376m Residential 18: >6.750m Residential 19: >9.750m
Blaauwberg Road BL	0m under 38m; H minus 38 divided by 2 over 38m; 14 Residential: 0.75m; 15 Residential: 2.250m; 16 Residential: 3.750m; 17 Residential: 5.250m; 18 Residential: 6.750m; & 19 Residential: 9.750m.	01 Semi-basement – 13 Residential: 0m; 14 Residential: 0m; 15 Residential: 0m; 16 Residential: 0m; 17 Residential: 1.287m; 18 Residential: 1.287m; & 19 Residential: 1.287m.
Common BL	0m	0m or >0m

In addition, the approval of the Site Development Plan will also be required to allow the proposed development. The proposed development is outside of the 8m street centreline setback and therefore does not need special consent in this regard.

Please refer to the Site Development Plan attached in **Annexure E**.

SECTION E: PLANNING POLICY & CONTEXT

E) 1. NATIONAL ENVIRONMENTAL MANAGEMENT ACT NR. 107 of 1998

The proposed development does not trigger the need for an Environmental Authorisation.

E) 2. NATIONAL HERITAGE RESOURCES ACT NR. 25 OF 1999

The proposed development does not require any approvals from Heritage Western Cape.

E) 3. WESTERN CAPE SPATIAL DEVELOPMENT FRAMEWORK: MARCH 2014

The PSDF opposes urban sprawl and development outside the urban edge, whilst promoting densification of underutilized land within the urban edges. The proposal also adheres to the following principles as set out in the document, namely:

PRINCIPLE	DISCUSSION
Spatial Justice	The proposed residential units will vary in size. Including studios (28m ² -44m ²), one-bedrooms (44.3m ² - 54.3m ²), two-bedrooms (70m ² - 94.6m ²) and three-bedrooms (102m ² – 108m ²). The prices of the studio units will start from R1 200 000 which is below the average sectional title prices for the area. Of the 244 units, there are 31 studio apartments. This constitutes 13% of the total units. Whilst keeping with the definition of what is measured as affordable by the South African Property Owners Association – not more than 30% of an household income – a household earning an estimate of R31 000pm will be able to afford a unit within the proposed development. As such, only the fourth housing income bracket will be able to

	<p>buy into the proposed development. Even with a 15% markdown from the average prices and a 13% supply of marked down units. This can be attributed to the location of the property on Marine Circle and its associated land costs. It is however foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.</p>
Sustainability and Resilience	<p>The proposed development protects natural resources through an increase in densification on land that is not identified as high potential agricultural land. It takes into account the water table as per the Geohydrological Study attached in Annexure K. Through the provision of a variety of land uses and livelihood opportunities the proposed development promotes spatial compactness and resilience.</p>
Spatial Efficiency	<p>The increase in density as well as mixture of uses will ensure spatial efficiency. The property falls within an area that is identified as the Urban Inner Core by die MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities.</p>
Access	<p>The proposed increase in densification supports improved access to opportunities for future residents as well as the surrounding community. The proposed development includes commercial,</p>

	<p>restaurants, residential units of various sizes as well as a hotel. A variety of livelihood opportunities are therefore proposed. Provision will be made for 13% of the new housing stock to be available below the average sectional title price for the area. It is foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.</p>
Quality and Liveability	<p>The proposed bulk, scale and landscaping will ensure a positive public-private interface as well as a legible and unique environment. For more on these detailed features please see the attached Site Development Plan (Annexure E(1)), Architectural Narrative (Annexure E(2)) as well as the Landscaping Plan (Annexure F). The proposed densification and mixture of uses structured towards the public street boulevards creates diverse opportunities, experiences and choices. Together these aspects will ensure a greater quality living environment in general.</p>

E) 4. METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK: 2018

The MSDF “sets out the spatial vision and development priorities to achieve a reconfigured, inclusive spatial form for Cape Town.”

According to the MSDF, the subject property lies within the Urban Inner Core. The Principle of such an area is where the City is committed to spatial targeting investment and development to spatially transform and integrate city form. Aspects such as inward growth, connectivity, densification as well as the support of TOD comprehensive modelling are mentioned as desired spatial outcomes.

The proposed development is in line with the following policy statements of the MSDF.

PRINCIPLE	DISCUSSION
<u>Encourage integrated settlement patterns:</u>	
P1- Support the intensification and diversification of land use in areas supportive of transit-orientated development;	<p>The property is located in the Milnerton suburb of Cape Town. It is bordered by Blaauwberg Road to the south and Marine Circle to the east. Access to the property will be mainly via Marine Circle with a secondary access off the Blaauwberg Service Road. The development is easily accessible to the surrounding areas as a Blaauwberg Road links to the R27 and the M14 to the east. Both these roads provide direct access the N1.</p> <p>The property falls within an area that is identified as the Urban Inner Core by die MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities. In a City of Cape Town staff circular dated 1 September 2021 it was announced that the PT1 and PT2 zones would be suspended until the necessary public participation was followed for their demarcation. Even though the property is located in a previously demarcated PT2 area, the subject property will still allow for on-site parking. Since the proposal is for a mixed use development, Section 139 of the City of Cape Town Municipal Planning By-law allows departures where two or more uses could potentially share combined parking area. The</p>

	public transport area, as per the below figure, is at a relatively good level.
P2 – Ensure that development proposals provide an adequate and equitable distribution of social facilities, recreational space and public institutions.	The proposed increase in densification supports improved access to opportunities for future residents as well as the surrounding community. The proposed development includes commercial, restaurants, residential units of various sizes as well as a hotel. A variety of livelihood opportunities are therefore proposed. Provision will be made for 13% of the new housing stock to be available below the average sectional title price for the area. It is foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.
<u>Transform the apartheid city:</u>	
P3 – Redress existing imbalances in the distribution of different types of residential development, and actively pursue integration outcomes in future decision-making.	The proposed residential units will vary in size. Including studios (28m ² -44m ²), one-bedrooms (44.3m ² - 54.3m ²), two-bedrooms (70m ² - 94.6m ²) and three-bedrooms (102m ² – 108m ²). The prices of the studio units will start from R1 200 000 which is below the average sectional title prices for the area. Of the 244 units, there are 31 studio apartments. This constitutes 13% of the total units. Whilst keeping with the definition of what is measured as affordable by the South African Property Owners Association – not more than 30% of an household income – a household earning an estimate of R31 000pm will be able to afford a unit within the proposed development. As such, only the

	<p>fourth housing income bracket will be able to buy into the proposed development. Even with a 15% markdown from the average prices and a 13% supply of marked down units. This can be attributed to the location of the property on Marine Circle and its associated land costs. It is however foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.</p>
<u>Address spatial economic imbalances:</u>	
<p>P8 – Unlock employment-generating and livelihood opportunities within the city's marginalised areas;</p> <p>& P9 – Support private sector development initiatives in Integration Zones and areas of economic potential that are easily accessible from marginalised areas;</p>	<p>The property falls within an area that is identified as the Urban Inner Core by die MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities.</p> <p>The proposed development includes commercial, restaurants, residential units of various sizes as well as a hotel. A variety of livelihood opportunities are therefore proposed. Provision will be made for 13% of the new housing stock to be available below the average sectional title price for the area. It is foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as</p>

	those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.
<u>Enhance the unique sense of place and quality of the built for of Cape Town:</u>	
P11 – Promote quality urban design and contextual fit.	<p>The proposed building features three segments: base, body and crown. The base of the building features interactive features along Blaauwbegr Road as well as Marine Circle. Commercial activity including restaurants and shops with overlooking features will be located on the bottom three floors of the development. These interfaces will promote vibrant public-private interaction from a pedestrian and vehicle level.</p> <p>The body of the building features various overlooking features including windows, wrap around balconies, elevator shaft and passageways. It was designed in such a way as to mirror the adjacent high rise buildings on Erven 10958 and 35083. The main part of the building is therefore 19 storeys high as per Erf 10958 while the proposed south-eastern wing steps down to 13 storeys to tie in with the 14 storeys on Erf 35083. Architectural features are incorporated into the design to break up the façade as well as assist with wind mitigation.</p> <p>The crown of the building was designed to be aerodynamic given the seasonal high speed wind in the area. The main body incorporates a flat slab moving out from the two elevator shafts. The south eastern wing allows for vertical elevation of the roofing structure to amplify its position along Blaauwberg Road.</p>

	<p>The top floors of the building are stepped down from south to north in order to allow a lesser shadow impact as per findings in the sun study.</p> <p>The proposed building will assist in realising the vision of the area. Ensuring the establishment of Marine Circle as a major local node while unlocking and encouraging the further development of Blaauweberg Road as an activity corridor.</p>
<u>Promote accessible, citywide destination places:</u>	
P18 - Provide efficient access to destination places where potential exists, especially in or near area of high social need.	<p>The aim is to create a development that will function as an integral part of the area to realise the potential of Marine Circle as a destination place. The development will be highly accessible to the surrounding community as Blaauweberg Road links to the R27 and the M14 to the east. Both these roads provide direct access to the N1. It is foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.</p>
<u>Encourage a more compact form of development:</u>	
P19 – Promote appropriate land use intensity;	<p>The subject property is currently not being utilised to its full potential. The property falls within an area that is identified as the Urban Inner Core by the MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the maps from ECAMP). Therefore the proposed development will have to incorporate</p>

	a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities. A total of 244 units are proposed for the property. At a size of 4040m ² this constitutes a density of 604u/ha. According to the MSDF a minimum of 25u/ha is required.
<u>Make efficient use of non-renewable resources</u>	
P20 - Enable resource efficient development.	The proposed development will be in line with all requirements in terms of resource efficiency. Detailed Building Plan will be submitted which will showcase how the building will be developed in a resource efficient way.
<u>Appropriately protect the citizens of Cape Town from risk areas:</u>	
P21 – Direct urban growth away from risk areas; P22 – Discourage urban growth in areas at risk from natural hazard/coastal processes which are expected to be amplified by climate change impacts.	The proposed development is located within an area identified as the Urban Inner Core away from any identified risk area.
<u>Appropriately manage the development impact on natural resources and critical biodiversity networks:</u>	
P24 - Reduce the impact of urban development on river systems, wetlands, aquifers, aquifer recharge areas and discharge areas. P25 – Promote risk averse and sustainable urban development along the coast	The proposed development has taken into account its impact on the groundwater system and has incorporated wind and sun mitigation aspects. Please see Annexure E(2), K and J for further details in relation hereto.
<u>Promote inclusive shared economic growth and development:</u>	
P32 – Strengthen and improve access to existing business nodes through place-based and connective interventions.	The property falls within an area that is identified as the Urban Inner Core by die MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of

	<p>scale, while public transport opportunities are average (as per the maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities.</p> <p>The bottom three (3) storeys will include a 938m² office GLA, 1325m² retail GLA and 769m² restaurant GLA with the remainder of the development providing a variety of two-hundred-and-forty-four (244) residential opportunities. At least 50% of these opportunities will be run as a short letting or hotel component. Other features include a lobby/reception, pedestrian access from Blaauwberg Service Road as well as a communal deck on the 5th floor.</p>
<p><u>Integrate land use, economic and transport planning and support the sustainable operation of the integrated public transport network:</u></p>	
<p>P37 – Include walking and cycling as essential components of land use planning;</p> <p>P 40 - Encourage medium-density and high-density forms of urban development to on or adjacent to bus, rail or intermodal stations, as well as along development corridors and urban nodes.</p>	<p>It is envisioned to create an attractive environment with a variety of land uses, pedestrian friendly walkways, engaging architecture and urban design as well as beautiful landscaping. The property falls within an area that is identified as the Urban Inner Core by die MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities. . A</p>

total of 244 units are proposed for the property. At a size of 4040m² this constitutes a density of 604u/ha. According to the MSDP a minimum of 25u/ha is required. Blaauwberg Road is identified as an Activity Route, with Marine Circle identified as a Destination Place. An operational MyCiti bus route is located along Blaauwberg Road with the closest stop located within 100m from the proposed development.

E) 5. BLAAUWBERG DISTRICT PLAN (2012)

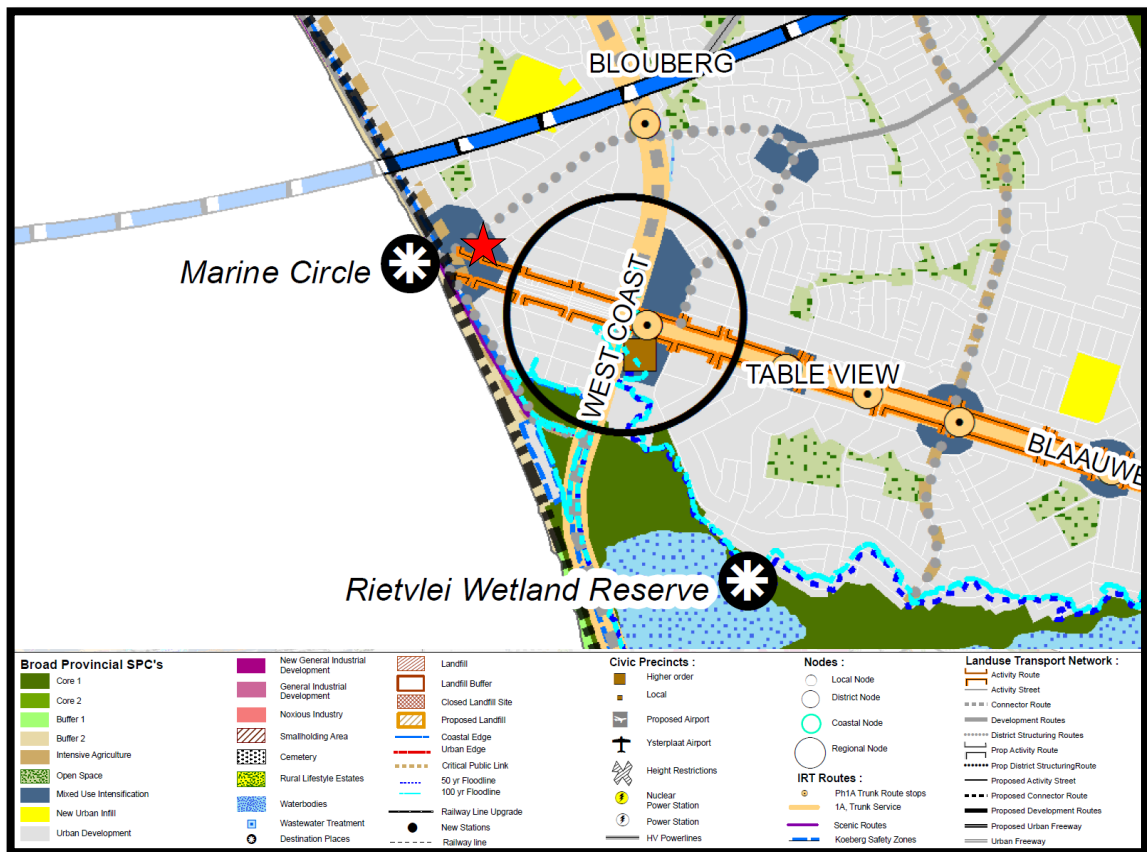


Fig. 21: District Plan

According to this plan the property lies within an area identified as a destination place (Marine Circle) which is earmarked for mixed use intensification and located along an Activity Route (Blaauwberg Road). An Activity Route is defined as “characterised by strip and/or nodal urban development along sections of the route. Activity routes are generally supported by a mix of land uses and higher density urban development. Activity routes are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic

lights". The plan highlights aspects such as the reinforcement of Blaauwberg Road as an activity route as well as improving public amenities along the beachfront.

It is envisioned to create an attractive environment with a variety of land uses, pedestrian friendly walkways, engaging architecture and urban design as well as beautiful landscaping. The proposed building features three segments: base, body and crown. The base of the building features interactive features along Blaauwberg Road as well as Marine Circle. Commercial activity including restaurants and shops with overlooking features will be located on the bottom three floors of the development. These interfaces will promote vibrant public-private interaction from a pedestrian and vehicle level.

The body of the building features various overlooking features including windows, wrap around balconies, elevator shaft and passageways. It was designed in such a way as to mirror the adjacent high rise buildings on Erf 10958 and 35083. The main part of the building is therefore 19 storeys high as per Erf 10958 while the proposed south-eastern wing steps down to 13 storeys to tie in with the 14 storeys on Erf 35083. Architectural features are incorporated into the design to break up the façade as well as assist with wind mitigation.

The crown of the building was designed to be aerodynamic given the seasonal high speed wind in the area. The main body incorporates a flat slab moving out from the two elevator shafts. The south eastern wing allows for vertical elevation of the roofing structure to amplify its position along Blaauwberg Road. The top floors of the building are stepped down from south to north in order to allow a lessor shadow impact as per findings in the sun study. The proposed building will assist in realising the vision of the area. Ensuring the establishment of Marine Circle as a major local node while unlocking and encouraging the further development of Blaauwberg Road as an activity corridor.

E) 6. BLAAUWBERG ROAD MANAGEMENT STRATEGY (1999)

According to the strategy the subject property falls within the Marine Circle Node further identified as Marine Place. This document envisions building heights of 4-5 storeys in height with two tower blocks on both sides of Blaauwberg Road to create a gateway and act as landmarks. Another policy, which has as far as we understand not been approved yet, provides a more detailed vision for the area. Guidance provided allows for the proposed GB7 zoning with a height of 60m.

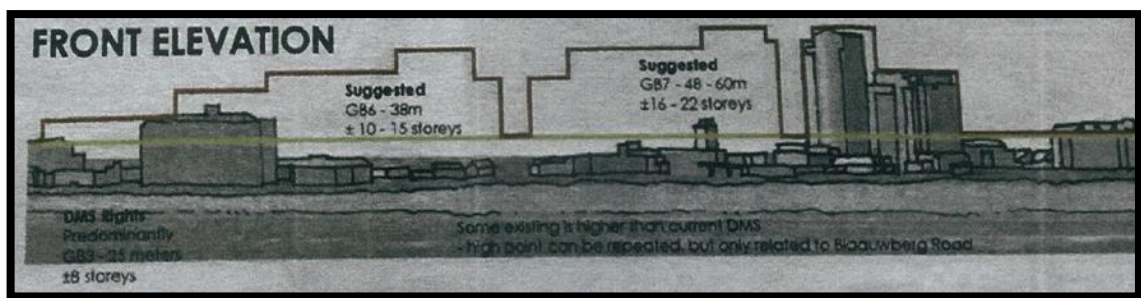


Fig. 22: Marine Circle Heights

E) 7. CITY OF CAPE TOWN DENSIFICATION POLICY (2012)

According to the City of Cape Town Densification Policy densification is defined as the “increased use of space, both horizontally and vertically, within existing areas/properties and new developments, accompanied by an increased number of units and/or population threshold”. This concept entails various benefits for any given community or area. These include the reduction of the consumption on valuable/non-renewable resources, the development of viable public transport systems, equitable access to opportunities, facilitation of economic opportunities, support of service provision, increase in housing opportunities as well as the enhancement of urban place-making and safety.

A total of 244 units are proposed for the property. At a size of 4040m² this constitutes a density of 604u/ha. The proposed development includes commercial, restaurants, residential units of various sizes as well as a hotel. A variety of livelihood opportunities are therefore proposed. Provision will be made for 13% of the new housing stock to be available below the average sectional title price for the area. It is foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area. The proposed development is therefore in the interest of the general public. The general public in this instance constitutes the future residents and visitors of the proposed development and surrounding community.

E) 8. TRANSIT ORIENTATED DEVELOPMENT STRATEGIC FRAMEWORK (2016)

The above documents states that the vision of Transit Orientated Development in Cape Town is “to progressively move towards a compact, well connected, efficient, resilient urban form and movement system that is conducive to economic and social efficiency and equality whilst providing cost effective access and mobility, with the least possible negative impact on the environment”.

The following objectives are highlighted for TOD in Cape Town:

1. Maximise “local efficiency” so that people can walk, cycle and use public transport. This can be achieved through a comprehensive approach to land use density, mix and intensity, as well as a focus on prioritised public transport at a metro, corridor, nodal and precinct scale.
2. Boost ridership and minimize congestion thereby ensuring that the public transport system becomes more viable.
3. Provide a rich mix of housing, shopping, recreational and transportation choices.
4. Enable cost and operational efficiencies in the provision and design of urban infrastructure.
5. Drive down the cost of the User Access Priority for both new and existing residents.

The proposed development is located within an area identified as a destination place (Marine Circle) which is earmarked for mixed use intensification and located along an Activity Route (Blaauwberg Road). The property falls within an area that is identified as the Urban Inner Core by die MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities. An operational MyCiti bus route is located along Blaauwberg Road with the closest stop located within 100m from the proposed development.

E) 9. SOCIAL DEVELOPMENT STRATEGY

The Social Development strategy focuses on addressing poverty, inequality and social ills while providing for the participation of people in their own development. The strategy lists the following objectives:

- Maximise income generating opportunities for people who are excluded or at risk of exclusion.
- Build and promote safe households and communities.
- Support the most vulnerable through enhancing access to infrastructure and services
- Promote and foster social integration
- Mobilise resources for social development

The proposed development is in line with the following levers to help achieve the objectives

1.2 – Develop the skills of people excluded or at risk of exclusion; 3.3 – Facilitate access to housing opportunities; 4.3 – Foster diversity and inclusivity in the City's corporate structure.

Social development is understood broadly as the overall improvement and enhancement in the quality of life of all people, especially people who are poor and marginalised. The South African apartheid history has caused significant rifts in the housing market with low income households stuck in spatially marginalised areas away from livelihood opportunities. As such, accessibility in terms of affordability of housing for all income brackets has become a hotly debated topic. Concepts such as social justice and spatial sustainability are at the forefront of every argument. New developments are being placed under the microscope to see how they contribute towards elevating the social crisis in terms of housing currently being experienced within the country.

Research by the South African Property Owners Association (SAPOA), SA Affordable Housing, FNB's Affordable Housing Insights, Social Housing Regulatory Authority (SHRA) as well as the Centre for Affordable Housing Finance in Africa has shown four distinct household income brackets within the South African housing context. This includes the 1) lower end of the low household income bracket (below R1 500pm), 2) medium to higher end of the low household income bracket (R1 500pm to R15 000pm), 3) lower end of the medium household income bracket also known as the gap market (R15 000pm to R22 000pm) and 4) higher end of the medium household income bracket as well as the high household income bracket (above R22 000pm).

SAPOA defines affordability by any given household's ability to obtain housing (through renting or buying) at no more than 30% of the household's income per month. The City supplies RDP and Social Housing to target the first and second household income brackets. The issue comes in with generating enough supply for the ever increasing third household income bracket or gap household income market. In order for the gap market to have buy-in within the defined affordability measure, housing stock of between R475 000 and R700 000 in market value need to be provided. These market values will allow households with an income of between R15 000pm and R22 000pm to buy a property for no more than 30% of their income as per the affordability measure (as per Property24 bond calculator).

The proposed residential units will vary in size. Including studios (28m²-44m²), one-bedrooms (44.3m² - 54.3m²), two-bedrooms (70m² - 94.6m²) and three-bedrooms (102m² – 108m²). The prices of the studio units will start from R1 200 000 which is below the average

sectional title prices for the area. Of the 244 units, there are 31 studio apartments. This constitutes 13% of the total units. Whilst keeping with the definition of what is measured as affordable by the South African Property Owners Association – not more than 30% of an household income – a household earning an estimate of R31 000pm will be able to afford a unit within the proposed development. As such, only the fourth housing income bracket will be able to buy into the proposed development. Even with a 15% markdown from the average prices and a 13% supply of marked down units. This can be attributed to the location of the property on Marine Circle and its associated land costs. It is however foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.

E) 10. ECONOMIC GROWTH STRATEGY

The intension of this strategy is to provide a framework for making Cape Town a globally competitive “Opportunity City”. To achieve this it set out 5 Competitiveness Strategies:

- 1) Building a *globally competitive* city through institutional and regulatory changes
- 2) Providing the right basic service , transport and ICT *infrastructure*
- 3) Utilising work and skills programmes to *promote growth that is inclusive*
- 4) Leveraging *trade and sector development* functions to maximum advantage
- 5) Ensuring that growth is *environmentally sustainable* in the long term

The proposed development will make additional funds available to the City by means of Development Contributions at an estimated total of R7 000 000. These funds will be invested into additional infrastructure for the area and better service delivery. In addition, the development will create much needed job opportunities for skilled and semi-skilled labourers. This includes jobs during construction as well as for cleaning, maintenance and security thereafter.

E) 11. DESIGN AND MANAGEMENT GUIDELINES FOR A SAFER CITY

The above document prescribes 6 objectives for the creation of a safer city. These include 1) clear boundaries and collective ownership of spaces, 2) improved surveillance and visibility, 3) safe access and movement, 4) a positive image, 5) positive relationships and layered space, and 6) good urban management and monitoring.

Special attention has been given to ensure that the proposed commercial spaces on the lower floors are focused towards the public domain. The seating areas and lounges look out onto Blaauwberg Road while commercial spaces face Marine Circle. On the top floors the wrap around balconies, passages, elevator shafts and units windows look out onto the public road and beach front. This ensures collective ownership of these public spaces as well as an increase in surveillance and visibility.

Two access points are provided for vehicles, a main access along Marine Circle and a secondary access along Blaauwberg Road. A pedestrian access is planned for Blaauwberg Road with plenty of space along the development to allow for safe pedestrian movement. The area is well serviced with pedestrian crossing, sidewalks and public transport.

The proposed building features three segments: base, body and crown. The base of the building features interactive features along Blaauwberg Road as well as Marine Circle. Commercial activity including restaurants and shops with overlooking features will be located on the bottom three floors of the development. These interfaces will promote vibrant public-private interaction from a pedestrian and vehicle level.

The body of the building features various overlooking features including windows, wrap around balconies, elevator shaft and passageways. It was designed in such a way as to mirror the adjacent high rise buildings on Erf 10958 and 35083. The main part of the building is therefore 19 storeys high as per Erf 10958 while the proposed south-eastern wing steps down to 13 storeys to tie in with the 14 storeys on Erf 35083. Architectural features are incorporated into the design to break up the façade as well as assist with wind mitigation.

The crown of the building was designed to be aerodynamic given the seasonal high speed wind in the area. The main body incorporates a flat slab moving out from the two elevator shafts. The south eastern wing allows for vertical elevation of the roofing structure to amplify its position along Blaauwberg Road. The top floors of the building are stepped down from south to north in order to allow a lesser shadow impact as per findings in the sun study. The proposed building will assist in realising the vision of the area. Ensuring the establishment of Marine Circle as a major local node while unlocking and encouraging the further development of Blaauwberg Road as an activity corridor.

E) 12. SPATIAL PLANNING AND LAND USE MANAGEMENT ACT, 2013 & WESTERN CAPE LAND USE PLANNING ACT, 2014

SPLUMA Section 7 as well as LUPA Section 59 identifies principles that apply to spatial planning, land development and land use management. These principles include spatial justice, spatial sustainability, efficiency, spatial resilience and good administration.

The proposed development is in line with these principles as per the below table:

PRINCIPLE	DISCUSSION
Spatial Justice	<p>The proposed residential units will vary in size. Including studios (28m²-44m²), one-bedrooms (44.3m² - 54.3m²), two-bedrooms (70m² - 94.6m²) and three-bedrooms (102m² – 108m²). The prices of the studio units will start from R1 200 000 which is below the average sectional title prices for the area. Of the 244 units, there are 31 studio apartments. This constitutes 13% of the total units. Whilst keeping with the definition of what is measured as affordable by the South African Property Owners Association – not more than 30% of an household income – a household earning an estimate of R31 000pm will be able to afford a unit within the proposed development. As such, only the fourth housing income bracket will be able to buy into the proposed development. Even with a 15% markdown from the average prices and a 13% supply of marked down units. This can be attributed to the location of the property on Marine Circle and its associated land costs. It is however foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.</p>

Spatial Sustainability	<p>The proposed development protects natural resources through an increase in densification on land that is not identified as high potential agricultural land. It takes into account the water table as per the Geohydrological Study attached in Annexure K. Through the provision of a variety of land uses and livelihood opportunities the proposed development promotes spatial compactness and resilience.</p> <p>The property falls within an area that is identified as the Urban Inner Core by die MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the below maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities.</p> <p>The proposed development includes commercial, restaurants, residential units of various sizes as well as a hotel. A variety of livelihood opportunities are therefore proposed. Provision will be made for 13% of the new housing stock to be available below the average sectional title price for the area. It is foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.</p>
Efficiency	<p>The aim is to create a development that will function as an integral part of the area to realise the potential of Marine Circle as a destination place. The</p>

	<p>development will be highly accessible to the surrounding community as Blaauberg Road links to the R27 and the M14 to the east. Both these roads provide direct access to the N1. It is foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area.</p>
Spatial Resilience	<p>The subject property is currently not being utilised to its full potential. The property falls within an area that is identified as the Urban Inner Core by the MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities. A total of 244 units are proposed for the property. At a size of 4040m² this constitutes a density of 604u/ha. According to the MSDF a minimum of 25u/ha is required.</p> <p>The increase in density as well as mixture of uses will ensure spatial efficiency. The property falls within an area that is identified as the Urban Inner Core by the MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community</p>

	have better access to housing, job and recreation opportunities.
Good Administration	The proposed development will adhere to any required approvals and follow all necessary processes.

E) 13. TALL BUILDING POLICY (2013)

According to the above mentioned policy a tall building is defined in relation to its context, proportion and building technologies. In relation to context, a building within a high order node is seen as tall if it is higher than 35m in height whereas a building within a lower order node is seen as tall if it is more than 1.5 times the permissible height as specified by the zoning scheme. In relation to proportion, a building is seen as tall if the proposed size and footprint of the building in proportion to its physical height is perceived as tall in its given context. Alternatively, a building can be defined as tall if it contains specific vertical technologies that make it seem tall, such as transport or wind breaking technologies. The proposed development triggers Level 3, applications for significant tall buildings, of the policy and should therefore comply with all the policy statements.

- P1: The location of tall buildings must protect the key views to Table Mountain...and the sea from public spaces and key public places

The proposed development will not have an impact on this aspect. It is located along Blaauwberg Road and earmarked for mixed use intensification. It will not hamper the view to the ocean and/or mountain from any public spaces or key public places.

- P2: Tall buildings should only be located in appropriate places

According to the District Plan the property lies within an area identified as a destination place (Marine Circle) which is earmarked for mixed use intensification and located along an Activity Route (Blaauwberg Road). The Blaauwberg Road Management Strategy encourages two tower blocks on both sides of Blaauwberg Road to create a gateway and act as landmarks. The proposed development seeks to enable this vision.

- P3: Applications must meet assessment criteria as set out in the Policy

This report as well as the plans and additional documents serve to provide all necessary material to assist in the evaluation of the application.

- P4: All tall buildings must contribute to a quality, active public realm at street and first floor level

The base of the building features interactive features along Blaauwberg Road as well as Marine Circle. Commercial activity including restaurants and shops with

overlooking features will be located on the bottom three floors of the development. These interfaces will promote vibrant public-private interaction from a pedestrian and vehicle level.

- P5: Possible additional review for significantly tall buildings

The proposed application along with its documentation may be reviewed by a Trans-disciplinary Design Panel if deemed required.

- P6: Assessment on merit within the building's unique context & P7: Area character analysis will inform the design of the tall building

The proposed development is located within an area defined as a Destination Place (Marine Circle), identified for mixed use intensification, along an Activity Route (Blaauwberg Road) as well as an identified public transport trunk route (Blaauwberg Road). The attached 3D contextual plans, height plans and area character plans show that the proposed development is within an area with immense potential for redevelopment. The body of the building features various overlooking features including windows, wrap around balconies, elevator shaft and passageways. It was designed in such a way as to mirror the adjacent high rise buildings on Erven 10958 and 35083. The main part of the building is therefore 19 storeys high as per Erf 10958 while the proposed south-eastern wing steps down to 13 storeys to tie in with the 14 storeys on Erf 35083. The proposed building will assist in realising the vision of the area. Ensuring the establishment of Marine Circle as a major local node and destination place while unlocking and encouraging the further development of Blaauweberg Road as an activity corridor.

- P8: A tall building design should consider the three parts of a tall building within its context

The proposed building features three segments: base, body and crown. The base of the building features interactive features along Blaauwbegr Road as well as Marine Circle. Commercial activity including restaurants and shops with overlooking features will be located on the bottom three floors of the development. These interfaces will promote vibrant public-private interaction from a pedestrian and vehicle level.

The body of the building features various overlooking features including windows, wrap around balconies, elevator shaft and passageways. It was designed in such a way as to mirror the adjacent high rise buildings on Erven 10958 and 35083. The main part of the building is therefore 19 storeys high as per Erf 10958 while the proposed south-eastern wing steps down to 13 storeys to tie in with the 14 storeys on Erf 35083. Architectural features are incorporated into the design to break up the façade as well as assist with wind mitigation.

The crown of the building was designed to be aerodynamic given the seasonal high speed wind in the area. The main body incorporates a flat slab moving out from the two elevator shafts. The south eastern wing allows for vertical elevation of the roofing structure to amplify its position along Blaauwberg Road. The top floors of the building are stepped down from south to north in order to allow a lesser shadow impact as per findings in the sun study. The proposed building will assist in realising the vision of the area. Ensuring the establishment of Marine Circle as a major local node while unlocking and encouraging the further development of Blaauwberg Road as an activity corridor.

- P9: A tall building's design should include a mix of uses and promote the City's Densification Strategy

According to the City of Cape Town Densification Policy densification is defined as the "increased use of space, both horizontally and vertically, within existing areas/properties and new developments, accompanied by an increased number of units and/or population threshold". This concept entails various benefits for any given community or area. These include the reduction of the consumption on valuable/non-renewable resources, the development of viable public transport systems, equitable access to opportunities, facilitation of economic opportunities, support of service provision, increase in housing opportunities as well as the enhancement of urban place-making and safety. A total of 244 units are proposed for the property. At a size of 4040m² this constitutes a density of 604u/ha. The proposed development includes commercial, restaurants, residential units of various sizes as well as a hotel. A variety of livelihood opportunities are therefore proposed. Provision will be made for 13% of the new housing stock to be available below the average sectional title price for the area. It is foreseen that the proposed development will serve as a catalyst for other new developments in the area. The proposed sectional title as well as those opportunities that will follow in light thereof will assist in introducing a wider variety of housing market options in the area. The proposed development is therefore in the interest of the general public. The general public in this instance constitutes the future residents of the proposed development and surrounding community.

- P10: Criteria for renewable energy and/or efficiency in tall buildings must be considered to support limited infrastructure resources

The proposed development has taken into account its impact on the groundwater system and has incorporated wind and sun mitigation aspects. Please see **Annexure E(2)**, **Annexure K** and **J** for further details in relation hereto. The proposed development will be in line with all requirements in terms of resource efficiency. Detailed Building Plan will

be submitted which will showcase how the building will be developed in a resource efficient way. Greywater systems as well as a packaging plant will be incorporated to assist with limiting the impact on the city's services.

SECTION F: MOTIVATION

Section 99 of the City of Cape Town Municipal Planning By-Law states that there are certain criteria that need to be assessed before a decision on an application is made. These include the social and economic impact, scale of the capital investment, compatibility with surrounding land uses, impact on the external engineering services, impact on safety, health and wellbeing of the community, impact on heritage, impact on the biophysical environment, traffic impacts, parking, access and other transport related considerations. The following section will explore these aspects in relation to the proposed development's desirability.

F) 1. SOCIO-ECONOMIC IMPACT

In terms of socio-economic return the proposed development will ensure an input towards job creation as well as development contributions (estimated at R7 000 000). The creation of proposed mixed use development will enhance access to job, housing, employment, educational and recreational opportunities. In addition, the development contributions will ensure investment towards Council provided services such as roads, transport, stormwater, sewerage, water and solid waste. It is also important to note that the proposed development will generate an increase in funds available to Council through the generation of additional tax income.

It is envisioned to create an attractive environment with a variety of land uses, pedestrian friendly walkways, engaging architecture and urban design as well as beautiful landscaping. The proposed residential units will vary in size. Including studios (28m²-44m²), one-bedrooms (44.3m² - 54.3m²), two-bedrooms (70m² - 94.6m²) and three-bedrooms (102m² – 108m²). The prices of the studio units will start from R1 200 000 which is below the average sectional title prices for the area. Of the 244 units, there are 31 studio apartments. This constitutes 13% of the total units. Whilst keeping with the definition of what is measured as affordable by the South African Property Owners Association – not more than 30% of an household income – a household earning an estimate of R31 000pm will be able to afford a unit within the proposed development. As such, only the fourth housing income bracket will be able to buy into the proposed development. Even with a 15% markdown

from the average prices and a 13% supply of marked down units. This can be attributed to the location of the property on Marine Circle and its associated land costs.

The end result in terms of the socio-economic impact of the proposed development can be described as an inward to outward model. The proposed development incorporates a wide variety of livelihood opportunities including housing, job and recreation. Most of these opportunities will be available to the public, especially those living or visiting Table View. As a land mark building, it will assist in attracting local and international visitors to further boost economies of scale in the area. The uptake of the fourth income bracket households as permanent residents to the building, which then opens up residential opportunities within the remainder of the Table View area. This is the inward part of the model.

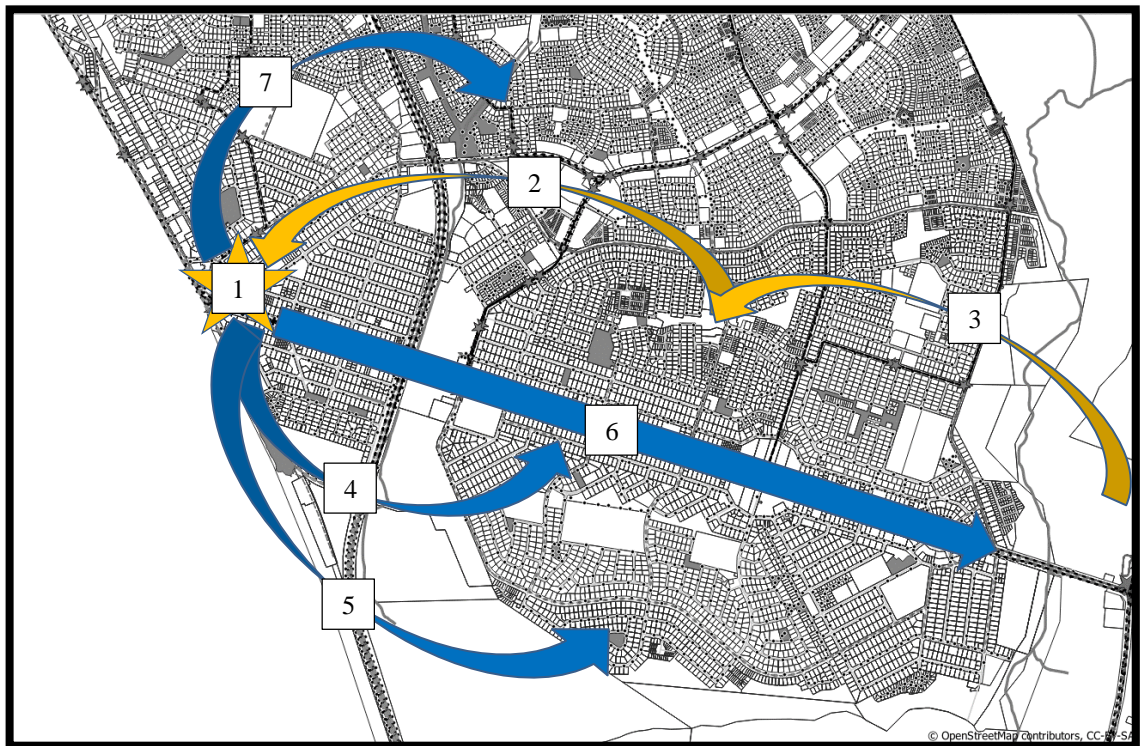


Fig. 23: Socio-Economic Impact (Inward – Outward Model)

The outward part of the model refers to the investments the proposed development will provide to the social and economic benefit of the residents as well as the surrounding area. These include livelihood opportunities, financial contribution in the form of Development Contributions (estimated R7 000 000) paid to the City as well as the direct supply of infrastructure for the area. It is foreseen that the proposed development will serve as a catalyst for other new developments in the area, especially along the Activity Route. The proposed sectional title as well as those opportunities that will follow in light thereof will

assist in introducing a wider variety of housing market options in the area. The below graph and table seek to explain this model in more detail.

INWARD – OUTWARD SOCIO-ECONOMIC MODEL	
<i>Inward</i>	
1	Development attracts local and international visitors to the area, boosting economies of scale
2	Uptake of fourth housing income bracket (above R22 000pm/R264 000pa) households into residential units.
3	This makes room for new households to move into other areas of Table View where stock has now become available.
<i>Outward</i>	
4	Provision of livelihood opportunities including housing, job and recreation to residents and visitors of the Table View area.
5	Proposed development payment of development contributions (estimated R7 000 000) for investment by the City (such as roads, transport, stormwater, sewerage, water and solid waste) to benefit residents and surrounding community.
6	Proposed development investment in infrastructure to benefit residents and surrounding community.
7	Development serves as a catalyst for other new developments along the Activity Route.

F) 2. COMPATIBILITY WITH SURROUNDING LAND USES

The land uses in the immediate surrounding area are predominantly medium to high density properties with higher order land uses along Blaauwberg Road. Developments of similar scale and nature are located at 4 and 10 Blaauwberg Road.

The proposed development is located within an area identified as a destination place (Marine Circle) which is earmarked for mixed use intensification and located along an Activity Route (Blaauwberg Road). An Activity Route is defined as “characterised by strip and/or nodal urban development along sections of the route. Activity routes are generally supported by a mix of land uses and higher density urban development. Activity routes are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights”. The Blaauwberg Management Strategy envisions building heights of 4-5 storeys in height with two tower blocks on both sides of Blaauwberg Road to create a gateway and act as landmarks. An amended policy, which has as far as we understand not been approved yet, provides a more detailed vision for the area. Guidance provided allows for the proposed GB7 zoning with a height of 60m.

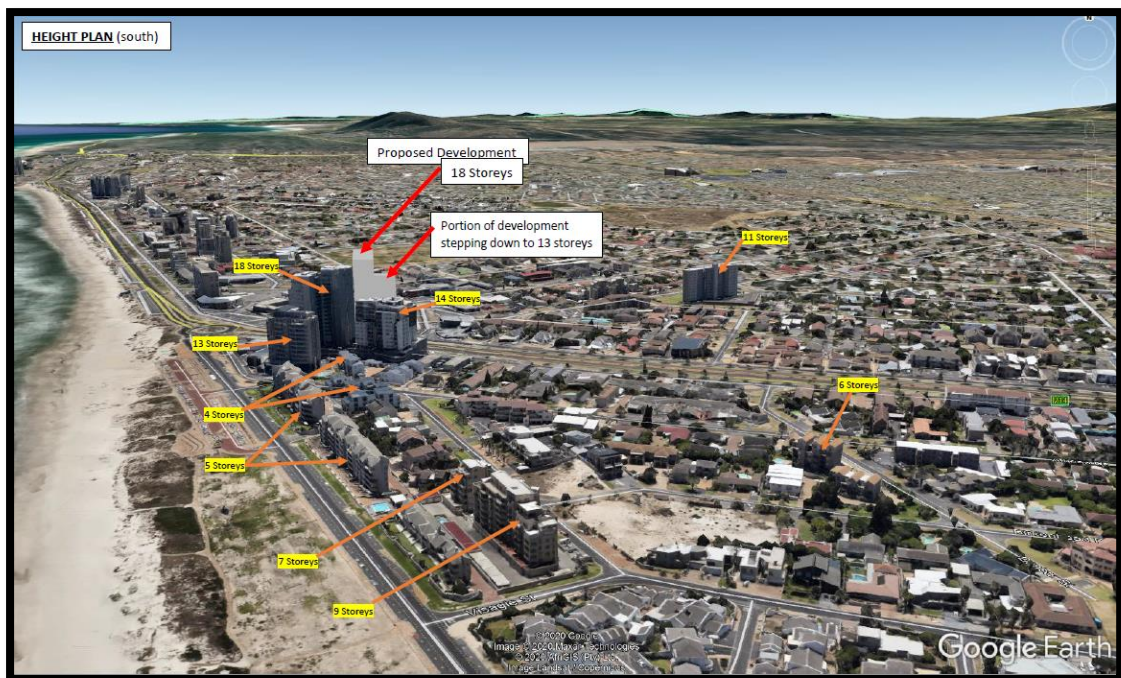


Fig. 24: Existing Buildings & Heights

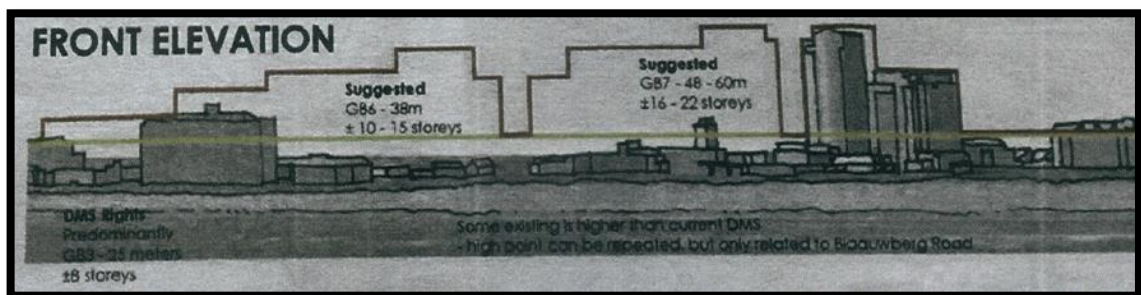


Fig. 25: Marine Circle Policy Guidelines

The proposed development is therefore compatible with the surrounding land uses and speaks to the vision the City has for the area. Please see **Annexure G** for the Area Character Map and **Annexure E(1)** for the SDP.

F) 3. IMPACT ON EXTERNAL ENGINEERING SERVICES

According to the Services Report and letter from the City engineers the impact of the proposed development will be manageable. According to the Water and Sanitation Department: "The Wastewater Branch will not object to developers / owners installing private packaged wastewater treatment plants in the Potsdam catchment during the period where the upgrade project to provide additional capacity at the WWTW is underway". This was the only issue highlighted by the engineers that will need special attention. In order to mitigate this the proposal incorporates a Modular Above Ground Packaging Plant. This

system will be in place temporarily to allow for on-site treatment until such time that sufficient capacity is available. All other services have been deemed to have sufficient capacity to allow the proposed development. In addition, the developer will be liable to pay DCs at an estimate of R7 000 000 for the additional bulk which will ensure investment towards Council provided services such as roads, transport, stormwater, sewerage, water and solid waste.

Please see the Services Letter & Report attached in **Annexure I**.

F) 4. IMPACT ON SAFETY, HEALTH AND WELLBEING OF SURROUNDING COMMUNITY

The property is currently being utilised for office, commercial and residential. The property falls within an area that is identified as the Urban Inner Core by die MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the below maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities. Densification of land entails various benefits for any given community. The City of Cape Town Densification Policy defines densification as *“achieving a greater spectrum of mixed use (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, within existing areas or properties and new developments, accompanied by an increased number of units and/or population thresholds, in accessible, high-opportunity areas”*. This definition is also in line with the concept of intensification. Benefits of densification include the reduction of the consumption on valuable/non-renewable resources, the development of viable public transport systems, equitable access to opportunities, facilitation of economic opportunities, support of service provision, increase in housing opportunities as well as the enhancement of urban place-making and safety.

It is envisioned to create an attractive environment with a variety of land uses, pedestrian friendly walkways, engaging architecture and urban design as well as beautiful landscaping. The proposed building features three segments: base, body and crown. The base of the building features interactive features along Blaauwberg Road as well as Marine Circle. Commercial activity including restaurants and shops with overlooking features will be located on the bottom three floors of the development. These interfaces will promote vibrant public-private interaction from a pedestrian and vehicle level.

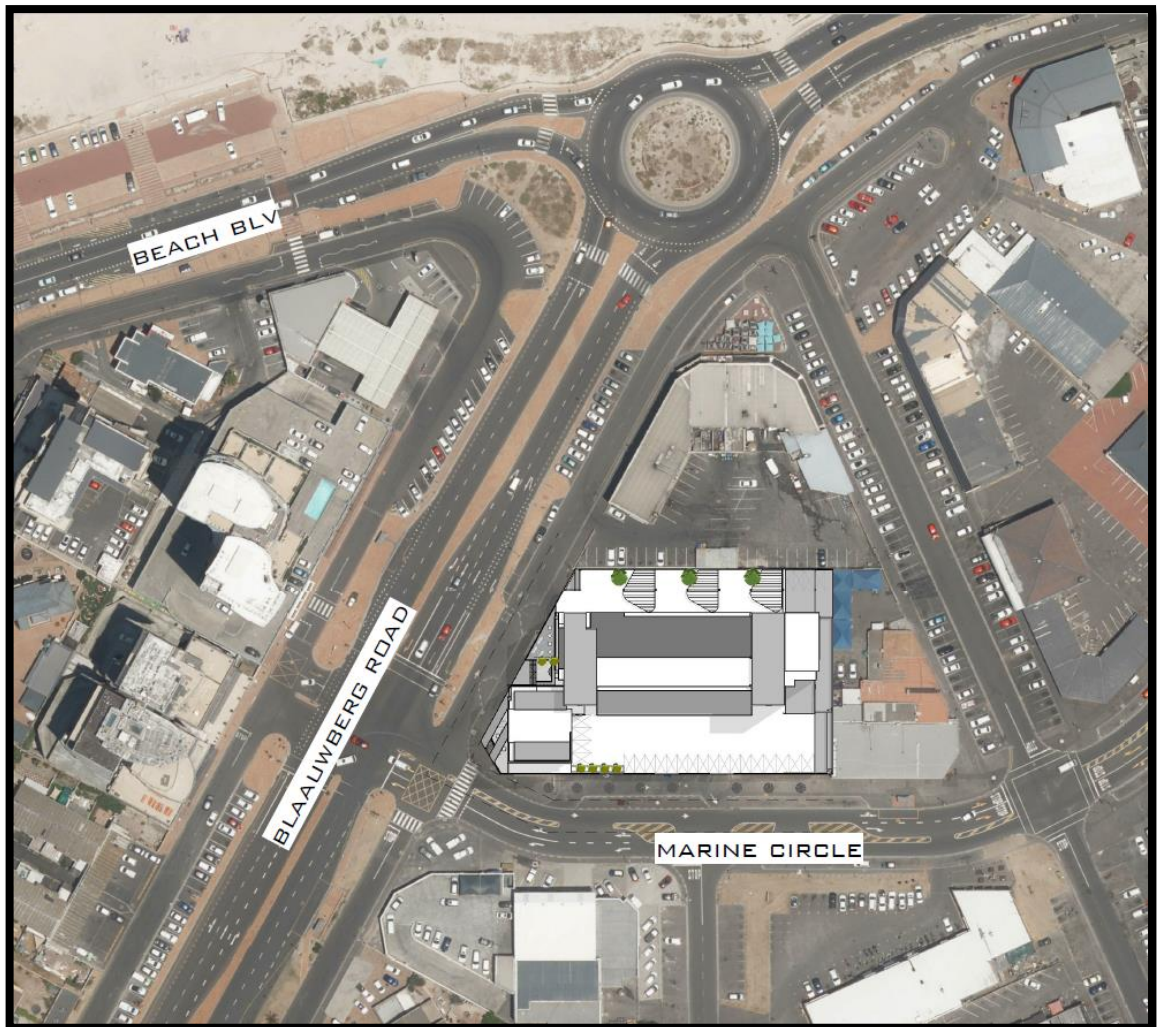


Fig. 26: Context

The body of the building features various overlooking features including windows, wrap around balconies, elevator shafts and passageways. It was designed in such a way as to mirror the adjacent high rise buildings on Erf 10958 and 35083. The main part of the building is therefore 19 storeys high as per Erf 10958 while the proposed south-eastern wing steps down to 13 storeys to tie in with the building on Erf 35083. Architectural features are incorporated into the design to break up the façade as well as assist with wind mitigation.

The crown of the building was designed to be aerodynamic given the seasonal high speed wind in the area. The main body incorporates a flat slab moving out from the two elevator shafts. The south eastern wing allows for vertical elevation of the roofing structure to amplify its position along Blaauwberg Road. The top floors of the building are stepped down from south to north in order to allow a lessor shadow impact as per findings in the

sun study. The proposed building will assist in realising the vision of the area. Ensuring the establishment of Marine Circle as a major local node and destination place while unlocking and encouraging the further development of Blaauweberg Road as an activity corridor.

The departures applied for are minimal. These only seek to allow balconies and portions of units along Blaauweberg Road and Marine Circle above 38m in height. This ensures that the bulk of the building and active interfaces are located towards the corner of Blaauweberg Road and Marine Circle. Specific attention has been given to ensure surveillance along the public realm including the roads and beachfront. Limited windows are proposed along the northern elevation in order to protect the privacy of the surrounding property owners.

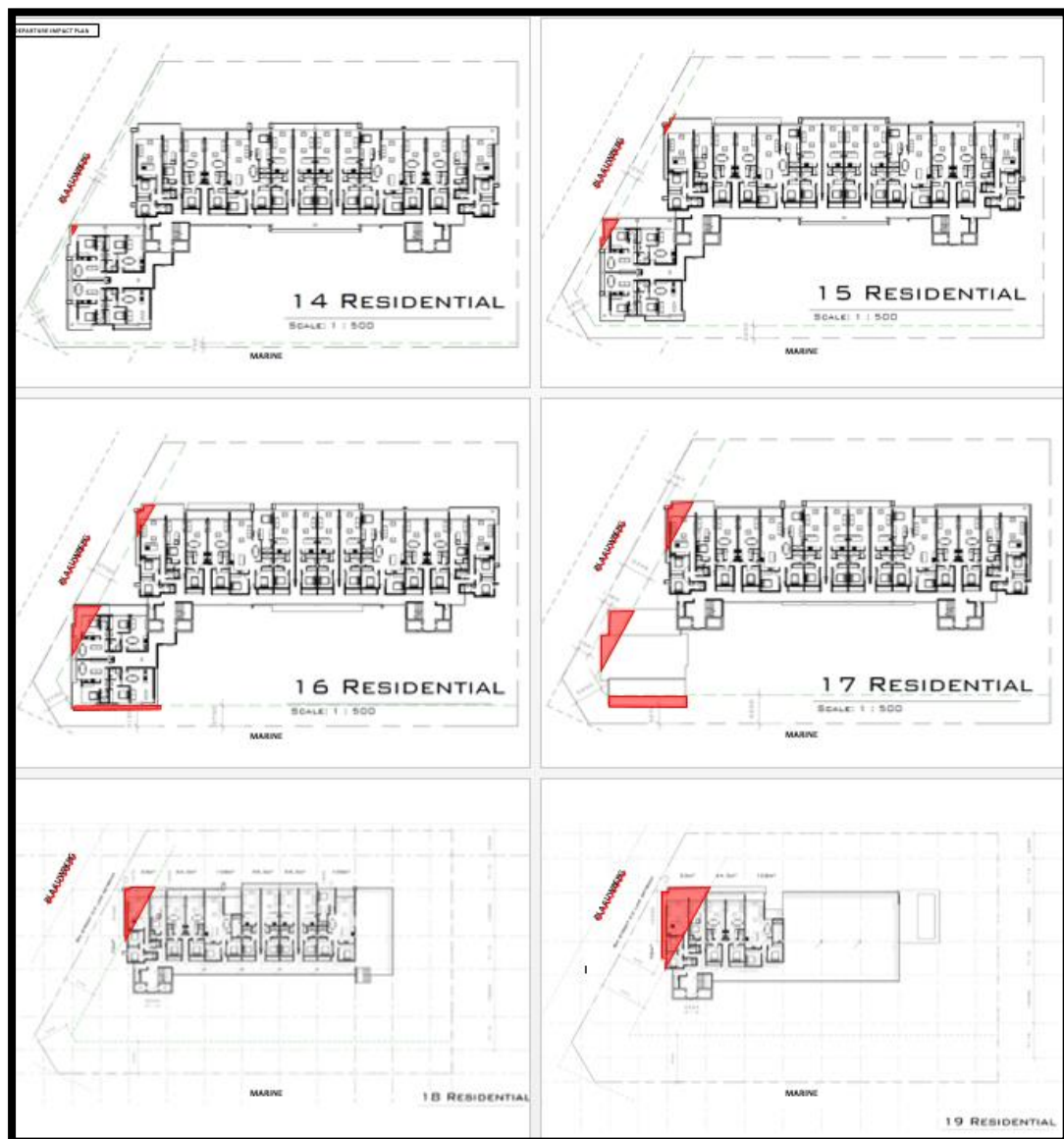


Fig. 27: Departure Impact

Please see the Site Development Plan attached in **Annexure E**, Landscaping Plan attached in **Annexure F** as well as the Departure Impact Plan attached in **Annexure O**.

F) 5. IMPACT ON HERITAGE

The proposed development does not require any approvals from Heritage Western Cape. The existing building is not older than 60 years, only one property is involved with the project in size less than 5000m² and it is not located in an identified Heritage Protect Overlay. The proposed development will therefore not have an impact on any heritage resources.

F) 6. IMPACT ON THE BIO-PHYSICAL ENVIRONMENT

The existing site is deprived of any landscaping. The proposed application is therefore an opportunity to incorporate greening into the built-environment. The proposed landscaping features trees and planter boxes along the road edges. These are incorporated with benches to further enhance the pedestrian environment. Some landscaping is also proposed for the communal deck on 5 Residential.

The residents and visitors of the new proposed development will have access to a wide variety of existing open spaces. Brander Park (2,3765ha) to the north is located 450m walking distance (6min) from the proposed development, while the beach is located only 200m walking distance (2min) away. Other open spaces within the area include the Table View sports complex as well as the Rietvlei Wetland Reserve.

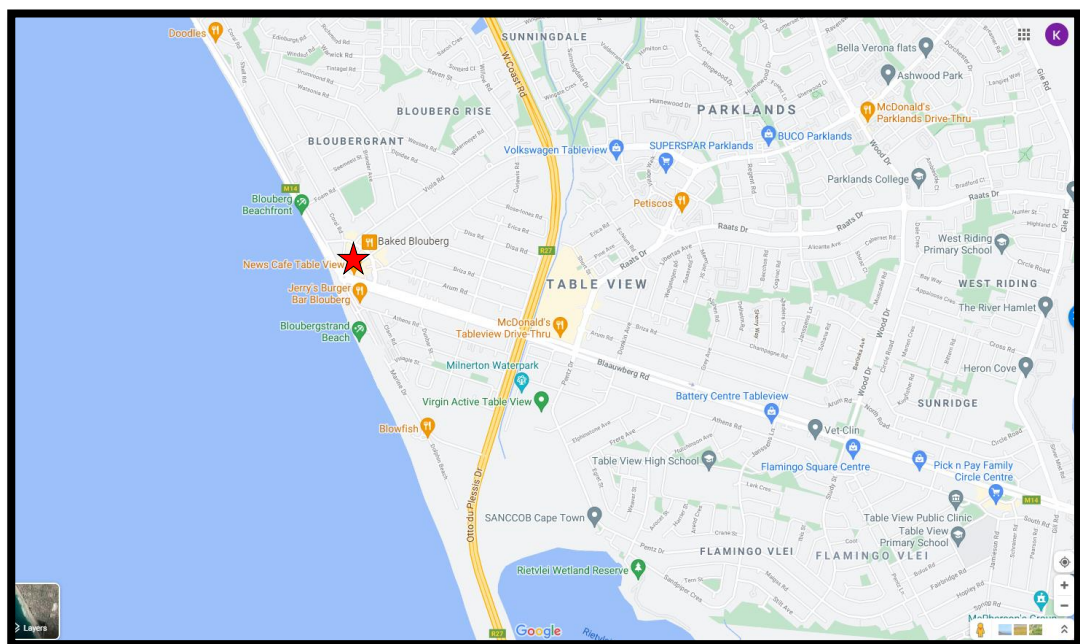


Fig. 28: Available Open Space

The impact of the proposed development on sun availability, wind flow and the water table has been evaluated. As per the detailed sun study summer solstice at mid-day will see the less impact on sun availability with winter solstice early morning the most impact on sun availability. The impact of the proposed development on available sunlight to surrounding properties will be more or less the same as the impact of the existing buildings located on Erven 10958 and 35083. The top floors of the building are stepped down from south to north in order to allow a lessor shadow impact as per findings in the sun study.

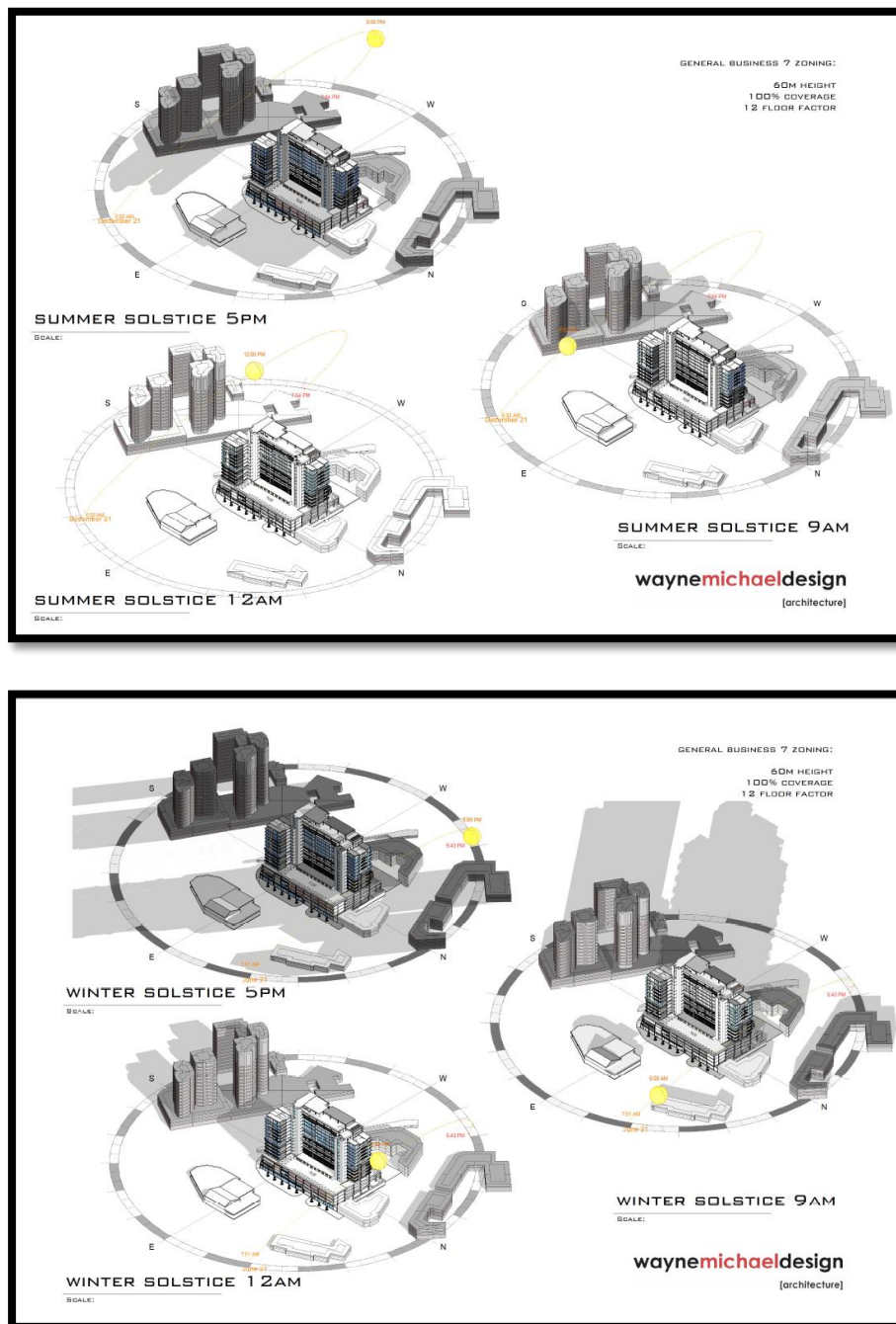


Fig. 29: Sun Study

A wind engineer was contracted to evaluate the impact of the proposed development in wind flow within the area. His report details recommendations for mitigation of the wind impact which have all been incorporated into the proposal. The report concludes that “The proposed building is substantial and will affect the environmental conditions currently existing over the surrounding area. However, for several principal reasons, these effects will largely be acceptable, especially so in the climatic context of coastal Cape Town”.

The proposed development will not require deeper excavation than that already present on site. According to the Geohydrological report “The risk assigned to potential impacts of contamination, wetting of beaches and to neighbouring properties is considered to be **Low**. Given the relatively deep-water table (recorded just south of the development in Pz_1 to Pz_4), minimal planned excavations and relatively short construction period the proposed development is deemed to have minimal impact on groundwater”.

Please see the Landscaping Plan attached in **Annexure F**, Site Development Plan for the Sun Study attached on **Annexure E**, Wind Impact Assessment attached in **Annexure J** as well as the Geohydrological Report attached in **Annexure K**.

F) 7. TRAFFIC IMPACT, PARKING ACCESS, OTHER TRANSPORT RELATED CONSIDERATIONS

Access to the property will be mainly via Marine Circle with a secondary access off the Blaauwberg Service Road. The development is easily accessible to the surrounding areas as Blaauwberg Road links to the R27 and the M14 to the east. Both these roads provide direct access to the N1.

The property falls within an area that is identified as the Urban Inner Core by die MSDF. Economic agglomeration in relation to the proposed development is minimal in terms of scale, while public transport opportunities are average (as per the maps from ECAMP). Therefore the proposed development will have to incorporate a mixture of land uses to ensure its residents as well as the surrounding community have better access to housing, job and recreation opportunities. . A total of 244 units are proposed for the property. At a size of 4040m² this constitutes a density of 604u/ha. According to the MSDF a minimum of 25u/ha is required. Blaauwberg Road is identified as an Activity Route, with Marine Circle identified as a Destination Place. An operational MyCiti bus route is located along Blaauwberg Road with the closest stop located within 100m from the proposed development.

In a City of Cape Town staff circular dated 1 September 2021 it was announced that the PT1 and PT2 zones would be suspended until the necessary public participation was followed for their demarcation. Even though the property is located in a previously demarcated PT2 area, the subject property will still allow for on-site parking (360 bays). Since the proposal is for a mixed use development, Section 139 of the City of Cape Town Municipal Planning By-law allows departures where two or more uses could potentially share combined parking area. The property is located within an identified PT2 area. According to the Development Management Scheme a PT2 area refers to “areas where the use of public transport is promoted and the City considers the provision of public transport good, or where the use of motor vehicles is very limited”. Even through the area is now technically not seen as a PT2 area, it still provides good access to public transport.

According to the TIS addendum “a permanent departure to allow 360 bays in lieu of the minimum requirements for Standard area for Erf 35099 is supported within the context of the CoCT TOD Policy and should therefore be approved”.

Please see the Traffic Impact Statement attached in **Annexure H**.

SECTION F: SUMMARY AND CONCLUSION

As fully detailed in this report, the proposed development will be desirable in the area and will not adversely affect the rights of any other properties in the area. The development is also compatible with the policies discussed in Section E and is therefore considered desirable. In relation to the above Elco Property Developments recommends the approval of the proposed application.

This recommendation is supported by the following:

- Original approval for removal of title deed restrictions in place;
- Within Urban Inner Core, identified Destination Pace and Mixed Use Intensification;
- Located adjacent to identified Activity Route;
- In line with Policies and Frameworks of area;
- Envisioned to create attractive environment with variety of land uses, pedestrian friendly walkways, engaging architecture and urban design as well as beautiful landscaping;
- Incorporation of mixture of land uses to ensure residents as well as surrounding community have better access to housing, job and recreation opportunities;
- Serve as catalyst for other developments in area;

- Proposed sectional title as well as opportunities that follow in light thereof will assist in introducing wider variety of housing market options in area;
- Assist in realising vision of area. Ensuring establishment of Marine Circle as major local node and destination place while unlocking and encouraging further development of Blaauweberg Road as activity corridor;
- Designed to mirror adjacent high rise buildings on Erven 10958 and 35083.
- Proposed densification and mixture of uses structured towards the public street boulevards creates diverse opportunities, experiences and choices;
- Ensuring greater quality living environment in general;
- An operational MyCiti bus route located along Blaauwberg Road with closest stop located within 100m from proposed development;
- Positive socio-economic impact as per inwards-outwards model;
- External engineering services have sufficient capacity with alternative solution provided for sewerage if needed;
- Departures are minor and only seek to ensure bulk of the building is located towards Blaauweberg/Marine street corner;
- No impact on heritage resources;
- Landscaping ensures a positive pedestrian experience as well as positive public-private interface;
- Factors such as wind, sun and water table have been taken into consideration.



ANNEXURE E (1):

**SITE DEVELOPMENT PLAN, AREA
HEIGHT PLAN, DETAILED SUN
STUDY & VISUAL IMPACT
ASSESSMENT**



SDP FOR ERF 35099 TABLE VIEW

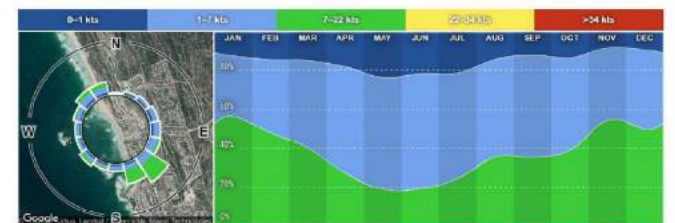
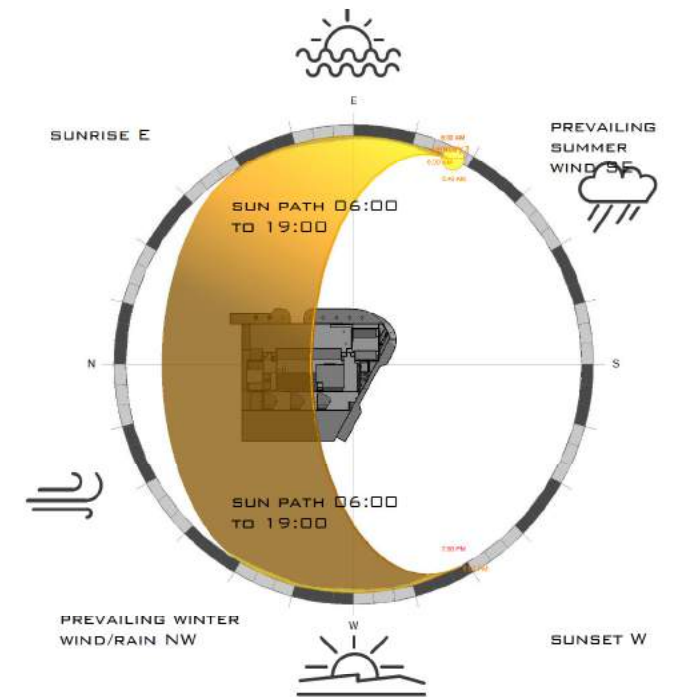
9 Aug 2021



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[architecture]



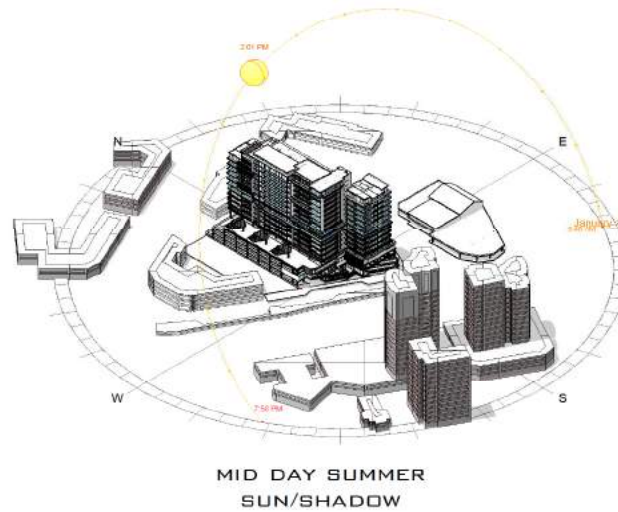
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LOCALITY AND WEATHER

SCALE: 1 : 1250





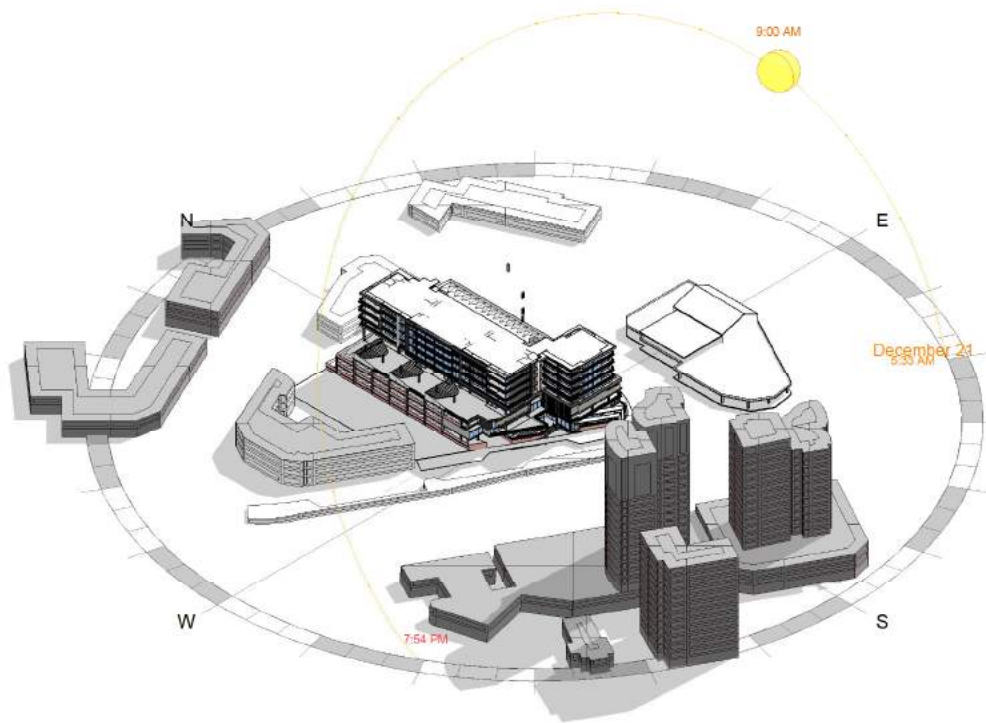
SOLAR STUDY

SCALE:



GENERAL BUSINESS 3 ZONING:

25M HEIGHT
100% COVERAGE
2.5 FLOOR FACTOR

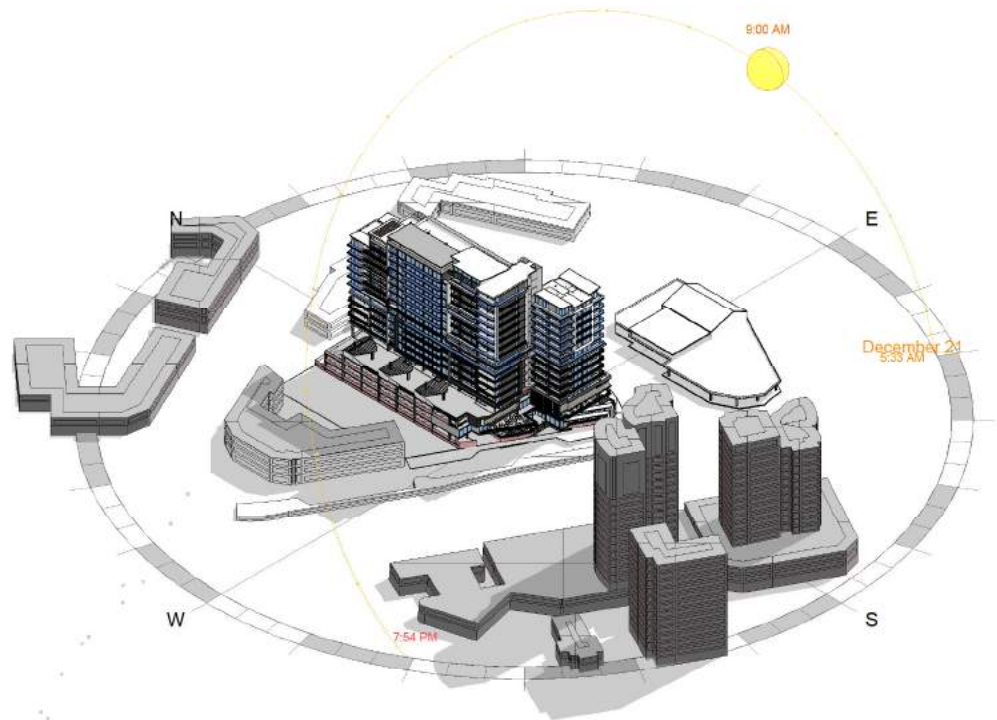


SOLAR STUDY SUMMER SOLSTICE 9AM

SCALE:

GENERAL BUSINESS 7 ZONING:

60M HEIGHT
100% COVERAGE
12 FLOOR FACTOR

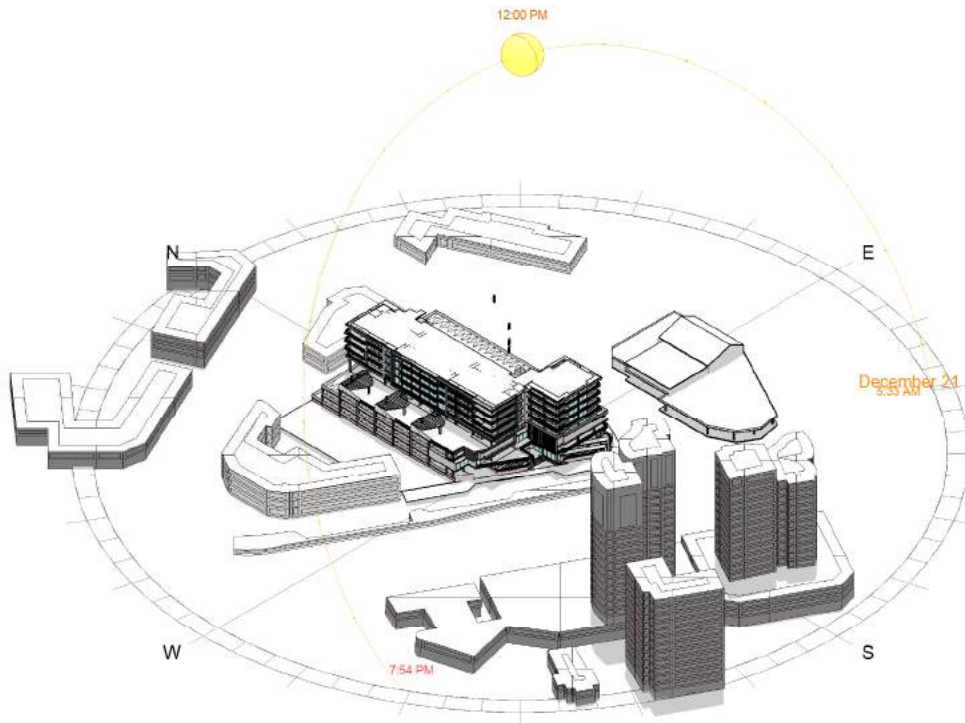


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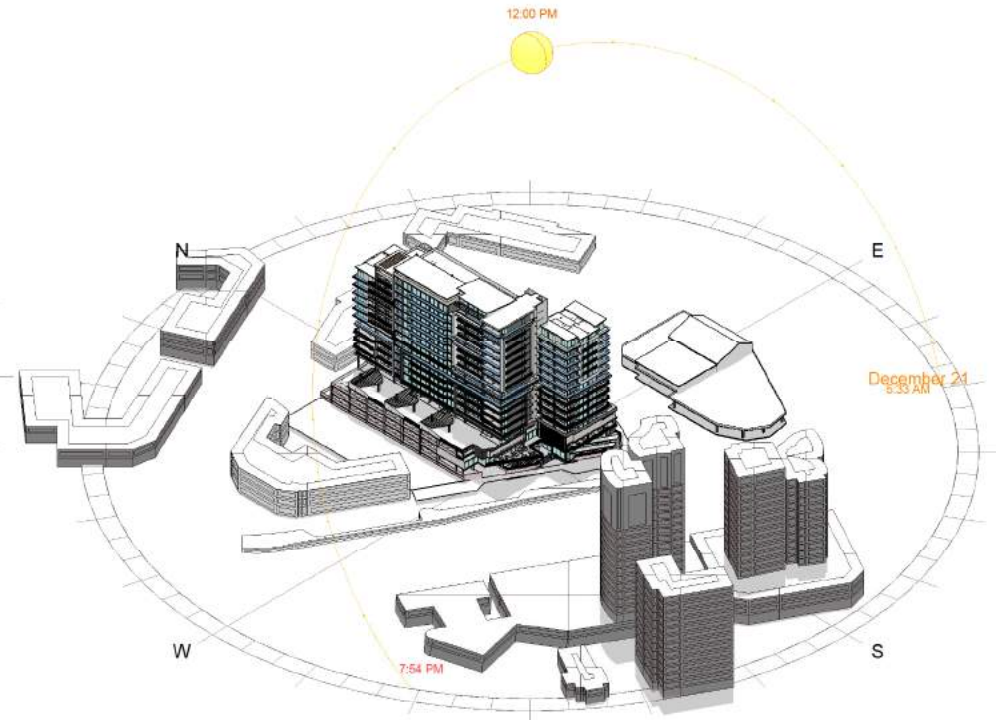
GENERAL BUSINESS 3 ZONING:

25M HEIGHT
100% COVERAGE
2.5 FLOOR FACTOR



GENERAL BUSINESS 7 ZONING:

60M HEIGHT
100% COVERAGE
12 FLOOR FACTOR



SOLAR STUDY SUMMER SOLSTICE 12AM

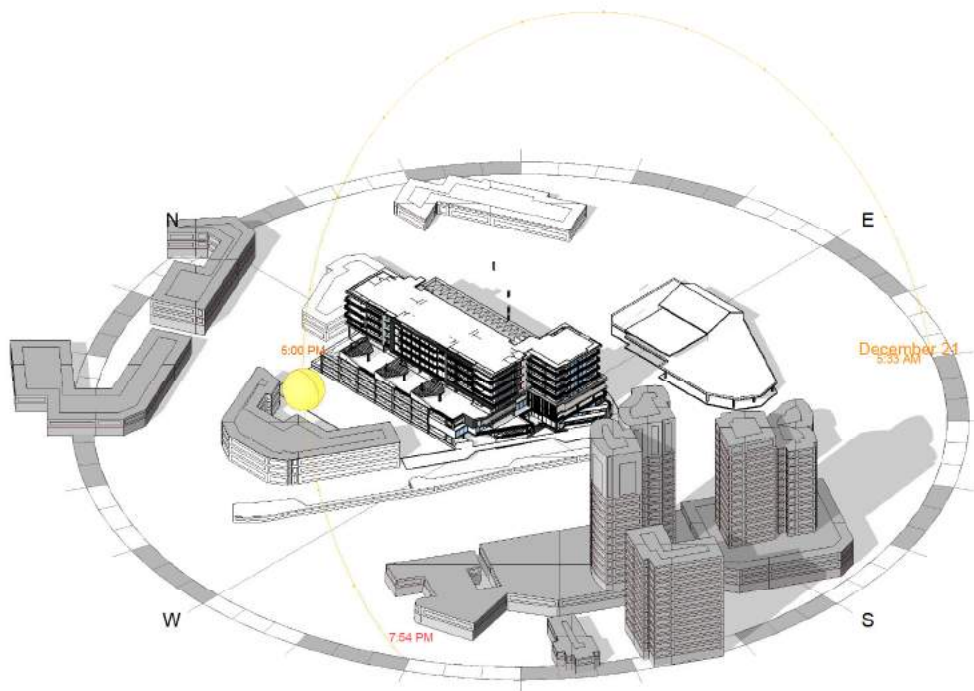
SCALE:

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[architecture]

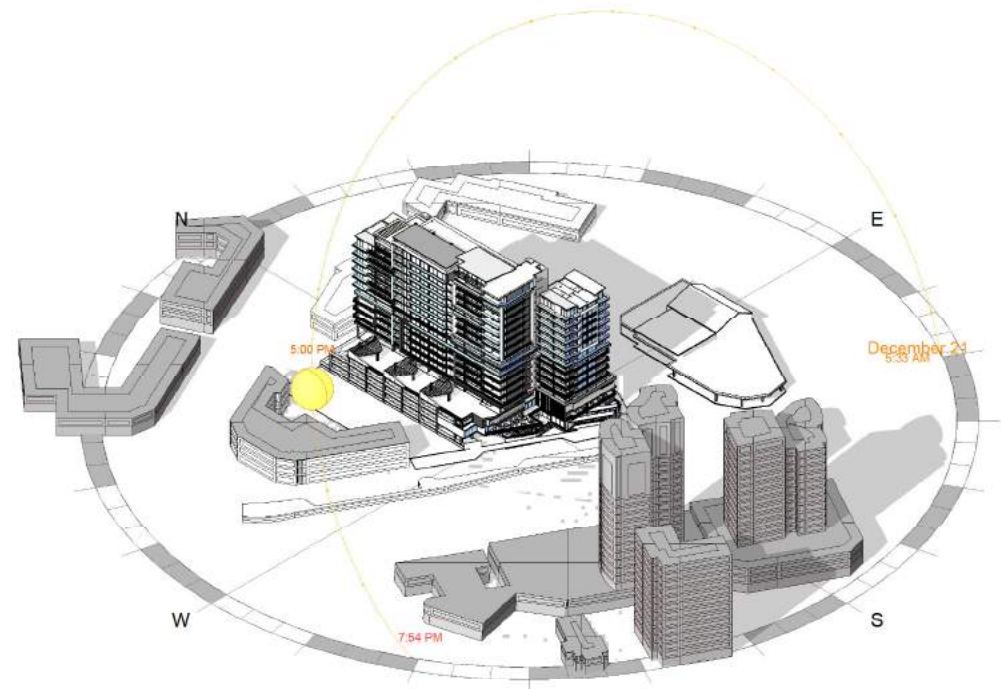
GENERAL BUSINESS 3 ZONING:

25M HEIGHT
100% COVERAGE
2.5 FLOOR FACTOR



GENERAL BUSINESS 7 ZONING:

60M HEIGHT
100% COVERAGE
12 FLOOR FACTOR



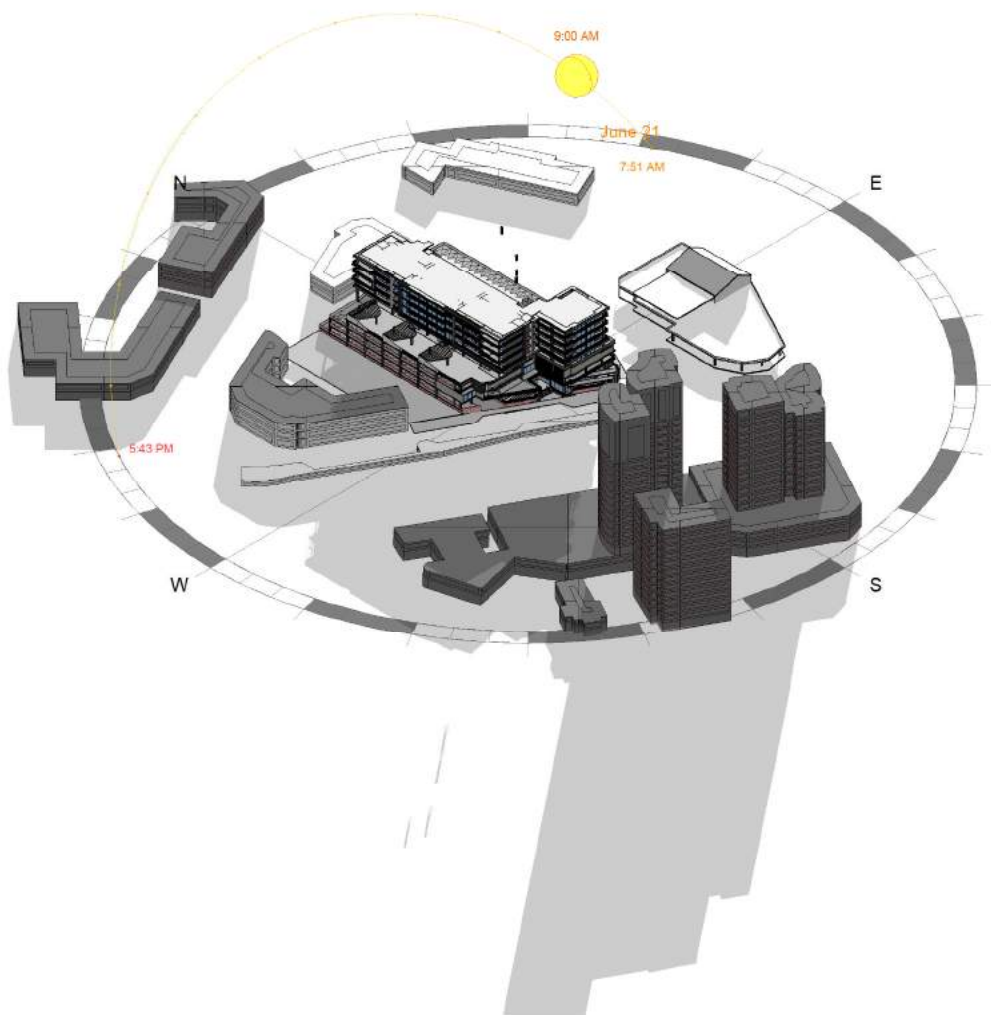
SOLAR STUDY SUMMER SOLSTICE 5PM

SCALE:

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[architecture]

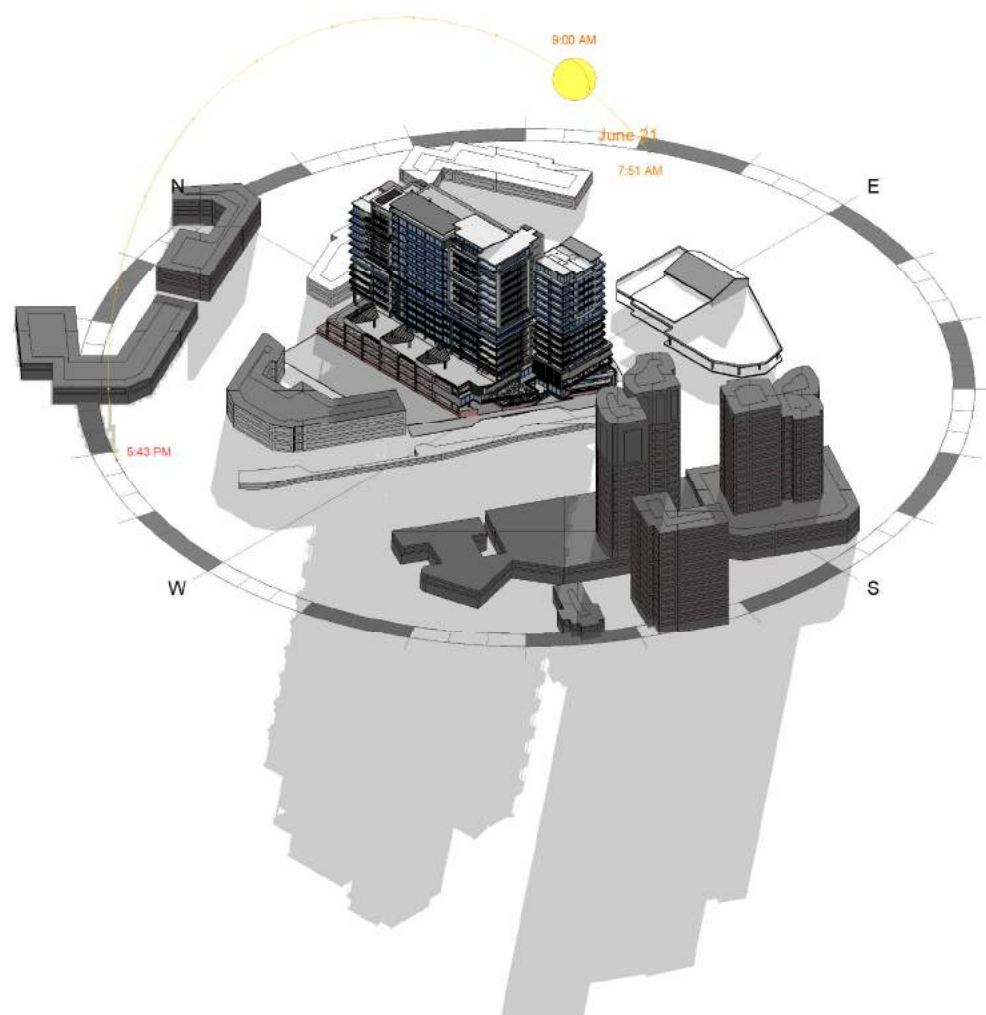
25M HEIGHT
100% COVERAGE
2.5 FLOOR FACTOR



SOLAR STUDY WINTER SOLSTICE 9AM

SCALE:

60M HEIGHT
100% COVERAGE
12 FLOOR FACTOR

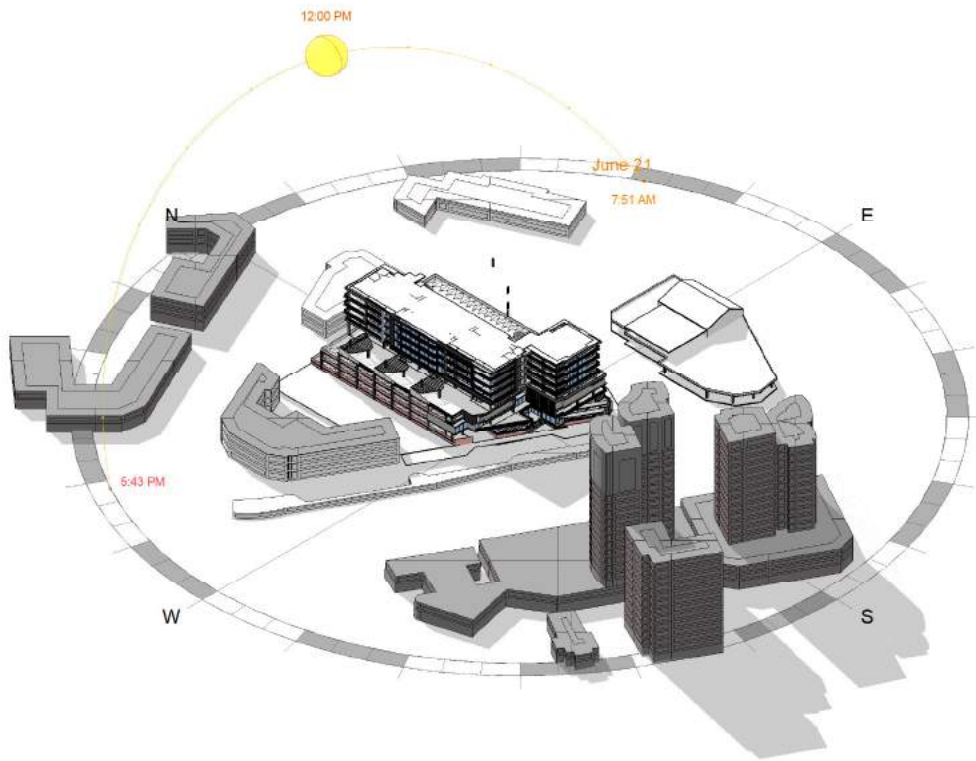


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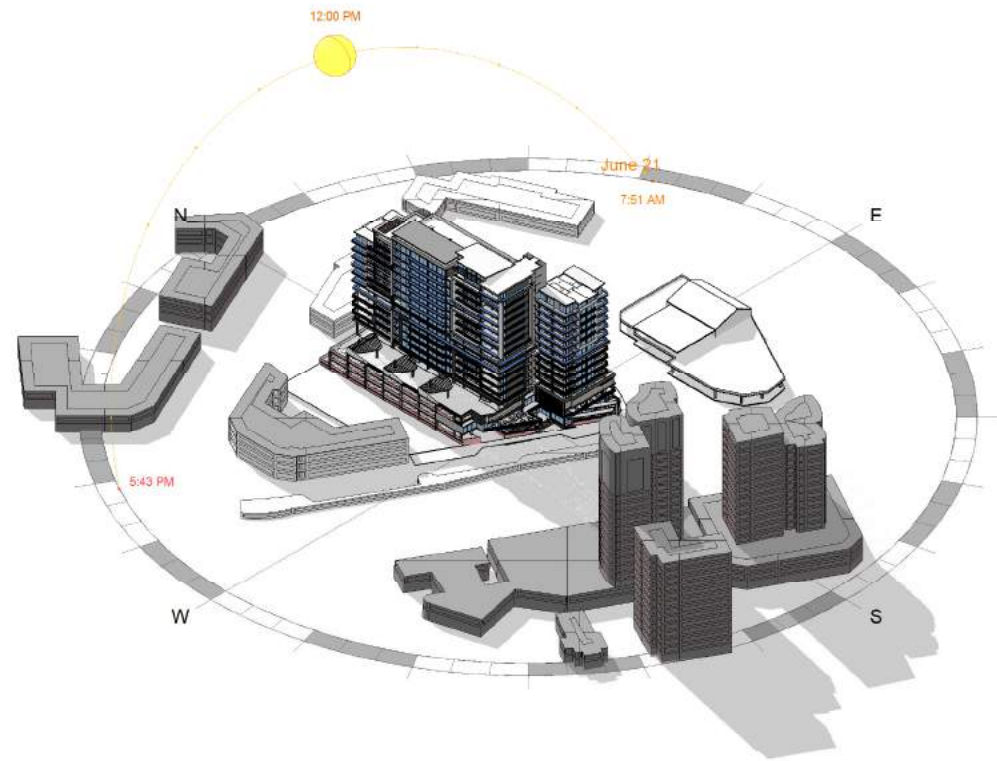
GENERAL BUSINESS 3 ZONING:

25M HEIGHT
100% COVERAGE
2.5 FLOOR FACTOR



GENERAL BUSINESS 7 ZONING:

60M HEIGHT
100% COVERAGE
12 FLOOR FACTOR



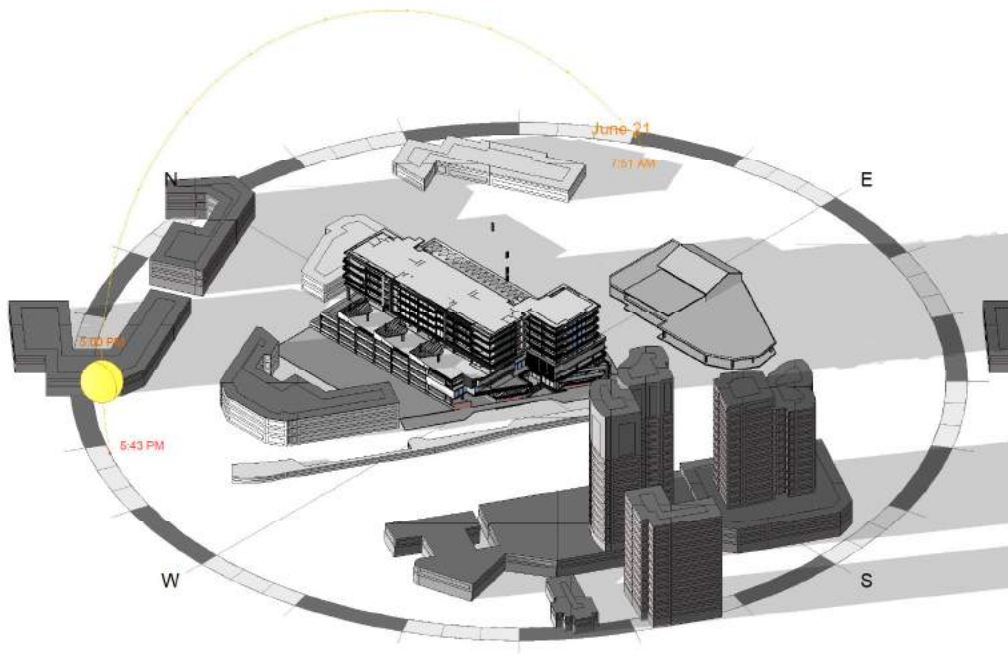
SOLAR STUDY WINTER SOLSTICE 12AM

SCALE:

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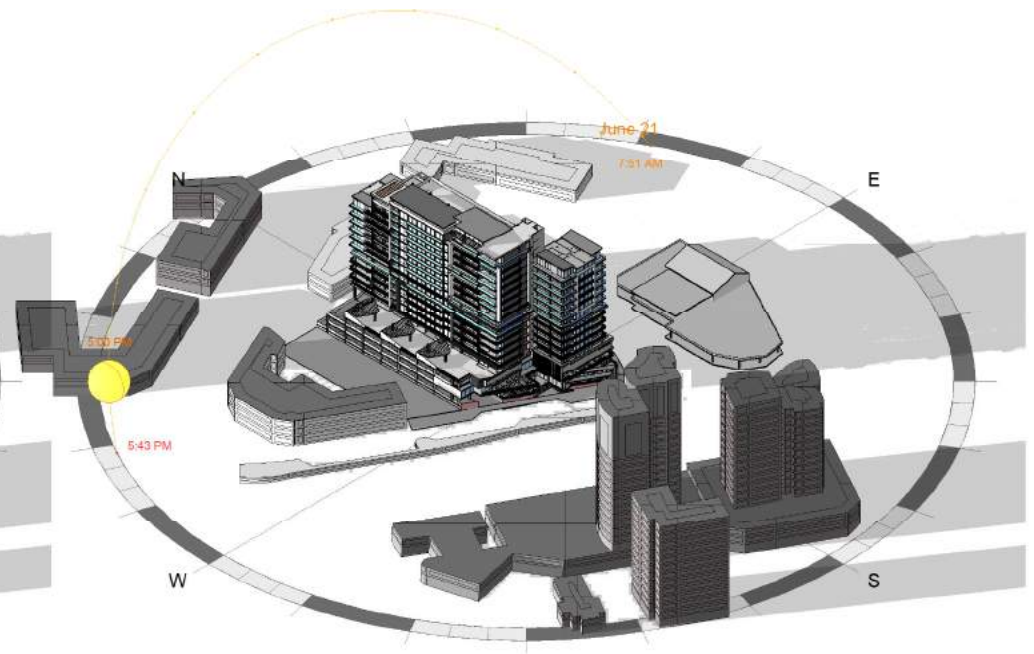
GENERAL BUSINESS 3 ZONING:

25M HEIGHT
100% COVERAGE
2.5 FLOOR FACTOR



GENERAL BUSINESS 7 ZONING:

60M HEIGHT
100% COVERAGE
12 FLOOR FACTOR



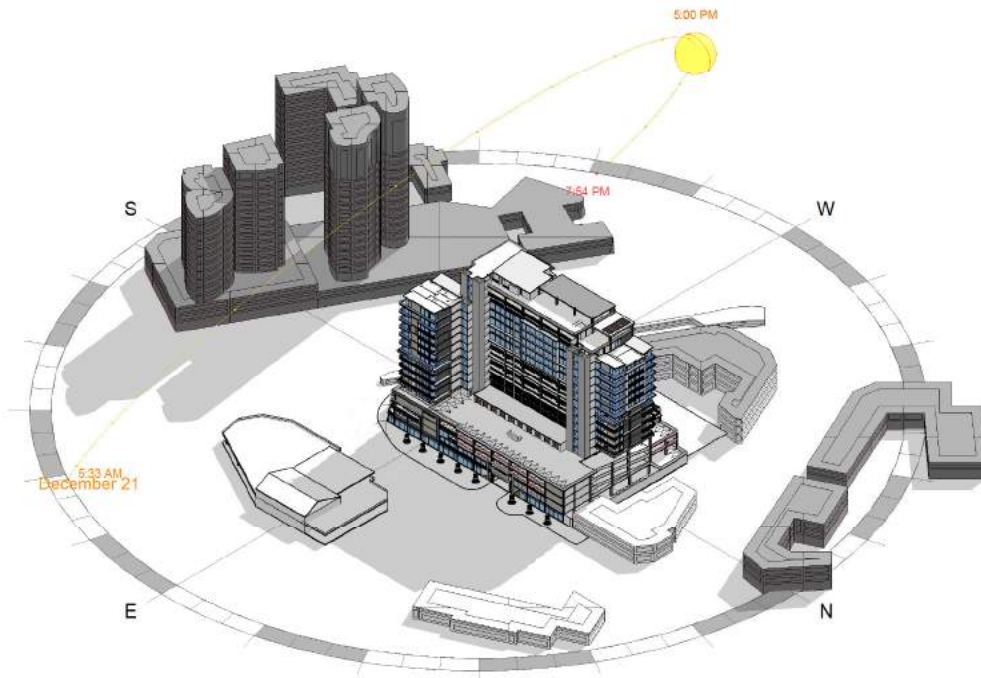
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SCALE:

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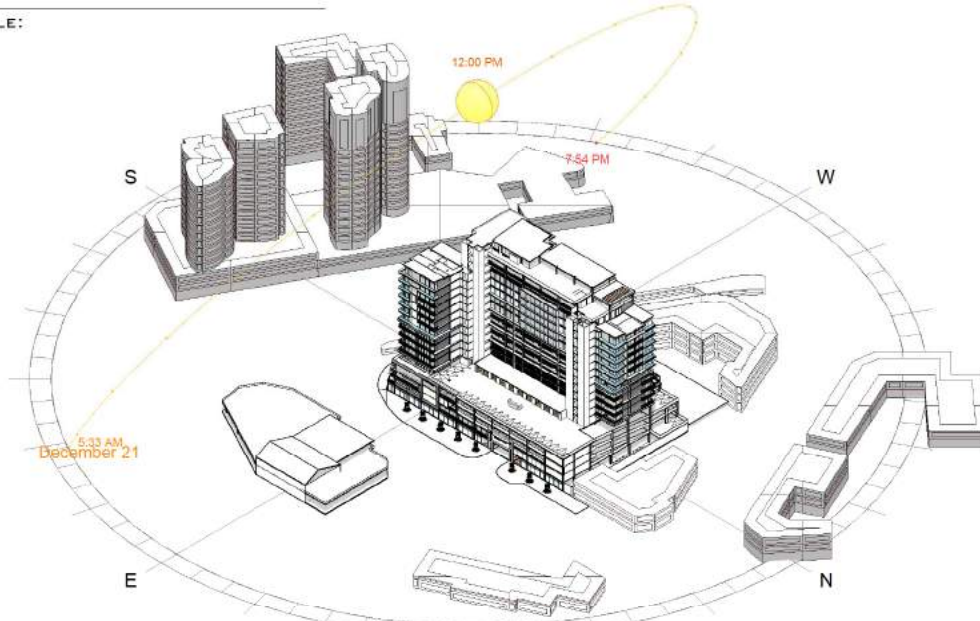
GENERAL BUSINESS 7 ZONING:

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100% COVERAGE
12 FLOOR FACTOR



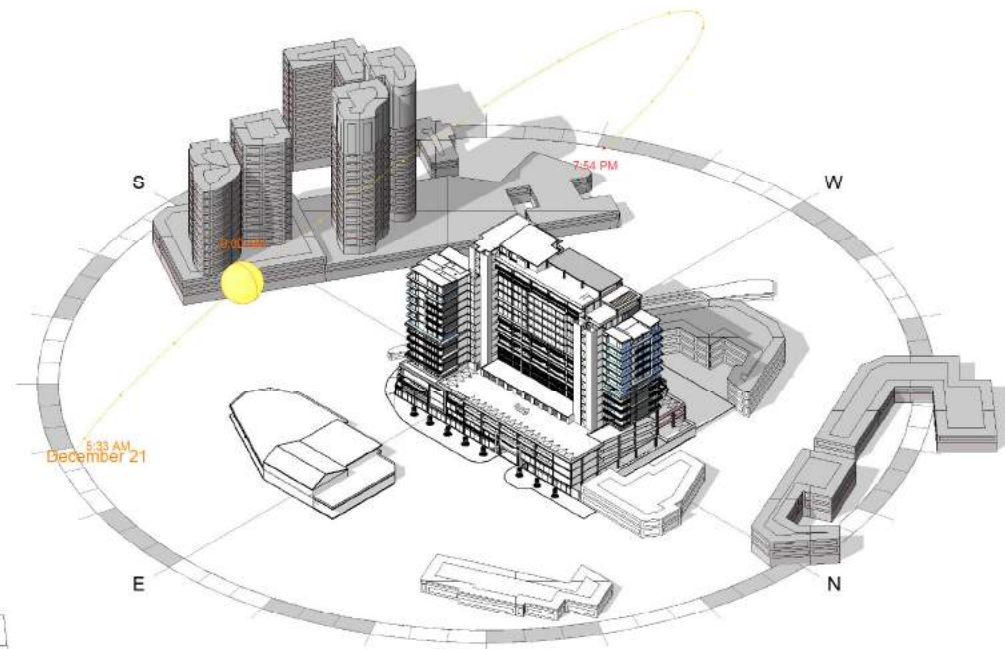
SUMMER SOLSTICE 5PM

SCALE:



SUMMER SOLSTICE 12AM

SCALE:

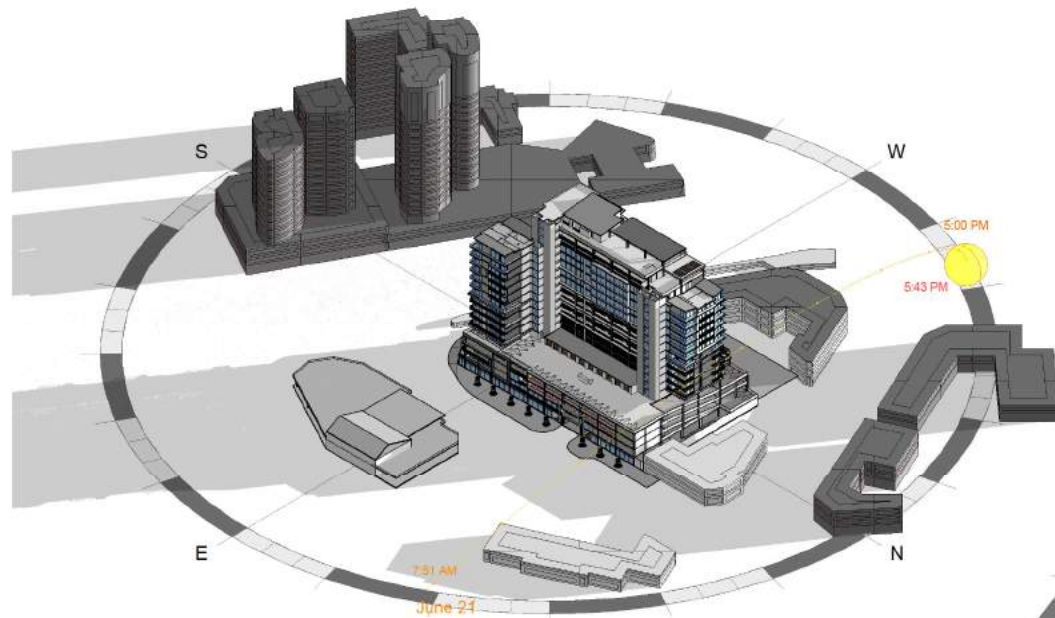


SUMMER SOLSTICE 9AM

SCALE:

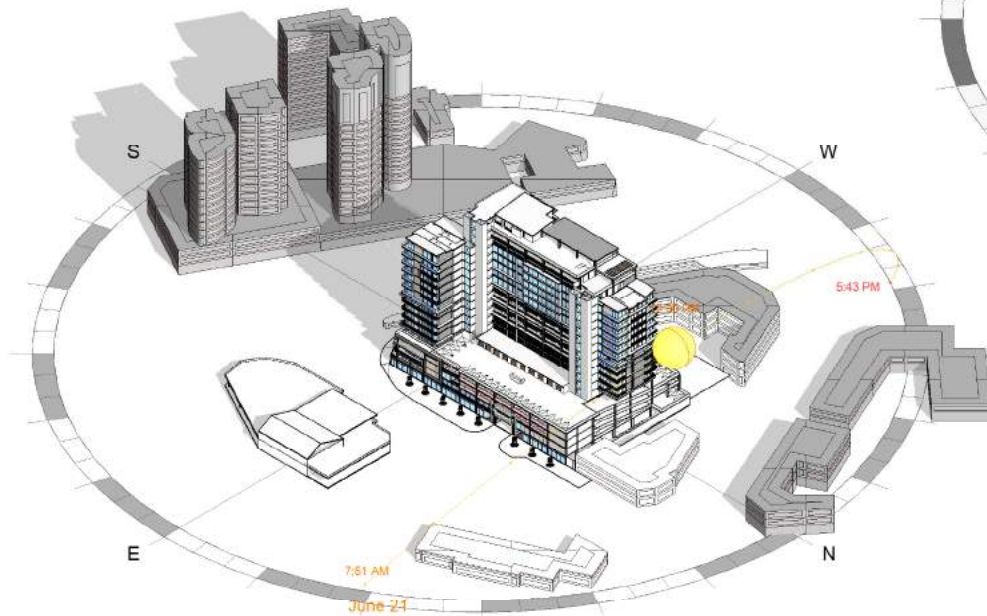
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[architecture]



WINTER SOLSTICE 5 PM

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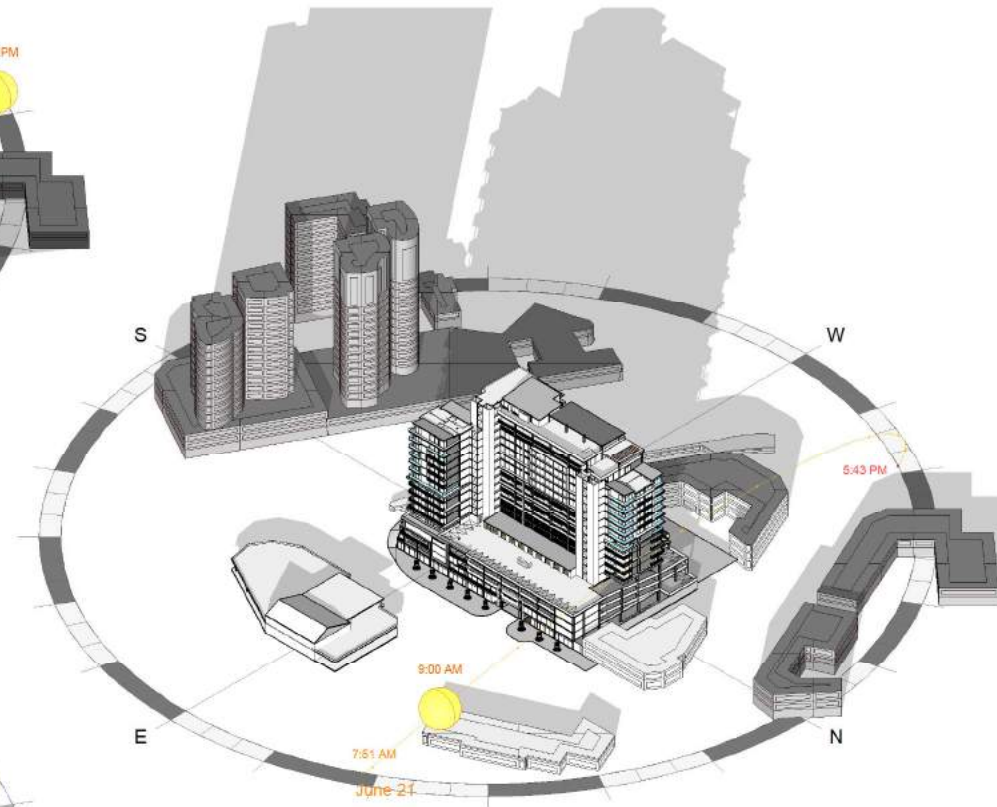


WINTER SOLSTICE 12 AM

SCALE:

GENERAL BUSINESS 7 ZONING:

60M HEIGHT
100% COVERAGE
12 FLOOR FACTOR



WINTER SOLSTICE 9 AM

SCALE:

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[architecture]

ZONING	GENERAL BUSINESS 7
SITE SIZE	4042M ²
COVERAGE ALLOWED	100%
COVERAGE	90%
FLOOR FACTOR PERMITTED (1:2)	48 504M ²
FLOOR FACTOR PROPOSED (4:8)	19 476M ²
NUMBER OF UNITS	244 UNITS

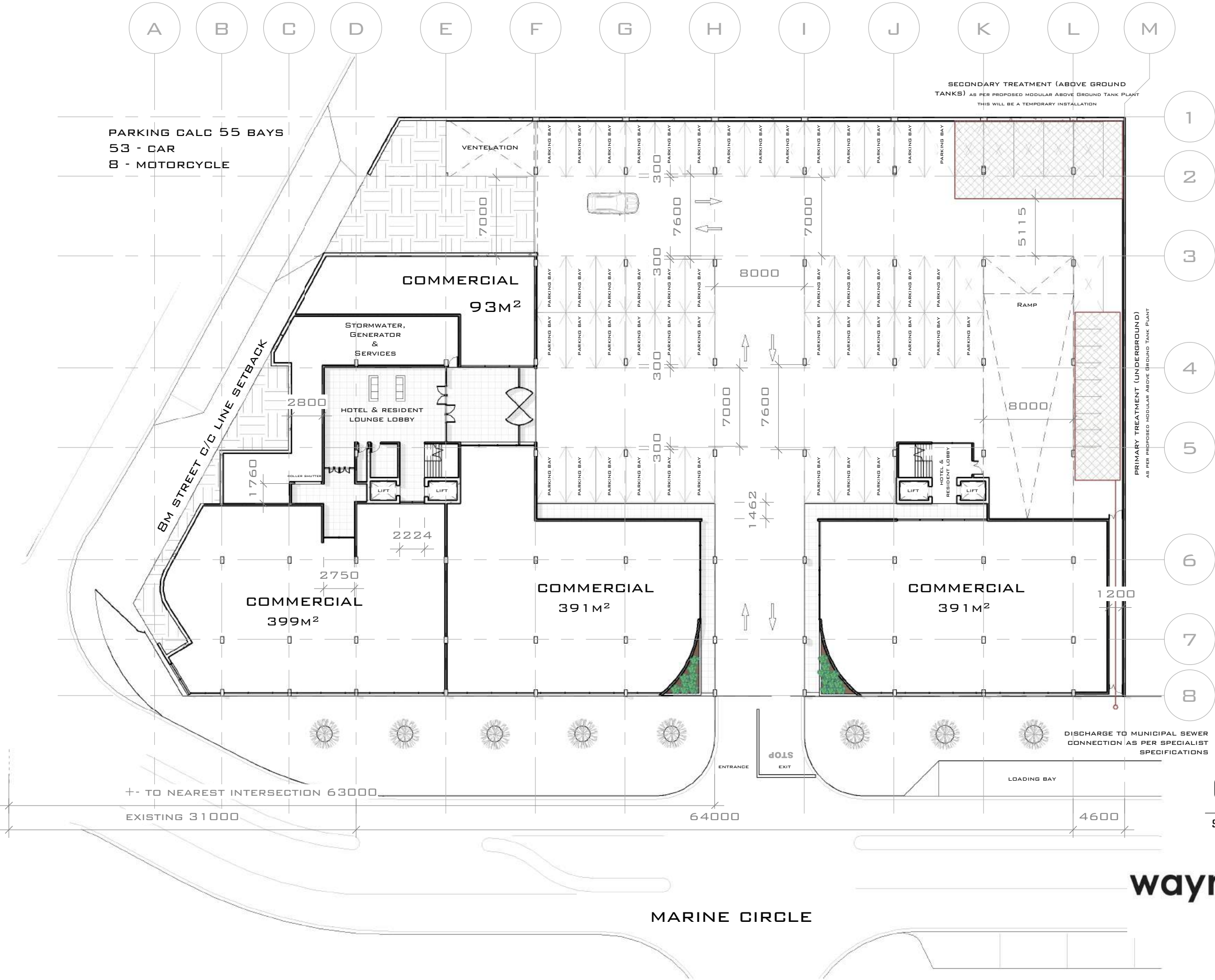
- MARINE CIRCLE FEATURES**
- SECURE PARKING
 - ENERGY EFFICIENT GREEN DESIGN
 - INSULATED/THERMALLY COMFORTIBLE UNITS
 - PANARAMIC VIEWS TOWARDS MOUNTAIN AND BEACHES
 - PRIME LOCATION
 - MIXED USE RETAIL AND COMMERCIAL COMPONENTS
 - RESTAURANTS
 - LARGE BALCONIES

DEVELOPMENT DISCRIPTION

MARINE CIRCLE IS A LARGE SCALE APARTMENT MIXED USE BUILDING, CONSISTING OF BASEMENT AND MID FLOOR PARKING, GROUND FLOOR COMMERCIAL UNITS WITH GREAT STREET INTERFACE AND RETAIL COMPONENTS. THE BUILDING ALSO CONTAINS 244 LUXURY APARTMENT UNITS. SITUATED ALONG BLAAUWBERG BLV AND MARINE CIRCLE RD. IT PROVIDES GRAND VIEWS TOWARDS TABLE MOUNTAIN AND THE BEAUTIFULL BEACH. MARINE CIRCLE WILL CREATE AN ICONIC DESTINATION, THE DEVELOPMENT WILL ENSURE CONTEMPORARY ARCHITECTURAL STYLE THAT WILL UPLIFT THE SURROUNDING BUILT EVIRONMENT.

SUBURB DESCRIPTION

TABLE VIEW IS A WEST COAST SUBURB OF CAPE TOWN, SOUTH AFRICA, NAMED AFTER ITS VIEW OF TABLE MOUNTAIN. BLOUBERGSTRAND IS A SUBURB OF CAPE TOWN, SOUTH AFRICA, ALONG THE SHORES OF TABLE BAY, 15 KILOMETRES DUE NORTH OF THE CITY CENTRE OF CAPE TOWN. THE NAME BLOUBERGSTRAND LITERALLY MEANS "BLUE MOUNTAIN BEACH" IN AFRIKAANS, AND IS DERIVED FROM BLAAUWBERG, A NEARBY HILL



01 SEMI BASEMENT
SCALE:1 : 350

PARKING CALCULATIONS

PARKING PROVIDED	350 BAYS
PARKING	10 GARAGES
GARAGE PARKING	360 BAYS
TOTAL	360 BAYS

PARKING REQUIRED:

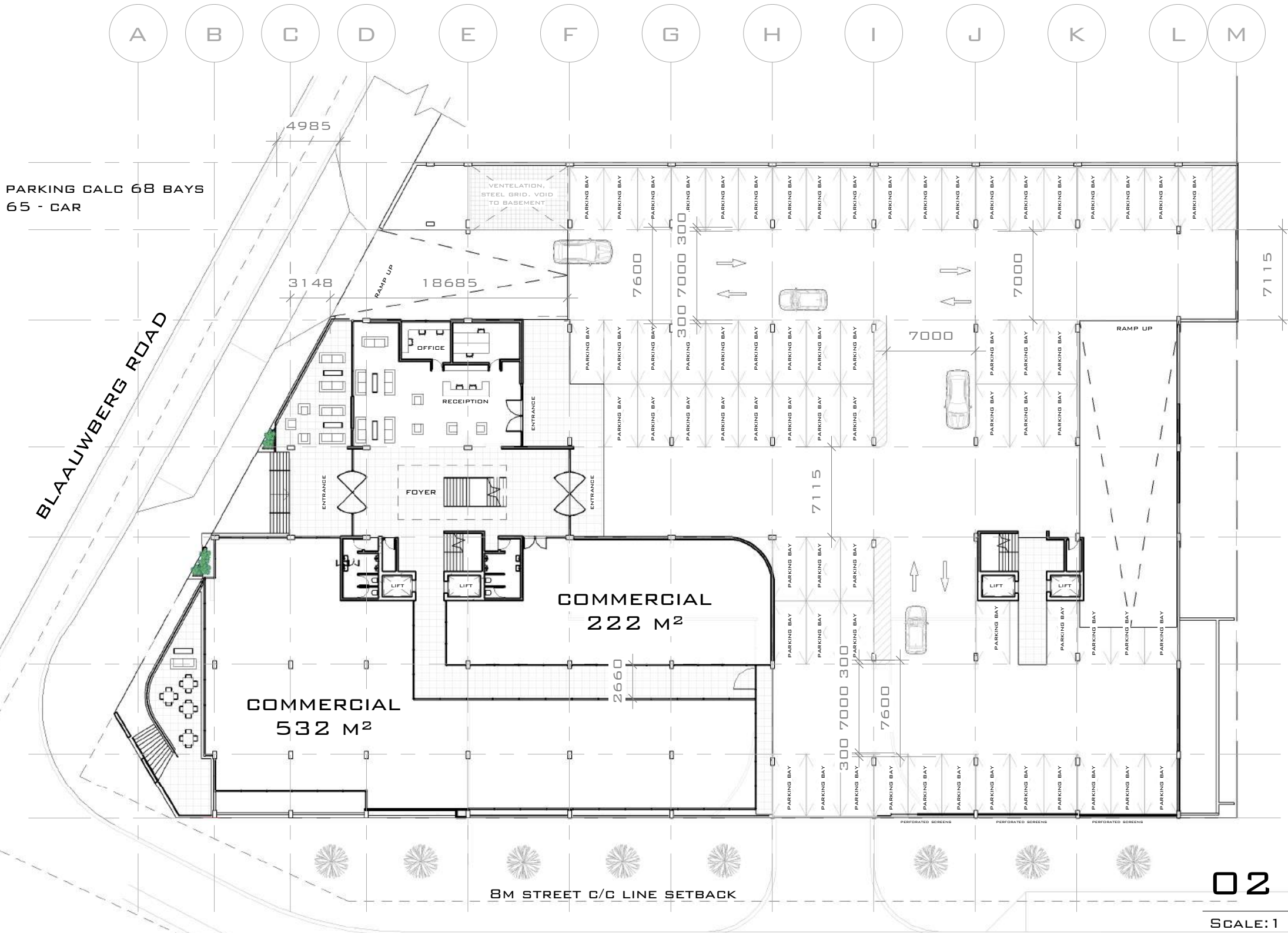
244 UNITS (1.5 BAYS/UNIT)	366 BAYS
OFFICES (4 BAYS/100M ² GLA)	938M ²
RETAIL (3 BAYS/100M ² GLA)	1325M ²
RESTAURANT (6 BAYS/100M ² GLA)	769M ²
TOTAL:	490 BAYS

PARKING PROVIDED, CALCULATED AT 1.25 BAYS PER DWELLING UNIT, PLUS 0.25 BAYS PER DWELLING UNIT FOR VISITORS

244 DWELLING UNIT X 1.25 PER UNIT	= 305
244 VISITORS X 0.25 PER UNIT	= 61
NUMBER PARKING REQUIRED	= 366

AREA BREAKDOWN:

COMMERCIAL: (EXCL. BALCONIES)	3032M ²
RESIDENTIAL: (EXCL. BALCONIES)	14 199M ²
RATIO:	17.5%

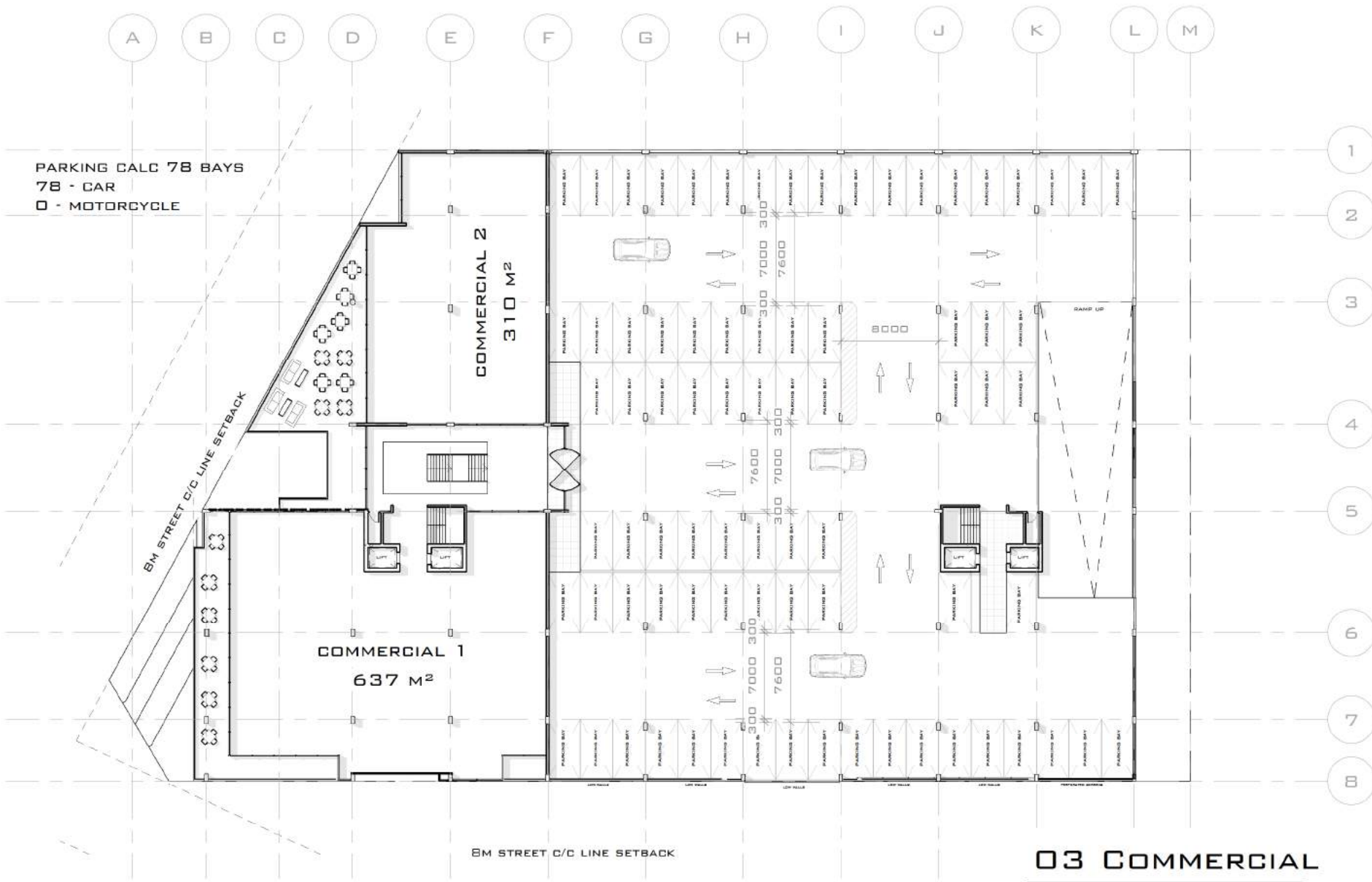


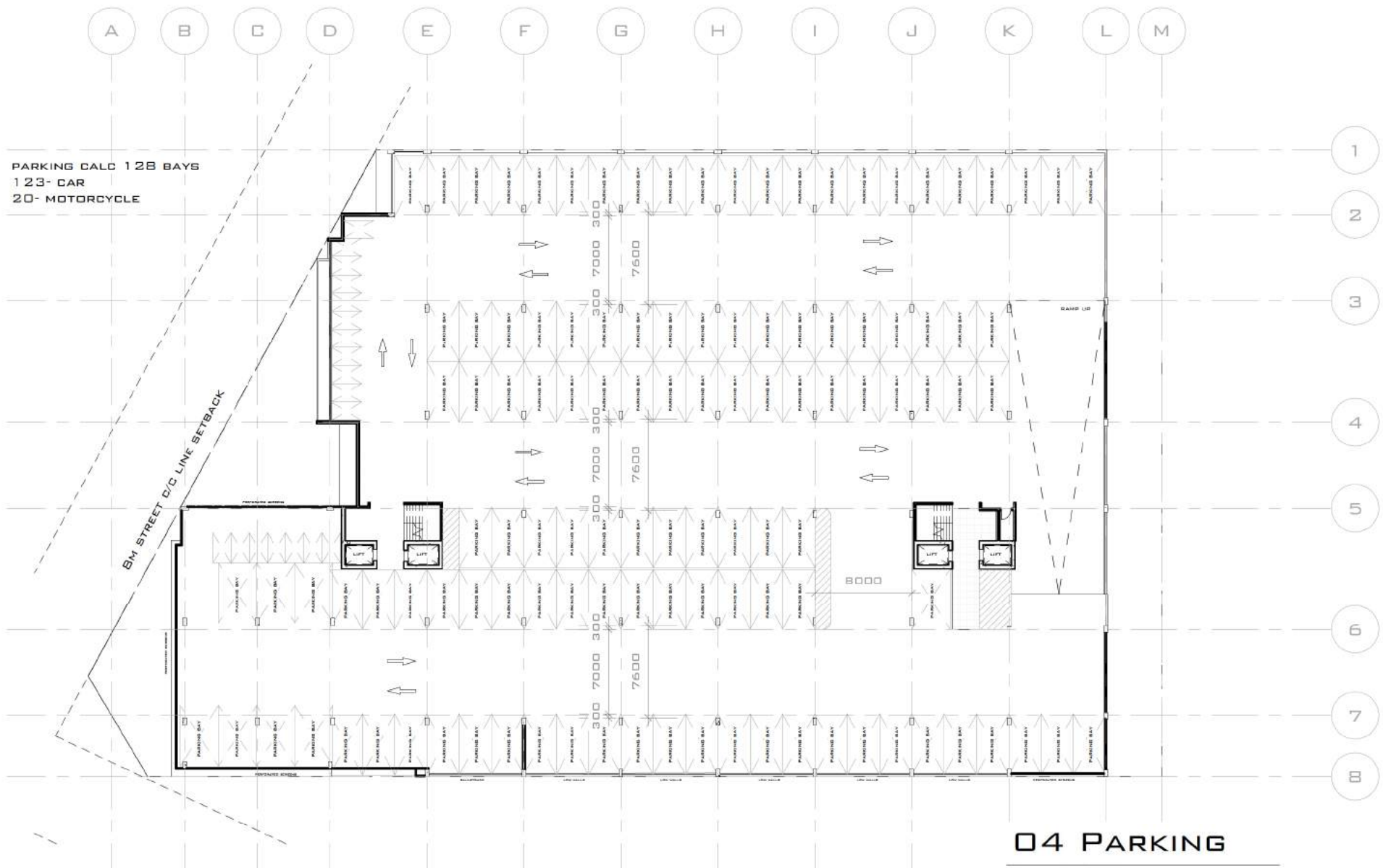
02 GROUND FLOOR RETAIL

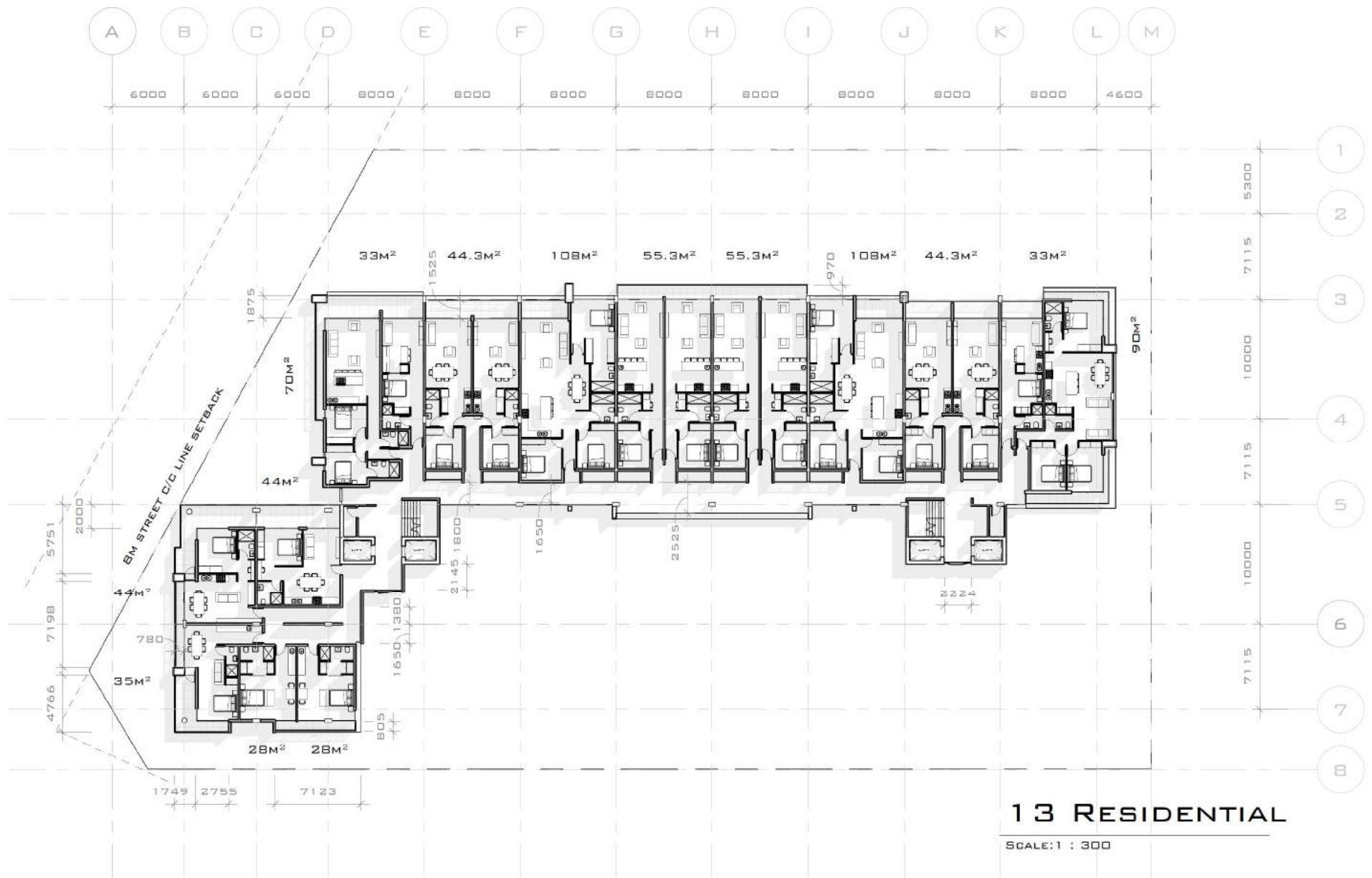
SCALE: 1 : 350

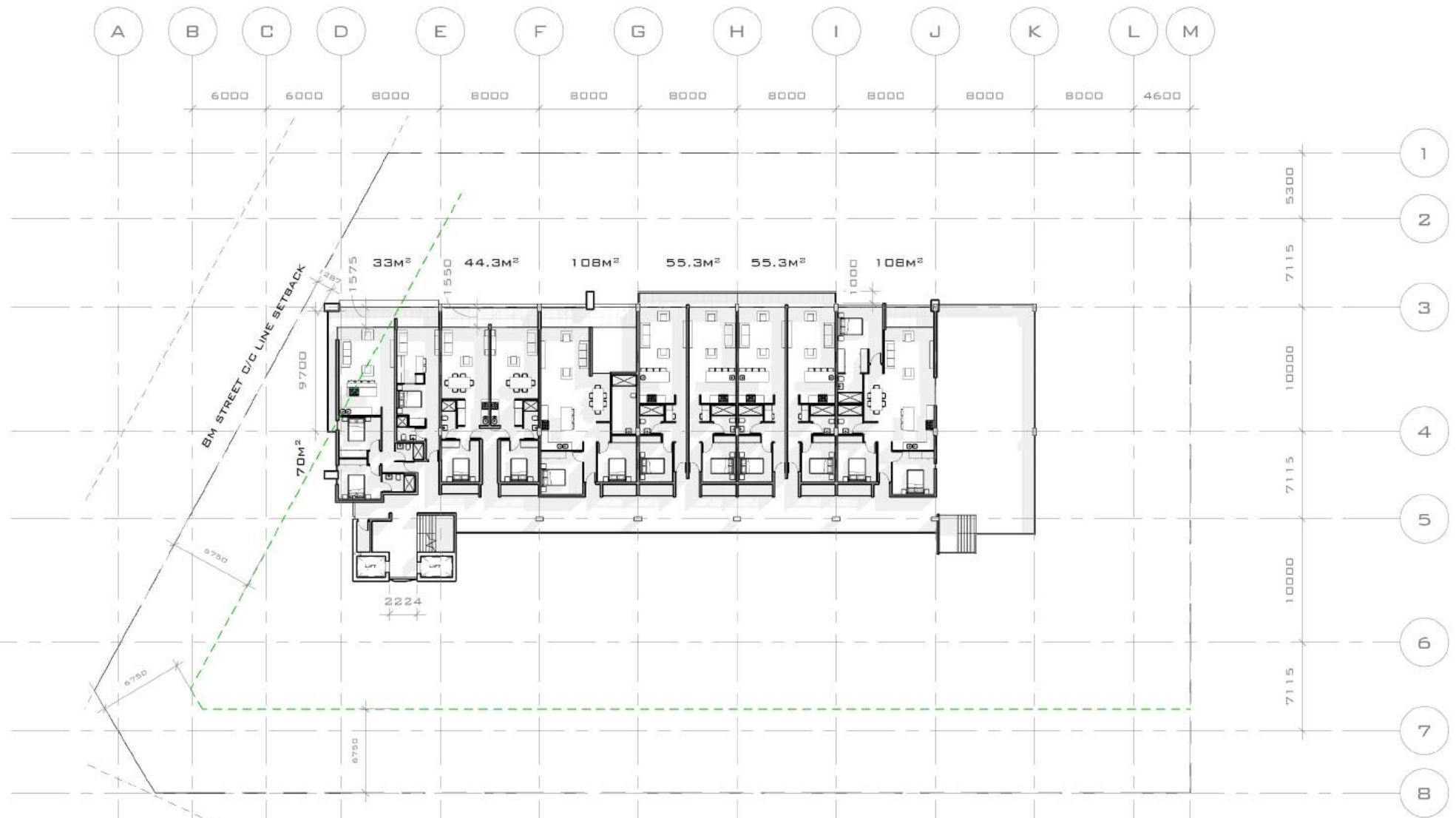
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MARINE CIRCLE





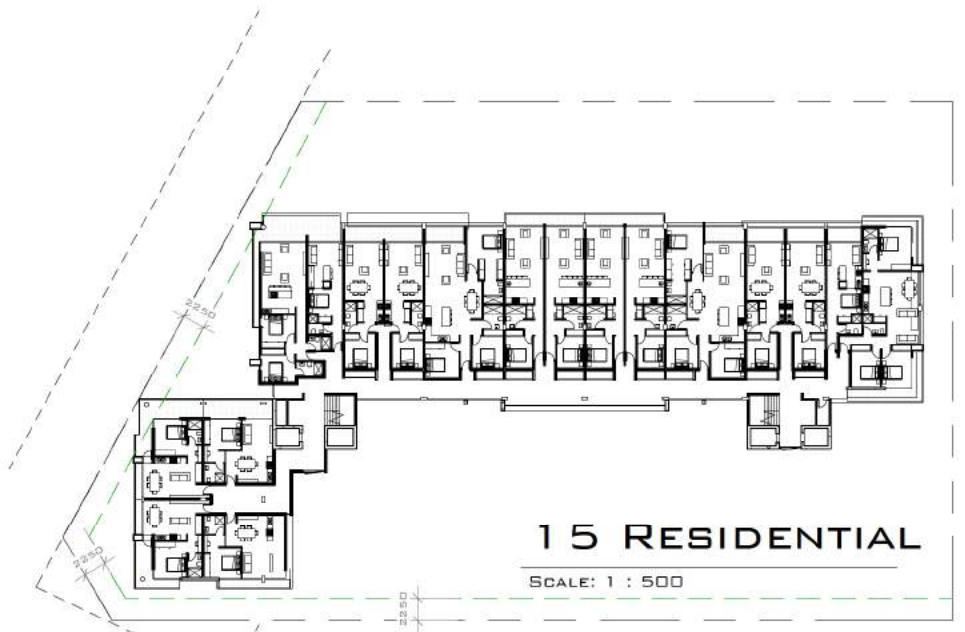


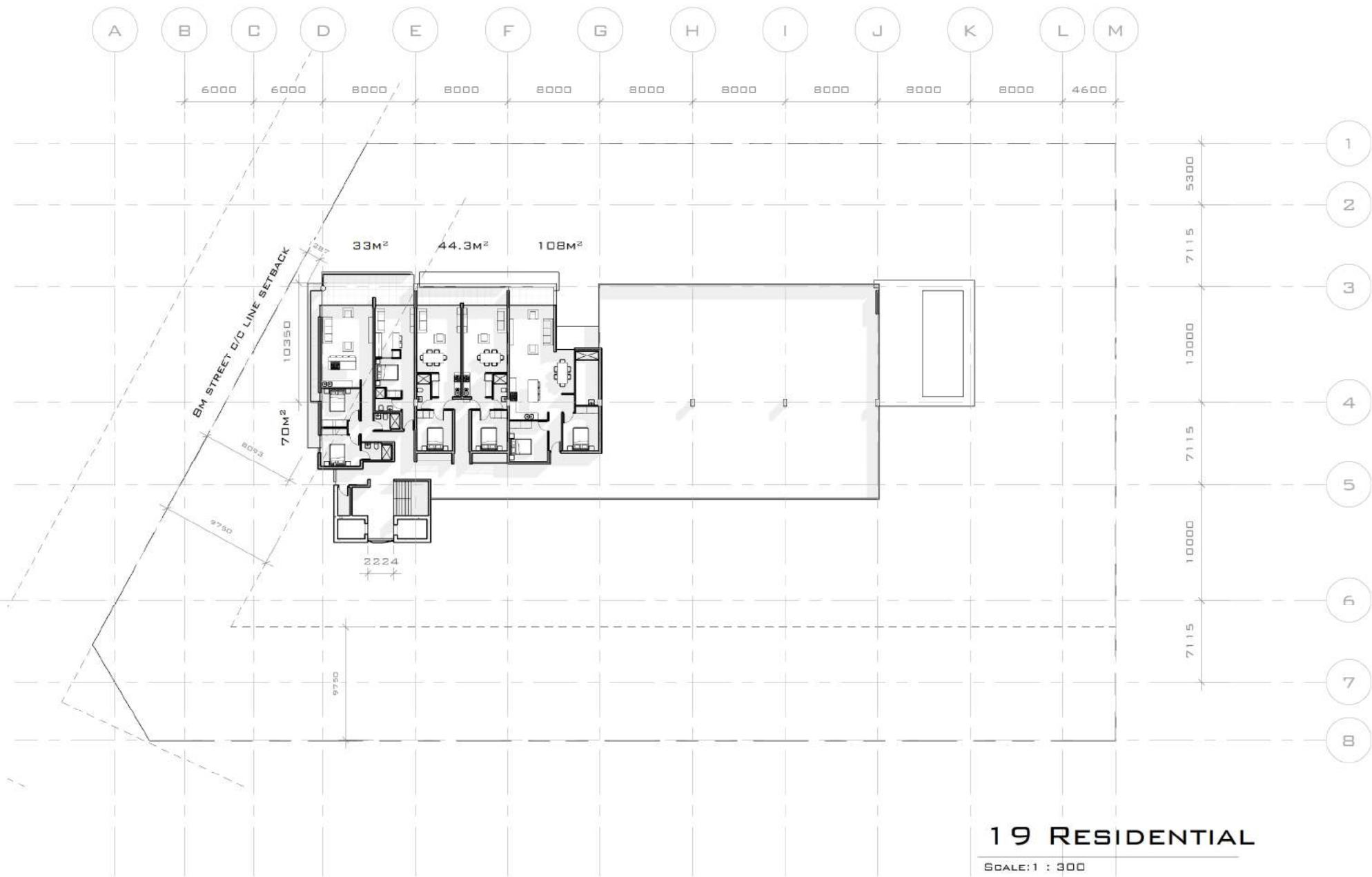


18 RESIDENTIAL

SCALE: 1 : 300



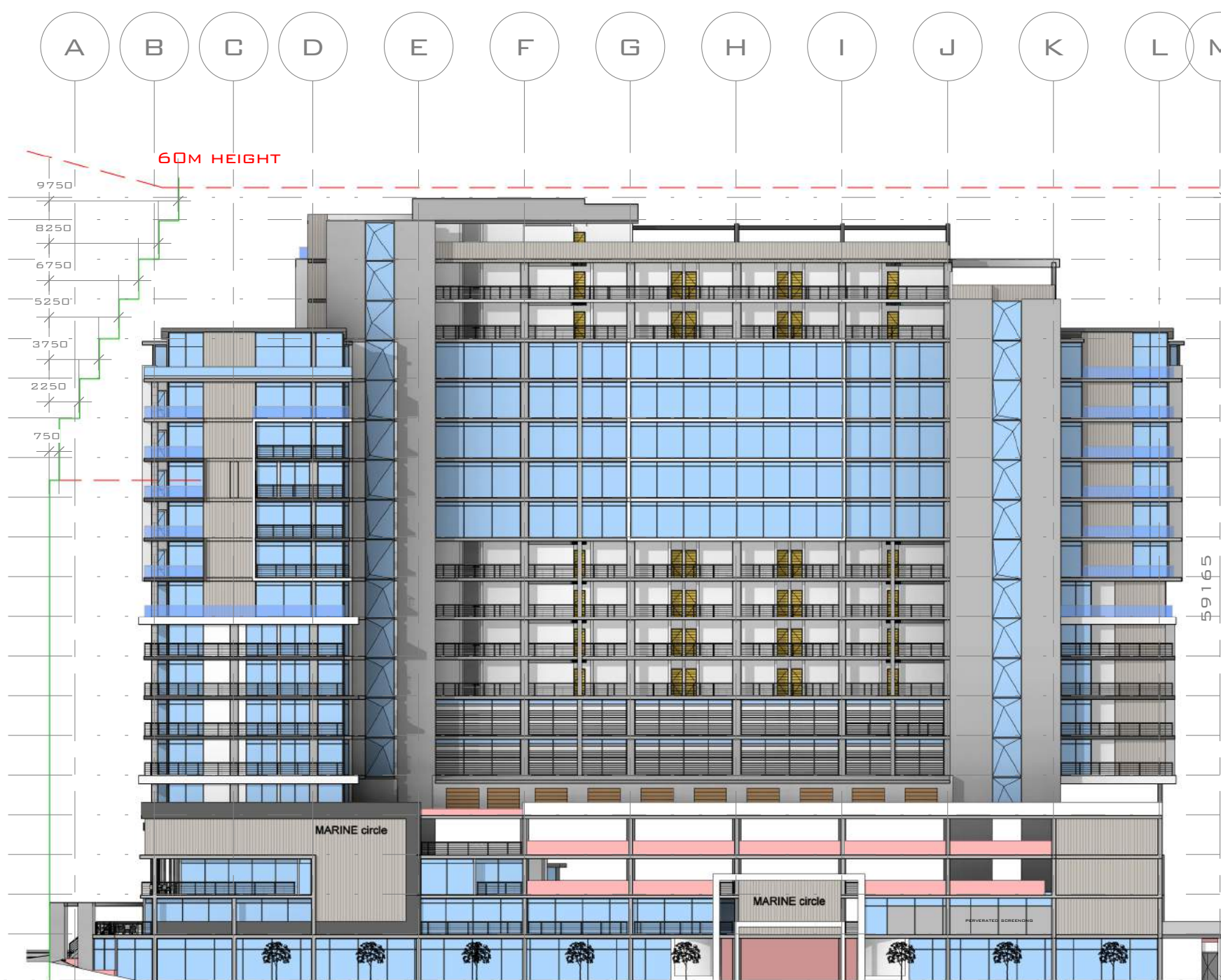




19 RESIDENTIAL

SCALE: 1 : 300





EAST ELEVATION

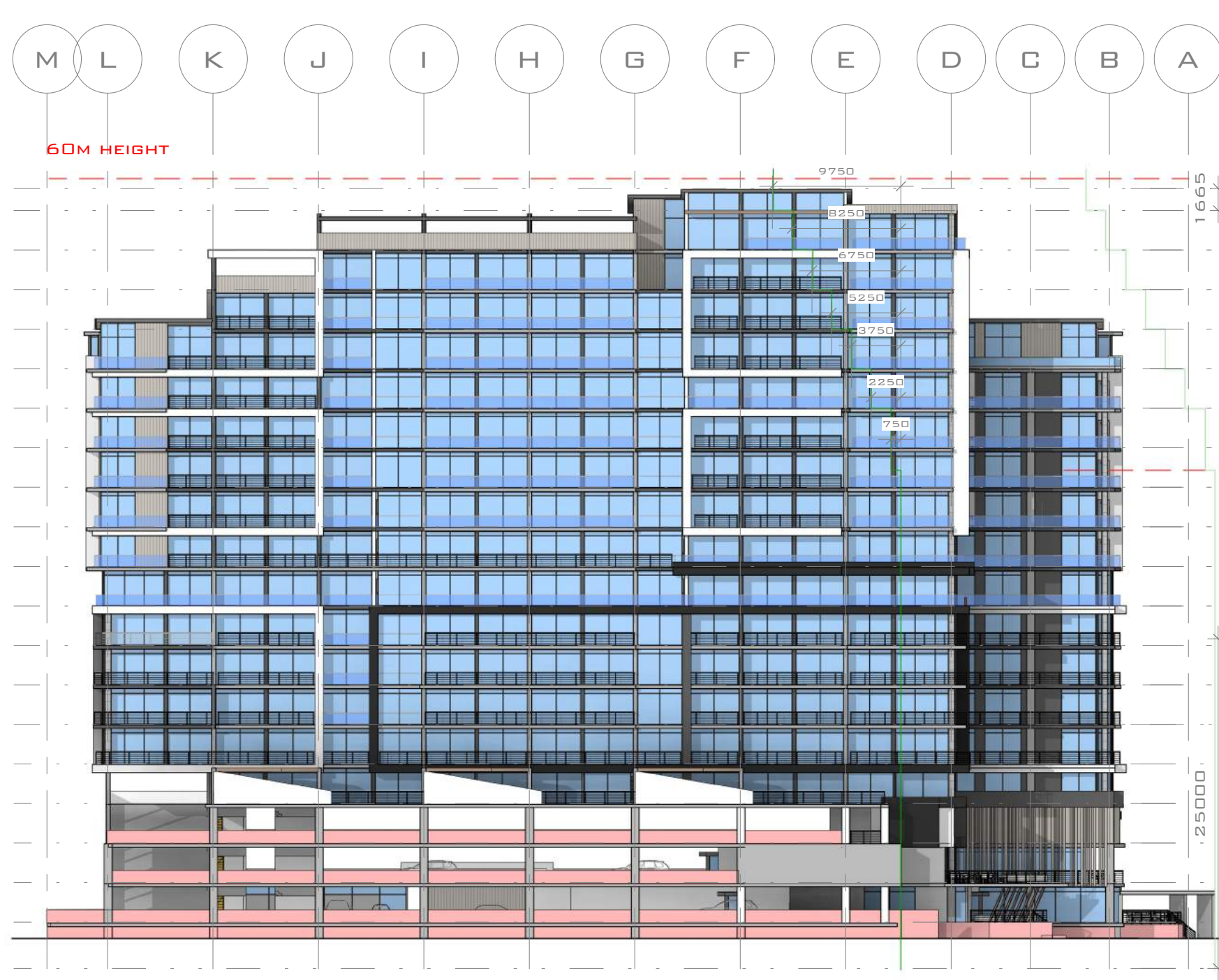
SCALE: 1 : 400



NORTH ELEVATION

SCALE: 1 : 400





WEST ELEVATION

SCALE: 1 : 400



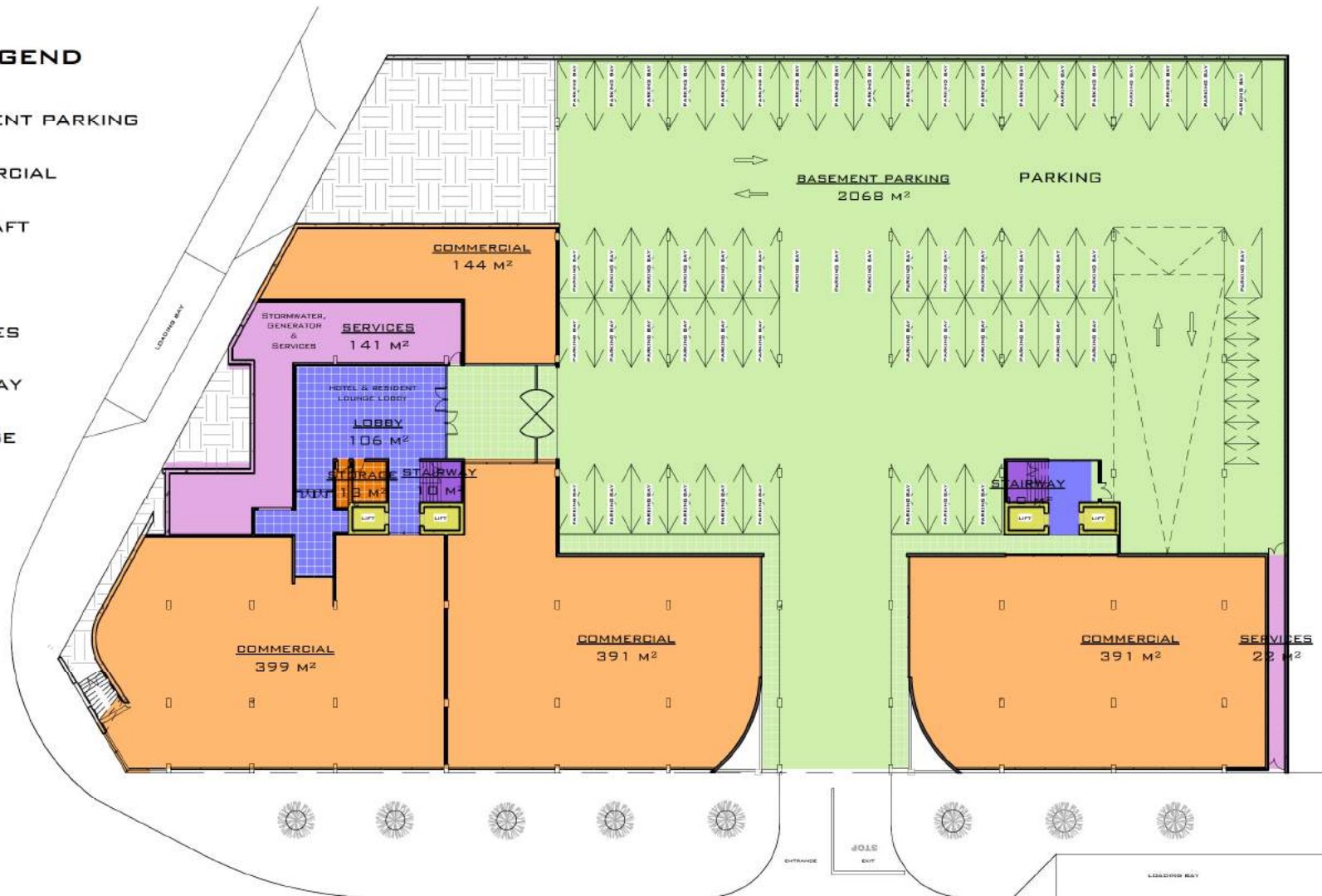
SOUTH ELEVATION

SCALE: 1 : 400



UNIT LEGEND

- BASEMENT PARKING
- COMMERCIAL
- LIFTSHAFT
- LOBBY
- SERVICES
- STAIRWAY
- STORAGE












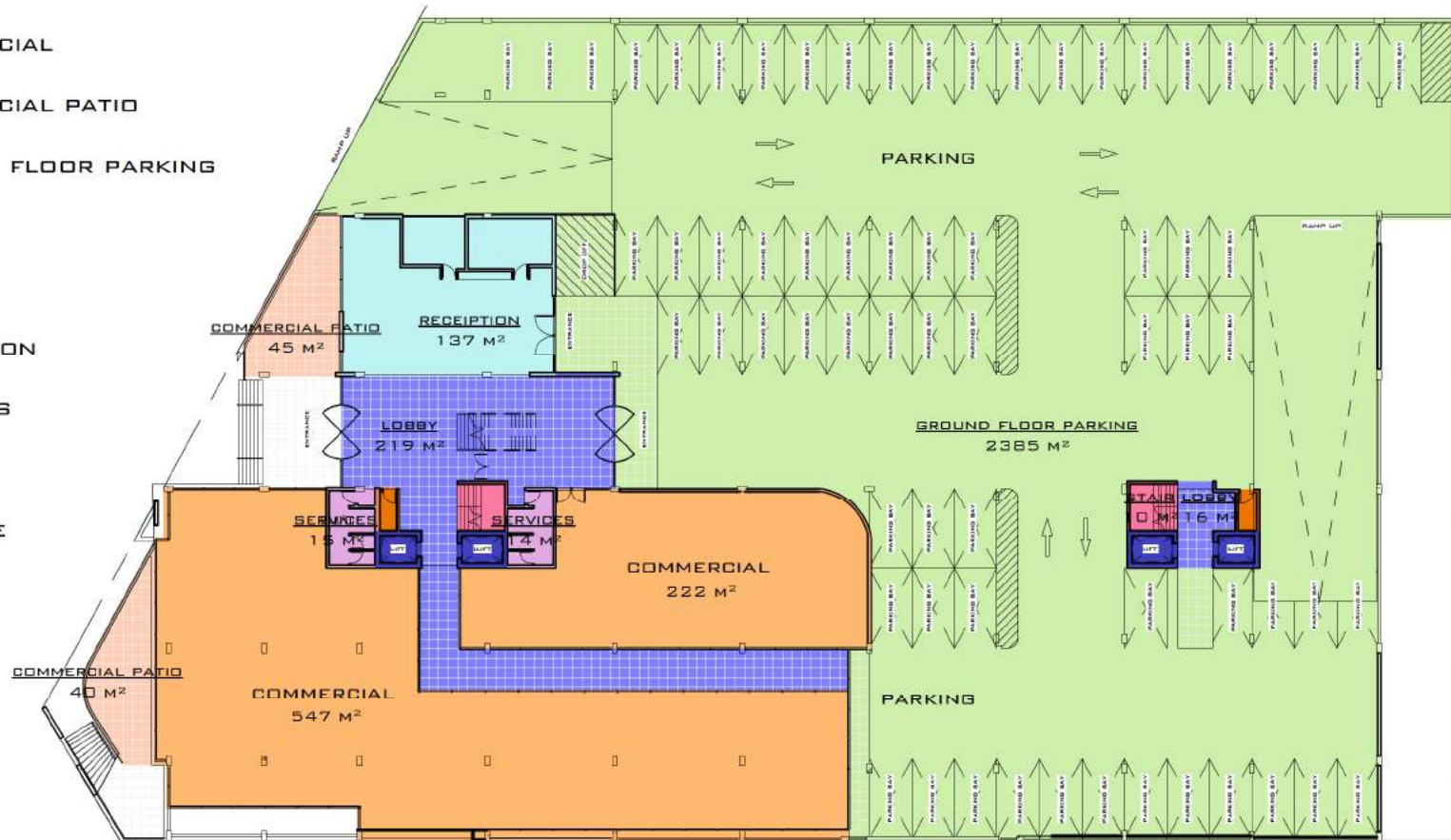
01 SEMI BASEMENT

SCALE: 1 : 300



UNIT LEGEND

	COMMERCIAL
	COMMERCIAL PATIO
	GROUND FLOOR PARKING
	LIFT
	LOBBY
	RECEPTION
	SERVICES
	STAIR
	STORAGE



02 GROUND FLOOR RETAIL

SCALE: 1 : 300



UNIT LEGEND

- 1 ST FLOOR PARKING
- COMMERCIAL
- COMMERCIAL BALCONY
- LIFT
- LOBBY
- STAIR
- STORAGE



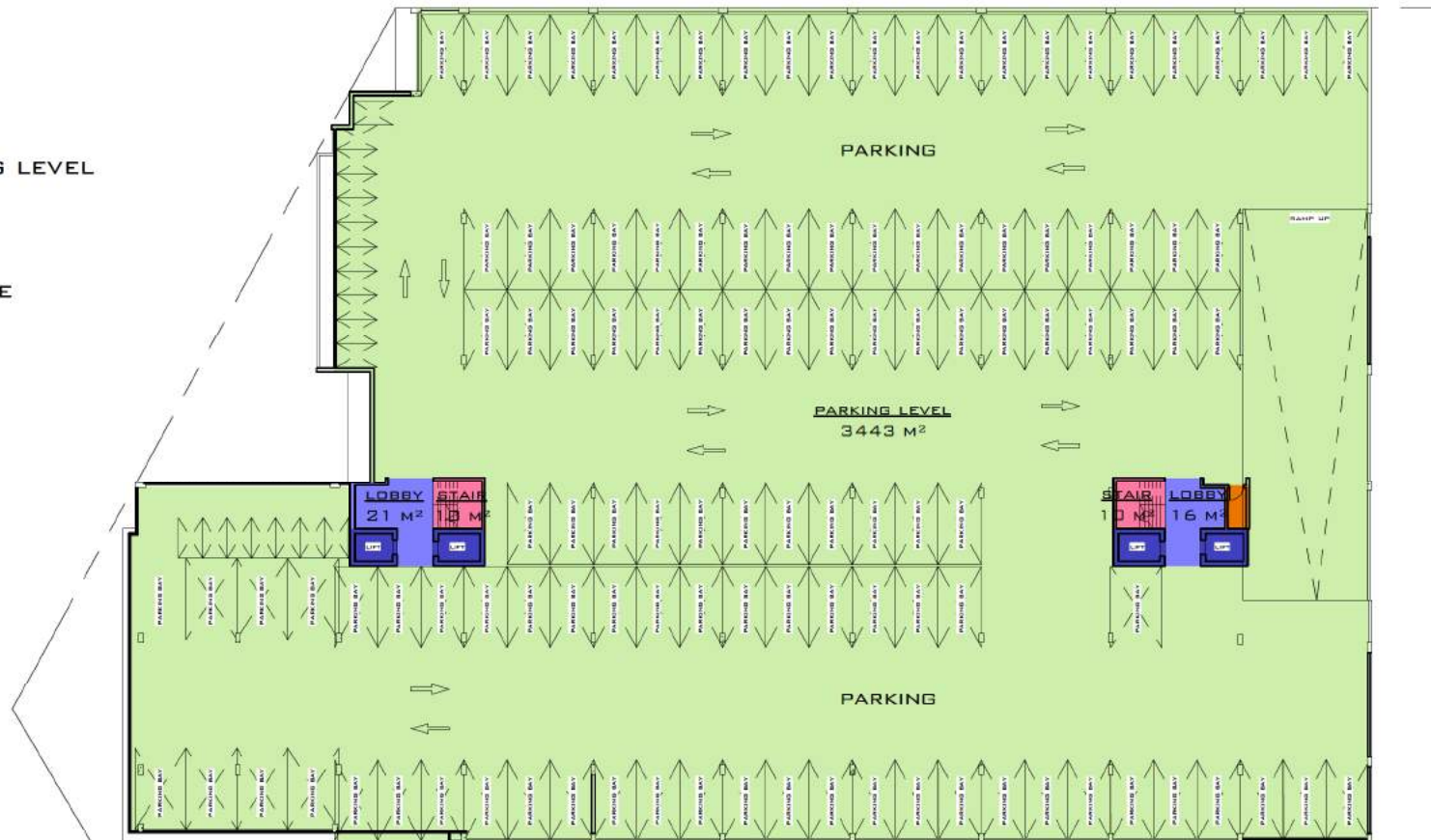
03 COMMERCIAL

SCALE: 1 : 300



UNIT LEGEND

- LIFT
- LOBBY
- PARKING LEVEL
- STAIR
- STORAGE





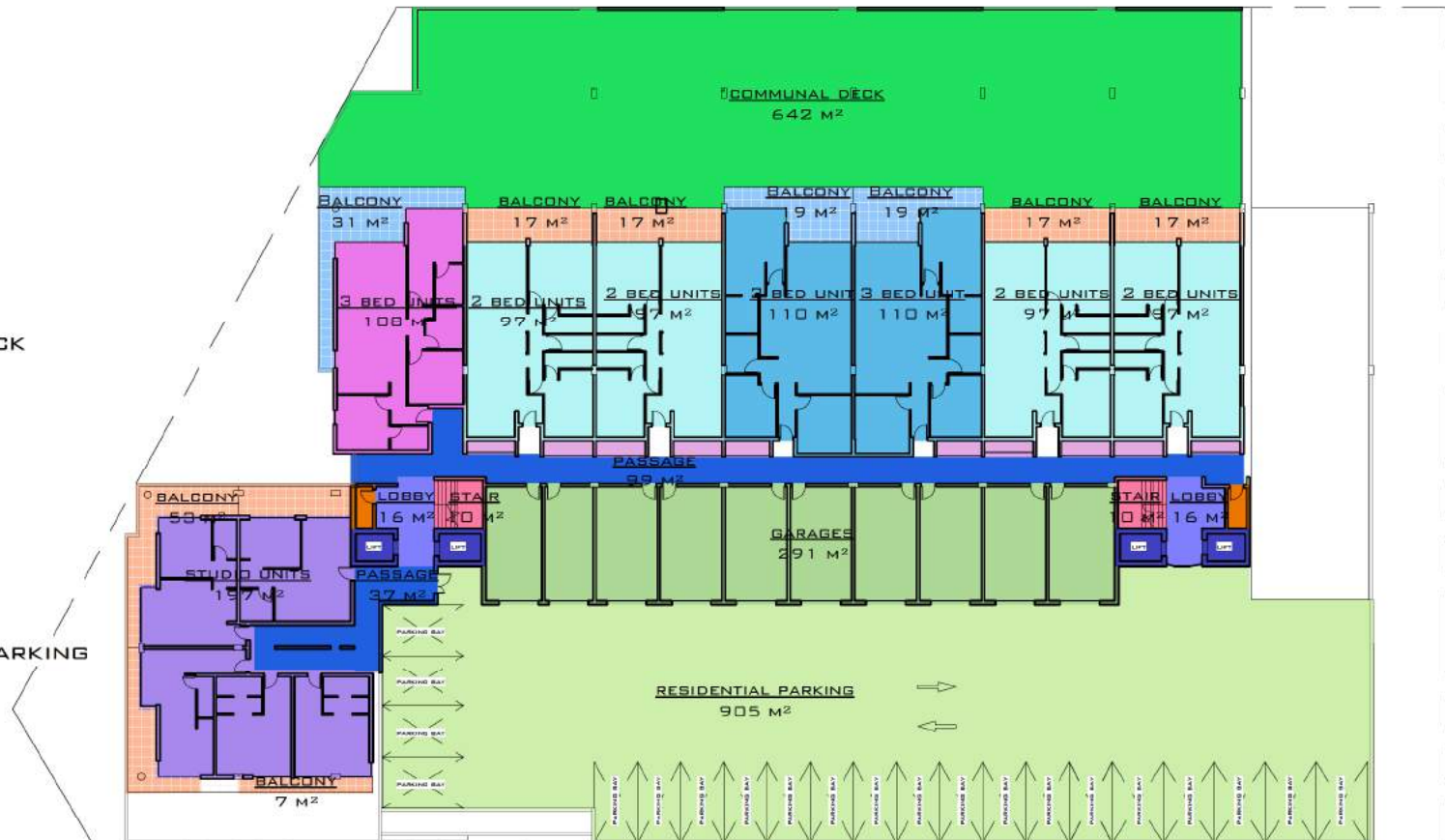
04 PARKING

SCALE: 1 : 300



UNIT LEGEND

	2 BED UNITS
	3 BED UNIT
	3 BED UNITS
	BALCONY
	BALCONY
	COMMUNAL DECK
	GARAGES
	LIFT
	LOBBY
	PASSAGE
	RESIDENTIAL PARKING
	SERVICES
	STAIR
	STORAGE
	STUDIO UNITS












05 RESIDENTIAL + G

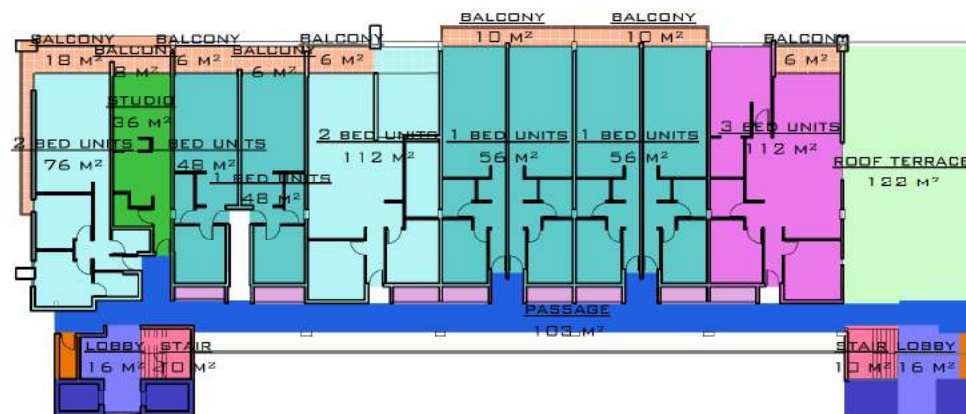
SCALE: 1 : 300

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UNIT LEGEND

	1 BED UNITS
	2 BED UNITS
	3 BED UNITS
	BALCONY
	LIFT
	LOBBY
	PASSAGE
	ROOF TERRACE
	SERVICES
	STAIR
	STORAGE
	STUDIO

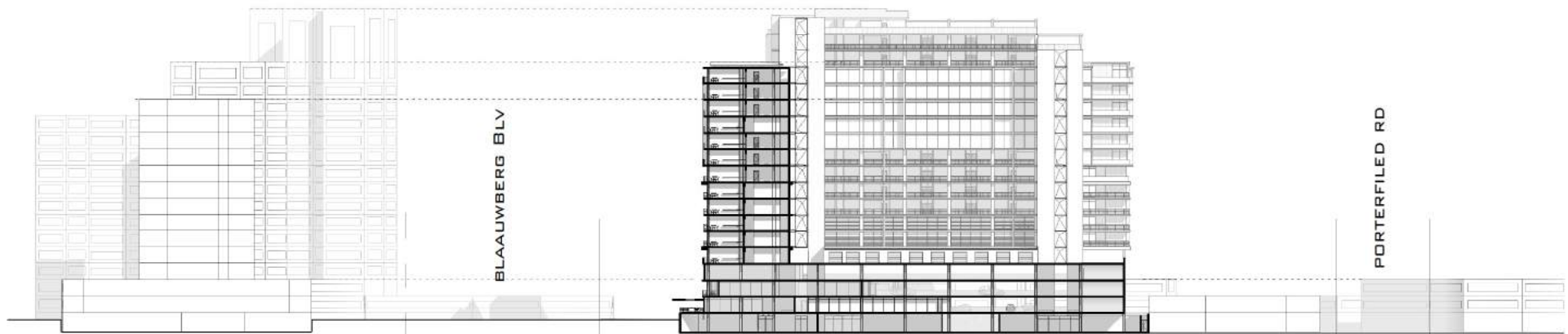
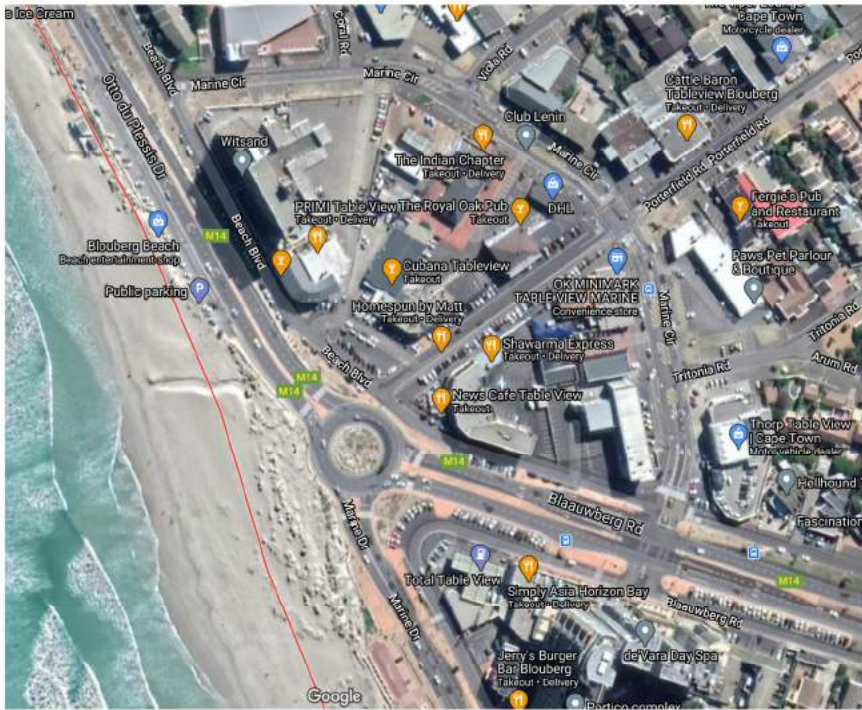


18 RESIDENTIAL

SCALE: 1 : 300

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VISUAL IMPACT

SCALE: 1 : 750

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